

## APPENDIX A. DOCUMENTED CATEX

Airport sponsors may use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the Environmental Orders (FAA Order 1050.1F and FAA Order 5050.4B).

To request a CATEX determination from the FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and **consult with the Airports District Office or Regional Airports Division Office staff** about the type of information needed. The form and supporting documentation should be completed in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, and submitted to the appropriate FAA Airports District/Division Office. The CATEX cannot be approved until all information/documentation is received and all requirements have been fulfilled.

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Name of Airport, LOC ID, and location:

**Name of Airport:**        **TOWNSEND AIRPORT**  
**LOC ID:**                **8U8**  
**Location:**              **BROADWATER COUNTY, MT**  
**Project Title:**        **TOWNSEND AIRPORT IMPROVEMENTS**  
                                  **A.I.P. 3-30-0078-013-2021 & 014-2022**  
                                  **& FUTURE HANGAR DEVELOPEMENT**

Give a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDs, change in flight procedures, haul routes, new material or expanded material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

*The proposed project at the Townsend Airport would complete planned reconstruction of the existing runway, taxiways, and apron; install drainage improvements such as pavement edge drains, culverts, and regrading of perimeter shoulders and ditch lines; include removal and relocation of the existing wind cone; perimeter fencing improvements/relocation; construction of an apron expansion; construction of additional hangar access taxilanes; and provide for reasonably foreseeable future hangar development as shown on the attached Project Scope. This project would be conducted in the two phases as described below.*

*Phase I work will complete Preliminary Engineering and Design of the proposed project and include geotechnical borings and testing of subsurface conditions, surveying and engineering design of reconstruction and construction options, one to two years prior to proposed construction.*

*Phase II work will include finalizing plans, bidding, and constructing the planned improvements at the airport.*

*Construction of hangar access taxilanes will provide for needed future hangar growth potential. The airport currently has a few hangars scheduled to be constructed this coming year and has limited remaining space available for hangar development / expansion. Hangar construction is expected to occur incrementally over the next ten as requests for new hangars at the Townsend Airport are received.*

*Activities typically associated with hangar development include minor excavation and earthwork to prepare building sites; construction of foundations and concrete slabs for hangar buildings; minor electrical infrastructure improvements to extend electrical service to new hangars; erecting hangar structures and appurtenances; and minor paving work to connect hangars to adjacent taxilane / taxiway.*

*All proposed work would occur on airport property in areas previously disturbed by past airport construction and / or routine airport maintenance activities (mowing, shoulders/drainage grading, traffic/haul routes, etc.). All anticipated future hangar development would occur in areas designated for development along the existing taxilanes and the proposed new taxilane east of the proposed apron expansion. These areas have been previously disturbed by past construction activities, airport maintenance, and / or agricultural activities such as continuous grazing by livestock and regular maintenance (tilling/seeding/mowing).*

*Phase I Preliminary Engineering and Design estimated start and completion dates for the proposed work is between January 2021 and April 2022.*

*Phase II estimated start and completion dates for the proposed work are January 2022 to March 2023.*

*There are no connected actions necessary to implement the proposed project, other than Phase I preceding Phase II.*

*A figure illustrating key elements of the proposed work at the Townsend Airport is attached.*

**Give a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding airport property.**

*Townsend Airport is located two miles east of the City of Townsend, Montana in Broadwater County. The airport is situated on the north side of U.S. Highway 12 at an elevation of 3,893 feet above mean seal level. The airport property lies within Sections 21, 28, and 33 of Township 7 North, Range 2 East.*

*The airport has one 4,000' x 60' paved runway with a 17-35 orientation. There is a paved turnaround at the Runway 17 threshold, approximately 600' of parallel taxiway, a connecting taxiway, and two 350' x 25' hangar access taxilanes. The apron is 300' x 350' and has ten tie-down positions and direct access to the FBO and the airport's 100LL fuel system.*

*Runway 17-35 is lighted with a radio-controlled, medium-intensity runway lighting (MIRL) system. The parallel and connecting taxiways have retroreflective markers. The runway has visual approaches with planned 1-mile GPS non-precision instrument (NPI) approaches as shown on the Airport Layout Plan (ALP). Runway 17-35 has basic pavement markings. Each runway end has L-881 2-box PAPIs; the glide path for Runway 17 is 3.0 degrees and 4.0 degrees for Runway 35. The common traffic*

*advisory frequency is 122.8 MHz. The airport's wind cone, segmented circle, and rotating beacon are located just north of the apron.*

*The project area consists of all airside pavements and the previously undeveloped directly area south of the existing apron and taxilane / hangar area. This proposed new development area of airport property is currently utilized by the neighboring Broadwater County Fairgrounds and is frequently heavily grazed/tilled/disturbed by livestock and regular maintenance. All of the proposed work will occur on the airport property in areas that have been previously disturbed by either construction of airport pavements and their shoulders and drainage areas, or routine agricultural use (grazing/haying).*

Identify the appropriate CATEX paragraph(s) from Order 1050.1F (paragraph 5-6.1 through 5-6.6) or 5050.4B (Tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

*The proposed construction activities associated with this project comply with the activity categories listed in the following paragraphs from Order 1050.1F:*

***5-6.3. Categorical Exclusions for Equipment and Instrumentation.***

*b. Establishment, installation, upgrade, or relocation of any of the following on designated airport or FAA property: airfield or approach lighting systems, visual approach aids, beacons, and electrical distribution systems as described in FAA Order 6850.2, Visual Guidance Lighting Systems, and other related facilities. (ATO, ARP)*

***5-6.4. Categorical Exclusions for Facility Siting, Construction, and Maintenance.***

*e. Federal financial assistance, licensing, or Airport Layout Plan (ALP) approval for the following actions, provided the action would not result in significant erosion or sedimentation, and will not result in a significant noise increase over noise sensitive areas or result in significant impacts on air quality.*

- Construction, repair, reconstruction, resurfacing, extending, strengthening, or widening of a taxiway, apron, loading ramp, or runway safety area (RSA), including an RSA using Engineered Material Arresting System (EMAS); or*
- Reconstruction, resurfacing, extending, strengthening, or widening of an existing runway.*

*f. Federal financial assistance, licensing, Airport Layout Plan (ALP) approval, or FAA construction or limited expansion of accessory on-site structures, including storage buildings, garages, hangars, t-hangars, small parking areas, signs, fences, and other essentially similar minor development items. (ATO, ARP, AST)*

*l. Federal financial assistance for, licensing or approval of the grading of land, the removal of obstructions to air navigation, or erosion control measures, provided those activities occur on and only affect airport property, a commercial space launch site, or FAA-owned or leased property. (ATO, ARP, AST)*

*o. Minor trenching and backfilling where the surface is restored and the excavated material is protected against erosion and run-off during the construction period. (ATO, ARP, AST)*

*z. Federal financial assistance, licensing, Airport Layout Plan (ALP) approval, or FAA action related to topping or trimming trees to meet 14 CFR part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace, standards for removing obstructions which can adversely affect navigable airspace. (All)*

The circumstances one must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders 1050.1F, 5050.4B, and the Desk Reference for Airports Actions, as well as other guidance documents to assist you in determining what information needs to be provided about these resource topics to address potential impacts. Keep in mind that both construction and operational impacts must be included. Indicate whether or not there would be any effects under the particular resource topic and, **if needed**, cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.

**5-2.b(1) National Historic Preservation Act (NHPA) resources**

	YES	NO
<p>Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required.</p> <p><i>A prior cultural resource survey found the existing airport beacon to be historically significant (Smithsonian No. 24BW1102). No proposed project activities are proposed or will be completed within the vicinity of this historic beacon. No impacts to this historic feature will occur as a result of this project. A search of properties listed on the National Register of Historic Places shows no additional sites exist at or near the airport.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p> <p><i>The proposed project involves the reconstruction of existing airport pavements, relocation of wind cone and perimeter fencing, construction of an apron expansion and additional hangar access taxilanes, and reasonably foreseeable future hangar development. These activities would occur on portions of the airport property disturbed by previous construction and ongoing aviation activities, or by agricultural / grazing use of the new development area. The proposed activities would not require the acquisition of new land for the airport or require the removal of existing airport buildings or features. For these reasons, no effects to historical/cultural resources are anticipated.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available)</p> <p><i>The proposed work at the airport will occur in areas that have been previously disturbed by construction of airport pavements.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>Consultation with their THPO or a tribal representative along with the SHPO may be required.</p> <p><i>Native American Tribes with potential interests in Broadwater County were identified using the Tribal Directory Assessment Tool (TDAT) available from the U.S. Department of Housing and Urban Development. The results of a TDAT query for the County (available at <a href="http://egis.hud.gov/tdat">http://egis.hud.gov/tdat</a>) showed four Native American Tribes with potential interests— the Apache Tribe of Oklahoma, Crow Tribe of Montana, Fort Belknap Indian Community of the Fort Belknap Reservation of Montana, and the Shoshone-Bannock Tribes of the Fort Hall Reservation.</i></p> <p><i>There are no tribal lands adjoining the airport and the proposed project will take place entirely on airport property. Therefore, no impacts to tribal lands or interests will occur.</i></p>		
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**5-2.b(2) Department of Transportation Act Section 4(f) and 6(f) resources**

	YES	NO
<p>Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1F) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance.</p> <p><i>An online environmental information review showed there are no Section 4(f) resources (publicly owned parks, recreation areas, wildlife or waterfowl refuges at or near the Townsend Airport. All proposed project work areas are within the existing airport property.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will project construction or operation physically or constructively “use” any Section 4(f) resource? If yes, describe the nature and extent of the use and/or impacts, and why there are no prudent and feasible alternatives. See 5050.4B Desk Reference Chapter 7.</p> <p><i>No direct impacts or constructive use to Section 4(f) resources will occur because there are no 4(f) resources affected by the proposed reconstruction activities at the airport.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.</p> <p><i>A review of the online listing of grants maintained by the National Park Service shows no sites near the airport that have received Section 6(f) Land and Water Conservation Funds.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(3) Threatened or Endangered Species**

	YES	NO
<p>Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle.</p> <p><i>The U.S. Fish and Wildlife Service (USFWS) Ecological Services Montana Field Office current online summary of listed species by County (dated June 10, 2020) shows three Threatened species (Grizzly Bear, Canada Lynx, Ute Ladies’ Tresses),</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



one proposed for listing species (*Wolverine*), and one candidate for listing species (*Whitebark Pine*) as occurring within Broadwater County. There are no designated Critical Habitat in Broadwater County.

- **Grizzly Bears.** In Montana, grizzly bears primarily use meadows, seeps, riparian zones, mixed shrub fields, closed timber, open timber, sidehill parks, snow chutes, and alpine slabrock habitats. Habitat use is highly variable between areas, seasons, local populations, and individuals. The Montana Natural Heritage Program’s Map Viewer shows no past observations of grizzly bears on lands near the airport. However, given the expanding range of the species in Montana, it is unlikely but possible a grizzly bear could be seen in the area.
- **Canada Lynx.** The Canada lynx is an elusive forest-dwelling cat of northern latitudes. The Canada lynx is closely associated with moist, cool, boreal spruce-fir forests, and landscapes with high densities of snowshoe hares. Suitable habitat includes subalpine forests at elevations ranging between 4,000 and 7,000 feet above sea level. Since the lands in and around the project area lack the type of habitat preferred by the species, Canada lynx would likely not occur at the airport.
- **Ute Ladies’ Tresses.** Ute ladies’ tresses occurs in alkaline wetlands, swales, and old meander channels often on the edge of the wetland or in areas that are dry by midsummer. Habitat is limited to areas within major river drainages. Ute ladies’ tresses is known to occur in southwest and south-central Montana in Missouri, Jefferson, Beaverhead, Ruby and Madison River drainages. No wetlands were identified on the Townsend airport property. Because of the nature of the project area (i.e., routinely mowed and/or heavily grazed) and its distance from a major river drainage, the Ute ladies’ tresses is unlikely to be found within the project area.
- **Wolverine.** In North America, wolverines occur within a wide variety of habitats, primarily boreal forests, tundra, and western mountains throughout Alaska and Canada; however, the southern portion of the range extends into the contiguous United States, including Montana. They are usually in areas with snow on the ground in winter. When inactive, wolverines occupy dens in caves, rock crevices, under fallen trees, in thickets, or similar sites. Wolverines are unlikely to occur because the habitat used by the species does not occur on airport lands.
- **Whitebark Pine.** Whitebark pine is a non-commercial conifer occurring primarily on federally owned or managed lands in the United States. Whitebark pine is typically found in cold, windy, high elevation or high latitude sites in western North America and as a result, many stands are geographically isolated. Based on the absence of suitable habitat characteristics (sub-alpine environment), whitebark pine are not expected to occur at the Townsend Airport.

<p><i>The Montana Natural Heritage Program (MNHP) Map Viewer shows no observations of Grizzly Bear, Canada Lynx, Utes Ladies' Tresses, Wolverine, or Whitebark Pine on lands at or near the airport.</i></p> <p><b>Montana Species of Concern.</b> <i>A review of the MNHP database in January 2021 identified numerous Montana Species of Concern occurring on lands covered by the 24K Townsend Quad map including: Townsend's Big-eared Bat, Hoary Bat, Little Brown Myotis, Grizzly Bear, Golden Eagle, Great Blue Heron, Veery, Evening Grosbeak, Cassin's Finch, Caspian Tern, Clark's Nutcracker, Long-billed Curlew, Sage Thrasher, American White Pelican, Brewer's Sparrow, Common Tern, Westslope Cutthroat Trout, and Bedford Springsnail.</i></p> <p><i>Although the airport property falls within the potential range of these species, the MNHP's Map Viewer shows no observations of a Montana Species of Concern within the vicinity of the airport.</i></p> <p><b>Eagles.</b> <i>The Bald and Golden Eagle Protection Act prohibits the "taking" of bald eagles (or golden eagles), The Act defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb." Human activities, particularly near occupied nest sites, have the potential to interfere with normal eagle behaviors. Bald eagles are among several raptor species that could potentially occur in the Townsend area. The MNHP Map Viewer shows one observation of a Bald Eagle in the vicinity of the Townsend Airport in 2009.</i></p>		
	<b>YES</b>	<b>NO</b>
<p>Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish &amp; Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated. Provide the Biological Assessment and Biological Opinion, if required.</p> <p><i>No adverse effects to federally-listed species, designated critical habitat or Montana Species of Concern resulting from this project are anticipated. This conclusion was reached due to the limited scope of project activities and because lands at and immediately adjacent to the airport generally do not provide the type of habitats used by federally-listed species or Montana Species of Concern. Additionally, the proposed project activities do not require the removal of significant quantities of vegetation or quality habitat that could potentially be used by several Montana Species of Concern that could occur in the area.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<b>YES</b>	<b>NO</b>
<p>Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish &amp; Wildlife Service).</p> <p><i>A variety of migratory birds could occur in the general vicinity of the airport. However, the proposed project activities do not require the removal of significant quantities of vegetation or any trees potentially used by migratory birds. The noise</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>and activities associated with construction could temporarily displace migratory birds using habitat near the airport pavement work areas. However, these impacts would be temporary and localized and there is similar and abundant habitat nearby. For these reasons, no adverse impacts to migratory birds are anticipated.</i>		
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**5-2.b (4) Other Resources**

Items to consider include:

<b>a. Fish and Wildlife Coordination Act</b>	<b>YES</b>	<b>NO</b>
<p>Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize, or mitigate impacts.</p> <p><i>The project area does not contain resources protected by the Fish and Wildlife Coordination Act. The proposed project activities would not affect resources protected by the Fish and Wildlife Coordination Act.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b. Wetlands and Other Waters of the U.S.</b>	<b>YES</b>	<b>NO</b>
<p>Are there any wetlands or other waters of the U.S. in or near the project area?</p> <p><i>There are no surface waters on the airport property. National Wetland Inventory mapping for the area does not indicate wetlands or surface waters in the vicinity of the proposed work areas at the airport.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination. If delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands.</p> <p><i>To date, there has not been a wetland delineation completed for the airport property and no request for a jurisdictional determination has been made to the USACE.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>c. Floodplains</b>	<b>YES</b>	<b>NO</b>
<p>Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.</p> <p><i>The airport is covered by FEMA Flood Insurance Rate Map (FIRM) Panel 30007C0550C effective August 8, 2014 and labeled as a "Zone X". The map shows a "Zone A" floodplain along the Missouri River. None of the airport property is located within this designated floodplain.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>d. Coastal Resources</b>	<b>YES</b>	<b>NO</b>
<p>Will the project occur in or impact a coastal zone as defined by the State's Coastal Zone Management Plan? If yes, discuss the project's consistency with the State's CZMP. Attach the consistency determination if applicable.</p> <p><i>Not applicable. There are no Coastal Zones in Montana.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



<p>Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service? <i>Not applicable. There are no Coastal Barrier Resources in Montana.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>e. National Marine Sanctuaries</b>	<b>YES</b>	<b>NO</b>
<p>Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource. <i>Not applicable. There are no National Marine Sanctuaries in Montana.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>f. Wilderness Areas</b>	<b>YES</b>	<b>NO</b>
<p>Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource. <i>The project will occur only on the airport. There are no designated Wilderness Areas near Townsend.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>g. Farmland</b>	<b>YES</b>	<b>NO</b>
<p>Is there prime, unique, state, or locally important farmland in/near the project area? Describe any significant impacts from the project. <i>The NRCS's NCSS Web Soil Survey (interactive soils mapping website) was consulted to identify soil types on the airport property, specifically if any soils are designated as prime farmland, unique farmland, or farmland of statewide or local importance. The mapping produced for the Townsend Airport showed that one soil in the proposed work area—Chinook sandy loam, 1 to 4% slopes--is classified as prime farmland.</i></p> <p><i>The proposed project will be constructed within the existing airport property on areas that have been previously disturbed by the construction airport pavements and/or have been routinely used for agricultural use (tilling/seeding/grazing). No land acquisition is necessary for this project. The tract of land currently used by the Broadwater County Fairgrounds is not currently used for agricultural purposes.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006. <i>No land acquisition is necessary for this project and there would be no conversion of farmland. For this reason, there is no need to prepare Form AD-1006.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>h. Energy Supply and Natural Resources</b>	<b>YES</b>	<b>NO</b>
<p>Will the project change energy requirements or use consumable natural resources either during construction or during operations? <i>None of the materials that will be used to complete the proposed improvements are in short supply. A ready supply of energy exists to power equipment needed for construction.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during construction or operations? <i>Minor increases in fuel usage by heavy equipment are anticipated during construction. The improvements will slightly increase the capacity and efficiency at the airport but would not change aircraft or vehicle traffic patterns.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>i. Wild and Scenic Rivers</b>	<b>YES</b>	<b>NO</b>
Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project? <i>There are no designated Wild and Scenic River segments in the Townsend area.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark? <i>Not applicable.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>j. Solid Waste Management</b>	<b>YES</b>	<b>NO</b>
Does the project (either the construction activity or the completed, operational facility) have the potential to generate significant levels of solid waste? If so, discuss how these will be managed. <i>Minor amounts of solid waste may be generated by the proposed project improvements. Waste will be properly disposed of at local solid waste facilities.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(5) Disruption of an Established Community**

	<b>YES</b>	<b>NO</b>
Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community? <i>The proposed project occurs on the existing airport property and is consistent with development plans for the airport. There will be no disruptions to any nearby communities or planned developments.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are residents or businesses being relocated as part of the project? <i>There are no residents or businesses in the proposed construction area.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(6) Environmental Justice**

	<b>YES</b>	<b>NO</b>
Are there minority and/or low-income populations in/near the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project cause any disproportionately high and adverse impacts to minority and/or low-income populations? Attach census data if warranted. <i>Proposed activities would not displace or directly affect any residents or businesses. No minority and/or low-income populations would be affected by the proposed action.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(7) Surface Transportation**

	<b>YES</b>	<b>NO</b>
Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided? <i>There will be no increase in surface traffic congestion or degradation of level of service provided by local roadways.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(8) Noise**

	YES	NO
Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix? <i>The proposed project is consistent with planned airport development as shown on the ALP. Incremental construction of hangars over the foreseeable future would not perceptibly affect the number of aircraft operations or fleet mix at the airport.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented? <i>The proposed project will include apron expansion and an additional hangar access taxilane for, future hangar development.</i>  <i>The proposed activities will cause temporary disruptions to the use of the runway, apron, and other pavements at the airport. These proposed improvements will not result in changes to the use of the runway or flight patterns at the airport.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations. <i>The level of annual operations is currently well below these identified thresholds.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method. If yes, provide that documentation. <i>To date, aircraft noise modeling has not been conducted for the Townsend Airport.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(9) Air Quality**

	YES	NO
Is the project located in a Clean Air Act non-attainment or maintenance area? <i>Non-attainment area listings and maps for Montana were consulted in January 2021. The project area does not lie within a non-attainment area for any of the criteria pollutants listed by the EPA or the Montana Department of Environmental Quality (MDEQ).</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels (provide the paragraph citation for the exemption or presumed to conform list below, if applicable) Is the project accounted for in the State Implementation Plan or	<input type="checkbox"/>	<input checked="" type="checkbox"/>

specifically exempted? Attach documentation. <i>Not applicable.</i>		
Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles? <i>The proposed project activities may temporarily increase vehicle traffic around the airport, due to workers and equipment traveling to and from the construction site. However, the project will have no long-term effect on landside or airside capacity at the airport.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations? <i>The proposed project has no potential to result in impacts under applicable State or Federal air quality regulations.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(10) Water Quality**

	YES	NO
Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers, and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.). <i>There are no surface waters, groundwater resources, sole source aquifers, or source of public water supply on the airport property. The proposed project will not affect wells on or near the airport property.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction. <i>Due to the lack of water resources in the project area no impacts to water quality are anticipated with this project. For pavement reconstruction/construction, shoulder grading and drainage improvements, fencing, and windcone relocation; the Contractor will be required to follow best practices to assure temporary runoff during construction does not contaminate off-site areas.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project increase the amount or rate of stormwater runoff either during construction or during operations? Describe any steps that will be taken to ensure it will not impact water quality. <i>The proposed project would slightly increase the amount of impervious area at the airport and minimally increase the amount or rate of stormwater runoff. The topography in the proposed apron expansion, hangar access taxilanes, and future hangar development areas are already well suited to handle runoff for full development of the area.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are any water quality related permits required? If yes, list the appropriate permits. <i>Construction activity at the airport will result in the disturbance of significantly greater than one acre of total land area, so the contractor will need to obtain a</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<p><i>General Permit for Storm Water Discharges Associated with Construction Activity (SWPPP) from MDEQ.</i></p> <p><i>Contractors constructing future hangars shall be required to obtain all necessary/required permits.</i></p>		
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**5-2.b(11) Highly Controversial on Environmental Grounds**

	YES	NO
<p>Is the project highly controversial? The term “highly controversial” means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project’s risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action.</p> <p><i>The proposed project has little, if any, potential for adverse impacts to environmental resources in the area. To date, there has been no opposition to the proposed project.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(12) Inconsistent with Federal, State, Tribal or Local Law**

	YES	NO
<p>Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located?</p> <p><i>The proposed project is consistent with current planning for the airport.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project incompatible with surrounding land uses?</p> <p><i>The project will occur on airport property and will not have any effects on adjoining land use.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2 .b (13) Light Emissions, Visual Effects, and Hazardous Materials**

<b>a. Light Emissions and Visual Effects</b>	YES	NO
<p>Will the proposed project produce light emission impacts?</p> <p><i>The proposed windcone relocation and incremental construction of a new hangars would not substantially change the light emissions from equipment or facilities at the airport. The new hangars would not be externally lighted.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts?</p> <p><i>The proposed improvements are features typically associated with airports and will not change the visual environment of the airport and its surroundings. To date, no concerns have been expressed.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



<b>b. Hazardous Materials</b>	<b>YES</b>	<b>NO</b>
<p>Does the project involve or affect hazardous materials?  <i>Online data bases of federal, state, and local agencies were reviewed for information on regulated facilities at or near the airport. MDEQ's interactive mapping website showed no underground storage tanks (USTs), Petroleum Tank Release Compensation Fund (spill) sites, Remediation Response sites, or hazardous waste handlers at or near the Townsend Airport.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will construction take place in an area that contains or previously contained hazardous materials?  <i>As indicated above, there are no known sources of hazardous materials present at the airport.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants?  <i>This project does not involve land acquisition.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled?  <i>Potentially hazardous materials used during pavement reconstruction / construction would include paving materials, oils, fuel and grease from construction equipment, and minor amounts of paints and marking materials. The operation of construction equipment poses a potential risk of minor leaks of fuel, lubricants, or hydraulic fluids in work areas. Contract documents will require the contractor to follow best practices and be fully responsible for cleaning up any waste.</i>   <i>Solid waste materials generated during proposed project activities would be properly disposed of at the local waste facilities.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**5-2 .b (14) Public Involvement**

	<b>YES</b>	<b>NO</b>
<p>Was there any public notification or involvement? If yes, provide documentation.  <i>The proposed project has been advertised and discussed at regularly scheduled County Commission meetings that were advertised and open to the public.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**5-2 .b (15) Indirect/Secondary/Induced Impacts**

	<b>YES</b>	<b>NO</b>
<p>Will the project result in indirect/secondary/induced impacts?  <i>The proposed project will be entirely constructed on areas that have been previously disturbed by either construction of the existing airside pavements, their associated shoulders and drainage structures, or have been regularly disturbed by frequent agricultural/maintenance activities (tilling/mowing/grazing). The proposed project will not cause shifts in the patterns of population movement and growth, extensive demands for public services, or substantial changes in business or economic activity. For these reasons, no notable indirect/secondary/induced impacts are anticipated.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact?</p> <p><i>There are no other known past, ongoing, or reasonably foreseeable projects at or near the airport that would produce cumulative effects to identified environmental resource categories.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Permits**

List any permits required for the proposed project that have not been previously discussed. Provide details on the status of permits.

*Future bidding documents will require the successful contractor to obtain necessary permits and comply with federal, state, and local laws/regulations regarding pollution of the environment, including a SWPPP.*

*Contractors building future hangars will be required to obtain all necessary / required permits and comply with applicable federal, state, and local laws/regulations.*

**Environmental Commitments**

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for a CATEX.

*The provisions of FAA Advisory Circular 150/5370-10, Standards for Specifying Construction of Airport, Item P-156, Temporary Air and Water Pollution, Soil Erosion, and Siltation Control, will be incorporated into the project specifications. Other FAA guidance concerning airport drainage, environmental enhancement, and construction controls will be evaluated for provisions that may be incorporated into the contract specifications to minimize the potential impacts of construction activities.*

*Localized noise increases may occur during construction, but this is a short-term and localized impact. Traffic controls will be implemented to accommodate proposed project activities and minimize impacts to ground traffic and other airport users.*

## Preparer Information

<b>Point of Contact: Lance Bowser, P.E., Project Manager, Robert Peccia &amp; Associates</b>		
<b>Address: P.O. Box 5653, 3147 Saddle Drive</b>		
<b>City: Helena</b>	<b>State: MT</b>	<b>Zip Code: 59604</b>
<b>Phone: (406) 447-5000</b>	<b>Email Address: lbowser@rpa-hln.com</b>	

Signature: *Lance D. Bowser*

Date: 1/19/21

## Airport Sponsor Information and Certification (may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision.

<b>Point of Contact: Darrel Folkvord , Commissioner, Broadwater County</b>		
<b>Address: 515 Broadway Street</b>		
<b>City: Townsend</b>	<b>State: MT</b>	<b>Zip Code: 59644-2397</b>
<b>Phone: (406) 266-9272</b>	<b>Email Address: dfolkvord@co.broadwater.mt.us</b>	
<b>Additional Name(s):</b>	<b>Additional Email Address(es):</b>	

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

## ATTACHMENTS

- Project Scope

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## FAA Decision

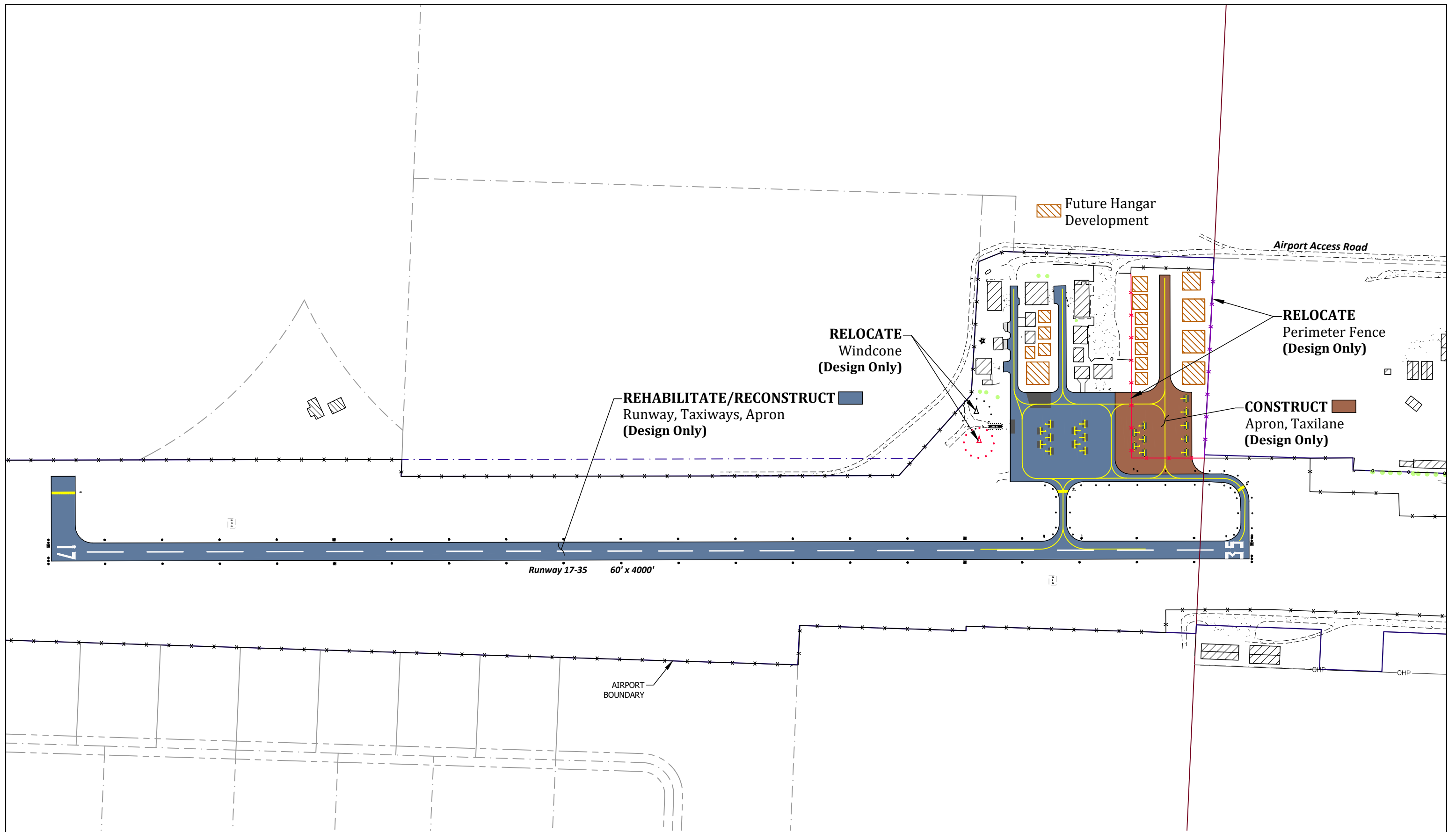
Having reviewed the above information, it is the FAA's decision that the proposed project (s) or development warrants environmental processing as indicated below.

**Name of Airport:**        **TOWNSEND AIRPORT**  
**LOC ID:**                **8U8**  
**Location:**              **BROADWATER COUNTY, MT**  
**Project Title:**        **TOWNSEND AIRPORT IMPROVEMENTS**  
                                 **A.I.P. 3-30-0078-013-2021 and -014-2022 & Future Hangar Development**

- No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1.F CATEX that applies:
- ..An Environmental Assessment (EA) is required.
- ..An Environmental Impact Statement (EIS) is required.
- ..The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Name: \_\_\_\_\_ Title: \_\_\_\_\_  
                                 Responsible FAA Official

Signature: \_\_\_\_\_ Date: \_\_\_\_\_



# TOWNSEND AIRPORT

Broadwater County and the City of Townsend, MT

## 8U8 Project Scope

FY 2022

