Environmental Assessment

Construction and Operation of Runway Extension

Leesville Airport | Leesville, Louisiana

Prepared for:

Prepared by:

Terracon Consultants Inc.

February 2025

OFFICE OF LOCAL DEFENSE COMMUNITY COOPERATION
2231 Crystal Drive, Suite 520
Arlington, VA 22202-3711

Office of Local Defense Community Cooperation
Draft Finding of No Significant Impact
for
Construction and Operation of Runway Extension
Leesville, Louisiana

Pursuant to the National Environmental Policy Act (NEPA) (42 U.S.C. §§ 4321-4347), Environmental Analysis of Army Actions (32 CFR Part 651), the Department of Defense (DoD) Office of Local Defense Community Cooperation (OLDCC) gives notice that an Environmental Assessment (EA) was prepared, and an Environmental Impact Statement (EIS) is not required for the construction and operation for a runway extension at Leesville Airport. As the federal granting agency for the project, OLDCC is responsible for implementing the procedural provisions of NEPA for this project. OLDCC coordinated the NEPA process with the grantee, City of Leesville, the associated military installation, Fort Johnson, and the Federal Aviation Administration (FAA) to ensure that relevant, site-specific environmental information was identified, analyzed, and considered during the decision-making process. The FAA is serving as a cooperating agency (see Appendix A for the FAA's cooperating agency acceptance letter) for this EA.

Purpose and Need: The purpose of the Proposed Action is to provide a runway length to accommodate operations of Army Class A aircraft off-installation as some fixed-wing operations are restricted due to the shorter runway, in proximity to Fort Johnson. The runway is anticipated to provide operational redundancy and auxiliary airfield support. Currently, Army Class A fixed-wing aircraft are unable to land at Fort Johnson because of the insufficient runway length at Maks Army Airfield (KPOE). The additional length will allow the Army Class A aircraft from Fort Johnson (including the C12 (King Air 200/300/350) and the C21 (Lear 35)) to utilize Leesville Airport. The civilian aircraft that will utilize the extended runway in support of Fort Johnson will be typical Class II-B light jet and turboprop aircraft. The action will enable longer range and larger aircraft access to the airport for a wide range of activities, including fixed-wing air ambulance for mass casualty evacuation, logistics and scenario planning operations, and transportation flights to serve organic Fort Johnson units, and our partner nations, Army civilians and the contractor community.

Proposed Action: The Proposed Action is to extend Runway 18-36 by 1,800 ft to a total of 5,607 ft. The Proposed Action would include amending all necessary air traffic procedures to accommodate the Proposed Action, relocating Runway 18 Precision Approach Path Indicators (PAPI), and construction of box hangars, maintenance areas, operations areas, and office space. The FAA has jurisdiction by law and special expertise relating to the Proposed Action at Leesville Municipal Airport. FAA's authorities and special expertise is based on its statutory responsibilities under the Airport and Airway Improvement Act of 1982 [49 U.S.C. Section 47101(a)(16)], Section 743 of the FAA Reauthorization Act of 2024" (P.L. 118-254), and relevant implementing regulations. Because the U.S. Army's Proposed Action involves construction of infrastructure necessary to support the U.S. Army's use of the civil airfield at the Airport, the City of Leesville is requesting approval from the FAA for certain changes to their Airport Layout Plan (ALP). Thus, FAA's federal action is approval of the City of Leesville's ALP. The Proposed Action also includes Operations and activities that would support Fort Johnson with individual and unit training and

flight operations. Support for Unmanned Aerial Systems (UAS) takeoff and landing areas was considered but not included in this Environmental Assessment because it is not directly related to the purpose of the runway extension project and because of unique environmental impacts of UAS operations related to airspace, noise and community safety. If and when UAS operations are considered at the Leesville Airport the appropriate environmental analysis will be conducted.

This action will be implemented as described in the paragraphs entitled "Proposed Action" in Chapter 1.3 and "Federal Actions" in Chapter 1.4 of the EA. OLDCC, Fort Johnson, and FAA Environmental and NEPA subject matter experts reviewed the EA and determined it to be technically sufficient. The EA and supporting documentation are attached.

Alternatives Considered: Screening criteria were used to assess whether an alternative was "reasonable" and would be carried forward for evaluation in the EA. Viable alternatives were identified based on their potential to meet the purpose and need and described in Section 2.1 of the EA.

Four alternatives were considered but dismissed due to not meeting screening criteria and are described in the section titled "Alternatives Considered but Dismissed" in Chapter 2.3 of the EA. These alternatives are referred to as:

- Establishment of a new Army Class A Runway Elsewhere;
- Construction of a new Army Class A Runway to the East of the Existing Runway;
- Extend Runway 18-36 to the South; and
- Extend Runway 18-36 to the North and South.

The EA also considered environmental impacts of the No Action Alternative. Under the No Action Alternative, existing infrastructure at L39 would remain unchanged and the Leesville Airport would not extend the existing runway. Under this alternative, the City of Leesville should not have the ability to provide aerial operations support during emergency and training conditions. Under this alternative, the purpose and need of the action would not be met.

The EA considered all other reasonable alternatives and only one, the Proposed Action, was found that would meet the purpose and need. Therefore, no additional alternatives, beside the No Action Alternative, were carried forward for analysis.

Environmental Effects: No significant direct, indirect, or cumulative environmental impacts would occur from implementing the Proposed Action. Certain environmental resources (land use, coastal resources, geology, socioeconomics, floodplains, climate change, and general compliance) were not analyzed in detail in this EA because implementation of the proposed action would not likely result in any potential environmental impacts on these resources, or impacts would be negligible. Potential environmental impacts on air quality, soils, groundwater, noise, cultural resources including Tribes, biological resources, water resources, transportation and infrastructure, and air space are documented in Chapter 3 of the EA.

Anticipated Environmental Effects: OLDCC, Fort Johnson, and the FAA assessed potential impacts of the No Action Alternative and the Proposed Action at Leesville Airport. Environmental

consequences from the Proposed Action, including discussions concerning related best construction practices, are detailed in Chapter 3 of the EA.

Under the Proposed Action, construction activities would generate minor amounts of fugitive dust (particulate matter) and gaseous emissions of carbon monoxide, volatile organic carbons, nitrous oxides, sulfur dioxide, and particulate matter less than 2.5 microns. from the combustion of fuel by construction equipment and vehicles. These quantities would be below de minimis levels and as the project area is located within an area that is in attainment, no additional analysis is required. There would be short-term, minor, adverse, direct, impacts in air quality due to increase emissions from heavy equipment used during the construction phase. It is assumed that after the construction phase, normal activities would resume. therefore, no impact to air quality during the operation is anticipated.

Under the Proposed Action, approximately 7.62 acres of soils would be disturbed to accommodate the runway extension and proposed additional hanger areas. The majority of the soils located within the footprint of the runway extension are designated with a moderate or severe erosion potential. None of the soils within the proposed project location or within the area directly impacted by the Proposed Acton are designated as "very severe". No prime farmlands are likely to be impacted.

Ground disturbance to extend the runway under the Proposed Action will not exceed five feet below ground surface (bgs). Given the overall depth of freshwater deposits in the Chicot Aquifer, construction of the Proposed Action would not result in adverse impacts or contamination of the Chicot Aquifer. Based upon the determination from the EPA and the depth to groundwater, no direct or indirect impact to groundwater is anticipated. The proposed project will not impact jurisdictional wetlands or directly affect other surface water resources. The ephemeral streams identified within the boundaries of the airport property are not considered to be jurisdictional and therefore, not subject to permitting under Section 404 of the Clean Water Act. Overall impacts to surface water resources will be minimal and temporary in nature.

According to the noise contours established for the Proposed Action, both the 60 dB and 65 dB noise contours will remain within the existing boundaries of the airport. The noise analysis was based upon the approval of the Aviation Activity Forecast by the FAA Airports District Office (April 12, 2024). Therefore, no noise impacts to residents near the airport are expected as per FAA guidelines found in FAA Orders 1050.1F and 5050.4B and 14 CFR, Part 150, Airport Noise Compatibility Planning. However, with the increase in flights to/from the airport, an increase in overall noise is anticipated. Since the increase is noise is within the acceptable range, the impact would be considered less than significant. Noise from construction could impact residents and commercial occupants on properties near the airport. However, construction equipment and vehicles would be in operation only during daylight hours and only for the duration of construction activities. Overall, noise impacts from construction would be short term and minor. No significant impacts are anticipated.

Suitable habitat for federally and state listed species has not been documented within the area of direct impacts; therefore, no impacts to listed species are anticipated. In a response letter dated March 28, 2024, the Louisiana Department of Wildlife and Fisheries stated that "no impacts to rare,

threatened, or endangered species or critical habitats are anticipated for the proposed project." Under the proposed action the existing vegetation within the project area would be removed. The typical terrestrial wildlife species and vegetation that could be impacted are widely distributed; thus, loss of some individuals and habitat would not measurably impact population abundance or distribution throughout their range. Equivalent vegetation is located surrounding the Proposed runway extension area and will remain undisturbed and could provide areas for those species that are disturbed, to relocate. The proposed project will primarily impact cleared, grass-covered portions of the airport facility adjacent to the existing runway and support buildings. Suitable habitat for bird species is not within the area of direct impacts.

Required consultation was conducted with the State Historic Preservation Office (SHPO) and Tribes. No historic properties or districts were identified within the area proposed for runway expansion and additional hanger areas nor within 1 mile of the overall Proposed Action location. The SHPO determined that the undertaking would have no effect on historical properties or cultural resources in a letter dated April 2, 2024. A list of Tribes consulted is included in Table 13. A response was received from the Choctaw Nation of Oklahoma on January 6, 2025, which requested a copy of the report titled "*An Intensive Phase I Cultural Resources Survey, Inventory, and Assessment of a 133 Acre (54 HA) Survey Tract within the Boundaries of the Leesville Municipal Airport, Vernon Parish, Louisiana*." The report was provided, and no follow up comments were received. Overall, due to the lack of known properties, no impacts to cultural resources are anticipated.

The Proposed Action would require construction materials, so construction debris would be generated. The waste generated during the construction activities would be transported to the Vernon Parish Sanitary Landfill as it is able to receive construction related debris. The Vernon Parish landfill has a remaining capacity of 588,069 cubic yards or 27,960 months (approximately 2,330 years). Since the landfill can receive the construction-related debris generated and has capacity, no impact is anticipated. With the increase in length of runway, additional aircraft utilizing the airport is anticipated. The increase in aircraft would sequentially include an increase in the use of the existing facilities and associated utilities. As the airport is connected to a municipal system with available capacity to provide additional drinking water and the number of people utilizing the facilities would not exceed the capacity to provide drinking water.

Under the Proposed Action, the runway extension would allow for a different class of aircraft to utilize the existing airspace. As the airspace above the airport is not dependent upon the type of aircraft (excluding unnamed aircraft) an impact to the designation of the airspace is not anticipated. With the lengthening of the runway, the Proposed Action is anticipated to include an increase in overall traffic within the airspace extending upward from Leesville Airport. The increase in air traffic is anticipated to be associated with the flights to / from Fort Johnson. As airspace associated with Fort Johnson extends over the installation and Leesville Airport, the number of flights within the airspace would remain the same. The only change would be the number of flights touching down at Fort Johnson airfield versus Leesville Airport. Collectively there would be no change in flights within the area.

Mitigation Measures: Although no significant impacts are expected to result from the Proposed Action, the EA identified some environmental avoidance and mitigation measures to minimize the

level of impacts that might occur. Details are provided in Section 6.0 of the attached EA. The City of Leesville will implement BMPs to ensure that during rain events, sediment and debris do not leave the site and increase sediment loading and pollutants entering existing stormwater system. If groundwater is encountered during construction activities, proper engineering controls would be incorporated into the proposed construction and operation of the structure. Construction activities will be conducted during daylight hours and during weekdays to avoid noise impacts during nighttime hours. If buried cultural resources are discovered during construction activities, construction activity should immediately cease and the SHPO notified within 24 hours for further consultation. If federal or state listed ESA species are seen on site during the time of construction, all activities should be halted and a USFWS permitted Wildlife Biologist must be contacted to implement mitigation. If tree removal or tree topping is required to accommodate the required obstacle clearance, prior to removal or modification of the trees, which would occur on private property to the north, the USFWS would be consulted with and a presence and absence survey for tricolored bats and Red-cocked Woodpecker would occur. If a species is identified as present, further consultation with the USFWS would occur and mitigation measures may be required. The City will obtain authorization under LAR100000 for a Stormwater General Permit for Construction Activities, implement a Stormwater Pollution Prevention Plan, implement BMPs to ensure that during rain events, sediment and debris do not leave the site and increase sediment loading and pollutants entering existing stormwater system. If crossing of Louisiana State Highway 8 to either access Airport Road or to turn west from Airport Road to Louisiana State Highway 8 becomes a hazard or impedes travel during construction activities, temporary traffic control devices will be established as needed.

Public Outreach: Public engagement was completed through informing the residents of the City of Leesville of the availability to review the Draft EA through a public notice in *The Town Talk* newspaper and *Capital City Press* (*The Advocate*). The Draft EA was made available for review and comment electronically on the City of Leesville website and at City of Leesville City Hall from December 9, 2024 until January 10, 2025. No public comments were received. Entities and Agencies consulted for comment and review of the EA are listed in Table 13. Public engagement documentation is provided in Appendix E.

Finding: Based on the analysis presented in the EA, supporting documentation and review provided by Fort Johnson and the FAA, review by the OLDCC NEPA Compliance Officer, and review by the DoD Office of General Counsel, OLDCC finds that implementation of the Proposed Action will not significantly impact the quality of the human environment. Therefore, an EIS will not be prepared. The EA has been developed in accordance with the requirements of NEPA (42 U.S.C. §§ 4321-4347), Environmental Analysis of Army Actions (32 CFR Part 651, and in coordination with Federal, state, and local agencies as described above and in the EA.

Electronic copies of this EA and Finding of No Significant Impact may be obtained by written request to: The Office of Local Defense Community Cooperation, 2231 Crystal Drive, Suite 520 Arlington, VA 22202.

Patrick J. O'Brien
Director

Attachments:
As stated

Table of Contents

Figures

Tables

EXECUTIVE SUMMARY

Regulatory Summary

The United States Army (Army) accomplishes adherence to the National Environmental Policy Act (NEPA) through following 32 Code of Federal Regulations (CFR) Part 651; AR 200-1 and AR 200-2. These federal regulations establish both the administrative process and substantive scope of the environmental impact evaluation designed to ensure that deciding authorities have a proper understanding of the potential environmental consequences of a contemplated course of action. This Environmental Assessment (EA) has been prepared in accordance with the regulations and guidance documents.

The Army prepared this EA in cooperation with the Office of Local Defense Community Cooperation (OLDCC) and the Federal Aviation Administration (FAA). The proposal will require the FAA's approval of a revision to the City of Leesville's Airport Layout Plan (ALP). This approval, consistent with provisions under 49 U.S.C 47101, is a major federal action requiring compliance with NEPA (42 U.S.C. §§ 4321 - 4374).

The primary purpose of this EA is to document and evaluate the potential effects to human health and the environment associated with the implementation of the Proposed Action and the ability of the Proposed Action to meet the intended purpose and need.

Proposed Action

The Proposed Action includes extending the existing runway length within the current boundaries of the Leesville Airport by 1,800 feet, resulting in a runway total of 5,607 feet. The runway would support Army Class A aircraft and associated services by creating additional runway capacity for the community and Fort Johnson.

No Action Alternative

Consideration of the No Action Alternative is mandated under the Council on Environmental Quality (CEQ) 40 CFR Parts 1500-1508 which governs the implementation of NEPA as well as Army regulations and guidance. The No Action Alternative serves as a baseline or reference point against which the potential effects of the Proposed Action are evaluated.

Environmental Impact Analysis

This EA identifies Valued Environmental Components (VECs) that may be affected by the construction of the proposed runway expansion. VECs were identified based on readily available factors including Federally mandated statues and regulations, readily identifiable impacts, and those mandated by the Army and the FAA. Several VECs were eliminated from further, detailed analysis based on a lack of presence or discernable, obvious affect. The remaining VECs were analyzed by reviewing existing conditions and comparing impacts associated with implementation of the Proposed Action. Impacts were categorized based on their relative type and severity as follows:

- Type – Direct, Indirect, and Cumulative
- Severity – None/Negligible, Minor, Moderate, Significant, Beneficial

The resource areas were analyzed in detail to determine the level of environmental impacts. The summary of the environmental impacts for each alternative and resource areas that were fully analyzed is below.

Table 1 - Alternatives and Impacts to Resources

Alternative	Proposed Action	No Action
Soils	Direct, short term and moderate impacts (No Significant Impact)	No impacts
Groundwater	No impacts	No impacts
Noise	Direct, short term and minor impacts (No Significant Impact)	No impacts
Cultural Resources	No impacts	No impacts
Biological Resources – Threatened and Endangered Species	No impacts	No impacts
Biological Resources – Forest and Ecology	Indirect, short term and minor impacts (No Significant Impact)	No impacts
Biological Resources – Migratory Bird and Game Species	No impacts	No impacts
Water Resources	Indirect, short term and minor (No Significant Impact)	No impacts
Transportation and Infrastructure	Direct, short term and minor (No Significant Impact)	No impacts
Environmental Justice	No impacts	No impacts

Conclusion

None of the impacts identified were deemed to result in significant impacts to the natural and human environment. As such, the preparation of an Environmental Impact Statement (EIS) is not required. A Finding of No Significant Impact (FONSI) is anticipated.

1.0 PURPOSE AND NEED

1.1. Introduction

This Environmental Assessment (EA) was prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969, as amended (42 United States Code [U.S.C.] 4321 et seq.); the Council on Environmental Quality (CEQ) Regulations for Implementing NEPA (40 Code of Federal Regulations [CFR] 1500–1508); Title 32 CFR Part 651; AR200-1, AR 200-2; and FAA Order 1050.1F, Environmental Impacts: Policy and Procedures (Order 1050.1F) and FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions (Order 5050.4B).

The purpose of this EA is to analyze the potential environmental impacts of the proposed 1,800-foot extension of Runway 18-36 to a total of 5,607 feet. This EA also includes public and agency coordination documents used to communicate the Proposed Action and results of the environmental analyses, as well as to gather input from the public and regulatory agencies consulted. The U.S. Army, OLDCC, and the Federal Aviation Administration (FAA) will use the findings in the EA to determine whether to prepare an Environmental Impact Statement (EIS) or issue a Finding of No Significant Impact (FONSI).

1.2. Background

The City of Leesville is the recipient (grantee) of an Office of Local Defense Community Cooperation[1] (OLDCC) Defense Community Infrastructure Pilot Program (DCIP) Grant Award (Fiscal Year 2023). Program activities present communities with the opportunity to partner with their local installations (including testing and training ranges, special use airspace, military operations areas, and/or military training routes) and the Military Departments to support installation resilience. The DCIP merges previous installation resilience and compatible use (formerly a Joint Land Use Study) elements into a broader program. States, counties, municipalities, and other political subdivisions of a state are eligible for the DCIP if the OLDCC determines there is a threat to military installation resilience or encroachment of a civilian origin on the local military mission that involves, or may be significantly impacted by, resources or activities outside of the military installation and that this threat is likely to impair the installation's ability to maintain, improve, or rapidly reestablish installation mission assurance and mission-essential functions.

Army Mission

The Army mission remains constant; to deploy, fight and win our nation's wars by providing ready, prompt, and sustained land dominance by Army forces across the full spectrum of conflict as part of the joint force.

Joint Readiness Center and Fort Johnson Mission

The primary mission of Fort Johnson is to support and train home stationed units while providing superior training opportunities at the Joint Readiness Training Center (JRTC). Fort Johnson supports the JRTC's advanced-level joint training for the Army, Air Force, Navy, and Marine Corps units under conditions that simulate low- and mid-intensity conflicts (U.S. Army, n.d.).

Fort Johnson trains Brigade Combat Teams and other rotational training units to conduct Large Scale Combat Operations on the decisive action battlefield against a near-peer threat with multi-domain capabilities. Fort Johnson enables the U.S. Army Forces Command (FORSCOM) units to increase readiness and support of globally deployable missions while facilitating a high quality of life of soldiers and army families (U.S. Army, n.d.).

[1] The Office of Local Defense Community Cooperation is responsible for complying with NEPA for construction projects for which its Federal funds are granted. To accomplish this, the grant recipient (Grantee) is expected to conduct the appropriate level of environmental review and analysis to support the Office of Local Defense Community Cooperation (OLDCC) in making a final NEPA determination. OLDCC will release funding for project following a FONSI or after all significant impacts have been mitigated.

Additionally, Fort Johnson trains several Louisiana, Texas, and Mississippi Reserve and Army National Guard during annual training periods (U.S. Army, n.d.).

Leesville Municipal Airport

Leesville Municipal Airport (L39) is classified as a local general aviation airport. It is approximately 305 acres and includes one runway (18-36) that is currently 3,807 feet by 75 feet with a north/south orientation. Airport facilities include an aircraft parking apron, general aviation terminal building with offices, fuel farm, and several hangars. The airport facility is located approximately four miles west of Leesville and approximately 11.3 miles to the northwest of Fort Johnson. The airport is owned and maintained by the City of Leesville (City). Currently only aircraft that are considered categories A (I and II) and B-1 are present at L39.

Table 2 - Current (2023) Inventory of Aircraft

Count	Make	Model	Type
1	North American	Navion	SEP
2	Cessna	182	SEP
3	Bell	206	Turbine Rotorcraft
4	Experimental	Glasiar GS-2 Sportsman	SEP
5	Piper	PA-28-180	SEP
6	Piper	PA-31-350	MEP
7	Robinson	R22 Beta	Piston Rotorcraft
8	Piper	PA-28-161	SEP
9	Cessna	305C	SEP
10	Cessna	206	SEP
11	Cirrus	SR22	SEP
12	Cessna	150	SEP
13	Cessna	150	SEP
14	Cessna	172	SEP
15	Piper	PA-28-180	SEP
16	Cirrus	S22T	SEP
17	Cessna	172	SEP
18	Mooney	M20	SEP
19	Beechcraft	N-35	SEP

Source: ICE 2024. Base Case and Proposed Action Forecasts of Aviation Activity

The City of Leesville submitted a Defense Community Infrastructure Pilot Program (DCIP) grant by submission of a proposal to the OLDCC to undertake enhancements to local infrastructure at L39 to support local military value, installation resiliency at Fort Johnson, family quality of life, and the ability to accommodate larger aircraft, including military aircraft, while enhancing the overall safety for all aircraft utilizing the facility. The proposal to extend the runway was accepted by the OLDCC and the City was invited to submit a grant application. The grant application was accepted and the OLDCC awarded the grant on September 20, 2023; however, funds will not be obligated until the completion of the NEPA process.

Figure 1 - Vicinity Map of Leesville Airport, City of Leesville and Fort Johnson

The OLDCC and the U.S. Army are responsible for the scope and content of this EA. The U.S. Army is the environmental planning function executing this action. Pursuant to 40 CFR Section 1501.7, the U.S. Army invited potential cooperating agencies to participate in the environmental review process for the proposal to extend the runway at Leesville Municipal Airport and requested the FAA to consider their authority and capacity to assume the responsibilities of a cooperating agency. Upon receipt of the cooperating agencies response (Appendix A) to the U.S. Army's request, the U.S. Army held interagency meetings to discuss the environmental review process, schedule, and agency responsibilities.

The FAA is serving as a cooperating agency for this EA pursuant to 40 CFR Section 1501.8 (see Appendix A for a copy of the Cooperating Agency Correspondence) because the FAA has jurisdiction by law and special expertise regarding the proposal to extend Runway 18-36 at the Leesville Municipal Airport. The FAA's authorities and special expertise is outlined in the Airport and Airway Improvement Act of 1982 (49 USC Section 47101) and Section 743 of the 2024 FAA Reauthorization Act and pertinent implementing regulations. The FAA is also responsible for providing leadership in planning and developing a national airport system that is safe, efficient, and responsive to U.S. aviation needs, while considering economic impacts, environmental concerns, and safeguarding public investments. Specific FAA oversight includes administration of airport planning and development, airport noise compatibility planning, ensuring safety of airport operations, protection of airspace on and immediately adjacent to an airport, and environmental reviews for airport improvement projects. The FAA's Office of Airports is the lead within the FAA for the development of this EA and coordinates internally to address all resources of concern under the FAA's jurisdiction to ensure this environmental review under NEPA and other regulatory processes are completed within the required timelines. The FAA received a request from the City of Leesville for approval of changes to their Airport Layout Plan (ALP), so the FAA is responsible for an environmental review under NEPA and may rely on the information and analyses in this EA pursuant to 40 CFR 1506.3 for its decision-making purposes. Upon receipt of a FONSI, the revised ALP will be submitted to the FAA for review and approval.

1.3. Proposed Action

The proposed action is to extend Runway 18-36 by 1,800 feet to a total of 5,607 feet. The Proposed Action would include the following elements:

- Amend all necessary air traffic procedures to accommodate the Proposed Action
    - RNAV (GPS) RWY 18
    - RNAV (GPS) RWY 36
- Relocate Runway 18 Precision Approach Path Indicators (PAPI)
- Construct box hangars, maintenance areas, operations areas, and office spaces[2]

[2]These facilities are outside the scope of the DCIP grant; however, because the grantee, the City of Leesville, would construct these facilities to support the U.S. Army's mission at Fort Johnson, and because they would be close in time and geography to the runway extension, they are included in this NEPA analysis. The facilities are depicted on the airport's ALP. ALPs are described below.

1.4. Federal Actions

- OLDCC
  - Issuance of a Defense Community Infrastructure Pilot Program (DCIP) Grant.
- U.S. Army
  - Operations and activities that would support Fort Johnson with individual and unit training and flight operations.
- FAA
  - Unconditional approval of the Airport Layout Plan to depict the Proposed Action pursuant to 49 USC §§ 40103(b) and 47107(a)(16) as summarized in Section 2.4.1 of this document. Because the U.S. Army's Proposed Action involves construction of infrastructure necessary to support the U.S. Army's use of the civil airfield at the Airport, the City of Leesville is requesting approval from the FAA for certain changes to their ALP. Thus, FAA's federal action is approval of the City of Leesville's ALP.
  - Amend all necessary air traffic procedures to accommodate the Proposed Action:
    - RNAV (GPS) RWY 18
    - RNAV (GPS) RWY 36

1.5. Purpose and Need for the Proposed Action

The CEQ NEPA guidance states that the EA's Purpose and Need section will "briefly specify the underlying purpose and need to which the agency is responding in proposing the alternatives including the proposed action" (40 CFR 1502.13). The following discussion sets forth the rationale and context of the purpose of and need for the Army to take action as required under NEPA.

1.5.1. Purpose of the Proposed Project

The Purpose of the Proposed Action is to provide an adequate runway length to accommodate operations of Army Class A aircraft off-installation, as some fixed-wing operations are restricted due to the shorter runway, in proximity to Fort Johnson. The runway is anticipated to provide operational redundancy and auxiliary airfield support to Fort Johnson and increase force readiness during a variety of operational needs, such as executive transportation, emergency medical transport, and hurricane preparedness.

The action will enable longer range and larger aircraft access to the airport for a wide range of activities, including fixed-wing air ambulance for mass casualty evacuation, logistics and scenario planning operations, and transportation flights to serve organic Fort Johnson units, our partner nations, Army civilians, and the contractor community.

The purpose of the FAA's action is to ensure the components of the Proposed Action subject to FAA approval do not derogate aviation safety and meet the FAA airport design standards at the Airport.

1.5.2. Need of the Proposed Project

The need for the proposed project is due to the inability of Army Class A fixed-wing aircraft to land at Fort Johnson due to the insufficient runway length at Maks Army Airfield (KPOE). The military Class A aircraft which will land at Fort Johnson are the C12 (King Air 200/300/350) and the C21 (Lear 35). The military Unified Facilities Code (UFC) 3-260-01 specifies Class A fixed-wing aircraft runway lengths ranging from 5,300 to 5,900 feet (depending on altitude and temperature). Considering the airport elevation and average temperature it was determined that 5,600 feet would be the minimum runway length to achieve military benefit. Currently, Army Class A fixed-wing aircraft are unable to land at Fort Johnson because of the insufficient runway length at KPOE, which is 4,107 feet in length.

2.0 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES

Chapter 2 describes the Proposed Action and alternative. To address the purpose and need, the No Action Alternative and one alternative are fully analyzed in this EA. This EA addresses the resulting environmental impacts of each alternative of the Proposed Action.

2.1 Screening Criteria

Screening criteria were used to assess whether an alternative was "reasonable" and would be carried forward for evaluation in this EA. Viable alternatives were identified based on their potential to meet the purpose and need. In general, to satisfy the purpose and need, alternatives must provide an Army Class A Runway and potential aircraft support services. Viable alternatives must comply with FAA take-off and landing requirements for Class A aircraft. Alternatives were reviewed utilizing a tiered approach. The first was evaluating the actions against the purpose and need. If the alternatives passed that evaluation, the alternatives were then evaluated against a second level of criteria. The second level of criteria was designed to determine which alternatives would be considered reasonable in terms of constructability. Constructability included land acquisition, phasing, and construction impacts including infrastructure improvements. Criteria included:

- Positioning of the runway must be north to south due to the prevailing wind direction.
- Construction of the Proposed Action must be within the allocated budget provided by the grant.
- Approach should not be located over large aquatic features due to safety concerns, including Bird/Wildlife Aircraft Strike Hazards (BASH) and glare.
- Extension must be within the current Accident Potential Zone (APZ) and not create a safety hazard for existing roadways.
- Project area must be proximate to Fort Johnson.
- Project area must allow the runway to meet the minimum length requirement of 5,600 feet for Class A aircraft to support the proposed aircraft operations.

- Property area must not be inside a U.S. Department of Defense (DoD) property since OLDCC grant funds cannot be used in military installations and the OLDCC grant was awarded to the City of Leesville.

2.2 Runway Extension Space Requirements

The current Leesville Airport runway extends 3,807 feet. There are approximately 3,015 feet from the north end of the existing runway to the current fenced-in property limits of the Leesville Airport. Based on the Runway 18-36 Extension 100% Plans – Funding Engineering Drawings prepared by Infrastructure Consulting & Engineering, the proposed 1,800 feet runway extension and associated construction limits would be entirely within the Leesville Airport Property. The project will extend the runway at the Leesville Airport to 5,607 feet to allow increased capabilities and usage by the surrounding community, Army's JRTC, and Fort Johnson. The runway at Fort Johnson Maks Army Airfield (KPOE) is 4,107 feet in length, which is below the Army Class A Runway minimum length of 5,600 feet (depending on altitude and temperature).

2.3 Alternatives Considered but Dismissed

Four alternatives were considered and reviewed against the screening criteria noted in Section 2.1. Based upon the screening criteria, the alternatives were eliminated from analysis.

2.3.1 Establishment of a new Army Class A Runway Elsewhere

The City of Leesville considered the construction and creation of a new Army Class A Runway near Fort Johnson. A suitable area currently owned by the City of Leesville equipped with supporting services, utilities, security, and FAA permits is not available. Additionally, the nearest other civil airport, Beauregard Regional Airport, is located approximately 30 miles from Fort Johnson followed by Allen Parish Airport located approximately 43 miles from Fort Johnson. As Leesville Airport is the proximate functioning airport to Fort Johnson, this alternative did not meet the screening criteria and was dismissed from full analysis.

2.3.2 Construction of a new Army Class A Runway to the East of the Existing Runway

The City of Leesville considered the construction of a new Class A Runway to the east of the existing runway still within the Leesville Airport Property boundaries. Under this alternative, the new runway would be in close proximity to the property boundary and not compliant with FAA regulations. The construction of a parallel runway may require the acquisition of land to the east of the airport and is unfeasible since the City of Leesville does not have funds for land acquisition in the existing budget. As the alternative would not meet two of the screening criteria as well as not meet federal regulations, it was dismissed from full analysis.

2.3.3 Extend Runway 18-36 to the South

The City of Leesville considered the partial expansion of the existing runway to the south and still within the Leesville Airport Property boundaries. The southern end of the runway is located 1,100 feet from the fence and a state highway. The current APZ approved by the FAA is 1,000 feet in length. The APZ length cannot be reduced on the southern end of the runway to accommodate an expansion. As the APZ could not be modified and this alternative was dismissed from full analysis.

2.3.4 Extend Runway 18-36 to the North and South

The City of Leesville considered the partial expansion of the existing runway to the north and south and still within the Leesville Airport Property boundaries. To construct the extension, the engineering and construction phasing would require tying into the existing runway twice, increasing the cost and timeline associated with the project. The City of Leesville has a timeline and budget in which the project must comply with, and under this alternative, neither one of these requirements would be met; therefore, this alternative was dismissed from full analysis.

2.4 Alternatives Considered

2.4.1 Extend Runway 18-36 to the North – Proposed Action

The Proposed Action includes extending the existing runway within the current boundaries of the Leesville Airport by 1,800 feet, resulting in a runway total of 5,607 feet. The runway would support Army Class A aircraft and associated services by creating additional runway capacity for the community and Fort Johnson. The Proposed Action will occur within Leesville Airport property.

Figure 2 - Project Map

The Proposed Action would greatly increase the resiliency and capability of Fort Johnson by increasing the runway capacity which would enable it to maintain operational status during emergency events as a larger variety of aircraft are able to land at the airport. The additional runway availability would allow Fort Johnson to increase force readiness during a variety of operational needs, such as executive transportation, emergency medical transport, and hurricane preparedness, all of which would significantly benefit Fort Johnson and the community. The extension would primarily accommodate two types of aircraft – the C-21 (Learjet 35A, C-I), and the C-12 Huron (Super King Air 200, B-II). Currently, only A-I, A-II, and B-I aircraft can utilize the existing runway. The proposed frequency of

annual operations and aircraft categories anticipated under completion of the runway extension construction is below:

Table 3 - Future Operational Annual Activity by Aircraft Category

	A-I	A-II	B-I	B-II	C-I	Rotor	Total
Base Case (2023)	62.90%	16.29%	14.78%	0.84%	0.00%	5.19%	100%
2023	9,230	2,390	2,169	123	0	761	14,673
2024	9,371	2,425	2,202	125	0	772	14,888.5
2025	9,373	2,461	2,234	180	83	784	15,101
2026	9,429	2,497	2,202	250	166	794	15,382.5
2027	9,564	2,533	2,234	254	168	806	15,596
2028	9,700	2,569	2,265	257	171	818	15,810.5
2029	9,835	2,605	2,297	261	173	828	16,024
2030	9,970	2,640	2,328	264	176	840	16,237.5
2031	10,106	2,676	2,360	268	178	852	16,452
2032	10,241	2,712	2,392	272	180	863	16,665.5
2033	10,376	2,748	2,423	275	183	874	16,879

This extension opens the possibility of greater utilization and resiliency at Fort Johnson since larger aircraft will be able to supply much needed relief to Fort Johnson and the surrounding community, greatly increasing the quality of life during these life-threatening events and ability to aid in rapid recovery.

In addition to those increased lifesaving enhancements, time saving would also be achieved because Fort Johnson is approximately thirteen (13) miles from Leesville Airport. Currently, larger fixed-wing aircraft are not able to land at Fort Johnson because of the shorter runway length. The closest alternative airport with an Army Class A Runway is the Beauregard Regional Airport located approximately thirty (30) miles away. The Beauregard Regional Airport operates runways which extend up to 5,400 feet. The second closest alternative airport with an Army Class A Runway is the Alexandria International Airport approximately sixty-one (61) miles way. The Alexandria Airport operates runways which extend up to 9,300 feet in length.

Extending the Leesville City Airport runway is anticipated to reduce travel distance between Fort Johnson and the Alexandria Airport by approximately 30 miles. An added benefit to extending the runway at Leesville Airport is the significant amount of property available for potential future development. By increasing the runway and attracting additional planes, this provides the opportunity to develop future aviation assets.

Figure 3 - Class A Runway Alternatives and Distance to Fort Johnson

The proposed runway would support the intended and future operations of the airport associated with the potential increase in flight activity.

2.4.2 No Action Alternative

Inclusion of a No Action Alternative (NA) in the environmental analysis and documentation is required under NEPA. The NA is used to evaluate the effects of not constructing the project, thus, providing a benchmark against which action alternatives may be evaluated. Under the NA, existing infrastructure

at L39 would remain unchanged and the Leesville Airport would not extend the existing runway. Under this alternative, the City of Leesville should not have the ability to provide aerial operations support during emergency and training conditions. Under this alternative, the purpose and need of the action would not be met.

3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This section describes the affected environment (existing conditions), and the methodology utilized to assess the potential impact to both the natural and human environment that would result from implementation of the Proposed Action, the extension of the existing runway and hanger areas at the Leesville Airport. The affected environment characterizes the baseline conditions which will be used to compare and evaluate the environmental impacts that may be expected by implementing the Proposed Action as well as the No Action Alternative. The terms "effect" and "impact" are used interchangeably in this EA.

This EA will focus on resources and conditions of concern identified during development and selection of all alternatives considered to meet the purpose and need of the project. As such, each Valued Environmental Component (VEC) was evaluated for potential impact and inclusion for further analysis or elimination for additional consideration. Resources that were deemed to either not be impacted or have a very low level of concern were not evaluated or discussed in detail. Remaining resources were discussed and assessed in detail.

3.1 Valued Environmental Components and Measure of Environmental Effects

Per 40 CFR 1502.4(d)(1) the lead agency can "identify and eliminate from detailed study the issues which are not significant, or which have been covered by prior environmental review". A screening process was used to determine which VECs are likely to be impacted by the Proposed Action and No Action Alternatives. VECs may either not exist in the proposed project area or vicinity or their impacts have been deemed none/negligible. VECs were dismissed from analysis if they were unlikely to be significantly impacted by the proposed project.

The resources that were dismissed for full evaluation are below:

Land Use – The Proposed Action would be limited to the existing airport property boundaries and does not include the acquisition of additional lands or property. Additionally, the Proposed Project does not include a change in land use. Therefore, this resource was eliminated from further consideration.

Coastal Resources - Thirty-five states are eligible to participate in the Coastal Zone Management Program, and Louisiana is one of these thirty-five states. Within Louisiana fourteen parishes are located within the Coastal Zone Management Area; however, Vernon Parish is not. The study area is approximately 72.21 miles from the nearest Coastal Zone Management Area, which is in Calcasieu Parish. Since the Proposed Action is not located within a coastal zone management area, the Proposed Action would not affect any coastal resources (USFWS 2024a) and was eliminated from further consideration.

Geology − The Proposed Project would not result in the disturbance of subsurface geological features or the extraction/excavation of mineral resources. Therefore, this resource was eliminated from further consideration.

Socioeconomics − The Proposed Project would not result in any changes to the demographic character, employment patterns, or require the displacement of residential or commercial occupants. During the construction of the runway extension, the activities would be performed by contractors within the area and would not provide a short or long-term increase in employment opportunities as the contractors would utilize existing employees. The restaurants or convenience stores within Leesville have the potential to have an increase in income during construction, in association with the construction employes purchasing food/drink items, however the increase would be short-term and negligible. Due to the lack of impacts, this resource was eliminated from further consideration.

Floodplains - According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel No. 22115C0250E, effective March 20, 2018, L39 is mapped within Zone X, which lies outside the 100- and 500-year floodplain zone. Zone X is an area of minimal flood hazard. The Leesville Airport is not located within a floodplain; therefore, no impact to the floodplain or structures within are anticipated (FEMA 2018).

Climate Change − The Proposed Action would allow for a short-term, adverse, direct, and minor impact associated with an increase in emissions associated with construction activities. Combustion emissions from construction equipment exhaust including nitrogen oxides (NOx) were estimated using a model based upon EPA AP-42, Emissions Factors. Utilizing the model, it was estimated that the Proposed Action would emit 32.61 tons of NOx and 14.32 tons of carbon dioxide (CO_2) during the construction of the facility. The 32.61 tons of NOx are below the annual 100-ton quantity that is considered *de minimis* under 40 CFR 93.153(b) (1) and (b)(2). For CO_2 a designated *de minimis* value has not been provided by the EPA; however, Louisiana annual emissions were estimated to be 191.8 million tons (EIA 2024). Based upon the model and the estimated levels the quantity of CO_2 generated would be *de minimis*. Additionally, under the Proposed Action, the quantity of aircraft within the airspace is anticipated to remain the same; therefore, no increase in emissions from the combustion engines of aircraft is anticipated. The Proposed Action would not be constructed in or near a 100- or 500-year floodplain nor would increase the potential for wildfires by promoting activities within the wooded areas; therefore, the Proposed Action is not anticipated to be impacted by Climate Change. This increase in GHG emissions is anticipated to be *de minimis* and below quantities that would have an impact to climate change. Therefore, this resource was eliminated from further consideration.

General Compliance − The Proposed Project will not require an addition to or alteration of existing permits or allowable actions under the prevue of a federal or state agency. Therefore, this resource was eliminated from further consideration.

3.2 Impact Assessment Methodology

3.2.1 Description of Baseline and Data Sources

Several resources including online resources maintained by local, state, and federal agencies, previous assessments, site specific evaluations, and other resources were utilized to examine baseline conditions, potential impact assessments, impacts of implementing the No Action Alternative, and other conditions of concern in connection with implementing the Proposed Action. These resources included, but were not limited to:

- Online Geographic Information System (GIS) data
- Online mapping and information applications maintained by local, state, and federal agencies
- Previous NEPA documentation and analysis
- Resource specific field evaluations
- Agency consultations

3.2.2 Approach for Analyzing Impacts

Impact analysis included identification of existing conditions on the project location and vicinity which were compared to the impacts associated with implementing the identified project alternatives. For the purposes of this EA, the context and intensity of potential impacts were taken into consideration to determine their relative significance. Types of impacts can be characterized as follows:

- Direct – Effects caused by an action and that occurs at the same time and place as the action.
- Indirect – Effects caused by an action and that occurs at a later time or removed/at a distance from the place of the action.
- Cumulative – Effects that result from an incremental or compounded impact to "other past, present and reasonably foreseeable future actions, regardless of what agency, federal or non-federal, or person undertakes such other actions". Cumulative effects can result from actions that may be individually minor but collectively significant over time.

Potential impact severity includes the consideration of both adverse and beneficial impacts, the level of controversy relative to the project's impact to human health, future action's which may result in significant effects, uncertainty of project impacts, and potential violations of local, state and/or federal regulations resulting from the proposed project. As such, the following levels of impact severity have been established for impact analysis:

- None/Negligible – Impact is known or may occur but is not at a measurable level.
- Minor – Impact that is isolated or localized or not measurable on a wider scale.
- Moderate – Moderate impacts can be measurable on a wider scale (e.g., disturbances outside of the established footprint of disturbance). If moderate impacts are adverse, they should not exceed the limits of local, state, and/or federal regulations.
- Significant – Impacts that exceed local, state, and/or federal regulations or would alter the function or character of the impacted resource. Significant impacts would result unless mitigation is identified to a less-than-significant level.
- Beneficial – Impacts that would result in a beneficial result to the impacted resource.

Under this order of impact analysis, impacts that range from none to moderate, are considered to be less than significant. Based on the results of these analyses, this EA identifies whether a particular potential impact will be adverse or beneficial and their level of significance. Both qualitative and quantitative assessments were used to determine whether and to what extent an impact threshold has been exceeded. In addition, the potential area of impact, either directly associated with installation or construction of the proposed project, or a wider range of impact, such as a watershed or Census Tract, was also taken into account when considering impact potential and significance.

Impacts can also be expressed in terms of duration, specifically short- and long-term. Short-term impacts are typically quantified as lasting for 1-year or less while long-term impacts typically last beyond a year, potentially continuing permanently.

The resources or VECs that considered within this EA for full evaluation, including the impact criteria for significance, based upon the approach listed above is present in Table 2 below.

Table 4 - Valued Environmental Components

VEC	Spatial Boundary	Thresholds Of Concern Proposed Action Would Cause or Result In
Air Quality	Vernon and adjacent parishes	Increase in pollutant concentrations to exceed one or more of the National Ambient Air Quality Standards (NAAQS), as established by the United States Environmental Protection Agency (USEPA) under the Clean Air Act (CAA)
Soils	Airport Limits	Sediment runoff during construction activities
Groundwater	Aquifer	Hazardous substances introduced to the aquifer
Noise	Airport Limits	Permissible noise contours extend beyond airport limits or larger aircraft intend to use facility impacting sensitive receptors
Cultural Resources Including Tribes	Airport Limits	Cultural Research identified a potential site
Biological Resources – Forest, Native, Non-Native Vegetation	Airport Limits	None, site has been cleared of native vegetation
Biological Resources – T&E, Species of Concern	Airport Limits	None, site has been cleared of native vegetation and habitat is not present
Biological Resources – Migratory Birds, Games Species	Airport Limits	None, site has been cleared of native vegetation and habitat is not present
Water Resources – Streams, Wetlands, and Other Surface Water Resources	Airport Limits	Sediment runoff during construction activities
Transportation and Infrastructure	City of Leesville	Crossing of Louisiana State Highway 8 becomes a safety concern and Level of Service decreases
Environmental Justice	City of Leesville	Impact at disadvantaged community that is not disproportionate to the community at large

VEC	Spatial Boundary	Thresholds Of Concern Proposed Action Would Cause or Result In
Air Space	Airspace surrounding Airport and Fort Johnson	The potential to modify the airspace to an alternative class which would require FAA review and approval including a Notice of Proposed Rule Making

3.3 Resource Areas Considered on a Detailed Basis

3.3.1 Air Quality

3.3.1.1 Affected Environment

The EPA has set national air quality standards (NAAQS) under the Clean Air Act (CAA) and its subsequent amendments. The CAA Amendments set emissions limits for certain air pollutants from specific sources, set new source performance standards based on best demonstrated technologies, and established national emission standards for hazardous pollutants. Federal air quality standards have been established for six common pollutants, also known as criteria pollutants: ground-level ozone (0_3), particulate matter ($PM_{2.5}$ and PM_{10}), carbon monoxide (CO), lead (Pb), sulfur dioxide (SO_2), and nitrogen dioxide (NO_2). Under the provisions of the CAA, any state can maintain requirements that are more stringent than those in the national program (EPA 2022).

Although O_3 is a criteria pollutant and is measurable in the atmosphere, it is not always considered as a pollutant when reporting emissions from specific sources, since O_3 is not typically emitted directly from the source. Ozone is formed in the atmosphere from nitrogen oxides (NO_X) and volatile organic compounds (VOCs), which are directly emitted from various sources. Therefore, emissions of O_3 are typically reported as NO_X and VOCs. Under the provisions of the CAA, any state can maintain requirements that are more stringent than those in the national program.

Air quality in the project area is regulated by the Louisiana Department of Environmental Quality (LDEQ), which administrates federal and state air quality standards. The Louisiana Department of Health tracks and presents air quality data on ground level ozone and particulate matter. The EPA has delegated LDEQ the authority to implement and enforce certain New Source Performance Standards (NSPS) and National Emission Standards for Hazardous Air Pollutants (NESHAPs) promulgated by EPA under 40 CFR 60, 61, and 63.

Table 5 - National and State Ambient Air Quality Standards

Pollutant	Primary/Secondary	Value	Form
Carbon Monoxide 1-hour average 8-hour average	Primary	35 ppm 9 ppm	Not to be exceeded more than once per year
Nitrogen Dioxide			

Pollutant	Primary/Secondary	Value	Form
1-hr average	Primary	100 ppb	Hourly - 98th Percentile of 1-hour daily maximum concentrations, averaged over 3 years
Annual average	Primary and Secondary	53 ppb	Annual Average – Annual Mean
Ozone 8-hr average(b)	Primary and Secondary	0.070 ppm	Annual fourth highest maximum 8-hour concentration, averaged over 3 years
Lead	Primary and Secondary	0.15 µg/m^3	Rolling average
Particle Matter $_{10}$ 24-hr average	Primary and Secondary	150 µg/m^3	Not to be exceeded more than once per year on average over 3 years
Particle Matter$_{.5}$			
24-hr average	Primary and Secondary	35 µg/m^3	98th Percentile, averaged over 3 years
Annual average	Primary	12.0 µg/m^3	Annual mean, averaged over 3 years
	Secondary	15.0 µg/m^3	Annual mean, averaged over 3 years
Sulfur Dioxide			
1-hr average	Primary	75 ppb	99th Percentile of 1-hr daily maximum concentrations, averaged over 3 years
3-hr average	Secondary	0.5 ppm	Not to be exceeded more than one per year
Hydrogen sulfide 1-hr average	State only	30 µg/m^3	Not to be exceeded more than once in any 2 consecutive days

Pollutant	Primary/Secondary	Value	Form
Sulfuric acid 24-hour average	State only	10 µg/m^3	Not to be exceeded more than once in any 90 consecutive days
$PM_{2.5}$ standards are referenced to local conditions of temperature and pressure rather than standard conditions (760 mmHg and 25 degrees Celsius). ppm – parts per million ppb – parts per billion µg/m^3 – micrograms per meter cubed			

Under these standards, a geographic location is '*in attainment*' if its pollutants are below the air quality standards in the table, and in '*non-attainment*' if they are above the standards. An area can be designated as a maintenance area if it was classified as *non-attainment*, but later re-designated to *in attainment* (EPA 2022).

The CAA Amendments require federal actions to conform to follow any applicable State Implementation Plan (SIP). EPA has implemented this requirement under 40 CFR Part 93. A State SIP needs to meet the NAAQS in areas that are not in compliance with the standards for any pollutants (*non-attainment* areas) or to keep the compliance of the standards in areas that have achieved the standards (maintenance areas). The General Conformity Rule applies to federal actions, other than transportation projects, that receive federal funding or approval and are not covered by the Transportation Conformity program, to reach and maintain NAAQS in *non-attainment* or maintenance areas.

New construction and conversion activities that are in "*non-attainment*" or "maintenance" areas, as determined by the EPA, may need to be modified or have mitigation measures developed and implemented to conform to the SIP. The CAA (42 U.S.C. 7401 et seq.) does not allow federal help to projects that do not agree with the SIP.

As of November 26, 2024, Vernon Parish is classified as *in attainment* or unclassified for all criteria pollutants and meets the NAAQS (EPA 2024).

3.3.1.2 Environmental Impacts

No Action Alternative

Under the No Action alternative, existing conditions would be maintained, and air quality would not be affected.

Proposed Action

Under the Proposed Action, construction activities would generate minor amounts of fugitive dust (PM10) and gaseous emissions of CO, VOC, NOx, SO2, and PM2.5 from the combustion of fuel by

construction equipment and vehicles. These quantities would be below the *de minimis* levels and as the project area is located within an area that is *in attainment*, no additional analysis is required.

The quantity of uncontrolled fugitive dust emissions from a construction site is proportional to the area of land worked on and the level of construction activity. The USEPA estimates that uncontrolled fugitive dust emissions from ground-disturbing activities are emitted at a rate of 80 pounds (lbs.) of total suspended particulate (TSP) per acre day of disturbance. In a USEPA study of air sampling at a distance of 164 feet downwind from construction activities, PM10 emissions from various dust sources were determined based on the ratio of PM10 to TSP sampling data. The average PM10 to TSP ratios for topsoil removal, aggregate hauling, and cut and fill operation are reported as 0.27, 0.23, and 0.22, respectively. Using 0.24 as the average ratio for purposes of this analysis, the emission factor for PM10 dust emissions becomes 19.2 pounds per acre per day of disturbance. During construction and soil removal associated with the spillway, the fugitive dust emissions would increase due to the nature of ground disturbance; however, the impact is short-term in duration. The closest residential area is approximately 1 mile away. Additionally, the USEPA estimates that the effects of fugitive dust from construction activities are reduced significantly with an effective watering program. Watering the disturbed areas of the construction site twice per day with approximately 3,500 gallons per acre per day reduces TSP emissions as much as 50 percent (USEPA 2009). The effects from fugitive dust last only as long as the duration of construction activity, fall off rapidly with distance from the construction site, and do not result in long-term impacts.

Combustive emissions, which include CO, VOCs, NOx and SO2, from construction equipment exhaust were estimated by using USEPA-approved emissions factors for heavy duty diesel powered construction along with the emission factors for the estimated types and numbers of equipment expected to be used during construction. As with fugitive dust emissions, construction equipment would produce slightly elevated air pollutant concentrations on an annual basis. However, the estimated emissions would not exceed the *de minimis* level.

There would be short-term, adverse, direct, and minor impact in air quality due to the increase emissions from heavy equipment used during the construction phase. It is assumed that after the construction phase, normal activities would resume, and there would be no increase in heavy equipment in result of the Proposed Action; therefore, no impact to air quality during the operation is anticipated.

Upon completion of construction, additional planes are anticipated to utilize the airport; however, since these aircraft are currently operating within the existing airspace, parish, and adjacent parishes no increase in emissions is anticipated.

The Proposed Action would not have adverse significant long-term operational impacts on local air quality.

No mitigation measures would be required; however, best management practices (BMPs) should be implemented to reduce emissions during the construction. These BMPs could include:

- Use appropriate dust suppression methods during on-site construction activities. Available methods include application of water, dust palliative, or soil stabilizers; use of enclosure, covers, silt fences, or wheel washers; and suspension of earth-moving activities during high wind conditions.

- Define and post appropriate speed limits to minimize dust generated by vehicles and equipment on unpaved surfaces.
- Shut off equipment when it is not in use. Visually monitor all construction activities regularly and particularly during extended periods of dry weather and implement dust control measures in addition to scheduled period when needed.

Under the Proposed Action, impacts to air quality would be short-term, minor, direct, and adverse; but not significant.

3.3.2 Soils

3.3.2.1 Affected Environment

Eleven soil types occur within the Leesville Airport property boundary (USDA 2024). These soils are listed in the following Table 6 and depicted in Figure 4.

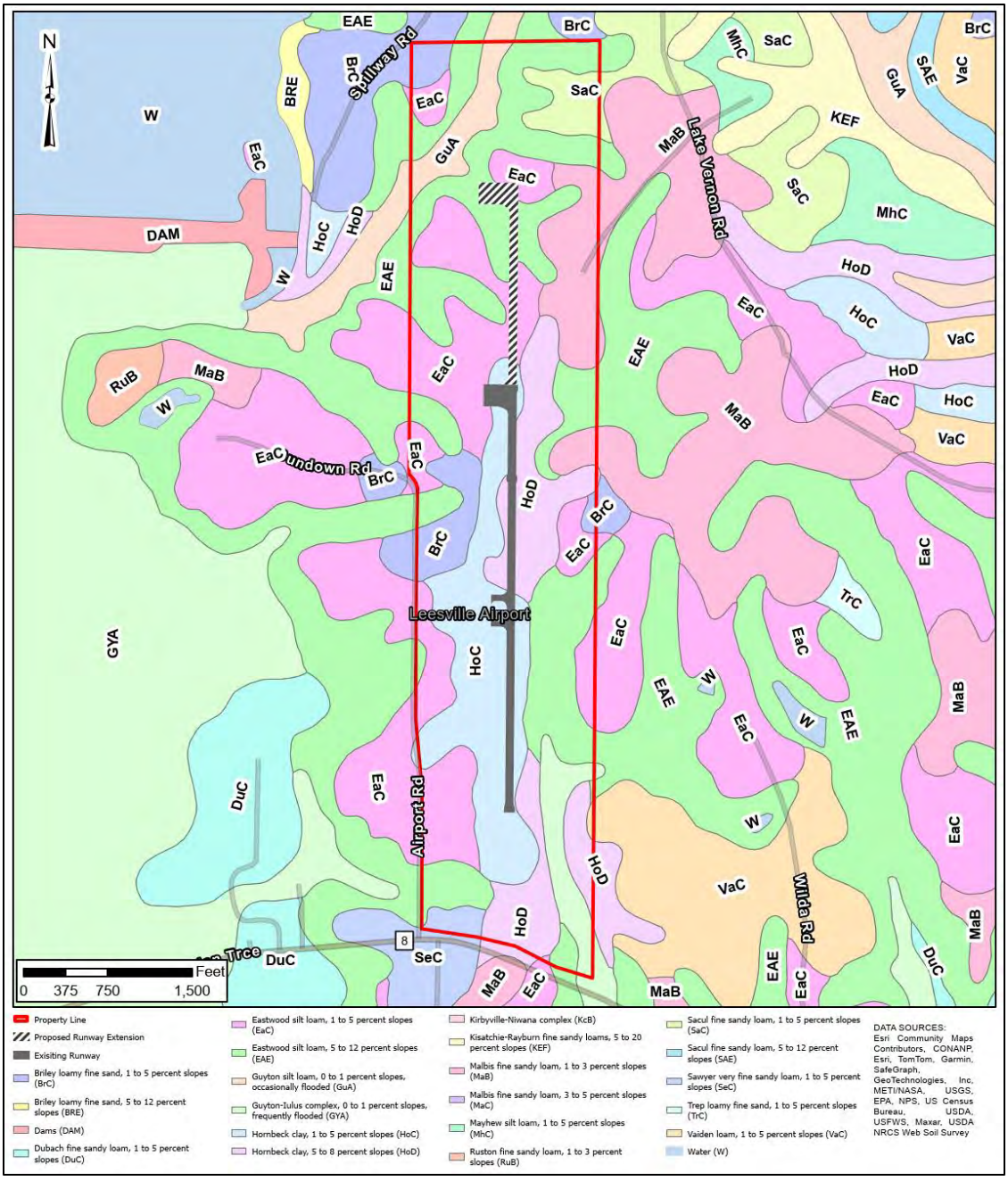


Figure 4 - USDA Soils Within Project Area

Table 6 - Soils Present Within the Proposed Project Site

Map Unit Symbol	Map Unit Name	Approximate Acres on Project Site
BrC	Briley loamy fine sand, 1 to 5 percent slopes	13.0
EaC	Eastwood silt loam, 1 to 5 percent slopes	66.3
EAE	Eastwood silt loam, 5 to 12 percent slopes	82.9
GuA	Guyton silt loam, 0 to 1 percent slopes, frequently flooded	8.4
GYA	Guyton-lulus complex, 0 to 1 percent slopes, frequently flooded	9.1
HoC	Hornbeck clay, 1 to 5 percent slopes	50.6
HoD	Hornbeck clay, 5 to 8 percent slopes	41.3
MaB	Malbis fine sandy loam, 1 to 3 percent slopes	19.6
SaC	Sacul fine sandy loam, 1 to 5 percent slopes	7.2
SeC	Sawyer very fine sandy loam, 1 to 5 percent slopes	2.8
VaC	Vaiden loam, 1 to 5 percent slopes	0.5

Source: USDA NRCS Web Soil Survey

The Natural Resources Conservation Service (NRCS) categorizes soils for various qualities and ratings for suitability and use limitations as well as soil properties and qualities that may impact the proposed project. Soils with an increased potential for erosion are often connected with positive land slopes, frequency and amount of rainfall, and the density of vegetative cover. According to the NRCS Web Soil Survey, approximately 56 percent of the soils on the proposed project site are rated as a "moderate" hazard while approximately 27 percent of the soils are rated as a "severe" hazard. Erosion control measures are typically recommended for soils rated as moderate and severe.

Soils are also assigned a t-factor rating that represents the approximate maximum average annual rate of soil erosion by wind and/or water that can occur without impacting productivity. T-factors range from one to five tons per acre per year. A factor of one ton per acre per year reflects shallow or fragile soils while a factor of five tons per acre per year reflects deep soils that are less subject to damage by erosion. Soils located on the proposed project site have t-factors ranging from 4 to 5 tons per acre per year.

While physical soil characteristics are important to determining their potential impacts to a project, it is also vital to identify certain soils that are suitable for important or unique uses. The USDA defines prime farmland as "land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops." Of the soils on the proposed project site, the following are designated as prime farmland in Table 7.

Table 7 - Prime Farmland Soils Present Within the Proposed Project Site

Map Unit Symbol	Map Unit Name	Approximate Percentage of Project Site
MaB	Malbis fine sandy loam, 1 to 3 percent slopes	6%
SaC	Sacul fine sandy loam, 1 to 5 percent slopes	2%
VaC	Vaiden loam, 1 to 5 percent slopes	0% (0.1 acre)

Source: USDA NRCS Web Soil Survey

In addition to review of USDA NRCS Web Soil Survey prime farmland designations, a consultation letter dated March 15, 2024 (delivered March 18, 2024) was submitted to the NRCS State Conservationist for review and comment.

3.3.2.2 Environmental Impacts

No Action Alternative

Under the No Action Alternative, soils would not be disturbed within the proposed project site and would remain as described under existing conditions. No changes or impacts would be expected.

Proposed Action

Under the Proposed Action, approximately 7.62 acres of soils would be disturbed to accommodate the runway extension and proposed additional hanger areas. The majority of the soils located within the footprint of the runway extension are designated with a moderate or severe erosion potential. None of the soils within the proposed project location or within the area directly impacted by the Proposed Acton are designated as "very severe". With regard to t-factor ratings, the majority of the soils impacted by the proposed runway extension and additional hanger development do not appear to represent a significant erosion influence on project area soils.

Soil types and physical characteristics have been taken into account during design to accommodate the Class A type of aircraft that will utilize the Proposed Action runway extension. Construction of the Proposed Action will require a Louisiana Pollutant Discharge Elimination System (LPDES) Construction Permit (LAR100000 – Storm Water Discharges from Construction Activities of 5 Acres or more) issued by the LDEQ. Under this permit, Storm Water Pollution Prevention Plan (SWPPP) would be implemented which would require the use and installation of Best Management Practices (BMPs) provided for the elimination and/or minimization of erosion, discharges, and sedimentation into surrounding surface waters. BMPs may include, but are not limited to, the use of hay bales, silt fencing, wash down areas in ingress/egress access points to the site, and the use of riprap to stabilize

or slow discharges. Impacts to soils as a result of the Proposed Action are expected to be short-term and moderate and not significant.

When compared to the proposed runway extension, none of the listed prime farmlands are likely to be impacted. Additionally, according to the NRCS letter dated March 22, 2024, impacts to prime farmland soils are confirmed to not be expected as a result of implementing the Proposed Action.

3.3.3 Groundwater

3.3.3.1 Affected Environment

The Leesville Airport utilizes drinking water from the West Vernon Parish Waterworks District. The district utilizes groundwater as its source of drinking water. The water is withdrawn from the Chicot Aquifer via three (3) wells located near the water treatment facility.

The proposed project site is located within the Chicot Aquifer System which is designated as a Sole Source Aquifer (SSA), see Figure 5 (USEPA 2024a). The Chicot Aquifer underlies an area of approximately 9,500 square miles (m^2) in the southwestern portion of Louisiana. The region includes all or parts of 15 parishes including Vernon Parish. The Chicot Aquifer provides approximately 400 million gallons per day providing water resources for rice, soybean, and corn irrigation, public supply, industry, and crawfish farming. The Chicot Aquifer is a vital economical component to Louisiana's status as the third highest producer of rice in the nation.

The LDEQ has established an ambient monitoring program, Aquifer Sampling and Assessment Program (ASSET), to determine and monitor the quality of groundwater from Louisiana's major freshwater aquifers. The sampling program includes approximately 200 water wells within 14 aquifers throughout the state. Sampling is conducted such that all 14 aquifers and associated wells are monitored every three years. According to the 2021 Triennial Summary Report for the Chicot Aquifer, data was collected between February and May 2020 from 16 wells located at various locations within the Chicot Aquifer's boundaries. Of the wells sampled to monitor the Chicot Aquifer, only one is in Vernon Parish.

The Chicot Aquifer consists of sequences of gravels, sands, silts, and clay of the Pleistocene Prairie, intermediate and high terrace deposits of southwestern Louisiana. Recharge of the aquifer occurs through direct infiltration of rainfall in the interstream, upland outcrop-subcrop areas. Recharge also takes place by water movement from the Atchafalaya alluvium, downward infiltration through clays south of the primary recharge outcrop area, upward movement from the underlying Evangeline aquifer and inflow from the Vermillion and Calcasieu rivers. The maximum depth of freshwater in the Chicot Aquifer ranges from 100 feet above sea level to 1,000 feet below sea level. The 2021 report concluded that the overall water quality of the Chicot Aquifer was good in terms of short-and long-term health risk guidelines since no ASSET well sampled for this monitoring round exceeded a primary Maximum Contaminant Level (MCL); however, the data indicated that the Chicot Aquifer is of poor quality in relation to taste, odor, or appearance. Specifically, the single well located in Vernon Parish did not exceed any of the conventional analytical MCLs but did exceed the field parameter for pH.

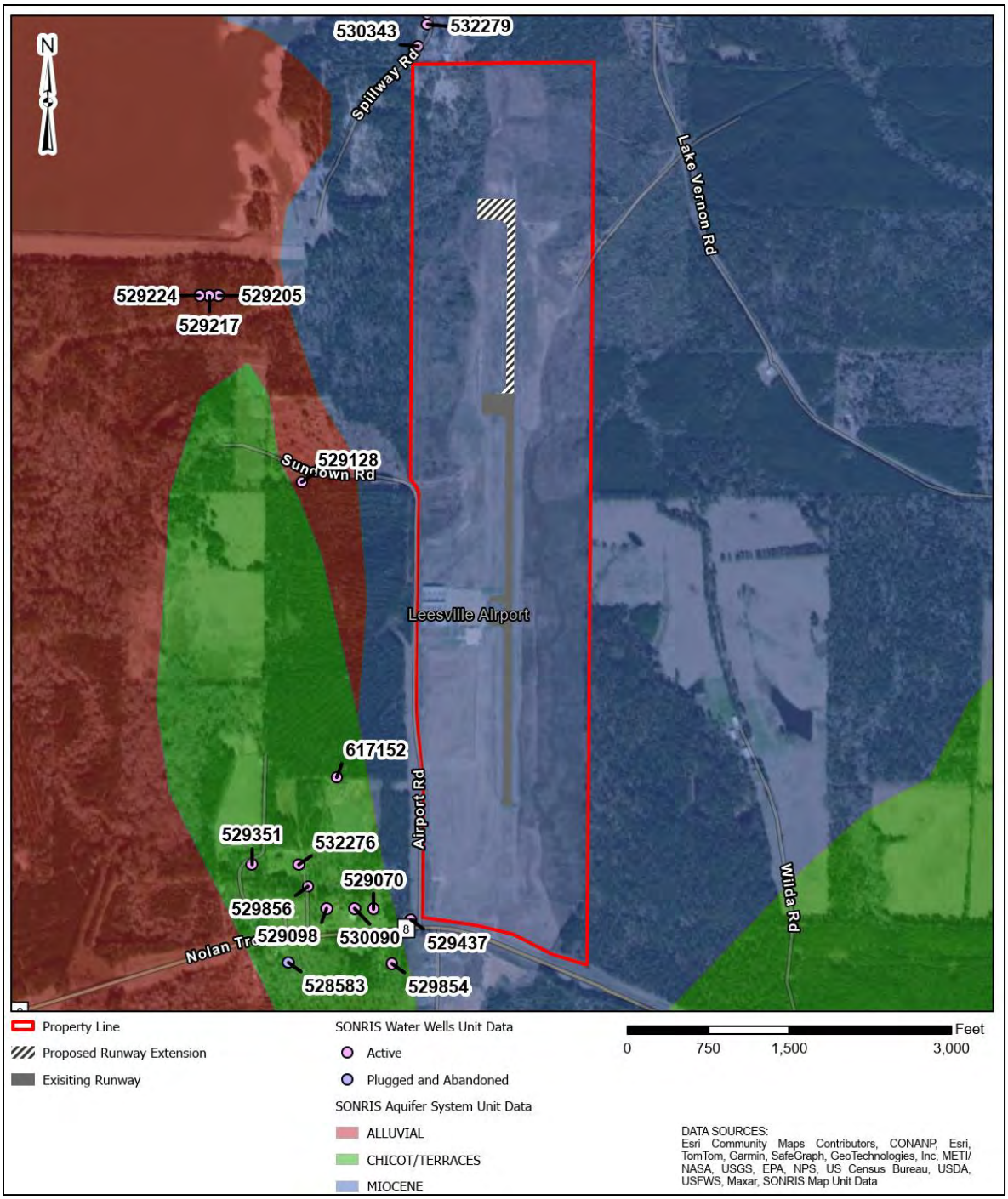


Figure 5 - Groundwater Aquifer Map

3.3.3.2 Environmental Impacts

No Action Alternative

Under the No Action Alternative, deep soils would not be disturbed within the proposed project site and groundwater conditions would remain as described under existing conditions. No changes or impacts would be expected.

Proposed Action

While LDEQ monitors and reports for groundwater and aquifers in the state, the EPA is responsible for their designation and review of projects overlaying the SSA under Section 1424(e) of the Safe Drinking Water Act. Projects receiving federal funding are subject to EPA review to ensure that they do not adversely impact or contaminate the applicable SSA. As such, a letter dated March 15, 2024 (delivered March 18, 2024) was submitted to the SSA Coordinator for EPA Region 6 to initiate project review. In addition, the EPA stated in a letter dated May 30, 2024, that impacts to the Chicot Aquifer were not expected as a result of implementing the Proposed Action.

Ground disturbance to extend the runway under the Proposed Action will not exceed five feet below ground surface (bgs). Given the overall depth of freshwater deposits in the Chicot Aquifer, construction of the Proposed Action would not result in adverse impacts or contamination of the Chicot Aquifer.

Based upon the determination from the EPA and the depth to groundwater, no direct or indirect impact to groundwater is anticipated.

3.3.4 Noise

3.3.4.1 Affected Environment

Sound is energy transferred through the air which the human ear detects as minor changes in air pressure. The more energy that is transferred, the louder the sound will be. Noise is generally defined as sound that is undesirable because it interferes with communication, is intense enough to damage hearing, and/or is intrusive. The effects of noise from aviation activities are often the most objectionable result identified by communities surrounding airport and installations that utilize or support aircraft services. Through the Aviation Safety and Noise Abatement Act (ASNA) of 1979, Congress directed the FAA to establish a method to assess land use compatibility of noise from aircraft operations. In addition, the ASNA also required the FAA to establish methods and standards by which to assess the noise associated with aircraft operations near airports. The FAA implemented the ASNA requirements and published these provisions FAA Order 1050.1F Chapter 11. Under FAA Order 1050.1F Chapter 11, the FAA established land use compatibility guidelines for aircraft noise, standardized methods for assessing the noise environment, and adopted the Day-Night Average Sound Level (DNL) assessment metric. The DNL represents the 24-hour average sound level in decibels (dB) that represents average annual operations on a daily basis. The FAA specifically identified the 65 A-weighted dB of DNL as a threshold of non-compatibility for certain land uses including residential development. In other words, properties with certain land uses located in or close to areas around an airport or airfield with a designated 65 dB DNL noise threshold are likely not compatible with airport operations. Currently the FAA uses the DNL 65 dB as a Benmar for several policy objectives, including assessment, identification, and mitigation of non-compatible land uses surrounding airports and airfield installations, as well as the evaluation of the environmental impacts,

such as changes to the noise setting, that may occur if alterations to aircraft operations or infrastructure are implemented.

According to the most current FAA Airport Master Record, the Leesville Airport supports 13,000 General Aviation and 2,000 Military aircraft operations for the year prior to October 10, 2023. Based on the limited number of aircraft operations, noise contours were not required to be established for the Leesville Airport prior to the proposed Runway 18-36 extension. As such, an Input Data Report – Noise Contours and Emissions for L39 (Simatron Solutions LLC, June 4, 2024) was conducted to determine the potential noise impacts associated with the proposed runway extension. Please refer to Appendix C for a copy of the report. The size and configuration of the potential noise contours of the existing and proposed runway extension were calculated using the Aviation Environmental Design Tool (AEDT) Version 3f. The following input data was reviewed and used to prepare the noise contours: type of aircraft, arrival or departure operations, use of the runway, departure profile, time of day and weather. For the purposes of this EA, the 60 dB and 65 dB noise contour profiles were prepared for comparison of the existing noise exposure to the potential noise levels as a result of the Proposed Action. Per the noise contour calculations established for the existing use of the airport (Year 2024), both the 60 dB and 65dB do not extend beyond the existing airport boundaries.

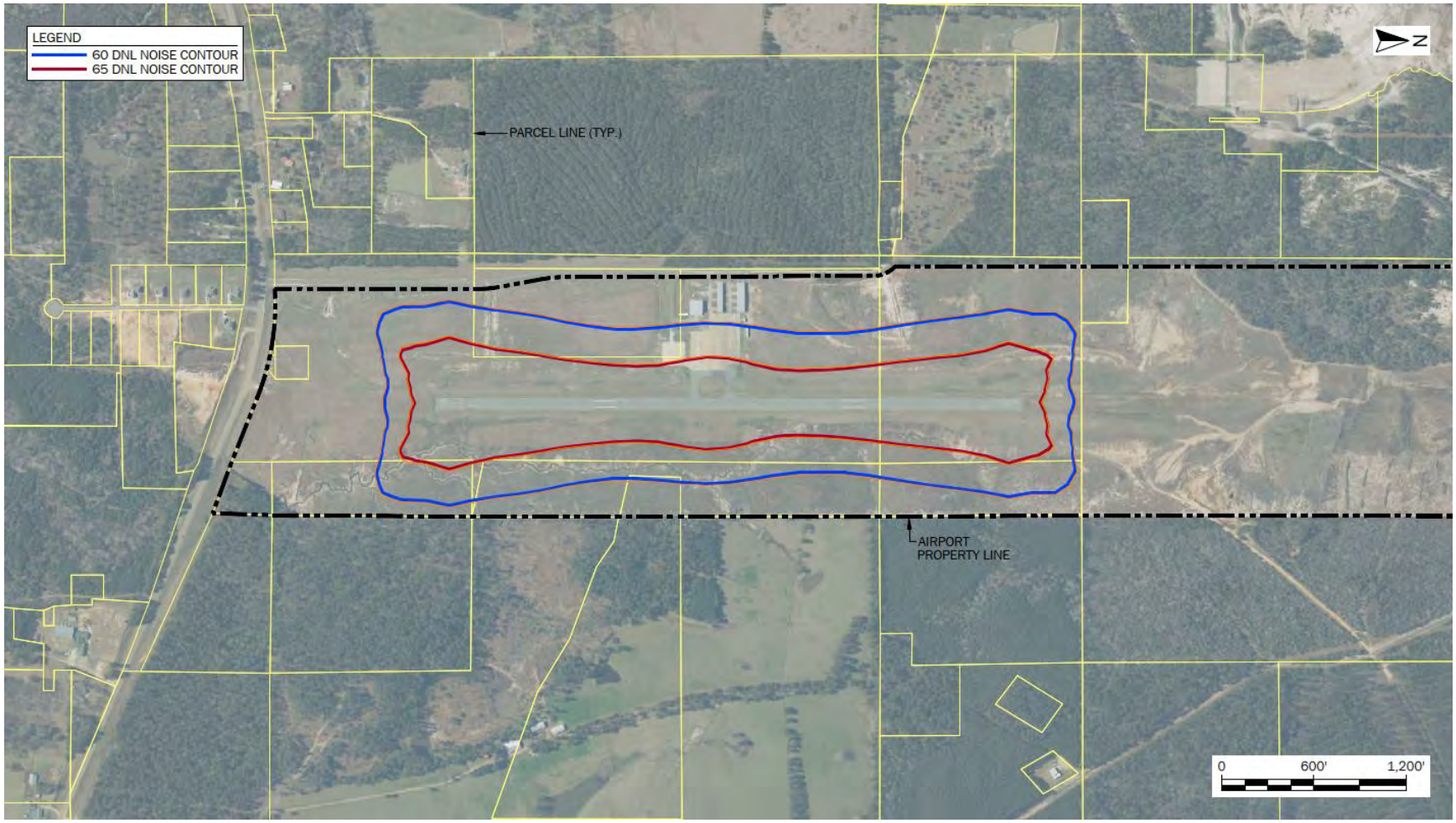


Figure 6 - Current (2024) DNL Noise Contours

3.3.4.2 Environmental Impacts

No Action Alternative

Under the No Action Alternative, the runway would not be extended. Therefore, noise exposure conditions would remain as described under existing conditions. No changes or impacts would be expected.

Proposed Action

Extension of the existing runway would facilitate the airport's use by additional general aviation and military aircraft. The additional Class A aircraft that would land at the Leesville Airport are expected to have the same noise impact as the current aircraft landing at the Leesville Airport. According to the noise contours established for the Proposed Action, both the 60 dB and 65 dB noise contours will remain within the existing boundaries of the airport. The noise analysis was based upon the approval of the Aviation Activity Forecast by the FAA Airports District Office (April 12, 2024). Therefore, no noise impacts to residents near the airport are expected as per FAA land use guidelines found in FAA Orders 1050.1F and 5050.4B and 14 CFR, Part 150, Airport Noise Compatibility Planning. However, with the increase in flights to/from the airport, an increase in overall noise is anticipated. Since the increase in noise is within the acceptable range, the impact would be considered moderate and not significant.

Noise from construction could impact residents and commercial occupants on properties near the airport. However, construction equipment and vehicles would be in operation only during daylight hours and only for the duration of construction activities. Overall, noise impacts from construction would be short term and minor. No significant impacts are anticipated.

3.3.5 Cultural Resources

3.3.5.1 Affected Environment

Section 106 of National Historic Preservation Act (NHPA) requires that federal agencies give the Advisory Council on Historic Preservation, State Historical Preservation Officer, and other interested parties a "reasonable opportunity to comment" on proposed actions. Federal agencies must consider whether their activities could affect historic properties that are already listed, determined eligible, or not yet evaluated under the National Register of Historic Places (NRHP) criteria. Properties either listed on or eligible for listing in the NRHP are provided the same measure of protection under Section 106.

The Historic Structures and Districts Map maintained by the Louisiana Office of Cultural Development – Division of Historic Preservation was reviewed to identify NRHP individually listed properties and Historic Districts on or in the vicinity of the proposed project area. According to this resource, the project site is not located within a designated Historic District. The nearest structure listed on the NRHP is the GR Furgeson Sr. House located over 4 miles from the proposed project site. Given the inclusion of ground disturbing activities for the proposed project, a letter was submitted to the State Historic Preservation Officer (SHPO) to initiate the Section 106 Review process. The letter included a summary of the property's development and the Proposed Project construction activities. In addition, the letter noted that the proposed project would take place within the existing boundaries of the Leesville Airport property and that no registered historic structures or properties were identified on or in the vicinity of the airport property. The letter also included and referenced previous consultation

dated March 26, 2012, initiated with the SHPO in connection with the North Runway Safety Area Improvements which included clearing and grubbing, earthwork, and erosion control. The SHPO issued a "No known historic properties will be affected by this undertaking" determination dated April 17, 2012, in connection with the March 26, 2012 Section 106 Review request.

In addition to consultation with the SHPO, coordination with applicable Native American Tribes and/or Tribal Historic Preservation Officer (THPO) is also required to identify any sensitive or religiously significant sites or properties that may be impacted. Tribal contacts were determined using the U.S. Housing and Urban Development (HUD) Tribal Directory Assessment Tool (TDAT). Additional Tribal interests were identified during review of previously prepared NEPA documents for past actions in the area. A request for consultation was submitted to the following Tribal entities via letter on March 29, 2024:

- Alabama-Coushatta Tribe of Texas
- Alabama-Quassarte Tribal Town
- Apache Tribe of Oklahoma
- Caddo Nation of Oklahoma
- Coushatta Tribe of Louisiana
- Jena Band of Choctaw Indians
- Mississippi Band of Choctaw Indians
- Thlopthlocco Tribal Town of Oklahoma
- Chitimacha Tribe of Louisiana
- Tunica-Biloxi Tribe of Louisiana
- Choctaw Nation of Oklahoma

3.3.5.2 Environmental Impacts

No Action Alternative

Under the No Action Alternative, cultural resources would not be impacted within the proposed project site as ground disturbing activities would not be conducted. No changes or impacts would be expected.

Proposed Action

No historic properties or districts were identified within the area proposed for runway expansion and additional hanger areas nor within 1 mile of the overall Proposed Action location. The SHPO determined that the undertaking would have no effect on historical properties or cultural resources in a letter dated April 2, 2024. Fort Johnson requested consultation with federally recognized tribes and the SHPO on November 8, 2024. At the date of publication of this Draft EA, responses have not been received from the Tribal interests contacted. Refer to Appendix D for copies of SHPO and Tribal correspondence. Due to the lack of known properties, no impacts are anticipated.

3.3.6 Biological Resources - Threatened and Endangered Species and Species of Concern

3.3.6.1 Affected Environment

The Endangered Species Act (ESA) provides protections for fish, wildlife and plants that are found to be threatened or endangered. The ESA also establishes conservation programs for critically imperiled species, recovery plans and implementation guidance, and habitat critical for preventing continued degradation and toward recovery of protected species. The ESA is administered by the U.S. Fish and Wildlife Services (USFWS) and the National Marine Fisheries Service (NMFS). The USFWS has responsibility for terrestrial species and freshwater fish while the NMFS is responsible for marine species. Species that occur or depend on terrestrial, freshwater, and/or saltwater habitats are jointly managed.

According to the USFWS Information for Planning and Consultation (IPaC) online application, federally listed species regulated under the ESA that have the potential to be present are on-site are listed in Table 8 (USFWS 2024b).

Table 8 - Federally Threatened and Endangered Species Within the Proposed Project Site

Common Name	Scientific Name	Status
Red-cocked Woodpecker	*Picoides borealis*	Endangered
Alligator Snapping Turtle	*Macrochelys temminckii*	Proposed Threatened
Monarch Butterfly	*Danaus plexippus*	Candidate

Red-cockaded Woodpecker (RCW) - The RCW most commonly prefers longleaf pine trees (*Pinus palustrus*) but has also been known to utilize other southern pine species. Mature pine trees, generally over 80 years of age infected with red heart disease, are typically used to excavate cavities. These trees are preferrable because red heart disease softens the center of the tree trunk allowing for easier excavation. In addition to mature pine trees for cavities, RCW also requires adequate foraging habitat

which consists of mature pines with an open canopy, low densities of small pine trees, sparse hardwood, and/or pine midstory, few or no hardwood trees, and native grass and forb groundcover.

Alligator Snapping Turtle – This species is the largest freshwater turtle in North America and is among the most aquatic. Nesting typically occurs from May and July with no specific or particular nesting requirements in terms of location. Temperature of nesting areas is important as this species temperature-dependent sex determination. Nest predation is the most common source of species mortality. Alligator snapping turtles are more often associated with deeper bodies of water including large rivers, major tributaries, bayous, canals, swamps, lakes and oxbows. Shallower waters are occupied in early summer with movement to deeper waters during the latter part of the summer and mid-winter. They are opportunistic predators and foragers, consuming a wide range of food sources.

Monarch Butterfly – This species of butterfly is globally distributed and are best known for their extensive, long-distance migration in North American populations. A suitable habitat is dominated by the presence of milkweed *(Asclepias* sp.). With the year-long presence of milkweed and suitable temperatures, global populations no longer migrate. Currently, there are two populations in North America located east and west of the Rocky Mountains. While populations vary from year to year, data suggests a decline in population. The primary reasons for population decline include, but are not limited to, loss and degradation of habitat, exposure to insecticides, and climate change.

Critical habitat was not identified on the airport property nor on adjoining or surrounding properties.

In addition to Federally listed species, information maintained by the Louisiana Department of Wildlife and Fisheries (LDWF) was also reviewed to identify other species of concern that may be present in the proposed project area. Per the LDWF, the following state listed species are potentially present in the project area:

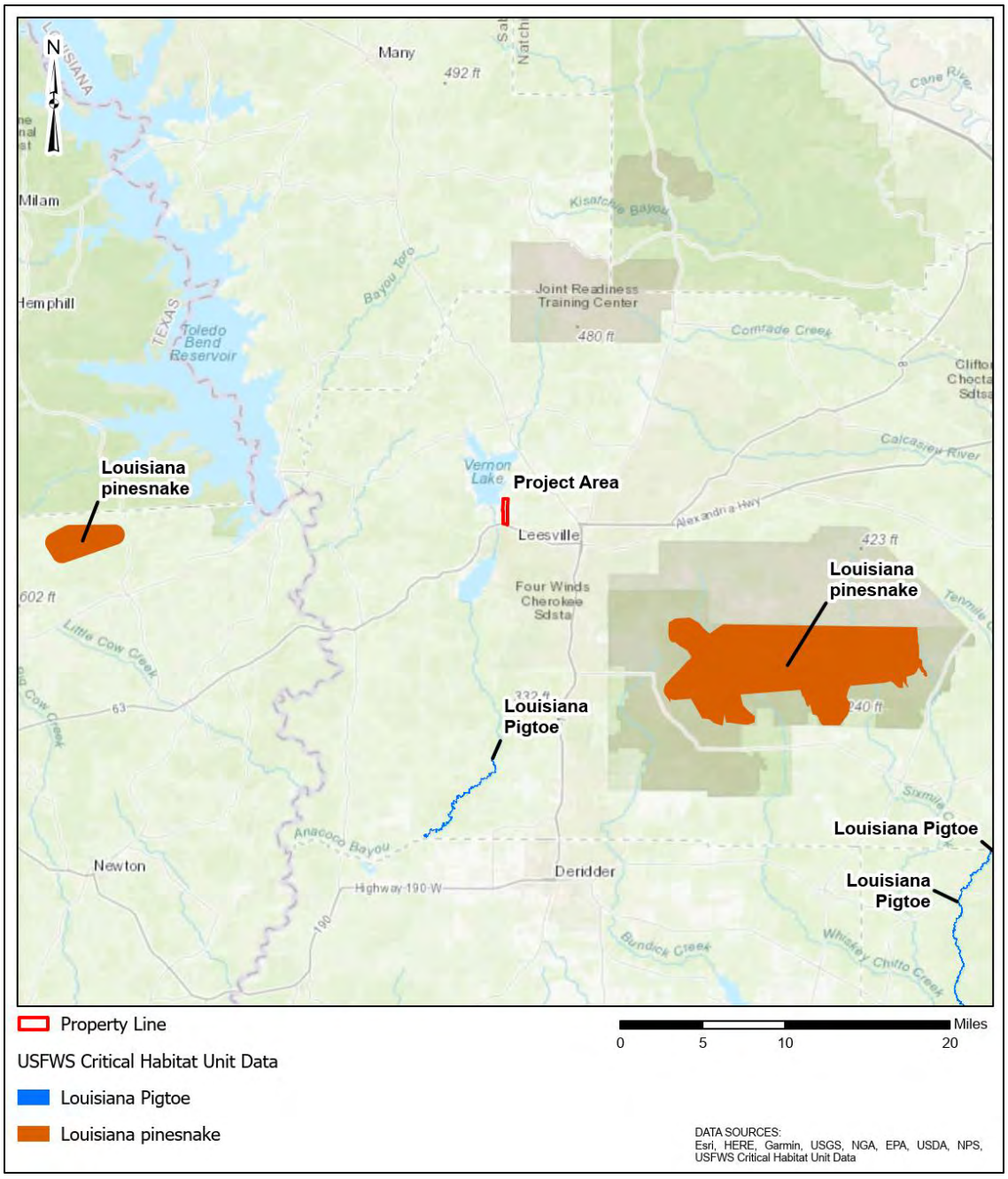


Figure 7 - USFWS Designated Critical Habitat

Table 9 - State Listed Threatened and Endangered Species Within the Proposed Project Site

Common Name	Scientific Name	Status
Alligator Snapping Turtle	*Macrochelys temminckii*	Restricted
Eastern Tiger Salamander	*Ambystoma tigrinum*	Threatened
Northern Long-eared Bat	*Myotis septentrionalis*	Prohibited
Longtailed Weasel	*Mustela frenata*	Restricted
Louisiana Pinesnake	*Pituphis ruthveni*	Threatened
Red-cocked Woodpecker	*Picoides borealis*	Endangered

Louisiana Department of Natural Resources 2024

Eastern Tiger Salamander − This salamander is a species of mole salamander and one of the largest terrestrial salamanders found in North America. They are primarily found in the eastern parts of the United States and need two types of habitats to survive—ponds for breeding and moist earth for burrowing. Breeding ponds are typically found within pine forests.

Northern Long-eared Bat − This species is associated with old-growth forests composed of trees 100 years old or older. It relies on intact interior forest habitat, with low edge-to-interior ratios. Relevant late-successional forest features include a high percentage of old trees, uneven forest structure (resulting in multilayered vertical structure), single and multiple tree-fall gaps, standing snags, and woody debris.

Longtailed Weasel − This species can be found in a variety of habitats, including thickets, forests, marshes, and open farmlands, but appear to be partially restricted to the vicinity of water. They are mainly limited by the abundance and distribution of small prey populations. The long-tailed weasel dens in ground burrows, under stumps or beneath rock piles. It usually does not dig its own burrows but commonly uses abandoned burrows from other species like chipmunks.

Louisiana Pinesnake − This species is associated with loose, sandy, well-drained soils and open pine forests, especially those with a sparse canopy, moderate to sparse midstory, and a well-developed grassy understory. The presence of the Louisiana pocket gopher (*Geomys breviceps*) is essential to these snakes, as they serve as they both serve as a food source and provide habitat in the form of their burrows. The range of distribution of Louisiana Pinesnakes includes several parishes in western Louisiana (including Vernon Parish) and several counties in eastern Texas.

In addition, a letter was submitted to the LDWF dated March 15, 2024 (delivered March 18, 2024) for their review and comment regarding potential impacts to State listed species.

The Leesville Airport property encompasses approximately 300 acres of cleared, maintained land. There are no trees of any kind located within the footprint of the proposed runway expansion activities; however, the project area is bordered on the north and east by wooded areas, with loblolly pines and sweetgums being the dominant species. Much of the northern portion of the site has very sparse vegetation due to recently being cleared, with various grasses and wildflowers, primarily Leavenworth's Tickseed and Texas Beargrass.

3.3.6.2 Environmental Impacts

No Action Alternative

Under the No Action Alternative, threatened and endangered species would not be impacted within the proposed project site as ground disturbing activities would not be conducted. No changes or impacts would be expected.

Proposed Action

The proposed project will impact cleared, grass-covered portions of the airport facility adjacent to the existing runway and support buildings. The table below lists the possible impacts to threatened and endangered species based on potential suitable habitat affected by the proposed project.

Table 10 - Potential Impacts to Threatened and Endangered Species Within the Proposed Project Site

Common Name	Scientific Name	Status	Potential Habitat Present
Alligator Snapping Turtle	*Macrochelys temminckii*	Restricted	No
Eastern Tiger Salamander	*Myotis septentrionalis*	Threatened	No
Northern Long-eared Bat	*Ambystoma tigrinum*	Prohibited	No
Longtailed Weasel	*Mustela frenata*	Restricted	No
Louisiana Pinesnake	*Pituphis ruthveni*	Threatened	No
Red-cocked Woodpecker	*Picoides borealis*	Endangered	No

Suitable habitat for federally and state listed species has not been documented within the area of direct impacts; therefore, no impacts to listed species are anticipated. In a response letter dated March 28, 2024, the LDWF stated that "no impacts to rare, threatened, or endangered species or critical habitats are anticipated for the proposed project."

At the time in which this EA is being prepared, tree clearing or removal of the tops of trees located on the private land to the north of the proposed runway extension is not anticipated. However, if tree removal or trimming is required to accommodate the required obstacle clearance associated with the approach and take off, Fort Johnson and/or the FAA will re-initiate consultation with the USFWS and conduct a presence and absence survey for the Red-cocked Woodpecker habitat and active nests. All tree trimming and/or clearing activities would be conducted off of the City of Leesville property, on private property to the north. If a species is identified as present, further consultation with the USFWS would occur and mitigation measures may be required. Based upon the lack of habitat no direct impact is anticipated; however, indirect short term minor impacts may occur in association with noise during construction activities. Noise could disrupt foraging habits of species located in undeveloped areas adjacent to the Leesville Airport, causing the species to not use the area. Upon completion of construction activities, the source of the indirect impact would be removed and the species could return. Based upon the duration of the impact, there is a short term, indirect, and minor impact on these species; however, the impact is not significant.

3.3.7 Biological Resources – Forest Ecology and Native Plants

3.3.7.1 Affected Environment

The Leesville Airport is maintained as cleared, vacant land surrounding the existing runway, main office, hangers, and aprons. Commonly occurring grasses, forbs, and shrubs in this area include plains coreopsis (*Coreopsis tinctoria*) and Texas beargrass (*Nolina texana*).

There are no trees of any kind located within the footprint of the proposed runway expansion activities; however, the project area is bordered on the north and east by wooded areas, with loblolly pines and sweetgums being the dominant species.

The Leesville Airport is located within the Southern Tertiary Uplands ecoregion. These uplands cover most of Louisiana's longleaf pine range west of the Mississippi River. The region of Tertiary geology is hillier and more dissected than the Flatwoods and soils are generally better drained over the more permeable sediments. Historical vegetation was dominated by longleaf pine-bluestem woodlands, but a variety of forest types were present, including shortleaf pine-hardwood forests, calcareous forests, mixed hardwood loblolly pine forests, and hardwood-dominated forests along streams. Some small, scattered prairies with many rare plants are associated with areas of calcareous clay soils. On more mesic sites, some American beech or magnolia-beech-loblolly pine forests occur. Some sandstone outcrops of the Catahoula Formation have distinctive barrens or glades that contain several rare species. Seeps in sand hills support acid bog species including southern sweetbay, gallberry, wax-myrtles, fetterbush, insectivorous plants, orchids, and wild azalea. (Daigle, J.J., Griffith, G.E, et al. 2006)

3.3.7.2 Environmental Impacts

No Action Alternative

Under the No-Action Alternative the area for the Proposed Action would not be disturbed therefore none of the vegetation would be removed and no impact to the ecology and native plants is anticipated.

Proposed Action

Under the Proposed Action the existing vegetation within the project area would be removed. The typical terrestrial wildlife species and vegetation that could be impacted are widely distributed; thus, loss of some individuals and habitat would not measurably impact population abundance or distribution throughout their range. Equivalent vegetation is located surrounding the Proposed runway extension area and will remain undisturbed and could provide areas for those species that are disturbed, to relocate. At the time in which this EA is being prepared, tree clearing or removal of the tops of trees located on the private land to the north of the proposed runway extension is not anticipated. If trees are required to be removed or trimmed, those trees would be impacted; however, due to the volume of trees within the area in which those trees would be removed, no impact on the ecoregion is anticipated.

The City of Leesville airport noise associated with construction activities, increased traffic, and earth moving would temporarily disturb wildlife near the construction areas. This disturbance is expected to be short-term, indirect, and minor. The areas to the northeast and south of the site are undeveloped and would provide an area for the displaced wildlife. No significant impact is anticipated.

3.3.8 Biological Resources – Migratory Birds/Game Species

3.3.8.1 Affected Environment

Under the Migratory Bird Treaty Act (MBTA), it is illegal to "take, possess, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to Federal regulations" (USFWS 2022c). Under the current regulatory framework, there are no provisions for allowing the take of migratory birds that are unintentionally killed or injured (incidental take). Activities in accordance with applicable beneficial practices for avoiding and minimizing incidental take can include conducting habitat removal outside of migratory bird nesting season or conducting nesting surveys of appropriate habitat to limit disturbance of nesting birds coinciding with habitat removal during nesting season. Additionally, based on site observations, there are no trees in the project area that would provide habitat for bird nesting or roosting. However, the project area is bordered on the north and east by wooded areas.

Similarly, the Bald and Golden Eagle Protection Act (BGEPA) protects Bald and Golden eagles (USFWS 2022a). The federal Bald and Golden Eagle Protection Act (Eagle Act) (16 U.S.C. 668-668c) provides for the protection of the bald eagle (*Haliaeetus leucocephalus*) and golden eagle (*Aquila chrysaetos*). Under the Eagle Act, "take" of eagles, their parts, nests or eggs is prohibited. Disturbance resulting in injury to an eagle or a decrease in productivity or nest abandonment by substantially interfering with normal breeding, feeding, or sheltering behavior is a form of "take."

The IPaC identifies birds listed on the USFWS Birds of Conservation Concern list or those that warrant special attention in the identified project area. According to the IPaC, the Bald eagle (*Haliaeetus leucocephalus*), American Kestrel (*Falco sparverius paulus*), Brown-headed Nuthatch (*Sitta pusilla*), Chimney Swift (*Chaetura pelagica*), Lesser Yellowlegs (*Tringa flavipes*), Wood Thrush (*Hylocichla mustelina*) and red-headed woodpecker (*Melanerpes erythrocephalus*) may utilize the proposed project area. The bald eagles' breeding season is from September to late July. The American Kestrel breeds from April to late August, the Brown-headed Nuthatch breeds from March to mid-July, the Chimney swift from mid-March to late August, the Lesser Yellowlegs breeds elsewhere, the Wood Thrush breeds mid-May to late August, and the Red-headed Woodpecker breeds May through mid-September.

3.3.8.2 Environmental Impacts

No Action Alternative

Under the No Action Alternative, the runway would not be extended. Therefore, conditions and habitat would remain as described under existing conditions. No changes or impacts would be expected.

Proposed Action

The proposed project will primarily impact cleared, grass-covered portions of the airport facility adjacent to the existing runway and support buildings. Suitable habitat for these species is not within the area of direct impacts. To accommodate and support Fort Johnson aircraft, limited removal or trimming of off-site trees may be required. Prior to these activities, a presence/absence survey will be conducted to determine if the area contains any potential habitat or evidence of active nests. To reduce impacts to birds nesting within the wooded area, tree clearing should occur outside the nesting season from May to September. Based upon the lack of migratory bird/game species habitat within

the project area, no impacts are anticipated. If tree clearing or topping is required, off of the airport property, with the incorporation of a presence/absence survey, the direct and moderate impact associated with the modification or loss of habitat would be mitigated to negligible or minor direct impact. No significant impact is anticipated.

3.3.9 Water Resources – Streams, Wetlands, and Other Surface Water Resources

3.3.9.1 Affected Environment

The Leesville Airport is located within the Sabine River watershed which falls along the Texas-Louisiana border and encompasses more than 2,900 square miles of drainage area in Louisiana. The basin begins from the Texas state line near Shreveport in the north to the Gulf of Mexico to the south. The LDEQ monitors and assesses the water quality throughout all twelve of the major watershed and basins in the State toward maintaining compliance with the Clean Water Act (CWA), specifically Section 303(d) and Section 305(b).

Section 303(d) requires each state to identify water quality-limited segments that still require Total Maximum Daily Loads (TMDL) within its boundaries. Section 305(b) requires each state to provide assessment of water quality of all navigable waters in the state, status of recreational activity and fish and wildlife propagation support, the nature and extent on nonpoint sources of pollution and recommendations, as well as other information.

The results of LDEQ's monitoring and assessment efforts are reported in the LDEQ 2022 Water Quality Inventory – Integrated Report (IR). Specifically, the proposed project area is in the Bayou Anacoco sub-segment of the Sabine River basin (LA110504-00), extending from Vernon Lake to Anacoco Lake. According to the LDEQ 2022 IR, the Bayou Anacoco sub-segment is in full support of Primary Contact (swimming) and Secondary Contact (boating) Recreation. Regarding Fish and Wildlife Propagation (fishing), Bayou Anacoco was assessed to Not Fully Support those uses. Suspected causes or sources of impairment include dissolved oxygen by the introduction of non-native organisms.

Wetlands, as subset of "Waters of the United States" (WOTUS), are protected and regulated under Section 404 of the CWA. Wetlands, as defined by the US Army Corp of Engineers, are "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions". Three areas are evaluated to determine if an area qualifies as a wetland: vegetation, soil, and hydrology.

According to the USGS, Louisiana represents about 40% of the nation's wetland resources. Louisiana's wetlands extend to as much as 81 miles inland and along the coast for approximately 115.6 miles . A wetland delineation was conducted within the boundaries of the Leesville Airport property in October 2023. A total of 7,362 linear feet of non-jurisdictional ephemeral streams, swales and ditches were identified (USFWS 2024c). No forested wetlands were identified at the time of field reconnaissance.

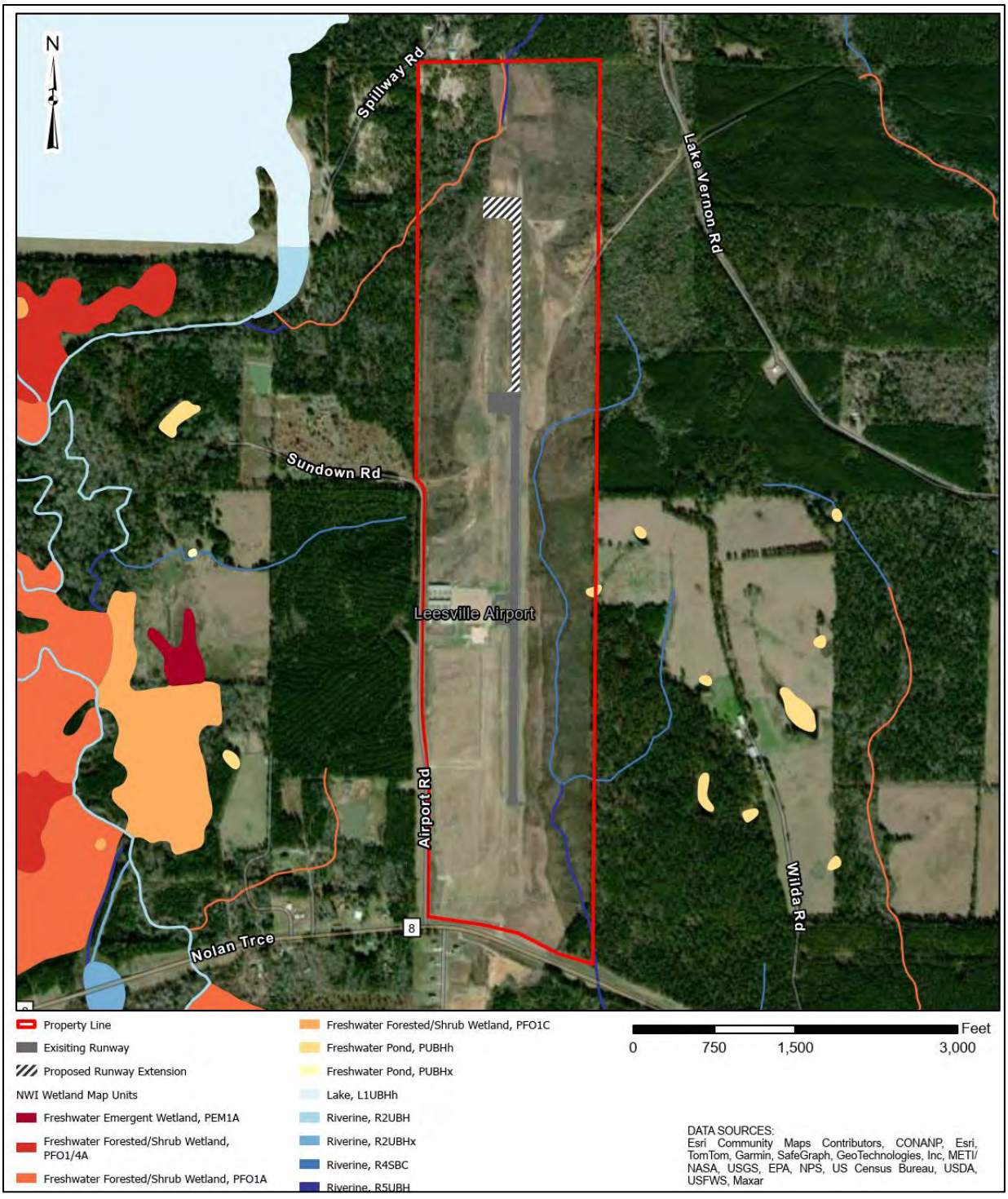


Figure 8 - National Wetland Inventory Map

3.3.9.2 Environmental Impacts

No Action Alternative

Under the No Action Alternative, water resources would not be impacted within the proposed project site as ground disturbing activities would not be conducted. No changes or impacts would be expected.

Proposed Action

The proposed project will not impact jurisdictional wetlands or directly affect other surface water resources. The ephemeral streams identified within the boundaries of the airport property are not considered to be jurisdictional and therefore not subject to permitting under Section 404 of the CWA. A request for a No Permit Required Letter has been submitted to the United States Army Corps of Engineers (USACE) Galveston District USACE on July 9, 2024. The letter has not yet been received. If a permit under Section 404 of the CWA is required; the City of Leesville will obtain authorization under the required nation wide permit and perform the conditions or provisions associated with the permit as required. Overall impacts to surface water resources will be minimal and temporary in nature. There are no other surface water bodies located within the airport property. Prior to ground disturbing activities, a LDEQ LPDES Storm Water Discharges from Construction Activities of 5 Acres of More (LAR100000) will be obtained. Under this permit, a SWPPP will be required that will avoid, reduce, and minimize sedimentation discharges during construction.

No surface waters will be directly impacted long term. Through the implementation of BMPs, the short-term impact associated with construction activities (the potential for sediment loading within surface waters) can be mitigated to minor. No significant impacts are anticipated.

3.3.10 Transportation and Infrastructure

3.3.10.1 Affected Environment

The Leesville Airport is accessible via Airport Road, located along the airport's western boundary. To the south, and bordering the airport is Louisiana State Highway 8 (Nolan Trace). Airport Road transitions into Sundown Road at the northwest corner of the airport. Airport Road is maintained by the City of Leesville and Sundown Road is maintained by Vernon Parish. Louisiana State Highway 8 is classified as a rural minor arterial and is a two-lane roadway (LA DOTD 2024). Minor arterials provide service for trips of moderate length and serve geographic areas that are smaller in nature which require connection to a larger roadway. In rural areas, these roadways are typically designed to provide relatively high overall travel speeds, with minimum interference to through movement as well as link cities and larger towns to form an integrated network providing interstate and inter-county service (FHWA 2013). In 2023, the average daily traffic utilizing Louisiana State Highway 8 near the airport was 3,389 and 73 along Airport Road (LA DOTD 2023). Beyond the airport is Wilda Road to the east; however, the roadway does not provide access to the airport property.

The airport is serviced by the West Vernon Parish Waterworks District for drinking water. The district utilizes groundwater as its source of drinking water. The water is withdrawn from the Chicot Aquifer via three (3) wells located near the water treatment facility. In 2023, the water system received a grade of "B" from the Louisiana Department of Health due to the unresolved significant deficiencies (LDH 2024). No violations have occurred and were document in 2022 (West Vernon 2023). Wastewater is collected and treated onsite through a septic system.

Solid waste disposal is managed by Waste Connections. Waste Connections is a North American based company that collects and transfers solid waste, including recyclables, to existing disposal facilities. The closest sanitary landfill is in Sabine at the Jefferson Davis Parish Landfill and receives waste from Waste Connections (LDEQ 2023). Construction debris, wood waste, and tires can be disposed of at the Vernon Parish Sanitary Landfill.

Figure 9 - Surface Transportation

3.3.10.2Environmental Impacts

No Action Alternative

Under the No-Action Alternative no construction or increase of activities would occur at the Leesville Airport therefore no changes in transportation or increase in need for utilities would be required. No impact is anticipated.

Proposed Action

During construction activities, construction workers, equipment, and materials should be transported to the airport along Louisiana State Highway 8. If materials are not available locally, the materials would be transported via roadway from other areas and travel on US Highways such as 171 or Interstate 49. As Louisiana State Highway 8 and other highways in the area are classified as arterial and above, they can accommodate a short-term traffic increase. During construction, access to Airport Road may be impeded. If needed, while either equipment and/or material is dropped off or loaded, to ensure the safety of those traveling along Louisiana State Highway 8 or to provide consistent access to Airport Road, the Vernon Parish Sheriff's Office will provide traffic control. Long-term, the increase in number of vehicles utilizing Louisiana State Highway 8 and Airport Road would occur as Fort Johnson personal would be utilizing the runway. It is not anticipated that the increase in the number of vehicles would exceed the capacity and diminish the level of service along these roadways as the increase in traffic would only be during maneuvers or emergency situations, which are not consistent. With the implementation of traffic controls, short-term and minor impacts associated with transportation are anticipated but not significant.

The Proposed Action would require construction materials, so construction debris would be generated. The waste generated during the construction activities would be transported to the Vernon Parish Sanitary Landfill as it is able to receive construction-related debris. The Vernon Parish landfill has a remaining capacity of 588,069 cubic yards or 27,960 months (approximately 2,330 years). Since the landfill can receive construction-related debris generated and has capacity, no impact is anticipated. With the increase in length of runway, additional aircraft utilizing the airport is anticipated. The increase in aircraft would sequentially include an increase in the use of the existing facilities and associated utilities. As the airport is connected to a municipal system with available capacity to provide additional drinking water and the number of people utilizing the facilities would not exceed the capacity to provide drinking water. Additionally, the Leesville Airport is connected to a septic system with additional capacity and the ability to increase capacity (size of tank) as needed. Based upon the additional capacity available for resources associated with waste, drinking water, and wastewater, no impact to utilities are anticipated.

3.3.11 Environmental Justice

3.3.11.1 Affected Environment

According to CEQ environmental justice guidance (1997), low-income populations should be identified with the annual statistical poverty thresholds from the Bureau of the Census' Current Population Reports, Series P-60 on Income and Poverty. In identifying low-income populations, agencies may consider as a community either a group of individuals living in geographic proximity to one another, or a set of individuals (such as migrant workers or Native Americans), where either type of group experiences common conditions of environmental exposure or effect.

The CEQ guidance identifies a minority as an individual(s) who is/are members of the following population groups: American Indian or Alaskan Natives; Asian or Pacific Islanders; Black, not of Hispanic origin; or Hispanic. Minority populations should be identified where either the minority population of the affected area exceeds 50 percent, or 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 (1997). In identifying minority communities, agencies may consider a community either as a group of individuals living in geographic proximity to one another, or a geographically dispersed/transient set of individuals (such as migrant workers or Native American), where either type of group experiences common conditions of environmental exposure or effect. The selection of the appropriate unit of geographic analysis may be a governing body's jurisdiction, a neighborhood, census tract, or other similar unit that is to be chosen to not artificially dilute or inflate the affected minority population. A minority population also exists if there is more than one minority group present and the minority percentage, as calculated by aggregating all minority persons, meets one of the above-stated thresholds.

Executive Order (EO) 12898 requires federal agencies to identify and address disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.

On April 21, 2023, EO 14096, Revitalizing Our Nation's Commitment to Environmental Justice Overall, was signed, supplementing EO 12898. The EO establishes a more robust framework with milestones for implementing environmental justice across federal agencies. The EO expands the protected categories to include Indigenous populations and individuals with disability, and it includes affordable housing as an element of achieving environmental justice. Under this EO, environmental justice' is defined as "just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability so that people:

(i) are fully protected from disproportionate and adverse human health and environmental effects (including risks) and hazards, including those related to climate change, the cumulative impacts of environmental and other burdens, and the legacy of racism or other structural or systemic barriers; and

(ii) have equitable access to a healthy, sustainable, and resilient environment in which to live, play, work, learn, grow, worship, and engage in cultural and subsistence practices."

Minority and/or low-income population are present within Vernon Parish; however, the percentage does not represent the majority. Within Vernon Parish, approximately 39% of the residents identify themselves as a minority and approximately 20% identify as low income based upon the American Community Survey and the EJScreen prepared by the Census Bureau.

Within the census block in which the Proposed Project is located, approximately 20% of the residents identify themselves as a minority and approximately 23% identified as low income based (USEPA 2024b). Within Vernon Parish, 30% percent identity as a minority and 41 as low income. Within both populations, less than 4% have limited English proficiency. Beyond the socio-economic metrics, the population within census tract does not exceed the 90th percentile of health, energy, housing, or legacy pollution as analyzed through the Climate and Economic Justice Screen Tool (CEQ 2024). An economically or socially disadvantaged community is not present.

3.3.11.2Environmental Impacts

No Action Alternative

Under the No Action Alternative, the proposed action would not be implemented. The airport is not located within an area where an environmental justice population is present; therefore, no impact is anticipated.

Proposed Action

EOs 12898 and 14096 require Federal agencies to determine if an action could lead to a disproportionately high and adverse impact to disadvantaged communities. Disadvantaged communities can include urban and rural areas and areas within the boundaries of Tribal Nations and United States Territories. Such communities are found in geographic locations with people who have low incomes or are otherwise adversely affected by persistent poverty or inequality.

The population of minorities and lower-income residents located within the census block in which the project is located is less than Vernon Parish and is also less than 50%; therefore, a disadvantaged community is not present. Additionally, all of the impacts associated with the Proposed Action are considered less than significant; therefore, no impacts on a disadvantaged community are anticipated.

3.3.12 Air Space

3.3.12.1 Affected Environment

Airspace is the area above the earth's surface where aircraft operate. Airspace management involves the direction, control, and handling of flight operations in the airspace that overlies the borders of the United States and its territories. In accordance with 49 U.S.C. § 40103, Sovereignty and Use of Airspace and Public Law 103-272, the US government has exclusive sovereignty over the nation's airspace. The FAA is responsible for planning, managing, and controlling the structure and use of all airspace over the United States. FAA rules govern the national airspace system and FAA regulations establish how and where aircraft may fly. Collectively, the FAA uses these rules and regulations to make airspace use safe, effective, and compatible for all types of civilian, commercial, and military aircraft. Airspace for military use is established by the FAA in coordination with the U.S. Army to meet operational needs for military readiness.

Instrument Flight Rules (IFR) and Visual Flight Rules (VFR) are the two basic modes of flying. IFR is an air navigation method that relies on instrumentation and is always under Air Traffic Control (ATC) direction. As aircraft launch at one airport, traverse the sky, and then land at a different airport, every movement is directed by Air Traffic Control (ATC). Control is transferred from one ATC to another as aircraft cross jurisdictional lines as designated by the FAA. VFR is a method of air navigation that relies primarily on visual reference for location and see-and-avoid techniques for safe separation of aircraft. VFR flying is subject to weather conditions. Controlled airspace is a limited section of airspace where ATC is provided to IFR and VFR traffic.

Different controlled airspace classifications are defined by different types of altitude measurements. These are:

- Class-A airspace is from 18,000 ft above mean seal level (MSL) up to and including flight level (FL) 600. The airspace is dominated by commercial traffic using designated flight routes. Unless otherwise authorized, all pilots must operate their aircraft under IFR.

- Class-B airspace is from the surface to 10,000 ft above MSL surrounding the nation's busiest airports. Class B airspace is designed to contain all published instrument procedures once an aircraft enters the airspace. ATC clearance is required for all aircraft to operate in the area, and all aircraft that are so cleared receive separation services within the airspace.

- Class-C airspace is from the surface to 4,000 ft above the MSL elevation surrounding those airports that have an operational control tower, are serviced by a radar approach control, and have a certain number of IFR operations or passenger enplanements. The airspace usually consists of a surface area with a five nautical mile (NM) radius, an outer circle with a 10 NM radius that extends from 1,200 ft to 4,000 ft above the airport MSL elevation and an outer area. Each aircraft must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter maintain those communications while within the airspace.

- Class-D airspace is from the surface to 2,500 ft above the MSL elevation surrounding those airports that have an operational control tower. The configuration of each Class D airspace area is individually tailored and when instrument procedures are published, the airspace will normally be designed to contain the procedures. Unless otherwise authorized, each aircraft must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter maintain those communications while in the airspace.

- Class-E airspace is any controlled airspace that is not Class A, B, C, or D. It extends upward from either the surface or a designated altitude to the overlying or adjacent controlled airspace. When designated as a surface area, the airspace will be configured to contain all instrument procedures. Also, in this class are federal airways, airspace beginning at either 700 or 1,200 ft AGL used to transition to and from the terminal or en-route environment, and en-route domestic and offshore airspace areas designated below 18,000 ft above MSL. Unless designated at a lower altitude, Class E airspace begins at 14,500 ft above MSL over the US up to but not including 18,000 ft above MSL, and the airspace above FL 600.

    - Class G airspace is essentially uncontrolled by ATC except when associated with a temporary control tower.

The airspace surrounding the Leesville Airport is considered to be Class E. A Military Operations Area (MOA) associated with Fort Johnson airspace (Class D) overlays this airspace over Leesville; however, it does not encroach as the Class D airspace extends upward. MOAs are blocks of airspace where aircraft can perform military training activities (aircraft intercepts, turning and evasive maneuvers, and air combat maneuvers) separated from IFR traffic. Whenever a MOA is not actively in use, traffic may transient the MOA freely.

Aircraft operations at the Leesville Airport, are estimated to be 41 flights per day with 67 percent of the operations as local aviation, 20 percent as transient, and 13 percent military (Airnav 2024).

Figure 10 - Air Space

3.3.12.2 Environmental Impacts

No Action Alternative

Under the No Action Alternative, the number of flights within the Class E airspace associated with Leesville Airport would remain unchanged. No impacts to air space would be anticipated.

Proposed Action

Impacts on airspace are considered adverse if the Proposed Action encroached on or caused disruptions to existing aviation traffic within the existing Class E or Class D airspace. An adverse impact would be considered significant if the Proposed Action permanently reduced the capacity of adjacent or nearby military or non-military airspace or required changes to the lateral or horizontal extents of such airspace to continue operation.

Under the Proposed Action, the runway extension would allow for a different class of aircraft to utilize the existing airspace. As the airspace above the airport is not dependent upon the type of aircraft (excluding unnamed aircraft) an impact to the designation of the airspace is not anticipated. With the lengthening of the runway, the Proposed Action is anticipated to include an increase in overall traffic within the airspace extending upward from Leesville Airport.

The increase in air traffic is anticipated to be associated with the flights to/from Fort Johnson. As airspace associated with Fort Johnson extends over the installation and the Leesville Airport, the number of flights within the airspace would remain the same. The only change would be the number of flights touching down at Fort Johnson airfield versus Leesville Airport. Collectively there would be no change in flights within the area. However, if flights extend beyond the existing airspace, the volume of traffic would be managed to ensure that the quantity of traffic does not exceed the allowable capacity.

As the number of aircraft within the classes or associated airspace would be modified, no impact is anticipated.

4.0 RESOURCES ANALYZED IN ACCORDANCE WITH FAA

This approval, consistent with provisions under 49 U.S.C 47101, is a major federal action requiring compliance with NEPA (42 U.S.C. §§ 4321 - 4374). The FAA has established a process to ensure compliance with the provisions of NEPA through, FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures,* 1050.1F Desk Reference, and FAA Order 5050.4B*, NEPA Implementing Instructions for Airport*. These federal regulations establish both the administrative process and substantive scope of the environmental impact evaluation designed to ensure that deciding authorities have a proper understanding of the potential environmental consequences of a contemplated course of action.

4.1 Introduction

Leesville Airport (L39) is included in the FAA's National Plan of Integrated Airport Systems (NPIAS) and is categorized as a General Aviation Airport. As the airport does not serve scheduled passenger-carrying operations of an air carrier operating aircraft with more than 9 seats and unscheduled passenger-carrying operations of an air carrier operating aircraft with at least 31 passenger seats it is not listed on the Part 139 Airport Certification Status List.

Inclusion in the NPIAS signifies that the FAA considers this airport an important part of the nation's air transportation system. To further improve the nation's transportation system, L39 anticipates updating the ALP which must be reviewed and approved by the FAA. As such, the FAA is the federal decision-maker concerning the ALP.

An ALP is a planning tool that illustrates existing facilities and planned development for an airport. The ALP includes:

- Boundaries and proposed additions to all areas owned or controlled by the sponsor for airport purposes
- The location and nature of existing and proposed airport facilities and structures
- The location of existing and proposed non-aviation areas and improvements thereon on the airport.

Under the Proposed Action, the ALP would need to be modified to include the runway extension as the current ALP was drafted in 2021 and lists the runway length at 3,807 feet.

This section reviews baseline and consequences for resources analyzed under FAA specific guidance only.

4.2 Affected Environment and Environmental Consequences

This section describes the baseline, existing conditions of environmental resources (Technical Resource Areas) as they are associated with the ALP. The baseline conditions presented in this section are described to the level of detail necessary to support analysis of potential impacts associated with the Proposed Action and No Action Alternative.

4.2.1 Criteria of Analysis and Impacts

After each description of the relevant baseline conditions of each considered Technical Resource Area, the potential direct and indirect effects of the Proposed Action and No Action Alternative are analyzed. The significance of an action is also measured in terms of its context and intensity. For this analysis, the potential environmental impacts are described in terms of duration, whether direct or indirect, the magnitude of the impact, and adverse or beneficial. These thresholds are in accordance with FAA Order 1050.1F and are summarized in the following paragraphs:

Short-term or long term: In general, short-term impacts are those that would occur only with respect to a particular time-lined activity, for a finite period, or only during the time required for construction or installation activities. Long-term impacts are those that are more likely to be persistent and chronic.

Direct or indirect: A direct impact is caused by an action and occurs around the same time at or near the location of the action. An indirect impact is caused by an action later in time or is farther removed in distance but is still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

Adverse or beneficial: An adverse impact is one having unfavorable or undesirable outcomes on the man-made or natural environment. A beneficial impact is one having positive outcomes on the man-made or natural environment.

4.2.2 Criteria of Analysis and Impacts

Significance is based on the twin criteria of context and intensity (FAA Order 1050.1F, Section 4-3.2). Context means the affected environment in which a Proposed Action would occur; it can be local, regional, national, or all three, depending upon the circumstances. Context means that the significance of an action must be analyzed in several contexts such as society as a whole (human/national), the affected region, the affected interests, and the locality. Significance varies with the setting of the Proposed Action. For instance, in the case of a site-specific action, significance would usually depend upon the effects in the locale rather than in the world as a whole. Both short-and long-term effects are relevant. Intensity refers to the severity of impact, ranging from negligible, minor, or moderate.

Negligible impacts are generally those that might be perceptible but are at the lower level of detection. A minor impact is slight, but detectable. A moderate impact is readily apparent. Significant impacts are those that, in their context and due to their magnitude (severity), have the potential to meet the thresholds for significance set forth in the FAA Order 1050.1F and thus, warrant heightened attention and examination for potential means for mitigation to fulfill the policies set forth in NEPA. The significance criteria for the resources fully analyzed within this EA are presented below.

Noise - The potential to result in an increase in noise levels of 1.5 dB or more over noise sensitive areas, areas that would have the an increase in noise level that surpasses 65dB, or a receptor be at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase as compared to the baseline condition.

Department of Transportation Act, Section 4(f) - The potential for the use of Section 4(f) of the U.S. Department of Transportation Act of 1966 property resulting in an adverse impact and no feasible and prudent avoidance alternative which requires mitigation to the affected resource.

Land use - The potential to result in disturbing the current land use or resulting in a change in the current zone.

Socioeconomics - The potential to create substantial economic growth in an area, either directly or indirectly or disrupt the community through physical or economic means.

Environmental Justice -The potential to lead to a disproportionately high and adverse impact to an environmental justice population (low-income or minority population).

4.2.3 Comparison of the Potential Effects of the Analysis

The existing condition of the environmental resources at the area of the proposed ALP update are presented below as well as an analysis of each alternative's potential effects on the Resource Areas that were analyzed fully.

In accordance with CEQ Regulations at 40 CFR Parts 1502.14 and 1502.16, as well FAA Order 15050.1F, Table 11 presents the environmental impacts of the proposal and the alternatives in comparative form, thus sharply defining the issues and providing a clear basis for choice among options by the decision-maker and the public.

Table 11 - Comparison of the Potential Effects of the Analyzed Alternatives

Resource	Proposed Action	No Alternative (Baseline)
Noise	Short-term impact, direct, minor and adverse – during construction. Upon completion of runway extension, noise levels above 65 dB will not extend beyond the airport property. These impacts are less than significant.	No change – therefore, no impact.
Department of Transportation Act, Section 4(f)	No adverse impact – Section 4(f) resources will be used by the Proposed Action.	No change – therefore, no impact.
Land Use	No adverse impact – No change in land use as the site is currently designated for operational use at the airport.	No change – therefore, no impact.

4.3 Noise

The FAA is required to assess potential noise impacts for the following airport actions:

- General aviation related actions that involve more than (1) 90,000 annual (247 average daily operations) piston-powered aircraft in Approach Categories A through D (i.e., landing

speed < 166 knots) or (2) 700 annual jet-powered aircraft operations (about 2 average daily operations)

- Action involving a new airport location, a new runway, a major runway extension, or runway strengthening when a project would (1) serve Airplane Design Groups I and II if forecast operations exceed those noted in cited FAA regulations, (2) serve Airplane Design Groups III through VI, (3) be highly controversial due to noise or (4) would serve special aircraft and those aircraft would fly over sensitive noise areas.
- Actions at existing heliports or airports when forecasted helicopter operations for the analysis period would exceed 10 operations per day annually and hover times would exceed 2 minutes.

However, under the Appendix B of FAA Order 1050.1F, noise analysis is not needed for projects involving airplanes with wingspan less than 79 feet in Approach Categories A through D (landing speed less than 166 knots) operating at airports whose forecast operations in the period covered by the NEPA document do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 annual jet operations (2 average daily operations). Leesville operations and airplanes could classify for this exemption; however, due to the runway extension and request of agencies, noise was analyzed.

4.3.1 Affected Environment

It is the FAA's responsibility to analyze aviation noise impacts from federal actions. This EA follows guidance and regulations provided in FAA Order 5050.4B, NEPA Implementing Instructions for Airport Actions, FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, and the 1050.1F 2020 Desk Reference (June 2023) on how the impact assessment should occur, as well as other federal statutes, regulations, and specific agency orders.

These laws and guidance documents specify the use of the Day-Night Average Sound Level (DNL), which is the noise metric used in most environmental impact analyses. A cumulative sound level, DNL provides a measure of total sound energy. DNL is a logarithmic average of the sound levels of multiple events at a location over a 24-hour period, with a 10-decibel (dB) weighting added to all sounds occurring during nighttime hours (between 10:00:00 pm and 6:59:59 am). The 10 dB increase for nighttime events represents the added intrusiveness of noise that occurs during typical sleeping hours. Ambient sound levels during nighttime hours are typically about 10 dB lower than during daytime hours. Expressing a DNL implies decibels thus the dB nomenclature is omitted herein, e.g., 65 DNL expresses a DNL of 65 dB.

For a NEPA noise analysis, the FAA requires that the 24-hour analysis period represent the average annual day (AAD), meaning average daily aircraft operations over a 365-day period. The aircraft noise analysis for this EA uses Aviation Environmental Design Tool (AEDT) Version 3e (released on 09 May 2022). AEDT is a combined noise and emission model that uses a database of aircraft noise and performance characteristics. The AEDT predicts ground based DNL values from user input for aircraft types, AAD aircraft operations, airport operating conditions, aircraft performance, and flight patterns. AEDT also calculates air pollutant emissions from aircraft engines for air quality analyses, enables noise and air quality calculations on a regional basis (as opposed to in the immediate airport environment only), and includes updated databases for newer aircraft models.

Estimates of noise effects resulting from aircraft operations can be interpreted in terms of the probable effects on human activities typical to specific land uses. The FAA has published land use compatibility designations in Part 150, Appendix A, Table 1. As stated in Part 150 Appendix A, the FAA generally considers all land uses to be compatible with aircraft-related DNL below 65 dB, including residential, hotels, retirement homes, intermediate care facilities, hospitals, nursing homes, schools, preschools, and libraries. These categories are referenced throughout the EA. Residential and educational facilities are considered not compatible above DNL 65 dB without mitigation. Institutional or Public land use land use consists of schools, hospitals, nursing homes, churches, auditoriums, concert halls, governmental services, transportation, and parking. While all these uses are compatible with aircraft-related DNL below 65 dB, schools are not compatible above 65 DNL without mitigation and are listed separately in the EA.

In accordance with the guidelines set forth in FAA Order 1050.1F DR Chapter 11.1.2, the FAA is required to assess potential noise impacts for the following airport actions.

- General aviation related actions that involve more than (1) 90,000 annual (247 average daily operations) piston-powered aircraft in Approach Categories A through D (i.e., landing speed < 166 knots) or (2) 700 annual jet-powered aircraft operations (about 2 average daily operations)
- Action involving a new airport location, a new runway, a major runway extension, or runway strengthening when a project would (1) serve Airplane Design Groups I and II if forecast operations exceed those noted in cited FAA regulations, (2) serve Airplane Design Groups III through VI, (3) be highly controversial due to noise or (4) would serve special aircraft and those aircraft would fly over sensitive noise areas.
- Actions at existing heliports or airports when forecasted helicopter operations for the period of analysis would exceed 10 operations per day on an annual basis and hover times would exceed 2 minutes.

4.3.2 Environmental Consequences

Proposed Action

Extension of the existing runway would facilitate an increase in the airport's use by accommodating additional types of general aviation and military aircraft. Type of aircraft, arrival or departure operations, use of the runway, departure profile, time of day, and weather were entered into the model for operations after the completion of the runway extension. Under the Proposed Action, the project would not involve general aviation related actions that involve more than (1) 90,000 annual (247 average daily operations) piston-powered aircraft in Approach Categories A through D (i.e., landing speed < 166 knots) or (2) 700 annual jet-powered aircraft operations (about 2 average daily operations) as the anticipated number of aircraft operations would be 16,879 by 2033 (ICE 2024). Additionally, with the runway extension the extension would not exceed the Airplane Design Groups forecasted within the FAA regulations, serve Groups III through VI, serve special aircraft and those aircraft would fly over sensitive noise areas, or be highly controversial due to noise and the current noise contours do not extend beyond the site boundary.

A noise analysis was conducted on the Leesville Airport (L39) to determine the potential for noise impacts associated with the planned Runway 18-36 extension. This analysis established that extending the runway to the north to a total length of 5,600 feet would not pose a significant noise impact

because the 65 dBA yearly day/night (DNL) noise contour will remain within the airport's existing property boundary in 2033 under either the No Action or the Proposed Action alternative. Therefore, the Proposed Project is not expected to have a significant impact on noise levels over noise sensitive areas within the 65+ day-night average sound level (DNL) noise contour. Land use compatibility with DNL levels can be found in Table 1 of 14 CFR Part 150, Airport Noise Compatibility Planning. As the Proposed Action does not meet the requirements set forth in the FAA Order 1050.1F and the DNL levels are within the limits set forth in 14 CFR Part 150, no additional analysis is required.

No significant impact is anticipated.

No Action Alternative

Under the No Action Alternative, the runway would not be extended. Therefore, noise exposure conditions would remain as described under existing conditions. No changes or impacts would be expected.

4.4 Land Use

According to FAA Order 1050.1F, there are no established significance thresholds or specific independent factors to consider for land use impacts. However, the Order does state that "the determination of significant impacts exist in the land use impact category is normally dependent on the significance of other impacts." Any conflict with state and/or locally designated land uses, and zoning may not individually result in a significant impact. Potential effects related to noise and noise-compatible land use, socioeconomics, and environmental justice could also result in significant land use impacts.

4.4.1 Affected Environment

The Airport is located within Vernon Parish but not within the limits of the City of Leesville. As the property is located within the Parish and not the City of Leesville, there are no zoning designations (Vernon Parish 2024).

4.4.2 Environmental Consequences

Proposed Action

The construction of the Proposed Action would occur entirely on airport property and would be compatible with the existing airport environment. As there is no zoning or comprehensive plan for parish, the Proposed Action meets the intended use for the property. Additionally, as there are no significant impacts to noise, socioeconomics, and environmental justice; no impact to land use is anticipated.

No Action Alternative

The No Action Alternative does not require any disruption to the zoning or land use. Therefore, it would not affect the current land uses that exist at the Leesville Airport.

4.5 Department of Transportation Act, Section 4(f)

Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended (49 United States Code [USC] 303), states that Department of Transportation and the Federal Transit Administration "may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of a historic site of national, State, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if":

- There is no feasible and prudent avoidance alternative, as defined in 23 Code of Federal Regulations (CFR) 774.17, to the use of land from the Section 4(f) property, and the action includes all possible planning, as defined in 23 CFR 774.17, to minimize harm to the property resulting from such use [23 CFR 774.3(a)]; or

- The use of the Section 4(f) property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, would have a *de minimis* impact, as defined in 23 CFR 774.17, on the property [23 CFR 774.3(b)]:

    - For parks, recreations areas and wildlife and waterfowl refuges, a *de minimis* impact determination may be made if agency concludes the transportation project will not adversely affect the features, attributes or activities qualifying the property for protection under Section 4(f) after mitigation. In addition, to make a *de minimis* impact determination, there must be:

        - Public notice and opportunity for public review and comment.

        - Concurrence on the effect finding from the official(s) with jurisdiction over the property.

    - For historic sites, a *de minimis* impact determination may be made if, in accordance with 36 CFR 800 (the implementing regulations of Section 106 of the NHPA), agency determines that the transportation program or project will have no effect or no adverse effect on historic properties, agency has received written concurrence from the official(s) with jurisdiction over the property (for example, the State Historic Preservation Officer [SHPO]), and has taken into account the views of consulting parties to the Section 106 process as required by 36 CFR 800.

An official with jurisdiction is an agency (or agencies) that owns or administers the property and is empowered to present the agency on matters related to the property.

Properties subject to Section 4(f) consideration include parks and recreational areas of national, State or local significance that are both owned by and open to the public; publicly owned wildlife or waterfowl refuges of national, State or local significance that are open to the public (to the extent that public access does not interfere with the primary purpose of the refuge); and historic sites of national, State or local significance in public or private ownership regardless of whether they are open to the public. For historic sites, the Section 4(f) requirements apply only to historic sites listed in or eligible for the NRHP unless the agency determines that the application of Section 4(f) is otherwise appropriate. Section 4(f) applies to archeological sites listed in or eligible for inclusion on the NRHP, including those discovered during construction, except as set forth in 23 CFR 774.13(b). Section 4(f)

applies to those properties that are considered contributing to the eligibility of the historic district, as well as any individually eligible property within the district.

Section 4(f) applies only to agencies within the U.S. Department of Transportation (DOT). Following consultation and assessment of potential impacts, the FAA is solely responsible for Section 4(f) applicability and determinations for projects within its purview. A property must be a significant resource for Section 4(f) to apply.

4.5.1 Affected Environment

The City of Leesville Airport is not designated as a park; recreation area; wildlife/waterfowl refuge; or land/property/facility of local significance, historic site of national, State, or local significance. Vernon Lake is located approximately 1,380 ft to the west of the City of Leesville Airport. Two parks are present on the shores of the lake, Hickory Ridge Recreational Park and Vernon Lake Spillway Park. The LDFW manages the lake and associated resources, State of Louisiana owns the water bottom, and the LADOT has authority and maintenance over the levees and associated structures LDFW 2016). The nearest park is the Hickory Ridge Recreational Park, which is approximately 1.5 miles (8,084 ft) to the east. There are no other recreational areas within two miles of the airport. Additionally, there are no designated significant sites within the same radius.

4.5.2 Environmental Consequences

As defined in 23 CFR 774.17, the "use" of a protected Section 4(f) property occurs when any of the following conditions are met:

- Direct Use − A direct use of a Section 4(f) resource occurs when the property is permanently incorporated into a transportation facility. This may occur because of a full or partial acquisition of the property, permanent easement or temporary easements that exceed regulatory requirements noted under the temporary use discussion that follows.
- Temporary Occupancy − A temporary use of a Section 4(f) resource occurs when there is a temporary occupancy of property that is considered adverse in terms of the preservationist purpose of the Section 4(f) statute. Under 23 CFR 774.13, a temporary occupancy of property does not constitute a use of a Section 4(f) resource when all the following conditions are satisfied:
    - The duration is temporary (that is, less than the time needed for construction of the project) and there is no change in ownership of the land.
    - The scope of work is minor [that is, both the nature and the magnitude of the changes to the Section 4(f) property are minimal].
    - There are no anticipated permanent adverse physical impacts, nor is there interference with the protected activities, features or attributes of the property on either a temporary or permanent basis.
    - The land being used is fully restored (that is, the property is returned to a condition that is at least as good as that which existed prior to the project).
    - There is documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

- Constructive Use − A constructive use of a Section 4(f) resource occurs when the transportation project does not permanently incorporate land from the resource, but the proximity of the project results in impacts (for example, noise, vibration, visual and property access) that are so severe that the protected activities, features or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. For example, a constructive use can occur under at least one of the following conditions:
    - The projected increase in noise level attributable to the project substantially interferes with the use and enjoyment of a noise-sensitive facility of a resource protected by Section 4(f).
    - The proximity of the proposed project substantially impairs aesthetic features or attributes of a resource protected by Section 4(f), where such features or attributes are considered important contributing elements to the resource's value. An example of such an effect would be locating a proposed transportation facility in such proximity that it obstructs or eliminates views considered part of a National Register of Historic Places (NRHP)-eligible, architecturally significant, or historical building's Section 4(f) eligibility. Another example would be locating a proposed transportation facility in such proximity that it detracts from the setting of a park or historic site that derives its value, in substantial part, from its setting.
    - The project results in a restriction on access that substantially diminishes the utility of a significant publicly owned park, recreation area or historic site.
    - Vibration associated with the proposed project impairs the use of a Section 4(f) resource.

Proposed Action

As there are no parks; recreation area; wildlife/waterfowl refuge; or land/property/facility of local significance, historic site of national, State, or local significance; the Proposed Action would not enact a use of a Section 4(f) property. Under the Proposed Action, additional aircraft would utilize the runway extension, creating the potential for an increase noise off of the airport property. As the nearest Section 4(f) property is approximately two miles to the east and for those who access the runway, must approach or depart the airport from either the north or south, the noise associated with takeoffs and landing would not extend to Vernon Lake let alone the Hickory Ridge Recreational Park due to the distance and location. As there are no Section 4(f) properties on-site and the noise levels would not extend to the recreational facilities, no impacts to resources are anticipated.

No-Action Alternative

Under the No Action alternative, existing conditions would be maintained; however, as there are no Section 4(f) properties, no impacts are anticipated.

5.0 CUMULATIVE EFFECTS

Cumulative impacts are defined by the CEQ in 40 CFR 1508.1(g)(3) as "effects on the environment that result from the incremental effects of the action when added to the effects of other past, present, and reasonably foreseeable actions regardless of what agency (Federal or non-Federal) or person

undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time." Evaluations of cumulative impacts include consideration of the Proposed Action with past and present actions, as well as reasonably near future actions.

The cumulative-effects analysis determines the magnitude and significance of cumulative effects, both beneficial and adverse, and the contribution of the proposed action to those aggregate effects.

The geographic scope of analysis for cumulative effects varies by resource area. All planned and reasonably foreseeable future projects on or immediately adjacent to the Leesville Airport were considered for potential cumulative effects, and projects that could have additive environmental effects on those identified associated with the Proposed Acton.

Past Actions – Actions that may contribute to cumulative impacts in one or more of the analyzed resource topic areas include: previous clearing of land for campus development, construction of roadways, construction of residential properties, utility lines, and other infrastructure.

Present Actions – Actions that may contribute to cumulative impacts in one or more of the analyzed resource topic areas include: traffic on nearby roadways and any activities associated with adjacent public or private properties, population growth, and noise. These actions are continual and are included within the baseline conditions.

Foreseeable – Upon completion of the runway extension, additional activities within the Leesville Airport property have the potential to occur within five years upon completion of this EA. These activities would include the construction of support structures to the south of the existing administration building. These support structures could include additional hangars for storage and maintenance of aircraft, fueling area, parking, and lounge/administrative buildings. The construction activities have the potential to increase noise levels within the immediate vicinity of the construction areas; however, these increases will be short-term. During the operation of the facilities, it is assumed that the noise level will be consistent with the noise levels associated with the operation of the airport as these activities are on-going at this location. An increase in available leasable and usable space at the airport could allow for an increase in traffic to/from the area. This traffic increase would be supported by existing roadways, as the increase is expected to be minimal and within the existing roadways' limits. However, if traffic leading leaving the airport heading west along Louisiana Highway 8 increases to the point where safety is a concern, the city should initiate a traffic study at the intersection of Airport Road and Louisiana Highway 8 and determine if a safety measure (example: traffic light, three way stop sign, etc) is required. Additionally, upon completion of construction of the structures, an increase in impervious surface would occur; however, as the area is not located within a floodplain, impacts associated with overland flow are not anticipated.

Beyond the potential construction for support facilities, no other projects are expected within the project vicinity, including the roadway projects (LA DOT 2024).

Impacts from implementation of the Proposed Action is expected to be negligible on a cumulative basis, except for the minor localized effects on traffic and noise during construction.

Table 12 - Cumulative Impacts

Resource	Past Actions	Present/Proposed Actions	Foreseeable Actions	Cumulative Effect
Soils	None identified	Brief localized traffic associated with construction activities	Brief localized traffic associated with construction activities	Significant long-term cumulative impacts not anticipated
Groundwater	None identified	None anticipated	None anticipated	Significant long-term cumulative impacts not anticipated
Noise	None identified	Brief localized increase in noise due to onsite heavy equipment. Long-term impact not anticipated as noise will not leave airport property.	Brief localized increase in noise due to onsite heavy equipment	Brief localized short-term increase in noise during construction; however long-term impact is not anticipated as the area has previously been in use by Leesville Airport and noise associated with aircraft will not leave property
Cultural Resources	None identified	None identified	None identified	None as cultural resources have not been identified within the area
Biological Resources	None anticipated	None anticipated	None anticipated	Significant long-term cumulative impacts not anticipated
Air Space	None identified	None identified	None identified	Significant long-term cumulative impacts not anticipated
Water Resources	None anticipated	None anticipated	Long-term due to the increase in impervious cover, additional overflow.	Significant long-term cumulative impacts not anticipated as overland flow will

Resource	Past Actions	Present/Proposed Actions	Foreseeable Actions	Cumulative Effect
				be managed in accordance utilizing existing drainage contours
Transportation	None identified	Brief localized traffic associated with construction activities	Increase in traffic along Airport Road and Louisiana Highway 9	Brief and long-term localized impact associated with construction traffic and traffic leading to / from Leesville Airport

6.0 SUMMARY AND MITIGATION MEASURES

Mitigation and management measures will be implemented prior to and during this project's construction and operation to reduce potential negative environmental impacts. As there are no significant impacts, the measures listed below are BMPs. Measures below are not inclusive and mandatory beyond the authorization of required permits.

Soils

- Implement BMPs to ensure that during rain events, sediment and debris do not leave the site and increase sediment loading and pollutants entering existing stormwater system. BMPs to be utilized can include:
    - Watering of disturbed areas
    - Planning and conducting earthwork in a manner that minimizes the duration of exposure of unprotected soils
    - Rotating staging areas during construction activities
    - Maintaining temporary erosion control measures, such as berms, dikes, drains, sedimentation basins, grassing, and mulching, until permanent drainage and erosion control facilities are completed and operative
    - Mulching of disturbed areas in lieu of permanent erosion controls, such as revegetation
    - Placement of silt fencing

Groundwater

- If groundwater is encountered during construction activities, proper engineering controls would be incorporated into the proposed construction and operation of the structure.

Noise

- Construction activities will be conducted during daylight hours and during weekdays.

Cultural Resources

- If buried cultural resources are discovered during construction activities, construction activity should immediately cease and the SHPO notified within 24 hours for further consultation.

Biological Resources

- If federal or state listed ESA species are seen on site during the time of construction, all activities should be halted and a USFWS permitted Wildlife Biologist must be contacted to implement mitigation.
- If tree removal or tree topping is required to accommodate the required obstacle clearance, prior to removal or modification of the trees, which would occur on private property to the north, the USFWS would be consulted with and a presence and absence survey for tricolored bats and Red-cocked Woodpecker would occur. If a species is identified as present, further consultation with the USFWS would occur and mitigation measures may be required.

Water Resources

- Obtain authorization under LAR100000 Stormwater General Permit for Construction Activities.
- Implementation of a SWPPP.
- Implement BMPs to ensure that during rain events, sediment and debris do not leave the site and increase sediment loading and pollutants entering existing stormwater system. BMPs to be utilized can include:
    - Watering of disturbed areas
    - Planning and conducting earthwork in a manner that minimizes the duration of exposure of unprotected soils
    - Rotating staging areas during construction activities
    - Maintaining temporary erosion control measures, such as berms, dikes, drains, sedimentation basins, grassing, and mulching, until permanent drainage and erosion control facilities are completed and operative
    - Mulching of disturbed areas in lieu of permanent erosion controls, such as revegetation
    - Installation and maintaining of silt fencing surrounding areas where ground disturbance is occurring

Transportation and Utilities

- If crossing of Louisiana State Highway 8 to either access Airport Road or to turn west from Airport Road to Louisiana State Highway 8 becomes a hazard or impedes travel during construction activities, temporary traffic control devices will be established as needed.

7.0 REFERENCES

14 CFR Part 150 – Airport Noise Compatibility Planning. Available at: https://www.ecfr.gov/current/title-14/chapter-I/subchapter-I/part-150

Airnav. 2024. L39 – Leesville Airport. FAA Information Effective 11 July 2024. Available at: https://www.airnav.com/airport/L39

Leesville.2024. City of Leesville Website. Available at: https://www.leesvillela.gov/

Council on Environmental Quality. 2024. Climate and Economic Justice Screening Tool. Available at: https://screeningtool.geoplatform.gov/en/#10.29/31.143/-93.4032

Daigle, J.J., Griffith, G.E., Omernik, J.M., Faulkner, P.L., McCulloh, R.P., Handley, L.R., Smith, L.M., and Chapman, S.S., 2006, Ecoregions of Louisiana (color poster with map, descriptive text, summary tables, and photographs): Reston, Virginia, U.S. Geological Survey (map scale 1:1,000,000).

Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM). Available at: https://msc.fema.gov/portal/home

Federal Highway Administration (FHWA). 2013. Highway Functional Classification Concepts, Criterial and Procedures. Available at https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf

Federal Aviation Administration (FAA). 2015. Order 1050.1F - Environmental Impacts: Policies and Procedures. Available at: https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.current/documentnumber/1050.1

FAA. 2006. Order 5050.4B - National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions. Available at: https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.information/documentID/14836

Infrastructure and Engineering (ICE). 2024. Base Case and Proposed Action Forecasts of Aviation Activity. Prepared for City of Leesville.

Louisiana Department of Environmental Quality Aquifer Sampling Assessment Program - Program Triennial Summary Report 2021. Available at: https://deq.louisiana.gov/page/asset-triennial-reports

Louisiana Department of Environmental Quality (LDEQ) – 2022 Louisiana's Water Quality Inventory: Integrated Report [(305(b)/303(d)] Available at: https://deq.louisiana.gov/page/2022-water-quality-inventory-integrated-report-305b303d

LDEQ. 2023. 2021 Biennial Solid Waste Capacity Report. Available at: https://www.deq.louisiana.gov/assets/docs/Land/CapacityReport2021.pdf

Louisiana Department of Health. LDEH. 2024 Community Preparedness and Health Protection. Community Drinking Water Accountability Rule – West Vernon Parish. Available at: ldh.la.gov/assets/oph/Center-EH/drinkingwater/Watergrade/WaterGrade-2023/Vernon/LA1115019_WaterGrade_2023.pdf

Louisiana Department of Natural Resources (LDNR) 2024 Strategic Online Natural Resources Information System (SONRIS). Available at: https://www.sonris.com/

Louisiana Department of Transportation and Development (LA DOTD) 2023... Traffic Counts. Available at https://ladotd.public.ms2soft.com/tcds/tsearch.asp?loc=ladotd

LA DOTD. 2024a. Functional System Interactive Online Map. Available at: https://www.arcgis.com/home/webmap/viewer.html?webmap=a37461260bec43dea7bcbf6b710a662e

LA DOTD. 2024b. Projects in my Area – Alexandria District. Available at https://wwwapps.dotd.la.gov/operations/districts/home.aspx?district=08

Louisiana Department of Wildlife and Fisheries (LDFW). 2016.Office of Fisheries Inland Fisheries Section. Part VI-A Waterbody Management Plan Series. Vernon Lake. Lake History and Management Issues.

LDWF. 2024 Available at: https://www.wlf.louisiana.gov/

Louisiana Office of Cultural Development. (LOCD). 2024 Historic Preservation Cultural Resources Map: Available at: https://laocd.maps.arcgis.com/apps/webappviewer/index.html?id=d6b1d2a16f214aaf9339064bc0f26312

National Park Service. (NPS). 2024a, National Register of Historic Places. Available at: https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466

NPS. 2024b.Nationwide Rivers Inventory. Available at: https://www.nps.gov/maps/full.html?mapId=8adbe798-0d7e-40fb-bd48-225513d64977

Natural Resources Conservation Service. (NRCS) 2024. Web Soil Survey. Available at: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm

Water Environment Federation. (WEF). 2009. Following the Flow. An Inside Look at Wastewater Treatment. Available at: https://www.wef.org/globalassets/assets-wef/4-topics/public-health/following-the-flow-book-an-inside-look-at-wastewater-treatment.pdf

West Vernon. 2023. West Vernon Parish Waterworks District Public Water Supply Consumer Confidence Report. Available at: https://wvwater.myruralwater.com/water-quality-report

US Energy Information Administration. Energy-Related CO2 Emission Data Tables. Summary tables. Available at: https://www.eia.gov/environment/emissions/state/

US Census. 2020. Leesville city, Louisiana City Profile. Available at: https://data.census.gov/profile/Leesville_city,_Louisiana?g=160XX00US2243010

US Department of Agriculture. (USDA). 2024 Natural Resources Conservation Service (NRCS) Web Soil Survey. Available at: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm

United States Environmental Protection Agency (USEPA). EPA.2024a − Sole Source Aquifer Map. Available at: https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b

EPA 2024b EJScreen − Environmental Justice Screening and Mapping Tool. Available at: https://www.epa.gov/ejscreen

US Federal Reserve Bank. (USFED). 2023. Federal Reserve Bank of St. Louis Economic Data − Vernon Parish, LA. Available at: https://fred.stlouisfed.org/series/PEAALA22115A647NCEN

US Department of Housing and Urban Development. (HUD). Tribal Directory Assessment Tool (TDAT). Available at: https://egis.hud.gov/TDAT/

US Fish and Wildlife (USFWS). 2024a Coastal Barrier Resources System Mapper. Available at: https://fwsprimary.wim.usgs.gov/CBRSMapper-v2/

USFWS.2024b Information for Planning and Consultation (IPaC). Available at: https://ipac.ecosphere.fws.gov/

USFWS. 2024c. National Wetlands Inventory. Available at: https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper

US. Geological Survey, (USGS). 2024 Louisiana Coastal Wetlands: A Resource at Risk. Available at: https://pubs.usgs.gov/fs/la-wetlands/

Vernon Parish. 2024. Vernon Parish GIS. Available at: https://www.efsedge.com/vernon/

8.0 ACRONYMS

AEDT	Aviation Environmental Design Tool
ALP	Airport Layout Plan
APZ	Accident Potential Zones
ASNA	Aviation Safety and Noise Abatement Act
ASSET	Aquifer Sampling Assessment Program
Army	United States Army
ATC	Air Traffic Control
BASH	Bird/Wildlife Aircraft Strike Hazards
Bgs	below ground surface
BMP	Best Management Practice
CBRS	Coastal Barrier Resources System
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CWA	Clean Water Act
CZ	Clear Zone
dB	decibels
DNL	Day-Night Average Sound Level
DoD	Department of Defense
EA	Environmental Assessment
EIS	Environmental Impact Statement
EO	Executive Order
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FL	flight level
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
FORSCOM	U.S. Army Forces Command
GIS	Geographic Information System
IFR	Instrument Flight Rules
IPaC	Information for Planning and Consultation
IR	Integrated Report
IUA	Intensive Use Areas
JRTC	Joint Readiness Training Center
LDEQ	Louisiana Department of Environmental Quality
LDNR	Louisiana Department of Natural Resources
LPDES	Louisiana Pollutant Discharge Elimination System
LUA	Limited Use Areas

MCL	Maximum Contaminant Level
MSL	mean seal level
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NM	nautical mile
NMFS	National Marine Fisheries Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
OLDCC	Office of Local Defense Community Cooperation
PPB	Parts per billion
PPM	Parts per million
RCW	Red-cockaded Woodpecker
RPZ	Runway Protection Zone
SHPO	State Historic Preservation Office
SLUA	Special Limited Use Areas
SWPPP	Storm Water Pollution Prevention Plan
THPO	Tribal Historic Preservation Officer
U.S.C	United States Code
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
WOTUS	Waters of the United States
VEC	Valued Environmental Components
VFR	Visual Flight Rules

9.0 LIST OF PREPARERS AND PERSONS CONSULTED

Table 13 - Preparers

Role	Name / Affiliation	Details
Responsible for Development and Oversight of Document Preparation	Jennifer Trombley Peters / Terracon Consultants, Inc.	B.S. Geography 24 years of experience
Responsible for Development and Oversight of Section 3 and contributing author of entire document	Rachel A. Keane / Terracon Consultants, Inc.	B.S. Limnology 28 years of experience
Contributing author of Baseline and Impacts	Melissa Savoy / Terracon Consultants, Inc.	B.S. Biology M.S. Environmental / Soil and Water Science 10 years of experience
Contributing author of EA, general coordination and agency interaction	Lucio Nunez / Terracon Consultants, Inc.	B.S. Environmental Science 15 years of experience
Responsible for Preparation of Exhibits	Ruben Castillo Jr. / Terracon Consultants, Inc.	B.S. Anthropology 5 years of experience
Responsible for Development of Noise and Emissions Study	Simatron Solutions, LLC/Hans Dorries	B.S. Mechanical Engineering M.S. Aviation Airport Development and Management 20 years of experience

Public participation opportunities with respect to the EA, as well as decision making on the Proposed Action are guided by the regulations from the CEQ (40 CFR part 1506.6[a]) and 32 CFR Part 651 which state that agencies shall make diligent efforts to involve the public in preparing and implementing their NEPA procedures.

Letters of Intent/Scoping and Consultation letters were sent to various stakeholders including the following:

Table 14 - Entities / Agencies Consulted

Agency / Government	Name / Affiliation	Date of Scoping and /or Consultation Request	Date Response Received
United States Environmental Protection Agency (USEPA)	Omar T. Martinez / Sole Source Aquifer Program Coordinator	March 18, 2024 (City of Leesville)	May 30, 2024
Louisiana Department of Environmental Quality (LDEQ)	Linda Piper Solicitation of Views Coordinator	March 18, 2024 (City of Leesville)	No Response
Louisiana Department of Wildlife and Fish (LDWF)	Carolyn Michon Program Data Manager	March 18, 2024 (City of Leesville)	March 28, 2024
State of Louisiana Department of Culture, Recreation, and Tourism (SHPO)	State Historic Preservation Officer (SHPO)	March 18, 2024 (City of Leesville) November 8, 2024 (Fort Johnson)	April 2, 2024 & December 05, 2024
United States Department of Agriculture (USDA)	Brandon Waltman / Assistant State Soil Scientist	Letter dated March 15, 2024 Sent March 18, 2024	March 22, 2024
United States Fish and Wildlife Service (USFWS)	Section 7 Review Request	Sent March 18, 2024 (City of Leesville)	No Response
United States Army Corps of Engineers (USACE) - Galveston District	John Bogard / Regulatory Specialist	Jurisdiction Determination and No Permit Required Letter Request July 9, 2024	Pending Review and Approval
Alabama-Coushatta Tribe of Texas	Bryant Celestine / THPO	March 29, 2024 (City of Leesville) August 6, 2024 (City of Leesville) November 8, 2024 (Fort Johnson)	No Response
Alabama-Quassarte Tribal Town	Ben Yahola / THPO	March 29, 2024 (City of Leesville) August 6, 2024 (City of Leesville) November 8, 2024 (Fort Johnson)	No Response
Apache Tribe of Oklahoma	Durell Cooper / Chairman	March 29, 2024 (City of Leesville) August 6, 2024 (City of Leesville) November 8, 2024 (Fort Johnson)	No Response

Caddo Nation of Oklahoma	Jonathan Roher / THPO	March 29, 2024 (City of Leesville) August 6, 2024 (City of Leesville) November 8, 2024 (Fort Johnson)	No Response
Coushatta Tribe of Louisiana	Kristian Poncho / THPO	March 29, 2024 (City of Leesville) August 6, 2024 (City of Leesville) November 8, 2024 (Fort Johnson)	No Response
Jena Band of Choctaw Indians	Johanna Flynn / Acting Tribal Historic Officer	March 29, 2024 (City of Leesville) August 6, 2024 (City of Leesville) November 8, 2024 (Fort Johnson)	No Response
Mississippi Band of Choctaw Indians	Cyrus Ben/Chief	March 29, 2024 (City of Leesville) August 6, 2024 (City of Leesville) November 8, 2024 (Fort Johnson)	No Response
Thlopthlocco Tribal Town	David Frank/THPO	March 29, 2024 (City of Leesville) August 6, 2024 (City of Leesville) November 8, 2024 (Fort Johnson)	No Response
Tunica-Biloxi Indians of Louisiana	Earl Barby/THPO	March 29, 2024 (City of Leesville) August 6, 2024 (City of Leesville) November 8, 2024 (Fort Johnson)	No Response
Choctaw Nation of Oklahoma	Gary Batton / Chief	November 8, 2024 (Fort Johnson)	January 6, 2025
Chitimacha Tribe of Louisiana	Kim Walden/THPO	November 8, 2024 (Fort Johnson)	No Response

Public engagement was completed through informing the residents of the City of Leesville of the availability to review the Draft EA through a public notice in the The Town Talk Newspaper and Capital City Press (The Advocate). The Draft EA was available for review, and comments to be submitted to the City of Leesville, for 30 days. The Draft EA was made available electronically on the City of Leesville website and at City of Leesville City Hall from December 9, 2024 until January 10, 2025.

During the 30-day review period, the City of Leesville made a physical copy of the Draft EA available where the public could provide comments. During the 30-day period, comments were not received by the City of Leesville. Public engagement documentation is provided in Appendix E.

Appendix A
Cooperating Letter

DEPARTMENT OF THE ARMY
US ARMY INSTALLATION MANAGEMENT COMMAND
HEADQUARTERS, UNITED STATES ARMY GARRISON, FORT JOHNSON
6661 WARRIOR TRAIL, WOODFILL HALL
FORT JOHNSON, LOUISIANA 71459-5339

March 14, 2024

Ignacio Flores
Director, Airports Division (ASW-600)
FAA Southwest Region
10101 Hillwood Parkway
Fort Worth, Texas 76177

Dear Mr. Flores,

The Department of the Army, as the Lead Agency pursuant to (40 C.F.R. § 1501.7), intends to prepare an Environmental Assessment (EA) to study the proposed Runway 18-36 Extension at Leesville Municipal Airport. Because of your agency's regulatory authority over airports, aviation safety, and the efficient use of airspace, we are requesting the Federal Aviation Administration (FAA) to be a Cooperating Agency. FAA's participation as a Cooperating Agency during the preparation of this EA will ensure each agency's distinct obligations under the National Environmental Policy Act of 1969 (42 U.S.C. §§ 4321-4374) will be met and support the decision-making responsibilities of both agencies.

As a Cooperating Agency (pursuant to 40 C.F.R. §1501.8), the Army requests the FAA support the environmental review process of the proposed Leesville Municipal Airport Runway Extension EA by:

a. Participating in coordination meetings;
b. Participating in the scoping process;
c. Consulting on relevant impact assessment methodologies and technical studies on issues and analyses for which the FAA has jurisdiction by law and special expertise;
d. Making staff support available to enhance interdisciplinary review capability; and
e. Review and comment on draft and final documents.

As the Lead Agency, the Army will provide you with project information, a project schedule, and study results. If consultation is required with the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, the State Historic Preservation Office, Native American tribal governments, or any other agencies with special purpose laws requiring consultations or permits/authorizations, the Army will act as the lead agency and will coordinate with and include the FAA accordingly.

Should you have any questions regarding this request, contact Mrs. Sarah Abshire, at (337) 531-1363 or sarah.e.abshire.civ@army.mil. Alternate contact is Ms. Allison Cedars, at 337-531-3939 or allison.m.cedars.civ@army.mil.

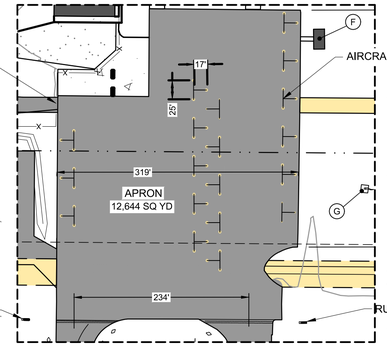
Sincerely,

Clifton J. Lopez III
Colonel, U.S. Army
Commanding

Appendix B
Current Airport Layout Drawings

EXISTING/PROPOSED AIRPORT BUILDING TABLE

NO.	DESCRIPTION	TOP ELEVATION	OBSTRUCTION LIGHTING
A	HANGAR/OFFICE	306.84'	NO
B	WOODFRAME BUILDING	289.87'	NO
C	TRAILER	294.41'	NO
D	T-HANGAR	298.36'	NO
E	BOX HANGER	308.80'	NO
F	BRICK BUILDING	294.51'	NO
G	WIND CONE	304.38'	YES
H	BEACON	339.54'	YES
I	FUTURE T-HANGAR	308.80'	NO
J	FUTURE BOX HANGER	308.80'	NO



INSET A
SCALE: 1"=100'

VERNON LAKE

REVISION NO. 1 DESCRIPTION

- THE CONSTRUCTION OF THE RUNWAY END TURNABOUTS WAS COMPLETED IN MARCH OF 2021 (A.I.P. NO. 3-22-0057-016-2020). REVISION NO. 1 UPDATES THE ALP DRAWING SET TO SHOW THE TURNABOUTS AS EXISTING.
- SOME OF THE RUNWAY COORDINATE DATA INDICATED ON THE ALP WAS DISCOVERED TO BE INCORRECT DURING THE DESIGN OF THE RUNWAY TURNABOUT PROJECT. REVISION NO. 1 UPDATES THE ALP DRAWING SET TO INDICATE THE CORRECTED COORDINATE DATA.

ROAD
EL: 254' + 15' = 269'
TERPS CLR: 46.1'

ROAD
EL: 253' + 15' = 268'
INT APPR. CLR.: 46.6'
ULT APPR. CLR.: 26.6.

L.A. HWY 8

5' BARBED WIRE & MESH FENCE

ULTIMATE RPZ
1,000' L x 500' IW x 700' OW
VISIBILITY NOT LOWER THAN 1 MILE

PARISH BUILT TO CONNECT SUNDOWN RD.

AIRPORT ROAD

GATE

SUNDOWN ROAD

INITIAL RPZ
1,000' L x 250' IW x 450' OW
VISIBILITY NOT LOWER THAN 1 MILE

FUEL FARM

6' CHAIN LINK FENCE

AUTOMOBILE PARKING

PROPOSED AWOS SITE

AGRICULTURAL PAD

RUNWAY END TURNABOUTS

BRL

PROPOSED TAXIWAY

TOFA ULT

ROFA INT

ROFZ INT

RSA INT

POFZ INT

PAPI

3,807' x 75' EXISTING / 5,000' x 75' ULTIMATE

SEE INSET A

REIL'S

FAA LA24 A

FAA LA24 B

ULTIMATE DISPLACED THRESHOLD.
LOW PT & END EL 0.00'
LAT: N31° 09' 47.0260"
LONG: W93° 20' 32.8881"

INT. ARP
LAT: N31° 10' 05.4601"
LONG: W93° 20' 32.8644"

ULT. ARP
LAT: N31° 10' 11.3737"
LONG: W93° 20' 32.8515"

INITIAL THRESHOLD.
LOW PT & END EL 266.18'
LAT: N31° 09' 46.6302"
LONG: W93° 20' 32.8896"

INITIAL THRESHOLD.
LOW PT & END EL 281.20'
LAT: N31° 10' 24.2901"
LONG: W93° 20' 32.8392"

TERPS TYPE 4 SLOPE 20:1
(INITIAL: INNER LINE)
(ULTIMATE: OUTER LINE)

PROPOSED 7' CHAINLINK SECURITY FENCE

INITIAL APPROACH-PART 77
5,000' L x 500' IW x 2,000' OW
SLOPE 20:1

ULTIMATE RPZ
1,000' L x 500' IW x 700' OW
VISIBILITY NOT LOWER THAN 1 MILE

ROAD
EL: 252' + 15' = 267'
TERPS CLR.: 61.9'

ROAD
EL: 250' + 15' = 265'
INT APPR. CLR.: 65.0'
ULT APPR. CLR.: 38.3'

ULTIMATE APPROACH
10,000' L x 500' IW x 3,500' OW
SLOPE 34:1

INITIAL APPROACH-PART 77
5,000' L x 500' IW x 2,000' OW
SLOPE 20:1

INITIAL RPZ
1,000' L x 250' IW x 450' OW
VISIBILITY NOT LOWER THAN 1 MILE

INITIAL TERPS TYPE 4
SLOPE 20:1

PROPOSED 7' CHAINLINK SECURITY FENCE

ULTIMATE TERPS TYPE 4
SLOPE 20:1

ULTIMATE THRESHOLD.
LOW PT & END EL 281.20'
LAT: N31° 10' 36.1173"
LONG: W93° 20' 32.8134"

PROPOSED REIL'S

PROPOSED PAPI

PROPOSED RUNWAY EXTENSION

ULTIMATE APPROACH
10,000' L x 500' IW x 3,500' OW
SLOPE 34:1

LEGEND

DESCRIPTION	EXISTING	ULTIMATE
FENCE	x x	
PAVEMENT		
STONE/GRAVEL ROAD OR PARKING		SAME
UNIMPROVED ROAD		SAME
BUILDING RESTRICTION LINE	BRL	SAME
PROPERTY LINE		SAME
GROUND CONTOURS	290	SAME
AIRPORT REFERENCE POINT (ARP)		
BUILDINGS		
BUILDINGS (TO BE REMOVED)	N/A	
WATER		SAME
RUNWAY SAFETY AREA	RSA	RSA ULT
RUNWAY OBJECT FREE AREA	ROFA	ROFA ULT
RUNWAY VISIBILITY ZONE	RVZ	FRVZ
OBJECT FREE ZONE	ROFZ	ROFZ ULT
RUNWAY PROTECTION ZONE		
NAVAIDS / LIGHTING		
SUPPLEMENTAL WIND CONE		
PAVEMENT REHABILITATION	N/A	
PAVEMENT REMOVAL	N/A	
CULVERT DRAIN		SAME
SURVEY MONUMENT		SAME
TREE LINE		SAME

CONSTRUCTION NOTICE REQUIREMENT

To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airports District Office prior to construction. FAA's review takes approximately 60 days.

DISCLAIMER

The recommendations contained in this airport master plan represent the views, policies and development plans of the airport sponsor and do not necessarily represent the views of the FAA. Acceptance of the master plan by the FAA does not constitute a commitment on the part of the United States to participate in any development depicted in the plan, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public law.

FAA APPROVAL STAMP

MAGNETIC DECLINATION
1° 6' E
AUGUST, 2018
RATE OF CHANGE = 7' W PER YEAR

300 0 300 600 900
SCALE IN FEET

AIRPORT SPONSOR APPROVALS

THIS AIRPORT LAYOUT DRAWING IS APPROVED BY:

(SIGNATURE) _____ DATE: 3/22/19

NAME: PAUL JACKSON

TITLE: AIRPORT MANAGER

LEESVILLE AIRPORT L39
LEESVILLE, LOUISIANA

PAN AMERICAN ENGINEERS, LLC
P.O. BOX 8599/1717 JACKSON STREET
ALEXANDRIA, LOUISIANA
318-473-2100

Michael Baker INTERNATIONAL

Designer: B.S.D.
Technician: N/A
Checked by: J.J.D.
Project Number: 10284

STATE OF LOUISIANA
Thomas C. David, Jr.
REG. No. 18878
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
5/22/19

NOTES

1. COORDINATES SHOWN ARE IN NAD83.
2. ELEVATIONS SHOWN ARE IN NAVD 88 AND ARE ABOVE MEAN SEA LEVEL (AMSL).
3. NO OFZ OBJECT PENETRATIONS.
4. SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS AND RUNWAY PROFILE DRAWING FOR THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
5. BUILDING RESTRICTION LINES (BRL) ARE BASED ON THE FOLLOWING: BRL LINES PARALLEL TO RUNWAY 18-36 ARE BASED ON A TRANSITIONAL SURFACE ELEVATION OF 20' OR MOST DEMANDING DESIGN STANDARD.

REVISIONS

No.	Description	Date	By
1	SHEETS 2 & 3	06/16/2021	PAE

Project Name:

SMALL SCALE MASTER PLAN AIRPORT LAYOUT PLAN DRAWING SET

Drawing Name:

AIRPORT LAYOUT DRAWING

AIP Project Number: 3-22-0057-010-2015

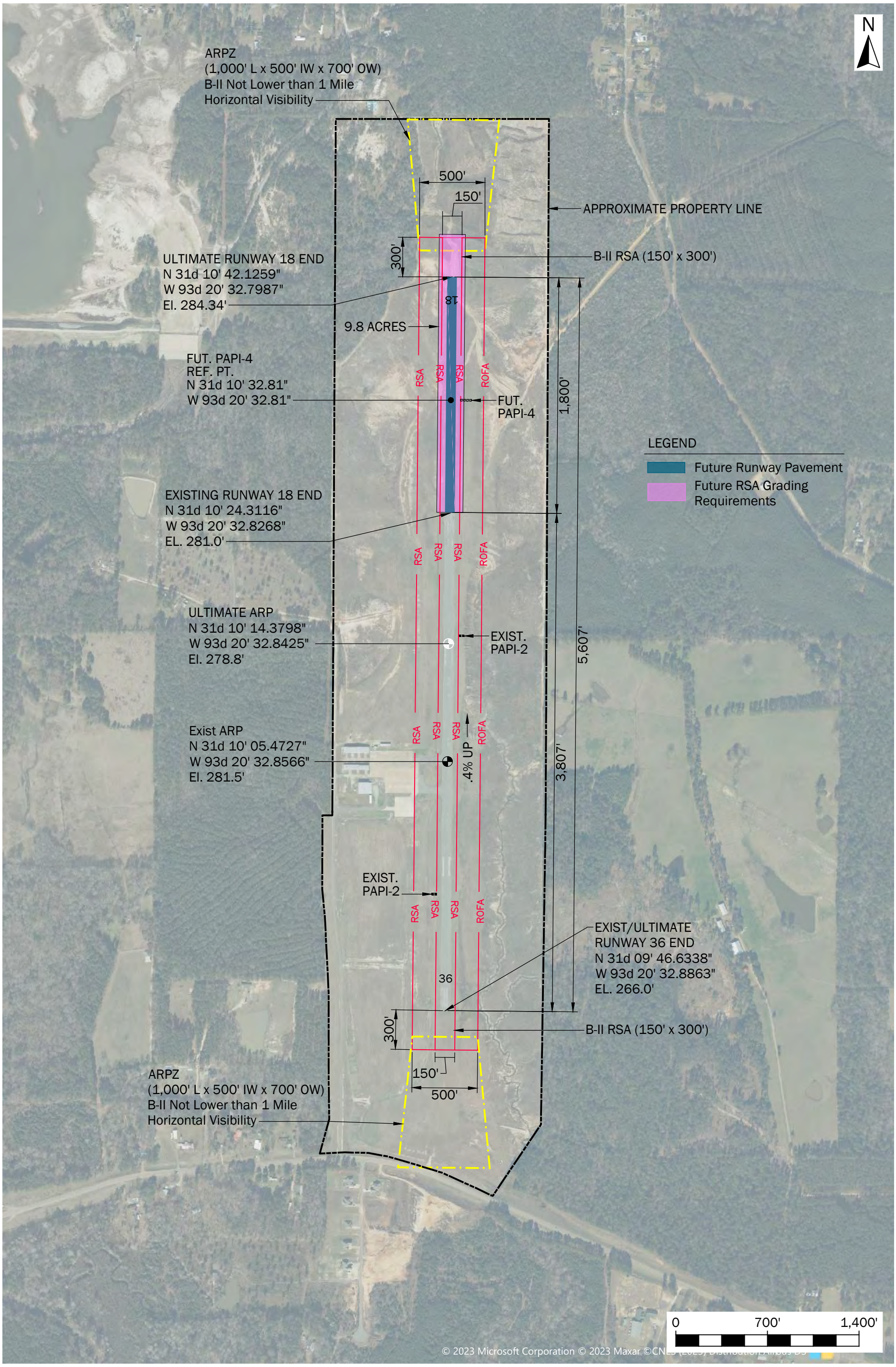
Autocad Drawing Reference:

Date: MARCH 2019

Division:

Scale: **1" = 300'**

Drawing Number: 2 of 7



Appendix C
Resources Documentation

U.S. Department of Transportation
Federal Aviation Administration

Federal Aviation Administration
Southwest Region, Airports Division
Louisiana / New Mexico Airports Development Office

FAA-ASW-640
10101 Hillwood Pkwy.
Fort Worth, Texas 76177

April 12, 2024

PAUL JACKSON
AIRPORT MANAGER
508 S. FIFTH ST.
LEESVILLE, LA 71446

Federal Aviation Administration (FAA)
Leesville (L39) Aviation Activity Forecast Approval

The FAA Airports District Office has reviewed the aviation forecast submission for the Leesville (L39) Defense Community Infrastructure Grant (Runway Extension), dated April 2024. The purpose of developing this forecast was to provide the FAA with the supporting documentation necessary to conduct a noise and emissions analysis for the Environmental Assessment (EA). The FAA approves the forecast submission for airport environmental review and acknowledges that additional information may be requested to support the noise analysis. The existing and future critical aircraft will remain the same from the last approved ALP update signed by FAA on 8/11/2021 and will be reevaluated as part of the next airports planning study or official airport layout plan (ALP) update.

Our approval is based on the following:

- The forecast is supported by reasonable planning assumptions and current data
- The forecast appears to be developed using acceptable forecasting methodologies
- The forecast does not exceed acceptable growth rates in the 2023 TAF

The FAA recognizes the following for the forecast submission dated April 2024:

1. The airfield designation remains Airplane Design Group (ADG) of Category B-II as per last approved ALP submission.
2. The Runway Design Code (RDC) for Runway 18/36 will remain the same at B-II 5000.
3. The Critical Aircraft criteria will remain the same for B-II operations.
4. Current and proposed runway width and safety area requirements associated with Runway 18-36 currently comply to B-II standards.

Approval of this forecast does not automatically justify any of the capital improvements shown on the ALP or recommended in the master plan. All future projects will need to be justified by current activity levels at the time of proposed implementation. Lastly, the approved forecasts may be subject to additional analysis, or the FAA may request a sensitivity analysis if this data is to be used for environmental or Part 150 noise planning purposes.

This forecast was prepared at the same time as the evolving impacts of the COVID-19 public health emergency. Forecast approval is based on the methodology, data, and conclusions at the time the document was prepared. However, consideration of the impacts of the COVID-19 public health emergency on aviation activity is warranted to acknowledge the reduced confidence in growth projections using currently available data.

Accordingly, FAA approval of this forecast does not constitute justification for future projects. Justification for future projects will be made based on activity levels at the time the project is requested for development. Documentation of actual activity levels meeting planning activity levels will be necessary to justify AIP funding for eligible projects.

If you have any questions about this forecast approval, please call me at (817) 222-5640.

Sincerely,

Justin Barker
Louisiana/New Mexico Airports District Office
Federal Aviation Administration
10101 Hillwood Parkway
Fort Worth, TX 76177

cc: Jon West, Chief, DPW-Environmental Division, Ft. Johnson, LA
LADOTD

Leesville Airport (L39)

Environmental Assessment

Base Case and Proposed Action Forecasts of Aviation Activity

Prepared for:
City of Leesville
508 South 5th Street
Leesville, LA 71446

By:
JE INFRASTRUCTURE CONSULTING & ENGINEERING
4000 South Sherwood Forest Boulevard

Baton Rouge, LA 70816

September 2024

TABLE OF CONTENTS

TABLE OF TABLES

APPENDIX A

1.0 Introduction

The Leesville Airport (L39) was recently awarded a grant from the Defense Community Infrastructure Program (DCIP) to extend Runway 18/36 to the north by 1,800'. The extension to the Runway 18 end will increase its overall length from 3,807' to 5,607' and is primarily being extended to accommodate military transport aircraft such as the C-21 (Learjet 35) and the C-12 (Super King Air 200). The purpose of developing the following limited forecasts is to provide the FAA with the supporting documentation necessary to conduct a noise and emissions analysis for the Environmental Assessment (EA). Because this forecast is being developed specifically for the EA noise and emissions analyses, it will only include those elements necessary to conduct these analyses using the FAA Aviation Environmental Design Tool (AEDT).

The tentative project schedule anticipates commencing construction in the later portion of 2024 with a completed extension during the summer of 2025. The typical FAA requirement is to generate a forecast and conduct the associated analyses for a period of 5 years beyond completion of the proposed action. For the purpose of this study, 2023 will be considered the base year as this was the last full year of operations data available at the time this document was being developed. To account for any project delays that may occur, the enclosed forecast will span ten years from 2023 through 2033.

2.0 Review of Existing Data Sources

The initial collection of data was obtained from the FAA's Traffic Flow Management System Counts (TFMSC). In total, this data included 239 operations that were captured by instrument flight activity. Subsequently, data was purchased from www.flightaware.com from March of 2023 through March of 2024. The flightaware.com data included substantially more information as they are now capturing Automatic Dependent Surveillance – Broadcast (ADS-B) from aircraft that are equipped with such transponders. In total, the FlightAware data included 1,701 operations which included substantially more military activity. For this reason, the flightaware.com data was utilized as the base year foundation for the forecasts developed within.

2.1. Based Aircraft by Type

An important element to consider prior to establishing activity for the forecast base year is the number and type of aircraft that are currently based at the airport. According to the most recent printout of based aircraft from basedaircraft.com (March 13, 2024), L39 has 19 validated based aircraft that are comprised of 16 single-engine, one multi-engine, and two rotorcraft. **Table 1** illustrates the list of 19 aircraft that are currently based at L39.

Table 1 Inventory of Based Aircraft			
Count	**Make**	**Model**	**Type**
1	North American	Navion	SEP
2	Cessna	182	SEP
3	Bell	206	Turbine Rotorcraft
4	Experimental	Glasiar GS-2 Sportsman	SEP
5	Piper	PA-28-180	SEP
6	Piper	PA-31-350	MEP
7	Robinson	R22 Beta	Piston Rotorcraft
8	Piper	PA-28-161	SEP
9	Cessna	305C	SEP
10	Cessna	206	SEP
11	Cirrus	SR22	SEP
12	Cessna	150	SEP
13	Cessna	150	SEP
14	Cessna	172	SEP
15	Piper	PA-28-180	SEP
16	Cirrus	S22T	SEP
17	Cessna	172	SEP
18	Mooney	M20	SEP
19	Beechcraft	N-35	SEP
Source: www.basedaircraft.com - verified based aircraft			

2.2. Operational Activity Data Analysis

An analysis and comparison between the TFMSC and flightaware.com data revealed that L39's largest segment of operational activity is comprised of smaller aircraft within the A-I Aircraft Reference Code (ARC). However, the TFMSC data was missing a large amount of activity in several categories including the A-II, B-I, and B-IV categories. Conversely, the TFMSC data showed operations in the D-I, D-V, and E-I categories which were made up of military activity including some flyovers; whereas, the flightaware.com data included all military activity in the 'No Data' category. **Table 2** illustrates a comparison of both datasets and denotes a breakdown of aircraft percentiles by ARC.

This area intentionally left blank

Table 2 Comparison of Activity Data				
ARC	**2023-2024 flightaware.com**	**% of Ops**	**2023 TFMSC**	**% of Ops**
A-I	860	50.56%	164	68.62%
A-II	224	13.17%	3	0.96%
B-I	246	14.46%	1	0.32%
B-II	14	0.82%	17	5.48%
C-I	0	0.00%	0	0.00%
C-II	0	0.00%	0	0.00%
C-IV	0	0.00%	0	0.00%
D-I	0	0.00%	27	9.22%
D-V	0	0.00%	5	1.88%
E-I	0	0.00%	5	1.92%
Rotor GA	52	3.06%	N/A	0.00%
No Data	305	17.93%	17	6.64%
Total	**1,701**	**100.00%**	**239**	**100.00%**
* The 'No Data' category in the flightaware.com data is primarily comprised of military rotorcraft; whereas the 'No Data' category in the TFMSC data is primarily comprised of SEP aircraft.				

3.0 General Aviation Forecasts

According to AC 150/5070-6B, *Airport Master Plans*, "Forecasts of future levels of aviation activity are the basis for effective decisions in airport planning." The following sections describe the sources and methodologies utilized to develop the forecasts of aviation activity for the Leesville Airport (L39) Environmental Assessment.

3.1. Forecasts of Based Aircraft and Activity

Per the guidance provided by the FAA, forecasts are considered compliant with the FAA's Terminal Area Forecast (TAF) if they do not deviate by more than 10 percent in the first five years and no more than 15 percent within the first ten years. For the purpose of developing a based aircraft forecast, the 2023 based aircraft numbers were adjusted per the validated list of aircraft shown for L39 through www.basedaircraft.com . The verified based aircraft number was then increased by 15% through year 2033. Unfortunately, this resulted in a number of 21.85 – which if rounded equates to 22 which exceeds the FAA's TAF growth rate. For this reason, the based aircraft number was not rounded up in the year 2033 which resulted in a growth rate of 10.53%. Subsequently, a linear regression was applied from 2024 through 2033 to determine the intermediate year based aircraft totals. The same methodology was employed to develop the operations forecast except that military fighter jets and large military transports were removed from the forecast

altogether because they were deemed as overflights rather than actual takeoffs and landings. The resulting operations forecast showed a difference of 12.53% during the year 2033 which is consistent with TAF growth rates. **Table 3** illustrates the proposed operations and based aircraft forecasts for L39 along with a comparison to the FAA TAF for the 10-year planning period.

Table 3
Based Aircraft and Operations Forecast and TAF Comparison (2023-2043)

	Operations			Based Aircraft		
Year	**Forecast**	**TAF**	**% Diff**	**Forecast**	**TAF[1]**	**% Diff**
2023[2]	14,673	15,000	-2.18%	19	19	0.00%
2024	14,888.5	15,000	-0.74%	19	19	0.00%
2025	15,101	15,000	0.67%	19	19	0.00%
2026	15,382.5	15,000	2.55%	19	19	0.00%
2027	15,596	15,000	3.97%	20	19	5.26%
2028	15,810	15,000	5.40%	20	19	5.26%
2029	16,024	15,000	6.83%	20	19	5.26%
2030	16,237.5	15,000	8.25%	21	19	10.53%
2031	16,452	15,000	9.68%	21	19	10.53%
2032	16,665.5	15,000	11.10%	21	19	10.53%
2033	16,879	15,000	12.53%	21[2]	19	10.53%
Compound Annual Growth Rates						
2023-2033 CAGR	1.41%	0.00%	-	1.01%	0.00%	-

Note[1]: The TAF based aircraft count was adjusted to reflect the current verified total per www.basedaircraft.com.
Note[2]: This number is actually 21.85, but rounding up would have exceeded the TAF threshold of 15%.
Source: Infrastructure Consulting & Engineering.

3.2. Breakdown of Aircraft Operations Activity by Type

By using the forecast of operations produced earlier in **Table 3**, a detailed breakdown of aircraft activity was created for the forecast as shown in **Table 4**. This breakdown considered both sources of data collectively and established logical 'starting point' percentiles that were utilized to calculate the operations by type for the base year (2023) and for the first forecast year (2024). The military's extension of L39's runway is to primarily accommodate two types of aircraft – the C-21 (Learjet 35A, C-I), and the C-12 Huron (Super King Air 200, B-II). It is projected that the military will conduct up to four flights per week (maximum) which totals 8 weekly operations or 416 operations annually. It is further estimated that 60 percent of these operations will be performed by the King Air 200 (250 operations) and the remaining 40 percent (166 operations) will be performed by the Learjet 35A. Because the runway extension should be completed by the summer of 2025, approximately 6 months of operations were added to the B-II (Super King Air 200) and C-I (Learjet 35) ARC categories during 2025. These numbers continued to

increase during 2026 which established new fleet mix percentiles. These new percentiles were multiplied by the operations forecast in order to calculate the activity for each category for the remaining forecast years. It is important to note that the green shaded cells in **Table 4** indicate operational activity that is primarily being conducted by military aircraft. The red text in each cell represents the introduction of new or increased activity by military aircraft as a result of the runway extension.

Table 4
Forecast Breakdown of Operational Activity by Type

	A-I	A-II	B-I	B-II	C-I	GA Rotor	Mil Rotor	Total
Base Case % (2023)	62.90%	16.29%	14.78%	0.84%	0.00%	2.12%	3.07%	100%
2023	9,230	2,390	2,169	123	0	311	450	14,673
2024	9,371	2,425	2,202	125	0	315	457	14,888.5
2025	9,373	2,461	2,234	180	83	320	464	15,101
2026	9,429	2,497	2,202	250	166	324	470	15,382.5
2027	9,564	2,533	2,234	254	168	329	477	15,596
2028	9,700	2,569	2,265	257	171	334	484	15,810.5
2029	9,835	2,605	2,297	261	173	338	490	16,024
2030	9,970	2,640	2,328	264	176	343	497	16,237.5
2031	10,106	2,676	2,360	268	178	348	504	16,452
2032	10,241	2,712	2,392	272	180	352	511	16,665.5
2033	10,376	2,748	2,423	275	183	357	517	16,879
Proposed Action % (2033)	61.47%	16.28%	14.36%	1.63%	1.08%	2.12%	3.06%	100%

Source: Infrastructure Consulting & Engineering, Analysis of www.flightaware.com data 3/2023 through 3/2024.
Green shaded cells represent activity that is primarily being conducted by military aircraft.
Red text in green cells represent the introduction of new military aircraft activity in association with the proposed runway extension.

3.3. Touch-and-Go Activity

A certified flight instructor provides some fixed-wing training at L39; however, there is currently no flight training operation at the airport. Although a flight school operation could start at any time, there are no plans to do this in the near future. For this reason, it was estimated that touch-and-go activity currently makes up approximately 5% of the flight activity within the A-I ARC category and that this activity would continue to grow within this category in conjunction with forecasted increases. **Table 5** illustrates the base case and proposed action scenarios of touch and go activity at L39. Table 6 and Table 7 denote a further breakdown of touch-and-go activity by daytime and nighttime operations.

Table 5 Base Case and Proposed Action Touch-and-Go Activity		
	A-I Operations	**Touch-and-Go Operations**
Base Case (2023)	9,230	461
Proposed Action (2033)	10,376	519
Source: Infrastructure Consulting & Engineering.		

3.4. Base Case and Proposed Action Daytime and Nighttime Activity

For the purpose of conducting a noise analysis, it was necessary to further break down activity by their respective number of daytime and nighttime operations. Nighttime operations are those conducted after 10pm (22:00) and before 7am (07:00) and daytime activity includes all activity between 7am and 10pm. An in-depth review of the flightaware.com data was performed and the number of night operations by each type of aircraft was related to the overall number of operations to develop a daytime/nighttime percentage. These percentages were then applied to the total number of operations to create a base case and proposed action forecast of daytime and nighttime activity. It is important to note that the overall percentages drop slightly from 2023 to 2033 due to the forecasted increase by aircraft that will primarily conduct daytime operations. The base case forecast is shown in **Table 6,** whereas **Table 7** illustrates the proposed action (2033) activity forecast. A year-by-year forecast is shown at the end of the report in **Appendix A**. Both tables below include representative aircraft of each ARC category.

Table 6 2023 Base Case Fleet Activity			
RDC	**Total Ops**	**% Of Total Ops**	**Representative Aircraft**
A-I (day)	8598.45	58.6%	Cessna 172 / Beechcraft Bonanza 35
A-I (night)	170	1.16%	
A-I TNG (day)	452.55	3.08%	
A-I TNG (night	9	.06%	
A-II (day)	2354	16.04%	Aero Commander 500 / Pilatus PC-12
A-II (night)	36	.25%	
B-I (day)	2159	14.71%	Beech Baron 55 / Cessna Citationjet CJ1
B-I (night)	10	.07%	
B-II (day)	123	.84%	Raytheon 300 Super King Air / Citation
B-II (night)	0	0	
C-I (day)	0	0	Lear 35 / C-21
C-I (night)	0	0	
Rotor GA (day)	309	2.11%	Robinson R44 / Eurocopter EC45
Rotor GA (night)	2	.01%	
Rotor Mil (day)	442	3.01%	UH-60 Blackhawk / Eurocopter EC-145
Rotor Mil (night)	8	.05%	
Total	**14673**	**100.00%**	

Source: Infrastructure Consulting & Engineering.
Notes:
TNG – touch and go operations
Refer to year by year forecast in Appendix A

Table 7
2033 Proposed Action Fleet Activity

RDC	Total Ops	% Of Total Ops	Representative Aircraft
A-I (day)	9666.037	57.27%	Cessna 172 / Beechcraft Bonanza 35
A-I (night)	191.1073	1.13%	
A-I TNG (day)	508.7388	3.01%	
A-I TNG (night	10.11744	.06%	
A-II (day)	2707	16.04%	Aero Commander 500 / Pilatus PC-12
A-II (night)	41	.24%	
B-I (day)	2412	14.29%	Beech Baron 55 / Cessna Citationjet CJ1
B-I (night)	11	.07%	
B-II (day)	275	1.63%	Raytheon 300 Super King Air / Citation
B-II (night)	0	0	
C-I (day)	183	1.08%	Lear 35 / C-21
C-I (night)	0	0	
Rotor GA (day)	355	2.10%	Robinson R44 / Eurocopter EC45
Rotor GA (night)	2	.01%	
Rotor Mil (day)	507	3.00%	UH-60 Blackhawk / Eurocopter EC-145
Rotor Mil (night)	10	.06%	
Total	**16879**	**100.00%**	

Source: Infrastructure Consulting & Engineering.
Notes:
TNG – touch and go operations
Refer to year by year forecast in Appendix A

3.5. Runway Utilization Analysis

In addition to providing the aforementioned forecasts, the noise analysis requires the establishment of runway utilization percentages. To estimate these percentages, two data sources were analyzed independently – flightaware.com data and historical wind data that was gathered from nearby MAKS AAF (POE). The FlightAware data showed that operations favored Runway 36 at a ratio of 57.58% versus 42.42% for Runway 18. Conversely, the wind observation data from POE favored Runway 18 at a ratio of 56.38% versus a ratio of 43.62% for Runway 36. Because 50% of all wind observations occurred during nighttime hours and because calm wind and perpendicular wind observations (90d / 270d) make up approximately 16.56% of all observations, it was decided that actual operations data should hold more weight in comparison to wind observations alone. For this reason, a ratio of 45% was established for Runway 18 and a ratio of 55% was established for Runway 36. **Table 8** illustrates a comparison of wind data observations

along with their respective percentages as well as the selected operational utilization percentage for each runway at L39.

Table 8 Runway Utilization Percentages						
Wind Observation Totals			FlightAware Totals			
Runway	**Wind Observations**	**%**	**Runway**	**Aircraft Operations**	**%**	**Selected Utilization %**
RW 18	77,159.5	56.38%	RW18	722	42.42%	45.0%
RW 36	59,692.5	43.62%	RW36	979	57.58%	55.0%
Total	136,852	100.00%	Total	1,701	100.00%	
Source: Infrastructure Consulting & Engineering.						

3.6. Existing / Future Critical Aircraft Analysis

The identification of the airport's existing and future critical aircraft is necessary to establish future airfield requirements and is also one of the elements that requires review and approval by the FAA. FAA Advisory Circular (AC) 150/5000-17, *Critical Aircraft and Regular Use Determination* (2017), defines the critical aircraft as "the most demanding aircraft type, or grouping of aircraft with similar characteristics, that make regular use of the airport. Regular use is defined as 500 operations (takeoffs and landings) excluding touch-and-go operations." The airport's existing critical aircraft must be identified based on documented aeronautical activity, typically for the most recent 12-month period that is available. The Runway Design Code (RDC) is a function of the critical aircraft's Aircraft Approach Category (AAC) or approach speed in knots and Airplane Design Group (ADG) or tail height and wingspan in feet; whereas the Taxiway Design Group (TDG) is based on the wheel configuration of the aircraft.

A review of existing and forecast activity shown previously in **Table 4** shows that there is a number of existing and forecasted aircraft operations within the B-II and C-I categories; however, a majority of these operations are currently being performed or are expected to be performed by military aircraft in the future and therefore cannot be utilized to justify the ARC. After reviewing the non-military operations and forecast data, it appears that general aviation activity within the B-I, B-II, and A-II classifications could collectively produce the number of operations (500) needed to justify an ARC code of B-II both now and into the future. Furthermore, the current and proposed runway width and safety area requirements associated with Runway 18-36 currently comply to B-II standards which is why the existing and future airport RDC have been given the B-II designation. **Table 9** illustrates the existing and future critical aircraft for L39.

Table 9
Beechcraft Super King Air 350 Aircraft Details

Aircraft Approach Category (AAC)		Airplane Design Group (ADG)		
Category	**Approach Speed (Knots)**	**Group**	**Tail Height (Feet)**	**Wingspan (Feet)**
A	<91	I	<20	<49
B	91 to <121	II	20 to <30	49 to <79
C	121 to <141	III	30 to <45	79 to <118
D	141 to <166	IV	45 to <60	118 to <171
E	>166	V	60 to <66	171 to <214
		VI	66 to <80	214 to <262

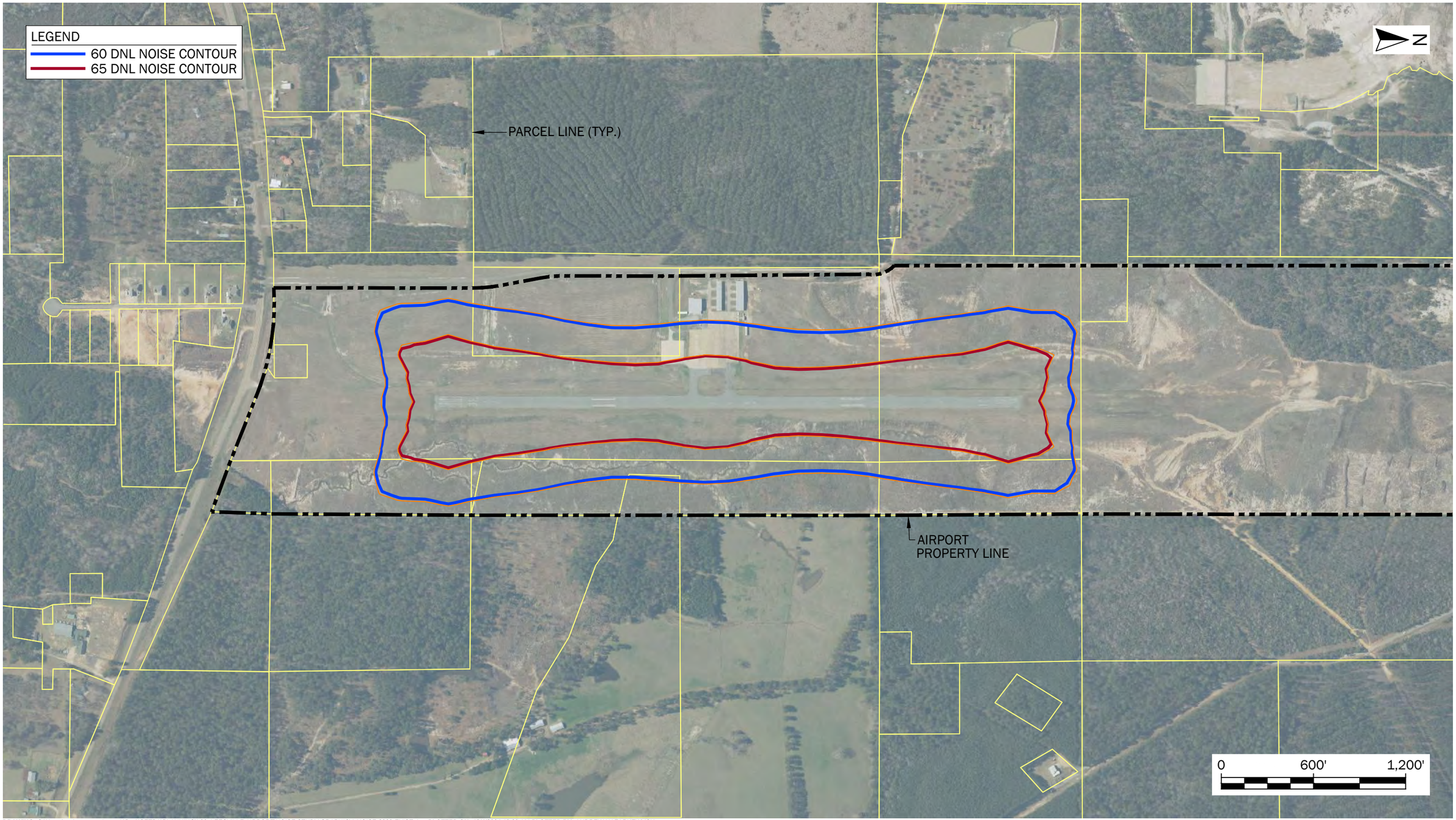
Aircraft	B350 - Beechcraft Super King Air 350
Aircraft Type	Turboprop
Aircraft Approach Category/Approach Speed	B - 107 Knots
Airplane Design Group/Wingspan	II - 57 Feet 11 In.
Runway Design Code (RDC)	B-II
Tail Height	14 Feet 4 In.
Taxiway Design Group (TDG)	TDG-2A
Max Takeoff Weight (MTOW)	15,000 Pounds
Max Landing Weight (MLW)	15,000 Pounds
Max Passengers	9

Photograph credit: globalair.com

Sources: FAA AC 150/5300-13B, *Airport Design* (2022) and FAA Airport Characteristics Data.

APPENDIX A

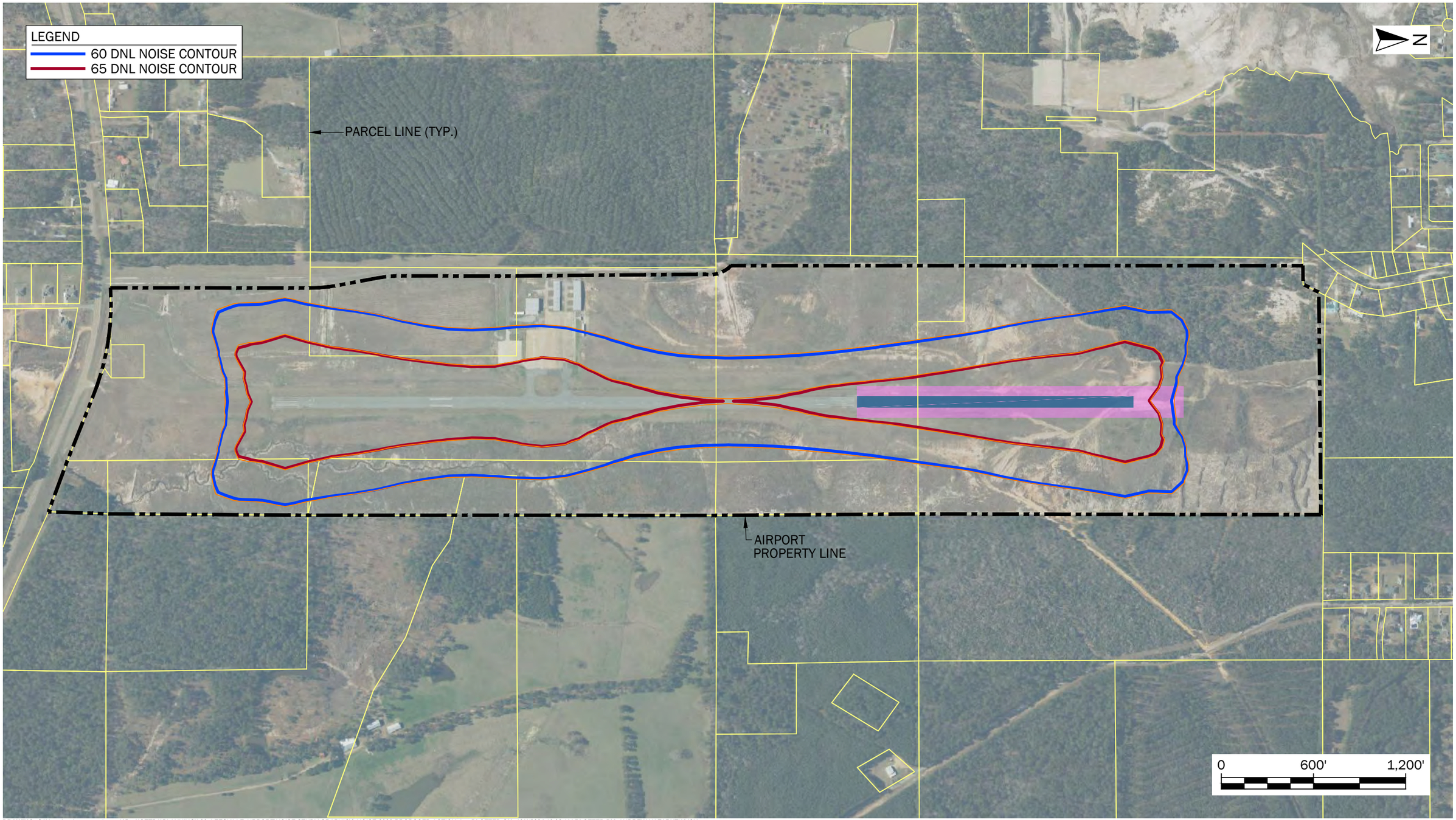
Forecast of Operations by Type 2023 to 2033													
	2023	2023 % Of Total Ops	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2033 % Of Total Ops
A-I Day	8598.45	58.60%	8729.80	8731.67	8783.83	8909.60	9036.29	9162.05	9287.82	9414.51	9540.27	9666.04	57.27%
A-I Night	170	1.16%	172.60	172.63	173.67	176.15	178.66	181.14	183.63	186.13	188.62	191.11	1.13%
A-I TNG Day	452.55	3.08%	459.46	459.56	462.31	468.93	475.59	482.21	488.83	495.50	502.12	508.74	3.01%
A-I TNG Night	9	0.06%	9.14	9.14	9.19	9.33	9.46	9.59	9.72	9.85	9.99	10.12	0.06%
Subtotal	9230	62.90%	9371.00	9373.00	9429.00	9564.00	9700.00	9835.00	9970.00	10106.00	10241.00	10376.00	61.47%
A-II - Day	2354	16.04%	2389.30	2424.60	2459.90	2495.20	2530.50	2565.80	2601.10	2636.40	2671.70	2707.00	16.04%
A-II - Night	36	0.25%	36.50	37.00	37.50	38.00	38.50	39.00	39.50	40.00	40.50	41.00	0.24%
B-I - Day	2159	14.71%	2184.30	2209.60	2234.90	2260.20	2285.50	2310.80	2336.10	2361.40	2386.70	2412.00	14.29%
B-I - Night	10	0.07%	10.10	10.20	10.30	10.40	10.50	10.60	10.70	10.80	10.90	11.00	0.07%
B-II - Day	123	0.84%	125.00	180.00	250.00	254.00	257.00	261.00	264.00	268.00	272.00	275.00	1.63%
B-II - Night	0	0.00%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
C-I - Day	0	0.00%	0.00	83.00	166.00	168.00	171.00	173.00	176.00	178.00	180.00	183.00	1.08%
C-I - Night	0	0.00%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
Rotor GA - Day	309	2.11%	313.60	318.20	322.80	327.40	332.00	336.60	341.20	345.80	350.40	355.00	2.10%
Rotor GA - Night	2	0.01%	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.01%
Rotor Mil - Day	442	3.01%	448.50	455.00	461.50	468.00	474.50	481.00	487.50	494.00	500.50	507.00	3.00%
Rotor Mil - Night	8	0.05%	8.20	8.40	8.60	8.80	9.00	9.20	9.40	9.60	9.80	10.00	0.06%
Total Ops	14673	100.00%	14888.5	15101	15382.5	15596	15810.5	16024	16237.5	16452	16665.5	16879	100.00%
Source: Infrastructure Consulting & Engineering.													



DRAWING: C:\Users\andrew.nazarkewych\Box\ICETPA\PLANNING\L39_LEESVILLE AIRPORT\NOISE STUDY GRAPHIC\1-NOISE-2023-EXIST.dwg **PLOTTED ON:** 10/4/2024 10:29 AM **PLOTTED BY:** ANDREW NAZARKEWYCH

INFRASTRUCTURE CONSULTING & ENGINEERING

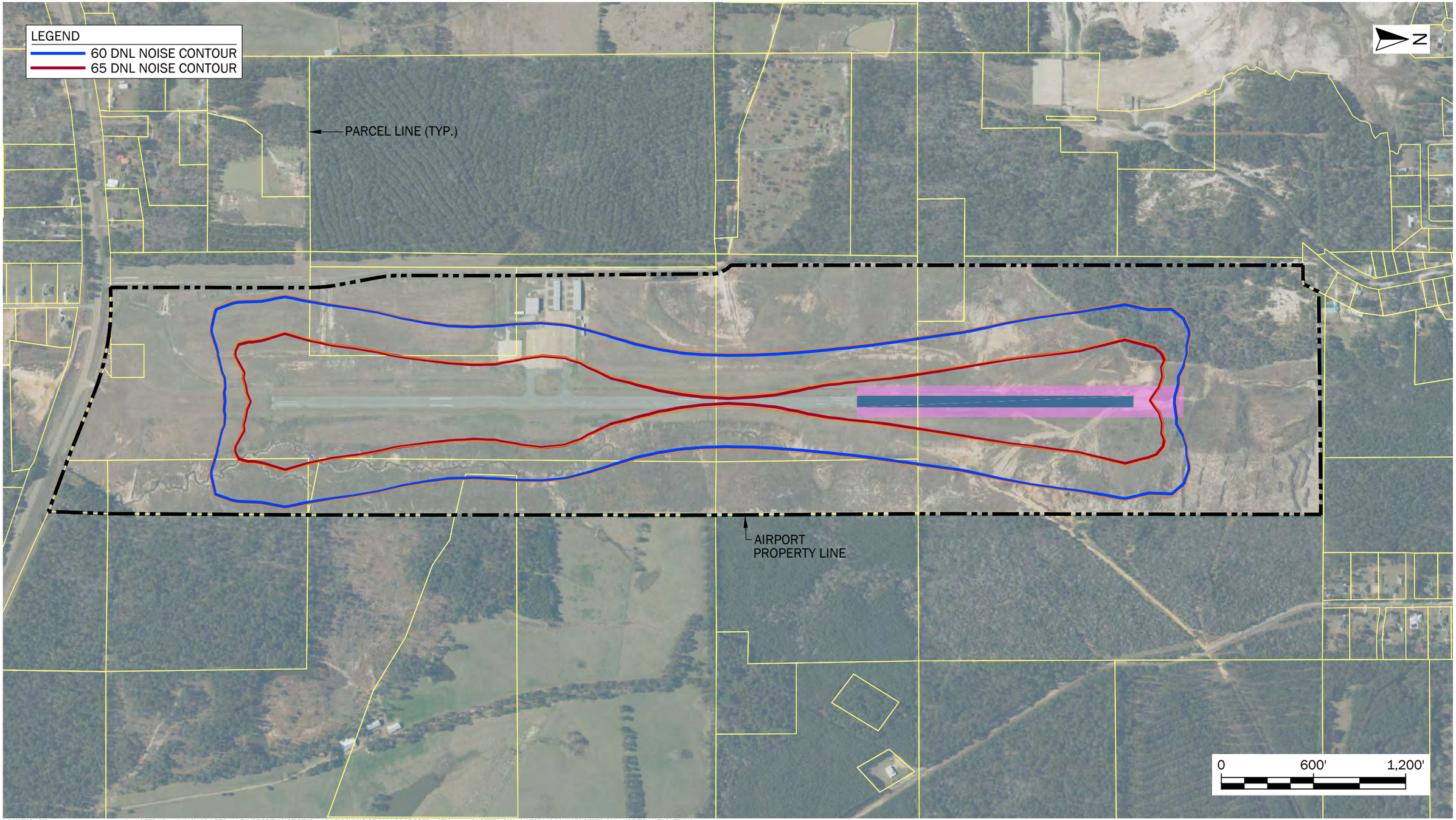
2023 EXISTING DNL NOISE CONTOURS



DRAWING: C:\Users\andrew.nazarkewych\Box\ICETPA\PLANNING\L39_LEESVILLE AIRPORT\NOISE STUDY GRAPHIC\3-NOISE-2026-PROPOSED ACTION.dwg **PLOTTED ON:** 10/4/2024 10:32 AM **PLOTTED BY:** ANDREW NAZARKEWYCH

INFRASTRUCTURE CONSULTING & ENGINEERING

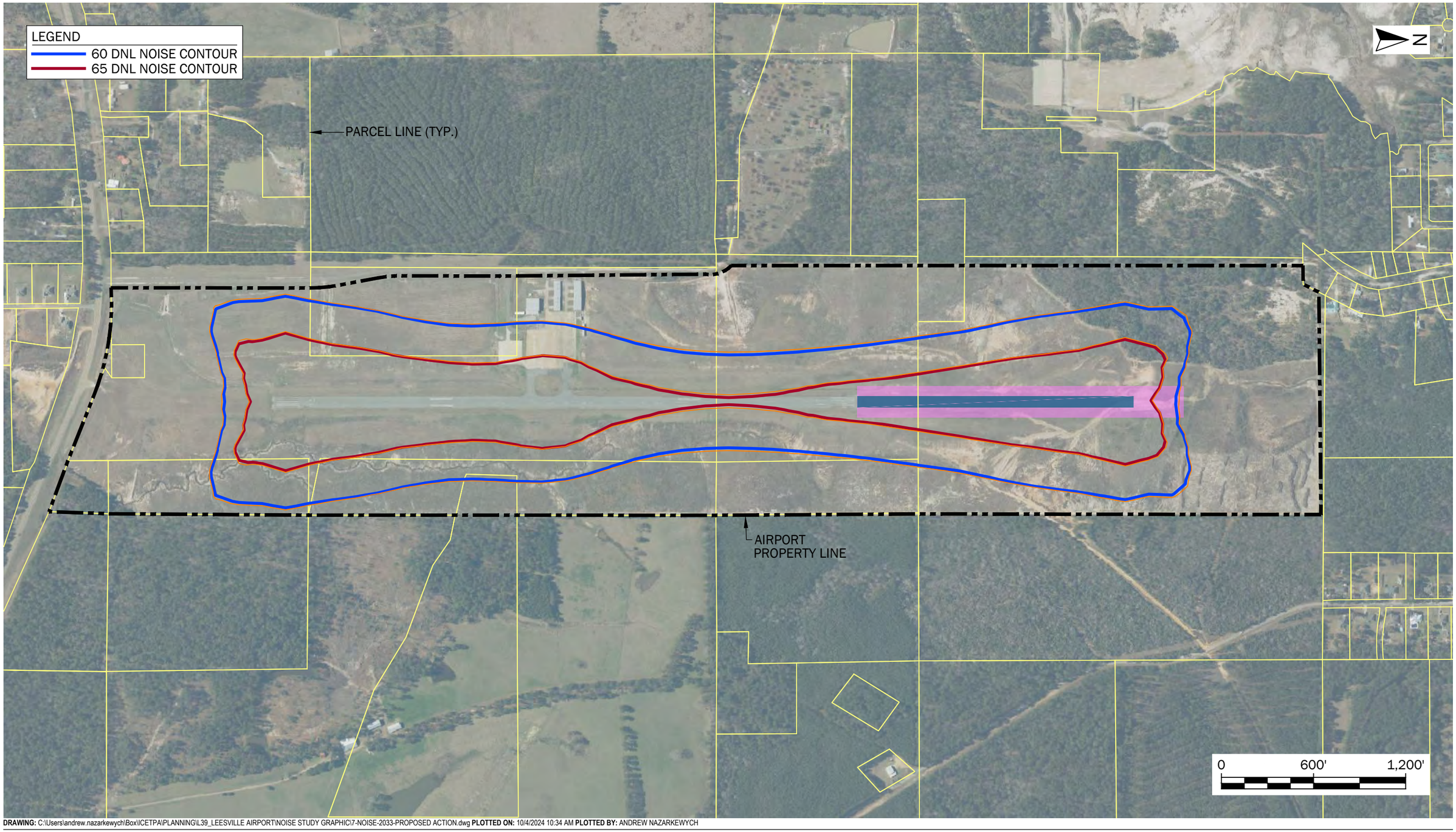
2026 PROPOSED ACTION DNL NOISE CONTOURS



DRAWING: C:\Users\andrew.nazarkewych\Box\ICETPA\PLANNING\L39_LEESVILLE AIRPORT\NOISE STUDY GRAPHIC\5-NOISE-2031-PROPOSED ACTION.dwg **PLOTTED ON:** 10/4/2024 10:33 AM **PLOTTED BY:** ANDREW NAZARKEWYCH

INFRASTRUCTURE CONSULTING & ENGINEERING

2031 PROPOSED ACTION DNL NOISE CONTOURS



DRAWING: C:\Users\andrew.nazarkewych\Box\ICETPA\PLANNING\L39_LEESVILLE AIRPORT\NOISE STUDY GRAPHIC\7-NOISE-2033-PROPOSED ACTION.dwg **PLOTTED ON:** 10/4/2024 10:34 AM **PLOTTED BY:** ANDREW NAZARKEWYCH

INFRASTRUCTURE CONSULTING & ENGINEERING

2033 PROPOSED ACTION DNL NOISE CONTOURS

INPUT DATA REPORT

Noise Contours and Emissions for L39

Version Control

Version	Date	Changes
RevA	6/4/2024	Initial version

Glossary

AEDT	Aviation Environmental Design Tool
ANP	Aircraft Noise Performance (database)
DNL	Day-Night Noise Level
FAA	Federal Aviation Administration
ICE	Infrastructure Consulting Engineering

Table of Contents

List of Tables

1 Introduction

The purpose of this document is to summarize the input data used to generate the DNL noise contours for the Leesville Airport Environmental Assessment required for the runway extension project.

The size and shape of the noise contours is defined by the following factors:

- Type of aircraft in the fleet mix
- The type of operation (arrival or departure)
- Use of runway
- The departure profile (defined by the profile stage number)
- Time of day
- Airport weather

2 AEDT Version

For this study, we generated the DNL noise contours and emission reports using AEDT 3f build 210.0.19778.1.

AEDT 3f was released on December 15, 2023 and is the latest version of AEDT. All FAA actions requiring noise, fuel burn, or emissions modeling and for which the environmental analysis process has begun on or after December 15, 2023, are required to use AEDT 3f (build 210.0.19778.1).

3 Airport Weather

AEDT has the capability generate noise contours based on different sources of weather data. For the purposes of this analysis, the 2013-2022 average system data (ISD), shown in Table 3.1 was used.

Table 3.1 Airport Weather

Parameter	Value
Temperature (°F)	66.38
Pressure (millibars)	1004.58
Sea Level Pressure (millibars)	1016.95
Relative Humidity (%)	78.56
Dew Point (°F)	59.49
Wind Speed (knots)	6.02

Source: AEDT 23326 – Leesville: 2013-2022 average | System data (ISD)

4 Airport Layout

The coordinates of the track points in the radar data are estimated using a reference point. (Table 4.1).

Table 4.1 Airport Reference Point		
Item	**Longitude**	**Latitude**
Existing	-93.342472	31.168194
Future	-93.342456	31.170661

Source: Provided by ICE. FAA Airport Data.

Table 4.2 Runway Ends						
Status	**Runway End**	**Longitude**	**Latitude**	**Elevation (ft)**	**TCH**	**GS**
Existing	18	-93.342452	31.173420	281	48	3
	36	-93.342468	31.162954	266	54	3
Future	18	-93.342444	31.178368	284.34	48	3
	36	-93.342468	31.162954	266	54	3

Source: Data provided by ICE. FAA Airport Data.

5 Flight Tracks

After obtaining a sample of flight tracks through the use of the FlightAware AeroAPI®, we conducted an analysis to assess the flight track patterns around the airport. Upon careful consideration, we determined that utilizing straight in and out flight tracks would be satisfactory for our needs. Additionally, we developed touch and go flight tracks based on the data obtained from the FlightAware AeroAPI® flight tracks.

6 Departure Stage Length Profile Number

The profile stage number is a one-digit number used to indicate the stage length or trip distance. As shown in Table 6.1, the idea behind the profile stage number is that the longer the trip, the heavier the average aircraft takeoff weight is due to increased fuel requirements. In addition, heavier aircraft may require higher takeoff power settings, and flight profiles may be shallower, which increases the noise footprint of a flight. The stage length was calculated by estimating the approximate distance between the origin and destination airport. It is understood that some aircraft may need to schedule an intermediate stop for re-fueling or other reasons, and this has been considered in the analysis. The highest profile stage number

was used for flights where the estimated stage length was longer than the maximum available for that aircraft. Departure stage length/number distribution tables are not provided as all the aircraft in the fleet mix have a maximum stage number equal to 1.

Table 6.1 Departure Stage Length Profile Number	
Stage Number	**Trip Length (NMI)**
1	0-500
2	500-1,000
3	1,000-1,500
4	1,500-2,500
5	2,500-3,500
6	3,500-4,500
7	4,500-5,500
8	5,500-6,500
9	6,500-7,500

Source: Adapted from AEDT 3f Technical Manual

7 Operational Period

As shown in Table 7.1, the DNL noise metric imposes a penalty of 10 dB (multiplier 10) to the aircraft operations occurring in the nighttime period.

Table 7.1 Operational Time Period and DNL Time Period			
Operational Time Period	DNL Time Period	Time	Weight
Day	Day	07:00:00 – 18:59:59	1
Evening	Evening	19:00:00 – 21:59:59	1
Night	Night	22:00:00 – 06:59:59	10

8 Input Data Tables

The following tables summarize in detail the aircraft operations input data used in the AEDT models.

Relevant Key Assumptions:

- The fleet mix and aircraft type proportions remain constant over the analysis period
- Runway and flight track utilization remains constant
- Day/Night split remains constant

Table 8.1 Annual Aircraft Operations Year 2023												
ICAO Aircraft ID	ANP Aircraft ID	Equipment ID	Description		Arrivals				Departures			
					Day		Night		Day		Night	
			ANP	Airframe	RW18	RW36	RW18	RW36	RW18	RW36	RW18	RW36
BE55	BEC58P	3248	BARON 58P/TSI0-520-L	Raytheon Beech 55 Baron	4.303533	5.259873	0.071310	0.087157	4.303533	5.259873	0.071310	0.087157
BE58	BEC58P	1196	BARON 58P/TSI0-520-L	Raytheon Beech Baron 58	10.758832	13.149684	0.178275	0.217891	10.758832	13.149684	0.178275	0.217891
C310	BEC58P	1198	BARON 58P/TSI0-520-L	Cessna 310	19.365898	23.669431	0.320895	0.392205	19.365898	23.669431	0.320895	0.392205
C414	BEC58P	6557	BARON 58P/TSI0-520-L	Cessna 411 (FAS)	4.303533	5.259873	0.071310	0.087157	4.303533	5.259873	0.071310	0.087157
PA31	BEC58P	779	BARON 58P/TSI0-520-L	Piper PA-31 Navajo	12.910598	15.779620	0.213930	0.261470	12.910598	15.779620	0.213930	0.261470
C170	CNA172	1261	CESSNA 172R / LYCOMING IO-360-L2A	Cessna 172 Skyhawk	51.642394	63.118482	0.855719	1.045879	51.642394	63.118482	0.855719	1.045879
C172	CNA172	1261	CESSNA 172R / LYCOMING IO-360-L2A	Cessna 172 Skyhawk	253.478084	309.806547	4.200155	5.133523	253.478084	309.806547	4.200155	5.133523
C180	CNA182	1262	Cessna 182H / Continental O-470-R	Cessna 182	4.303533	5.259873	0.071310	0.087157	4.303533	5.259873	0.071310	0.087157
C182	CNA182	1262	Cessna 182H / Continental O-470-R	Cessna 182	221.631941	270.883483	3.672462	4.488564	221.631941	270.883483	3.672462	4.488564
O1	CNA182	1262	Cessna 182H / Continental O-470-R	Cessna 182	51.642394	63.118482	0.855719	1.045879	51.642394	63.118482	0.855719	1.045879
C206	CNA206T	3171	CESSNA T206H / LYCOMING TIO-540-AJ1A	Cessna 206	256.060203	312.962471	4.242941	5.185817	256.060203	312.962471	4.242941	5.185817
DA50	CNA206	6648	CESSNA 206H / LYCOMING IO-540-AC	Diamond DA50	4.303533	5.259873	0.071310	0.087157	4.303533	5.259873	0.071310	0.087157
K100	CNA208	4672	Cessna 208 / PT6A-114	Quest Kodiak 100	4.303533	5.259873	0.071310	0.087157	4.303533	5.259873	0.071310	0.087157
PC12	CNA208	1489	Cessna 208 / PT6A-114	Pilatus PC-12	4.303533	5.259873	0.071310	0.087157	4.303533	5.259873	0.071310	0.087157
TBM7	CNA208	1530	Cessna 208 / PT6A-114	EADS Socata TBM-700	4.303533	5.259873	0.071310	0.087157	4.303533	5.259873	0.071310	0.087157
SR22T	COMSEP	6646	1985 1-ENG COMP	Cirrus SR22 (FAS)	104.253083	127.420435	1.727483	2.111368	104.253083	127.420435	1.727483	2.111368
SR22	COMSEP	6646	1985 1-ENG COMP	Cirrus SR22 (FAS)	167.622604	204.872071	2.777522	3.394749	167.622604	204.872071	2.777522	3.394749
BE20	DHC6	1477	DASH 6/PT6A-27	Raytheon Super King Air 200	12.910598	15.779620	0.213930	0.261470	12.910598	15.779620	0.213930	0.261470
BE30	DHC6	1503	DASH 6/PT6A-27	Raytheon Super King Air 300	8.607066	10.519747	0.142620	0.174313	8.607066	10.519747	0.142620	0.174313
BE9L	DHC6	1469	DASH 6/PT6A-27	Raytheon King Air 90	8.607066	10.519747	0.142620	0.174313	8.607066	10.519747	0.142620	0.174313
AA5	GASEPF	6300	1985 1-ENG FP PROP	Grumman AA-5A/B (FAS)	19.365898	23.669431	0.320895	0.392205	19.365898	23.669431	0.320895	0.392205
BE23	GASEPF	6245	1985 1-ENG FP PROP	Beech 23 Musketeer Sundowner (FAS)	10.758832	13.149684	0.178275	0.217891	10.758832	13.149684	0.178275	0.217891
C140	GASEPF	6261	1985 1-ENG FP PROP	Cessna 140 (FAS)	12.910598	15.779620	0.213930	0.261470	12.910598	15.779620	0.213930	0.261470
C150	GASEPF	1882	1985 1-ENG FP PROP	Cessna 150 Series	67.457877	82.448516	1.117783	1.366180	67.457877	82.448516	1.117783	1.366180
C152	GASEPF	6262	1985 1-ENG FP PROP	Cessna 152 (FAS)	4.303533	5.259873	0.071310	0.087157	4.303533	5.259873	0.071310	0.087157
C162	GASEPF	6263	1985 1-ENG FP PROP	Cessna 162 (FAS)	4.303533	5.259873	0.071310	0.087157	4.303533	5.259873	0.071310	0.087157
COZY	GASEPF	6285	1985 1-ENG FP PROP	Cozy (FAS)	2.151766	2.629937	0.035655	0.043578	2.151766	2.629937	0.035655	0.043578
N677SK	GASEPF	6331	1985 1-ENG FP PROP	Vans RV8 (FAS)	2.151766	2.629937	0.035655	0.043578	2.151766	2.629937	0.035655	0.043578
PA38	GASEPF	6315	1985 1-ENG FP PROP	Piper PA-38 Tomahawk (FAS)	2.151766	2.629937	0.035655	0.043578	2.151766	2.629937	0.035655	0.043578
S108	GASEPF	6323	1985 1-ENG FP PROP	Stinson (FAS)	2.151766	2.629937	0.035655	0.043578	2.151766	2.629937	0.035655	0.043578
AT8T	GASEPV	1505	1985 1-ENG VP PROP	ATI AT-802	477.692144	583.845954	7.915403	9.674381	477.692144	583.845954	7.915403	9.674381
BE33	GASEPV	6253	1985 1-ENG VP PROP	Beechcraft Bonanza 35 (FAS)	4.303533	5.259873	0.071310	0.087157	4.303533	5.259873	0.071310	0.087157
BE35	GASEPV	6253	1985 1-ENG VP PROP	Beechcraft Bonanza 35 (FAS)	111.891854	136.756710	1.854058	2.266071	111.891854	136.756710	1.854058	2.266071
BE36	GASEPV	6253	1985 1-ENG VP PROP	Beechcraft Bonanza 35 (FAS)	32.276496	39.449051	0.534825	0.653674	32.276496	39.449051	0.534825	0.653674
DA40	GASEPV	6286	1985 1-ENG VP PROP	Diamond DA40	63.369521	77.451637	1.050039	1.283381	63.369521	77.451637	1.050039	1.283381
EXP	GASEPV	6294	1985 1-ENG VP PROP	Express 2000 (FAS)	25.821197	31.559241	0.427860	0.522940	25.821197	31.559241	0.427860	0.522940
M20P	GASEPV	1898	1985 1-ENG VP PROP	Mooney M20-K	21.517664	26.299367	0.356550	0.435783	21.517664	26.299367	0.356550	0.435783
NAVI	GASEPV	1269	1985 1-ENG VP PROP	Ryan Navion B	10.758832	13.149684	0.178275	0.217891	10.758832	13.149684	0.178275	0.217891
P210	GASEPV	1277	1985 1-ENG VP PROP	Cessna 210 Centurion	10.758832	13.149684	0.178275	0.217891	10.758832	13.149684	0.178275	0.217891

Table 8.1 Annual Aircraft Operations Year 2023													
ICAO Aircraft ID	ANP Aircraft ID	Equipment ID	Description		Arrivals				Departures				
					Day		Night		Day		Night		
			ANP	Airframe	RW18	RW36	RW18	RW36	RW18	RW36	RW18	RW36	
P32R	GASEPV	1271	1985 1-ENG VP PROP	Piper PA-32 Cherokee Six	4.303533	5.259873	0.071310	0.087157	4.303533	5.259873	0.071310	0.087157	
PA24	GASEPV	1901	1985 1-ENG VP PROP	Piper PA-24 Comanche	12.910598	15.779620	0.213930	0.261470	12.910598	15.779620	0.213930	0.261470	
P32	GASEPV	1271	1985 1-ENG VP PROP	Piper PA-32 Cherokee Six	10.758832	13.149684	0.178275	0.217891	10.758832	13.149684	0.178275	0.217891	
RV7	GASEPV	6330	1985 1-ENG VP PROP	Vans RV-7	2.151766	2.629937	0.035655	0.043578	2.151766	2.629937	0.035655	0.043578	
RV8	GASEPV	6331	1985 1-ENG VP PROP	Vans RV8 (FAS)	10.758832	13.149684	0.178275	0.217891	10.758832	13.149684	0.178275	0.217891	
RV10	GASEPV	6325	1985 1-ENG VP PROP	Vans RV10 (FAS)	15.062365	18.409557	0.249585	0.305048	15.062365	18.409557	0.249585	0.305048	
RV12	GASEPV	6326	1985 1-ENG VP PROP	Vans RV12 (FAS)	8.607066	10.519747	0.142620	0.174313	8.607066	10.519747	0.142620	0.174313	
TB30	GASEPV	1906	1985 1-ENG VP PROP	EADS Socata TB-20 Trinidad	4.303533	5.259873	0.071310	0.087157	4.303533	5.259873	0.071310	0.087157	
P28A	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	737.948292	901.936801	12.227871	14.945176	737.948292	901.936801	12.227871	14.945176	
P28B	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	12.265069	14.990639	0.203233	0.248396	12.265069	14.990639	0.203233	0.248396	
P28R	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	6.132534	7.495320	0.101617	0.124198	6.132534	7.495320	0.101617	0.124198	
P28U	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	2.044178	2.498440	0.033872	0.041399	2.044178	2.498440	0.033872	0.041399	
PA30	PA30	2104	PIPER TWIN COMANCHE PA-30 / IO-320-B1A	Piper PA-30 Twin Comanche	68.856525	84.157975	1.140959	1.394505	68.856525	84.157975	1.140959	1.394505	
DA60	PA30	6288	PIPER TWIN COMANCHE PA-30 / IO-320-B1A	Diamond DA62	2.151766	2.629937	0.035655	0.043578	2.151766	2.629937	0.035655	0.043578	
DA62	PA30	6288	PIPER TWIN COMANCHE PA-30 / IO-320-B1A	Diamond DA62	10.758832	13.149684	0.178275	0.217891	10.758832	13.149684	0.178275	0.217891	
				Sub-Total Civil Airplane	**3,005**	**3,672**	**50**	**61**	**3,005**	**3,672**	**50**	**61**	
B06	B206L	26	Bell 206L Long Ranger	Bell 206 JetRanger	29.787989	36.407542	0.493590	0.603276	29.787989	36.407542	0.493590	0.603276	
B212	B212	4092	Bell 212 Huey (UH-1N) (CH-135)	Bell 214B-1	4.830485	5.903926	0.080042	0.097829	4.830485	5.903926	0.080042	0.097829	
B430	B430	4126	Bell 430	Bell 430	0.402540	0.491994	0.006670	0.008152	0.402540	0.491994	0.006670	0.008152	
EC35	EC130	4097	Eurocopter EC-130 w/Arriel 2B1	Eurocopter EC-T2 (CPDS)	4.025404	4.919938	0.066701	0.081524	4.025404	4.919938	0.066701	0.081524	
EC45	EC130	4097	Eurocopter EC-130 w/Arriel 2B1	Eurocopter EC-T2 (CPDS)	0.805081	0.983988	0.013340	0.016305	0.805081	0.983988	0.013340	0.016305	
R44	R44	3161	Robinson R44 Raven / Lycoming O-540-F1B5	Robinson R44 Raven / Lycoming O-540-F1B5	14.088914	17.219784	0.233455	0.285333	14.088914	17.219784	0.233455	0.285333	
R66	R44	3161	Robinson R44 Raven / Lycoming O-540-F1B5	Robinson R44 Raven / Lycoming O-540-F1B5	12.881293	15.743802	0.213444	0.260876	12.881293	15.743802	0.213444	0.260876	
H60	S70	20	Sikorsky S-70 Blackhawk (UH-60A)	Sikorsky SH-60 Sea Hawk	0.805081	0.983988	0.013340	0.016305	0.805081	0.983988	0.013340	0.016305	
AS50	SA350D	3810	Aerospatiale SA-350D Astar (AS-350)	Aerospatiale SA-350D Astar (AS-350)	1.207621	1.475981	0.020010	0.024457	1.207621	1.475981	0.020010	0.024457	
				Sub-Total Civil Helicopter	**69**	**84**	**1**	**1**	**69**	**84**	**1**	**1**	
C-12	C12	1463	BEECH SUPER KING AIR HURON PW PT6A-41 NM	Raytheon C-12 Huron	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	
LJ35	C21A	3202	LEARJET 35 TFE731-2-2B NM	Bombardier Learjet 35A/36A (C-21A)	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	
				Sub-Total Military Aircraft	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
H60	S70	21	Sikorsky S-70 Blackhawk (UH-60A)	Sikorsky UH-60 Black Hawk	99.599625	121.732875	1.650375	2.017125	99.599625	121.732875	1.650375	2.017125	
				Sub-Total Military Helicopter	**100**	**122**	**2**	**2**	**100**	**122**	**2**	**2**	
				Sub-Total Aircraft Operations	**3,173**	**3,878**	**53**	**64**	**3,173**	**3,878**	**53**	**64**	
				Total Aircraft Operations	**14,673**								

Table 8.2 Annual Aircraft Operations Year 2026												
ICAO Aircraft ID	ANP Aircraft ID	Equipment ID	Description		Arrivals				Departures			
					Day		Night		Day		Night	
			ANP	Airframe	RW18	RW36	RW18	RW36	RW18	RW36	RW18	RW36
BE55	BEC58P	3248	BARON 58P/TSI0-520-L	Raytheon Beech 55 Baron	4.370350	5.341539	0.072417	0.088510	4.370350	5.341539	0.072417	0.088510
BE58	BEC58P	1196	BARON 58P/TSI0-520-L	Raytheon Beech Baron 58	10.925875	13.353848	0.181043	0.221274	10.925875	13.353848	0.181043	0.221274
C310	BEC58P	1198	BARON 58P/TSI0-520-L	Cessna 310	19.666576	24.036926	0.325877	0.398294	19.666576	24.036926	0.325877	0.398294
C414	BEC58P	6557	BARON 58P/TSI0-520-L	Cessna 411 (FAS)	4.370350	5.341539	0.072417	0.088510	4.370350	5.341539	0.072417	0.088510
PA31	BEC58P	779	BARON 58P/TSI0-520-L	Piper PA-31 Navajo	13.111051	16.024617	0.217251	0.265529	13.111051	16.024617	0.217251	0.265529
C170	CNA172	1261	CESSNA 172R / LYCOMING IO-360-L2A	Cessna 172 Skyhawk	52.444202	64.098469	0.869005	1.062118	52.444202	64.098469	0.869005	1.062118
C172	CNA172	1261	CESSNA 172R / LYCOMING IO-360-L2A	Cessna 172 Skyhawk	257.413626	314.616654	4.265368	5.213227	257.413626	314.616654	4.265368	5.213227
C180	CNA182	1262	Cessna 182H / Continental O-470-R	Cessna 182	4.370350	5.341539	0.072417	0.088510	4.370350	5.341539	0.072417	0.088510
C182	CNA182	1262	Cessna 182H / Continental O-470-R	Cessna 182	225.073035	275.089265	3.729481	4.558255	225.073035	275.089265	3.729481	4.558255
O1	CNA182	1262	Cessna 182H / Continental O-470-R	Cessna 182	52.444202	64.098469	0.869005	1.062118	52.444202	64.098469	0.869005	1.062118
C206	CNA206T	3171	CESSNA T206H / LYCOMING TIO-540-AJ1A	Cessna 206	260.035836	317.821578	4.308818	5.266333	260.035836	317.821578	4.308818	5.266333
DA50	CNA206	6648	CESSNA 206H / LYCOMING IO-540-AC	Diamond DA50	4.370350	5.341539	0.072417	0.088510	4.370350	5.341539	0.072417	0.088510
K100	CNA208	4672	Cessna 208 / PT6A-114	Quest Kodiak 100	4.370350	5.341539	0.072417	0.088510	4.370350	5.341539	0.072417	0.088510
PC12	CNA208	1489	Cessna 208 / PT6A-114	Pilatus PC-12	4.370350	5.341539	0.072417	0.088510	4.370350	5.341539	0.072417	0.088510
TBM7	CNA208	1530	Cessna 208 / PT6A-114	EADS Socata TBM-700	4.370350	5.341539	0.072417	0.088510	4.370350	5.341539	0.072417	0.088510
SR22T	COMSEP	6646	1985 1-ENG COMP	Cirrus SR22 (FAS)	105.871733	129.398785	1.754304	2.144150	105.871733	129.398785	1.754304	2.144150
SR22	COMSEP	6646	1985 1-ENG COMP	Cirrus SR22 (FAS)	170.225140	208.052949	2.820646	3.447457	170.225140	208.052949	2.820646	3.447457
BE20	DHC6	1477	DASH 6/PT6A-27	Raytheon Super King Air 200	13.111051	16.024617	0.217251	0.265529	13.111051	16.024617	0.217251	0.265529
BE30	DHC6	1503	DASH 6/PT6A-27	Raytheon Super King Air 300	8.740700	10.683078	0.144834	0.177020	8.740700	10.683078	0.144834	0.177020
BE9L	DHC6	1469	DASH 6/PT6A-27	Raytheon King Air 90	8.740700	10.683078	0.144834	0.177020	8.740700	10.683078	0.144834	0.177020
AA5	GASEPF	6300	1985 1-ENG FP PROP	Grumman AA-5A/B (FAS)	19.666576	24.036926	0.325877	0.398294	19.666576	24.036926	0.325877	0.398294
BE23	GASEPF	6245	1985 1-ENG FP PROP	Beech 23 Musketeer Sundowner (FAS)	10.925875	13.353848	0.181043	0.221274	10.925875	13.353848	0.181043	0.221274
C140	GASEPF	6261	1985 1-ENG FP PROP	Cessna 140 (FAS)	13.111051	16.024617	0.217251	0.265529	13.111051	16.024617	0.217251	0.265529
C150	GASEPF	1882	1985 1-ENG FP PROP	Cessna 150 Series	68.505239	83.728626	1.135138	1.387391	68.505239	83.728626	1.135138	1.387391
C152	GASEPF	6262	1985 1-ENG FP PROP	Cessna 152 (FAS)	4.370350	5.341539	0.072417	0.088510	4.370350	5.341539	0.072417	0.088510
C162	GASEPF	6263	1985 1-ENG FP PROP	Cessna 162 (FAS)	4.370350	5.341539	0.072417	0.088510	4.370350	5.341539	0.072417	0.088510
COZY	GASEPF	6285	1985 1-ENG FP PROP	Cozy (FAS)	2.185175	2.670770	0.036209	0.044255	2.185175	2.670770	0.036209	0.044255
N677SK	GASEPF	6331	1985 1-ENG FP PROP	Vans RV8 (FAS)	2.185175	2.670770	0.036209	0.044255	2.185175	2.670770	0.036209	0.044255
PA38	GASEPF	6315	1985 1-ENG FP PROP	Piper PA-38 Tomahawk (FAS)	2.185175	2.670770	0.036209	0.044255	2.185175	2.670770	0.036209	0.044255
S108	GASEPF	6323	1985 1-ENG FP PROP	Stinson (FAS)	2.185175	2.670770	0.036209	0.044255	2.185175	2.670770	0.036209	0.044255
AT8T	GASEPV	1505	1985 1-ENG VP PROP	ATI AT-802	485.108871	592.910842	8.038299	9.824588	485.108871	592.910842	8.038299	9.824588
BE33	GASEPV	6253	1985 1-ENG VP PROP	Beechcraft Bonanza 35 (FAS)	4.370350	5.341539	0.072417	0.088510	4.370350	5.341539	0.072417	0.088510
BE35	GASEPV	6253	1985 1-ENG VP PROP	Beechcraft Bonanza 35 (FAS)	113.629105	138.880017	1.882845	2.301255	113.629105	138.880017	1.882845	2.301255
BE36	GASEPV	6253	1985 1-ENG VP PROP	Beechcraft Bonanza 35 (FAS)	32.777626	40.061543	0.543128	0.663823	32.777626	40.061543	0.543128	0.663823
DA40	GASEPV	6286	1985 1-ENG VP PROP	Diamond DA40	64.353407	78.654164	1.066342	1.303307	64.353407	78.654164	1.066342	1.303307
EXP	GASEPV	6294	1985 1-ENG VP PROP	Express 2000 (FAS)	26.222101	32.049235	0.434503	0.531059	26.222101	32.049235	0.434503	0.531059
M20P	GASEPV	1898	1985 1-ENG VP PROP	Mooney M20-K	21.851751	26.707696	0.362086	0.442549	21.851751	26.707696	0.362086	0.442549
NAVI	GASEPV	1269	1985 1-ENG VP PROP	Ryan Navion B	10.925875	13.353848	0.181043	0.221274	10.925875	13.353848	0.181043	0.221274
P210	GASEPV	1277	1985 1-ENG VP PROP	Cessna 210 Centurion	10.925875	13.353848	0.181043	0.221274	10.925875	13.353848	0.181043	0.221274
P32R	GASEPV	1271	1985 1-ENG VP PROP	Piper PA-32 Cherokee Six	4.370350	5.341539	0.072417	0.088510	4.370350	5.341539	0.072417	0.088510
PA24	GASEPV	1901	1985 1-ENG VP PROP	Piper PA-24 Comanche	13.111051	16.024617	0.217251	0.265529	13.111051	16.024617	0.217251	0.265529

Table 8.2 Annual Aircraft Operations Year 2026													
ICAO Aircraft ID	ANP Aircraft ID	Equipment ID	Description		Arrivals				Departures				
					Day		Night		Day		Night		
			ANP	Airframe	RW18	RW36	RW18	RW36	RW18	RW36	RW18	RW36	
P32	GASEPV	1271	1985 1-ENG VP PROP	Piper PA-32 Cherokee Six	10.925875	13.353848	0.181043	0.221274	10.925875	13.353848	0.181043	0.221274	
RV7	GASEPV	6330	1985 1-ENG VP PROP	Vans RV-7	2.185175	2.670770	0.036209	0.044255	2.185175	2.670770	0.036209	0.044255	
RV8	GASEPV	6331	1985 1-ENG VP PROP	Vans RV8 (FAS)	10.925875	13.353848	0.181043	0.221274	10.925875	13.353848	0.181043	0.221274	
RV10	GASEPV	6325	1985 1-ENG VP PROP	Vans RV10 (FAS)	15.296226	18.695387	0.253460	0.309784	15.296226	18.695387	0.253460	0.309784	
RV12	GASEPV	6326	1985 1-ENG VP PROP	Vans RV12 (FAS)	8.740700	10.683078	0.144834	0.177020	8.740700	10.683078	0.144834	0.177020	
TB30	GASEPV	1906	1985 1-ENG VP PROP	EADS Socata TB-20 Trinidad	4.370350	5.341539	0.072417	0.088510	4.370350	5.341539	0.072417	0.088510	
P28A	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	749.405799	915.940421	12.417723	15.177217	749.405799	915.940421	12.417723	15.177217	
P28B	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	12.455498	15.223386	0.206389	0.252253	12.455498	15.223386	0.206389	0.252253	
P28R	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	6.227749	7.611693	0.103194	0.126126	6.227749	7.611693	0.103194	0.126126	
P28U	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	2.075916	2.537231	0.034398	0.042042	2.075916	2.537231	0.034398	0.042042	
PA30	PA30	2104	PIPER TWIN COMANCHE PA-30 / IO-320-B1A	Piper PA-30 Twin Comanche	69.925603	85.464626	1.158674	1.416157	69.925603	85.464626	1.158674	1.416157	
DA60	PA30	6288	PIPER TWIN COMANCHE PA-30 / IO-320-B1A	Diamond DA62	2.185175	2.670770	0.036209	0.044255	2.185175	2.670770	0.036209	0.044255	
DA62	PA30	6288	PIPER TWIN COMANCHE PA-30 / IO-320-B1A	Diamond DA62	10.925875	13.353848	0.181043	0.221274	10.925875	13.353848	0.181043	0.221274	
				Sub-Total Civil Airplane	**3,051**	**3,729**	**51**	**62**	**3,051**	**3,729**	**51**	**62**	
B06	B206L	26	Bell 206L Long Ranger	Bell 206 JetRanger	31.033146	37.929401	0.514222	0.628494	31.033146	37.929401	0.514222	0.628494	
B212	B212	4092	Bell 212 Huey (UH-1N) (CH-135)	Bell 214B-1	5.032402	6.150714	0.083387	0.101918	5.032402	6.150714	0.083387	0.101918	
B430	B430	4126	Bell 430	Bell 430	0.419367	0.512559	0.006949	0.008493	0.419367	0.512559	0.006949	0.008493	
EC35	EC130	4097	Eurocopter EC-130 w/Arriel 2B1	Eurocopter EC-T2 (CPDS)	4.193668	5.125595	0.069489	0.084932	4.193668	5.125595	0.069489	0.084932	
EC45	EC130	4097	Eurocopter EC-130 w/Arriel 2B1	Eurocopter EC-T2 (CPDS)	0.838734	1.025119	0.013898	0.016986	0.838734	1.025119	0.013898	0.016986	
R44	R44	3161	Robinson R44 Raven / Lycoming O-540-F1B5	Robinson R44 Raven / Lycoming O-540-F1B5	14.677839	17.939582	0.243213	0.297261	14.677839	17.939582	0.243213	0.297261	
R66	R44	3161	Robinson R44 Raven / Lycoming O-540-F1B5	Robinson R44 Raven / Lycoming O-540-F1B5	13.419739	16.401903	0.222366	0.271781	13.419739	16.401903	0.222366	0.271781	
H60	S70	20	Sikorsky S-70 Blackhawk (UH-60A)	Sikorsky SH-60 Sea Hawk	0.838734	1.025119	0.013898	0.016986	0.838734	1.025119	0.013898	0.016986	
AS50	SA350D	3810	Aerospatiale SA-350D Astar (AS-350)	Aerospatiale SA-350D Astar (AS-350)	1.258101	1.537678	0.020847	0.025479	1.258101	1.537678	0.020847	0.025479	
				Sub-Total Civil Helicopter	**72**	**88**	**1**	**1**	**72**	**88**	**1**	**1**	
C-12	C12	1463	BEECH SUPER KING AIR HURON PW PT6A-41 NM	Raytheon C-12 Huron	55.244592	67.521168	0.915408	1.118832	55.244592	67.521168	0.915408	1.118832	
LJ35	C21A	3202	LEARJET 35 TFE731-2-2B NM	Bombardier Learjet 35A/36A (C-21A)	36.829728	45.014112	0.610272	0.745888	36.829728	45.014112	0.610272	0.745888	
				Sub-Total Military Aircraft	**92**	**113**	**2**	**2**	**92**	**113**	**2**	**2**	
H60	S70	21	Sikorsky S-70 Blackhawk (UH-60A)	Sikorsky UH-60 Black Hawk	104.026275	127.143225	1.723725	2.106775	104.026275	127.143225	1.723725	2.106775	
				Sub-Total Military Helicopter	**104**	**127**	**2**	**2**	**104**	**127**	**2**	**2**	
				Sub-Total Aircraft Operations	**3,319**	**4,057**	**55**	**67**	**3,319**	**4,057**	**55**	**67**	
				Total Aircraft Operations	**15,338**								

Table 8.3 Annual Aircraft Operations Year 2031												
ICAO Aircraft ID	ANP Aircraft ID	Equipment ID	Description		Arrivals				Departures			
					Day		Night		Day		Night	
			ANP	Airframe	RW18	RW36	RW18	RW36	RW18	RW36	RW18	RW36
BE55	BEC58P	3248	BARON 58P/TSI0-520-L	Raytheon Beech 55 Baron	4.684021	5.724914	0.077615	0.094862	4.684021	5.724914	0.077615	0.094862
BE58	BEC58P	1196	BARON 58P/TSI0-520-L	Raytheon Beech Baron 58	11.710051	14.312285	0.194037	0.237156	11.710051	14.312285	0.194037	0.237156
C310	BEC58P	1198	BARON 58P/TSI0-520-L	Cessna 310	21.078093	25.762113	0.349266	0.426881	21.078093	25.762113	0.349266	0.426881
C414	BEC58P	6557	BARON 58P/TSI0-520-L	Cessna 411 (FAS)	4.684021	5.724914	0.077615	0.094862	4.684021	5.724914	0.077615	0.094862
PA31	BEC58P	779	BARON 58P/TSI0-520-L	Piper PA-31 Navajo	14.052062	17.174742	0.232844	0.284587	14.052062	17.174742	0.232844	0.284587
C170	CNA172	1261	CESSNA 172R / LYCOMING IO-360-L2A	Cessna 172 Skyhawk	56.208247	68.698968	0.931376	1.138348	56.208247	68.698968	0.931376	1.138348
C172	CNA172	1261	CESSNA 172R / LYCOMING IO-360-L2A	Cessna 172 Skyhawk	275.888811	337.197436	4.571503	5.587393	275.888811	337.197436	4.571503	5.587393
C180	CNA182	1262	Cessna 182H / Continental O-470-R	Cessna 182	4.684021	5.724914	0.077615	0.094862	4.684021	5.724914	0.077615	0.094862
C182	CNA182	1262	Cessna 182H / Continental O-470-R	Cessna 182	241.227059	294.833072	3.997155	4.885411	241.227059	294.833072	3.997155	4.885411
O1	CNA182	1262	Cessna 182H / Continental O-470-R	Cessna 182	56.208247	68.698968	0.931376	1.138348	56.208247	68.698968	0.931376	1.138348
C206	CNA206T	3171	CESSNA T206H / LYCOMING TIO-540-AJ1A	Cessna 206	278.699224	340.632384	4.618072	5.644310	278.699224	340.632384	4.618072	5.644310
DA50	CNA206	6648	CESSNA 206H / LYCOMING IO-540-AC	Diamond DA50	4.684021	5.724914	0.077615	0.094862	4.684021	5.724914	0.077615	0.094862
K100	CNA208	4672	Cessna 208 / PT6A-114	Quest Kodiak 100	4.684021	5.724914	0.077615	0.094862	4.684021	5.724914	0.077615	0.094862
PC12	CNA208	1489	Cessna 208 / PT6A-114	Pilatus PC-12	4.684021	5.724914	0.077615	0.094862	4.684021	5.724914	0.077615	0.094862
TBM7	CNA208	1530	Cessna 208 / PT6A-114	EADS Socata TBM-700	4.684021	5.724914	0.077615	0.094862	4.684021	5.724914	0.077615	0.094862
SR22T	COMSEP	6646	1985 1-ENG COMP	Cirrus SR22 (FAS)	113.470398	138.686042	1.880215	2.298041	113.470398	138.686042	1.880215	2.298041
SR22	COMSEP	6646	1985 1-ENG COMP	Cirrus SR22 (FAS)	182.442601	222.985401	3.023091	3.694889	182.442601	222.985401	3.023091	3.694889
BE20	DHC6	1477	DASH 6/PT6A-27	Raytheon Super King Air 200	14.052062	17.174742	0.232844	0.284587	14.052062	17.174742	0.232844	0.284587
BE30	DHC6	1503	DASH 6/PT6A-27	Raytheon Super King Air 300	9.368041	11.449828	0.155229	0.189725	9.368041	11.449828	0.155229	0.189725
BE9L	DHC6	1469	DASH 6/PT6A-27	Raytheon King Air 90	9.368041	11.449828	0.155229	0.189725	9.368041	11.449828	0.155229	0.189725
AA5	GASEPF	6300	1985 1-ENG FP PROP	Grumman AA-5A/B (FAS)	21.078093	25.762113	0.349266	0.426881	21.078093	25.762113	0.349266	0.426881
BE23	GASEPF	6245	1985 1-ENG FP PROP	Beech 23 Musketeer Sundowner (FAS)	11.710051	14.312285	0.194037	0.237156	11.710051	14.312285	0.194037	0.237156
C140	GASEPF	6261	1985 1-ENG FP PROP	Cessna 140 (FAS)	14.052062	17.174742	0.232844	0.284587	14.052062	17.174742	0.232844	0.284587
C150	GASEPF	1882	1985 1-ENG FP PROP	Cessna 150 Series	73.422022	89.738027	1.216610	1.486967	73.422022	89.738027	1.216610	1.486967
C152	GASEPF	6262	1985 1-ENG FP PROP	Cessna 152 (FAS)	4.684021	5.724914	0.077615	0.094862	4.684021	5.724914	0.077615	0.094862
C162	GASEPF	6263	1985 1-ENG FP PROP	Cessna 162 (FAS)	4.684021	5.724914	0.077615	0.094862	4.684021	5.724914	0.077615	0.094862
COZY	GASEPF	6285	1985 1-ENG FP PROP	Cozy (FAS)	2.342010	2.862457	0.038807	0.047431	2.342010	2.862457	0.038807	0.047431
N677SK	GASEPF	6331	1985 1-ENG FP PROP	Vans RV8 (FAS)	2.342010	2.862457	0.038807	0.047431	2.342010	2.862457	0.038807	0.047431
PA38	GASEPF	6315	1985 1-ENG FP PROP	Piper PA-38 Tomahawk (FAS)	2.342010	2.862457	0.038807	0.047431	2.342010	2.862457	0.038807	0.047431
S108	GASEPF	6323	1985 1-ENG FP PROP	Stinson (FAS)	2.342010	2.862457	0.038807	0.047431	2.342010	2.862457	0.038807	0.047431
AT8T	GASEPV	1505	1985 1-ENG VP PROP	ATI AT-802	519.926283	635.465457	8.615227	10.529721	519.926283	635.465457	8.615227	10.529721
BE33	GASEPV	6253	1985 1-ENG VP PROP	Beechcraft Bonanza 35 (FAS)	4.684021	5.724914	0.077615	0.094862	4.684021	5.724914	0.077615	0.094862
BE35	GASEPV	6253	1985 1-ENG VP PROP	Beechcraft Bonanza 35 (FAS)	121.784535	148.847765	2.017981	2.466421	121.784535	148.847765	2.017981	2.466421
BE36	GASEPV	6253	1985 1-ENG VP PROP	Beechcraft Bonanza 35 (FAS)	35.130154	42.936855	0.582110	0.711468	35.130154	42.936855	0.582110	0.711468
DA40	GASEPV	6286	1985 1-ENG VP PROP	Diamond DA40	68.972203	84.299359	1.142876	1.396848	68.972203	84.299359	1.142876	1.396848
EXP	GASEPV	6294	1985 1-ENG VP PROP	Express 2000 (FAS)	28.104123	34.349484	0.465688	0.569174	28.104123	34.349484	0.465688	0.569174
M20P	GASEPV	1898	1985 1-ENG VP PROP	Mooney M20-K	23.420103	28.624570	0.388073	0.474312	23.420103	28.624570	0.388073	0.474312
NAVI	GASEPV	1269	1985 1-ENG VP PROP	Ryan Navion B	11.710051	14.312285	0.194037	0.237156	11.710051	14.312285	0.194037	0.237156
P210	GASEPV	1277	1985 1-ENG VP PROP	Cessna 210 Centurion	11.710051	14.312285	0.194037	0.237156	11.710051	14.312285	0.194037	0.237156
P32R	GASEPV	1271	1985 1-ENG VP PROP	Piper PA-32 Cherokee Six	4.684021	5.724914	0.077615	0.094862	4.684021	5.724914	0.077615	0.094862
PA24	GASEPV	1901	1985 1-ENG VP PROP	Piper PA-24 Comanche	14.052062	17.174742	0.232844	0.284587	14.052062	17.174742	0.232844	0.284587

Table 8.3 Annual Aircraft Operations Year 2031													
ICAO Aircraft ID	ANP Aircraft ID	Equipment ID	Description		Arrivals				Departures				
					Day		Night		Day		Night		
			ANP	Airframe	RW18	RW36	RW18	RW36	RW18	RW36	RW18	RW36	
P32	GASEPV	1271	1985 1-ENG VP PROP	Piper PA-32 Cherokee Six	11.710051	14.312285	0.194037	0.237156	11.710051	14.312285	0.194037	0.237156	
RV7	GASEPV	6330	1985 1-ENG VP PROP	Vans RV-7	2.342010	2.862457	0.038807	0.047431	2.342010	2.862457	0.038807	0.047431	
RV8	GASEPV	6331	1985 1-ENG VP PROP	Vans RV8 (FAS)	11.710051	14.312285	0.194037	0.237156	11.710051	14.312285	0.194037	0.237156	
RV10	GASEPV	6325	1985 1-ENG VP PROP	Vans RV10 (FAS)	16.394072	20.037199	0.271651	0.332018	16.394072	20.037199	0.271651	0.332018	
RV12	GASEPV	6326	1985 1-ENG VP PROP	Vans RV12 (FAS)	9.368041	11.449828	0.155229	0.189725	9.368041	11.449828	0.155229	0.189725	
TB30	GASEPV	1906	1985 1-ENG VP PROP	EADS Socata TB-20 Trinidad	4.684021	5.724914	0.077615	0.094862	4.684021	5.724914	0.077615	0.094862	
P28A	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	803.192427	981.679632	13.308973	16.266522	803.192427	981.679632	13.308973	16.266522	
P28B	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	13.349459	16.316005	0.221202	0.270358	13.349459	16.316005	0.221202	0.270358	
P28R	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	6.674729	8.158002	0.110601	0.135179	6.674729	8.158002	0.110601	0.135179	
P28U	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	2.224910	2.719334	0.036867	0.045060	2.224910	2.719334	0.036867	0.045060	
PA30	PA30	2104	PIPER TWIN COMANCHE PA-30 / IO-320-B1A	Piper PA-30 Twin Comanche	74.944329	91.598624	1.241834	1.517798	74.944329	91.598624	1.241834	1.517798	
DA60	PA30	6288	PIPER TWIN COMANCHE PA-30 / IO-320-B1A	Diamond DA62	2.342010	2.862457	0.038807	0.047431	2.342010	2.862457	0.038807	0.047431	
DA62	PA30	6288	PIPER TWIN COMANCHE PA-30 / IO-320-B1A	Diamond DA62	11.710051	14.312285	0.194037	0.237156	11.710051	14.312285	0.194037	0.237156	
				Sub-Total Civil Airplane	**3,270**	**3,997**	**54**	**66**	**3,270**	**3,997**	**54**	**66**	
B06	B206L	26	Bell 206L Long Ranger	Bell 206 JetRanger	33.331898	40.738986	0.552313	0.675049	33.331898	40.738986	0.552313	0.675049	
B212	B212	4092	Bell 212 Huey (UH-1N) (CH-135)	Bell 214B-1	5.405173	6.606322	0.089564	0.109467	5.405173	6.606322	0.089564	0.109467	
B430	B430	4126	Bell 430	Bell 430	0.450431	0.550527	0.007464	0.009122	0.450431	0.550527	0.007464	0.009122	
EC35	EC130	4097	Eurocopter EC-130 w/Arriel 2B1	Eurocopter EC-T2 (CPDS)	4.504311	5.505268	0.074637	0.091223	4.504311	5.505268	0.074637	0.091223	
EC45	EC130	4097	Eurocopter EC-130 w/Arriel 2B1	Eurocopter EC-T2 (CPDS)	0.900862	1.101054	0.014927	0.018245	0.900862	1.101054	0.014927	0.018245	
R44	R44	3161	Robinson R44 Raven / Lycoming O-540-F1B5	Robinson R44 Raven / Lycoming O-540-F1B5	15.765087	19.268439	0.261229	0.319280	15.765087	19.268439	0.261229	0.319280	
R66	R44	3161	Robinson R44 Raven / Lycoming O-540-F1B5	Robinson R44 Raven / Lycoming O-540-F1B5	14.413794	17.616859	0.238838	0.291913	14.413794	17.616859	0.238838	0.291913	
H60	S70	20	Sikorsky S-70 Blackhawk (UH-60A)	Sikorsky SH-60 Sea Hawk	0.900862	1.101054	0.014927	0.018245	0.900862	1.101054	0.014927	0.018245	
AS50	SA350D	3810	Aerospatiale SA-350D Astar (AS-350)	Aerospatiale SA-350D Astar (AS-350)	1.351293	1.651581	0.022391	0.027367	1.351293	1.651581	0.022391	0.027367	
				Sub-Total Civil Helicopter	**77**	**94**	**1**	**2**	**77**	**94**	**1**	**2**	
C-12	C12	1463	BEECH SUPER KING AIR HURON PW PT6A-41 NM	Raytheon C-12 Huron	59.228577	72.390483	0.981423	1.199517	59.228577	72.390483	0.981423	1.199517	
LJ35	C21A	3202	LEARJET 35 TFE731-2-2B NM	Bombardier Learjet 35A/36A (C-21A)	39.485718	48.260322	0.654282	0.799678	39.485718	48.260322	0.654282	0.799678	
				Sub-Total Military Aircraft	99	121	2	2	99	121	2	2	
H60	S70	21	Sikorsky S-70 Blackhawk (UH-60A)	Sikorsky UH-60 Black Hawk	111.55158	136.34082	1.848420	2.259180	111.551580	136.340820	1.848420	2.259180	
				Sub-Total Military Helicopter	**112**	**136**	**2**	**2**	**112**	**136**	**2**	**2**	
				Sub-Total Aircraft Operations	**3,558**	**4,348**	**59**	**72**	**3,558**	**4,348**	**59**	**72**	
				Total Aircraft Operations	**16,440**								

Table 8.4 Annual Aircraft Operations Year 2033												
ICAO Aircraft ID	ANP Aircraft ID	Equipment ID	Description		Arrivals				Departures			
					Day		Night		Day		Night	
			ANP	Airframe	RW18	RW36	RW18	RW36	RW18	RW36	RW18	RW36
BE55	BEC58P	3248	BARON 58P/TSI0-520-L	Raytheon Beech 55 Baron	4.809303	5.878037	0.079691	0.097400	4.809303	5.878037	0.079691	0.097400
BE58	BEC58P	1196	BARON 58P/TSI0-520-L	Raytheon Beech Baron 58	12.023258	14.695093	0.199226	0.243499	12.023258	14.695093	0.199226	0.243499
C310	BEC58P	1198	BARON 58P/TSI0-520-L	Cessna 310	21.641864	26.451167	0.358608	0.438298	21.641864	26.451167	0.358608	0.438298
C414	BEC58P	6557	BARON 58P/TSI0-520-L	Cessna 411 (FAS)	4.809303	5.878037	0.079691	0.097400	4.809303	5.878037	0.079691	0.097400
PA31	BEC58P	779	BARON 58P/TSI0-520-L	Piper PA-31 Navajo	14.427909	17.634111	0.239072	0.292199	14.427909	17.634111	0.239072	0.292199
C170	CNA172	1261	CESSNA 172R / LYCOMING IO-360-L2A	Cessna 172 Skyhawk	57.711637	70.536446	0.956287	1.168795	57.711637	70.536446	0.956287	1.168795
C172	CNA172	1261	CESSNA 172R / LYCOMING IO-360-L2A	Cessna 172 Skyhawk	283.267953	346.216387	4.693776	5.736838	283.267953	346.216387	4.693776	5.736838
C180	CNA182	1262	Cessna 182H / Continental O-470-R	Cessna 182	4.809303	5.878037	0.079691	0.097400	4.809303	5.878037	0.079691	0.097400
C182	CNA182	1262	Cessna 182H / Continental O-470-R	Cessna 182	247.679110	302.718913	4.104066	5.016080	247.679110	302.718913	4.104066	5.016080
O1	CNA182	1262	Cessna 182H / Continental O-470-R	Cessna 182	57.711637	70.536446	0.956287	1.168795	57.711637	70.536446	0.956287	1.168795
C206	CNA206T	3171	CESSNA T206H / LYCOMING TIO-540-AJ1A	Cessna 206	286.153535	349.743210	4.741591	5.795277	286.153535	349.743210	4.741591	5.795277
DA50	CNA206	6648	CESSNA 206H / LYCOMING IO-540-AC	Diamond DA50	4.809303	5.878037	0.079691	0.097400	4.809303	5.878037	0.079691	0.097400
K100	CNA208	4672	Cessna 208 / PT6A-114	Quest Kodiak 100	4.809303	5.878037	0.079691	0.097400	4.809303	5.878037	0.079691	0.097400
PC12	CNA208	1489	Cessna 208 / PT6A-114	Pilatus PC-12	4.809303	5.878037	0.079691	0.097400	4.809303	5.878037	0.079691	0.097400
TBM7	CNA208	1530	Cessna 208 / PT6A-114	EADS Socata TBM-700	4.809303	5.878037	0.079691	0.097400	4.809303	5.878037	0.079691	0.097400
SR22T	COMSEP	6646	1985 1-ENG COMP	Cirrus SR22 (FAS)	116.505368	142.395450	1.930505	2.359506	116.505368	142.395450	1.930505	2.359506
SR22	COMSEP	6646	1985 1-ENG COMP	Cirrus SR22 (FAS)	187.322356	228.949547	3.103949	3.793715	187.322356	228.949547	3.103949	3.793715
BE20	DHC6	1477	DASH 6/PT6A-27	Raytheon Super King Air 200	14.427909	17.634111	0.239072	0.292199	14.427909	17.634111	0.239072	0.292199
BE30	DHC6	1503	DASH 6/PT6A-27	Raytheon Super King Air 300	9.618606	11.756074	0.159381	0.194799	9.618606	11.756074	0.159381	0.194799
BE9L	DHC6	1469	DASH 6/PT6A-27	Raytheon King Air 90	9.618606	11.756074	0.159381	0.194799	9.618606	11.756074	0.159381	0.194799
AA5	GASEPF	6300	1985 1-ENG FP PROP	Grumman AA-5A/B (FAS)	21.641864	26.451167	0.358608	0.438298	21.641864	26.451167	0.358608	0.438298
BE23	GASEPF	6245	1985 1-ENG FP PROP	Beech 23 Musketeer Sundowner (FAS)	12.023258	14.695093	0.199226	0.243499	12.023258	14.695093	0.199226	0.243499
C140	GASEPF	6261	1985 1-ENG FP PROP	Cessna 140 (FAS)	14.427909	17.634111	0.239072	0.292199	14.427909	17.634111	0.239072	0.292199
C150	GASEPF	1882	1985 1-ENG FP PROP	Cessna 150 Series	75.385826	92.138232	1.249150	1.526739	75.385826	92.138232	1.249150	1.526739
C152	GASEPF	6262	1985 1-ENG FP PROP	Cessna 152 (FAS)	4.809303	5.878037	0.079691	0.097400	4.809303	5.878037	0.079691	0.097400
C162	GASEPF	6263	1985 1-ENG FP PROP	Cessna 162 (FAS)	4.809303	5.878037	0.079691	0.097400	4.809303	5.878037	0.079691	0.097400
COZY	GASEPF	6285	1985 1-ENG FP PROP	Cozy (FAS)	2.404652	2.939019	0.039845	0.048700	2.404652	2.939019	0.039845	0.048700
N677SK	GASEPF	6331	1985 1-ENG FP PROP	Vans RV8 (FAS)	2.404652	2.939019	0.039845	0.048700	2.404652	2.939019	0.039845	0.048700
PA38	GASEPF	6315	1985 1-ENG FP PROP	Piper PA-38 Tomahawk (FAS)	2.404652	2.939019	0.039845	0.048700	2.404652	2.939019	0.039845	0.048700
S108	GASEPF	6323	1985 1-ENG FP PROP	Stinson (FAS)	2.404652	2.939019	0.039845	0.048700	2.404652	2.939019	0.039845	0.048700
AT8T	GASEPV	1505	1985 1-ENG VP PROP	ATI AT-802	533.832646	652.462122	8.845656	10.811358	533.832646	652.462122	8.845656	10.811358
BE33	GASEPV	6253	1985 1-ENG VP PROP	Beechcraft Bonanza 35 (FAS)	4.809303	5.878037	0.079691	0.097400	4.809303	5.878037	0.079691	0.097400
BE35	GASEPV	6253	1985 1-ENG VP PROP	Beechcraft Bonanza 35 (FAS)	125.041881	152.828966	2.071956	2.532390	125.041881	152.828966	2.071956	2.532390
BE36	GASEPV	6253	1985 1-ENG VP PROP	Beechcraft Bonanza 35 (FAS)	36.069773	44.085279	0.597679	0.730497	36.069773	44.085279	0.597679	0.730497
DA40	GASEPV	6286	1985 1-ENG VP PROP	Diamond DA40	70.816988	86.554097	1.173444	1.434209	70.816988	86.554097	1.173444	1.434209
EXP	GASEPV	6294	1985 1-ENG VP PROP	Express 2000 (FAS)	28.855819	35.268223	0.478144	0.584398	28.855819	35.268223	0.478144	0.584398
M20P	GASEPV	1898	1985 1-ENG VP PROP	Mooney M20-K	24.046516	29.390186	0.398453	0.486998	24.046516	29.390186	0.398453	0.486998
NAVI	GASEPV	1269	1985 1-ENG VP PROP	Ryan Navion B	12.023258	14.695093	0.199226	0.243499	12.023258	14.695093	0.199226	0.243499
P210	GASEPV	1277	1985 1-ENG VP PROP	Cessna 210 Centurion	12.023258	14.695093	0.199226	0.243499	12.023258	14.695093	0.199226	0.243499
P32R	GASEPV	1271	1985 1-ENG VP PROP	Piper PA-32 Cherokee Six	4.809303	5.878037	0.079691	0.097400	4.809303	5.878037	0.079691	0.097400
PA24	GASEPV	1901	1985 1-ENG VP PROP	Piper PA-24 Comanche	14.427909	17.634111	0.239072	0.292199	14.427909	17.634111	0.239072	0.292199

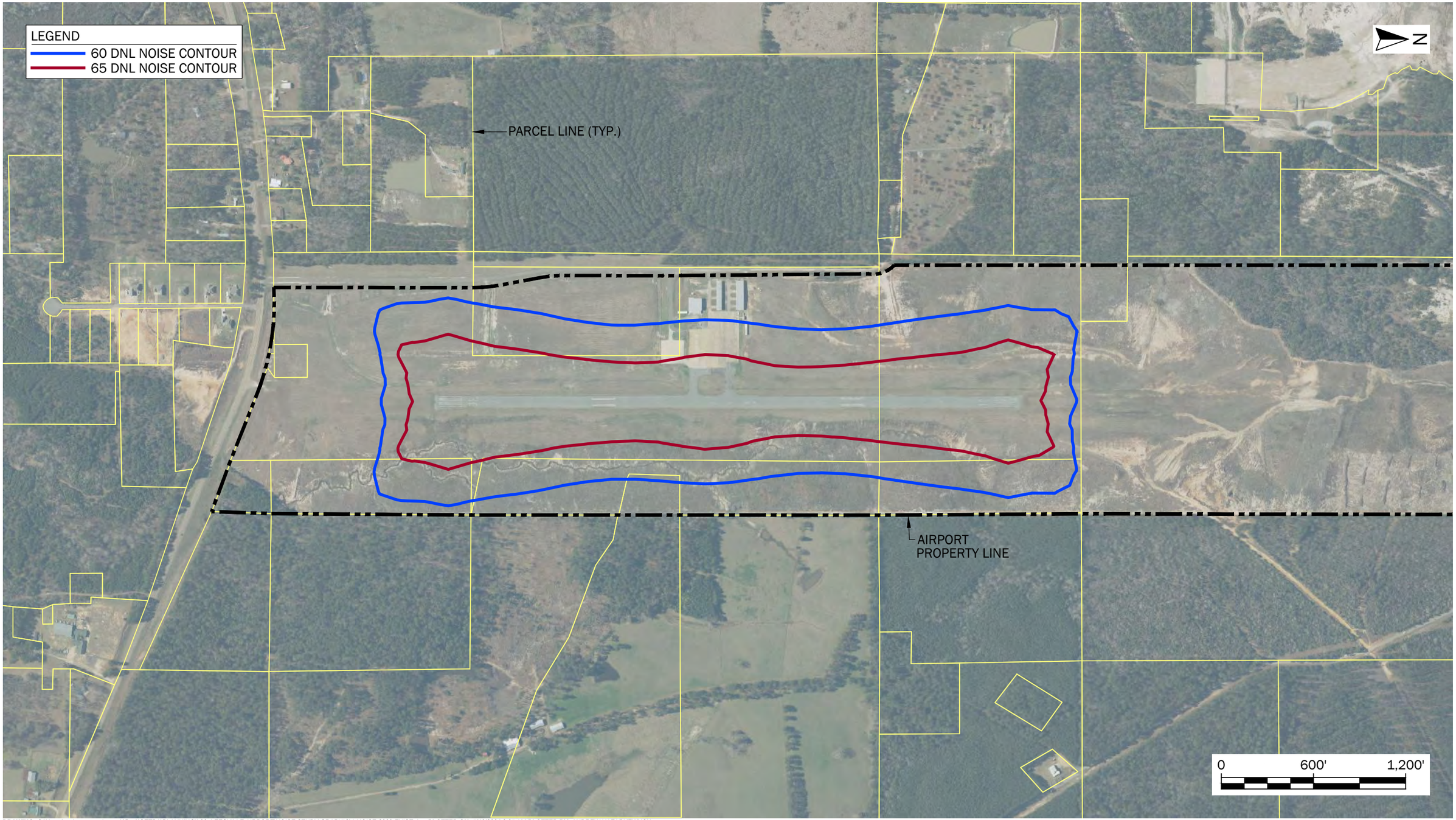
Table 8.4 Annual Aircraft Operations Year 2033												
ICAO Aircraft ID	ANP Aircraft ID	Equipment ID	Description		Arrivals				Departures			
					Day		Night		Day		Night	
			ANP	Airframe	RW18	RW36	RW18	RW36	RW18	RW36	RW18	RW36
P32	GASEPV	1271	1985 1-ENG VP PROP	Piper PA-32 Cherokee Six	12.023258	14.695093	0.199226	0.243499	12.023258	14.695093	0.199226	0.243499
RV7	GASEPV	6330	1985 1-ENG VP PROP	Vans RV-7	2.404652	2.939019	0.039845	0.048700	2.404652	2.939019	0.039845	0.048700
RV8	GASEPV	6331	1985 1-ENG VP PROP	Vans RV8 (FAS)	12.023258	14.695093	0.199226	0.243499	12.023258	14.695093	0.199226	0.243499
RV10	GASEPV	6325	1985 1-ENG VP PROP	Vans RV10 (FAS)	16.832561	20.573130	0.278917	0.340899	16.832561	20.573130	0.278917	0.340899
RV12	GASEPV	6326	1985 1-ENG VP PROP	Vans RV12 (FAS)	9.618606	11.756074	0.159381	0.194799	9.618606	11.756074	0.159381	0.194799
TB30	GASEPV	1906	1985 1-ENG VP PROP	EADS Socata TB-20 Trinidad	4.809303	5.878037	0.079691	0.097400	4.809303	5.878037	0.079691	0.097400
P28A	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	824.675251	1007.936418	13.664945	16.701600	824.675251	1007.936418	13.664945	16.701600
P28B	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	13.706514	16.752406	0.227118	0.277589	13.706514	16.752406	0.227118	0.277589
P28R	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	6.853257	8.376203	0.113559	0.138794	6.853257	8.376203	0.113559	0.138794
P28U	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	2.284419	2.792068	0.037853	0.046265	2.284419	2.792068	0.037853	0.046265
PA30	PA30	2104	PIPER TWIN COMANCHE PA-30 / IO-320-B1A	Piper PA-30 Twin Comanche	76.948850	94.048594	1.275050	1.558394	76.948850	94.048594	1.275050	1.558394
DA60	PA30	6288	PIPER TWIN COMANCHE PA-30 / IO-320-B1A	Diamond DA62	2.404652	2.939019	0.039845	0.048700	2.404652	2.939019	0.039845	0.048700
DA62	PA30	6288	PIPER TWIN COMANCHE PA-30 / IO-320-B1A	Diamond DA62	12.023258	14.695093	0.199226	0.243499	12.023258	14.695093	0.199226	0.243499
				Sub-Total Civil Airplane	**3,358**	**4,104**	**56**	**68**	**3,358**	**4,104**	**56**	**68**
B06	B206L	26	Bell 206L Long Ranger	Bell 206 JetRanger	34.193930	41.792581	0.566597	0.692507	34.193930	41.792581	0.566597	0.692507
B212	B212	4092	Bell 212 Huey (UH-1N) (CH-135)	Bell 214B-1	5.544962	6.777175	0.091881	0.112298	5.544962	6.777175	0.091881	0.112298
B430	B430	4126	Bell 430	Bell 430	0.462080	0.564765	0.007657	0.009358	0.462080	0.564765	0.007657	0.009358
EC35	EC130	4097	Eurocopter EC-130 w/Arriel 2B1	Eurocopter EC-T2 (CPDS)	4.620801	5.647646	0.076567	0.093582	4.620801	5.647646	0.076567	0.093582
EC45	EC130	4097	Eurocopter EC-130 w/Arriel 2B1	Eurocopter EC-T2 (CPDS)	0.924160	1.129529	0.015313	0.018716	0.924160	1.129529	0.015313	0.018716
R44	R44	3161	Robinson R44 Raven / Lycoming O-540-F1B5	Robinson R44 Raven / Lycoming O-540-F1B5	16.172805	19.766761	0.267985	0.327537	16.172805	19.766761	0.267985	0.327537
R66	R44	3161	Robinson R44 Raven / Lycoming O-540-F1B5	Robinson R44 Raven / Lycoming O-540-F1B5	14.786564	18.072467	0.245015	0.299462	14.786564	18.072467	0.245015	0.299462
H60	S70	20	Sikorsky S-70 Blackhawk (UH-60A)	Sikorsky SH-60 Sea Hawk	0.924160	1.129529	0.015313	0.018716	0.924160	1.129529	0.015313	0.018716
AS50	SA350D	3810	Aerospatiale SA-350D Astar (AS-350)	Aerospatiale SA-350D Astar (AS-350)	1.386240	1.694294	0.022970	0.028075	1.386240	1.694294	0.022970	0.028075
				Sub-Total Civil Helicopter	79	97	1	2	79	97	1	2
C-12	C12	1463	BEECH SUPER KING AIR HURON PW PT6A-41 NM	Raytheon C-12 Huron	60.822171	74.338209	1.007829	1.231791	60.822171	74.338209	1.007829	1.231791
LJ35	C21A	3202	LEARJET 35 TFE731-2-2B NM	Bombardier Learjet 35A/36A (C-21A)	40.548114	49.558806	0.671886	0.821194	40.548114	49.558806	0.671886	0.821194
				Sub-Total Military Aircraft	**101**	**124**	**2**	**2**	**101**	**124**	**2**	**2**
H60	S70	21	Sikorsky S-70 Blackhawk (UH-60A)	Sikorsky UH-60 Black Hawk	114.4289025	139.8575475	1.896098	2.317453	114.428903	139.857548	1.896098	2.317453
				Sub-Total Military Helicopter	**114**	**140**	**2**	**2**	**114**	**140**	**2**	**2**
				Sub-Total Aircraft Operations	**3,653**	**4,464**	**61**	**74**	**3,653**	**4,464**	**61**	**74**
				Total Aircraft Operations	**16,879**							

Table 8.5 Annual Aircraft Touch and Go Operations Year 2023								
ICAO Aircraft ID	ANP Aircraft ID	Equipment ID	Description ANP	Airframe	Day RW18	Day RW36	Night RW18	Night RW36
C172	CNA172	1261	CESSNA 172R / LYCOMING IO-360-L2A	Cessna 172 Skyhawk	13.340952	16.305608	0.221061	0.270185
SR22T	COMSEP	6646	1985 1-ENG COMP	Cirrus SR22 (FAS)	5.487004	6.706339	0.090920	0.111125
SR22	COMSEP	6646	1985 1-ENG COMP	Cirrus SR22 (FAS)	8.822242	10.782741	0.146185	0.178671
C150	GASEPF	1882	1985 1-ENG FP PROP	Cessna 150 Series	3.550415	4.339396	0.058831	0.071904
DA40	GASEPV	6286	1985 1-ENG VP PROP	Diamond DA40	3.335238	4.076402	0.055265	0.067546
P28A	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	38.839384	47.470358	0.643572	0.786588
P28B	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	0.645530	0.788981	0.010696	0.013073
P28R	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	0.322765	0.394491	0.005348	0.006537
P28U	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	0.107588	0.131497	0.001783	0.002179
				Sub-Total Touch and Go	**74**	**91**	**1**	**2**
				Total Touch and Go	**168**			

Table 8.6 Annual Aircraft Touch and Go Operations Year 2026								
ICAO Aircraft ID	ANP Aircraft ID	Equipment ID	Description ANP	Airframe	Day RW18	Day RW36	Night RW18	Night RW36
C172	CNA172	1261	CESSNA 172R / LYCOMING IO-360-L2A	Cessna 172 Skyhawk	13.548086	16.558771	0.224493	0.274380
SR22T	COMSEP	6646	1985 1-ENG COMP	Cirrus SR22 (FAS)	5.572196	6.810462	0.092332	0.112850
SR22	COMSEP	6646	1985 1-ENG COMP	Cirrus SR22 (FAS)	8.959218	10.950155	0.148455	0.181445
C150	GASEPF	1882	1985 1-ENG FP PROP	Cessna 150 Series	3.605539	4.406770	0.059744	0.073021
DA40	GASEPV	6286	1985 1-ENG VP PROP	Diamond DA40	3.387021	4.139693	0.056123	0.068595
P28A	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	39.442410	48.207391	0.653564	0.798801
P28B	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	0.655553	0.801231	0.010863	0.013276
P28R	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	0.327776	0.400615	0.005431	0.006638
P28U	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	0.109259	0.133538	0.001810	0.002213
				Sub-Total Touch and Go	**76**	**92**	**1**	**2**
				Total Touch and Go	**171**			

Table 8.7 Annual Aircraft Touch and Go Operations Year 2031								
ICAO Aircraft ID	ANP Aircraft ID	Equipment ID	Description		Day		Night	
			ANP	Airframe	RW18	RW36	RW18	RW36
C172	CNA172	1261	CESSNA 172R / LYCOMING IO-360-L2A	Cessna 172 Skyhawk	14.520464	17.747233	0.240605	0.294073
SR22T	COMSEP	6646	1985 1-ENG COMP	Cirrus SR22 (FAS)	5.972126	7.299265	0.098959	0.120950
SR22	COMSEP	6646	1985 1-ENG COMP	Cirrus SR22 (FAS)	9.602242	11.736074	0.159110	0.194468
C150	GASEPF	1882	1985 1-ENG FP PROP	Cessna 150 Series	3.864317	4.723054	0.064032	0.078261
DA40	GASEPV	6286	1985 1-ENG VP PROP	Diamond DA40	3.630116	4.436808	0.060151	0.073518
P28A	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	42.273286	51.667349	0.700472	0.856133
P28B	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	0.702603	0.858737	0.011642	0.014229
P28R	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	0.351302	0.429369	0.005821	0.007115
P28U	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	0.117101	0.143123	0.001940	0.002372
				Sub-Total Touch and Go	**81**	**99**	**1**	**2**
				Total Touch and Go	**183**			

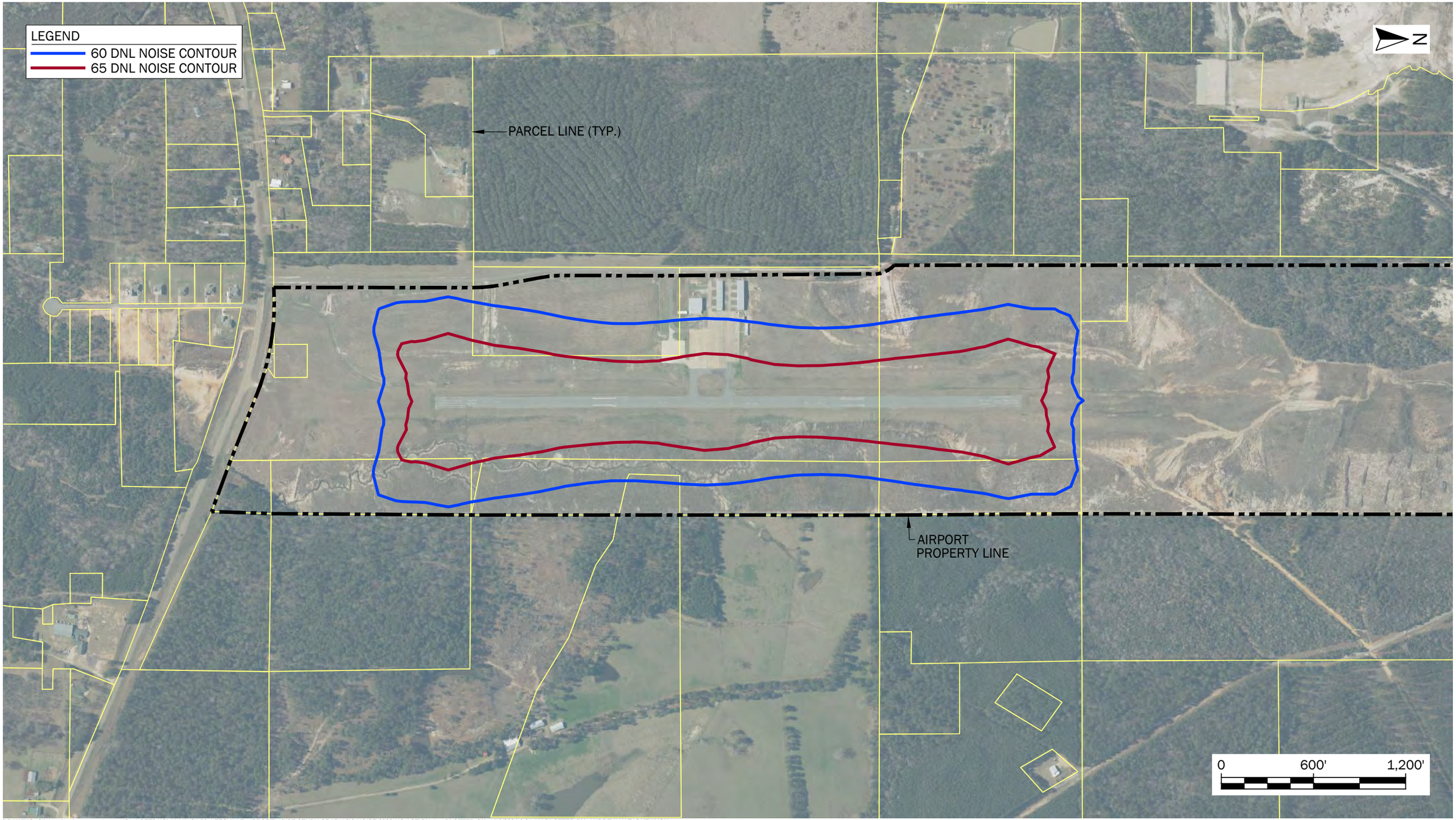
Table 8.8 Annual Aircraft Touch and Go Operations Year 2033								
ICAO Aircraft ID	ANP Aircraft ID	Equipment ID	Description		Day		Night	
			ANP	Airframe	RW18	RW36	RW18	RW36
C172	CNA172	1261	CESSNA 172R / LYCOMING IO-360-L2A	Cessna 172 Skyhawk	14.908840	18.221915	0.247041	0.301939
SR22T	COMSEP	6646	1985 1-ENG COMP	Cirrus SR22 (FAS)	6.131861	7.494497	0.101606	0.124185
SR22	COMSEP	6646	1985 1-ENG COMP	Cirrus SR22 (FAS)	9.859071	12.049976	0.163366	0.199669
C150	GASEPF	1882	1985 1-ENG FP PROP	Cessna 150 Series	3.967675	4.849381	0.065745	0.080355
DA40	GASEPV	6286	1985 1-ENG VP PROP	Diamond DA40	3.727210	4.555479	0.061760	0.075485
P28A	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	43.403961	53.049285	0.719208	0.879032
P28B	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	0.721395	0.881706	0.011954	0.014610
P28R	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	0.360698	0.440853	0.005977	0.007305
P28U	GASEPF	1887	1985 1-ENG FP PROP	Piper PA-28 Cherokee Series	0.120233	0.146951	0.001992	0.002435
				Sub-Total Touch and Go	83	102	1	2
				Total Touch and Go	**188**			



DRAWING: C:\Users\andrew.nazarkewych\Box\ICETPA\PLANNING\L39_LEESVILLE AIRPORT\NOISE STUDY GRAPHIC\1-NOISE-2023-EXIST.dwg **PLOTTED ON:** 5/10/2024 9:25 AM **PLOTTED BY:** ANDREW NAZARKEWYCH

INFRASTRUCTURE
CONSULTING & ENGINEERING

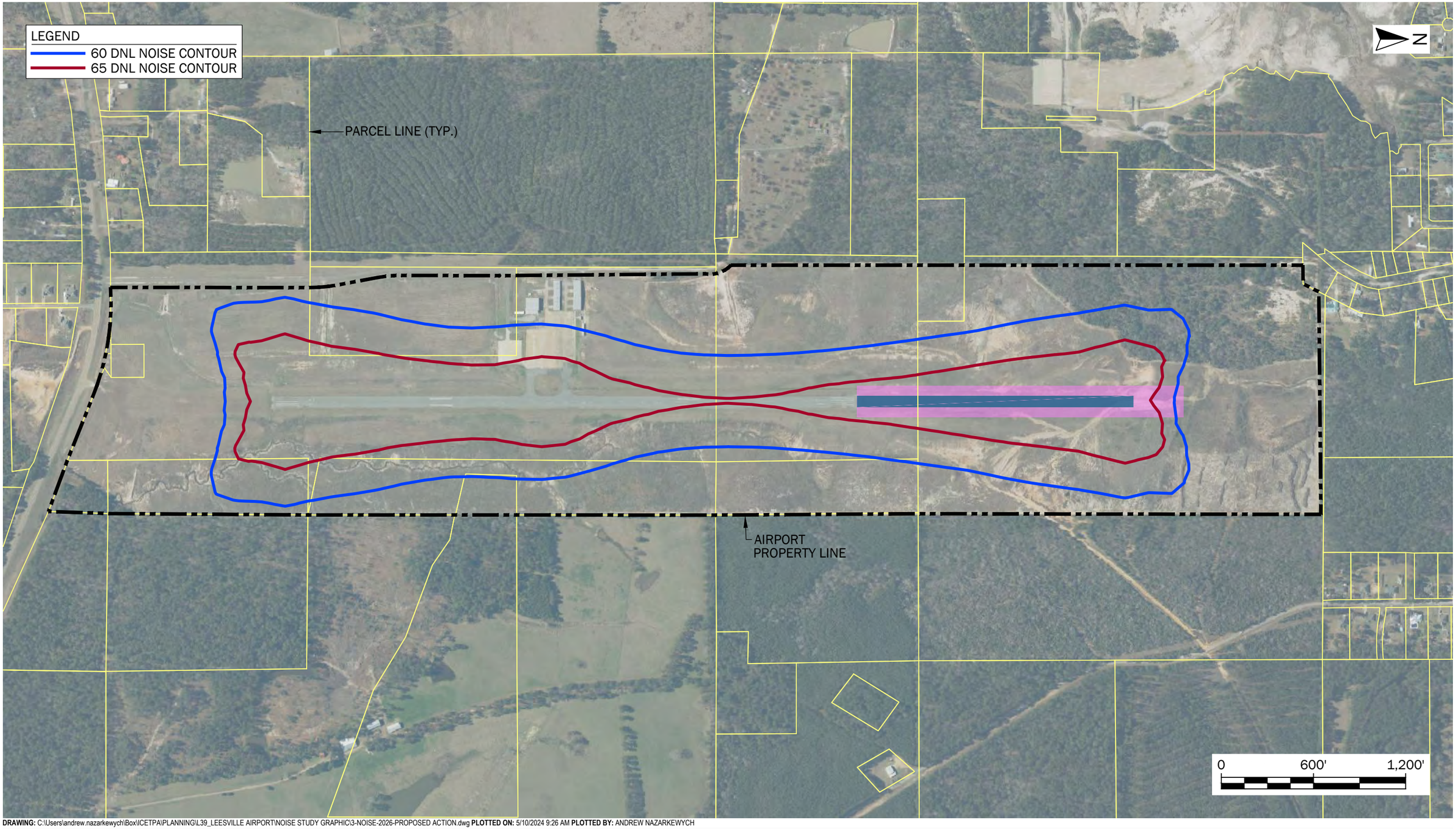
2023 EXISTING DNL NOISE CONTOURS



DRAWING: C:\Users\andrew.nazarkewych\Box\ICETPA\PLANNING\L39_LEESVILLE AIRPORT\NOISE STUDY GRAPHIC\2-NOISE-2026-NO ACTION.dwg **PLOTTED ON:** 5/10/2024 9:25 AM **PLOTTED BY:** ANDREW NAZARKEWYCH

INFRASTRUCTURE CONSULTING & ENGINEERING

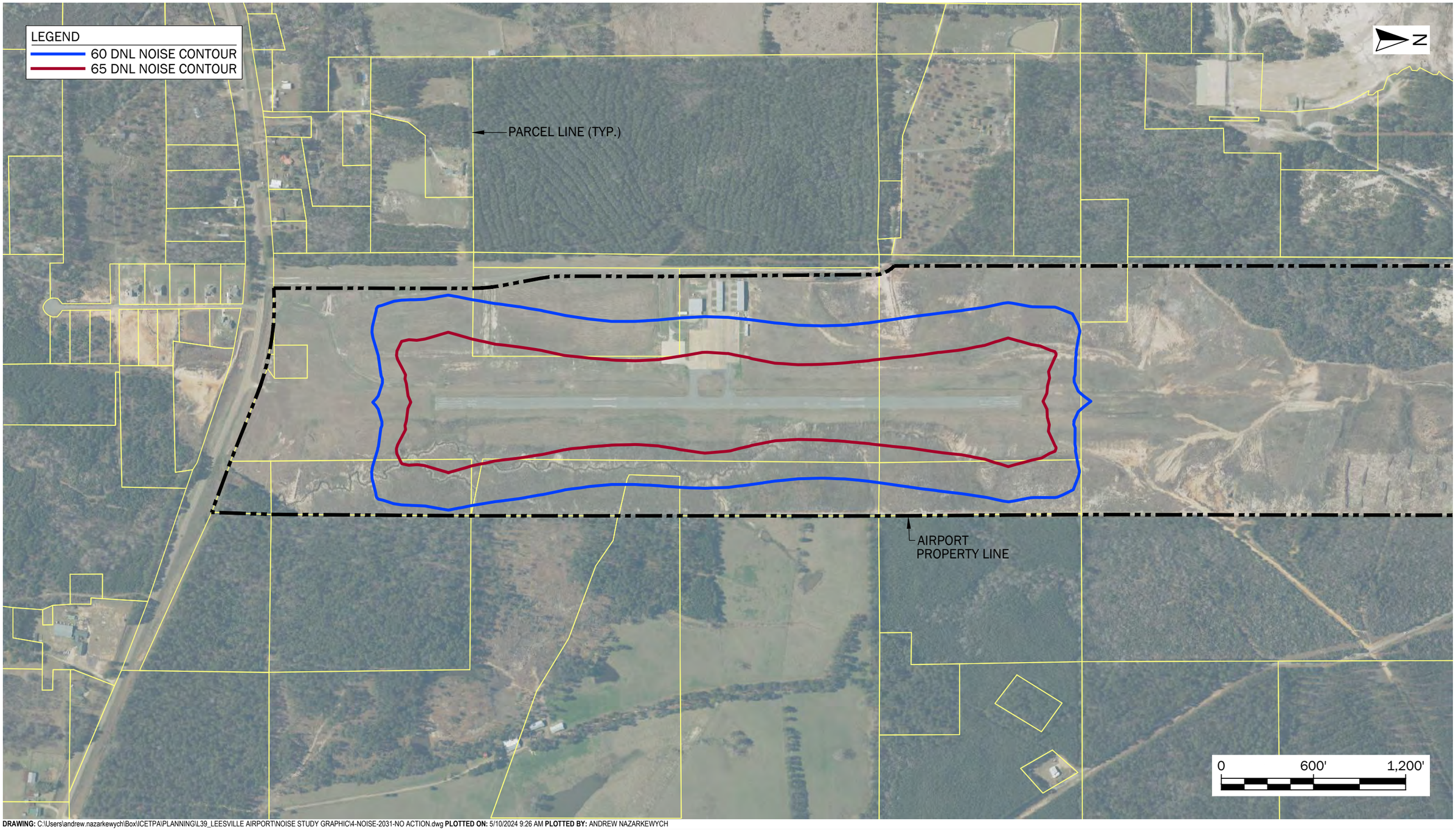
2026 NO ACTION DNL NOISE CONTOURS



DRAWING: C:\Users\andrew.nazarkewych\Box\ICETPA\PLANNING\L39_LEESVILLE AIRPORT\NOISE STUDY GRAPHIC\3-NOISE-2026-PROPOSED ACTION.dwg **PLOTTED ON:** 5/10/2024 9:26 AM **PLOTTED BY:** ANDREW NAZARKEWYCH

INFRASTRUCTURE CONSULTING & ENGINEERING

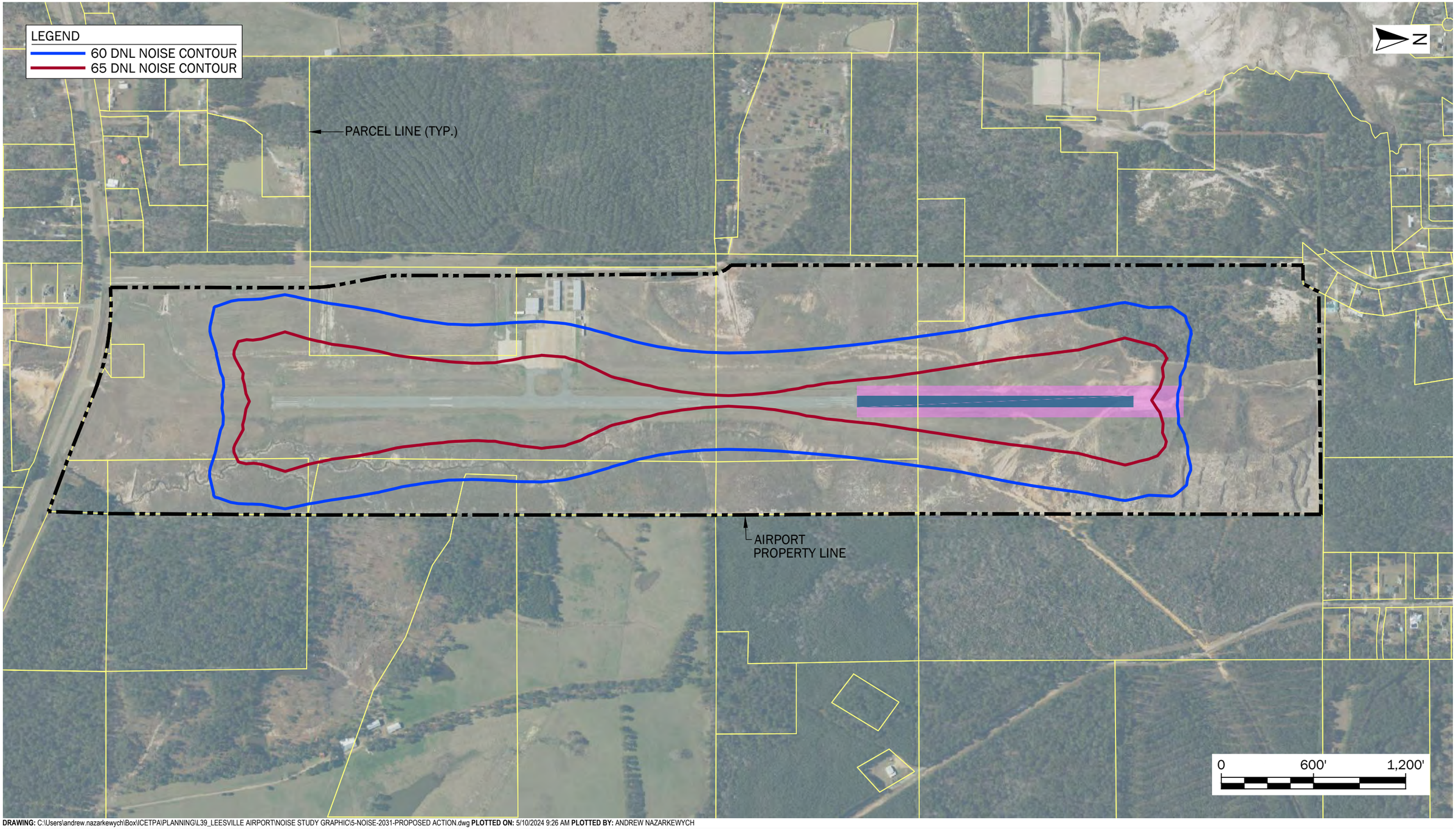
2026 PROPOSED ACTION DNL NOISE CONTOURS



DRAWING: C:\Users\andrew.nazarkewych\Box\ICETPA\PLANNING\L39_LEESVILLE AIRPORT\NOISE STUDY GRAPHIC\4-NOISE-2031-NO ACTION.dwg **PLOTTED ON:** 5/10/2024 9:26 AM **PLOTTED BY:** ANDREW NAZARKEWYCH

INFRASTRUCTURE CONSULTING & ENGINEERING

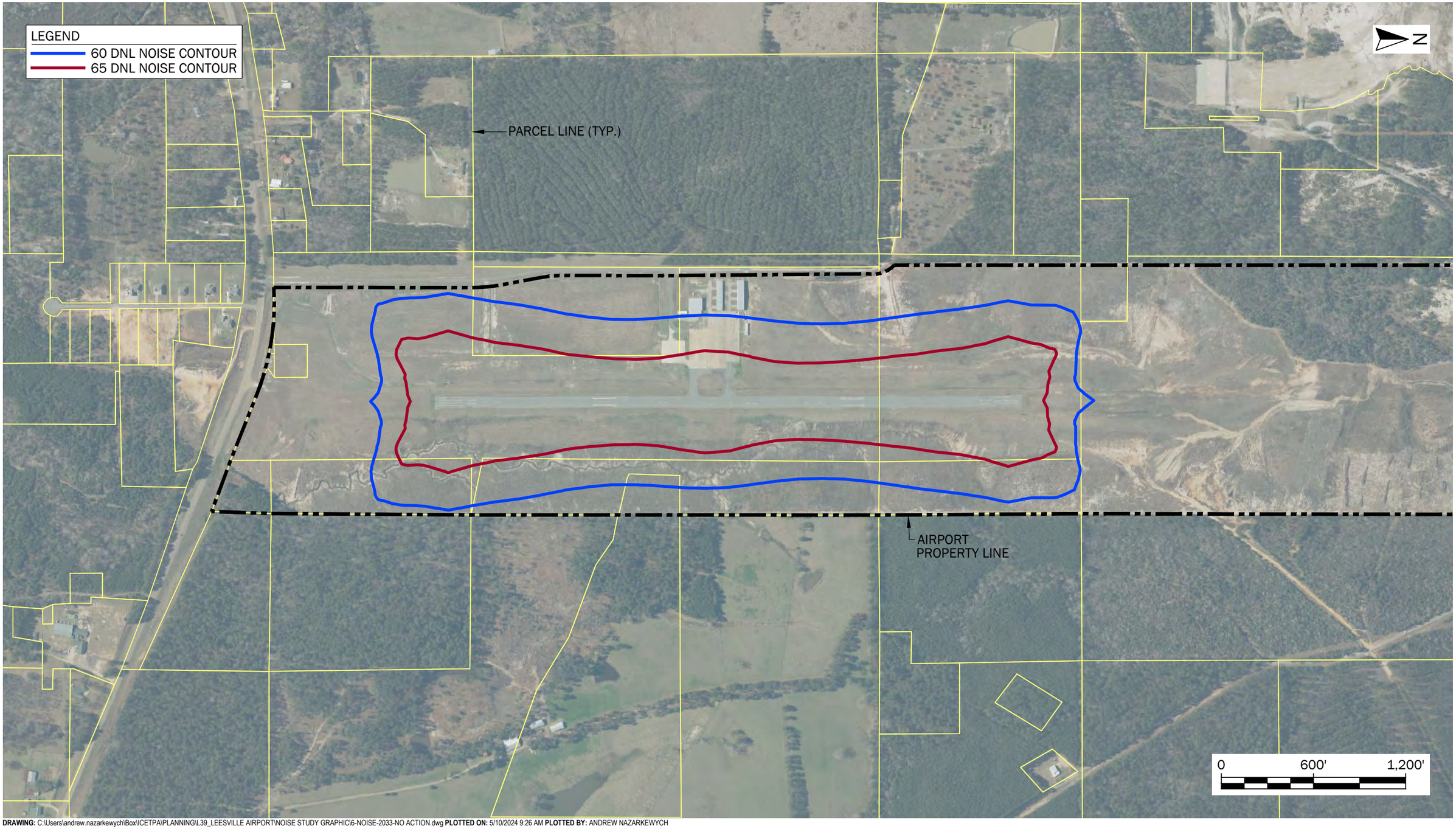
2031 NO ACTION DNL NOISE CONTOURS



DRAWING: C:\Users\andrew.nazarkewych\Box\ICETPA\PLANNING\L39_LEESVILLE AIRPORT\NOISE STUDY GRAPHIC\5-NOISE-2031-PROPOSED ACTION.dwg **PLOTTED ON:** 5/10/2024 9:26 AM **PLOTTED BY:** ANDREW NAZARKEWYCH

INFRASTRUCTURE CONSULTING & ENGINEERING

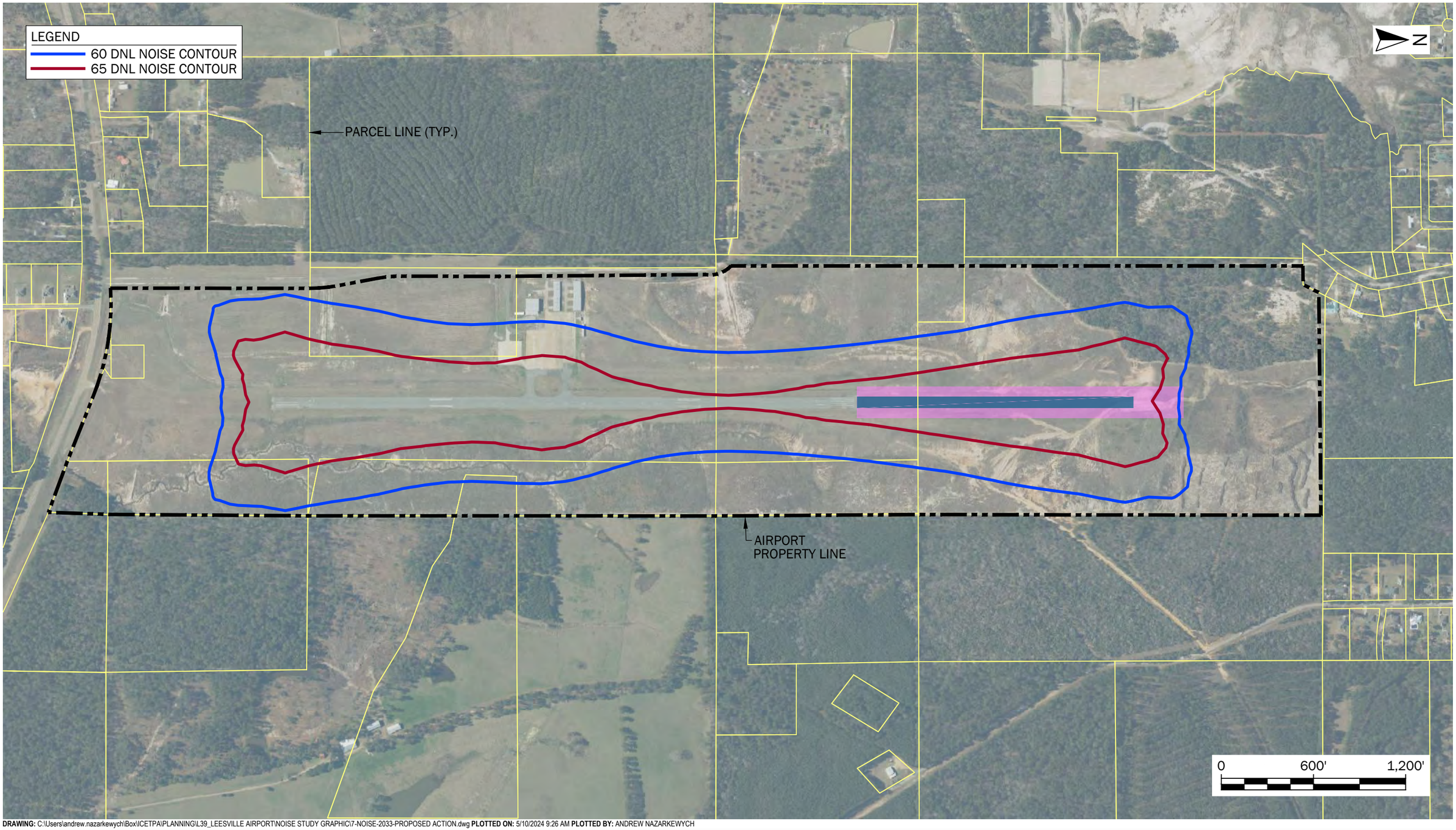
2031 PROPOSED ACTION DNL NOISE CONTOURS



DRAWING: C:\Users\andrew.nazarkewych\Box\ICETPA\PLANNING\L39_LEESVILLE AIRPORT\NOISE STUDY GRAPHIC\6-NOISE-2033-NO ACTION.dwg **PLOTTED ON:** 5/10/2024 9:26 AM **PLOTTED BY:** ANDREW NAZARKEWYCH

INFRASTRUCTURE CONSULTING & ENGINEERING

2033 NO ACTION DNL NOISE CONTOURS



DRAWING: C:\Users\andrew.nazarkewych\Box\ICETPA\PLANNING\L39_LEESVILLE AIRPORT\NOISE STUDY GRAPHIC\7-NOISE-2033-PROPOSED ACTION.dwg **PLOTTED ON:** 5/10/2024 9:26 AM **PLOTTED BY:** ANDREW NAZARKEWYCH

INFRASTRUCTURE CONSULTING & ENGINEERING

2033 PROPOSED ACTION DNL NOISE CONTOURS

November 16, 2023

City of Leesville LA
PO Box 1191
Leesville, Louisiana 71496

Attn: Mr. Paul Jackson
Email: airport@leesvillela.gov
Phone: (337) 238-5968

RE: Waters of the United States Delineation
Leesville Airport Runway Extension
424 Airport Road
Leesville, Vernon Parish, Louisiana
Terracon Project No. EH237102

Dear Mr. Jackson:

Terracon is pleased to submit the enclosed Waters of the U.S. (WOTUS) Delineation report in accordance with our proposal (Terracon Proposal No. PEH237102) dated September 8, 2023. The findings of Terracon's delineation are summarized below:

- Total Site Size – 305.00 acres
- Forested Wetlands – 0 acres
- Non-Jurisdictional Aquatic Features/Streams –7,361.84 linear feet

Considerations

Terracon understands that the purpose of this delineation is for use in preparation of the Environmental Assessment and for future projects.

Recommendations

If future activities would result in impacts to aquatic resources located on the site, 404/401 Clean Water Act (CWA) permitting will likely not be required.

Closing

Terracon appreciates the opportunity to provide services on this important project. Please feel free to contact either of the undersigned if you have any questions or require additional information.

Sincerely,
Terracon Consultants, Inc.

Melissa Savoy
Staff Scientist

Jennifer Peters
Environmental Program Manager

Melissa Savoy

For: David Brunet
Project Scientist

Enclosure: Waters of the US Delineation Report

Waters of the U.S. Delineation

Leesville Airport Runway Extension
424 Airport Road
Leesville, Vernon Parish, Louisiana

November 16, 2023

Terracon Project No. EH237102

Prepared for:
City of Leesville LA
Leesville, Louisiana

Prepared by:
Terracon Consultants, Inc.
Baton Rouge, Louisiana

Explore with us

TABLE OF CONTENTS

APPENDICES

1.0 INTRODUCTION

Terracon Consultants, Inc. (Terracon) was retained by City of Leesville LA (client) to perform a Waters of the U.S. (WOTUS) delineation on the Leesville Airport Runway Extension site located in Leesville, Vernon Parish, Louisiana hereafter referred to as the site. The site location is depicted on Exhibit 1 in Appendix A. The WOTUS Delineation was performed in accordance with our proposal (Terracon Proposal No. PEH237102) dated September 8, 2023.

The site area is approximately 305 acres and is partially developed as a regional airport with one runway. Photographs depicting the conditions on-site are provided in Appendix C.

The purpose of performing the preliminary WOTUS delineation was to characterize the existing site conditions, observe the site for the presence of WOTUS, including wetlands, and provide an opinion regarding whether or not WOTUS (if observed) would be considered jurisdictional by the United States Army Corps of Engineers (USACE).

2.0 SCOPE OF SERVICES

Terracon performed the following scope of work in accordance with our proposal:

- Preliminary Data Gathering and Analysis of readily available government documentation.
- Mobilized to the site to conduct the Field Delineation using consecutively numbered colored flagging to mark aquatic resource boundaries.
- Sub-meter Global Positioning Satellite (GPS) surveying of each delineation flag.
- Prepared a map showing approximate locations of delineated WOTUS, including wetland areas observed during the Field Delineation, if any.
- Completed a WOTUS Delineation Report that included site characterization information, a discussion of applicable data, and recommendations for the site.

3.0 PRELIMINARY DATA GATHERING AND ANALYSIS

Prior to visiting the site to conduct the field delineation, background research was conducted, consisting of locating and reviewing historic aerial photographs, historic topographic maps, U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) maps, U.S. Geological Survey (USGS) National Hydrography Dataset (NHD) maps, soil data from the Natural Resources Conservation Service (NRCS), Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM), publicly available elevation data such as light detection and ranging (LiDAR) data, and/or other related data based on availability. The preliminary data analysis assisted Terracon in identifying potential aquatic resources and jurisdictional features on the site. The data evaluated is described in the subsections below.

3.1 Topographic Map

The readily available USGS topographic map was reviewed to evaluate the potential presence of aquatic resources that may be considered WOTUS by USACE. Table 1 contains a brief description of applicable features identified during review of the topographic map.

- **Topographic map:** 2020 Leesville, Louisiana – USGS Topographic Map (1:24,000)

Table 1: Summary of the Topographic Map

Direction	Description
Site	The site is illustrated as an airport, with streams depicted near the northwest and southeast corners of the property
North	Mix of undeveloped and residential property
East	Undeveloped
South	Highway 8 followed by residential property
West	Undeveloped

Based on the review of the USGS topographic map, the site elevation ranges from approximately 250 to 300 feet above mean sea level. The site slopes to the west-southwest. The topographic map depicts the site as a combination of cleared and wooded land partially developed as an airport. One (1) stream channel is illustrated near the northwest corner of the project area. The topographic map is provided as Exhibit 2 in Appendix A.

3.2 National Wetlands Inventory and National Hydrography Dataset

The USFWS NWI map was reviewed to identify wetland areas on the site and in the immediate vicinity. The NWI map depicts suspect wetland areas and waterbodies based on stereoscopic analysis of high-altitude aerial photographs. The NHD is used to portray surface water. The NHD represents the drainage network with features such as rivers, streams, canals, lakes, ponds, coastline, dams, and streamgages. A NWI/NHD map is included as Exhibit 3 in Appendix A.

The review of the NWI map indicated the presence of riverine wetlands near the northwest corner of the project area.

3.3 Soil Data

Data from the USDA NRCS Web Soil Survey was reviewed to identify soil types, including hydric soils for the site. Soils containing hydric soil components are documented on the National List of Hydric Soils. Inclusion on the National List of Hydric Soils indicates that the soil series or one of its components contain characteristics that may be hydric and is not an indication of hydric soil for a specific location.

Hydric soils listed on the NRCS National List of Hydric Soils must meet one or more of the following NRCS hydric criteria codes:

1. All Histels except Folistels and Histosols except Folists; or
2. Map unit components in Aquic suborders, great groups, or subgroups, Albolls suborder, Historthels great group, Histoturbels great group, or Andic, Cumulic, Pachic, or Vitrandic subgroups that:
    a. Based on the range of characteristics for the soil series, will at least in part meet one or more Field Indicators of Hydric Soils in the United States, or
    b. Show evidence that the soil meets the definition of a hydric soil;
3. Map unit components that are frequently ponded for long duration or very long duration during the growing season that:
    a. Based on the range of characteristics for the soil series, will at least in part meet one or more Field Indicators of Hydric Soils in the United States, or
    b. Show evidence that the soil meets the definition of a hydric soil; or
4. Map unit components that are frequently flooded for long duration or very long duration during the growing season that:
    a. Based on the range of characteristics for the soil series, will at least in part meet one or more Field Indicators of Hydric Soils in the United States, or
    b. Show evidence that the soils meet the definition of a hydric soil.

Table 2 represents the soils noted from the NRCS Web Soil Survey Hydric Soil Rating.

Table 2: Excerpt from the NRCS Web Soil Survey

Map unit symbol	Map unit name	Rating*	Acres in AOI	Percent of AOI
BrC	Briley loamy fine sand, 1 to 5 percent slopes	0	13.725	4.5
EaC	Eastwood silt loam, 1 to 5 percent slopes	0	68.015	22.3
EAE	Eastwood silt loam, 5 to 12 percent slopes	0	85.095	27.9
GuA	Guyton silt loam, 0 to 1 percent slopes, occasionally flooded	90	8.54	2.8
GYA	Guyton-lulus complex, 0 to 1 percent slopes, frequently flooded	60	10.675	3.5
HoC	Hornbeck clay, 1 to 5 percent slopes	0	48.495	15.9

Map unit symbol	Map unit name	Rating*	Acres in AOI	Percent of AOI
HoD	Hornbeck clay, 5 to 8 percent slopes	0	39.955	13.1
MaB	Malbis fine sandy loam, 1 to 3 percent slopes	15	19.52	6.4
SaC	Sacul fine sandy loam, 1 to 5 percent slopes	0	7.015	2.3
SeC	Sawyer very fine sandy loam, 1 to 5 percent slopes	0	3.355	1.1
VaC	Vaiden loam, 1 to 5 percent slopes	0	6.1	0.2
Totals for Area of Interest			305	100.0%

* This rating indicates the percentage of map units that meets the criteria for hydric soils. Map units are composed of one or more map unit components or soil types, each of which is rated as hydric soil or not hydric. Map units that are made up dominantly of hydric soils may have small areas of minor nonhydric components in the higher positions on the landform, and map units that are made up dominantly of nonhydric soils may have small areas of minor hydric components in the lower positions on the landform.

**Acreages are approximate only.

The NRCS soil data depicts Guyton and Malbis soils which all contain hydric components (See Appendix A Exhibit 4).

3.4 FEMA FIRM Map

Terracon downloaded and reviewed Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel Number 22115C0250E (3/20/2018). According to the FIRM panels, a majority of the site is located in Zone X which is outside of the FEMA designated 100-year and 500-year floodplain zones. This area is commensurate with mapped streams and wetlands.

4.0 FIELD DELINEATION TECHNIQUES

Terracon personnel conducted a reconnaissance of the site in October 2023 to characterize the existing site conditions and identify the presence of potential jurisdictional wetlands and waters. Characteristics of potential jurisdictional wetlands and waters were assessed (when applicable) utilizing the criteria detailed in Sections 4.1 and 4.2 of this report. The evaluation methods generally followed the routine on-site determination method referenced in the 1987 USACE Manual and the Atlantic and Gulf Coastal Plain Region Version 2.0 (Regional Supplement).

4.1 Wetland Observations

Wetlands generally have three essential characteristics: wetland hydrology, hydrophytic vegetation, and hydric soils. Vegetation and hydrology observations were performed throughout the site where access was permitted, and soils were evaluated to determine if wetland characteristics were present. Data regarding the three essential characteristics was gathered within observed suspect wetland areas as applicable to further delineate boundaries.

4.1.1 Plant Community Assessment

Suspect areas were visually observed to determine the species, when possible, and absolute percentage of ground cover for five strata of plant community types within a thirty-foot radius of the observation location. The wetland indicator status for each species of vegetation observed was documented. The indicator status was determined using the USACE National Wetlands Plant List (2016 NWPL v3.3). Indicator status categories for vegetation are presented below:

- **Obligate Wetland (OBL)**: occur almost always (estimated probability greater than 99%) under natural conditions in wetlands.
- **Facultative Wetland (FACW)**: usually occur in wetlands (estimated probability 67%-99%) but occasionally found in non-wetlands.
- **Facultative (FAC)**: equally likely to occur in wetlands or non-wetlands (estimated probability 34%-66%).
- **Facultative Upland (FACU)**: usually occur in non-wetlands (estimated probability 67%-99%) but occasionally found in wetlands.
- **Upland (UPL)**: rarely occur in wetlands, but occur almost always (estimated probability greater than 99%) under natural conditions in non-wetlands.

The percent cover of each stratum was determined and dominance was evaluated. Dominant species were the most abundant species that accounted for more than 20 percent of the absolute percent coverage of the stratum. The number of dominant species with an indicator status of OBL, FACW, and/or FAC was compared to the total number of dominant species across all strata. Typically, when more than 50 percent of the dominant species had an indicator status of OBL, FACW, and/or FAC, hydrophytic vegetation was present.

If the percentage of dominant species with an indicator status of OBL, FACW, and/or FAC was less than 50 percent, prevalence index and morphological adaptations may have been evaluated to confirm if hydrophytic vegetation was present or absent.

4.1.2 Hydric Soils Assessment

After Terracon evaluated wetland vegetation, subsurface soil samples were collected. The samples were collected to a depth of approximately 20 inches below ground surface and were visually compared to Munsell Soil Color Charts®, which aided in the evaluation of hydric soil characteristics. The soil samples were further examined for hydric soil indicators including, but not limited to, histosol, thick dark surface, sandy gleyed matrix, sandy redox, loamy gleyed matrix, redox dark surface, and/or redox depressions. If these or other hydric soil indicators were

observed in the subsurface soil sample, the observation location was considered to have hydric soil.

4.1.3 Wetland Hydrology Assessment

Visual indicators of wetland hydrology were evaluated. Examples of primary wetland hydrology indicators include, but are not limited to, surface water, high water table, soil saturation, water marks, sediment deposits, drift deposits, iron deposits, inundation visible on aerial imagery, and water-stained leaves. Examples of secondary wetland hydrology indicators include, but are not limited to, surface soil cracks, drainage patterns, moss trim lines, and crayfish burrows. If at least one primary wetland hydrology indicator or two secondary wetland hydrology indicators were observed, the observation location was considered to have wetland hydrology.

4.2 Classification of Wetlands

Upon completion of the review of the three wetland criteria at each area, a wetland determination was made by a Terracon scientist. Under normal circumstances, if one or more of the wetland criteria were not identified, the area was not considered to be a wetland. If present, the wetland/upland boundaries are marked in the field using consecutively numbered flagging and each flag location was marked using submeter GPS technology. The Field Delineation included collection of hydrology, vegetation, and soil assessment data from discrete sample locations (Data Points) necessary to complete required USACE Wetland Determination Data Forms. The number of Data Points evaluated was determined based on professional judgement. The recorded Wetland Determination Data Forms for the project site can be found in Appendix B and Data Point locations are depicted on the Depiction of Aquatic Resources Map (Exhibit A in Appendix A).

4.3 Surface Water and Drainage Feature Observations

Terracon also made observations of site features that may be considered jurisdictional waterbodies. If a waterbody was identified, observations regarding its characteristics were recorded. Potential jurisdictional waterbodies are typically evaluated based on the observation of the following characteristics:

- **Flow Characteristics:**
  - Perennial: contains water at all times except during extreme drought.
  - Intermittent: carries water a considerable portion of the time, but ceases to flow occasionally or seasonally.
  - Ephemeral: carries water only during and immediately after periods of rainfall or snowmelt.
- **Ordinary High Water Mark (OHWM):** The limit line on the shore established by the fluctuation of the water surface. It is shown by such things as a clear line impressed on the bank, shelving, changes in soil character, destruction of terrestrial vegetation, the presence of litter and debris or other features influenced by the surrounding area.
- **Bank Shape Descriptions:**

- Undercut: banks that overhang the stream channel
- Steep: bank slope of approximately greater than 30 degrees
- Gradual: bank slope of approximately 30 degrees or less

- **Aquatic Habitat Descriptions:**
  - Pool: deeper portion of a stream where water flows slower than in neighboring, shallower portions, smooth surface, and finer substrate
  - Riffle: shallow area in a stream where water flows swiftly over gravel and rock or other coarse substrate resulting in a rough flow and a turbulent surface
  - Run: section of a stream with a low or high velocity and with little or no turbulence on the surface of the water.

During the Field Delineation, Terracon personnel marked the jurisdictional limits of aquatic resources using consecutively numbered flagging. Each flag location was marked using submeter GPS technology. Linear aquatic resources located entirely within abutting wetland systems were evaluated for stream parameters and the approximate locations of the linear features were estimated and displayed on the Depiction of Aquatic Resources Map (Exhibit 6 in Appendix A).

4.4 Depiction of Aquatic Resources

USACE requires a depiction of the Field Delineation results to serve as the basis for verification of aquatic resource locations. The Depiction of Aquatic Resources Map (Appendix A, Exhibit A) was created by uploading the shapefile points collected using the Trimble Catalyst DA2 submeter GPS with Global Navigation Satellite System (GNSS) receiver at each sample location. PathFinder® software was used to conduct differential correction of the GPS point data by combining information in a local base station file from fixed GPS receivers located at various locations throughout the country. The point shapefiles were geoprocessed into polygon shapefiles for each aquatic resource and exported to a map deliverable using ArcMap® software. The Depiction of Aquatic Resources Map contains a generalized boundary of the site based on best available data such as spatially referenced computer aided design and drafting (CADD) data (if available and provided by the client), county parcel data, and/or existing boundary surveys.

5.0 FIELD DELINEATION RESULTS

In October 2023, Terracon performed a Field Delineation on the site using the field techniques described in Section 4.0. The findings of the Field Delineation are illustrated on the Delineation Point and Delineation Feature Maps found in Appendix A, Exhibit 6 and wetland determination data forms are provided in Appendix B. The GIS data created using the GPS data was evaluated to determine the approximate size of each aquatic resource. Site photographs, included in Appendix C, provide an indication of the physical characteristics observed during the Field Delineation. Descriptions of the aquatic resource features observed on site are provided in the following sections:

5.1 Linear and Open Water Features

During the field reconnaissance, Terracon observed the site conditions to be consistent with those observed in the background information. Several features were noted onsite and are described in the table below and illustrated on Exhibit 7. No water was present in these features at the time of observation.

Table 3: Mapped Linear and Open water Features

Feature Name	Flow/Stream Classification	Approx. Length Within Study area (linear feet)	Status
ET-1	Ephemeral Stream	580.93	Non-Jurisdictional
ET-2	Ephemeral Stream	474.74	Non-Jurisdictional
ET-3	Ephemeral Stream	618.12	Non-Jurisdictional
S-1	Swale	1723	Non-Jurisdictional
S-2	Swale	537.95	Non-Jurisdictional
S-3	Swale	230.13	Non-Jurisdictional
D-1	Ditch	3191.98	Non-Jurisdictional

5.2 Wetlands

During the field reconnaissance, Terracon collected data for vegetation, soils, and hydrology at two (2) data points and performed visual observations throughout the site. Wetlands were not identified onsite. Table 4 summarized the relevant information from the data points.

Table 4: Data Point Summary

Data Point No.	Community	Dominant Vegetation	Soil Characteristics	Hydrologic Characteristics	Classification
DP-1	Cleared land	*Pinus taeda* (FAC) *Liquidambar styraciflua* (FAC) *Ilex vomitoria* (FAC)	Brown clay loam	N/A	Upland
DP-2	Cleared land	*Carya glabra* (FACU) *Smilax bona-nox* (FAC) *Callicarpa americana* (FACU)	Brown clay loam	N/A	Upland

5.3 Upland Areas

Terracon sampled and assessed all areas that represented different vegetative communities throughout the project site to thoroughly review if these areas may exhibit the three wetland criteria (hydrophytic vegetation, hydric soils, and hydrology). Both of the sample locations were found to be classified as uplands based on the three wetland criteria.

6.0 CONCLUSIONS

It is Terracon's opinion that the USACE would not assert Jurisdiction over the swales and drainage ditches identified within the project area and they would not be considered Waters of the U.S. and protected by Section 404 of the CWA.

According to the Federal Register, (33CFR §328.3(a)) (with Amendments to the "Revised Definition of 'Waters of the United States'" to address the Sackett decision), WOTUS may include intrastate rivers and streams, including impoundments and other waters that are relatively permanent, standing or continuously flowing bodies of water (i.e. streams with perennial or intermittent flow regimes), and wetlands directly abutting such tributaries.

Based upon field conditions ET-1, ET-2, and ET-3 did not and would continue to not have standing or continuously flowing water. The features appear to receive overland flows from the project site during rain events and the features flow off-site to Bayou Anacoco, which could be potentially jurisdictional as it would receive continual flow from Vernon Lake. Since features ET-1, ET-2, and ET-3 only include water during rain events, the features would not be considered jurisdictional under the prevailing regulations.

Under the current iteration of *33CFR §328.3(a)* the following features are explicitly listed as features that would be excluded from jurisdiction: Swales or erosional features (e.g., gullies, small washes characterized by low volume, infrequent, or short duration flow);

- Ditches (including roadside ditches) excavated wholly in and draining only uplands and that do not carry a relatively permanent flow of water.

Accordingly, the swales and drainage ditches identified in the study area would not be considered jurisdictional under the prevailing guidance document.

It should be noted that this evaluation is Terracon's professional opinion and is not authoritative. The USACE is responsible for making a final determination regarding the jurisdictional status of a given waterbody. If written assurance is required for project development, Terracon recommends seeking an approved jurisdictional determination (AJD) from the USACE prior to commencing work within the aquatic features described herein.

7.0 GENERAL COMMENTS

The preliminary WOTUS delineation was performed in accordance with generally accepted practices of this profession undertaken in similar studies at the same time and in the same

geographical area. A preliminary WOTUS delineation, such as the one performed at this site, is of limited scope, is noninvasive, and cannot eliminate the potential that WOTUS, including wetlands are present at the site beyond what is identified by the limited scope of this preliminary delineation. In conducting the limited scope of services described herein, certain sources of information and public records were not reviewed. No biological delineation can wholly eliminate uncertainty regarding the potential for concerns in connection with a project. The limitations of this preliminary delineation should be recognized.

This report has been prepared in accordance with generally accepted scientific and engineering evaluation practices. This report is for the exclusive use of the client and any relying government entities for the project being discussed. No warranties, either expressed or implied, are intended or made.

Conditions within WOTUS, including wetlands naturally change over time and can vary seasonally over short periods. Effects of man-made disturbances and/or temporal variations (e.g. rainfall, season, drought), and/or subjective regulatory interpretation of data and field conditions may preclude assessment in conformance with USACE requirements and sometimes significantly affect findings, conclusions, and recommendations.

This report has been prepared for the exclusive use and reliance of the client. Use or reliance by other parties is prohibited without the written authorization of the Client and Terracon. Reliance on the report by the Client and all authorized parties will be subject to the terms, conditions and limitations stated in the proposal, signed agreement, and report.

APPENDIX A
Exhibits

C:\Users\nmarsnall\OneDrive - Terracon Consultants Inc\Desktop\New folder\2023\EH237102\EH237102\WorkingMap\EH237102WorkingMap.aprx

Legend

Study Area

N

Feet

0 640 1,280 2,560

DATA SOURCES: FEMA NFHL effective March 2018, USDA WSS, USGS, USFWS NWI, © OpenStreetMap (and) contributors, CC-BY-SA, Esri, HERE, Garmin, iPC, Maxar
ESRI - Basemaps

Project No.:	EH237102
Date:	Nov 2023
Drawn By:	NRM
Reviewed By:	JB

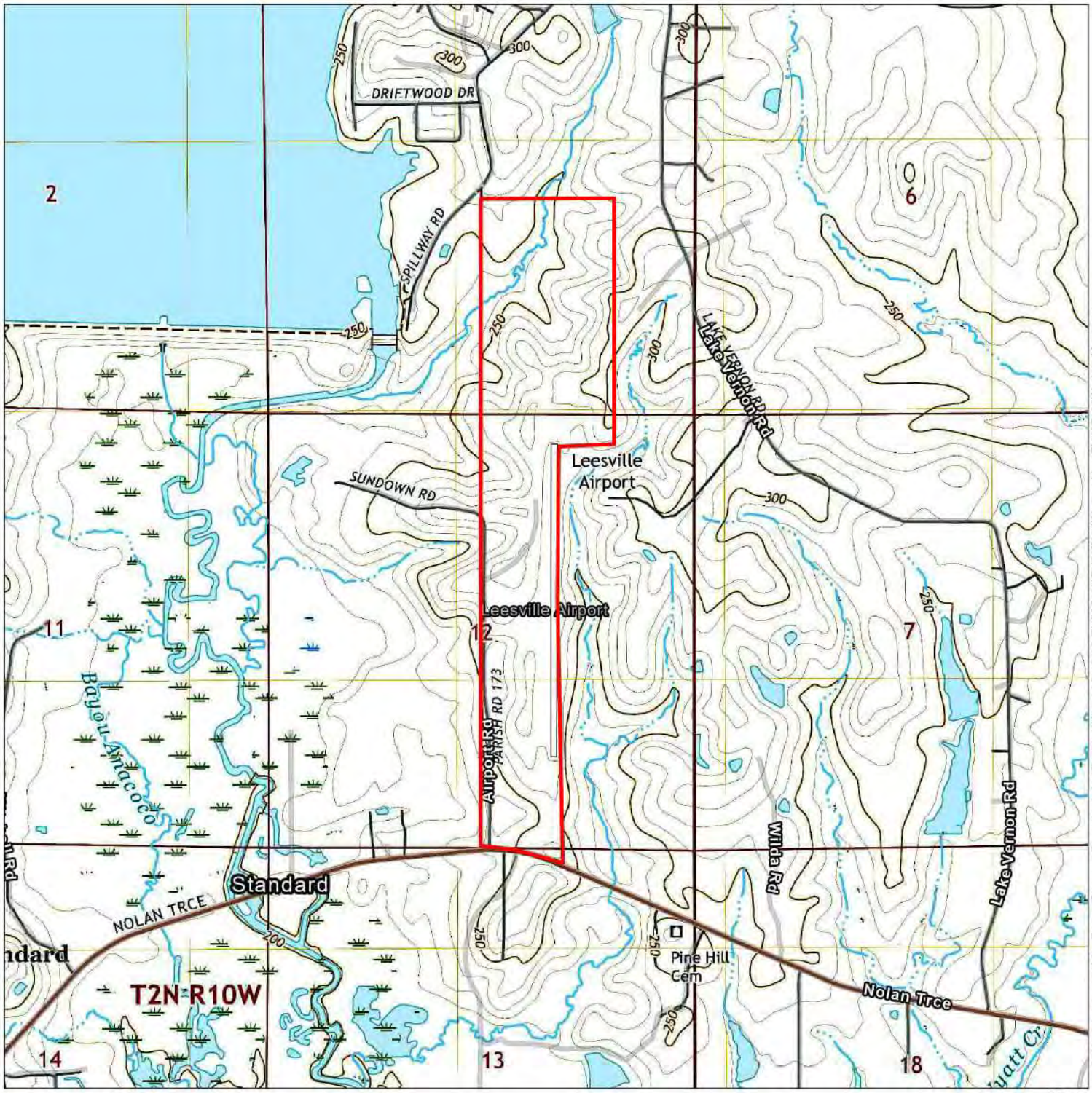
Terracon
2822 O'Neal Ln, Bldg B
Baton Rouge, LA
PH. 225-344-6052 terracon.com

2023 Aerial Imagery

City of Leesville
Leesville Airport Runway Expansion
Leesville, Vernon Parish, Louisiana
Center: 93°20'33"W 31°10'12"N

Exhibit

1



Legend

Study Area

N

Feet

0 1,000 2,000 4,000

DATA SOURCES: USGS, USFWS NWI, © OpenStreetMap (and) contributors, CC-BY-SA, CONANP, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA
ESRI - Basemaps

Project No.:	EH237102
Date:	Oct 2023
Drawn By:	NRM
Reviewed By:	JB

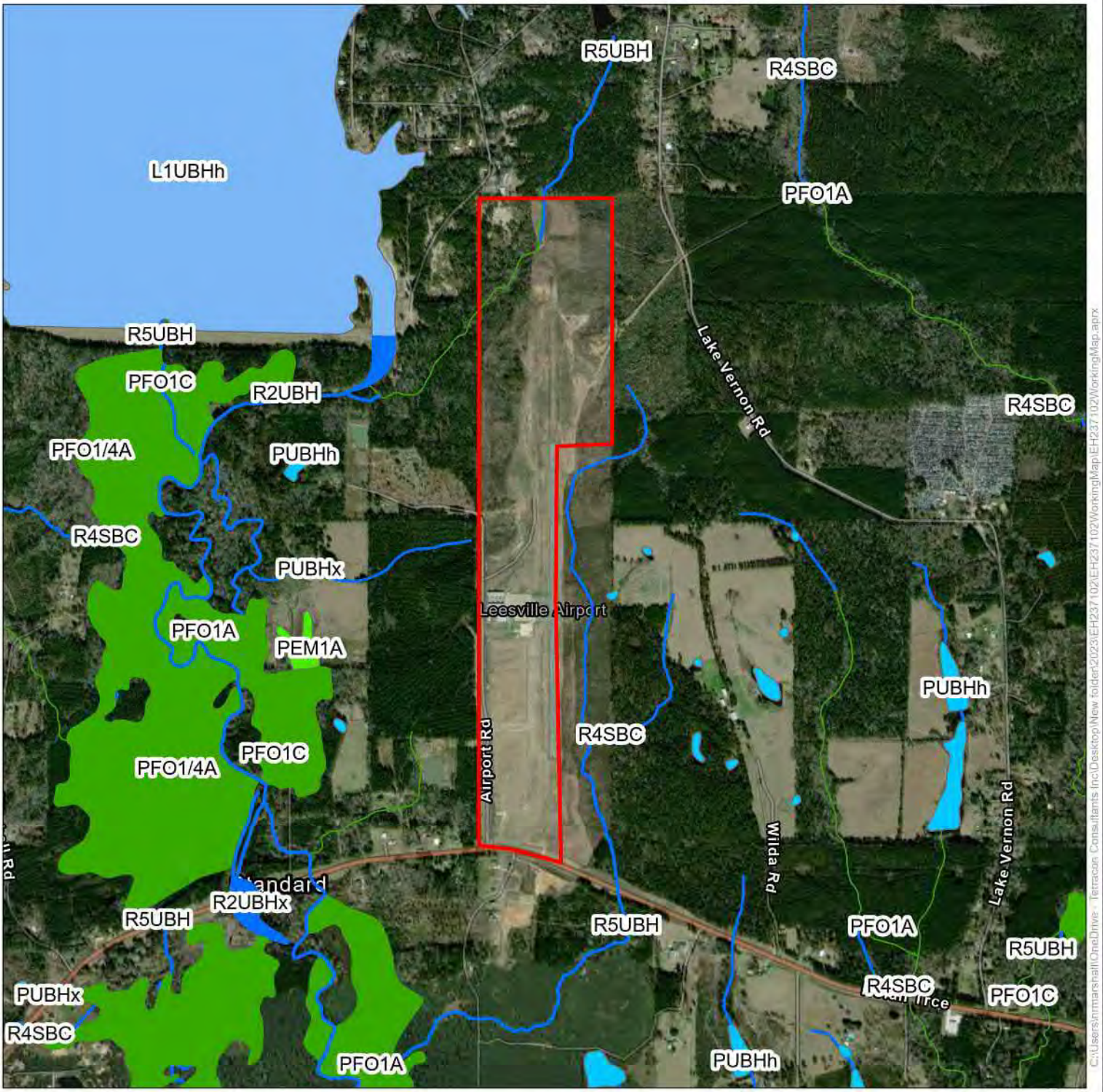
Terracon
2822 O'Neal Ln, Bldg B
Baton Rouge, LA
PH. 225-344-6052 terracon.com

USGS Topographic Map

City of Leesville
Leesville Airport Runway Expansion
Leesville, Vernon Parish, Louisiana
Center: 93°20'34"W 31°10'12"N

Exhibit

2



Legend

- Study Area
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine

N

Feet

0 1,000 2,000 4,000

DATA SOURCES: USFWS NWI, © OpenStreetMap (and) contributors, CC-BY-SA, CONANP, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, Maxar
ESRI - Basemaps

C:\Users\nmarsnall\OneDrive - Terracon Consultants Inc\Desktop\New folder\2023\EH237102\EH237102\WorkingMap\EH237102WorkingMap.aprx

Project No.:	EH237102
Date:	Oct 2023
Drawn By:	NRM
Reviewed By:	JB

Terracon
2822 O'Neal Ln, Bldg B
Baton Rouge, LA
PH. 225-344-6052 terracon.com

USFWS National Wetlands Inventory Map

City of Leesville
Leesville Airport Runway Expansion
Leesville, Vernon Parish, Louisiana
Center: 93°20'34"W 31°10'12"N

Exhibit

3

C:\Users\nmarsh\OneDrive - Terracon Consultants Inc\Desktop\New folder\2023\EH237102\EH237102\WorkingMap\EH237102WorkingMap.aprx

Legend

- Study Area
- Map Unit Symbol
- Hydric Soil Rating

N

Feet

0 1,000 2,000 4,000

DATA SOURCES: USDA WSS, USGS, USFWS NWI, © OpenStreetMap (and) contributors, CC-BY-SA, CONANP, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, Maxar
ESRI - Basemaps

Project No.:	EH237102
Date:	Oct 2023
Drawn By:	NRM
Reviewed By:	JB

Terracon
2822 O'Neal Ln, Bldg B
Baton Rouge, LA
PH. 225-344-6052 terracon.com

USDA Soil Survey Map

City of Leesville
Leesville Airport Runway Expansion
Leesville, Vernon Parish, Louisiana
Center: 93°20'34"W 31°10'12"N

Exhibit

4

C:\Users\nmarsnall\OneDrive - Terracon Consultants Inc\Desktop\New folder\2023\EH237102\EH237102\WorkingMap\EH237102WorkingMap.aprx

Legend

- Study Area
- Zone A: 100-Year Flood Zone
- Zone X: Minimal Flood Risk

N

Feet

0 1,000 2,000 4,000

DATA SOURCES: FEMA NFHL effective March 2018, USDA WSS, USGS, USFWS NWI, © OpenStreetMap (and) contributors, CC-BY-SA, CONANP, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, Maxar
ESRI - Basemaps

Project No.:	EH237102
Date:	Oct 2023
Drawn By:	NRM
Reviewed By:	JB

Terracon
2822 O'Neal Ln, Bldg B
Baton Rouge, LA
PH. 225-344-6052 terracon.com

FEMA Flood Risk Map

City of Leesville
Leesville Airport Runway Expansion
Leesville, Vernon Parish, Louisiana
Center: 93°20'34"W 31°10'12"N

Exhibit

5

C:\Users\nmarshall\OneDrive - Terracon Consultants Inc\Desktop\New folder\2023\EH237102\EH237102\WorkingMap\EH237102WorkingMap.aprx

Legend

- STUDY AREA
- DATA POINT
- REFERENCE PHOTO POINT
- EPHEMERAL TRIBUTARY
- SWALE
- DITCH

N

Feet

0 640 1,280 2,560

DATA SOURCES: FEMA NFHL effective March 2018, USDA WSS, USGS, USFWS NWI, © OpenStreetMap (and) contributors, CC-BY-SA, Esri, HERE, Garmin, iPC, Maxar
ESRI - Basemaps

Project No.:	EH237102
Date:	Nov 2023
Drawn By:	NRM
Reviewed By:	JB

Terracon
2822 O'Neal Ln, Bldg B
Baton Rouge, LA
PH. 225-344-6052 terracon.com

Preliminary Delineation Map

City of Leesville
Leesville Airport Runway Expansion
Leesville, Vernon Parish, Louisiana
Center: 93°20'33"W 31°10'12"N

Exhibit

6

APPENDIX B
Wetland Determination Data Forms

U.S. Army Corps of Engineers
WETLAND DETERMINATION DATA SHEET – Atlantic and Gulf Coastal Plain Region
See ERDC/EL TR-10-20; the proponent agency is CECW-CO-R

OMB Control #: 0710-0024, Exp: 11/30/2024
Requirement Control Symbol EXEMPT:
(Authority: AR 335-15, paragraph 5-2a)

Project/Site: Leeseville Airport City/County: Leesville / Vernon Parish Sampling Date: 10/24/2023

Applicant/Owner: City of Leeseville State: LA Sampling Point: DP1

Investigator(s): MS, DB Section, Township, Range:

Landform (hillside, terrace, etc.): Hill Local relief (concave, convex, none): None Slope (%):

Subregion (LRR or MLRA): LRR T, MLRA 150A Lat: 31.181447 Long: 93.340221 Datum: WGS

Soil Map Unit Name: NWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If no, explain in Remarks.)

Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes X No

Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No	**Is the Sampled Area**
Hydric Soil Present?	Yes	No X	**within a Wetland?** **Yes** **No** X
Wetland Hydrology Present?	Yes	No X	

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)
- Aquatic Fauna (B13)
- Marl Deposits (B15) **(LRR U)**
- Hydrogen Sulfide Odor (C1)
- Oxidized Rhizospheres on Living Roots (C3)
- Presence of Reduced Iron (C4)
- Recent Iron Reduction in Tilled Soils (C6)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Moss Trim Lines (B16)
- Dry-Season Water Table (C2)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- Shallow Aquitard (D3)
- FAC-Neutral Test (D5)
- Sphagnum Moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No X	Depth (inches):
Water Table Present?	Yes	No X	Depth (inches):
Saturation Present? (includes capillary fringe)	Yes	No X	Depth (inches):

Wetland Hydrology Present? **Yes** **No** X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION (Five Strata) – Use scientific names of plants. Sampling Point: DP1

Tree Stratum (Plot size: 30')	Absolute % Cover	Dominant Species?	Indicator Status
1. *Pinus taeda (Loblolly Pine)*	50	Yes	FAC
2.			
3.			
4.			
5.			
6.			
	50	=Total Cover	
50% of total cover: 25		20% of total cover:	10
Sapling Stratum (Plot size: 15')			
1. *Liquidambar styraciflua (Sweet-Gum)*	40	Yes	FAC
2. *Ilex vomitoria (Yaupon)*	25	Yes	FAC
3.			
4.			
5.			
6.			
	65	=Total Cover	
50% of total cover: 33		20% of total cover:	13
Shrub Stratum (Plot size: 15')			
1.			
2.			
3.			
4.			
5.			
6.			
		=Total Cover	
50% of total cover:		20% of total cover:	
Herb Stratum (Plot size: 5')			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
		=Total Cover	
50% of total cover:		20% of total cover:	
Woody Vine Stratum (Plot size: 15')			
1.			
2.			
3.			
4.			
5.			
		=Total Cover	
50% of total cover:		20% of total cover:	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 3 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	115	x 3 =	345
FACU species	0	x 4 =	0
UPL species	0	x 5 =	0
Column Totals:	115 (A)		345 (B)
Prevalence Index = B/A =			3.00

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

X 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody Plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb – All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 3 ft (1 m) in height.

Woody Vine – All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** X **No** ___

Remarks: (If observed, list morphological adaptations below.)

SOIL

Sampling Point: DP1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Redox Features Type[1]	Redox Features Loc[2]	Texture	Remarks
0-15	7.5YR 4/4	100					Loamy/Clayey	Brown clay loam

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

[2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Barrier Islands 1 cm Muck (S12) **(MLRA 153B, 153D)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Floodplain Soils (F20) **(MLRA 149A, 153C, 153D)**
- ___ Very Shallow Dark Surface (F22) **(MLRA 138, 152A in FL, 154)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Coast Prairie Redox (A16) **(outside MLRA 150A)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, T)**
- ___ Anomalous Bright Floodplain Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (F21)
- ___ Very Shallow Dark Surface (F22) **(outside MLRA 138, 152A in FL, 154)**
- ___ Barrier Islands Low Chroma Matrix (TS7) **(MLRA 153B, 153D)**
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** ___ **No** X

Remarks:

U.S. Army Corps of Engineers
WETLAND DETERMINATION DATA SHEET – Atlantic and Gulf Coastal Plain Region
See ERDC/EL TR-10-20; the proponent agency is CECW-CO-R

OMB Control #: 0710-0024, Exp: 11/30/2024
Requirement Control Symbol EXEMPT:
(Authority: AR 335-15, paragraph 5-2a)

Project/Site: Leeseville Airport City/County: Leesville / Vernon Parish Sampling Date: 10/24/2023

Applicant/Owner: City of Leeseville State: LA Sampling Point: DP2

Investigator(s): MS, DB Section, Township, Range:

Landform (hillside, terrace, etc.): Hill Local relief (concave, convex, none): None Slope (%):

Subregion (LRR or MLRA): LRR T, MLRA 150A Lat: 31.181339 Long: 93.340210 Datum: WGS

Soil Map Unit Name: NWI classification: NA

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If no, explain in Remarks.)

Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes X No

Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes	No X	**Is the Sampled Area within a Wetland?** **Yes** **No X**
Hydric Soil Present?	Yes	No X	
Wetland Hydrology Present?	Yes	No X	

Remarks:
Very sparse vegetation at this location, nearly barren. Site had been cleared recently.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)
- Aquatic Fauna (B13)
- Marl Deposits (B15) **(LRR U)**
- Hydrogen Sulfide Odor (C1)
- Oxidized Rhizospheres on Living Roots (C3)
- Presence of Reduced Iron (C4)
- Recent Iron Reduction in Tilled Soils (C6)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Moss Trim Lines (B16)
- Dry-Season Water Table (C2)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- Shallow Aquitard (D3)
- FAC-Neutral Test (D5)
- Sphagnum Moss (D8) **(LRR T, U)**

Field Observations:

Surface Water Present?	Yes	No X	Depth (inches):
Water Table Present?	Yes	No X	Depth (inches):
Saturation Present? (includes capillary fringe)	Yes	No X	Depth (inches):

Wetland Hydrology Present? **Yes** **No X**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION (Five Strata) – Use scientific names of plants. Sampling Point: DP2

Tree Stratum (Plot size: 30')	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
	=Total Cover		
50% of total cover:	20% of total cover:		
Sapling Stratum (Plot size: 15')			
1.			
2.			
3.			
4.			
5.			
6.			
	=Total Cover		
50% of total cover:	20% of total cover:		
Shrub Stratum (Plot size: 15')			
1. *Carya glabra (Pignut Hickory)*	2	Yes	FACU
2. *Smilax bona-nox (Fringed Greenbriar)*	5	Yes	FAC
3. *Callicarpa americana (French Mulberry)*	2	Yes	FACU
4.			
5.			
6.			
	9 =Total Cover		
50% of total cover: 5	20% of total cover: 2		
Herb Stratum (Plot size: 5')			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	=Total Cover		
50% of total cover:	20% of total cover:		
Woody Vine Stratum (Plot size: 15')			
1.			
2.			
3.			
4.			
5.			
	=Total Cover		
50% of total cover:	20% of total cover:		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 33.3% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	5	x 3 =	15
FACU species	4	x 4 =	16
UPL species	0	x 5 =	0
Column Totals:	9 (A)		31 (B)
Prevalence Index = B/A =			3.44

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub - Woody Plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb – All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 3 ft (1 m) in height.

Woody Vine – All woody vines, regardless of height.

Hydrophytic Vegetation Present? **Yes** ___ **No** X

Remarks: (If observed, list morphological adaptations below.)

SOIL

Sampling Point: DP2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-12	7.5YR 4/4	80	7.5YR 3/3	20			Loamy/Clayey	Brown clay loam

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Organic Bodies (A6) **(LRR P, T, U)**
- ___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
- ___ Muck Presence (A8) **(LRR U)**
- ___ 1 cm Muck (A9) **(LRR P, T)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Coast Prairie Redox (A16) **(MLRA 150A)**
- ___ Sandy Mucky Mineral (S1) **(LRR O, S)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7) **(LRR P, S, T, U)**
- ___ Polyvalue Below Surface (S8) **(LRR S, T, U)**
- ___ Thin Dark Surface (S9) **(LRR S, T, U)**
- ___ Barrier Islands 1 cm Muck (S12) **(MLRA 153B, 153D)**
- ___ Loamy Mucky Mineral (F1) **(LRR O)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) **(LRR U)**
- ___ Depleted Ochric (F11) **(MLRA 151)**
- ___ Iron-Manganese Masses (F12) **(LRR O, P, T)**
- ___ Umbric Surface (F13) **(LRR P, T, U)**
- ___ Delta Ochric (F17) **(MLRA 151)**
- ___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
- ___ Anomalous Bright Floodplain Soils (F20) **(MLRA 149A, 153C, 153D)**
- ___ Very Shallow Dark Surface (F22) **(MLRA 138, 152A in FL, 154)**

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) **(LRR O)**
- ___ 2 cm Muck (A10) **(LRR S)**
- ___ Coast Prairie Redox (A16) **(outside MLRA 150A)**
- ___ Reduced Vertic (F18) **(outside MLRA 150A, 150B)**
- ___ Piedmont Floodplain Soils (F19) **(LRR P, T)**
- ___ Anomalous Bright Floodplain Soils (F20) **(MLRA 153B)**
- ___ Red Parent Material (F21)
- ___ Very Shallow Dark Surface (F22) **(outside MLRA 138, 152A in FL, 154)**
- ___ Barrier Islands Low Chroma Matrix (TS7) **(MLRA 153B, 153D)**
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** ___ **No** X

Remarks:

APPENDIX C
Site Photographs

Soil Sample – DP1

Soil Sample – DP2

Vegetation – DP1

Vegetation – DP2

View of Swale 1

View of Swale 2

View of Ephemeral Tributary 2

View of Ephemeral Tributary 3

Reference Point 1

Reference Point 1

Reference Point 2

Reference Point 2

APPENDIX D
Credentials

Melissa Savoy
Staff Scientist

PROFESSIONAL EXPERIENCE

Melissa Savoy is a Staff Environmental Scientist with a Bachelor of Science in Biology from Our Lady of the Lake College and a Master of Science in Soil and Water from the University of Florida. She began her career with Terracon (formerly Aquaterra) as an administrative assistant in January 2008. Now as part of the environmental department, she manages and performs Phase I Environmental Site Assessments (ESA), Housing and Urban Development (HUD) Part 58 Environmental Assessments for projects that fall under the National Environmental Policy Act (NEPA), Desktop Constraints Analyses (DCAs), and provides support for other various project types such as Wetlands and Threatened/Endangered Species surveys. Responsibilities include developing project documents, implementing fieldwork, and correspondence with clients and regulatory agencies.

EDUCATION
Master of Science, Environmental/Soil and Water Science, 2018, University of Florida

Bachelor of Science, Biology, 2004, Franciscan University (formerly Our Lady of the Lake College)

CERTIFICATIONS & TRAINING
OSHA 40-Hour HAZWOPER

WORK HISTORY
Terracon Consultants, Inc., 2009 to present

Aquaterra Engineering, LLC 2008-2009

REPRESENTATIVE PROJECT EXPERIENCE

VA Hospital Hammond – Hammond, LA, 1/2023 – 3/2023
Client:Sain Associates, Two Perimeter Park South, Suite 500 East Birmingham, Alabama
Attn: Chris Jenkins | *E: cjenkins@sain.com*
Role: Project Manager | *Fee: $6,700*
This site is approximately 9 acres of cleared, vacant land at the intersection of West Club Deluxe Road and Enterprise Lane in Hammond, Tangipahoa Parish, Louisiana. Sain Associates is proposing the site development for a VA Clinic. Terracon conducted a Waters of the United States (WOTUS) Wetlands Delineation as well as a Threatened & Endangered Species Survey for the site. No jurisdictional wetlands were identified onsite, and no suitable habitat was noted onsite for any endangered species found in this area.

Sabine Solar – Vinton, LA, 8/2022 – 4/2023
Client: Hecate Energy, LLC, 621 West Randolph Street, Chicago, Illinois
Attn: Jessica Neely | *E: jneely@hecateenergy.com*| *P: (312) 479-7746*
Role: Project Manager/Project Assistant | *Fee: $71,500*
Terracon performed a Desktop Constraints Analysis (DCA) to assist the client with identifying specific issues that could pose development constraints for the project. This included reviewing and compiling information regarding potential regulatory requirements, environmental impacts such as wetlands or endangered species, and cultural resource impacts such as tribal lands or historical sites. Based on the information gathered for the DCA, Terracon was asked to perform a Phase I Environmental Site Assessment, a Waters of the United States (WOTUS) Wetlands Delineation, as well as a Threatened and Endangered Species survey.

Cypress Lofts – Baton Rouge, LA, 8/2022 – 12/2022
Client: Partners Southeast, 4731 North Boulevard, Baton Rouge, Louisiana
Attn: Jim Daniels | *E: jdaniels@partnerssoutheast.com* | *P: (225) 923-8128*
Role: Project Manager | *Fee: $8,000*
The site is an approximately 0.87-acre parcel of vacant land located north of the intersection of Duane Street and Oklahoma Street in Baton Rouge, East Baton Rouge Parish, Louisiana. The client proposes the development of the site as a multi-family, affordable housing apartment complex.

Terracon performed a Phase I Environmental Site Assessment to determine if there were any current or historical environmental concerns with the property. Terracon also completed a Housing and Urban Development (HUD) Part 58 Environmental Assessment because the project will involve public funding and affordable housing.

Perkins Road Site – Baton Rouge, LA, 9/2022 – 11/2022
Client: East Baton Rouge Parish School System c/o CSRS, Inc., 12000 Goodwood Boulevard, Room 114, Baton Rouge, Louisiana
Attn: William Barry | *E: william.barry@csrsinc.com*| *P: (617) 543-8530*
Role: Project Manager | *Fee: $4,500*
This site is approximately 32 acres of mixed residential and undeveloped land at 13511 Perkins Road in Baton Rouge, East Baton Rouge Parish, Louisiana. The East Baton Rouge Parish School System (EBRPSS) is proposing the site development for an elementary school and recreational area.

Terracon performed a Phase I Environmental Site Assessment to determine if there were any current or historical RECs in connection with the property. Terracon also conducted a preliminary Wetlands Assessment to determine if wetlands on site would require a Waters of the United States (WOTUS) Wetlands Delineation and permitting from the U.S. Army Corps of Engineers. There were no RECs noted. However, wetlands were identified onsite. Terracon recommended a complete WOUTUS study and delineation before the site's development.

East Meade Road Site - Pollock, LA, 5/2022
Client: Metro Site, 180 Industrial Park Boulevard, Commerce, GA 30529
Attn: Jessica Richardson | *E: jrichardson@metrositellc.com*| *P: (571) 345-8495*
Role: Project Manager | *Fee: $2,200*
On behalf of Metro Site Communications, Terracon performed a Threatened and Endangered Species Survey on a proposed tower site off of East Meade Road in Pollock, Louisiana. Terracon completed a preliminary review of the U.S. Fish and Wildlife (USFWS) Information for Planning and Consultation (IPaC) online review system to identify any threatened and endangered species or critical habitat that may be impacted by the proposed construction of a 390-foot guyed telecommunications tower and access easement at the above-referenced location.

Terracon also conducted a field visit on May 20, 2022. The site was observed to be wooded, undeveloped land. Suitable habitat for the potential threatened, and endangered species listed for this area was not observed on the site. No critical habitat or wildlife refuges are designated on or in the vicinity of the site.

Bernhard Tract & Trahan Lots - Baton Rouge, LA, 1/2021 to 2/2021
Client: Fishman Haygood, LLP, 100 North Street #800, Baton Rouge, LA 70802
Attn: Charles Landry | *E: clandry@fishmanhaygood.com* | *P: (225) 706-4080*
Role: Project Manager | *Fee: $2,400*
Conducted a Phase I ESA on an approximately 1.9-acre tract of land on River Road in downtown Baton Rouge, being considered as a site for a new commercial office development. In addition to the site reconnaissance, historical records, and regulatory data were reviewed to check for any areas of concern. Terracon identified Recognized Environmental Conditions (REC) in connection with the site based on the location and historical use of the surrounding properties and recommended that further investigation was warranted.

Cajun Palms Campground - Breaux Bridge, LA, 12/9/2020
Client: NGRV II, LLC, 401 Hall Street SW, Suite 385, Grand Rapids, MI 49503
Attn: Chelsea Bossenbroek | *E: cbossenbroek@northgateholdings.com* | *P: 616.249.8444*
Role: Project Manager | *Fee: $2,500*
Conducted a Phase I ESA Update on an approximately 140-acre portion of land that includes a large RV campground, clubhouse, pools, and other recreational facilities, as well as an undeveloped portion being considered for expansion.

In addition to the site reconnaissance, historical records, and regulatory data were reviewed to check for any areas of concern. Terracon identified no Recognized Environmental Conditions (REC) and indicated that no further investigation was warranted.

St. Martin Solar – St. Martinville, LA, 7/2020
Client: St. Martin Solar, LLC, 1120 Pearl Street, Ste 200, Boulder, CO 80302
Attn: Jonathan Moore | *E: Jonathan.moore@communityenergyinc.com*| *P: (303) 324-2346*
Role: Project Manager | *Fee $ 4,050*
Conducted a Phase I ESA and later a Phase I ESA Update for approximately 900 acres of agricultural land being considered as a site for a solar power facility. In addition to the site reconnaissance and interviews with knowledgeable staff, historical records, and regulatory data were reviewed to check for any areas of concern. During site reconnaissance, a natural gas metering station was noted near the northeast portion of the site, which could have been a potential concern. However, after conferring with the client regarding the updated plans for the proposed solar farm, this metering station is off-site, and any spills or releases would be the responsibility of the pipeline operator and the property owner. Terracon identified no Recognized Environmental Conditions (REC) and that no further investigation was warranted.

Avail Hospital Proposed Expansion - Lake Charles, LA, 1/2020 – 2/2020
Client: PCI Healthcare, 3730 Nelson Road, Lake Charles, LA
Attn: Dharmesh Patel, M.D. | *E: dpatel@amdglobal.com* | *P: (713) 590-0640*
Role: Project Manager | *Fee: $3,500*
Conducted a Phase I ESA for PCI Healthcare on a tract of land being considered for expansion of an existing hospital facility. In addition to the site reconnaissance and interview with the facility's manager, historical records and regulatory data were reviewed to check for any areas of concern. Terracon identified no Recognized Environmental Conditions (REC) and indicated that no further investigation was warranted.

Swayzee Levee Road Site - Jonesville, LA, 1/2020 to 2/2020
Client: Metro Site Wireless, 180 Industrial Park Boulevard, Commerce, Georgia
Attn: Jessica Richardson | *E: jrichardson@metrositellc.com* | *P: (706) 335-7045*
Role: Project Manager | *Fee $ 1,450*
Conducted a Phase I ESA for Metro Site Wireless on a tract of land being considered as a site for a communications tower. In addition to the site reconnaissance, historical records, and regulatory data were reviewed to check for any changes or areas of concern. Terracon identified no Recognized Environmental Conditions (REC), but it was discovered that the site included wetlands, and further investigation was recommended.

Basis BR Charter School - Baton Rouge, LA, 5/2020 to 6/2020
Client: New Schools of Baton Rouge, 7791 Florida Boulevard, Baton Rouge, LA 70806
Attn: Sarah Turner | *E: sturner@newschoolsbr.org* | *P: (615) 521-6637*
Role: Project Manager | *Fee $ 2,550*
Conducted a Phase I ESA for New Schools of Baton Rouge on a tract of land being considered as a site for a new charter school. In addition to the site reconnaissance, historical records, and regulatory data were reviewed to check for any areas of concern. The site was a former car dealership, and Terracon identified Recognized Environmental Conditions (REC) based on previous use and regulatory records. Further investigation was recommended.

JENNIFER TROMBLEY PETERS
SENIOR PROJECT MANAGER / SENIOR ASSOCIATE

PROFESSIONAL EXPERIENCE

Mrs. Peters currently serves as the Environmental Program Group manager for the San Antonio office and is the Division lead for National Environmental Policy (NEPA) practice. She has over 20 years of environmental experience, of which 15 has been conducting and/or managing Natural and Cultural Resources projects including Waters of the US Delineations, USACE permits, threatened and endangered species habitat assessment, cultural resources surveys and NEPA documents.

Prior to conducting Natural and Cultural Resources services, she conducted site investigations, multi-media sampling, emergency response oversight, and remediation activities.

Her clients/projects include: private, municipal/local government agencies (cities and counties) , United States Army Corp of Engineers, Veterans Affairs (VA), United States Department of Agriculture, US Housing and Urban Development, and Federal Emergency Management Agency.

RELEVANT PROJECT EXPERIENCE

Padre Estates Tracks 9 through 11, South Parde Island, Texas

Project manager for the completion of a Individual Permit for the filling of a jurisdictional water adjacent to the Laguna Madre. Project was for the construction of a retaining wall and filling in of wetlands to construct a retail facility. Reviewed all documents provided to the USACE including archaeological survey, waters of the US delineation, and threatened and endangered species habitat surveys. Met with and coordinated permitting requirements including mitigation strageties with the USACE Galveston District (Corpus Christi Field Office). Individual Permit was obtained with approved mitigation measures.

City of Seadrift Seawall Replacement, Seadrift, Texas

Project manager for the City of Seadrift Seawall Replacement Project. Responsible for managing and performing evaluation of essential fish habitat and the Waters of the United States delineation. Met with the client and represented the client and the City of Seadrift during pre-application and additional meetings with the Galveston District. Reviewed all documents submitted to the USACE and managed all tasks associated with the individual permit. The project is funded through a FEMA grant for the Hurricane Harvey relief effort.

Tiki Island Reconstruction Permitting, Tiki Island, Texas

Project manager and subject mater expert for the restoration of a habor within Tiki Island. Responsible for reviewing Waters of the US delineation and pre-application submittal to the USACE Galveston District. Project

Education
Bachelor of Science, Geograghy, Texas A&M University, 2000

Certifications
40-Hour HAZWOPER

Basic Wetland Delineation Certification, Wetland Training Institute; Houston, Texas

TxDOT Precertifications:
2.14.1 – Environmental Documentation Preparation

2.13.1 – Hazardous Materials Initial Site Assessment

2.12.1 – Socioecomonic and Environmental Justice Analysis

Affiliations
Air and Waste Management Association, Southwest Section (Secretary)

Air and Waste Management Association, Alamo Chapter (Treasurer)

American Planning Association Member

Socity for Military Engineers – San Antonio Chapter (Board Member)

Work History
Terracon Consultants, Inc., Senior Scientist, 2016-Present

Ageiss, NEPA Specialist, 2015-2016

Stell Environmental, Project Manager, 2012 - 2015

Tetra Tech, Environmental Scientist, 2010 – 2012

Weston Solutions, Project Scientist, 2003-2010

City of Lubbock, Environmental Complaince Specialist, 2002-2003

Weston Solutions, Assistant Project Scientist, 2001-2002

included restoration of an existing breakwall, dredging, and bulkhead construction. Coordinated staff, coordinated responses to the USACE, met with the USACE, and provided updates to the client.

Port of Corpus Christi Authority Archaeological Survey. Project manager for marine and terrestrial cultural resources surveys related to the development of the draft Evironmental Impact Statement for the 75' Channel Deepening Project. PCCA has requested permit authorization from the U.S. Army Corps of Engineers – Galveston District to conduct dredge and fill activities related to the deepening of a portion of the Corpus Christi Ship Channel (CCSC), from Harbor Island into the Gulf of Mexico, for a distance of 13.8 miles. Project management included weekly meetings with the PCCA, coordination with staff and subcontractor, and review of all documents prior to submittal to the PCCA and the USACE.

NRCS Watershed Environmental Services. Oklahoma. Project manager **for task orders associated with** developing a comprehensive watershed plan documents. Documents include Waters of the US Delineations, threatened and endangered species habitat assessments, archaeological surveys, and historic structures surveys. Information collected and analyzed were used to assist with USACE permitting requirements and if requirement mitigation calculations. Responsible for reviewing deliverables as well as updating NEPA documents to reflect findings associated with the documentation. Also met with USACE reviewers to discuss permitting requirements. Managed staff for all resources and met with the NRCS on a monthly basis to provide updates.

City of San Antonio On-Call NEPA Environmental Record Review Contract. Project manager for three year on-call contract with the City of San Antonio to provide on-call services to NEPA documents for prepare Housing and Urban Development (HUD) funding, including Categorical Exclusions Subject to 58.5, Environmental Assessments, Noise Studies, Phase I ESAs, desktop archeological reviews, and consultation with State Historic Preservation Office.

New Braunfels Utility Cultural Resource On-Contract. Contract manager and task order coordinator for a three year on-call contract. Contract is to provide cultural resource support in the planning and implementation of Water and Wastewater Capital Improvements Plan in accordance with Texas Antiquities Code and Section 106.

Bexar County Parks Master Plan, San Antoio. Project manager for the preparation of ecological services in support of preparing a Master Plan for twelve parks owned and managed by Bexar County. Services included identifying and mapping biologic communities and existing conditions, conduct stream assessment reaches using the Texas Rapid Assessment Method (TxDRAM), evaluate the ecological conditions of the communities identified, and provide opportunities for ecological improvements.

Flatrock: Natural Resource Support – EPIC Pipline. Project Manager for Waters of the United States delineations associated with the EPIC Pipeline. Project area included Upton County to Nueces County, Texas. Additional tasks included training Flatrock staff concerning proper delineation techniques and local flora.

*** NAVFAC-Atlantic: Recreational And Migratory Fisheries Assessment And Enhancement for Lunker Lake And Mill Stream, Naval Support Activity Hampton Roads Northwest Annex, VA.** Project Manager responsible for managing project budget and ensuring that deliverables are produced, reviewed, and submitted to the document within the given project schedule. Met with client and Site Manager to ensure that draft and final reports met clients needs and completed to satisfaction.

APPENDIX E
Common Acronyms

AJD	Approved Jurisdictional Determination
CWA	Clean Water Act
EPA	Environmental Protection Agency
FAC	Facultative
FACU	Facultative Upland
FACW	Facultative Wetland
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GPS	Global Positioning Systems
NRCS	Natural Resource Conservation Service
NWI	National Wetlands Inventory
OBL	Obligate Wetland
OHWM	Ordinary High Water Mark
PJD	Preliminary Jurisdictional Determination
UPL	Obligate Upland
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geologic Survey
WOTUS	Waters of the U.S.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Louisiana Ecological Services Field Office
200 Dulles Drive
Lafayette, LA 70506
Phone: (337) 291-3100 Fax: (337) 291-3139

In Reply Refer To: 08/01/2024 21:19:11 UTC
Project code: 2024-0125011
Project Name: Leesville Airport

Subject: Consistency letter for the project named 'Leesville Airport' for specified threatened and endangered species that may occur in your proposed project location pursuant to the Louisiana Endangered Species Act project review and guidance for other federal trust resources determination key (Louisiana DKey).

Dear Jennifer Peters:

The U.S. Fish and Wildlife Service (Service) received on August 01, 2024 your effects determination(s) for the 'Leesville Airport' (the Action) using the Louisiana DKey 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 in the Service's Louisiana DKey, you made the following effect determination(s) for the proposed Action:

Species	Listing Status	Determination
Red-cockaded Woodpecker (*Picoides borealis*)	Endangered	No effect

Your agency has met consultation requirements for these species by informing the Service of the "no effect" determinations. No further consultation for this project is required for these species. This consistency letter confirms you may rely on effect determinations you reached by considering the Louisiana DKey to satisfy agency consultation requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (87 Stat. 884, as amended 16 U.S.C. 1531 et seq.; ESA).

The Service recommends that your agency contact the Service or re-evaluate the project in IPaC if: 1) the scope or location of the proposed project is changed significantly, 2) new information reveals that the action may affect listed species or designated critical habitat; 3) the action is modified in a manner that causes effects to listed species or designated critical habitat; or 4) a new species is listed or critical habitat designated. If any of the above conditions occurs,

additional consultation should take place before project changes are final or resources committed.

This IPaC-generated letter only applies to the species in the above table and **does not** apply to the following ESA-protected species that also may occur in the Action Area:

- Alligator Snapping Turtle *Macrochelys temminckii* Proposed Threatened
- Monarch Butterfly *Danaus plexippus* Candidate

Please Note: If the Federal Action may impact bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act (BGEPA) (54 Stat. 250, as amended, 16 U.S.C. 668a-d) may be required. Please contact Ulgonda Kirkpatrick (phone: 321/972-9089, e-mail: ulgonda_kirkpatrick@fws.gov) with any questions regarding potential impacts to bald or golden eagles.

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

1. Name

Leesville Airport

2. Description

The following description was provided for the project 'Leesville Airport':

> Airport Runway Extension

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@31.1775413,-93.34248855432159,14z

QUALIFICATION INTERVIEW

1. Is the action authorized, funded, or being carried out by a Federal agency?

   Yes

2. Is the action authorized, funded, or being carried out by the:

   e. Other

3. Please identify your agency or organization type:

   c. Other

4. [Hidden Semantic] Does the project intersect the red-cockaded woodpecker (RCW) AOI?

   Automatically answered
   Yes

5. Will the project involve removal of suitable RCW foraging habitat (pine or pine/hardwood stands in which 50 percent or more of the dominant trees are pines and the dominant pine trees are 30 years of age or older)?

   No

6. Will the project occur within suitable RCW nesting habitat (pine or pine/hardwood stands that contain pines 60 years of age or older)?

   No

7. [Hidden Semantic] Does the project intersect the pink mucket mussel AOI ?

   Automatically answered
   No

8. (Semantic) Does the project intersect the Louisiana black bear Range?

   Automatically answered
   No

IPAC USER CONTACT INFORMATION

Agency: Leesville city
Name: Jennifer Peters
Address: 6911 Blanco Road
City: San Antonio
State: TX
Zip: 78216
Email jennifer.peters@terracon.com
Phone: 2109077648

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Army

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Louisiana Ecological Services Field Office
200 Dulles Drive
Lafayette, LA 70506
Phone: (337) 291-3100 Fax: (337) 291-3139

In Reply Refer To: 08/01/2024 21:17:09 UTC
Project Code: 2024-0125011
Project Name: Leesville Airport

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, and candidate species, as well as designated and proposed critical habitat that may occur within the boundary of your proposed project and may be affected by your proposed project. The Fish and Wildlife Service (Service) is providing this list under section 7 (c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.). Changes in this species list may occur due to new information from updated surveys, changes in species habitat, new listed species and other factors. Because of these possible changes, feel free to contact our office (337-291-3109) for more information or assistance regarding impacts to federally listed species. The Service recommends visiting the IPaC site or the Louisiana Ecological Services Field Office website (https://www.fws.gov/southeast/lafayette) at regular intervals during project planning and implementation for updated species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the habitats 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 Federal trust resources and to determine whether projects may affect Federally listed 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)).

Bald eagles have recovered and were removed from the List of Endangered and Threatened Species as of August 8, 2007. Although no longer listed, please be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (BGEPA) (16 U.S.C. 668 et seq.).

The Service developed the National Bald Eagle Management (NBEM) Guidelines to provide landowners, land managers, and others with information and recommendations to minimize potential project impacts to bald eagles, particularly where such impacts may constitute "disturbance", which is prohibited by the BGEPA. A copy of the NBEM Guidelines is available at: https://www.fws.gov/migratorybirds/pdf/management/nationalbaldeaglenanagementguidelines.pdf

Those guidelines recommend: (1) maintaining a specified distance between the activity and the nest (buffer area); (2) maintaining natural areas (preferably forested) between the activity and nest trees (landscape buffers); and (3) avoiding certain activities during the breeding season. Onsite personnel should be informed of the possible presence of nesting bald eagles within the project boundary, and should identify, avoid, and immediately report any such nests to this office. If a bald eagle nest occurs or is discovered within or adjacent to the proposed project area, then an evaluation must be performed to determine whether the project is likely to disturb nesting bald eagles. That evaluation may be conducted on-line at: https://www.fws.gov/southeast/our-services/eagle-technical-assistance/. Following completion of the evaluation, that website will provide a determination of whether additional consultation is necessary. The Division of Migratory Birds for the Southeast Region of the Service (phone: 404/679-7051, e-mail: SEmigratorybirds@fws.gov) has the lead role in conducting any necessary consultation.

Activities that involve State-designated scenic streams and/or wetlands are regulated by the Louisiana Department of Wildlife and Fisheries and the U.S. Army Corps of Engineers, respectively. We, therefore, recommend that you contact those agencies to determine their interest in proposed projects in these areas.

Activities that would be located within a National Wildlife Refuge are regulated by the refuge staff. We, therefore, recommend that you contact them to determine their interest in proposed projects in these areas.

Additional information on Federal trust species in Louisiana can be obtained from the Louisiana Ecological Services website at: https://www.fws.gov/southeast/lafayette

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 Tracking Number 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
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds

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:

Louisiana Ecological Services Field Office
200 Dulles Drive
Lafayette, LA 70506
(337) 291-3100

PROJECT SUMMARY

Project Code: 2024-0125011
Project Name: Leesville Airport
Project Type: Airport - Maintenance/Modification
Project Description: Airport Runway Extension
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@31.1775413,-93.34248855432159,14z

Counties: Vernon County, Louisiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 3 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 Fisheries[1], 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
Red-cockaded Woodpecker *Picoides borealis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7614	Endangered

REPTILES

NAME	STATUS
Alligator Snapping Turtle *Macrochelys temminckii* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4658	Proposed Threatened

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* 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.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act[1] and the Migratory Bird Treaty Act[2].

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats[3], should follow appropriate regulations and consider

implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

---

1. The Bald and Golden Eagle Protection Act of 1940.
2. The Migratory Birds Treaty Act of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are likely bald eagles present in your project area. For additional information on bald eagles, refer to Bald Eagle Nesting and Sensitivity to Human Activity

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

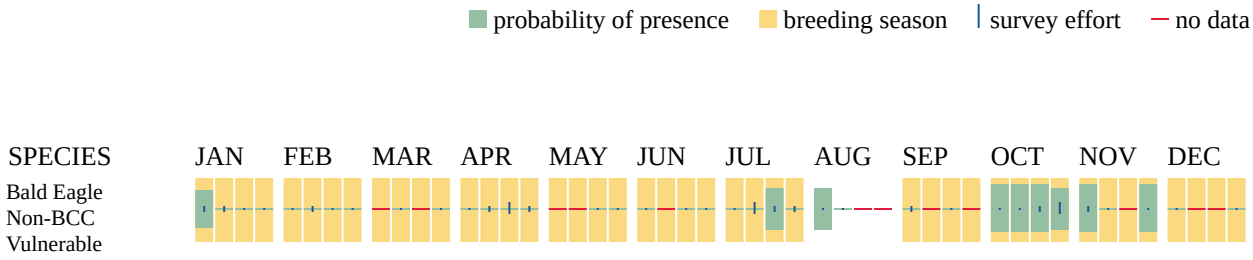
Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats[3] should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

---

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Kestrel *Falco sparverius paulus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9587	Breeds Apr 1 to Aug 31
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31
Brown-headed Nuthatch *Sitta pusilla* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9427	Breeds Mar 1 to Jul 15
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Least Tern *Sternula antillarum antillarum* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/11919	Breeds Apr 25 to Sep 5
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Wood Thrush *Hylocichla mustelina* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

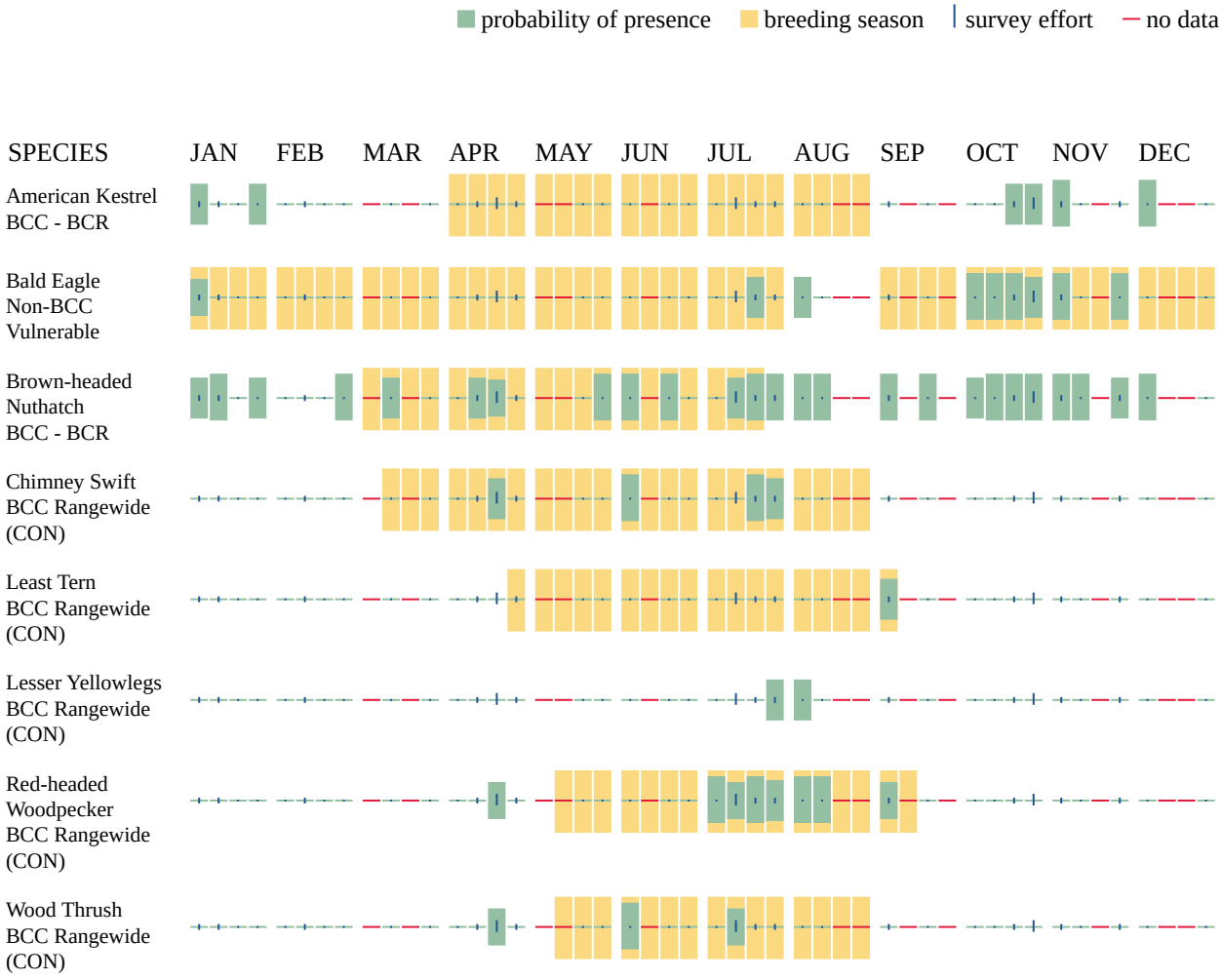
Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management

- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

IPAC USER CONTACT INFORMATION

Agency: Leesville city
Name: Jennifer Peters
Address: 6911 Blanco Road
City: San Antonio
State: TX
Zip: 78216
Email jennifer.peters@terracon.com
Phone: 2109077648

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Army

Appendix D
Scoping and Consultation

U.S. Department of Transportation
Federal Aviation Administration

Federal Aviation Administration
Southwest Region, Airports Division
Louisiana / New Mexico Airports Development Office

FAA-ASW-640
10101 Hillwood Pkwy.
Fort Worth, Texas 76177

April 12, 2024

PAUL JACKSON
AIRPORT MANAGER
508 S. FIFTH ST.
LEESVILLE, LA 71446

Federal Aviation Administration (FAA)
Leesville (L39) Aviation Activity Forecast Approval

The FAA Airports District Office has reviewed the aviation forecast submission for the Leesville (L39) Defense Community Infrastructure Grant (Runway Extension), dated April 2024. The purpose of developing this forecast was to provide the FAA with the supporting documentation necessary to conduct a noise and emissions analysis for the Environmental Assessment (EA). The FAA approves the forecast submission for airport environmental review and acknowledges that additional information may be requested to support the noise analysis. The existing and future critical aircraft will remain the same from the last approved ALP update signed by FAA on 8/11/2021 and will be reevaluated as part of the next airports planning study or official airport layout plan (ALP) update.

Our approval is based on the following:

- The forecast is supported by reasonable planning assumptions and current data
- The forecast appears to be developed using acceptable forecasting methodologies
- The forecast does not exceed acceptable growth rates in the 2023 TAF

The FAA recognizes the following for the forecast submission dated April 2024:

1. The airfield designation remains Airplane Design Group (ADG) of Category B-II as per last approved ALP submission.
2. The Runway Design Code (RDC) for Runway 18/36 will remain the same at B-II 5000.
3. The Critical Aircraft criteria will remain the same for B-II operations.
4. Current and proposed runway width and safety area requirements associated with Runway 18-36 currently comply to B-II standards.

Approval of this forecast does not automatically justify any of the capital improvements shown on the ALP or recommended in the master plan. All future projects will need to be justified by current activity levels at the time of proposed implementation. Lastly, the approved forecasts may be subject to additional analysis, or the FAA may request a sensitivity analysis if this data is to be used for environmental or Part 150 noise planning purposes.

This forecast was prepared at the same time as the evolving impacts of the COVID-19 public health emergency. Forecast approval is based on the methodology, data, and conclusions at the time the document was prepared. However, consideration of the impacts of the COVID-19 public health emergency on aviation activity is warranted to acknowledge the reduced confidence in growth projections using currently available data.

Accordingly, FAA approval of this forecast does not constitute justification for future projects. Justification for future projects will be made based on activity levels at the time the project is requested for development. Documentation of actual activity levels meeting planning activity levels will be necessary to justify AIP funding for eligible projects.

If you have any questions about this forecast approval, please call me at (817) 222-5640.

Sincerely,

Justin Barker
Louisiana/New Mexico Airports District Office
Federal Aviation Administration
10101 Hillwood Parkway
Fort Worth, TX 76177

cc: Jon West, Chief, DPW-Environmental Division, Ft. Johnson, LA
LADOTD

No known historic properties will be affected by this undertaking. Therefore, our office has no objection to the implementation of this project. This effect determination could change should new information come to our attention.

Carrie Broussard

Carrie Broussard
State Historic Preservation Officer

Date 12/05/2024

EPARTMENT OF THE ARMY
MY INSTALLATION MANAGEMENT COMMAND
S, UNITED STATES ARMY GARRISON, FORT JOHNSON
661 WARRIOR TRAIL, WOODFILL HALL
ORT JOHNSON, LOUISIANA 71459-5339

November 8, 2024

Dr. Chip McGimsey
P.O. Box 44247
Baton Rouge, LA 70804

Dear Dr. McGimsey:

I am writing to notify your office that the City of Leesville is anticipating utilizing federal funds through a grant program managed by the Office of Local Defense Community Cooperation (ODLCC) for actions conducted that will benefit the community and the nearby Fort Johnson military installation. The Army is the federal decision-maker concerning the activities associated with the grant. The City of Leesville intends to extend the existing runway by 1,800 feet to 5,607 feet within the current boundaries of the Leesville Airport. The runway would support the Army's smaller Class A aircraft and associated services by creating additional runway length available for the community and Fort Johnson. The Proposed Action will occur within the existing airport property. Please see Enclosure 1.

As this Proposed Action is federally funded, we are preparing an Environmental Assessment that will evaluate the environmental, cultural, and socioeconomic effects associated with the Proposed Action, pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 US Code (USC) §4321 et seq.); the Council on Environmental Quality (CEQ) Regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508); Title 32 CFR Part 651; AR 200-1, AR 200-2. This EA is being conducted in cooperation with the Federal Aviation Administration (FAA). The proposal will require the FAA's approval of a revision to the approved Airport Layout Plan (ALP). This approval, consistent with provisions under 49 U.S.C 47101, is a major federal action requiring compliance with NEPA (42 U.S.C. §§ 4321 - 4374). Because of FAA's jurisdiction by law and special expertise regarding aviation safety, airports, and efficient and safe use of airspace, this EA is also being prepared in accordance with FAA Order; 1050.1F, Environmental Impacts: Policy and Procedures (Order 1050.1F) and FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions (Order 5050.4B).

The purpose of the Proposed Action is to provide a longer runway alternative to the City of Leesville community while offering operational redundancy and auxiliary airfield support in close proximity to Fort Johnson during planned and emergency conditions. The action will enable longer range and higher end aircraft access to the airport for a wide range of activities, including fixed-wing air ambulance for mass casualty evacuation, logistics and scenario planning operations, and transportation

flights to serve organic Fort Johnson units and our partner nations, Army civilians and the contractor community.

The City of Leesville has not identified any historic or National Register of Historic Places (NRHP)-eligible properties within the boundaries of the Area of Potential Effect (APE) of the Proposed Action. We have defined the APE to include the proposed runway extension footprint and areas from which the Proposed Action would be readily visible. The APE was surveyed in 2009 by Barr and Associates and no sites were identified. As a result, we believe this project will have no effect on National Register eligible or potentially eligible historic properties.

The City of Leesville is consulting with the following tribal nations: Apache Tribe of Oklahoma, Tunica-Biloxi Indians of Louisiana, Alabama-Coushatta of Texas, Alabama-Quassarte Tribal Town, Caddo Nation of Oklahoma, Coushatta Tribe of Louisiana, Jena Band of Choctaw Indians, Mississippi Band of Choctaw Indians, Choctaw Nation of Oklahoma, Chitimacha Tribe of Louisiana, and the Thlopthlocco Tribal Town.

If you have an interest, we invite you to join us as a consulting party as we conduct this EA in accordance with 32 CFR Part 651, FAA Order; 1050.1F, and Executive Order 13175. If you do not wish to be a consulting party, please provide your concurrence or objection within thirty days of your receipt of this recommended finding.

If you are interested in this Proposed Action, please contact Paul Jackson, Airport Manager at (337) 238-5968 or via electronic mail at airport@leesvillela.gov for coordination. This will provide the platform for outlining areas of concern you may have so that we may address them during this assessment.

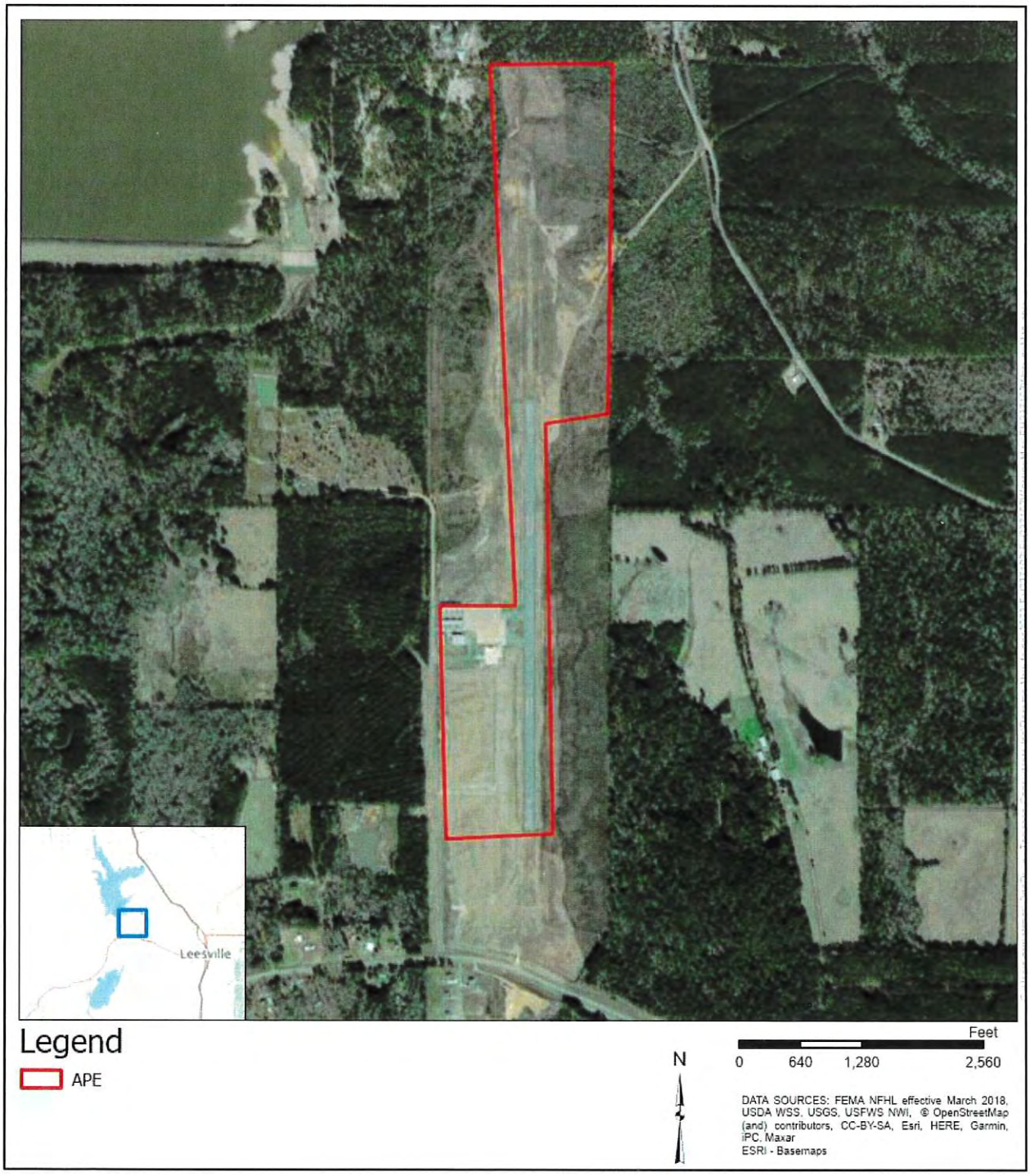
Sincerely,

Brad Laffitte
Cultural Resources Manager
Fort Johnson

Enclosure

Enclosure 1

Location of Leesville Airport and Proposed Action



DEPARTMENT OF THE ARMY
US ARMY INSTALLATION MANAGEMENT COMMAND
HEADQUARTERS, UNITED STATES ARMY GARRISON, FORT JOHNSON
6661 WARRIOR TRAIL, WOODFILL HALL
FORT JOHNSON, LOUISIANA 71459-5339

November 8, 2024

Chairman Ricky Sylestine
571 State Park Road 56
Livingston, TX 77351

Dear Chairman Sylestine:

I am writing to notify your Nation that the City of Leesville is anticipating utilizing federal funds through a grant program managed by the Office of Local Defense Community Cooperation (ODLCC) for actions conducted that will benefit the community and the nearby Fort Johnson military installation. The Army is the federal decision-maker concerning the activities associated with the grant. The City of Leesville intends to extend the existing runway by 1,800 feet to 5,607 feet within the current boundaries of the Leesville Airport. The runway would support the Army's smaller Class A aircraft and associated services by creating additional runway length available for the community and Fort Johnson. The Proposed Action will occur within the existing airport property. Please see Enclosure 1.

As this Proposed Action is federally funded, we are preparing an Environmental Assessment that will evaluate the environmental, cultural, and socioeconomic effects associated with the Proposed Action, pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 US Code (USC) §4321 et seq.); the Council on Environmental Quality (CEQ) Regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508); Title 32 CFR Part 651; AR 200-1, AR 200-2. This EA is being conducted in cooperation with the Federal Aviation Administration (FAA). The proposal will require the FAA's approval of a revision to the approved Airport Layout Plan (ALP). This approval, consistent with provisions under 49 U.S.C 47101, is a major federal action requiring compliance with NEPA (42 U.S.C. §§ 4321 - 4374). Because of FAA's jurisdiction by law and special expertise regarding aviation safety, airports, and efficient and safe use of airspace, this EA is also being prepared in accordance with FAA Order; 1050.1F, Environmental Impacts: Policy and Procedures (Order 1050.1F) and FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions (Order 5050.4B).

The purpose of the Proposed Action is to provide a longer runway alternative to the City of Leesville community while offering operational redundancy and auxiliary airfield support in close proximity to Fort Johnson during planned and emergency conditions. The action will enable longer range and higher end aircraft access to the airport for a wide range of activities, including fixed-wing air ambulance for mass casualty evacuation, logistics and scenario planning operations, and transportation

flights to serve organic Fort Johnson units and our partner nations, Army civilians and the contractor community.

The City of Leesville has not identified any historic or National Register of Historic Places (NRHP)-eligible properties within the boundaries of the Area of Potential Effect (APE) of the Proposed Action. We have defined the APE to include the proposed runway extension footprint and areas from which the Proposed Action would be readily visible. In association with this EA, we are consulting with the Louisiana State Historic Preservation Office (SHPO). The APE was surveyed in 2009 by Barr and Associates and no sites were identified. As a result, we believe this project will have no effect on National Register eligible or potentially eligible historic properties.

The City of Leesville is consulting with the following tribal nations: Apache Tribe of Oklahoma, Tunica-Biloxi Indians of Louisiana, Alabama-Coushatta of Texas, Alabama-Quassarte Tribal Town, Caddo Nation of Oklahoma, Coushatta Tribe of Louisiana, Jena Band of Choctaw Indians, Mississippi Band of Choctaw Indians, Choctaw Nation of Oklahoma, Chitimacha Tribe of Louisiana, and the Thlopthlocco Tribal Town. Prior to implementing the Proposed Action, we wish to consult with federally recognized Indian Nations that may have ancestral ties to the project location.

If you have an interest, we invite you to join us as a consulting party as we conduct this EA in accordance with 32 CFR Part 651, FAA Order; 1050.1F, and Executive Order 13175. With your advice and assistance, we hope to establish an ongoing cooperative relationship between your Nation and City of Leesville. If you do not wish to be a consulting party, please provide your concurrence or objection within thirty days of your receipt of this recommended finding.

If you are interested in this Proposed Action, please contact Paul Jackson, Airport Manager at (337) 238-5968 or via electronic mail at airport@leesvillela.gov for coordination with the counterpart in your Nation. This will provide the platform for outlining areas of concern you may have so that we may address them during this assessment.

Sincerely,

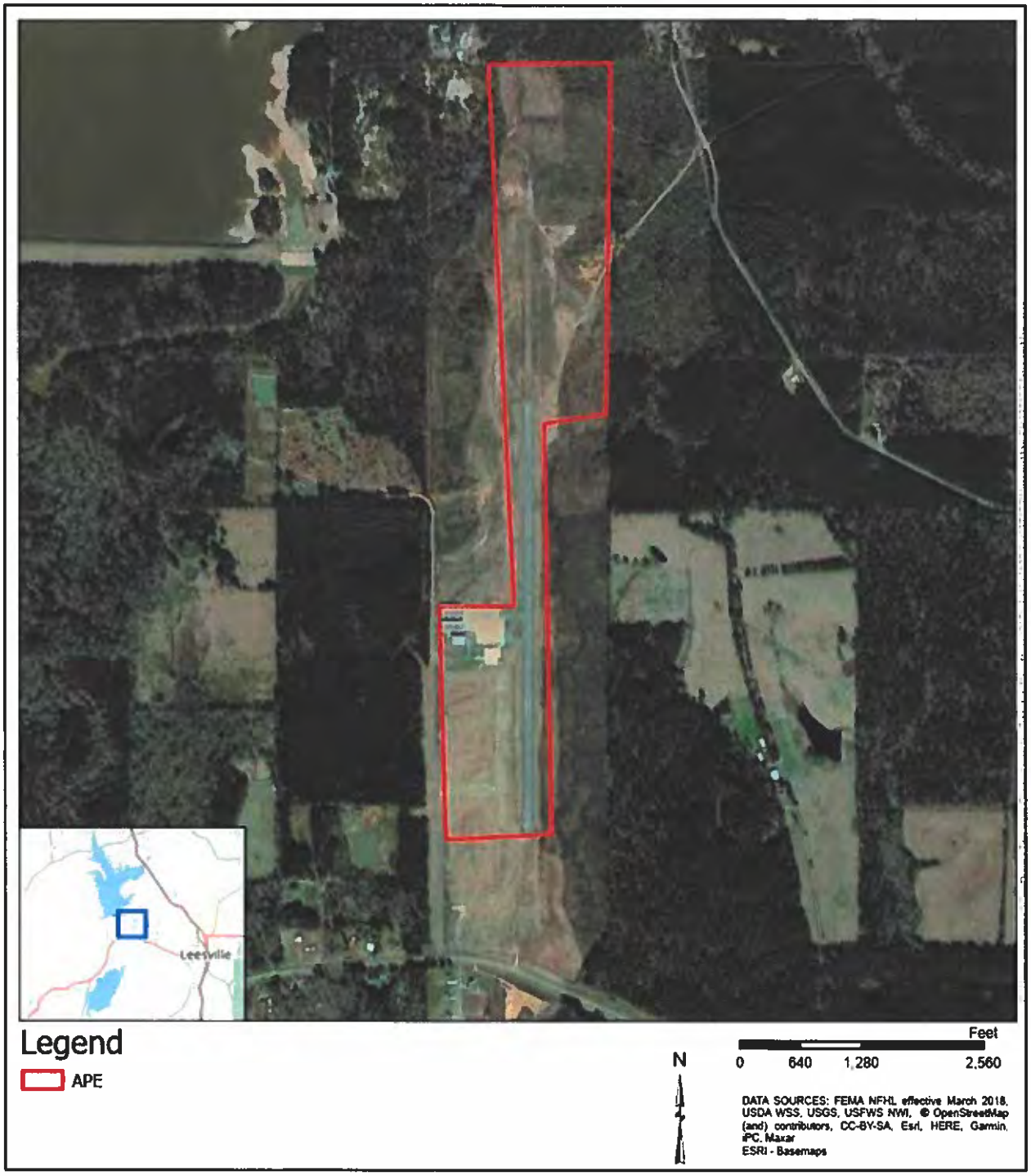
Brad Laffitte
Cultural Resources Manager
Fort Johnson

Enclosure

Cc: Delvin Johnson,
Alabama-Coushatta THPO

Enclosure 1

Location of Leesville Airport and Proposed Action



DEPARTMENT OF THE ARMY
US ARMY INSTALLATION MANAGEMENT COMMAND
HEADQUARTERS, UNITED STATES ARMY GARRISON, FORT JOHNSON
6661 WARRIOR TRAIL, WOODFILL HALL
FORT JOHNSON, LOUISIANA 71459-5339

November 8, 2024

Dr. Chip McGimsey
P.O. Box 44247
Baton Rouge, LA 70804

Dear Dr. McGimsey:

I am writing to notify your office that the City of Leesville is anticipating utilizing federal funds through a grant program managed by the Office of Local Defense Community Cooperation (ODLCC) for actions conducted that will benefit the community and the nearby Fort Johnson military installation. The Army is the federal decision-maker concerning the activities associated with the grant. The City of Leesville intends to extend the existing runway by 1,800 feet to 5,607 feet within the current boundaries of the Leesville Airport. The runway would support the Army's smaller Class A aircraft and associated services by creating additional runway length available for the community and Fort Johnson. The Proposed Action will occur within the existing airport property. Please see Enclosure 1.

As this Proposed Action is federally funded, we are preparing an Environmental Assessment that will evaluate the environmental, cultural, and socioeconomic effects associated with the Proposed Action, pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 US Code (USC) §4321 et seq.); the Council on Environmental Quality (CEQ) Regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508); Title 32 CFR Part 651; AR 200-1, AR 200-2. This EA is being conducted in cooperation with the Federal Aviation Administration (FAA). The proposal will require the FAA's approval of a revision to the approved Airport Layout Plan (ALP). This approval, consistent with provisions under 49 U.S.C 47101, is a major federal action requiring compliance with NEPA (42 U.S.C. §§ 4321 - 4374). Because of FAA's jurisdiction by law and special expertise regarding aviation safety, airports, and efficient and safe use of airspace, this EA is also being prepared in accordance with FAA Order; 1050.1F, Environmental Impacts: Policy and Procedures (Order 1050.1F) and FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions (Order 5050.4B).

The purpose of the Proposed Action is to provide a longer runway alternative to the City of Leesville community while offering operational redundancy and auxiliary airfield support in close proximity to Fort Johnson during planned and emergency conditions. The action will enable longer range and higher end aircraft access to the airport for a wide range of activities, including fixed-wing air ambulance for mass casualty evacuation, logistics and scenario planning operations, and transportation

flights to serve organic Fort Johnson units and our partner nations, Army civilians and the contractor community.

The City of Leesville has not identified any historic or National Register of Historic Places (NRHP)-eligible properties within the boundaries of the Area of Potential Effect (APE) of the Proposed Action. We have defined the APE to include the proposed runway extension footprint and areas from which the Proposed Action would be readily visible. The APE was surveyed in 2009 by Barr and Associates and no sites were identified. As a result, we believe this project will have no effect on National Register eligible or potentially eligible historic properties.

The City of Leesville is consulting with the following tribal nations: Apache Tribe of Oklahoma, Tunica-Biloxi Indians of Louisiana, Alabama-Coushatta of Texas, Alabama-Quassarte Tribal Town, Caddo Nation of Oklahoma, Coushatta Tribe of Louisiana, Jena Band of Choctaw Indians, Mississippi Band of Choctaw Indians, Choctaw Nation of Oklahoma, Chitimacha Tribe of Louisiana, and the Thlopthlocco Tribal Town.

If you have an interest, we invite you to join us as a consulting party as we conduct this EA in accordance with 32 CFR Part 651, FAA Order; 1050.1F, and Executive Order 13175. If you do not wish to be a consulting party, please provide your concurrence or objection within thirty days of your receipt of this recommended finding.

If you are interested in this Proposed Action, please contact Paul Jackson, Airport Manager at (337) 238-5968 or via electronic mail at airport@leesvillela.gov for coordination. This will provide the platform for outlining areas of concern you may have so that we may address them during this assessment.

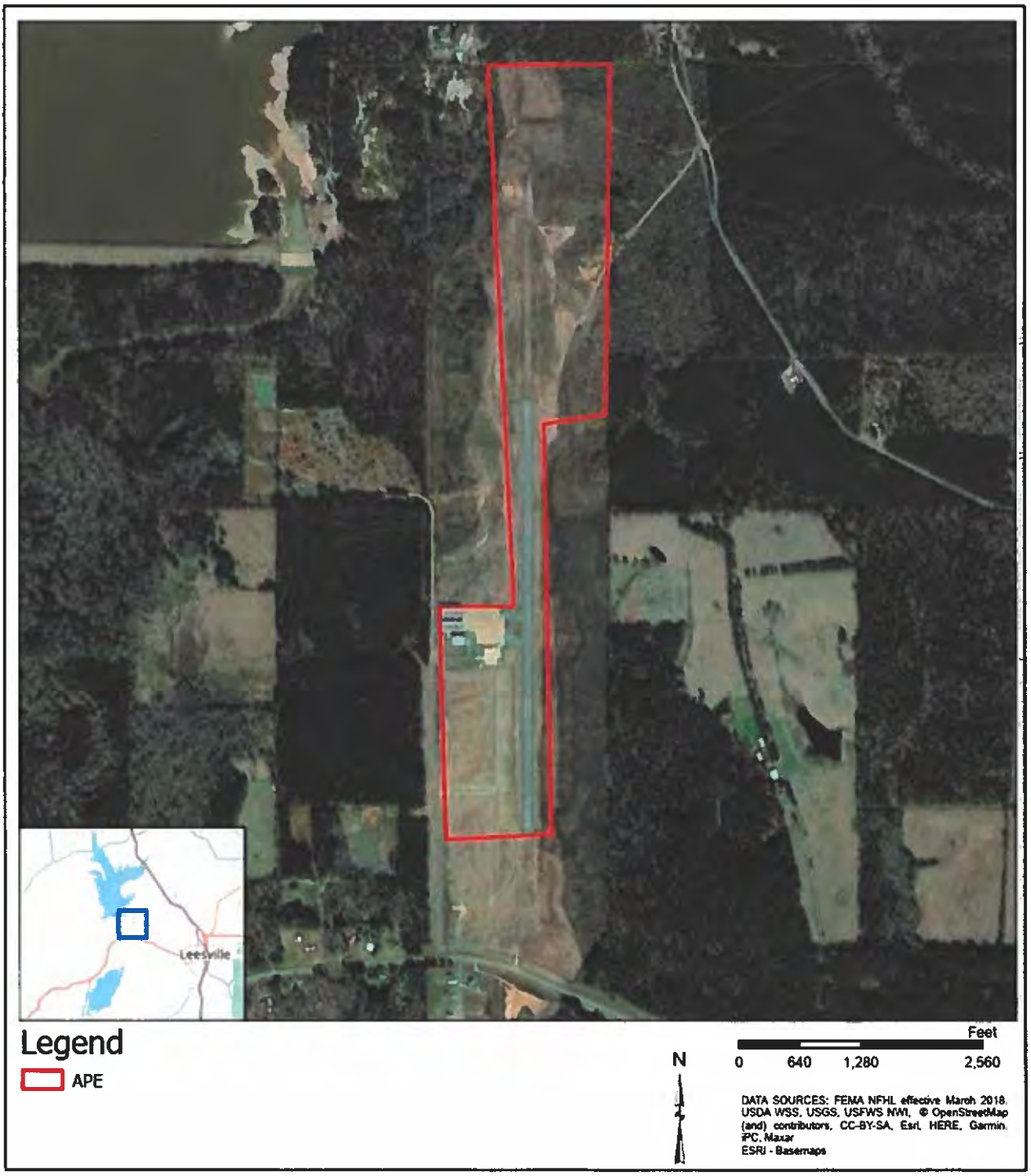
Sincerely,

Brad Laffitte
Cultural Resources Manager
Fort Johnson

Enclosure

Enclosure 1

Location of Leesville Airport and Proposed Action



CITY OF LEESVILLE

508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

March 15, 2024

United States Fish and Wildlife Service
Lafayette Ecological Services Field Office
200 Dulles Drive
Lafayette, Louisiana 70506
lafayette@fws.gov

Re: Section 7 Review Request
Leesville Airport Runway Expansion
424 Airport Road
Leesville, Vernon Parish, Louisiana

To Whom It May Concern:

The mission of the Joint Readiness Center (JRTC) and Fort Johnson is to train Brigade Combat Teams (BCT) and Security Force Assistance Brigades to conduct large scale operations on a decisive action battlefield against a near-peer threat with multi-domain capabilities. Fort Johnson enables Forces Command (FORSCOM) units to increase readiness and support globally deployable missions while facilitating a high quality of life for Soldiers and Army Families. To support planned and emergency operations, the City of Leesville is proposing the construction and operation of an 1,800-foot extension of the existing runway and associated buildings, for use by Fort Johnson at the Leesville Airport in Leesville, Vernon Parish, Louisiana.

Current runway conditions do not allow for the utilization of the runway by Army Class A aircraft which are integral to Fort Johnson's aviation operations, support, and training. The proposed expansion of the Leesville Airport runway would support Fort Johnson's mission in the event that installation runway is out of service due to construction, maintenance, or obstruction by disabled aircraft, or at capacity with no other alternate airport within range. The limited capabilities of the current Leesville Airport and Fort Johnson's runways hinder the need for an increase in rapid recovery and response requirements during catastrophic events such as casualty evacuations and disaster response (hurricanes). An exhibit detailing the proposed project area and layout is enclosed.

To complete this proposed runway and building expansion, the City of Leesville is seeking funding from the Office of Local Defense Community Cooperation (OLDCC). As such, an Environmental Assessment is required in accordance with the National Environmental Policy Act (NEPA) as codified under 40 Code of Federal Regulation 1500 (40 CFR Part 1500), Council on Environmental Quality (CEQ) Guidance and 32 CFR Part 561- Department of the Army Environmental Analysis of Army Actions. The Proposed Action will take place within the existing boundaries of the City of Leesville Airport property which is currently owned by the City of Leesville. No additional properties will be required for acquisition to construct the Proposed Action.

A preliminary review using the U.S. Fish and Wildlife Service (USFWS) Information, Planning and Conservation System (IPaC) Endangered Species Act online project review was conducted to identify listed species as well as critical habitats that may be located on or near the proposed project site. Based on a review of the website, the following federally listed species was listed as potentially occurring in the vicinity of the site:

- Red-cockaded Woodpecker (*Picoides borealis*) – Endangered

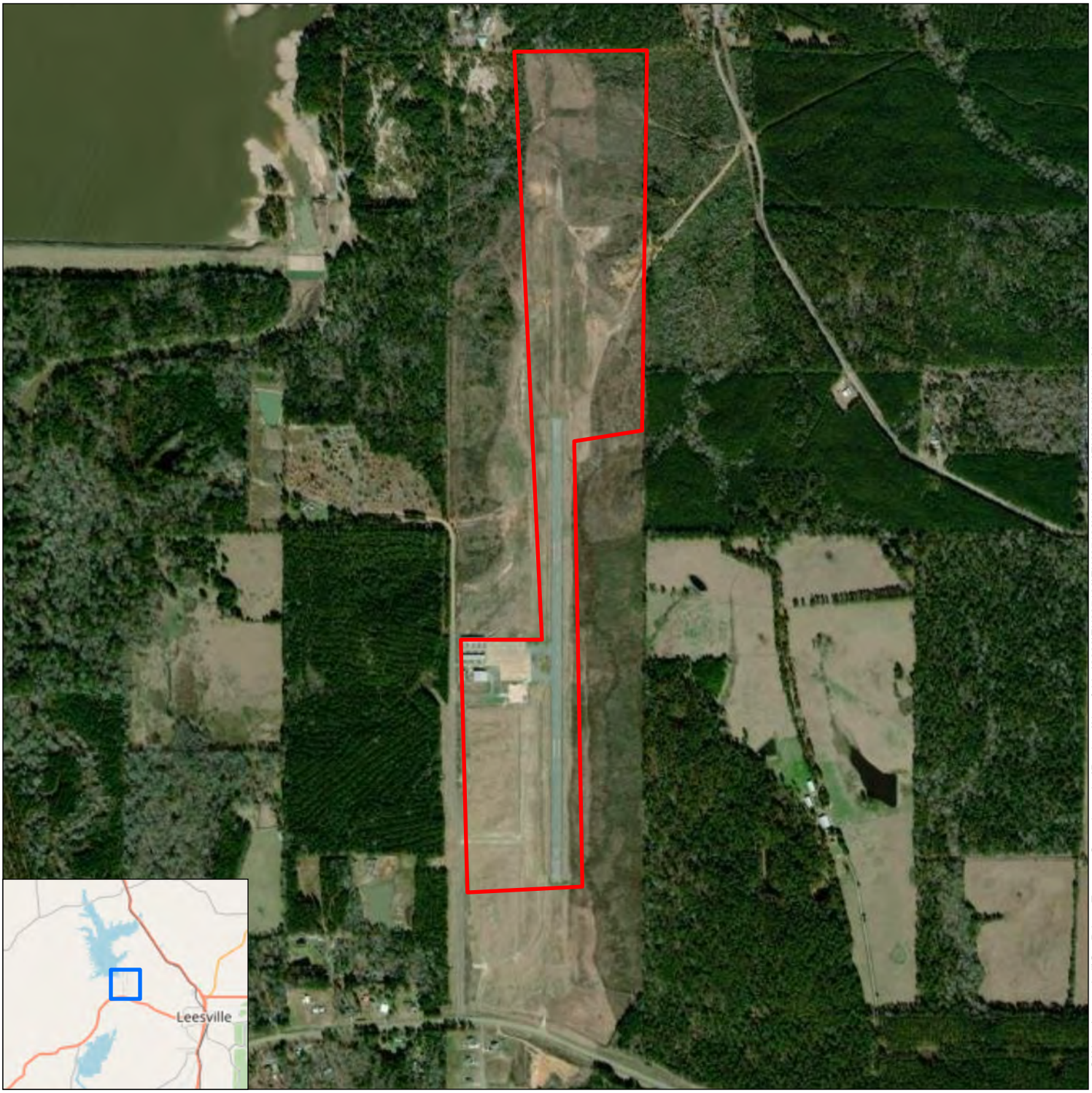
The proposed project site is largely cleared with limited areas of wooded land on the northwest corner of the airport property. The area proposed for the runway expansion is currently cleared of trees. Trees located on adjoining properties not owned by the City may require future clearing or trimming to accommodate Fort Johnson aircraft. Prior to any future tree clearing or trimming, a survey will be conducted to determine the absence or presence of red-cockaded woodpecker species. At this time, adverse impacts to listed species in the project area is not expected. Your confirmation of this, however, would be greatly appreciated. To meet project timeframes, please respond with within 30 days of receipt of this correspondence.

We appreciate your time and consideration of this matter. If you have questions or require additional information, please do not hesitate to contact me, Rick Allen, at (337) 239-2444 or via electronic mail at rick.allen@leesvillela.gov.

Sincerely,

Rick Allen
Mayor

Attachments: Project Location Maps (Topographic and Aerial Photograph)
Proposed Runway Expansion Plan Drawing
List of Threatened and Endangered Species – IPaC – February 27, 2024



C:\Users\nrmarshall\OneDrive - Terracon Consultants Inc\Desktop\New folder\2023\EH237102\EH237102\WorkingMap\EH237102WorkingMap.aprx

Legend

Area of Impact

N

Feet

0 640 1,280 2,560

DATA SOURCES: FEMA NFHL effective March 2018, USDA WSS, USGS, USFWS NWI, © OpenStreetMap (and) contributors, CC-BY-SA, Esri, HERE, Garmin, iPC, Maxar
ESRI - Basemaps

Project No.:	EH237102
Date:	Feb 2024
Drawn By:	NRM
Reviewed By:	JTP

Terracon
2822 O'Neal Ln, Bldg B
Baton Rouge, LA
PH. 225-344-6052 terracon.com

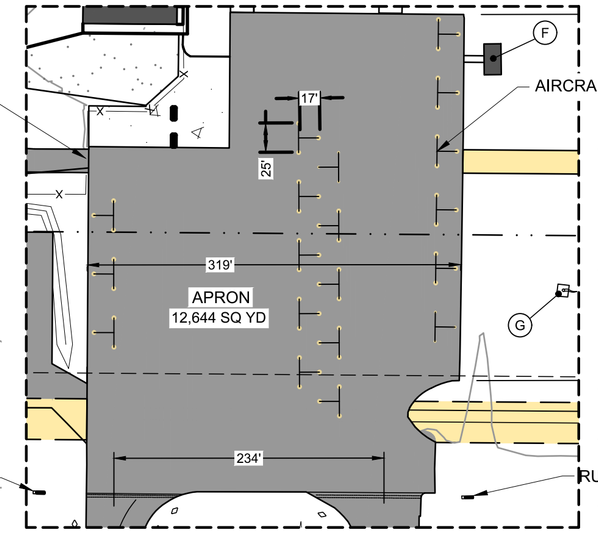
Project Area Map

City of Leesville
Leesville Airport Runway Expansion
Leesville, Vernon Parish, Louisiana
Center: 93°20'34"W 31°10'14"N

Exhibit

EXISTING/PROPOSED AIRPORT BUILDING TABLE

NO.	DESCRIPTION	TOP ELEVATION	OBSTRUCTION LIGHTING
A	HANGAR/OFFICE	306.84'	NO
B	WOODFRAME BUILDING	289.87'	NO
C	TRAILER	294.41'	NO
D	T-HANGAR	298.36'	NO
E	BOX HANGER	308.80'	NO
F	BRICK BUILDING	294.51'	NO
G	WIND CONE	304.38'	YES
H	BEACON	339.54'	YES
I	FUTURE T-HANGAR	308.80'	NO
J	FUTURE BOX HANGER	308.80'	NO



INSET A
SCALE: 1"=100'

VERNON LAKE

REVISION NO. 1 DESCRIPTION

- THE CONSTRUCTION OF THE RUNWAY END TURNABOUTS WAS COMPLETED IN MARCH OF 2021 (A.I.P. NO. 3-22-0057-016-2020). REVISION NO. 1 UPDATES THE ALP DRAWING SET TO SHOW THE TURNABOUTS AS EXISTING.
- SOME OF THE RUNWAY COORDINATE DATA INDICATED ON THE ALP WAS DISCOVERED TO BE INCORRECT DURING THE DESIGN OF THE RUNWAY TURNABOUT PROJECT. REVISION NO. 1 UPDATES THE ALP DRAWING SET TO INDICATE THE CORRECTED COORDINATE DATA.

ROAD
EL: 254' + 15' = 269'
TERPS CLR: 46.1'

ROAD
EL: 253' + 15' = 268'
INT APPR. CLR.: 46.6'
ULT APPR. CLR.: 26.6.

L.A. HWY 8

5' BARBED WIRE & MESH FENCE

ULTIMATE RPZ
1,000' L x 500' IW x 700' OW
VISIBILITY NOT LOWER THAN 1 MILE

AIRPORT ROAD

PARISH BUILT TO CONNECT SUNDOWN RD.

SUNDOWN ROAD

GATE

FUEL FARM

6' CHAIN LINK FENCE

AUTOMOBILE PARKING

AGRICULTURAL PAD

PROPOSED AWOS SITE

INITIAL RPZ
1,000' L x 250' IW x 450' OW
VISIBILITY NOT LOWER THAN 1 MILE

RUNWAY END TURNABOUTS

BRL

PROPOSED TAXIWAY

TOFA ULT

ROFA INT

ROFZ INT

RSA INT

POFZ INT

PAPI

REIL'S

3,807' x 75' EXISTING / 5,000' x 75' ULTIMATE

SEE INSET A

FAA LA24 A

FAA LA24 B

ULTIMATE DISPLACED THRESHOLD.
LOW PT & END EL 0.00'
LAT: N31° 09' 47.0260"
LONG: W93° 20' 32.8881"

INT. ARP
LAT: N31° 10' 05.4601"
LONG: W93° 20' 32.8644"

ULT. ARP
LAT: N31° 10' 11.3737"
LONG: W93° 20' 32.8515"

INITIAL THRESHOLD.
LOW PT & END EL 266.18'
LAT: N31° 09' 46.6302"
LONG: W93° 20' 32.8896"

INITIAL THRESHOLD.
LOW PT & END EL 281.20'
LAT: N31° 10' 24.2901"
LONG: W93° 20' 32.8392"

TERPS TYPE 4 SLOPE 20:1
(INITIAL: INNER LINE)
(ULTIMATE: OUTER LINE)

PROPOSED 7' CHAINLINK SECURITY FENCE

ROAD
EL: 252' + 15' = 267'
TERPS CLR.: 61.9'

ROAD
EL: 250' + 15' = 265'
INT APPR. CLR.: 65.0'
ULT APPR. CLR.: 38.3'

ULTIMATE APPROACH
10,000' L x 500' IW x 3,500' OW
SLOPE 34:1

INITIAL APPROACH-PART 77
5,000' L x 500' IW x 2,000' OW
SLOPE 20:1

INITIAL RPZ
1,000' L x 250' IW x 450' OW
VISIBILITY NOT LOWER THAN 1 MILE

INITIAL TERPS TYPE 4
SLOPE 20:1

PROPOSED 7' CHAINLINK SECURITY FENCE

ULTIMATE TERPS TYPE 4
SLOPE 20:1

ULTIMATE THRESHOLD.
LOW PT & END EL 281.20'
LAT: N31° 10' 36.1173"
LONG: W93° 20' 32.8134"

PROPOSED REIL'S

PROPOSED PAPI

PROPOSED RUNWAY EXTENSION

INITIAL APPROACH-PART 77
5,000' L x 500' IW x 2,000' OW
SLOPE 20:1

ULTIMATE RPZ
1,000' L x 500' IW x 700' OW
VISIBILITY NOT LOWER THAN 1 MILE

ULTIMATE APPROACH
10,000' L x 500' IW x 3,500' OW
SLOPE 34:1

LEGEND

DESCRIPTION	EXISTING	ULTIMATE
FENCE	x x	
PAVEMENT		
STONE/GRAVEL ROAD OR PARKING		SAME
UNIMPROVED ROAD		SAME
BUILDING RESTRICTION LINE	BRL	SAME
PROPERTY LINE		SAME
GROUND CONTOURS	290	SAME
AIRPORT REFERENCE POINT (ARP)		
BUILDINGS		
BUILDINGS (TO BE REMOVED)	N/A	
WATER		SAME
RUNWAY SAFETY AREA	RSA	RSA ULT
RUNWAY OBJECT FREE AREA	ROFA	ROFA ULT
RUNWAY VISIBILITY ZONE	RVZ	FRVZ
OBJECT FREE ZONE	ROFZ	ROFZ ULT
RUNWAY PROTECTION ZONE		
NAVAIDS / LIGHTING		
SUPPLEMENTAL WIND CONE		
PAVEMENT REHABILITATION	N/A	
PAVEMENT REMOVAL	N/A	
CULVERT DRAIN		SAME
SURVEY MONUMENT		SAME
TREE LINE		SAME

CONSTRUCTION NOTICE REQUIREMENT

To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airports District Office prior to construction. FAA's review takes approximately 60 days.

DISCLAIMER

The recommendations contained in this airport master plan represent the views, policies and development plans of the airport sponsor and do not necessarily represent the views of the FAA. Acceptance of the master plan by the FAA does not constitute a commitment on the part of the United States to participate in any development depicted in the plan, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public law.

FAA APPROVAL STAMP

MAGNETIC DECLINATION
1° 6' E
AUGUST, 2018
RATE OF CHANGE = 7' W PER YEAR

300 0 300 600 900
SCALE IN FEET

AIRPORT SPONSOR APPROVALS

THIS AIRPORT LAYOUT DRAWING IS APPROVED BY:

(SIGNATURE) _____ DATE: 3/22/19

NAME: PAUL JACKSON

TITLE: AIRPORT MANAGER

LEESVILLE AIRPORT L39
LEESVILLE, LOUISIANA

PAN AMERICAN ENGINEERS, LLC
P.O. BOX 8599/1717 JACKSON STREET
ALEXANDRIA, LOUISIANA
318-473-2100

Michael Baker INTERNATIONAL

Designer: B.S.D.
Technician: N/A
Checked by: J.J.D.
Project Number: 10284

STATE OF LOUISIANA
Thomas C. David, Jr.
REG. No. 18878
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
3/22/19

NOTES

1. COORDINATES SHOWN ARE IN NAD83.
2. ELEVATIONS SHOWN ARE IN NAVD 88 AND ARE ABOVE MEAN SEA LEVEL (AMSL).
3. NO OFZ OBJECT PENETRATIONS.
4. SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS AND RUNWAY PROFILE DRAWING FOR THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
5. BUILDING RESTRICTION LINES (BRL) ARE BASED ON THE FOLLOWING: BRL LINES PARALLEL TO RUNWAY 18-36 ARE BASED ON A TRANSITIONAL SURFACE ELEVATION OF 20' OR MOST DEMANDING DESIGN STANDARD.

REVISIONS

No.	Description	Date	By
1	SHEETS 2 & 3	06/16/2021	PAE

Project Name:

SMALL SCALE MASTER PLAN AIRPORT LAYOUT PLAN DRAWING SET

Drawing Name:

AIRPORT LAYOUT DRAWING

AIP Project Number: 3-22-0057-010-2015

Autocad Drawing Reference:

Date: MARCH 2019

Division:

Scale: 1" = 300'

Drawing Number: 2 of 7

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Louisiana Ecological Services Field Office
200 Dulles Drive
Lafayette, LA 70506
Phone: (337) 291-3100 Fax: (337) 291-3139

In Reply Refer To: February 15, 2024
Project Code: 2024-0049632
Project Name: Leesville Airport Runway Expansion

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, and candidate species, as well as designated and proposed critical habitat that may occur within the boundary of your proposed project and may be affected by your proposed project. The Fish and Wildlife Service (Service) is providing this list under section 7 (c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.). Changes in this species list may occur due to new information from updated surveys, changes in species habitat, new listed species and other factors. Because of these possible changes, feel free to contact our office (337-291-3109) for more information or assistance regarding impacts to federally listed species. The Service recommends visiting the IPaC site or the Louisiana Ecological Services Field Office website (https://www.fws.gov/southeast/lafayette) at regular intervals during project planning and implementation for updated species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the habitats 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 Federal trust resources and to determine whether projects may affect Federally listed 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)).

Bald eagles have recovered and were removed from the List of Endangered and Threatened Species as of August 8, 2007. Although no longer listed, please be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (BGEPA) (16 U.S.C. 668 et seq.).

The Service developed the National Bald Eagle Management (NBEM) Guidelines to provide landowners, land managers, and others with information and recommendations to minimize potential project impacts to bald eagles, particularly where such impacts may constitute "disturbance", which is prohibited by the BGEPA. A copy of the NBEM Guidelines is available at: https://www.fws.gov/migratorybirds/pdf/management/nationalbaldeaglenanagementguidelines.pdf

Those guidelines recommend: (1) maintaining a specified distance between the activity and the nest (buffer area); (2) maintaining natural areas (preferably forested) between the activity and nest trees (landscape buffers); and (3) avoiding certain activities during the breeding season. Onsite personnel should be informed of the possible presence of nesting bald eagles within the project boundary, and should identify, avoid, and immediately report any such nests to this office. If a bald eagle nest occurs or is discovered within or adjacent to the proposed project area, then an evaluation must be performed to determine whether the project is likely to disturb nesting bald eagles. That evaluation may be conducted on-line at: https://www.fws.gov/southeast/our-services/eagle-technical-assistance/. Following completion of the evaluation, that website will provide a determination of whether additional consultation is necessary. The Division of Migratory Birds for the Southeast Region of the Service (phone: 404/679-7051, e-mail: SEmigratorybirds@fws.gov) has the lead role in conducting any necessary consultation.

Activities that involve State-designated scenic streams and/or wetlands are regulated by the Louisiana Department of Wildlife and Fisheries and the U.S. Army Corps of Engineers, respectively. We, therefore, recommend that you contact those agencies to determine their interest in proposed projects in these areas.

Activities that would be located within a National Wildlife Refuge are regulated by the refuge staff. We, therefore, recommend that you contact them to determine their interest in proposed projects in these areas.

Additional information on Federal trust species in Louisiana can be obtained from the Louisiana Ecological Services website at: https://www.fws.gov/southeast/lafayette

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 Tracking Number 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
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds

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:

Louisiana Ecological Services Field Office
200 Dulles Drive
Lafayette, LA 70506
(337) 291-3100

PROJECT SUMMARY

Project Code: 2024-0049632
Project Name: Leesville Airport Runway Expansion
Project Type: Airport - Maintenance/Modification
Project Description: Expansion of existing runway at Leesville Airport
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@31.170141899999997,-93.34272038403483,14z

Counties: Vernon County, Louisiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 3 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 Fisheries[1], 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
Red-cockaded Woodpecker *Picoides borealis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7614	Endangered

REPTILES

NAME	STATUS
Alligator Snapping Turtle *Macrochelys temminckii* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4658	Proposed Threatened

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* 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.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act[1] and the Migratory Bird Treaty Act[2].

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats[3], should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

---

1. The Bald and Golden Eagle Protection Act of 1940.
2. The Migratory Birds Treaty Act of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are bald and/or golden eagles in your project area.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

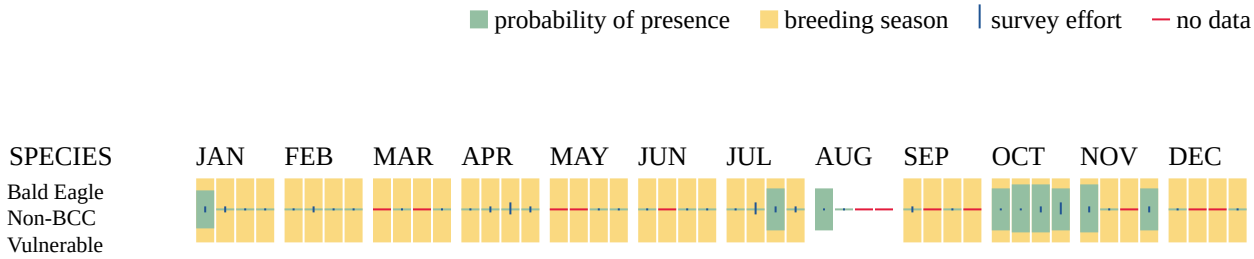
Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats[3] should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Kestrel *Falco sparverius paulus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9587	Breeds Apr 1 to Aug 31
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31
Brown-headed Nuthatch *Sitta pusilla* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9427	Breeds Mar 1 to Jul 15
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Wood Thrush *Hylocichla mustelina* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

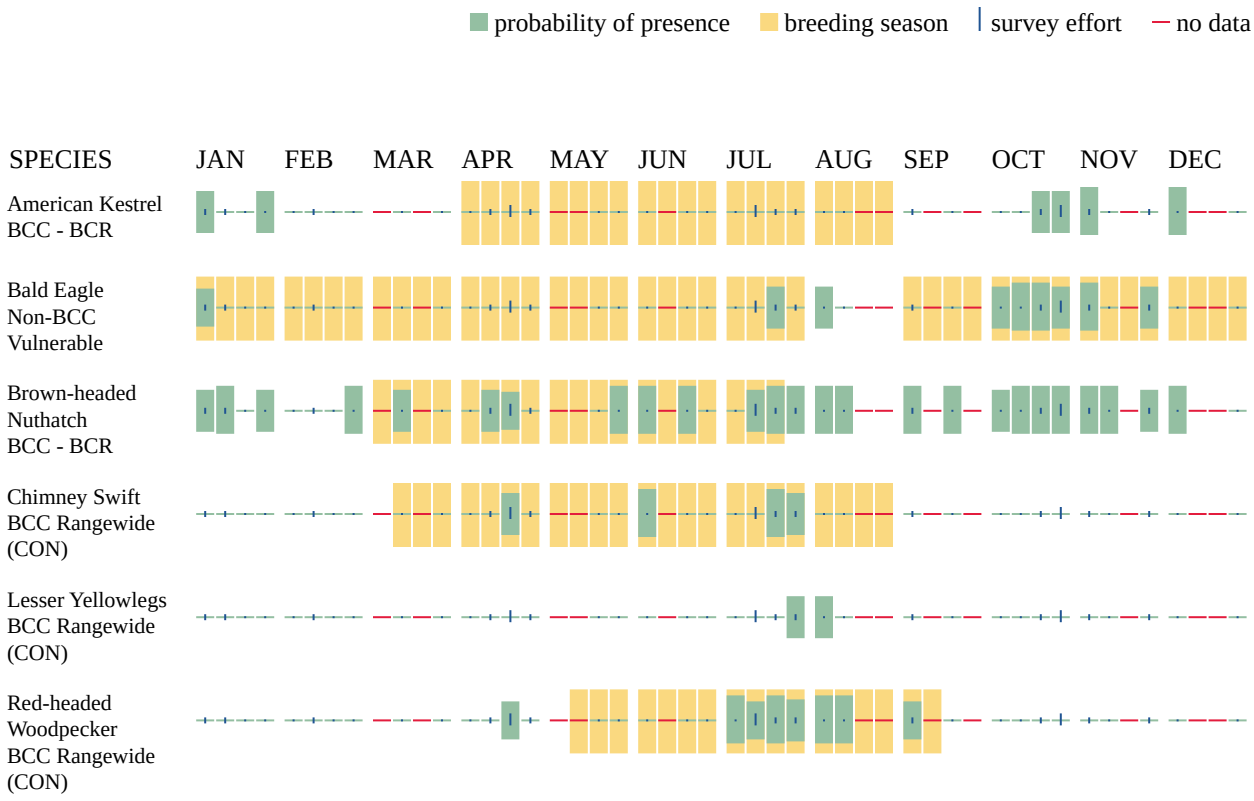
Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

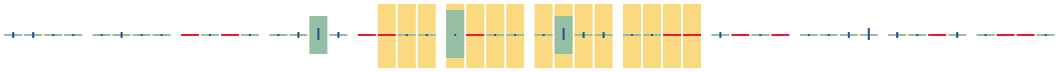
Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.



Wood Thrush
BCC Rangewide
(CON)



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

IPAC USER CONTACT INFORMATION

Agency: Terracon Consultants
Name: Melissa Savoy
Address: 2822-B O'Neal Lane
City: Baton Rouge
State: LA
Zip: 70816
Email melissa.savoy@terracon.com
Phone: 2252392639

MAYOR
Rick Allen

CITY ADMINISTRATOR
Patti Larney

CITY CLERK
Sonny Harrell

CITY OF LEESVILLE

508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

COUNCILMEMBERS:
Chris Robertson
Willie Mae Kennedy
Nicole Ybarra
Delain Prewitt
Alice Guess
Phillip Hunt

March 15, 2024

Louisiana Department of Wildlife and Fisheries
Wildlife Diversity Program
PO Box 98000
Baton Rouge, Louisiana 70898

Attn: Ms. Carolyn Michon – Program Data Manager
Email: cmichon@wlf.la.gov

Re: Determination of Impacts to Listed Species
Leesville Airport Runway Expansion
424 Airport Road
Leesville, Vernon Parish, Louisiana

Ms. Michon:

The mission of the Joint Readiness Center (JRTC) and Fort Johnson is to train Brigade Combat Teams (BCT) and Security Force Assistance Brigades to conduct large scale operations on a decisive action battlefield against a near-peer threat with multi-domain capabilities. Fort Johnson enables Forces Command (FORSCOM) units to increase readiness and support globally deployable missions while facilitating a high quality of life for Soldiers and Army Families. To support planned and emergency operations, the City of Leesville is proposing the construction and operation of an 1,800-foot extension of the existing runway and associated buildings, for use by Fort Johnson at the Leesville Airport in Leesville, Vernon Parish, Louisiana.

Current runway conditions do not allow for the utilization of the runway by Army Class A aircraft which are integral to Fort Johnson's aviation operations, support, and training. The proposed expansion of the Leesville Airport runway would support Fort Johnson's mission in the event that installation runway is out of service due to construction, maintenance, or obstruction by disabled aircraft, or at capacity with no other alternate airport within range. The limited capabilities of the current Leesville Airport and Fort Johnson's runways hinder the need for an increase in rapid recovery and response requirements during catastrophic events such as casualty evacuations and disaster response (hurricanes). An exhibit detailing the proposed project area and layout is enclosed.

To complete this proposed runway and building expansion, the City of Leesville is seeking funding from the Office of Local Defense Community Cooperation (OLDCC). As such, an Environmental Assessment is required in accordance with the National Environmental Policy Act (NEPA) as codified under 40 Code of Federal Regulation 1500 (40 CFR Part 1500), Council on Environmental Quality (CEQ) Guidance and 32 CFR Part 561- Department of the Army Environmental Analysis of Army Actions. The Proposed Action will take place within the existing boundaries of the City of Leesville Airport property which is currently owned by the City of Leesville. No additional properties will be required for acquisition to construct the Proposed Action.

Please review the attached information and provide information concerning natural resources / protected wildlife species that should be included within the analysis of this proposed project. To meet project timeframes, please respond with within 30 days of receipt of this correspondence.

We appreciate your time and consideration of this matter. If you have questions or require additional information, please do not hesitate to contact me, Rick Allen, at (337) 239-2444 or via electronic mail at rick.allen@leesvillela.gov.

Sincerely,

Rick Allen
Mayor

Attachments: Project Location Maps (Topographic and Aerial Photograph)
Proposed Runway Expansion Plan Drawing

JEFF LANDRY
GOVERNOR

MADISON D. SHEAHAN
SECRETARY

PO BOX 98000 | BATON ROUGE LA | 70898

Date	March 28, 2024
Name	Rick Allen
Company	City of Leesville
Street Address	508 S. 5th Street
City, State Zip	Leesville, LA 71446
Project	City of Leesville Leesville Airport Runway Expansion
Project ID	112024
Invoice Number	24032805

Personnel of the Louisiana Wildlife Diversity Program (WDP) have reviewed the preliminary data for the captioned project. After careful review of our database, no impacts to rare, threatened, or endangered species or critical habitats are anticipated for the proposed project. No state wildlife refuges or wildlife management areas are known to occur at the specified site within Louisiana's boundaries.

The Wildlife Diversity Program (WDP) has compiled data on rare, endangered, or otherwise significant plant and animal species, plant communities, and other natural features throughout the state of Louisiana. WDP reports summarize the existing information known at the time of the request regarding the location in question. The quantity and quality of data collected by the WDP are dependent on the research and observations of many individuals. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Louisiana have not been surveyed. This report does not address the occurrence of wetlands at the site in question. WDP reports should not be considered final statements on the biological elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments. WDP requires that this office be acknowledged in all reports as the source of all data provided here. If at any time WDP tracked species are encountered within the project area, please contact the WDP Data Manager at 225-763-3554. If you have any questions, or need additional information, please call 337-735-8734.

Sincerely,

for Carolyn Michon

Nicole Lorenz, Program Manager
Wildlife Diversity Program

March 22, 2024

Taylor Pack
Staff Industrial Hygienist
Terracon Consultants, Inc.
2822-B O'Neal Lane
Baton Rouge, LA 70816

RE: Determination of Impacts to Unique and/or Prime Farmland
Leesville Airport Runway Expansion
424 Airport Road
Leesville, Vernon Parish, Louisiana
Project No. EH237102

Taylor:

I have reviewed the above referenced project for potential requirements of the Farmland Protection Policy Act (FPPA) and potential impact to Natural Resources Conservation Service projects in the immediate vicinity.

Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements can be forest land, pastureland, cropland, or other land, but not water or urban built-up land.

The project map and narrative submitted with your request indicates that the proposed construction area associated with the 1800' runway expansion will not impact prime farmland and therefore is exempt from the rules and regulations of the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549. Furthermore, we do not predict impacts to NRCS work in the vicinity.

For specific information about the soils found in the project area, please visit our Web Soil Survey at the following location: http://websoilsurvey.nrcs.usda.gov/

Please direct all future correspondence to me at the address shown below.

Natural Resources Conservation Service
State Office
3737 Government Street
Alexandria, Louisiana 71302
Voice: (337) 290-4720 Fax: (844) 325-6947

Helping People Help the Land

Respectfully,

Brandon Waltman
Assistant State Soil Scientist

Attachment

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 3/15/24
Name Of Project Leesville Airport Runway Expansion	Federal Agency Involved DOD-OLDCC
Proposed Land Use Airport/Aircraft support	County And State Vernon Parish, Louisiana
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 3/18/24

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply -- do not complete additional parts of this form).*	Yes ☐	No ☑	Acres Irrigated	Average Farm Size
Major Crop*(s)*	Farmable Land In Govt. Jurisdiction Acres: %		Amount Of Farmland As Defined in FPPA Acres: %	
Name Of Land Evaluation System Used	Name Of Local Site Assessment System		Date Land Evaluation Returned By NRCS **3/22/24**	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	0.0	0.0	0.0	0.0
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				
PART V *(To be completed by NRCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*		0	0	0

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points				
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS	160	0	0	0	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100		0	0	0
Total Site Assessment *(From Part VI above or a local site assessment)*	160	0	0	0	0
TOTAL POINTS *(Total of above 2 lines)*	260	0	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ☐

Reason For Selection:

(See Instructions on reverse side)

This form was electronically produced by National Production Services Staff

Clear Form

Form AD-1006 (10-83)

MAYOR
Rick Allen

CITY ADMINISTRATOR
Patti Larney

CITY CLERK
Sonny Harrell

CITY OF LEESVILLE

508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

COUNCILMEMBERS:
Chris Robertson
Willie Mae Kennedy
Nicole Ybarra
Delain Prewitt
Alice Guess
Phillip Hunt

March 15, 2024

US Department of Agriculture
Natural Resources Conservation Service
State Conservationist
3737 Government Street
Alexandria, La 75202-2733

Attention: Mr. Mitchell Mouton and Mr. William Waltman

Email: mitchell.mouton@usda.gov and brandon.waltman@usda.gov

Re: Determination of Impacts to Unique and/or Prime Farmland
Leesville Airport Runway Expansion
424 Airport Road
Leesville, Vernon Parish, Louisiana

Mr. Mitchel and Mr. Waltman:

The mission of the Joint Readiness Center (JRTC) and Fort Johnson is to train Brigade Combat Teams (BCT) and Security Force Assistance Brigades to conduct large scale operations on a decisive action battlefield against a near-peer threat with multi-domain capabilities. Fort Johnson enables Forces Command (FORSCOM) units to increase readiness and support globally deployable missions while facilitating a high quality of life for Soldiers and Army Families. To support planned and emergency operations, the City of Leesville is proposing the construction and operation of an 1,800-foot extension of the existing runway and associated buildings, for use by Fort Johnson at the Leesville Airport in Leesville, Vernon Parish, Louisiana.

Current runway conditions do not allow for the utilization of the runway by Army Class A aircraft which are integral to Fort Johnson's aviation operations, support, and training. The proposed expansion of the Leesville Airport runway would support Fort Johnson's mission in the event that installation runway is out of service due to construction, maintenance, or obstruction by disabled aircraft, or at capacity with no other alternate airport within range. The limited capabilities of the current Leesville Airport and Fort Johnson's runways hinder the need for an increase in rapid recovery and response requirements during catastrophic events such as casualty evacuations and disaster response (hurricanes). An exhibit detailing the proposed project area and layout is enclosed.

To complete this proposed runway and building expansion, the City of Leesville is seeking funding from the Office of Local Defense Community Cooperation (OLDCC). As such, an Environmental Assessment is required in accordance with the National Environmental Policy Act (NEPA) as codified under 40 Code of Federal Regulation 1500 (40 CFR Part 1500), Council on Environmental Quality (CEQ) Guidance and 32 CFR Part 561- Department of the Army Environmental Analysis of Army Actions. The Proposed Action will take place within the existing boundaries of the City of Leesville Airport property which is currently owned by the City of Leesville. No additional properties will be required for acquisition to construct the Proposed Action.

Of the soils that are documented on the site, three of the soils are designated as prime farmland. These include Malbis fine sandy loam, 1 to 5 percent slopes (MaB), Sacul fine sandy loam, 1 to 5 percent slopes

(SaC), and Vaiden loam, 1 to 5 percent slopes (VaC). However, based on the attached figure showing the expansion area, none of these soils will be adversely impacts. To assist in the NEPA process and to analyze potential impacts, we request the completion of the attached AD 1006 To meet project timeframes, please respond with within 30 days of receipt of this correspondence.

We appreciate your time and consideration of this matter. If you have questions or require additional information, please do not hesitate to contact me, Rick Allen, at (337) 239-2444 or via electronic mail at rick.allen@leesvillela.gov.

Sincerely,

Rick Allen
Mayor

Attachments: Project Location Maps (Topographic and Aerial Photograph)
Proposed Runway Expansion Plan Drawing
AD-1006

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request	
Name of Project Leesville Airport Runway Expansion	Federal Agency Involved OLDCC	
Proposed Land Use Airport/Aircraft Support	County and State Vernon Parish, Louisiana	
PART II *(To be completed by NRCS)*	Date Request Received By NRCS	Person Completing Form:

Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)*	YES ☐ NO ☐	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %	Amount of Farmland As Defined in FPPA Acres: %	
Name of Land Evaluation System Used	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site				
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide Important or Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)				

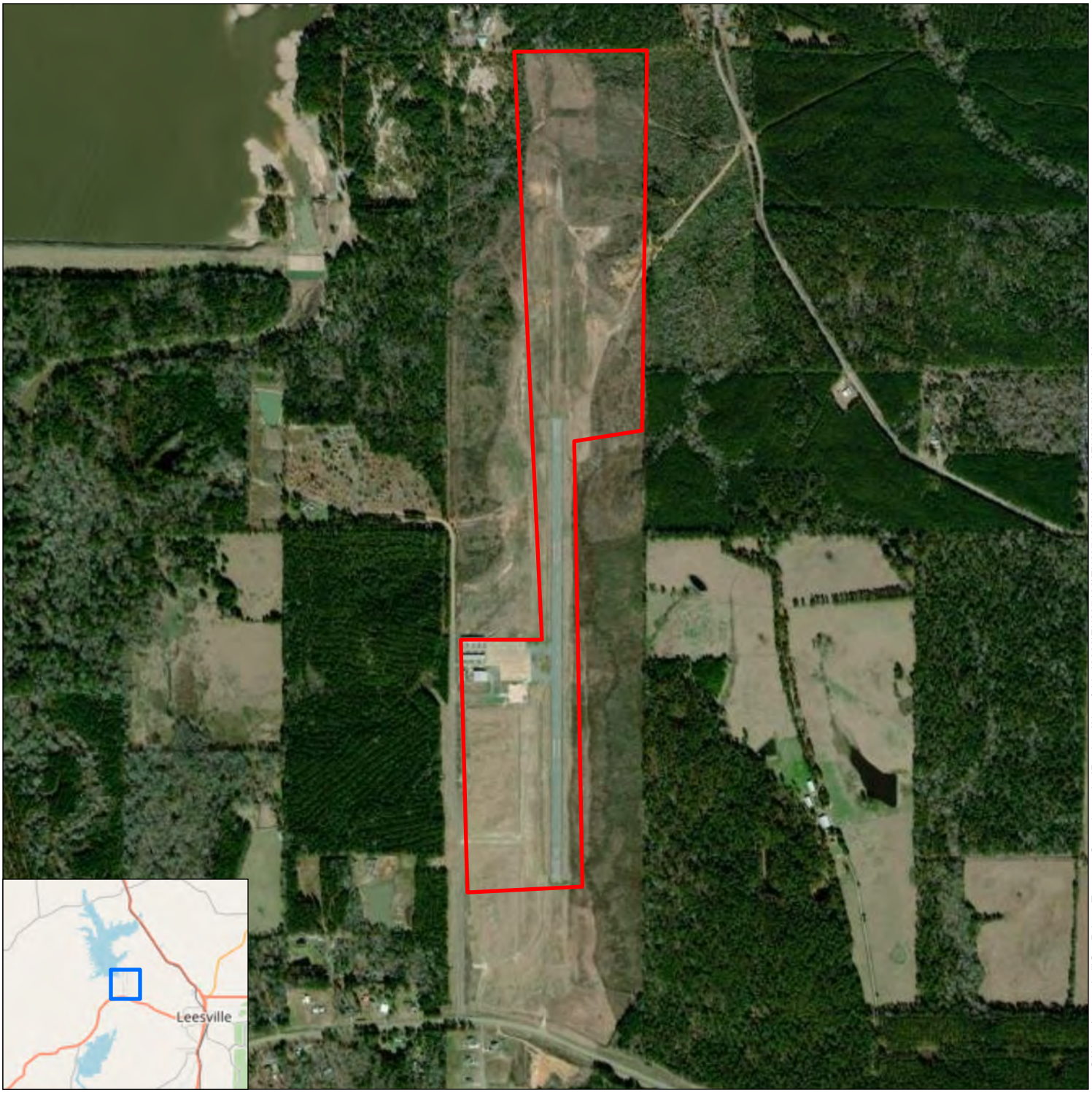
PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	**Maximum Points**	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)				
2. Perimeter In Non-urban Use	(10)				
3. Percent Of Site Being Farmed	(20)				
4. Protection Provided By State and Local Government	(20)				
5. Distance From Urban Built-up Area	(15)				
6. Distance To Urban Support Services	(15)				
7. Size Of Present Farm Unit Compared To Average	(10)				
8. Creation Of Non-farmable Farmland	(10)				
9. Availability Of Farm Support Services	(5)				
10. On-Farm Investments	(20)				
11. Effects Of Conversion On Farm Support Services	(10)				
12. Compatibility With Existing Agricultural Use	(10)				
TOTAL SITE ASSESSMENT POINTS	160	0	0	0	0
PART VII ***(To be completed by Federal Agency)***					
Relative Value Of Farmland *(From Part V)*	100	0	0	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	0	0	0	0
TOTAL POINTS *(Total of above 2 lines)*	260	0	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? YES ☐ NO ☐

Reason For Selection:

Name of Federal agency representative completing this form:	Date:

(See Instructions on reverse side) **Form AD-1006 (03-02)**



C:\Users\nrmarshall\OneDrive - Terracon Consultants Inc\Desktop\New folder\2023\EH237102\EH237102\WorkingMap\EH237102WorkingMap.aprx

Legend

Area of Impact

N

Feet

0 640 1,280 2,560

DATA SOURCES: FEMA NFHL effective March 2018, USDA WSS, USGS, USFWS NWI, © OpenStreetMap (and) contributors, CC-BY-SA, Esri, HERE, Garmin, iPC, Maxar
ESRI - Basemaps

Project No.:	EH237102
Date:	Feb 2024
Drawn By:	NRM
Reviewed By:	JTP

Terracon
2822 O'Neal Ln, Bldg B
Baton Rouge, LA
PH. 225-344-6052 terracon.com

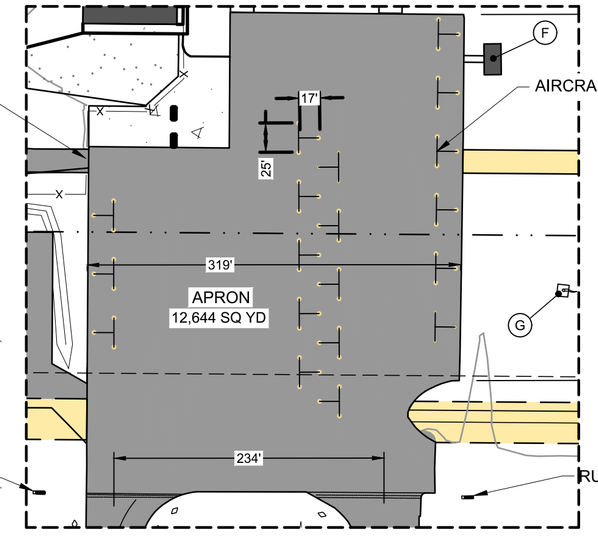
Project Area Map

City of Leesville
Leesville Airport Runway Expansion
Leesville, Vernon Parish, Louisiana
Center: 93°20'34"W 31°10'14"N

Exhibit

EXISTING/PROPOSED AIRPORT BUILDING TABLE

NO.	DESCRIPTION	TOP ELEVATION	OBSTRUCTION LIGHTING
A	HANGAR/OFFICE	306.84'	NO
B	WOODFRAME BUILDING	289.87'	NO
C	TRAILER	294.41'	NO
D	T-HANGAR	298.36'	NO
E	BOX HANGER	308.80'	NO
F	BRICK BUILDING	294.51'	NO
G	WIND CONE	304.38'	YES
H	BEACON	339.54'	YES
I	FUTURE T-HANGAR	308.80'	NO
J	FUTURE BOX HANGER	308.80'	NO



INSET A
SCALE: 1"=100'

VERNON LAKE

REVISION NO. 1 DESCRIPTION

- THE CONSTRUCTION OF THE RUNWAY END TURNABOUTS WAS COMPLETED IN MARCH OF 2021 (A.I.P. NO. 3-22-0057-016-2020). REVISION NO. 1 UPDATES THE ALP DRAWING SET TO SHOW THE TURNABOUTS AS EXISTING.
- SOME OF THE RUNWAY COORDINATE DATA INDICATED ON THE ALP WAS DISCOVERED TO BE INCORRECT DURING THE DESIGN OF THE RUNWAY TURNABOUT PROJECT. REVISION NO. 1 UPDATES THE ALP DRAWING SET TO INDICATE THE CORRECTED COORDINATE DATA.

ROAD
EL: 254' + 15' = 269'
TERPS CLR: 46.1'

ROAD
EL: 253' + 15' = 268'
INT APPR. CLR.: 46.6'
ULT APPR. CLR.: 26.6.

L.A. HWY 8

5' BARBED WIRE & MESH FENCE

ULTIMATE RPZ
1,000' L x 500' IW x 700' OW
VISIBILITY NOT LOWER THAN 1 MILE

AIRPORT ROAD

PARISH BUILT TO CONNECT SUNDOWN RD.

SUNDOWN ROAD

GATE

FUEL FARM

6' CHAIN LINK FENCE

AUTOMOBILE PARKING

AGRICULTURAL PAD

PROPOSED AWOS SITE

INITIAL RPZ
1,000' L x 250' IW x 450' OW
VISIBILITY NOT LOWER THAN 1 MILE

RUNWAY END TURNABOUTS

BRL

PROPOSED TAXIWAY

TOFA ULT

ROFA INT

ROFZ INT

RSA INT

POFZ INT

PAPI

REIL'S

3,807' x 75' EXISTING / 5,000' x 75' ULTIMATE

SEE INSET A

FAA LA24 A

FAA LA24 B

ULTIMATE DISPLACED THRESHOLD.
LOW PT & END EL 0.00'
LAT: N31° 09' 47.0260"
LONG: W93° 20' 32.8881"

INT. ARP
LAT: N31° 10' 05.4601"
LONG: W93° 20' 32.8644"

ULT. ARP
LAT: N31° 10' 11.3737"
LONG: W93° 20' 32.8515"

INITIAL THRESHOLD.
LOW PT & END EL 266.18'
LAT: N31° 09' 46.6302"
LONG: W93° 20' 32.8896"

INITIAL THRESHOLD.
LOW PT & END EL 281.20'
LAT: N31° 10' 24.2901"
LONG: W93° 20' 32.8392"

TERPS TYPE 4 SLOPE 20:1
(INITIAL: INNER LINE)
(ULTIMATE: OUTER LINE)

PROPOSED 7' CHAINLINK SECURITY FENCE

ROAD
EL: 252' + 15' = 267'
TERPS CLR.: 61.9'

ROAD
EL: 250' + 15' = 265'
INT APPR. CLR.: 65.0'
ULT APPR. CLR.: 38.3'

ULTIMATE APPROACH
10,000' L x 500' IW x 3,500' OW
SLOPE 34:1

INITIAL APPROACH-PART 77
5,000' L x 500' IW x 2,000' OW
SLOPE 20:1

INITIAL RPZ
1,000' L x 250' IW x 450' OW
VISIBILITY NOT LOWER THAN 1 MILE

INITIAL TERPS TYPE 4
SLOPE 20:1

PROPOSED 7' CHAINLINK SECURITY FENCE

ULTIMATE TERPS TYPE 4
SLOPE 20:1

ULTIMATE THRESHOLD.
LOW PT & END EL 281.20'
LAT: N31° 10' 36.1173"
LONG: W93° 20' 32.8134"

PROPOSED REIL'S

PROPOSED PAPI

PROPOSED RUNWAY EXTENSION

INITIAL APPROACH-PART 77
5,000' L x 500' IW x 2,000' OW
SLOPE 20:1

ULTIMATE RPZ
1,000' L x 500' IW x 700' OW
VISIBILITY NOT LOWER THAN 1 MILE

ULTIMATE APPROACH
10,000' L x 500' IW x 3,500' OW
SLOPE 34:1

LEGEND

DESCRIPTION	EXISTING	ULTIMATE
FENCE	x x	
PAVEMENT		
STONE/GRAVEL ROAD OR PARKING		SAME
UNIMPROVED ROAD		SAME
BUILDING RESTRICTION LINE	BRL	SAME
PROPERTY LINE		SAME
GROUND CONTOURS	290	SAME
AIRPORT REFERENCE POINT (ARP)		
BUILDINGS		
BUILDINGS (TO BE REMOVED)	N/A	
WATER		SAME
RUNWAY SAFETY AREA	RSA	RSA ULT
RUNWAY OBJECT FREE AREA	ROFA	ROFA ULT
RUNWAY VISIBILITY ZONE	RVZ	FRVZ
OBJECT FREE ZONE	ROFZ	ROFZ ULT
RUNWAY PROTECTION ZONE		
NAVAIDS / LIGHTING		
SUPPLEMENTAL WIND CONE		
PAVEMENT REHABILITATION	N/A	
PAVEMENT REMOVAL	N/A	
CULVERT DRAIN		SAME
SURVEY MONUMENT		SAME
TREE LINE		SAME

CONSTRUCTION NOTICE REQUIREMENT

To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airports District Office prior to construction. FAA's review takes approximately 60 days.

DISCLAIMER

The recommendations contained in this airport master plan represent the views, policies and development plans of the airport sponsor and do not necessarily represent the views of the FAA. Acceptance of the master plan by the FAA does not constitute a commitment on the part of the United States to participate in any development depicted in the plan, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public law.

FAA APPROVAL STAMP

MAGNETIC DECLINATION
1° 6' E
AUGUST, 2018
RATE OF CHANGE = 7' W PER YEAR

300 0 300 600 900
SCALE IN FEET

AIRPORT SPONSOR APPROVALS

THIS AIRPORT LAYOUT DRAWING IS APPROVED BY:

(SIGNATURE) _____ DATE: 3/22/19

NAME: PAUL JACKSON

TITLE: AIRPORT MANAGER

LEESVILLE AIRPORT L39
LEESVILLE, LOUISIANA

PAN AMERICAN ENGINEERS, LLC
P.O. BOX 8599/1717 JACKSON STREET
ALEXANDRIA, LOUISIANA
318-473-2100

Michael Baker INTERNATIONAL

Designer: B.S.D.
Technician: N/A
Checked by: J.J.D.
Project Number: 10284

STATE OF LOUISIANA
Thomas C. David, Jr.
REG. No. 18878
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
3/22/19

NOTES

1. COORDINATES SHOWN ARE IN NAD83.
2. ELEVATIONS SHOWN ARE IN NAVD 88 AND ARE ABOVE MEAN SEA LEVEL (AMSL).
3. NO OFZ OBJECT PENETRATIONS.
4. SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS AND RUNWAY PROFILE DRAWING FOR THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
5. BUILDING RESTRICTION LINES (BRL) ARE BASED ON THE FOLLOWING: BRL LINES PARALLEL TO RUNWAY 18-36 ARE BASED ON A TRANSITIONAL SURFACE ELEVATION OF 20' OR MOST DEMANDING DESIGN STANDARD.

REVISIONS

No.	Description	Date	By
1	SHEETS 2 & 3	06/16/2021	PAE

Project Name:

SMALL SCALE MASTER PLAN AIRPORT LAYOUT PLAN DRAWING SET

Drawing Name:

AIRPORT LAYOUT DRAWING

AIP Project Number: 3-22-0057-010-2015

Autocad Drawing Reference:

Date: MARCH 2019

Division:

Scale: 1" = 300'

Drawing Number: 2 of 7

MAYOR
Rick Allen

CITY ADMINISTRATOR
Patti Larney

CITY CLERK
Sonny Harrell

CITY OF LEESVILLE

508 S. 5th Str
LEESVILLE, LA 7
PHONE (337) 23
FAX (337) 238-
www.leesville

No known historic properties will be affected by this undertaking. Therefore, our office has no objection to the implementation of this project. This effect determination could change should new information come to our attention.

Kristin P. Sanders
State Historic Preservation Officer
Date 04/02/2024

March 15, 2024

State Historic Preservation Officer
State of Louisiana Department of Culture, Recreation, and Tourism
Office of Cultural Development
P.O. Box 44247
Baton Rouge, Louisiana 70804-4247
Email: Section106@crt.state.la.us

Re: Determination of Impacts to Historic or Cultural Resources
Leesville Airport Runway Expansion
424 Airport Road
Leesville, Vernon Parish, Louisiana

Dear SHPO:

The mission of the Joint Readiness Center (JRTC) and Fort Johnson is to train Brigade Combat Teams (BCT) and Security Force Assistance Brigades to conduct large scale operations on a decisive action battlefield against a near-peer threat with multi-domain capabilities. Fort Johnson enables Forces Command (FORSCOM) units to increase readiness and support globally deployable missions while facilitating a high quality of life for Soldiers and Army Families. To support planned and emergency operations, the City of Leesville is proposing the construction and operation of an 1,800-foot extension of the existing runway and associated buildings, for use by Fort Johnson at the Leesville Airport in Leesville, Vernon Parish, Louisiana.

Current runway conditions do not allow for the utilization of the runway by Army Class A aircraft which are integral to Fort Johnson's aviation operations, support, and training. The proposed expansion of the Leesville Airport runway would support Fort Johnson's mission in the event that installation runway is out of service due to construction, maintenance, or obstruction by disabled aircraft, or at capacity with no other alternate airport within range. The limited capabilities of the current Leesville Airport and Fort Johnson's runways hinder the need for an increase in rapid recovery and response requirements during catastrophic events such as casualty evacuations and disaster response (hurricanes). An exhibit detailing the proposed project area and layout is enclosed.

To complete this proposed runway and building expansion, the City of Leesville is seeking funding from the Office of Local Defense Community Cooperation (OLDCC). As such, an Environmental Assessment is required in accordance with the National Environmental Policy Act (NEPA) as codified under 40 Code of Federal Regulation 1500 (40 CFR Part 1500), Council on Environmental Quality (CEQ) Guidance and 32 CFR Part 561- Department of the Army Environmental Analysis of Army Actions. The Proposed Action will take place within the existing boundaries of the City of Leesville Airport property which is currently owned by the City of Leesville. No additional properties will be required for acquisition to construct the Proposed Action.

Consultation with your office was conducted in support of North Runway Safety Area improvements via letter dated March 26, 2012. Review by SHPO's office resulted in a "no known historic properties will be affected by this undertaking" determination dated April 17, 2012. This current undertaking is anticipated to

occur within the same area as well as areas adjacent to the existing facility as noted in the attached exhibits. The previous concurrence letter as well project location information are attached. Upon completing your review, please provide use with your recommendations concerning the Area of Potential Effects and identify affected historic properties. If you recommend study, please explain the nature and scope of the proposed investigation specifically in reference to those factors identified in 36 CFR 800.4(b)(1). To meet project timeframes, we ask for your concurrence on our determination of no effect within 30 days of receipt of this documentation.

We appreciate your time and consideration of this matter. If you have questions or require additional information, please do not hesitate to contact me, Rick Allen, at (337) 239-2444 or via electronic mail at rick.allen@leesvillela.gov.

Sincerely,

Rick Allen
Mayor

Attachments: Project Location Maps (Topographic and Aerial Photograph)
Proposed Runway Expansion Plan Drawing
Section 106 Review Determination Letter – April 2012

PAN AMERICAN ENGINEERS
ALEXANDRIA - INC.
Consulting Professional Engineers and Land Surveyors

March 26, 2012

LA Dept. Culture, Recreation and Tourism
P.O. Box 44247
Baton Rouge, LA 70804

Attention: Mr. Scott Hutcheson

Re: Leesville Municipal Airport
North Runway Safety Area
Improvements
PAE Job No. 9459

Dear Mr. Scott Hutcheson:

The City of Leesville is proposing to make improvements to the Leesville Municipal Airport through FAA's Airport Improvements Program (AIP) including the North Runway Safety Area Improvements. The proposed project consists of clearing and grubbing, earthwork, and erosion control.

A USGS Quadrangle vicinity map is enclosed. The proposed project scope is shown on the enclosed Preliminary Layout Plan.

In order to assess potential environmental impacts by the proposed project in accordance with NEPA regulations, we request your review comments regarding this project. If you have questions or need additional information, please contact our office.

Yours very truly,

PAN AMERICAN ENGINEERS -
ALEXANDRIA, INC.

Thomas C. David, Jr.

TCDJr/rlv
Enclosure

cc: City of Leesville
Attention: Mr. Paul Jackson, Airport Manager

No known historic properties will be affected by this undertaking. This effect determination could change should new information come to our attention.

Pam Breaux 4-17-12
Pam Breaux Date
State Historic Preservation Officer

MAR 27 2012

1717 Jackson Street • P.O. Box 89 • Alexandria, LA 71309-0089
318-473-2100 FAX: 318-473-2275 • www.paealex.com

DEPARTMENT OF THE ARMY
US ARMY INSTALLATION MANAGEMENT COMMAND
HEADQUARTERS, UNITED STATES ARMY GARRISON, FORT JOHNSON
6661 WARRIOR TRAIL, WOODFILL HALL
FORT JOHNSON, LOUISIANA 71459-5339

November 8, 2024

Dr. Chip McGimsey
P.O. Box 44247
Baton Rouge, LA 70804

Dear Dr. McGimsey:

I am writing to notify your office that the City of Leesville is anticipating utilizing federal funds through a grant program managed by the Office of Local Defense Community Cooperation (ODLCC) for actions conducted that will benefit the community and the nearby Fort Johnson military installation. The Army is the federal decision-maker concerning the activities associated with the grant. The City of Leesville intends to extend the existing runway by 1,800 feet to 5,607 feet within the current boundaries of the Leesville Airport. The runway would support the Army's smaller Class A aircraft and associated services by creating additional runway length available for the community and Fort Johnson. The Proposed Action will occur within the existing airport property. Please see Enclosure 1.

As this Proposed Action is federally funded, we are preparing an Environmental Assessment that will evaluate the environmental, cultural, and socioeconomic effects associated with the Proposed Action, pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 US Code (USC) §4321 et seq.); the Council on Environmental Quality (CEQ) Regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508); Title 32 CFR Part 651; AR 200-1, AR 200-2. This EA is being conducted in cooperation with the Federal Aviation Administration (FAA). The proposal will require the FAA's approval of a revision to the approved Airport Layout Plan (ALP). This approval, consistent with provisions under 49 U.S.C 47101, is a major federal action requiring compliance with NEPA (42 U.S.C. §§ 4321 - 4374). Because of FAA's jurisdiction by law and special expertise regarding aviation safety, airports, and efficient and safe use of airspace, this EA is also being prepared in accordance with FAA Order; 1050.1F, Environmental Impacts: Policy and Procedures (Order 1050.1F) and FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions (Order 5050.4B).

The purpose of the Proposed Action is to provide a longer runway alternative to the City of Leesville community while offering operational redundancy and auxiliary airfield support in close proximity to Fort Johnson during planned and emergency conditions. The action will enable longer range and higher end aircraft access to the airport for a wide range of activities, including fixed-wing air ambulance for mass casualty evacuation, logistics and scenario planning operations, and transportation

flights to serve organic Fort Johnson units and our partner nations, Army civilians and the contractor community.

The City of Leesville has not identified any historic or National Register of Historic Places (NRHP)-eligible properties within the boundaries of the Area of Potential Effect (APE) of the Proposed Action. We have defined the APE to include the proposed runway extension footprint and areas from which the Proposed Action would be readily visible. The APE was surveyed in 2009 by Barr and Associates and no sites were identified. As a result, we believe this project will have no effect on National Register eligible or potentially eligible historic properties.

The City of Leesville is consulting with the following tribal nations: Apache Tribe of Oklahoma, Tunica-Biloxi Indians of Louisiana, Alabama-Coushatta of Texas, Alabama-Quassarte Tribal Town, Caddo Nation of Oklahoma, Coushatta Tribe of Louisiana, Jena Band of Choctaw Indians, Mississippi Band of Choctaw Indians, Choctaw Nation of Oklahoma, Chitimacha Tribe of Louisiana, and the Thlopthlocco Tribal Town.

If you have an interest, we invite you to join us as a consulting party as we conduct this EA in accordance with 32 CFR Part 651, FAA Order; 1050.1F, and Executive Order 13175. If you do not wish to be a consulting party, please provide your concurrence or objection within thirty days of your receipt of this recommended finding.

If you are interested in this Proposed Action, please contact Paul Jackson, Airport Manager at (337) 238-5968 or via electronic mail at airport@leesvillela.gov for coordination. This will provide the platform for outlining areas of concern you may have so that we may address them during this assessment.

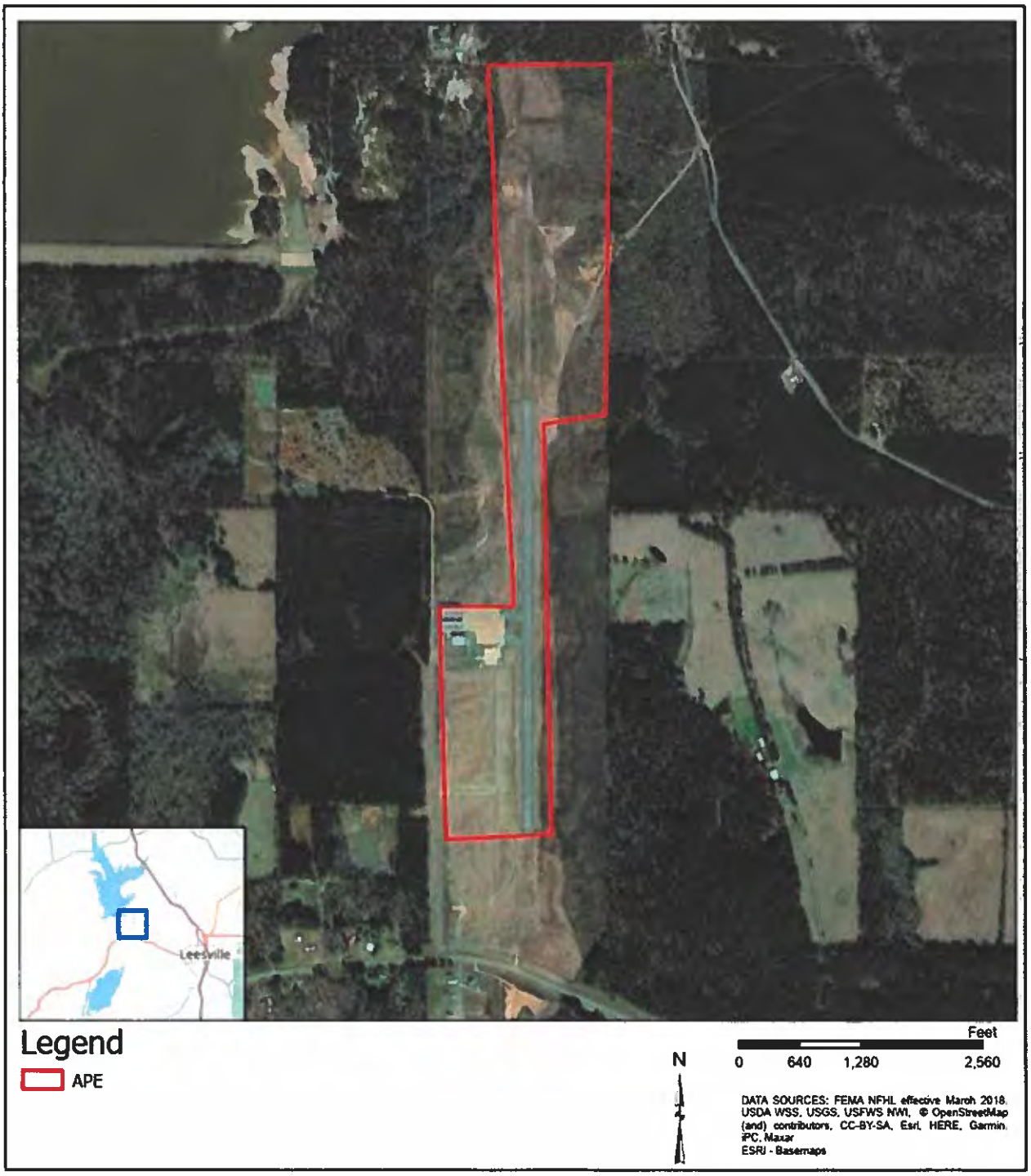
Sincerely,

Brad Laffitte
Cultural Resources Manager
Fort Johnson

Enclosure

Enclosure 1

Location of Leesville Airport and Proposed Action



MAYOR
Rick Allen

CITY ADMINISTRATOR
Patti Larney

CITY CLERK
Sonny Harrell

CITY OF LEESVILLE

508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

COUNCILMEMBERS:
Chris Robertson
Willie Mae Kennedy
Nicole Ybarra
Delain Prewitt
Alice Guess
Phillip Hunt

Earl Barby
Tribal Historic Preservation Officer
Tunica-Biloxi Indians of Louisiana
PO Box 1589
Marksville, Louisiana 71315

RE: Stakeholder Engagement
Leesville Airport Runway Expansion

Dear TPHO Barby:

The mission of the Joint Readiness Center (JRTC) and Fort Johnson is to train Brigade Combat Teams (BCT) and Security Force Assistance Brigades to conduct large scale operations on a decisive action battlefield against a near-peer threat with multi-domain capabilities. Fort Johnson enables Forces Command (FORSCOM) units to increase readiness and support globally deployable missions while facilitating a high quality of life for Soldiers and Army Families. To support planned and emergency operations, the City of Leesville is proposing the construction and operation of an 1,800-foot extension of the existing runway and associated buildings, for use by Fort Johnson at the Leesville Airport in Leesville, Vernon Parish, Louisiana.

Current runway conditions do not allow for the utilization of the runway by Army Class A aircraft which are integral to Fort Johnson's aviation operations, support, and training. The proposed expansion of the Leesville Airport runway would support Fort Johnson's mission in the event that installation runway is out of service due to construction, maintenance, or obstruction by disabled aircraft, or at capacity with no other alternate airport within range. The limited capabilities of the current Leesville Airport and Fort Johnson's runways hinder the need for an increase in rapid recovery and response requirements during catastrophic events such as casualty evacuations and disaster response (hurricanes). An exhibit detailing the proposed project area and layout is enclosed.

To complete this proposed runway and building expansion, the City of Leesville is seeking funding from the Office of Local Defense Community Cooperation (OLDCC). As such, an Environmental Assessment is required in accordance with the National Environmental Policy Act (NEPA) as codified under 40 Code of Federal Regulation 1500 (40 CFR Part 1500), Council on Environmental Quality (CEQ) Guidance and 32 CFR Part 561- Department of the Army Environmental Analysis of Army Actions. For the above-mentioned Environmental Assessment, the Federal Aviation Agency (FAA) is a cooperating agency who is responsible for reviewing and approving a modified Airport Layout Plan (ALP). Approval of the ALP revisions under the FAA's purview are subject to the NEPA and its associated regulations as well as other environmental resource laws and regulations. We do not anticipate expansion of the existing runway and addition of ancillary buildings will adversely impact cultural resources or historical properties. The Proposed Action will take place within the existing boundaries of the City of Leesville Airport property which is currently owned by the City of Leesville. No additional properties will be required for acquisition to construct the Proposed Action.

The City of Leesville is notifying you about the referenced project because of the possible interest of the tribe. This letter is not a consultation letter pursuant to Section 106 of the National Historic Preservation Act, 54 U.S.C. 306108, and its implementing regulations, 36 CFR Part 800.2(c)(4); however, a request for engagement and information associated with project planning. If you can identify historic properties in the project area that may have religious and cultural significance to your tribe, and if such properties exist, to assist in the assessment of potential adverse impacts; it would be greatly appreciated.

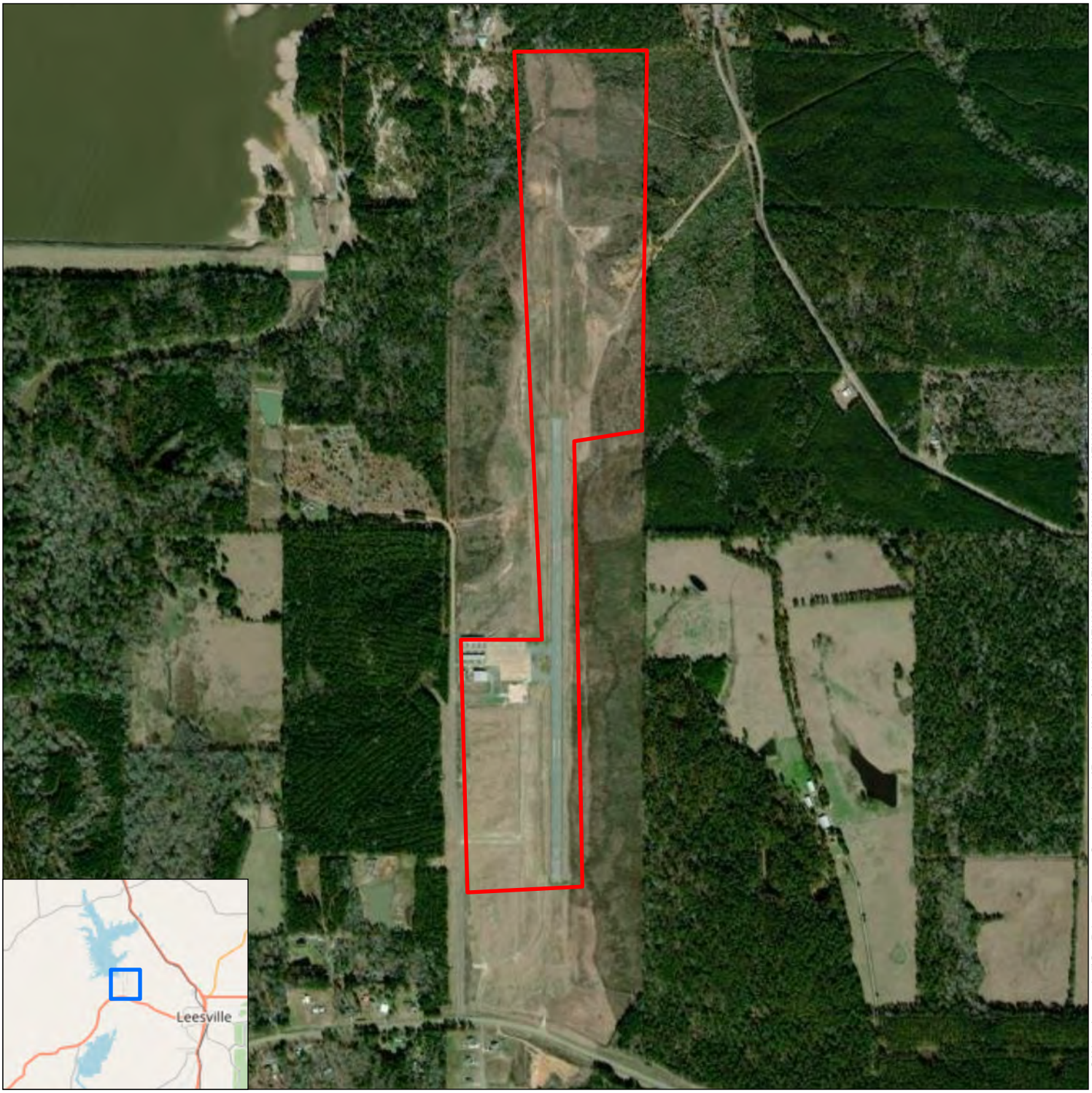
To meet project timeframes, if you have information to share, please respond with within 30 days of receipt of this correspondence. If you have any initial concerns with impacts of the project on religious or cultural properties, please note them in your response.

We appreciate your time and consideration of this matter. If you have questions or require additional information, please do not hesitate to contact me, Rick Allen, at (337) 239-2444 or via electronic mail at rick.allen@leesvillela.gov.

Sincerely,

Rick Allen
Mayor

Attachments: Project Location Maps (Topographic and Aerial Photograph)
Proposed Runway Expansion Plan Drawing



C:\Users\nrmarshall\OneDrive - Terracon Consultants Inc\Desktop\New folder\2023\EH237102\EH237102\WorkingMap\EH237102WorkingMap.aprx

Legend

Area of Impact

N

Feet

0 640 1,280 2,560

DATA SOURCES: FEMA NFHL effective March 2018, USDA WSS, USGS, USFWS NWI, © OpenStreetMap (and) contributors, CC-BY-SA, Esri, HERE, Garmin, iPC, Maxar
ESRI - Basemaps

Project No.:	EH237102
Date:	Feb 2024
Drawn By:	NRM
Reviewed By:	JTP

Terracon
2822 O'Neal Ln, Bldg B
Baton Rouge, LA
PH. 225-344-6052 terracon.com

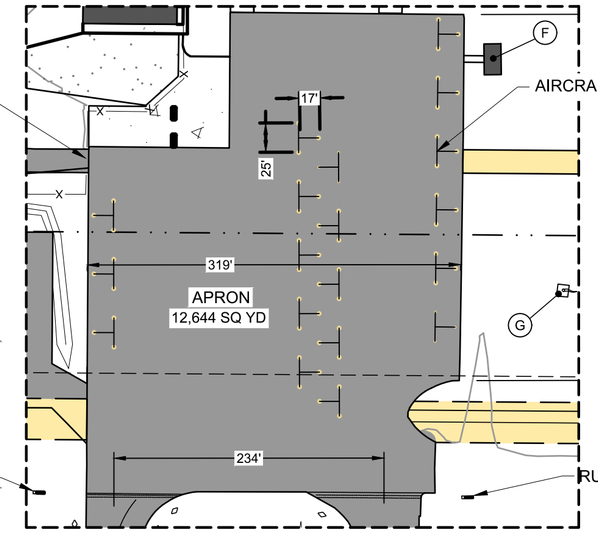
Project Area Map

City of Leesville
Leesville Airport Runway Expansion
Leesville, Vernon Parish, Louisiana
Center: 93°20'34"W 31°10'14"N

Exhibit

EXISTING/PROPOSED AIRPORT BUILDING TABLE

NO.	DESCRIPTION	TOP ELEVATION	OBSTRUCTION LIGHTING
A	HANGAR/OFFICE	306.84'	NO
B	WOODFRAME BUILDING	289.87'	NO
C	TRAILER	294.41'	NO
D	T-HANGAR	298.36'	NO
E	BOX HANGER	308.80'	NO
F	BRICK BUILDING	294.51'	NO
G	WIND CONE	304.38'	YES
H	BEACON	339.54'	YES
I	FUTURE T-HANGAR	308.80'	NO
J	FUTURE BOX HANGER	308.80'	NO



INSET A
SCALE: 1"=100'

VERNON LAKE

REVISION NO. 1 DESCRIPTION

- THE CONSTRUCTION OF THE RUNWAY END TURNABOUTS WAS COMPLETED IN MARCH OF 2021 (A.I.P. NO. 3-22-0057-016-2020). REVISION NO. 1 UPDATES THE ALP DRAWING SET TO SHOW THE TURNABOUTS AS EXISTING.
- SOME OF THE RUNWAY COORDINATE DATA INDICATED ON THE ALP WAS DISCOVERED TO BE INCORRECT DURING THE DESIGN OF THE RUNWAY TURNABOUT PROJECT. REVISION NO. 1 UPDATES THE ALP DRAWING SET TO INDICATE THE CORRECTED COORDINATE DATA.

ROAD
EL: 254' + 15' = 269'
TERPS CLR: 46.1'

ROAD
EL: 253' + 15' = 268'
INT APPR. CLR.: 46.6'
ULT APPR. CLR.: 26.6.

L.A. HWY 8

5' BARBED WIRE & MESH FENCE

ULTIMATE RPZ
1,000' L x 500' IW x 700' OW
VISIBILITY NOT LOWER THAN 1 MILE

AIRPORT ROAD

PARISH BUILT TO CONNECT SUNDOWN RD.

SUNDOWN ROAD

GATE

FUEL FARM

6' CHAIN LINK FENCE

AUTOMOBILE PARKING

AGRICULTURAL PAD

PROPOSED AWOS SITE

INITIAL RPZ
1,000' L x 250' IW x 450' OW
VISIBILITY NOT LOWER THAN 1 MILE

RUNWAY END TURNABOUTS

BRL

PROPOSED TAXIWAY

TOFA ULT

ROFA INT

ROFZ INT

RSA INT

POFZ INT

PAPI

REIL'S

3,807' x 75' EXISTING / 5,000' x 75' ULTIMATE

SEE INSET A

FAA LA24 A

FAA LA24 B

ULTIMATE DISPLACED THRESHOLD.
LOW PT & END EL 0.00'
LAT: N31° 09' 47.0260"
LONG: W93° 20' 32.8881"

INT. ARP
LAT: N31° 10' 05.4601"
LONG: W93° 20' 32.8644"

ULT. ARP
LAT: N31° 10' 11.3737"
LONG: W93° 20' 32.8515"

INITIAL THRESHOLD.
LOW PT & END EL 266.18'
LAT: N31° 09' 46.6302"
LONG: W93° 20' 32.8896"

INITIAL THRESHOLD.
LOW PT & END EL 281.20'
LAT: N31° 10' 24.2901"
LONG: W93° 20' 32.8392"

TERPS TYPE 4 SLOPE 20:1
(INITIAL: INNER LINE)
(ULTIMATE: OUTER LINE)

PROPOSED 7' CHAINLINK SECURITY FENCE

ROAD
EL: 252' + 15' = 267'
TERPS CLR.: 61.9'

ROAD
EL: 250' + 15' = 265'
INT APPR. CLR.: 65.0'
ULT APPR. CLR.: 38.3'

ULTIMATE APPROACH
10,000' L x 500' IW x 3,500' OW
SLOPE 34:1

INITIAL APPROACH-PART 77
5,000' L x 500' IW x 2,000' OW
SLOPE 20:1

INITIAL RPZ
1,000' L x 250' IW x 450' OW
VISIBILITY NOT LOWER THAN 1 MILE

INITIAL TERPS TYPE 4
SLOPE 20:1

PROPOSED 7' CHAINLINK SECURITY FENCE

ULTIMATE TERPS TYPE 4
SLOPE 20:1

ULTIMATE THRESHOLD.
LOW PT & END EL 281.20'
LAT: N31° 10' 36.1173"
LONG: W93° 20' 32.8134"

PROPOSED REIL'S

PROPOSED PAPI

PROPOSED RUNWAY EXTENSION

INITIAL APPROACH-PART 77
5,000' L x 500' IW x 2,000' OW
SLOPE 20:1

ULTIMATE RPZ
1,000' L x 500' IW x 700' OW
VISIBILITY NOT LOWER THAN 1 MILE

ULTIMATE APPROACH
10,000' L x 500' IW x 3,500' OW
SLOPE 34:1

LEGEND

DESCRIPTION	EXISTING	ULTIMATE
FENCE	x x	
PAVEMENT		
STONE/GRAVEL ROAD OR PARKING		SAME
UNIMPROVED ROAD		SAME
BUILDING RESTRICTION LINE	BRL	SAME
PROPERTY LINE		SAME
GROUND CONTOURS	290	SAME
AIRPORT REFERENCE POINT (ARP)		
BUILDINGS		
BUILDINGS (TO BE REMOVED)	N/A	
WATER		SAME
RUNWAY SAFETY AREA	RSA	RSA ULT
RUNWAY OBJECT FREE AREA	ROFA	ROFA ULT
RUNWAY VISIBILITY ZONE	RVZ	FRVZ
OBJECT FREE ZONE	ROFZ	ROFZ ULT
RUNWAY PROTECTION ZONE		
NAVAIDS / LIGHTING		
SUPPLEMENTAL WIND CONE		
PAVEMENT REHABILITATION	N/A	
PAVEMENT REMOVAL	N/A	
CULVERT DRAIN		SAME
SURVEY MONUMENT		SAME
TREE LINE		SAME

CONSTRUCTION NOTICE REQUIREMENT

To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airports District Office prior to construction. FAA's review takes approximately 60 days.

DISCLAIMER

The recommendations contained in this airport master plan represent the views, policies and development plans of the airport sponsor and do not necessarily represent the views of the FAA. Acceptance of the master plan by the FAA does not constitute a commitment on the part of the United States to participate in any development depicted in the plan, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public law.

FAA APPROVAL STAMP

MAGNETIC DECLINATION
1° 6' E
AUGUST, 2018
RATE OF CHANGE = 7' W PER YEAR

300 0 300 600 900
SCALE IN FEET

AIRPORT SPONSOR APPROVALS

THIS AIRPORT LAYOUT DRAWING IS APPROVED BY:

(SIGNATURE) _____ DATE: 3/22/19

NAME: PAUL JACKSON

TITLE: AIRPORT MANAGER

LEESVILLE AIRPORT L39
LEESVILLE, LOUISIANA

PAN AMERICAN ENGINEERS, LLC
P.O. BOX 8599/1717 JACKSON STREET
ALEXANDRIA, LOUISIANA
318-473-2100

Michael Baker INTERNATIONAL

Designer: B.S.D.
Technician: N/A
Checked by: J.J.D.
Project Number: 10284

STATE OF LOUISIANA
Thomas C. David, Jr.
REG. No. 18878
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
3/22/19

NOTES

1. COORDINATES SHOWN ARE IN NAD83.
2. ELEVATIONS SHOWN ARE IN NAVD 88 AND ARE ABOVE MEAN SEA LEVEL (AMSL).
3. NO OFZ OBJECT PENETRATIONS.
4. SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS AND RUNWAY PROFILE DRAWING FOR THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
5. BUILDING RESTRICTION LINES (BRL) ARE BASED ON THE FOLLOWING: BRL LINES PARALLEL TO RUNWAY 18-36 ARE BASED ON A TRANSITIONAL SURFACE ELEVATION OF 20' OR MOST DEMANDING DESIGN STANDARD.

REVISIONS

No.	Description	Date	By
1	SHEETS 2 & 3	06/16/2021	PAE

Project Name:

SMALL SCALE MASTER PLAN AIRPORT LAYOUT PLAN DRAWING SET

Drawing Name:

AIRPORT LAYOUT DRAWING

AIP Project Number: 3-22-0057-010-2015

Autocad Drawing Reference:

Date: MARCH 2019

Division:

Scale: 1" = 300'

Drawing Number: 2 of 7

508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

David Frank
Tribal Historic Preservation Officer
Thlopthlocco Tribal Town
PO Box 188
Okmeh, Oklahoma 74859

RE: Stakeholder Engagement
Leesville Airport Runway Expansion

Dear TPHO Frank:

The mission of the Joint Readiness Center (JRTC) and Fort Johnson is to train Brigade Combat Teams (BCT) and Security Force Assistance Brigades to conduct large scale operations on a decisive action battlefield against a near-peer threat with multi-domain capabilities. Fort Johnson enables Forces Command (FORSCOM) units to increase readiness and support globally deployable missions while facilitating a high quality of life for Soldiers and Army Families. To support planned and emergency operations, the City of Leesville is proposing the construction and operation of an 1,800-foot extension of the existing runway and associated buildings, for use by Fort Johnson at the Leesville Airport in Leesville, Vernon Parish, Louisiana.

Current runway conditions do not allow for the utilization of the runway by Army Class A aircraft which are integral to Fort Johnson's aviation operations, support, and training. The proposed expansion of the Leesville Airport runway would support Fort Johnson's mission in the event that installation runway is out of service due to construction, maintenance, or obstruction by disabled aircraft, or at capacity with no other alternate airport within range. The limited capabilities of the current Leesville Airport and Fort Johnson's runways hinder the need for an increase in rapid recovery and response requirements during catastrophic events such as casualty evacuations and disaster response (hurricanes). An exhibit detailing the proposed project area and layout is enclosed.

To complete this proposed runway and building expansion, the City of Leesville is seeking funding from the Office of Local Defense Community Cooperation (OLDCC). As such, an Environmental Assessment is required in accordance with the National Environmental Policy Act (NEPA) as codified under 40 Code of Federal Regulation 1500 (40 CFR Part 1500), Council on Environmental Quality (CEQ) Guidance and 32 CFR Part 561- Department of the Army Environmental Analysis of Army Actions. For the above-mentioned Environmental Assessment, the Federal Aviation Agency (FAA) is a cooperating agency who is responsible for reviewing and approving a modified Airport Layout Plan (ALP). Approval of the ALP revisions under the FAA's purview are subject to the NEPA and its associated regulations as well as other environmental resource laws and regulations. We do not anticipate expansion of the existing runway and addition of ancillary buildings will adversely impact cultural resources or historical properties. The Proposed Action will take place within the existing boundaries of the City of Leesville Airport property which is currently owned by the City of Leesville. No additional properties will be required for acquisition to construct the Proposed Action.

The City of Leesville is notifying you about the referenced project because of the possible interest of the tribe. This letter is not a consultation letter pursuant to Section 106 of the National Historic Preservation Act, 54 U.S.C. 306108, and its implementing regulations, 36 CFR Part 800.2(c)(4); however, a request for engagement and information associated with project planning. If you can identify historic properties in the project area that may have religious and cultural significance to your tribe, and if such properties exist, to assist in the assessment of potential adverse impacts; it would be greatly appreciated.

To meet project timeframes, if you have information to share, please respond with within 30 days of receipt of this correspondence. If you have any initial concerns with impacts of the project on religious or cultural properties, please note them in your response.

We appreciate your time and consideration of this matter. If you have questions or require additional information, please do not hesitate to contact me, Rick Allen, at (337) 239-2444 or via electronic mail at rick.allen@leesvillela.gov.

Sincerely,

Rick Allen
Mayor

Attachments: Project Location Maps (Topographic and Aerial Photograph)
Proposed Runway Expansion Plan Drawing

CITY OF LEESVILLE

508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

Cyrus Ben
Chief
Mississippi Band of Choctaw Indians
101 Industrial Road
Choctaw, Mississippi 39350

RE: Stakeholder Engagement
Leesville Airport Runway Expansion

Dear Chief Ben:

The mission of the Joint Readiness Center (JRTC) and Fort Johnson is to train Brigade Combat Teams (BCT) and Security Force Assistance Brigades to conduct large scale operations on a decisive action battlefield against a near-peer threat with multi-domain capabilities. Fort Johnson enables Forces Command (FORSCOM) units to increase readiness and support globally deployable missions while facilitating a high quality of life for Soldiers and Army Families. To support planned and emergency operations, the City of Leesville is proposing the construction and operation of an 1,800-foot extension of the existing runway and associated buildings, for use by Fort Johnson at the Leesville Airport in Leesville, Vernon Parish, Louisiana.

Current runway conditions do not allow for the utilization of the runway by Army Class A aircraft which are integral to Fort Johnson's aviation operations, support, and training. The proposed expansion of the Leesville Airport runway would support Fort Johnson's mission in the event that installation runway is out of service due to construction, maintenance, or obstruction by disabled aircraft, or at capacity with no other alternate airport within range. The limited capabilities of the current Leesville Airport and Fort Johnson's runways hinder the need for an increase in rapid recovery and response requirements during catastrophic events such as casualty evacuations and disaster response (hurricanes). An exhibit detailing the proposed project area and layout is enclosed.

To complete this proposed runway and building expansion, the City of Leesville is seeking funding from the Office of Local Defense Community Cooperation (OLDCC). As such, an Environmental Assessment is required in accordance with the National Environmental Policy Act (NEPA) as codified under 40 Code of Federal Regulation 1500 (40 CFR Part 1500), Council on Environmental Quality (CEQ) Guidance and 32 CFR Part 561- Department of the Army Environmental Analysis of Army Actions. For the above-mentioned Environmental Assessment, the Federal Aviation Agency (FAA) is a cooperating agency who is responsible for reviewing and approving a modified Airport Layout Plan (ALP). Approval of the ALP revisions under the FAA's purview are subject to the NEPA and its associated regulations as well as other environmental resource laws and regulations. We do not anticipate expansion of the existing runway and addition of ancillary buildings will adversely impact cultural resources or historical properties. The Proposed Action will take place within the existing boundaries of the City of Leesville Airport property which is currently owned by the City of Leesville. No additional properties will be required for acquisition to construct the Proposed Action.

The City of Leesville is notifying you about the referenced project because of the possible interest of the tribe. This letter is not a consultation letter pursuant to Section 106 of the National Historic Preservation Act, 54 U.S.C. 306108, and its implementing regulations, 36 CFR Part 800.2(c)(4); however, a request for engagement and information associated with project planning. If you can identify historic properties in the project area that may have religious and cultural significance to your tribe, and if such properties exist, to assist in the assessment of potential adverse impacts; it would be greatly appreciated.

To meet project timeframes, if you have information to share, please respond with within 30 days of receipt of this correspondence. If you have any initial concerns with impacts of the project on religious or cultural properties, please note them in your response.

We appreciate your time and consideration of this matter. If you have questions or require additional information, please do not hesitate to contact me, Rick Allen, at (337) 239-2444 or via electronic mail at rick.allen@leesvillela.gov.

Sincerely,

Rick Allen
Mayor

Attachments: Project Location Maps (Topographic and Aerial Photograph)
Proposed Runway Expansion Plan Drawing

MAYOR
Rick Allen

CITY ADMINISTRATOR
Patti Larney

CITY CLERK
Sonny Harrell

CITY OF LEESVILLE

508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

COUNCILMEMBERS:
Chris Robertson
Willie Mae Kennedy
Nicole Ybarra
Delain Prewitt
Alice Guess
Phillip Hunt

Johnna Flynn
Acting Tribal Historic Preservation Officer
Jena Band of Choctaw Indians
PO Box 14
Jena, Louisiana 71342

RE: Stakeholder Engagement
Leesville Airport Runway Expansion

Dear Acting TPHO Flynn:

The mission of the Joint Readiness Center (JRTC) and Fort Johnson is to train Brigade Combat Teams (BCT) and Security Force Assistance Brigades to conduct large scale operations on a decisive action battlefield against a near-peer threat with multi-domain capabilities. Fort Johnson enables Forces Command (FORSCOM) units to increase readiness and support globally deployable missions while facilitating a high quality of life for Soldiers and Army Families. To support planned and emergency operations, the City of Leesville is proposing the construction and operation of an 1,800-foot extension of the existing runway and associated buildings, for use by Fort Johnson at the Leesville Airport in Leesville, Vernon Parish, Louisiana.

Current runway conditions do not allow for the utilization of the runway by Army Class A aircraft which are integral to Fort Johnson's aviation operations, support, and training. The proposed expansion of the Leesville Airport runway would support Fort Johnson's mission in the event that installation runway is out of service due to construction, maintenance, or obstruction by disabled aircraft, or at capacity with no other alternate airport within range. The limited capabilities of the current Leesville Airport and Fort Johnson's runways hinder the need for an increase in rapid recovery and response requirements during catastrophic events such as casualty evacuations and disaster response (hurricanes). An exhibit detailing the proposed project area and layout is enclosed.

To complete this proposed runway and building expansion, the City of Leesville is seeking funding from the Office of Local Defense Community Cooperation (OLDCC). As such, an Environmental Assessment is required in accordance with the National Environmental Policy Act (NEPA) as codified under 40 Code of Federal Regulation 1500 (40 CFR Part 1500), Council on Environmental Quality (CEQ) Guidance and 32 CFR Part 561- Department of the Army Environmental Analysis of Army Actions. For the above-mentioned Environmental Assessment, the Federal Aviation Agency (FAA) is a cooperating agency who is responsible for reviewing and approving a modified Airport Layout Plan (ALP). Approval of the ALP revisions under the FAA's purview are subject to the NEPA and its associated regulations as well as other environmental resource laws and regulations. We do not anticipate expansion of the existing runway and addition of ancillary buildings will adversely impact cultural resources or historical properties. The Proposed Action will take place within the existing boundaries of the City of Leesville Airport property which is currently owned by the City of Leesville. No additional properties will be required for acquisition to construct the Proposed Action.

The City of Leesville is notifying you about the referenced project because of the possible interest of the tribe. This letter is not a consultation letter pursuant to Section 106 of the National Historic Preservation Act, 54 U.S.C. 306108, and its implementing regulations, 36 CFR Part 800.2(c)(4); however, a request for engagement and information associated with project planning. If you can identify historic properties in the project area that may have religious and cultural significance to your tribe, and if such properties exist, to assist in the assessment of potential adverse impacts; it would be greatly appreciated.

To meet project timeframes, if you have information to share, please respond with within 30 days of receipt of this correspondence. If you have any initial concerns with impacts of the project on religious or cultural properties, please note them in your response.

We appreciate your time and consideration of this matter. If you have questions or require additional information, please do not hesitate to contact me, Rick Allen, at (337) 239-2444 or via electronic mail at rick.allen@leesvillela.gov.

Sincerely,

for Rick Allen
Mayor

Attachments: Project Location Maps (Topographic and Aerial Photograph)
Proposed Runway Expansion Plan Drawing

CITY OF LEESVILLE

508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

Durell Cooper
Chairman
Apache Tribe of Oklahoma
511 East Colorado
Anadarko, Oklahoma 73005

RE: Stakeholder Engagement
Leesville Airport Runway Expansion

Dear Chairman Cooper:

The mission of the Joint Readiness Center (JRTC) and Fort Johnson is to train Brigade Combat Teams (BCT) and Security Force Assistance Brigades to conduct large scale operations on a decisive action battlefield against a near-peer threat with multi-domain capabilities. Fort Johnson enables Forces Command (FORSCOM) units to increase readiness and support globally deployable missions while facilitating a high quality of life for Soldiers and Army Families. To support planned and emergency operations, the City of Leesville is proposing the construction and operation of an 1,800-foot extension of the existing runway and associated buildings, for use by Fort Johnson at the Leesville Airport in Leesville, Vernon Parish, Louisiana.

Current runway conditions do not allow for the utilization of the runway by Army Class A aircraft which are integral to Fort Johnson's aviation operations, support, and training. The proposed expansion of the Leesville Airport runway would support Fort Johnson's mission in the event that installation runway is out of service due to construction, maintenance, or obstruction by disabled aircraft, or at capacity with no other alternate airport within range. The limited capabilities of the current Leesville Airport and Fort Johnson's runways hinder the need for an increase in rapid recovery and response requirements during catastrophic events such as casualty evacuations and disaster response (hurricanes). An exhibit detailing the proposed project area and layout is enclosed.

To complete this proposed runway and building expansion, the City of Leesville is seeking funding from the Office of Local Defense Community Cooperation (OLDCC). As such, an Environmental Assessment is required in accordance with the National Environmental Policy Act (NEPA) as codified under 40 Code of Federal Regulation 1500 (40 CFR Part 1500), Council on Environmental Quality (CEQ) Guidance and 32 CFR Part 561- Department of the Army Environmental Analysis of Army Actions. For the above-mentioned Environmental Assessment, the Federal Aviation Agency (FAA) is a cooperating agency who is responsible for reviewing and approving a modified Airport Layout Plan (ALP). Approval of the ALP revisions under the FAA's purview are subject to the NEPA and its associated regulations as well as other environmental resource laws and regulations. We do not anticipate expansion of the existing runway and addition of ancillary buildings will adversely impact cultural resources or historical properties. The Proposed Action will take place within the existing boundaries of the City of Leesville Airport property which is currently owned by the City of Leesville. No additional properties will be required for acquisition to construct the Proposed Action.

The City of Leesville is notifying you about the referenced project because of the possible interest of the tribe. This letter is not a consultation letter pursuant to Section 106 of the National Historic Preservation Act, 54 U.S.C. 306108, and its implementing regulations, 36 CFR Part 800.2(c)(4); however, a request for engagement and information associated with project planning. If you can identify historic properties in the project area that may have religious and cultural significance to your tribe, and if such properties exist, to assist in the assessment of potential adverse impacts; it would be greatly appreciated.

To meet project timeframes, if you have information to share, please respond with within 30 days of receipt of this correspondence. If you have any initial concerns with impacts of the project on religious or cultural properties, please note them in your response.

We appreciate your time and consideration of this matter. If you have questions or require additional information, please do not hesitate to contact me, Rick Allen, at (337) 239-2444 or via electronic mail at rick.allen@leesvillela.gov.

Sincerely,

Rick Allen
Mayor

Attachments: Project Location Maps (Topographic and Aerial Photograph)
Proposed Runway Expansion Plan Drawing

MAYOR
Rick Allen

CITY ADMINISTRATOR
Patti Larney

CITY CLERK
Sonny Harrell

CITY OF LEESVILLE

508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

COUNCILMEMBERS:
Chris Robertson
Willie Mae Kennedy
Nicole Ybarra
Delain Prewitt
Alice Guess
Phillip Hunt

Ben Yahola
Tribal Historic Preservation Officer
Alabama-Quassarte Tribal Town
PO Box 187
Wetumka, Oklahoma 74883

RE: Stakeholder Engagement
Leesville Airport Runway Expansion

Dear TPHO Yahola:

The mission of the Joint Readiness Center (JRTC) and Fort Johnson is to train Brigade Combat Teams (BCT) and Security Force Assistance Brigades to conduct large scale operations on a decisive action battlefield against a near-peer threat with multi-domain capabilities. Fort Johnson enables Forces Command (FORSCOM) units to increase readiness and support globally deployable missions while facilitating a high quality of life for Soldiers and Army Families. To support planned and emergency operations, the City of Leesville is proposing the construction and operation of an 1,800-foot extension of the existing runway and associated buildings, for use by Fort Johnson at the Leesville Airport in Leesville, Vernon Parish, Louisiana.

Current runway conditions do not allow for the utilization of the runway by Army Class A aircraft which are integral to Fort Johnson's aviation operations, support, and training. The proposed expansion of the Leesville Airport runway would support Fort Johnson's mission in the event that installation runway is out of service due to construction, maintenance, or obstruction by disabled aircraft, or at capacity with no other alternate airport within range. The limited capabilities of the current Leesville Airport and Fort Johnson's runways hinder the need for an increase in rapid recovery and response requirements during catastrophic events such as casualty evacuations and disaster response (hurricanes). An exhibit detailing the proposed project area and layout is enclosed.

To complete this proposed runway and building expansion, the City of Leesville is seeking funding from the Office of Local Defense Community Cooperation (OLDCC). As such, an Environmental Assessment is required in accordance with the National Environmental Policy Act (NEPA) as codified under 40 Code of Federal Regulation 1500 (40 CFR Part 1500), Council on Environmental Quality (CEQ) Guidance and 32 CFR Part 561- Department of the Army Environmental Analysis of Army Actions. For the above-mentioned Environmental Assessment, the Federal Aviation Agency (FAA) is a cooperating agency who is responsible for reviewing and approving a modified Airport Layout Plan (ALP). Approval of the ALP revisions under the FAA's purview are subject to the NEPA and its associated regulations as well as other environmental resource laws and regulations. We do not anticipate expansion of the existing runway and addition of ancillary buildings will adversely impact cultural resources or historical properties. The Proposed Action will take place within the existing boundaries of the City of Leesville Airport property which is currently owned by the City of Leesville. No additional properties will be required for acquisition to construct the Proposed Action.

The City of Leesville is notifying you about the referenced project because of the possible interest of the tribe. This letter is not a consultation letter pursuant to Section 106 of the National Historic Preservation Act, 54 U.S.C. 306108, and its implementing regulations, 36 CFR Part 800.2(c)(4); however, a request for engagement and information associated with project planning. If you can identify historic properties in the project area that may have religious and cultural significance to your tribe, and if such properties exist, to assist in the assessment of potential adverse impacts; it would be greatly appreciated.

To meet project timeframes, if you have information to share, please respond with within 30 days of receipt of this correspondence. If you have any initial concerns with impacts of the project on religious or cultural properties, please note them in your response.

We appreciate your time and consideration of this matter. If you have questions or require additional information, please do not hesitate to contact me, Rick Allen, at (337) 239-2444 or via electronic mail at rick.allen@leesvillela.gov.

Sincerely,

Rick Allen
Mayor

Attachments: Project Location Maps (Topographic and Aerial Photograph)
Proposed Runway Expansion Plan Drawing

CITY OF LEESVILLE

508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

Bryant Celestine
Tribal Historic Preservation Officer
Alabama-Coushatta Tribe of Texas
571 State Park Road 56
Livingston, Texas 77351

RE: Stakeholder Engagement
Leesville Airport Runway Expansion

Dear THPO Celestine:

The mission of the Joint Readiness Center (JRTC) and Fort Johnson is to train Brigade Combat Teams (BCT) and Security Force Assistance Brigades to conduct large scale operations on a decisive action battlefield against a near-peer threat with multi-domain capabilities. Fort Johnson enables Forces Command (FORSCOM) units to increase readiness and support globally deployable missions while facilitating a high quality of life for Soldiers and Army Families. To support planned and emergency operations, the City of Leesville is proposing the construction and operation of an 1,800-foot extension of the existing runway and associated buildings, for use by Fort Johnson at the Leesville Airport in Leesville, Vernon Parish, Louisiana.

Current runway conditions do not allow for the utilization of the runway by Army Class A aircraft which are integral to Fort Johnson's aviation operations, support, and training. The proposed expansion of the Leesville Airport runway would support Fort Johnson's mission in the event that installation runway is out of service due to construction, maintenance, or obstruction by disabled aircraft, or at capacity with no other alternate airport within range. The limited capabilities of the current Leesville Airport and Fort Johnson's runways hinder the need for an increase in rapid recovery and response requirements during catastrophic events such as casualty evacuations and disaster response (hurricanes). An exhibit detailing the proposed project area and layout is enclosed.

To complete this proposed runway and building expansion, the City of Leesville is seeking funding from the Office of Local Defense Community Cooperation (OLDCC). As such, an Environmental Assessment is required in accordance with the National Environmental Policy Act (NEPA) as codified under 40 Code of Federal Regulation 1500 (40 CFR Part 1500), Council on Environmental Quality (CEQ) Guidance and 32 CFR Part 561- Department of the Army Environmental Analysis of Army Actions. For the above-mentioned Environmental Assessment, the Federal Aviation Agency (FAA) is a cooperating agency who is responsible for reviewing and approving a modified Airport Layout Plan (ALP). Approval of the ALP revisions under the FAA's purview are subject to the NEPA and its associated regulations as well as other environmental resource laws and regulations. We do not anticipate expansion of the existing runway and addition of ancillary buildings will adversely impact cultural resources or historical properties. The Proposed Action will take place within the existing boundaries of the City of Leesville Airport property which is currently owned by the City of Leesville. No additional properties will be required for acquisition to construct the Proposed Action.

The City of Leesville is notifying you about the referenced project because of the possible interest of the tribe. This letter is not a consultation letter pursuant to Section 106 of the National Historic Preservation Act, 54 U.S.C. 306108, and its implementing regulations, 36 CFR Part 800.2(c)(4); however, a request for engagement and information associated with project planning. If you can identify historic properties in the project area that may have religious and cultural significance to your tribe, and if such properties exist, to assist in the assessment of potential adverse impacts; it would be greatly appreciated.

To meet project timeframes, if you have information to share, please respond with within 30 days of receipt of this correspondence. If you have any initial concerns with impacts of the project on religious or cultural properties, please note them in your response.

We appreciate your time and consideration of this matter. If you have questions or require additional information, please do not hesitate to contact me, Rick Allen, at (337) 239-2444 or via electronic mail at rick.allen@leesvillela.gov.

Sincerely,

Rick Allen
Mayor

Attachments: Project Location Maps (Topographic and Aerial Photograph)
Proposed Runway Expansion Plan Drawing

CITY OF LEESVILLE

508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

Jonathan Rohrer
Tribal Historic Preservation Officer
Caddo Nation of Oklahoma
PO Box 487
Binger, Oklahoma, 73009

RE: Stakeholder Engagement
Leesville Airport Runway Expansion

Dear TPHO Rohrer:

The mission of the Joint Readiness Center (JRTC) and Fort Johnson is to train Brigade Combat Teams (BCT) and Security Force Assistance Brigades to conduct large scale operations on a decisive action battlefield against a near-peer threat with multi-domain capabilities. Fort Johnson enables Forces Command (FORSCOM) units to increase readiness and support globally deployable missions while facilitating a high quality of life for Soldiers and Army Families. To support planned and emergency operations, the City of Leesville is proposing the construction and operation of an 1,800-foot extension of the existing runway and associated buildings, for use by Fort Johnson at the Leesville Airport in Leesville, Vernon Parish, Louisiana.

Current runway conditions do not allow for the utilization of the runway by Army Class A aircraft which are integral to Fort Johnson's aviation operations, support, and training. The proposed expansion of the Leesville Airport runway would support Fort Johnson's mission in the event that installation runway is out of service due to construction, maintenance, or obstruction by disabled aircraft, or at capacity with no other alternate airport within range. The limited capabilities of the current Leesville Airport and Fort Johnson's runways hinder the need for an increase in rapid recovery and response requirements during catastrophic events such as casualty evacuations and disaster response (hurricanes). An exhibit detailing the proposed project area and layout is enclosed.

To complete this proposed runway and building expansion, the City of Leesville is seeking funding from the Office of Local Defense Community Cooperation (OLDCC). As such, an Environmental Assessment is required in accordance with the National Environmental Policy Act (NEPA) as codified under 40 Code of Federal Regulation 1500 (40 CFR Part 1500), Council on Environmental Quality (CEQ) Guidance and 32 CFR Part 561- Department of the Army Environmental Analysis of Army Actions. For the above-mentioned Environmental Assessment, the Federal Aviation Agency (FAA) is a cooperating agency who is responsible for reviewing and approving a modified Airport Layout Plan (ALP). Approval of the ALP revisions under the FAA's purview are subject to the NEPA and its associated regulations as well as other environmental resource laws and regulations. We do not anticipate expansion of the existing runway and addition of ancillary buildings will adversely impact cultural resources or historical properties. The Proposed Action will take place within the existing boundaries of the City of Leesville Airport property which is currently owned by the City of Leesville. No additional properties will be required for acquisition to construct the Proposed Action.

The City of Leesville is notifying you about the referenced project because of the possible interest of the tribe. This letter is not a consultation letter pursuant to Section 106 of the National Historic Preservation Act, 54 U.S.C. 306108, and its implementing regulations, 36 CFR Part 800.2(c)(4); however, a request for engagement and information associated with project planning. If you can identify historic properties in the project area that may have religious and cultural significance to your tribe, and if such properties exist, to assist in the assessment of potential adverse impacts; it would be greatly appreciated.

To meet project timeframes, if you have information to share, please respond with within 30 days of receipt of this correspondence. If you have any initial concerns with impacts of the project on religious or cultural properties, please note them in your response.

We appreciate your time and consideration of this matter. If you have questions or require additional information, please do not hesitate to contact me, Rick Allen, at (337) 239-2444 or via electronic mail at rick.allen@leesvillela.gov.

Sincerely,

Rick Allen
Mayor

Attachments: Project Location Maps (Topographic and Aerial Photograph)
Proposed Runway Expansion Plan Drawing

MAYOR
Rick Allen

CITY ADMINISTRATOR
Patti Larney

CITY CLERK
Sonny Harrell

CITY OF LEESVILLE

508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

COUNCILMEMBERS:
Chris Robertson
Willie Mae Kennedy
Nicole Ybarra
Delain Prewitt
Alice Guess
Phillip Hunt

Kristian Poncho
Tribal Historic Preservation Officer
Coushatta Tribe of Louisiana
PO Box 10
Elton, Louisiana, 70532

RE: Stakeholder Engagement
Leesville Airport Runway Expansion

Dear TPHO Poncho:

The mission of the Joint Readiness Center (JRTC) and Fort Johnson is to train Brigade Combat Teams (BCT) and Security Force Assistance Brigades to conduct large scale operations on a decisive action battlefield against a near-peer threat with multi-domain capabilities. Fort Johnson enables Forces Command (FORSCOM) units to increase readiness and support globally deployable missions while facilitating a high quality of life for Soldiers and Army Families. To support planned and emergency operations, the City of Leesville is proposing the construction and operation of an 1,800-foot extension of the existing runway and associated buildings, for use by Fort Johnson at the Leesville Airport in Leesville, Vernon Parish, Louisiana.

Current runway conditions do not allow for the utilization of the runway by Army Class A aircraft which are integral to Fort Johnson's aviation operations, support, and training. The proposed expansion of the Leesville Airport runway would support Fort Johnson's mission in the event that installation runway is out of service due to construction, maintenance, or obstruction by disabled aircraft, or at capacity with no other alternate airport within range. The limited capabilities of the current Leesville Airport and Fort Johnson's runways hinder the need for an increase in rapid recovery and response requirements during catastrophic events such as casualty evacuations and disaster response (hurricanes). An exhibit detailing the proposed project area and layout is enclosed.

To complete this proposed runway and building expansion, the City of Leesville is seeking funding from the Office of Local Defense Community Cooperation (OLDCC). As such, an Environmental Assessment is required in accordance with the National Environmental Policy Act (NEPA) as codified under 40 Code of Federal Regulation 1500 (40 CFR Part 1500), Council on Environmental Quality (CEQ) Guidance and 32 CFR Part 561- Department of the Army Environmental Analysis of Army Actions. For the above-mentioned Environmental Assessment, the Federal Aviation Agency (FAA) is a cooperating agency who is responsible for reviewing and approving a modified Airport Layout Plan (ALP). Approval of the ALP revisions under the FAA's purview are subject to the NEPA and its associated regulations as well as other environmental resource laws and regulations. We do not anticipate expansion of the existing runway and addition of ancillary buildings will adversely impact cultural resources or historical properties. The Proposed Action will take place within the existing boundaries of the City of Leesville Airport property which is currently owned by the City of Leesville. No additional properties will be required for acquisition to construct the Proposed Action.

The City of Leesville is notifying you about the referenced project because of the possible interest of the tribe. This letter is not a consultation letter pursuant to Section 106 of the National Historic Preservation Act, 54 U.S.C. 306108, and its implementing regulations, 36 CFR Part 800.2(c)(4); however, a request for engagement and information associated with project planning. If you can identify historic properties in the project area that may have religious and cultural significance to your tribe, and if such properties exist, to assist in the assessment of potential adverse impacts; it would be greatly appreciated.

To meet project timeframes, if you have information to share, please respond with within 30 days of receipt of this correspondence. If you have any initial concerns with impacts of the project on religious or cultural properties, please note them in your response.

We appreciate your time and consideration of this matter. If you have questions or require additional information, please do not hesitate to contact me, Rick Allen, at (337) 239-2444 or via electronic mail at rick.allen@leesvillela.gov.

Sincerely,

Rick Allen
Mayor

Attachments: Project Location Maps (Topographic and Aerial Photograph)
Proposed Runway Expansion Plan Drawing

508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

March 15, 2024

Louisiana Department of Environmental Quality
LDEQ Performance Management
P.O. Box 4301
Baton Rouge, Louisiana 70821

ATTN: Ms. Linda Piper
Linda.Piper@la.gov

Re: Solicitation of Views Request
Leesville Airport Runway Expansion
424 Airport Road
Leesville, Vernon Parish, Louisiana

Ms. Piper:

The mission of the Joint Readiness Center (JRTC) and Fort Johnson is to train Brigade Combat Teams (BCT) and Security Force Assistance Brigades to conduct large scale operations on a decisive action battlefield against a near-peer threat with multi-domain capabilities. Fort Johnson enables Forces Command (FORSCOM) units to increase readiness and support globally deployable missions while facilitating a high quality of life for Soldiers and Army Families. To support planned and emergency operations, the City of Leesville is proposing the construction and operation of an 1,800-foot extension of the existing runway and associated buildings, for use by Fort Johnson at the Leesville Airport in Leesville, Vernon Parish, Louisiana.

Current runway conditions do not allow for the utilization of the runway by Army Class A aircraft which are integral to Fort Johnson's aviation operations, support, and training. The proposed expansion of the Leesville Airport runway would support Fort Johnson's mission in the event that installation runway is out of service due to construction, maintenance, or obstruction by disabled aircraft, or at capacity with no other alternate airport within range. The limited capabilities of the current Leesville Airport and Fort Johnson's runways hinder the need for an increase in rapid recovery and response requirements during catastrophic events such as casualty evacuations and disaster response (hurricanes). An exhibit detailing the proposed project area and layout is enclosed.

To complete this proposed runway and building expansion, the City of Leesville is seeking funding from the Office of Local Defense Community Cooperation (OLDCC). As such, an Environmental Assessment is required in accordance with the National Environmental Policy Act (NEPA) as codified under 40 Code of Federal Regulation 1500 (40 CFR Part 1500), Council on Environmental Quality (CEQ) Guidance and 32 CFR Part 561- Department of the Army Environmental Analysis of Army Actions. The Proposed Action will take place within the existing boundaries of the City of Leesville Airport property which is currently owned by the City of Leesville. No additional properties will be required for acquisition to construct the Proposed Action.

Please review the attached information and provide information concerning potential impacts to air quality and any other significant regulated resources under the Louisiana Department of Environmental Quality's oversight that should be considered as part of the NEPA process.

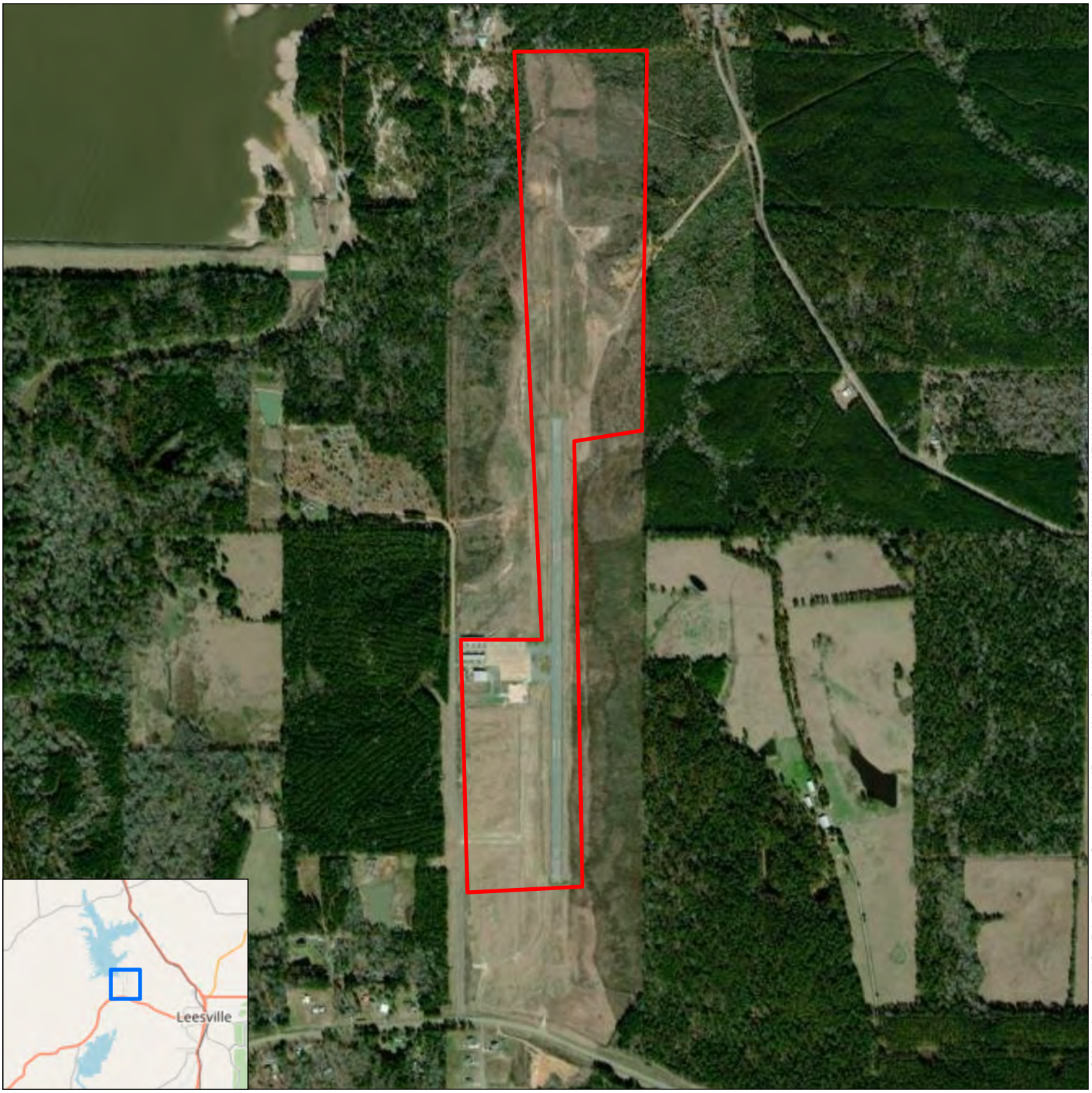
To meet project timeframes, please respond with within 30 days of receipt of this correspondence. If you have any initial concerns with impacts of the project on resources or projects under LDEQ regulatory oversight, please note them in your response.

We appreciate your time and consideration of this matter. If you have questions or require additional information, please do not hesitate to contact me, Rick Allen, at (337) 239-2444 or via electronic mail at rick.allen@leesvillela.gov.

Sincerely,

Rick Allen
Mayor

Attachments: Project Location Maps (Topographic and Aerial Photograph)
Proposed Runway Expansion Plan Drawing



C:\Users\nrmarshall\OneDrive - Terracon Consultants Inc\Desktop\New folder\2023\EH237102\EH237102\WorkingMap\EH237102WorkingMap.aprx

Legend

Area of Impact

N

Feet

0 640 1,280 2,560

DATA SOURCES: FEMA NFHL effective March 2018, USDA WSS, USGS, USFWS NWI, © OpenStreetMap (and) contributors, CC-BY-SA, Esri, HERE, Garmin, iPC, Maxar
ESRI - Basemaps

Project No.:	EH237102
Date:	Feb 2024
Drawn By:	NRM
Reviewed By:	JTP

Terracon
2822 O'Neal Ln, Bldg B
Baton Rouge, LA
PH. 225-344-6052 terracon.com

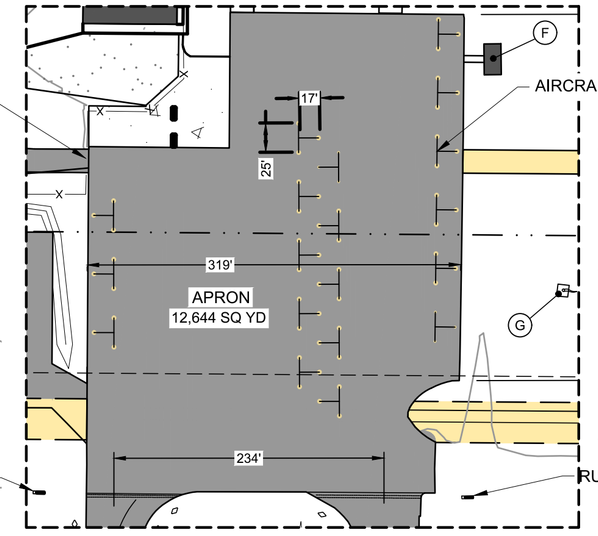
Project Area Map

City of Leesville
Leesville Airport Runway Expansion
Leesville, Vernon Parish, Louisiana
Center: 93°20'34"W 31°10'14"N

Exhibit

EXISTING/PROPOSED AIRPORT BUILDING TABLE

NO.	DESCRIPTION	TOP ELEVATION	OBSTRUCTION LIGHTING
A	HANGAR/OFFICE	306.84'	NO
B	WOODFRAME BUILDING	289.87'	NO
C	TRAILER	294.41'	NO
D	T-HANGAR	298.36'	NO
E	BOX HANGER	308.80'	NO
F	BRICK BUILDING	294.51'	NO
G	WIND CONE	304.38'	YES
H	BEACON	339.54'	YES
I	FUTURE T-HANGAR	308.80'	NO
J	FUTURE BOX HANGER	308.80'	NO



INSET A
SCALE: 1"=100'

VERNON LAKE

REVISION NO. 1 DESCRIPTION

- THE CONSTRUCTION OF THE RUNWAY END TURNABOUTS WAS COMPLETED IN MARCH OF 2021 (A.I.P. NO. 3-22-0057-016-2020). REVISION NO. 1 UPDATES THE ALP DRAWING SET TO SHOW THE TURNABOUTS AS EXISTING.
- SOME OF THE RUNWAY COORDINATE DATA INDICATED ON THE ALP WAS DISCOVERED TO BE INCORRECT DURING THE DESIGN OF THE RUNWAY TURNABOUT PROJECT. REVISION NO. 1 UPDATES THE ALP DRAWING SET TO INDICATE THE CORRECTED COORDINATE DATA.

ROAD
EL: 254' + 15' = 269'
TERPS CLR: 46.1'

ROAD
EL: 253' + 15' = 268'
INT APPR. CLR.: 46.6'
ULT APPR. CLR.: 26.6.

L.A. HWY 8

5' BARBED WIRE & MESH FENCE

ULTIMATE RPZ
1,000' L x 500' IW x 700' OW
VISIBILITY NOT LOWER THAN 1 MILE

AIRPORT ROAD

PARISH BUILT TO CONNECT SUNDOWN RD.

SUNDOWN ROAD

GATE

FUEL FARM

6' CHAIN LINK FENCE

AUTOMOBILE PARKING

AGRICULTURAL PAD

PROPOSED AWOS SITE

INITIAL RPZ
1,000' L x 250' IW x 450' OW
VISIBILITY NOT LOWER THAN 1 MILE

RUNWAY END TURNABOUTS

BRL

PROPOSED TAXIWAY

TOFA ULT

ROFA INT

ROFZ INT

RSA INT

POFZ INT

PAPI

REIL'S

3,807' x 75' EXISTING / 5,000' x 75' ULTIMATE

SEE INSET A

FAA LA24 A

FAA LA24 B

ULTIMATE DISPLACED THRESHOLD.
LOW PT & END EL 0.00'
LAT: N31° 09' 47.0260"
LONG: W93° 20' 32.8881"

INT. ARP
LAT: N31° 10' 05.4601"
LONG: W93° 20' 32.8644"

ULT. ARP
LAT: N31° 10' 11.3737"
LONG: W93° 20' 32.8515"

INITIAL THRESHOLD.
LOW PT & END EL 266.18'
LAT: N31° 09' 46.6302"
LONG: W93° 20' 32.8896"

INITIAL THRESHOLD.
LOW PT & END EL 281.20'
LAT: N31° 10' 24.2901"
LONG: W93° 20' 32.8392"

TERPS TYPE 4 SLOPE 20:1
(INITIAL: INNER LINE)
(ULTIMATE: OUTER LINE)

PROPOSED 7' CHAINLINK SECURITY FENCE

ROAD
EL: 252' + 15' = 267'
TERPS CLR.: 61.9'

ROAD
EL: 250' + 15' = 265'
INT APPR. CLR.: 65.0'
ULT APPR. CLR.: 38.3'

ULTIMATE APPROACH
10,000' L x 500' IW x 3,500' OW
SLOPE 34:1

INITIAL APPROACH-PART 77
5,000' L x 500' IW x 2,000' OW
SLOPE 20:1

INITIAL RPZ
1,000' L x 250' IW x 450' OW
VISIBILITY NOT LOWER THAN 1 MILE

INITIAL TERPS TYPE 4
SLOPE 20:1

PROPOSED 7' CHAINLINK SECURITY FENCE

ULTIMATE TERPS TYPE 4
SLOPE 20:1

ULTIMATE THRESHOLD.
LOW PT & END EL 281.20'
LAT: N31° 10' 36.1173"
LONG: W93° 20' 32.8134"

PROPOSED REIL'S

PROPOSED PAPI

PROPOSED RUNWAY EXTENSION

INITIAL APPROACH-PART 77
5,000' L x 500' IW x 2,000' OW
SLOPE 20:1

ULTIMATE RPZ
1,000' L x 500' IW x 700' OW
VISIBILITY NOT LOWER THAN 1 MILE

ULTIMATE APPROACH
10,000' L x 500' IW x 3,500' OW
SLOPE 34:1

LEGEND

DESCRIPTION	EXISTING	ULTIMATE
FENCE	x x	
PAVEMENT		
STONE/GRAVEL ROAD OR PARKING		SAME
UNIMPROVED ROAD		SAME
BUILDING RESTRICTION LINE	BRL	SAME
PROPERTY LINE		SAME
GROUND CONTOURS	290	SAME
AIRPORT REFERENCE POINT (ARP)		
BUILDINGS		
BUILDINGS (TO BE REMOVED)	N/A	
WATER		SAME
RUNWAY SAFETY AREA	RSA	RSA ULT
RUNWAY OBJECT FREE AREA	ROFA	ROFA ULT
RUNWAY VISIBILITY ZONE	RVZ	FRVZ
OBJECT FREE ZONE	ROFZ	ROFZ ULT
RUNWAY PROTECTION ZONE		
NAVAIDS / LIGHTING		
SUPPLEMENTAL WIND CONE		
PAVEMENT REHABILITATION	N/A	
PAVEMENT REMOVAL	N/A	
CULVERT DRAIN		SAME
SURVEY MONUMENT		SAME
TREE LINE		SAME

CONSTRUCTION NOTICE REQUIREMENT

To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airports District Office prior to construction. FAA's review takes approximately 60 days.

DISCLAIMER

The recommendations contained in this airport master plan represent the views, policies and development plans of the airport sponsor and do not necessarily represent the views of the FAA. Acceptance of the master plan by the FAA does not constitute a commitment on the part of the United States to participate in any development depicted in the plan, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public law.

FAA APPROVAL STAMP

MAGNETIC DECLINATION
1° 6' E
AUGUST, 2018
RATE OF CHANGE = 7' W PER YEAR

300 0 300 600 900
SCALE IN FEET

AIRPORT SPONSOR APPROVALS

THIS AIRPORT LAYOUT DRAWING IS APPROVED BY:

(SIGNATURE) _____ DATE: 3/22/19

NAME: PAUL JACKSON

TITLE: AIRPORT MANAGER

LEESVILLE AIRPORT L39
LEESVILLE, LOUISIANA

PAN AMERICAN ENGINEERS, LLC
P.O. BOX 8599/1717 JACKSON STREET
ALEXANDRIA, LOUISIANA
318-473-2100

Michael Baker INTERNATIONAL

Designer: B.S.D.
Technician: N/A
Checked by: J.J.D.
Project Number: 10284

STATE OF LOUISIANA
Thomas C. David, Jr.
REG. No. 18878
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
3/22/19

NOTES

1. COORDINATES SHOWN ARE IN NAD83.
2. ELEVATIONS SHOWN ARE IN NAVD 88 AND ARE ABOVE MEAN SEA LEVEL (AMSL).
3. NO OFZ OBJECT PENETRATIONS.
4. SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS AND RUNWAY PROFILE DRAWING FOR THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
5. BUILDING RESTRICTION LINES (BRL) ARE BASED ON THE FOLLOWING: BRL LINES PARALLEL TO RUNWAY 18-36 ARE BASED ON A TRANSITIONAL SURFACE ELEVATION OF 20' OR MOST DEMANDING DESIGN STANDARD.

REVISIONS

No.	Description	Date	By
1	SHEETS 2 & 3	06/16/2021	PAE

Project Name:

SMALL SCALE MASTER PLAN AIRPORT LAYOUT PLAN DRAWING SET

Drawing Name:

AIRPORT LAYOUT DRAWING

AIP Project Number: 3-22-0057-010-2015

Autocad Drawing Reference:

Date: MARCH 2019

Division:

Scale: 1" = 300'

Drawing Number: 2 of 7

508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

March 15, 2024

Environmental Protection Agency - Region VI
Ground Water/UIC Section
Mail Code: WDDG
1201 Elm Street – Suite 500
Dallas, Texas 75270

Attention: Mr. Omar Martinez – Sole Source Aquifer Program Coordinator
martinez.omar@epa.gov

Re: Determination of Impacts to Sole Source Aquifer
Leesville Airport Runway Expansion
424 Airport Road
Leesville, Vernon Parish, Louisiana

Dear Mr. Martinez:

The mission of the Joint Readiness Center (JRTC) and Fort Johnson is to train Brigade Combat Teams (BCT) and Security Force Assistance Brigades to conduct large scale operations on a decisive action battlefield against a near-peer threat with multi-domain capabilities. Fort Johnson enables Forces Command (FORSCOM) units to increase readiness and support globally deployable missions while facilitating a high quality of life for Soldiers and Army Families. To support planned and emergency operations, the City of Leesville is proposing the construction and operation of an 1,800-foot extension of the existing runway and associated buildings, for use by Fort Johnson at the Leesville Airport in Leesville, Vernon Parish, Louisiana.

Current runway conditions do not allow for the utilization of the runway by Army Class A aircraft which are integral to Fort Johnson's aviation operations, support, and training. The proposed expansion of the Leesville Airport runway would support Fort Johnson's mission in the event that installation runway is out of service due to construction, maintenance, or obstruction by disabled aircraft, or at capacity with no other alternate airport within range. The limited capabilities of the current Leesville Airport and Fort Johnson's runways hinder the need for an increase in rapid recovery and response requirements during catastrophic events such as casualty evacuations and disaster response (hurricanes). An exhibit detailing the proposed project area and layout is enclosed.

To complete this proposed runway and building expansion, the City of Leesville is seeking funding from the Office of Local Defense Community Cooperation (OLDCC). As such, an Environmental Assessment is required in accordance with the National Environmental Policy Act (NEPA) as codified under 40 Code of Federal Regulation 1500 (40 CFR Part 1500), Council on Environmental Quality (CEQ) Guidance and 32 CFR Part 561- Department of the Army Environmental Analysis of Army Actions. The Proposed Action will take place within the existing boundaries of the City of Leesville Airport property which is currently owned by the City of Leesville. No additional properties will be required for acquisition to construct the Proposed Action.

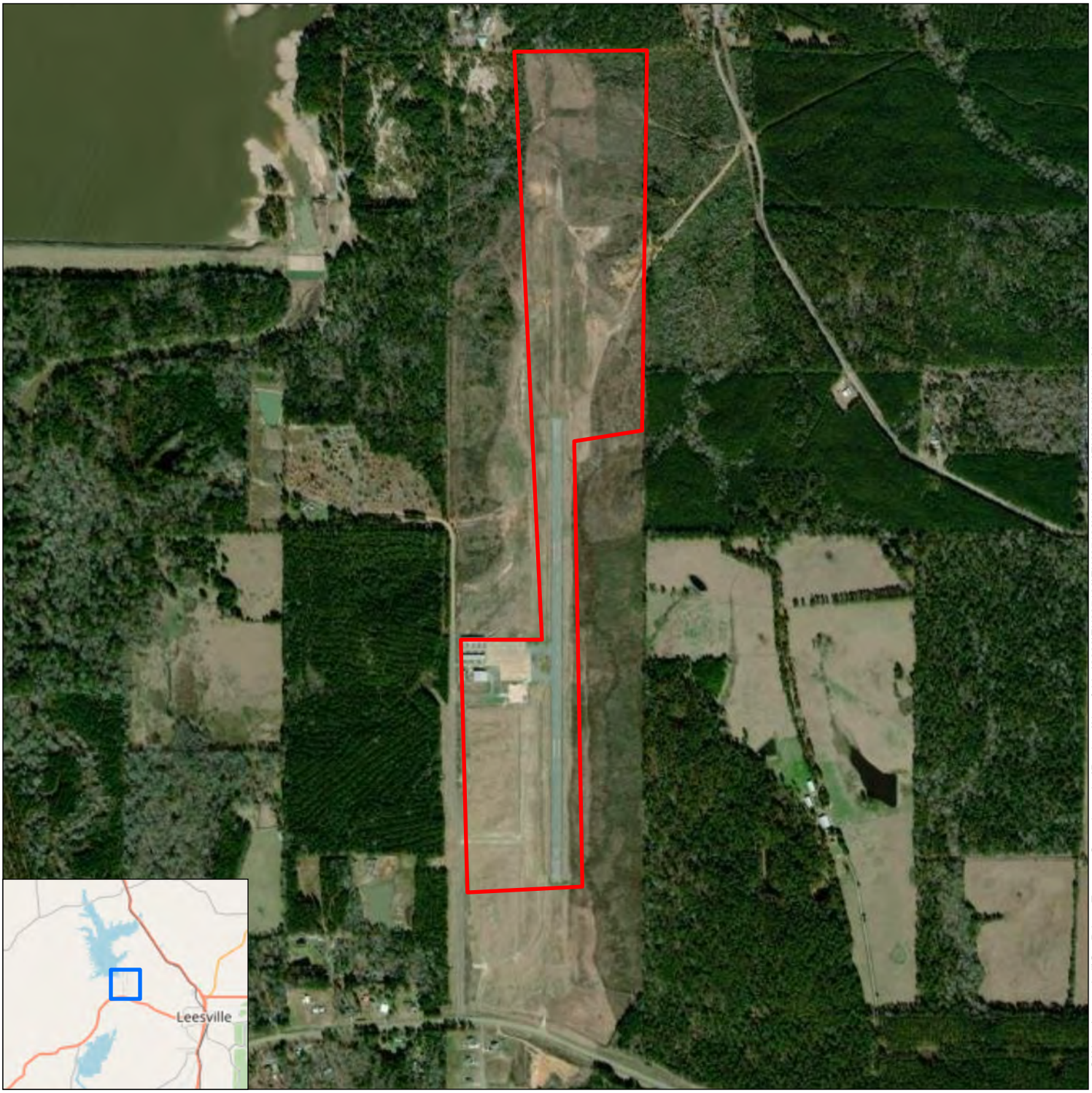
According to the Environmental Protection Agency (EPA) Sole Source Aquifer (SSA) online map, the project is located within the Chicot Aquifer System. However, written confirmation that the proposed development of the proposed project will not have a negative impact on any Sole Source Aquifers is requested. To meet project timeframes, please respond with within 30 days of receipt of this correspondence.

We appreciate your time and consideration of this matter. If you have questions or require additional information, please do not hesitate to contact me, Rick Allen, at (337) 239-2444 or via electronic mail at rick.allen@leesvillela.gov.

Sincerely,

Rick Allen
Mayor

Attachments: Project Location Maps (Topographic and Aerial Photograph)
Proposed Runway Expansion Plan Drawing



C:\Users\nrmarshall\OneDrive - Terracon Consultants Inc\Desktop\New folder\2023\EH237102\EH237102\WorkingMap\EH237102WorkingMap.aprx

Legend

Area of Impact

N

Feet

0 640 1,280 2,560

DATA SOURCES: FEMA NFHL effective March 2018, USDA WSS, USGS, USFWS NWI, © OpenStreetMap (and) contributors, CC-BY-SA, Esri, HERE, Garmin, iPC, Maxar
ESRI - Basemaps

Project No.:	EH237102
Date:	Feb 2024
Drawn By:	NRM
Reviewed By:	JTP

Terracon
2822 O'Neal Ln, Bldg B
Baton Rouge, LA
PH. 225-344-6052 terracon.com

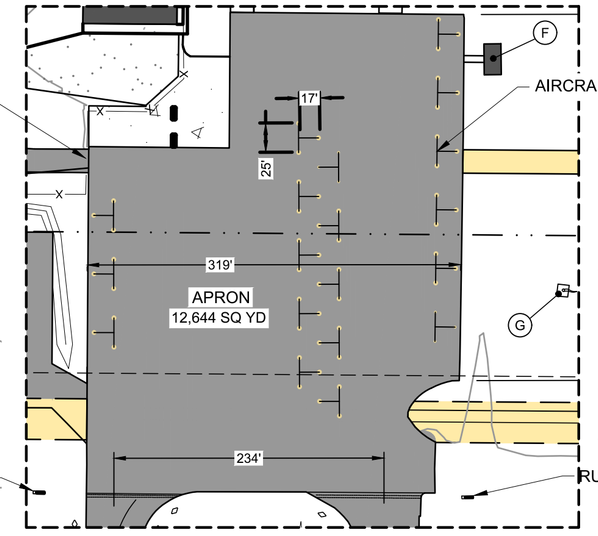
Project Area Map

City of Leesville
Leesville Airport Runway Expansion
Leesville, Vernon Parish, Louisiana
Center: 93°20'34"W 31°10'14"N

Exhibit

EXISTING/PROPOSED AIRPORT BUILDING TABLE

NO.	DESCRIPTION	TOP ELEVATION	OBSTRUCTION LIGHTING
A	HANGAR/OFFICE	306.84'	NO
B	WOODFRAME BUILDING	289.87'	NO
C	TRAILER	294.41'	NO
D	T-HANGAR	298.36'	NO
E	BOX HANGER	308.80'	NO
F	BRICK BUILDING	294.51'	NO
G	WIND CONE	304.38'	YES
H	BEACON	339.54'	YES
I	FUTURE T-HANGAR	308.80'	NO
J	FUTURE BOX HANGER	308.80'	NO



INSET A
SCALE: 1"=100'

VERNON LAKE

REVISION NO. 1 DESCRIPTION

- THE CONSTRUCTION OF THE RUNWAY END TURNABOUTS WAS COMPLETED IN MARCH OF 2021 (A.I.P. NO. 3-22-0057-016-2020). REVISION NO. 1 UPDATES THE ALP DRAWING SET TO SHOW THE TURNABOUTS AS EXISTING.
- SOME OF THE RUNWAY COORDINATE DATA INDICATED ON THE ALP WAS DISCOVERED TO BE INCORRECT DURING THE DESIGN OF THE RUNWAY TURNABOUT PROJECT. REVISION NO. 1 UPDATES THE ALP DRAWING SET TO INDICATE THE CORRECTED COORDINATE DATA.

ROAD
EL: 254' + 15' = 269'
TERPS CLR: 46.1'

ROAD
EL: 253' + 15' = 268'
INT APPR. CLR.: 46.6'
ULT APPR. CLR.: 26.6.

L.A. HWY 8

5' BARBED WIRE & MESH FENCE

ULTIMATE RPZ
1,000' L x 500' IW x 700' OW
VISIBILITY NOT LOWER THAN 1 MILE

AIRPORT ROAD

PARISH BUILT TO CONNECT SUNDOWN RD.

SUNDOWN ROAD

GATE

FUEL FARM

6' CHAIN LINK FENCE

AUTOMOBILE PARKING

AGRICULTURAL PAD

PROPOSED AWOS SITE

INITIAL RPZ
1,000' L x 250' IW x 450' OW
VISIBILITY NOT LOWER THAN 1 MILE

RUNWAY END TURNABOUTS

BRL

PROPOSED TAXIWAY

TOFA ULT

ROFA INT

ROFZ INT

RSA INT

POFZ INT

PAPI

REIL'S

3,807' x 75' EXISTING / 5,000' x 75' ULTIMATE

SEE INSET A

FAA LA24 A

FAA LA24 B

ULTIMATE DISPLACED THRESHOLD.
LOW PT & END EL 0.00'
LAT: N31° 09' 47.0260"
LONG: W93° 20' 32.8881"

INT. ARP
LAT: N31° 10' 05.4601"
LONG: W93° 20' 32.8644"

ULT. ARP
LAT: N31° 10' 11.3737"
LONG: W93° 20' 32.8515"

INITIAL THRESHOLD.
LOW PT & END EL 266.18'
LAT: N31° 09' 46.6302"
LONG: W93° 20' 32.8896"

INITIAL THRESHOLD.
LOW PT & END EL 281.20'
LAT: N31° 10' 24.2901"
LONG: W93° 20' 32.8392"

TERPS TYPE 4 SLOPE 20:1
(INITIAL: INNER LINE)
(ULTIMATE: OUTER LINE)

PROPOSED 7' CHAINLINK SECURITY FENCE

ROAD
EL: 252' + 15' = 267'
TERPS CLR.: 61.9'

ROAD
EL: 250' + 15' = 265'
INT APPR. CLR.: 65.0'
ULT APPR. CLR.: 38.3'

ULTIMATE APPROACH
10,000' L x 500' IW x 3,500' OW
SLOPE 34:1

INITIAL APPROACH-PART 77
5,000' L x 500' IW x 2,000' OW
SLOPE 20:1

INITIAL RPZ
1,000' L x 250' IW x 450' OW
VISIBILITY NOT LOWER THAN 1 MILE

INITIAL TERPS TYPE 4
SLOPE 20:1

PROPOSED 7' CHAINLINK SECURITY FENCE

ULTIMATE TERPS TYPE 4
SLOPE 20:1

ULTIMATE THRESHOLD.
LOW PT & END EL 281.20'
LAT: N31° 10' 36.1173"
LONG: W93° 20' 32.8134"

PROPOSED REIL'S

PROPOSED PAPI

PROPOSED RUNWAY EXTENSION

INITIAL APPROACH-PART 77
5,000' L x 500' IW x 2,000' OW
SLOPE 20:1

ULTIMATE RPZ
1,000' L x 500' IW x 700' OW
VISIBILITY NOT LOWER THAN 1 MILE

ULTIMATE APPROACH
10,000' L x 500' IW x 3,500' OW
SLOPE 34:1

LEGEND

DESCRIPTION	EXISTING	ULTIMATE
FENCE	x x	
PAVEMENT		
STONE/GRAVEL ROAD OR PARKING		SAME
UNIMPROVED ROAD		SAME
BUILDING RESTRICTION LINE	BRL	SAME
PROPERTY LINE		SAME
GROUND CONTOURS	290	SAME
AIRPORT REFERENCE POINT (ARP)		
BUILDINGS		
BUILDINGS (TO BE REMOVED)	N/A	
WATER		SAME
RUNWAY SAFETY AREA	RSA	RSA ULT
RUNWAY OBJECT FREE AREA	ROFA	ROFA ULT
RUNWAY VISIBILITY ZONE	RVZ	FRVZ
OBJECT FREE ZONE	ROFZ	ROFZ ULT
RUNWAY PROTECTION ZONE		
NAVAIDS / LIGHTING		
SUPPLEMENTAL WIND CONE		
PAVEMENT REHABILITATION	N/A	
PAVEMENT REMOVAL	N/A	
CULVERT DRAIN		SAME
SURVEY MONUMENT		SAME
TREE LINE		SAME

CONSTRUCTION NOTICE REQUIREMENT

To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airports District Office prior to construction. FAA's review takes approximately 60 days.

DISCLAIMER

The recommendations contained in this airport master plan represent the views, policies and development plans of the airport sponsor and do not necessarily represent the views of the FAA. Acceptance of the master plan by the FAA does not constitute a commitment on the part of the United States to participate in any development depicted in the plan, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public law.

FAA APPROVAL STAMP

MAGNETIC DECLINATION
1° 6' E
AUGUST, 2018
RATE OF CHANGE = 7' W PER YEAR

300 0 300 600 900
SCALE IN FEET

AIRPORT SPONSOR APPROVALS

THIS AIRPORT LAYOUT DRAWING IS APPROVED BY:

(SIGNATURE) _____ DATE: 3/22/19

NAME: PAUL JACKSON

TITLE: AIRPORT MANAGER

LEESVILLE AIRPORT L39
LEESVILLE, LOUISIANA

PAN AMERICAN ENGINEERS, LLC
P.O. BOX 8599/1717 JACKSON STREET
ALEXANDRIA, LOUISIANA
318-473-2100

Michael Baker INTERNATIONAL

Designer: B.S.D.
Technician: N/A
Checked by: J.J.D.
Project Number: 10284

STATE OF LOUISIANA
Thomas C. David, Jr.
REG. No. 18878
REGISTERED PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
3/22/19

NOTES

1. COORDINATES SHOWN ARE IN NAD83.
2. ELEVATIONS SHOWN ARE IN NAVD 88 AND ARE ABOVE MEAN SEA LEVEL (AMSL).
3. NO OFZ OBJECT PENETRATIONS.
4. SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS AND RUNWAY PROFILE DRAWING FOR THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
5. BUILDING RESTRICTION LINES (BRL) ARE BASED ON THE FOLLOWING: BRL LINES PARALLEL TO RUNWAY 18-36 ARE BASED ON A TRANSITIONAL SURFACE ELEVATION OF 20' OR MOST DEMANDING DESIGN STANDARD.

REVISIONS

No.	Description	Date	By
1	SHEETS 2 & 3	06/16/2021	PAE

Project Name:

SMALL SCALE MASTER PLAN AIRPORT LAYOUT PLAN DRAWING SET

Drawing Name:

AIRPORT LAYOUT DRAWING

AIP Project Number: 3-22-0057-010-2015

Autocad Drawing Reference:

Date: MARCH 2019

Division:

Scale: 1" = 300'

Drawing Number: 2 of 7

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1201 ELM STREET, SUITE 500
DALLAS, TEXAS 75270

May 30, 2024

Honorable Rick Allen
CITY OF LEESBILLE
508 S. 5th Street
Leesville, Louisiana 71446

Dear Mayor Allen:

We have received your March 15, 2024, letter requesting our evaluation of the potential environmental impacts which might result from the following project:

Propose Leesville Airport Runway Expansion, Funded By The Office of Local Defense Community Cooperation (OLDCC), Project No: EH237102 /// 424 Airport Rd (31.167575, -93.344284), Cross Road: Sundown Road, City of Leesville, Vernon Parish, LA 71446

The project funded by the Office of Local Defense Community Cooperation (OLDCC), is located on the Chicot aquifer system which has been designated a sole source aquifer (SSA) by the EPA. Based on the information provided for the project, we have determined that the project, as proposed, should not have an adverse effect on the quality of the ground water underlying the project site.

This approval of the proposed project does not relieve the applicant from adhering to other State and Federal requirements, which may apply. This approval is based solely upon the potential impact to the quality of ground water as it relates to the EPA's authority pursuant to Section 1424(e) of the Safe Drinking Water Act.

EPA intends to evaluate and respond to all projects submitted for formal review or evaluation purposes within forty-five (45) calendar days, from the Stamped Date the project is received by the EPA. However, if EPA is unable to complete its review within that timeframe, no assumption of a determination of a lack of impacts can be made. EPA acknowledges our approval is not required by law for the project to proceed with funding.

If you did not include the parish, project description, project location, area map, plat or the federal funding agency, please do so in future SSA correspondence.

If you have any questions on this letter or the SSA program please contact me at (214) 665-8485.

Sincerely yours,

Omar T. Martinez, Coordinator
Sole Source Aquifer Program
Ground Water/UIC Section

cc: Jesse Means, LDEQ
Taylor Pack, Staff Industrial Hygienist, Terracon Consultants, Inc.

Date: May 30, 2024

FYI: We have moved and have a New Address & Mail Code, please see below.

Omar T. Martinez, Environmental Scientist
Sole Source Aquifer Program Coordinator
Ground Water/UIC Section (Mail Code: WDDG)
U.S. Environmental Protection Agency, Region 6
1201 Elm Street, Suite 500
Dallas, Texas 75270

MAYOR
Rick Allen

CITY ADMINISTRATOR
Patti Larney

CITY CLERK
Sonny Harrell

CITY OF LEESVILLE

508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

COUNCILMEMBERS:
Chris Robertson
Willie Mae Kennedy
Nicole Ybarra
Delain Prewitt
Alice Guess
Phillip Hunt

August 6, 2024

Durell Cooper
Chairman
Apache Tribe of Oklahoma
511 East Colorado
Anadarko, Oklahoma 73005

SUBJECT: Environmental Assessment for the City of Leesville, Leesville Airport Runway Extension, Vernon Parish, Louisiana.

Dear Chairman Cooper:

I am writing to notify your Nation that the City of Leesville is anticipating utilizing federal funds through a grant program managed by the Office of Local Defense Community Cooperation (ODLCC) for actions conducted that will benefit the community and the nearby Fort Johnson military installation. The Army is the federal decision-maker concerning the activities associated with the grant. The City of Leesville intends to extend the existing runway by 1,800 feet to 5,607 feet within the current boundaries of the Leesville Airport. The runway would support the Army's smaller Class A aircraft and associated services by creating additional runway length available for the community and Fort Johnson. The Proposed Action will occur within the existing airport property. Please see Exhibit 1.

As this Proposed Action is federally funded, we are preparing an Environmental Assessment that will evaluate the environmental, cultural, and socioeconomic effects associated with the Proposed Action, pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 US Code (USC) §4321 et seq.); the Council on Environmental Quality (CEQ) Regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508); Title 32 CFR Part 651; AR 200-1, AR 200-2. This EA is being conducted in cooperation with the Federal Aviation Administration (FAA). The proposal will require the FAA's approval of a revision to the approved Airport Layout Plan (ALP). This approval, consistent with provisions under 49 U.S.C 47101, is a major federal action requiring compliance with NEPA (42 U.S.C. §§ 4321 - 4374). Because of FAA's jurisdiction by law and special expertise regarding aviation safety, airports, and efficient and safe use of airspace, this EA is also being prepared in accordance with FAA Order; 1050.1F, Environmental Impacts: Policy and Procedures (Order 1050.1F) and FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions (Order 5050.4B).

The purpose of the Proposed Action is to provide a longer runway alternative to the City of Leesville community while offering operational redundancy and auxiliary airfield support in close proximity to Fort Johnson during planned and emergency conditions. The action will enable longer range and higher end aircraft access to the airport for a wide range of activities, including fixed-wing air ambulance for mass casualty evacuation, logistics and scenario planning operations, and transportation flights to serve organic Fort Johnson units and our partner nations, Army civilians and the contractor community.

The City of Leesville has not identified any historic or National Register of Historic Places (NRHP)-eligible properties within the boundaries of the Area of Potential Effect (APE) of the Proposed Action. We have

defined the APE to include the proposed runway extension footprint and areas from which the Proposed Action would be readily visible.

In association with this EA, we are consulting with the Louisiana State Historic Preservation Office (SHPO) to determine if resources potentially eligible for listing on the NRHP under Section 106 of the National Historic Preservation Act (NHPA) are present on the Site or within the APE; no records or local observations of such historic properties exist.

The City of Leesville is consulting with the following tribal nations: Tunica-Biloxi Indians of Louisiana, Alabama-Coushatta, Alabama-Quassarte Tribal Town, Apache Tribe of Oklahoma, Caddo Nation of Oklahoma, Coushatta Tribe of Louisiana, Jena Band of Choctaw Indians, Mississippi Band of Choctaw Indians, and Thlopthlocco Tribal Town. Prior to implementing the Proposed Action, we wish to consult with federally recognized Indian Nations that may have ancestral ties to the project location.

If you have an interest, we invite you to join us as a consulting party as we conduct this EA in accordance with 32 CFR Part 651, FAA Order; 1050.1F, and Executive Order 13175. With your advice and assistance, we hope to establish an ongoing cooperative relationship between your Nation and City of Leesville. If you do not wish to be a consulting party, please provide your concurrence or objection within thirty days of your receipt of this recommended finding.

If you are interested in this Proposed Action, please contact Paul Jackson, Airport Manager at (337) 238-5968 or via electronic mail at airport@leesvillela.gov for coordination with the counterpart in your Nation. This will provide the platform for outlining areas of concern you may have so that we may address them during this assessment.

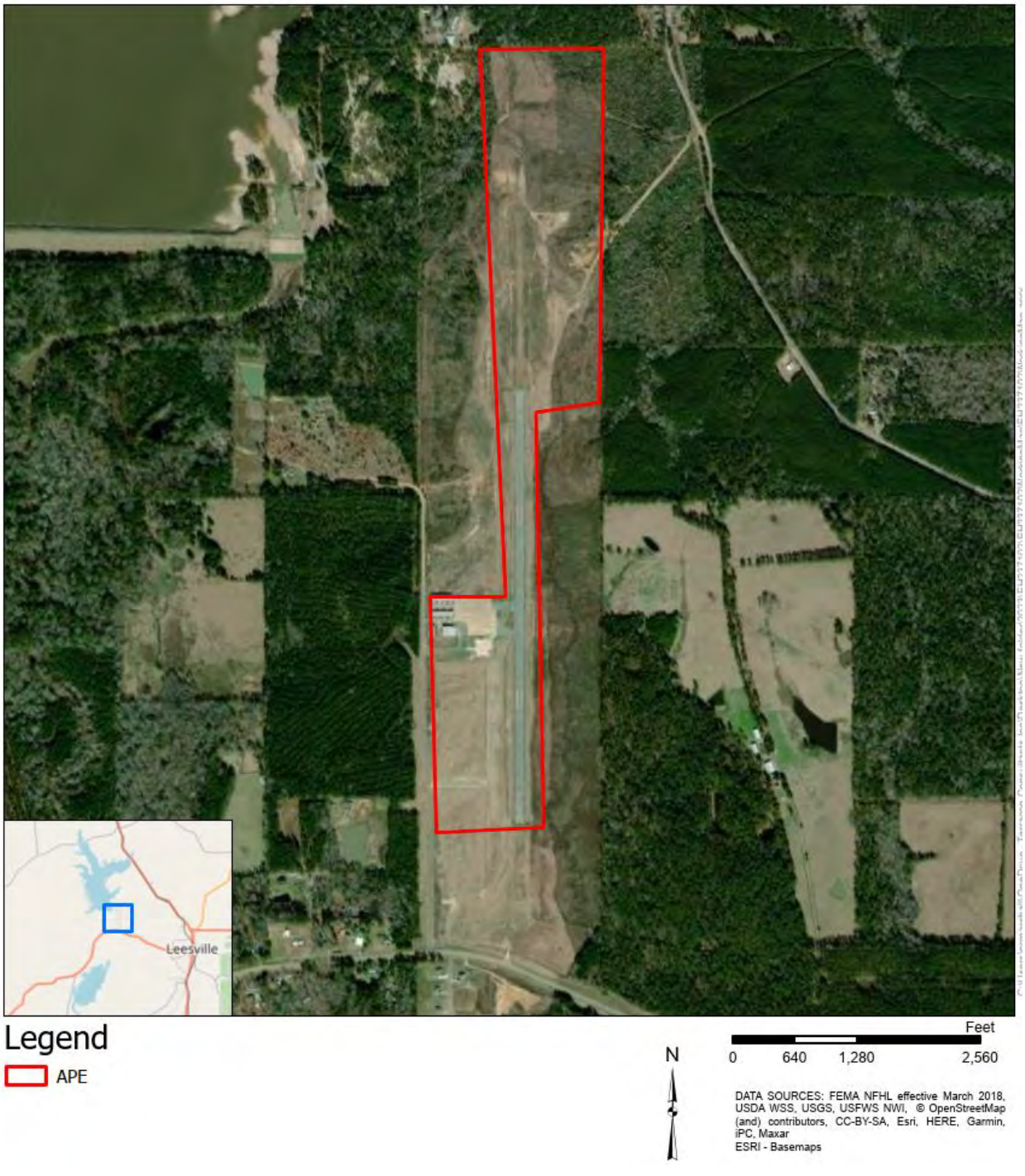
Sincerely,

Paul Jackson
Manager, Leesville Airport

Attachments
1. Site Location / APE Map

Exhibit 1

Location of Leesville Airport and Proposed Action



508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

August 6, 2024

Jonathan Rohrer
Tribal Historic Preservation Officer
Caddo Nation of Oklahoma
PO Box 487
Binger, Oklahoma, 73009

SUBJECT: Environmental Assessment for the City of Leesville, Leesville Airport Runway Extension, Vernon Parish, Louisiana.

Dear TPHO Rohrer:

I am writing to notify your Nation that the City of Leesville is anticipating utilizing federal funds through a grant program managed by the Office of Local Defense Community Cooperation (ODLCC) for actions conducted that will benefit the community and the nearby Fort Johnson military installation. The Army is the federal decision-maker concerning the activities associated with the grant. The City of Leesville intends to extend the existing runway by 1,800 feet to 5,607 feet within the current boundaries of the Leesville Airport. The runway would support the Army's smaller Class A aircraft and associated services by creating additional runway length available for the community and Fort Johnson. The Proposed Action will occur within the existing airport property. Please see Exhibit 1.

As this Proposed Action is federally funded, we are preparing an Environmental Assessment that will evaluate the environmental, cultural, and socioeconomic effects associated with the Proposed Action, pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 US Code (USC) §4321 et seq.); the Council on Environmental Quality (CEQ) Regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508); Title 32 CFR Part 651; AR 200-1, AR 200-2. This EA is being conducted in cooperation with the Federal Aviation Administration (FAA). The proposal will require the FAA's approval of a revision to the approved Airport Layout Plan (ALP). This approval, consistent with provisions under 49 U.S.C 47101, is a major federal action requiring compliance with NEPA (42 U.S.C. §§ 4321 - 4374). Because of FAA's jurisdiction by law and special expertise regarding aviation safety, airports, and efficient and safe use of airspace, this EA is also being prepared in accordance with FAA Order; 1050.1F, Environmental Impacts: Policy and Procedures (Order 1050.1F) and FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions (Order 5050.4B).

The purpose of the Proposed Action is to provide a longer runway alternative to the City of Leesville community while offering operational redundancy and auxiliary airfield support in close proximity to Fort Johnson during planned and emergency conditions. The action will enable longer range and higher end aircraft access to the airport for a wide range of activities, including fixed-wing air ambulance for mass casualty evacuation, logistics and scenario planning operations, and transportation flights to serve organic Fort Johnson units and our partner nations, Army civilians and the contractor community.

The City of Leesville has not identified any historic or National Register of Historic Places (NRHP)-eligible properties within the boundaries of the Area of Potential Effect (APE) of the Proposed Action. We have

defined the APE to include the proposed runway extension footprint and areas from which the Proposed Action would be readily visible.

In association with this EA, we are consulting with the Louisiana State Historic Preservation Office (SHPO) to determine if resources potentially eligible for listing on the NRHP under Section 106 of the National Historic Preservation Act (NHPA) are present on the Site or within the APE; no records or local observations of such historic properties exist.

The City of Leesville is consulting with the following tribal nations: Tunica-Biloxi Indians of Louisiana, Alabama-Coushatta, Alabama-Quassarte Tribal Town, Apache Tribe of Oklahoma, Caddo Nation of Oklahoma, Coushatta Tribe of Louisiana, Jena Band of Choctaw Indians, Mississippi Band of Choctaw Indians, and Thlopthlocco Tribal Town. Prior to implementing the Proposed Action, we wish to consult with federally recognized Indian Nations that may have ancestral ties to the project location.

If you have an interest, we invite you to join us as a consulting party as we conduct this EA in accordance with 32 CFR Part 651, FAA Order; 1050.1F, and Executive Order 13175. With your advice and assistance, we hope to establish an ongoing cooperative relationship between your Nation and City of Leesville. If you do not wish to be a consulting party, please provide your concurrence or objection within thirty days of your receipt of this recommended finding.

If you are interested in this Proposed Action, please contact Paul Jackson, Airport Manager at (337) 238-5968 or via electronic mail at airport@leesvillela.gov for coordination with the counterpart in your Nation. This will provide the platform for outlining areas of concern you may have so that we may address them during this assessment.

Sincerely,

Paul Jackson
Manager, Leesville Airport

Attachments
1. Site Location / APE Map

508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

August 6, 2024

Kristian Poncho
Tribal Historic Preservation Officer
Coushatta Tribe of Louisiana
PO Box 10
Elton, Louisiana, 70532

SUBJECT: Environmental Assessment for the City of Leesville, Leesville Airport Runway Extension, Vernon Parish, Louisiana.

Dear TPHO Poncho:

I am writing to notify your Nation that the City of Leesville is anticipating utilizing federal funds through a grant program managed by the Office of Local Defense Community Cooperation (ODLCC) for actions conducted that will benefit the community and the nearby Fort Johnson military installation. The Army is the federal decision-maker concerning the activities associated with the grant. The City of Leesville intends to extend the existing runway by 1,800 feet to 5,607 feet within the current boundaries of the Leesville Airport. The runway would support the Army's smaller Class A aircraft and associated services by creating additional runway length available for the community and Fort Johnson. The Proposed Action will occur within the existing airport property. Please see Exhibit 1.

As this Proposed Action is federally funded, we are preparing an Environmental Assessment that will evaluate the environmental, cultural, and socioeconomic effects associated with the Proposed Action, pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 US Code (USC) §4321 et seq.); the Council on Environmental Quality (CEQ) Regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508); Title 32 CFR Part 651; AR 200-1, AR 200-2. This EA is being conducted in cooperation with the Federal Aviation Administration (FAA). The proposal will require the FAA's approval of a revision to the approved Airport Layout Plan (ALP). This approval, consistent with provisions under 49 U.S.C 47101, is a major federal action requiring compliance with NEPA (42 U.S.C. §§ 4321 - 4374). Because of FAA's jurisdiction by law and special expertise regarding aviation safety, airports, and efficient and safe use of airspace, this EA is also being prepared in accordance with FAA Order; 1050.1F, Environmental Impacts: Policy and Procedures (Order 1050.1F) and FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions (Order 5050.4B).

The purpose of the Proposed Action is to provide a longer runway alternative to the City of Leesville community while offering operational redundancy and auxiliary airfield support in close proximity to Fort Johnson during planned and emergency conditions. The action will enable longer range and higher end aircraft access to the airport for a wide range of activities, including fixed-wing air ambulance for mass casualty evacuation, logistics and scenario planning operations, and transportation flights to serve organic Fort Johnson units and our partner nations, Army civilians and the contractor community.

The City of Leesville has not identified any historic or National Register of Historic Places (NRHP)-eligible properties within the boundaries of the Area of Potential Effect (APE) of the Proposed Action. We have

defined the APE to include the proposed runway extension footprint and areas from which the Proposed Action would be readily visible.

In association with this EA, we are consulting with the Louisiana State Historic Preservation Office (SHPO) to determine if resources potentially eligible for listing on the NRHP under Section 106 of the National Historic Preservation Act (NHPA) are present on the Site or within the APE; no records or local observations of such historic properties exist.

The City of Leesville is consulting with the following tribal nations: Tunica-Biloxi Indians of Louisiana, Alabama-Coushatta, Alabama-Quassarte Tribal Town, Apache Tribe of Oklahoma, Caddo Nation of Oklahoma, Coushatta Tribe of Louisiana, Jena Band of Choctaw Indians, Mississippi Band of Choctaw Indians, and Thlopthlocco Tribal Town. Prior to implementing the Proposed Action, we wish to consult with federally recognized Indian Nations that may have ancestral ties to the project location.

If you have an interest, we invite you to join us as a consulting party as we conduct this EA in accordance with 32 CFR Part 651, FAA Order; 1050.1F, and Executive Order 13175. With your advice and assistance, we hope to establish an ongoing cooperative relationship between your Nation and City of Leesville. If you do not wish to be a consulting party, please provide your concurrence or objection within thirty days of your receipt of this recommended finding.

If you are interested in this Proposed Action, please contact Paul Jackson, Airport Manager at (337) 238-5968 or via electronic mail at airport@leesvillela.gov for coordination with the counterpart in your Nation. This will provide the platform for outlining areas of concern you may have so that we may address them during this assessment.

Sincerely,

Paul Jackson
Manager, Leesville Airport

Attachments
1. Site Location / APE Map

MAYOR
Rick Allen

CITY ADMINISTRATOR
Patti Larney

CITY CLERK
Sonny Harrell

CITY OF LEESVILLE

508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

COUNCILMEMBERS:
Chris Robertson
Willie Mae Kennedy
Nicole Ybarra
Delain Prewitt
Alice Guess
Phillip Hunt

August 6, 2024

Johnna Flynn
Acting Tribal Historic Preservation Officer
Jena Band of Choctaw Indians
PO Box 14
Jena, Louisiana 71342

SUBJECT: Environmental Assessment for the City of Leesville, Leesville Airport Runway Extension, Vernon Parish, Louisiana.

Dear Acting TPHO Flynn:

I am writing to notify your Nation that the City of Leesville is anticipating utilizing federal funds through a grant program managed by the Office of Local Defense Community Cooperation (ODLCC) for actions conducted that will benefit the community and the nearby Fort Johnson military installation. The Army is the federal decision-maker concerning the activities associated with the grant. The City of Leesville intends to extend the existing runway by 1,800 feet to 5,607 feet within the current boundaries of the Leesville Airport. The runway would support the Army's smaller Class A aircraft and associated services by creating additional runway length available for the community and Fort Johnson. The Proposed Action will occur within the existing airport property. Please see Exhibit 1.

As this Proposed Action is federally funded, we are preparing an Environmental Assessment that will evaluate the environmental, cultural, and socioeconomic effects associated with the Proposed Action, pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 US Code (USC) §4321 et seq.); the Council on Environmental Quality (CEQ) Regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508); Title 32 CFR Part 651; AR 200-1, AR 200-2. This EA is being conducted in cooperation with the Federal Aviation Administration (FAA). The proposal will require the FAA's approval of a revision to the approved Airport Layout Plan (ALP). This approval, consistent with provisions under 49 U.S.C 47101, is a major federal action requiring compliance with NEPA (42 U.S.C. §§ 4321 - 4374). Because of FAA's jurisdiction by law and special expertise regarding aviation safety, airports, and efficient and safe use of airspace, this EA is also being prepared in accordance with FAA Order; 1050.1F, Environmental Impacts: Policy and Procedures (Order 1050.1F) and FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions (Order 5050.4B).

The purpose of the Proposed Action is to provide a longer runway alternative to the City of Leesville community while offering operational redundancy and auxiliary airfield support in close proximity to Fort Johnson during planned and emergency conditions. The action will enable longer range and higher end aircraft access to the airport for a wide range of activities, including fixed-wing air ambulance for mass casualty evacuation, logistics and scenario planning operations, and transportation flights to serve organic Fort Johnson units and our partner nations, Army civilians and the contractor community.

The City of Leesville has not identified any historic or National Register of Historic Places (NRHP)-eligible properties within the boundaries of the Area of Potential Effect (APE) of the Proposed Action. We have

defined the APE to include the proposed runway extension footprint and areas from which the Proposed Action would be readily visible.

In association with this EA, we are consulting with the Louisiana State Historic Preservation Office (SHPO) to determine if resources potentially eligible for listing on the NRHP under Section 106 of the National Historic Preservation Act (NHPA) are present on the Site or within the APE; no records or local observations of such historic properties exist.

The City of Leesville is consulting with the following tribal nations: Tunica-Biloxi Indians of Louisiana, Alabama-Coushatta, Alabama-Quassarte Tribal Town, Apache Tribe of Oklahoma, Caddo Nation of Oklahoma, Coushatta Tribe of Louisiana, Jena Band of Choctaw Indians, Mississippi Band of Choctaw Indians, and Thlopthlocco Tribal Town. Prior to implementing the Proposed Action, we wish to consult with federally recognized Indian Nations that may have ancestral ties to the project location.

If you have an interest, we invite you to join us as a consulting party as we conduct this EA in accordance with 32 CFR Part 651, FAA Order; 1050.1F, and Executive Order 13175. With your advice and assistance, we hope to establish an ongoing cooperative relationship between your Nation and City of Leesville. If you do not wish to be a consulting party, please provide your concurrence or objection within thirty days of your receipt of this recommended finding.

If you are interested in this Proposed Action, please contact Paul Jackson, Airport Manager at (337) 238-5968 or via electronic mail at airport@leesvillela.gov for coordination with the counterpart in your Nation. This will provide the platform for outlining areas of concern you may have so that we may address them during this assessment.

Sincerely,

Paul Jackson
Manager, Leesville Airport

Attachments
1. Site Location / APE Map

508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

August 6, 2024

Cyrus Ben
Chief
Mississippi Band of Choctaw Indians
101 Industrial Road
Choctaw, Mississippi 39350

SUBJECT: Environmental Assessment for the City of Leesville, Leesville Airport Runway Extension, Vernon Parish, Louisiana.

Dear Chief Ben:

I am writing to notify your Nation that the City of Leesville is anticipating utilizing federal funds through a grant program managed by the Office of Local Defense Community Cooperation (ODLCC) for actions conducted that will benefit the community and the nearby Fort Johnson military installation. The Army is the federal decision-maker concerning the activities associated with the grant. The City of Leesville intends to extend the existing runway by 1,800 feet to 5,607 feet within the current boundaries of the Leesville Airport. The runway would support the Army's smaller Class A aircraft and associated services by creating additional runway length available for the community and Fort Johnson. The Proposed Action will occur within the existing airport property. Please see Exhibit 1.

As this Proposed Action is federally funded, we are preparing an Environmental Assessment that will evaluate the environmental, cultural, and socioeconomic effects associated with the Proposed Action, pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 US Code (USC) §4321 et seq.); the Council on Environmental Quality (CEQ) Regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508); Title 32 CFR Part 651; AR 200-1, AR 200-2. This EA is being conducted in cooperation with the Federal Aviation Administration (FAA). The proposal will require the FAA's approval of a revision to the approved Airport Layout Plan (ALP). This approval, consistent with provisions under 49 U.S.C 47101, is a major federal action requiring compliance with NEPA (42 U.S.C. §§ 4321 - 4374). Because of FAA's jurisdiction by law and special expertise regarding aviation safety, airports, and efficient and safe use of airspace, this EA is also being prepared in accordance with FAA Order; 1050.1F, Environmental Impacts: Policy and Procedures (Order 1050.1F) and FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions (Order 5050.4B).

The purpose of the Proposed Action is to provide a longer runway alternative to the City of Leesville community while offering operational redundancy and auxiliary airfield support in close proximity to Fort Johnson during planned and emergency conditions. The action will enable longer range and higher end aircraft access to the airport for a wide range of activities, including fixed-wing air ambulance for mass casualty evacuation, logistics and scenario planning operations, and transportation flights to serve organic Fort Johnson units and our partner nations, Army civilians and the contractor community.

The City of Leesville has not identified any historic or National Register of Historic Places (NRHP)-eligible properties within the boundaries of the Area of Potential Effect (APE) of the Proposed Action. We have

defined the APE to include the proposed runway extension footprint and areas from which the Proposed Action would be readily visible.

In association with this EA, we are consulting with the Louisiana State Historic Preservation Office (SHPO) to determine if resources potentially eligible for listing on the NRHP under Section 106 of the National Historic Preservation Act (NHPA) are present on the Site or within the APE; no records or local observations of such historic properties exist.

The City of Leesville is consulting with the following tribal nations: Tunica-Biloxi Indians of Louisiana, Alabama-Coushatta, Alabama-Quassarte Tribal Town, Apache Tribe of Oklahoma, Caddo Nation of Oklahoma, Coushatta Tribe of Louisiana, Jena Band of Choctaw Indians, Mississippi Band of Choctaw Indians, and Thlopthlocco Tribal Town. Prior to implementing the Proposed Action, we wish to consult with federally recognized Indian Nations that may have ancestral ties to the project location.

If you have an interest, we invite you to join us as a consulting party as we conduct this EA in accordance with 32 CFR Part 651, FAA Order; 1050.1F, and Executive Order 13175. With your advice and assistance, we hope to establish an ongoing cooperative relationship between your Nation and City of Leesville. If you do not wish to be a consulting party, please provide your concurrence or objection within thirty days of your receipt of this recommended finding.

If you are interested in this Proposed Action, please contact Paul Jackson, Airport Manager at (337) 238-5968 or via electronic mail at airport@leesvillela.gov for coordination with the counterpart in your Nation. This will provide the platform for outlining areas of concern you may have so that we may address them during this assessment.

Sincerely,

Paul Jackson
Manager, Leesville Airport

Attachments
1. Site Location / APE Map

MAYOR
Rick Allen

CITY ADMINISTRATOR
Patti Larney

CITY CLERK
Sonny Harrell

CITY OF LEESVILLE

508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

COUNCILMEMBERS:
Chris Robertson
Willie Mae Kennedy
Nicole Ybarra
Delain Prewitt
Alice Guess
Phillip Hunt

August 6, 2024

David Frank
Tribal Historic Preservation Officer
Thlopthlocco Tribal Town
PO Box 188
Okmeh, Oklahoma 74859

SUBJECT: Environmental Assessment for the City of Leesville, Leesville Airport Runway Extension, Vernon Parish, Louisiana.

Dear TPHO Frank:

I am writing to notify your Nation that the City of Leesville is anticipating utilizing federal funds through a grant program managed by the Office of Local Defense Community Cooperation (ODLCC) for actions conducted that will benefit the community and the nearby Fort Johnson military installation. The Army is the federal decision-maker concerning the activities associated with the grant. The City of Leesville intends to extend the existing runway by 1,800 feet to 5,607 feet within the current boundaries of the Leesville Airport. The runway would support the Army's smaller Class A aircraft and associated services by creating additional runway length available for the community and Fort Johnson. The Proposed Action will occur within the existing airport property. Please see Exhibit 1.

As this Proposed Action is federally funded, we are preparing an Environmental Assessment that will evaluate the environmental, cultural, and socioeconomic effects associated with the Proposed Action, pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 US Code (USC) §4321 et seq.); the Council on Environmental Quality (CEQ) Regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508); Title 32 CFR Part 651; AR 200-1, AR 200-2. This EA is being conducted in cooperation with the Federal Aviation Administration (FAA). The proposal will require the FAA's approval of a revision to the approved Airport Layout Plan (ALP). This approval, consistent with provisions under 49 U.S.C 47101, is a major federal action requiring compliance with NEPA (42 U.S.C. §§ 4321 - 4374). Because of FAA's jurisdiction by law and special expertise regarding aviation safety, airports, and efficient and safe use of airspace, this EA is also being prepared in accordance with FAA Order; 1050.1F, Environmental Impacts: Policy and Procedures (Order 1050.1F) and FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions (Order 5050.4B).

The purpose of the Proposed Action is to provide a longer runway alternative to the City of Leesville community while offering operational redundancy and auxiliary airfield support in close proximity to Fort Johnson during planned and emergency conditions. The action will enable longer range and higher end aircraft access to the airport for a wide range of activities, including fixed-wing air ambulance for mass casualty evacuation, logistics and scenario planning operations, and transportation flights to serve organic Fort Johnson units and our partner nations, Army civilians and the contractor community.

The City of Leesville has not identified any historic or National Register of Historic Places (NRHP)-eligible properties within the boundaries of the Area of Potential Effect (APE) of the Proposed Action. We have

defined the APE to include the proposed runway extension footprint and areas from which the Proposed Action would be readily visible.

In association with this EA, we are consulting with the Louisiana State Historic Preservation Office (SHPO) to determine if resources potentially eligible for listing on the NRHP under Section 106 of the National Historic Preservation Act (NHPA) are present on the Site or within the APE; no records or local observations of such historic properties exist.

The City of Leesville is consulting with the following tribal nations: Tunica-Biloxi Indians of Louisiana, Alabama-Coushatta, Alabama-Quassarte Tribal Town, Apache Tribe of Oklahoma, Caddo Nation of Oklahoma, Coushatta Tribe of Louisiana, Jena Band of Choctaw Indians, Mississippi Band of Choctaw Indians, and Thlopthlocco Tribal Town. Prior to implementing the Proposed Action, we wish to consult with federally recognized Indian Nations that may have ancestral ties to the project location.

If you have an interest, we invite you to join us as a consulting party as we conduct this EA in accordance with 32 CFR Part 651, FAA Order; 1050.1F, and Executive Order 13175. With your advice and assistance, we hope to establish an ongoing cooperative relationship between your Nation and City of Leesville. If you do not wish to be a consulting party, please provide your concurrence or objection within thirty days of your receipt of this recommended finding.

If you are interested in this Proposed Action, please contact Paul Jackson, Airport Manager at (337) 238-5968 or via electronic mail at airport@leesvillela.gov for coordination with the counterpart in your Nation. This will provide the platform for outlining areas of concern you may have so that we may address them during this assessment.

Sincerely,

Paul Jackson
Manager, Leesville Airport

Attachments
1. Site Location / APE Map

508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

August 6, 2024

Earl Barby
Tribal Historic Preservation Officer
Tunica-Biloxi Indians of Louisiana
PO Box 1589
Marksville, Louisiana 71315

SUBJECT: Environmental Assessment for the City of Leesville, Leesville Airport Runway Extension, Vernon Parish, Louisiana.

Dear TPHO Barby:

I am writing to notify your Nation that the City of Leesville is anticipating utilizing federal funds through a grant program managed by the Office of Local Defense Community Cooperation (ODLCC) for actions conducted that will benefit the community and the nearby Fort Johnson military installation. The Army is the federal decision-maker concerning the activities associated with the grant. The City of Leesville intends to extend the existing runway by 1,800 feet to 5,607 feet within the current boundaries of the Leesville Airport. The runway would support the Army's smaller Class A aircraft and associated services by creating additional runway length available for the community and Fort Johnson. The Proposed Action will occur within the existing airport property. Please see Exhibit 1.

As this Proposed Action is federally funded, we are preparing an Environmental Assessment that will evaluate the environmental, cultural, and socioeconomic effects associated with the Proposed Action, pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 US Code (USC) §4321 et seq.); the Council on Environmental Quality (CEQ) Regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508); Title 32 CFR Part 651; AR 200-1, AR 200-2. This EA is being conducted in cooperation with the Federal Aviation Administration (FAA). The proposal will require the FAA's approval of a revision to the approved Airport Layout Plan (ALP). This approval, consistent with provisions under 49 U.S.C 47101, is a major federal action requiring compliance with NEPA (42 U.S.C. §§ 4321 - 4374). Because of FAA's jurisdiction by law and special expertise regarding aviation safety, airports, and efficient and safe use of airspace, this EA is also being prepared in accordance with FAA Order; 1050.1F, Environmental Impacts: Policy and Procedures (Order 1050.1F) and FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions (Order 5050.4B).

The purpose of the Proposed Action is to provide a longer runway alternative to the City of Leesville community while offering operational redundancy and auxiliary airfield support in close proximity to Fort Johnson during planned and emergency conditions. The action will enable longer range and higher end aircraft access to the airport for a wide range of activities, including fixed-wing air ambulance for mass casualty evacuation, logistics and scenario planning operations, and transportation flights to serve organic Fort Johnson units and our partner nations, Army civilians and the contractor community.

The City of Leesville has not identified any historic or National Register of Historic Places (NRHP)-eligible properties within the boundaries of the Area of Potential Effect (APE) of the Proposed Action. We have

defined the APE to include the proposed runway extension footprint and areas from which the Proposed Action would be readily visible.

In association with this EA, we are consulting with the Louisiana State Historic Preservation Office (SHPO) to determine if resources potentially eligible for listing on the NRHP under Section 106 of the National Historic Preservation Act (NHPA) are present on the Site or within the APE; no records or local observations of such historic properties exist.

The City of Leesville is consulting with the following tribal nations: Tunica-Biloxi Indians of Louisiana, Alabama-Coushatta, Alabama-Quassarte Tribal Town, Apache Tribe of Oklahoma, Caddo Nation of Oklahoma, Coushatta Tribe of Louisiana, Jena Band of Choctaw Indians, Mississippi Band of Choctaw Indians, and Thlopthlocco Tribal Town. Prior to implementing the Proposed Action, we wish to consult with federally recognized Indian Nations that may have ancestral ties to the project location.

If you have an interest, we invite you to join us as a consulting party as we conduct this EA in accordance with 32 CFR Part 651, FAA Order; 1050.1F, and Executive Order 13175. With your advice and assistance, we hope to establish an ongoing cooperative relationship between your Nation and City of Leesville. If you do not wish to be a consulting party, please provide your concurrence or objection within thirty days of your receipt of this recommended finding.

If you are interested in this Proposed Action, please contact Paul Jackson, Airport Manager at (337) 238-5968 or via electronic mail at airport@leesvillela.gov for coordination with the counterpart in your Nation. This will provide the platform for outlining areas of concern you may have so that we may address them during this assessment.

Sincerely,

Paul Jackson
Manager, Leesville Airport

Attachments
1. Site Location / APE Map

508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

Bryant Celestine
Tribal Historic Preservation Officer
Alabama-Coushatta Tribe of Texas
571 State Park Road 56
Livingston, Texas 77351

August 6, 2024

SUBJECT: Environmental Assessment for the City of Leesville, Leesville Airport Runway Extension, Vernon Parish, Louisiana.

Dear THPO Celestine:

I am writing to notify your Nation that the City of Leesville is anticipating utilizing federal funds through a grant program managed by the Office of Local Defense Community Cooperation (ODLCC) for actions conducted that will benefit the community and the nearby Fort Johnson military installation. The Army is the federal decision-maker concerning the activities associated with the grant. The City of Leesville intends to extend the existing runway by 1,800 feet to 5,607 feet within the current boundaries of the Leesville Airport. The runway would support the Army's smaller Class A aircraft and associated services by creating additional runway length available for the community and Fort Johnson. The Proposed Action will occur within the existing airport property. Please see Exhibit 1.

As this Proposed Action is federally funded, we are preparing an Environmental Assessment that will evaluate the environmental, cultural, and socioeconomic effects associated with the Proposed Action, pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 US Code (USC) §4321 et seq.); the Council on Environmental Quality (CEQ) Regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508); Title 32 CFR Part 651; AR 200-1, AR 200-2. This EA is being conducted in cooperation with the Federal Aviation Administration (FAA). The proposal will require the FAA's approval of a revision to the approved Airport Layout Plan (ALP). This approval, consistent with provisions under 49 U.S.C 47101, is a major federal action requiring compliance with NEPA (42 U.S.C. §§ 4321 - 4374). Because of FAA's jurisdiction by law and special expertise regarding aviation safety, airports, and efficient and safe use of airspace, this EA is also being prepared in accordance with FAA Order; 1050.1F, Environmental Impacts: Policy and Procedures (Order 1050.1F) and FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions (Order 5050.4B).

The purpose of the Proposed Action is to provide a longer runway alternative to the City of Leesville community while offering operational redundancy and auxiliary airfield support in close proximity to Fort Johnson during planned and emergency conditions. The action will enable longer range and higher end aircraft access to the airport for a wide range of activities, including fixed-wing air ambulance for mass casualty evacuation, logistics and scenario planning operations, and transportation flights to serve organic Fort Johnson units and our partner nations, Army civilians and the contractor community.

The City of Leesville has not identified any historic or National Register of Historic Places (NRHP)-eligible properties within the boundaries of the Area of Potential Effect (APE) of the Proposed Action. We have

defined the APE to include the proposed runway extension footprint and areas from which the Proposed Action would be readily visible.

In association with this EA, we are consulting with the Louisiana State Historic Preservation Office (SHPO) to determine if resources potentially eligible for listing on the NRHP under Section 106 of the National Historic Preservation Act (NHPA) are present on the Site or within the APE; no records or local observations of such historic properties exist.

The City of Leesville is consulting with the following tribal nations: Tunica-Biloxi Indians of Louisiana, Alabama-Coushatta, Alabama-Quassarte Tribal Town, Apache Tribe of Oklahoma, Caddo Nation of Oklahoma, Coushatta Tribe of Louisiana, Jena Band of Choctaw Indians, Mississippi Band of Choctaw Indians, and Thlopthlocco Tribal Town. Prior to implementing the Proposed Action, we wish to consult with federally recognized Indian Nations that may have ancestral ties to the project location.

If you have an interest, we invite you to join us as a consulting party as we conduct this EA in accordance with 32 CFR Part 651, FAA Order; 1050.1F, and Executive Order 13175. With your advice and assistance, we hope to establish an ongoing cooperative relationship between your Nation and City of Leesville. If you do not wish to be a consulting party, please provide your concurrence or objection within thirty days of your receipt of this recommended finding.

If you are interested in this Proposed Action, please contact Paul Jackson, Airport Manager at (337) 238-5968 or via electronic mail at airport@leesvillela.gov for coordination with the counterpart in your Nation. This will provide the platform for outlining areas of concern you may have so that we may address them during this assessment.

Sincerely,

Paul Jackson
Manager, Leesville Airport

Attachments
1. Site Location / APE Map

MAYOR
Rick Allen

CITY ADMINISTRATOR
Patti Larney

CITY CLERK
Sonny Harrell

CITY OF LEESVILLE

508 S. 5th Street
LEESVILLE, LA 71446
PHONE (337) 239-2444
FAX (337) 238-0464
www.leesvillela.gov

COUNCILMEMBERS:
Chris Robertson
Willie Mae Kennedy
Nicole Ybarra
Delain Prewitt
Alice Guess
Phillip Hunt

August 6, 2024

Ben Yahola
Tribal Historic Preservation Officer
Alabama-Quassarte Tribal Town
PO Box 187
Wetumka, Oklahoma 74883

SUBJECT: Environmental Assessment for the City of Leesville, Leesville Airport Runway Extension, Vernon Parish, Louisiana.

Dear THPO Yahola:

I am writing to notify your Nation that the City of Leesville is anticipating utilizing federal funds through a grant program managed by the Office of Local Defense Community Cooperation (ODLCC) for actions conducted that will benefit the community and the nearby Fort Johnson military installation. The Army is the federal decision-maker concerning the activities associated with the grant. The City of Leesville intends to extend the existing runway by 1,800 feet to 5,607 feet within the current boundaries of the Leesville Airport. The runway would support the Army's smaller Class A aircraft and associated services by creating additional runway length available for the community and Fort Johnson. The Proposed Action will occur within the existing airport property. Please see Exhibit 1.

As this Proposed Action is federally funded, we are preparing an Environmental Assessment that will evaluate the environmental, cultural, and socioeconomic effects associated with the Proposed Action, pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 US Code (USC) §4321 et seq.); the Council on Environmental Quality (CEQ) Regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508); Title 32 CFR Part 651; AR 200-1, AR 200-2. This EA is being conducted in cooperation with the Federal Aviation Administration (FAA). The proposal will require the FAA's approval of a revision to the approved Airport Layout Plan (ALP). This approval, consistent with provisions under 49 U.S.C 47101, is a major federal action requiring compliance with NEPA (42 U.S.C. §§ 4321 - 4374). Because of FAA's jurisdiction by law and special expertise regarding aviation safety, airports, and efficient and safe use of airspace, this EA is also being prepared in accordance with FAA Order; 1050.1F, Environmental Impacts: Policy and Procedures (Order 1050.1F) and FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions (Order 5050.4B).

The purpose of the Proposed Action is to provide a longer runway alternative to the City of Leesville community while offering operational redundancy and auxiliary airfield support in close proximity to Fort Johnson during planned and emergency conditions. The action will enable longer range and higher end aircraft access to the airport for a wide range of activities, including fixed-wing air ambulance for mass casualty evacuation, logistics and scenario planning operations, and transportation flights to serve organic Fort Johnson units and our partner nations, Army civilians and the contractor community.

The City of Leesville has not identified any historic or National Register of Historic Places (NRHP)-eligible properties within the boundaries of the Area of Potential Effect (APE) of the Proposed Action. We have

defined the APE to include the proposed runway extension footprint and areas from which the Proposed Action would be readily visible.

In association with this EA, we are consulting with the Louisiana State Historic Preservation Office (SHPO) to determine if resources potentially eligible for listing on the NRHP under Section 106 of the National Historic Preservation Act (NHPA) are present on the Site or within the APE; no records or local observations of such historic properties exist.

The City of Leesville is consulting with the following tribal nations: Tunica-Biloxi Indians of Louisiana, Alabama-Coushatta, Alabama-Quassarte Tribal Town, Apache Tribe of Oklahoma, Caddo Nation of Oklahoma, Coushatta Tribe of Louisiana, Jena Band of Choctaw Indians, Mississippi Band of Choctaw Indians, and Thlopthlocco Tribal Town. Prior to implementing the Proposed Action, we wish to consult with federally recognized Indian Nations that may have ancestral ties to the project location.

If you have an interest, we invite you to join us as a consulting party as we conduct this EA in accordance with 32 CFR Part 651, FAA Order; 1050.1F, and Executive Order 13175. With your advice and assistance, we hope to establish an ongoing cooperative relationship between your Nation and City of Leesville. If you do not wish to be a consulting party, please provide your concurrence or objection within thirty days of your receipt of this recommended finding.

If you are interested in this Proposed Action, please contact Paul Jackson, Airport Manager at (337) 238-5968 or via electronic mail at airport@leesvillela.gov for coordination with the counterpart in your Nation. This will provide the platform for outlining areas of concern you may have so that we may address them during this assessment.

Sincerely,

Paul Jackson
Manager, Leesville Airport

Attachments
1. Site Location / APE Map

DEPARTMENT OF THE ARMY
US ARMY INSTALLATION MANAGEMENT COMMAND
HEADQUARTERS, UNITED STATES ARMY GARRISON, FORT JOHNSON
6661 WARRIOR TRAIL, WOODFILL HALL
FORT JOHNSON, LOUISIANA 71459-5339

November 8, 2024

Chairman Ricky Sylestine
571 State Park Road 56
Livingston, TX 77351

Dear Chairman Sylestine:

I am writing to notify your Nation that the City of Leesville is anticipating utilizing federal funds through a grant program managed by the Office of Local Defense Community Cooperation (ODLCC) for actions conducted that will benefit the community and the nearby Fort Johnson military installation. The Army is the federal decision-maker concerning the activities associated with the grant. The City of Leesville intends to extend the existing runway by 1,800 feet to 5,607 feet within the current boundaries of the Leesville Airport. The runway would support the Army's smaller Class A aircraft and associated services by creating additional runway length available for the community and Fort Johnson. The Proposed Action will occur within the existing airport property. Please see Enclosure 1.

As this Proposed Action is federally funded, we are preparing an Environmental Assessment that will evaluate the environmental, cultural, and socioeconomic effects associated with the Proposed Action, pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 US Code (USC) §4321 et seq.); the Council on Environmental Quality (CEQ) Regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508); Title 32 CFR Part 651; AR 200-1, AR 200-2. This EA is being conducted in cooperation with the Federal Aviation Administration (FAA). The proposal will require the FAA's approval of a revision to the approved Airport Layout Plan (ALP). This approval, consistent with provisions under 49 U.S.C 47101, is a major federal action requiring compliance with NEPA (42 U.S.C. §§ 4321 - 4374). Because of FAA's jurisdiction by law and special expertise regarding aviation safety, airports, and efficient and safe use of airspace, this EA is also being prepared in accordance with FAA Order; 1050.1F, Environmental Impacts: Policy and Procedures (Order 1050.1F) and FAA Order 5050.4B: NEPA Implementing Instructions for Airport Actions (Order 5050.4B).

The purpose of the Proposed Action is to provide a longer runway alternative to the City of Leesville community while offering operational redundancy and auxiliary airfield support in close proximity to Fort Johnson during planned and emergency conditions. The action will enable longer range and higher end aircraft access to the airport for a wide range of activities, including fixed-wing air ambulance for mass casualty evacuation, logistics and scenario planning operations, and transportation

flights to serve organic Fort Johnson units and our partner nations, Army civilians and the contractor community.

The City of Leesville has not identified any historic or National Register of Historic Places (NRHP)-eligible properties within the boundaries of the Area of Potential Effect (APE) of the Proposed Action. We have defined the APE to include the proposed runway extension footprint and areas from which the Proposed Action would be readily visible. In association with this EA, we are consulting with the Louisiana State Historic Preservation Office (SHPO). The APE was surveyed in 2009 by Barr and Associates and no sites were identified. As a result, we believe this project will have no effect on National Register eligible or potentially eligible historic properties.

The City of Leesville is consulting with the following tribal nations: Apache Tribe of Oklahoma, Tunica-Biloxi Indians of Louisiana, Alabama-Coushatta of Texas, Alabama-Quassarte Tribal Town, Caddo Nation of Oklahoma, Coushatta Tribe of Louisiana, Jena Band of Choctaw Indians, Mississippi Band of Choctaw Indians, Choctaw Nation of Oklahoma, Chitimacha Tribe of Louisiana, and the Thlopthlocco Tribal Town. Prior to implementing the Proposed Action, we wish to consult with federally recognized Indian Nations that may have ancestral ties to the project location.

If you have an interest, we invite you to join us as a consulting party as we conduct this EA in accordance with 32 CFR Part 651, FAA Order; 1050.1F, and Executive Order 13175. With your advice and assistance, we hope to establish an ongoing cooperative relationship between your Nation and City of Leesville. If you do not wish to be a consulting party, please provide your concurrence or objection within thirty days of your receipt of this recommended finding.

If you are interested in this Proposed Action, please contact Paul Jackson, Airport Manager at (337) 238-5968 or via electronic mail at airport@leesvillela.gov for coordination with the counterpart in your Nation. This will provide the platform for outlining areas of concern you may have so that we may address them during this assessment.

Sincerely,

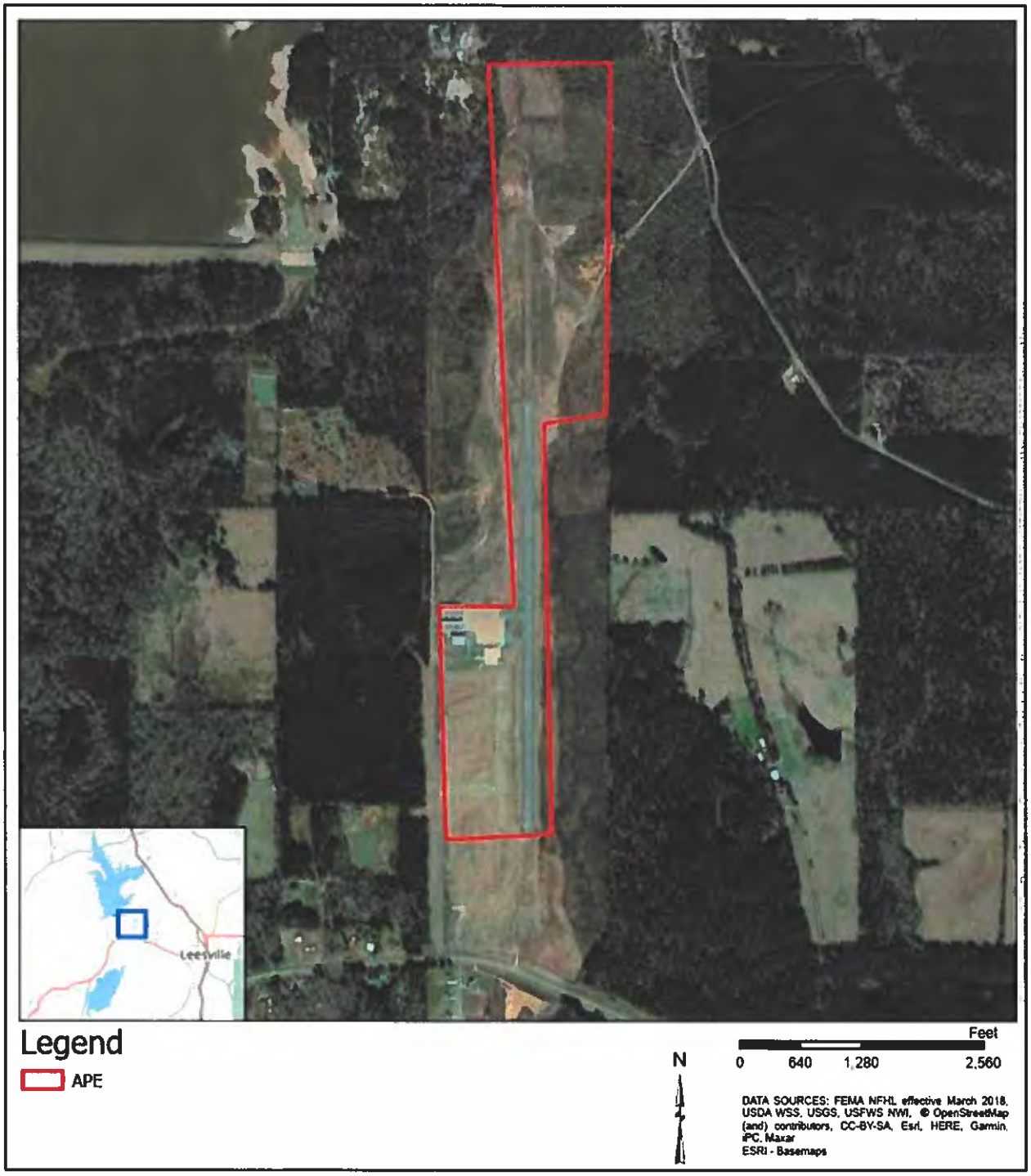
Brad Laffitte
Cultural Resources Manager
Fort Johnson

Enclosure

Cc: Delvin Johnson,
Alabama-Coushatta THPO

Enclosure 1

Location of Leesville Airport and Proposed Action



Appendix E
Public Engagement

CAPITAL CITY PRESS

Publisher of
THE ADVOCATE

PROOF OF PUBLICATION

The hereto attached notice was published in THE ADVOCATE, a daily newspaper of general circulation published in Baton Rouge, Louisiana, and the Official Journal of the State of Louisiana, City of Baton Rouge, and Parish of East Baton Rouge or published daily in THE TIMES-PICAYUNE/THE NEW ORLEANS ADVOCATE, in New Orleans Louisiana or published daily in THE ACADIANA ADVOCATE in the following issues:

12/9/2024

Joy Newman, Public Notices Representative

Sworn and subscribed before me, by the person whose signature appears above

11 Dec 2024

M. Monic McChristian,

Notary Public ID#88293

State of Louisiana

My Commission Expires: Indefinite

Ad No: 118179

Sonny H. Harrell
508 S. 5th Street
Leesville, LA 71446

PUBLIC NOTICE

NOTICE OF AVAILABILITY

DRAFT ENVIRONMENTAL ASSESSMENT

Proposed Construction and Operation of Runway Extension at Leesville Airport, Leesville, Louisiana

The City of Leesville is the recipient of an Office of Local Defense Community Cooperation (OLDCC) Defense Community Infrastructure Pilot Program Grant Award (Fiscal Year 2023). Program activities present communities with the opportunity to partner with their local installations (including testing and training ranges, special use airspace, military operations areas, and/or military training routes) and the Military Departments to support installation resilience. As such, the City of Leesville has completed a Draft Environmental Assessment (EA) for a Proposed Construction and Operation of Runway Extension at Leesville Airport in Leesville, Louisiana. The Draft EA is based on the thorough review of the purpose and need for the action and potential environmental and socioeconomic impacts that were considered and disclosed in the EA.

The US Army is representing the OLDCC as the lead agency; however, the City of Leesville is preparing the Draft EA. The Draft EA is being conducted in cooperation with the Federal Aviation Administration (FAA). The proposal will require the FAA's approval of a revision to the City of Leesville's Airport Layout Plan (ALP).

The FAA and US Army's review of the runway extension has been conducted in accordance with 32 CFR Part 651, CEQ regulations and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures.

The Draft EA is being made available for a 30-day public review and comment period. A copy of the EA is available for viewing at Leesville City Hall, 501 South 5th St, Leesville LA 71446 and on-line at www.leesvillela.gov. Please call 337-238-5968 to schedule an appointment to review the hard copy.

All public comments received will be provided to the US Army and FAA for their consideration prior to making a final decision. All comments must be received by January 10, 2025, to be considered for this Draft EA. Please address questions or comments to: Paul Jackson at 337-238-5968 or airport@leesvillela.gov.

118179 Dec. 9, 1t

LocaliQ
Louisiana
GANNETT

PO Box 631825 Cincinnati, OH 45263-1825

AFFIDAVIT OF PUBLICATION

Sonny Harrell
City Of Leesville
Po Box 1191
Leesville LA 71496-1191

STATE OF WISCONSIN, COUNTY OF BROWN

The Town Talk, a newspaper published in the city of Alexandria, in the Parish of Rapides, State of Louisiana, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

12/08/2024

and that the fees charged are legal.
Sworn to and subscribed before on 12/08/2024

Legal Clerk

Notary, State of WI, County of Brown

8-21-26

My commission expires

Publication Cost:	$54.56	
Tax Amount:	$0.00	
Payment Cost:	$54.56	
Order No:	10836391	# of Copies:
Customer No:	1180761	1
PO #:	Runway Ext airport	

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

NICOLE JACOBS
Notary Public
State of Wisconsin

NOTICE OF AVAILABILITY DRAFT ENVIRONMENTAL ASSESSMENT

Proposed Construction and Operation of Runway Extension at Leesville Airport, Leesville, Louisiana

The City of Leesville is the recipient of an Office of Local Defense Community Cooperation (OLDCC) Defense Community Infrastructure Pilot Program Grant Award (Fiscal Year 2023). Program activities present communities with the opportunity to partner with their local installations (including testing and training ranges, special use airspace, military operations areas, and/or military training routes) and the Military Departments to support installation resilience. As such, the City of Leesville has completed a Draft Environmental Assessment (EA) for a Proposed Construction and Operation of Runway Extension at Leesville Airport in Leesville, Louisiana. The Draft EA is based on the thorough review of the purpose and need for the action and potential environmental and socioeconomic impacts that were considered and disclosed in the EA.

The US Army is representing the OLDCC as the lead agency; however, the City of Leesville is preparing the Draft EA. The Draft EA is being conducted in cooperation with the Federal Aviation Administration (FAA). The proposal will require the FAA's approval of a revision to the City of Leesville's Airport Layout Plan (ALP).

The FAA and US Army's review of the runway extension has been conducted in accordance with 32 CFR Part 651, CEQ regulations and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The Draft EA is being made available for a 30-day public review and comment period. A copy of the EA is available for viewing at Leesville City Hall, 501 South 5th St, Leesville LA 71446 and on-line at www.leesvillela.gov. Please call 337-238-5968 to schedule an appointment to review the hard copy.

All public comments received will be provided to the US Army and FAA for their consideration prior to making a final decision. All comments must be received by January 10, 2025, to be considered for this Draft EA. Please address questions or comments to: Paul Jackson at 337-238-5968 or airport@leesvillela.gov.

10836391 12/8/24