

Draft Environmental Assessment

Proposed Land Acquisition



Custer County Airport

Acquire approximately 6.1 acres of land (including 1.8 acres of restrictive easements and 4.3 acres in fee simple) in Runway 26 end RPZ. Approximately one (1) acre may be acquired (if deemed uneconomic remnants) from lots affected by the RPZ acquisition. Relocate four mobile homes from property to be acquired. Remove trees on land acquired in fee simple. Relocate/demolish associated outbuildings. Preliminary environmental review of approximately 12.4 acres of land acquisition needed southeast of the Airport for a future hangar development area.

Prepared By:

KLJ

July 2013

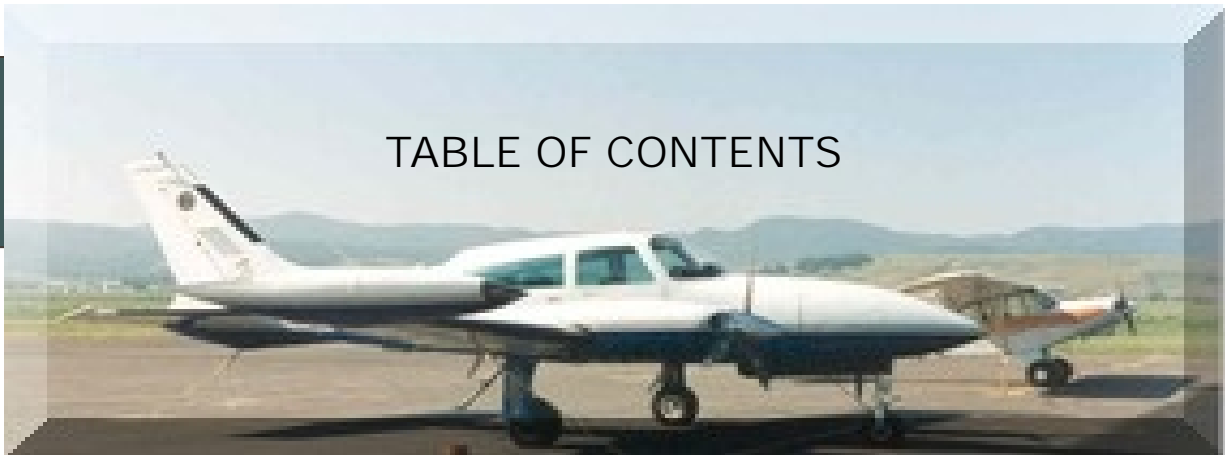
Sponsor:

Custer County

THIS ENVIRONMENTAL ASSESSMENT BECOMES A FEDERAL DOCUMENT WHEN EVALUATED AND SIGNED AND DATED BY A RESPONSIBLE FAA OFFICIAL

Responsible FAA Official

Date



<i>Acronym List</i>	-iv-
<i>Federal Statutes, Regulations, Executive Orders, and Guidance, Including Advisory Circulars</i>	-v-

Chapter 1– Purpose and Need

1.1. Introduction	1-1
1.2. Description of Proposed Action	1-1
1.3. Purpose and Need for the Proposed Action	1-1
1.3.1. Airport Description.....	1-2
1.3.2. Airport Design Criteria.....	1-2
1.3.3. Compatible Land Use.....	1-4

Chapter 2– Alternatives

2.1. Introduction	2-1
2.2. Alternatives	2-1
2.2.1. Alternative A: No Action	2-1
2.2.2. Alternative B: Acquire Runway 26 End RPZ and Adjacent Properties	2-1

Chapter 3– Affected Environment, Environmental Consequences, & Mitigation

3.1. Introduction	3-1
3.2. Resource Impact Categories.....	3-1
3.2.1. Air Quality	3-1
3.2.1.1. Air Quality Impacts/Mitigation.....	3-2
3.2.2. Coastal Resources.....	3-2
3.2.2.1. Coastal Resources Impacts/Mitigation.....	3-2
3.2.3. Compatible Land Use.....	3-2
3.2.3.1. Compatible Land Use Impacts/Mitigation.....	3-3
3.2.4. Construction Impacts	3-4
3.2.4.1. Construction Impacts/Mitigation.....	3-4
3.2.5. Department of Transportation Act, Section 4(f).....	3-4
3.2.5.1. Department of Transportation Act, Section 4(f) Impacts/Mitigation	3-4
3.2.6. Farmland.....	3-5
3.2.6.1. Farmland Impacts/Mitigation	3-5
3.2.7. Fish, Wildlife, and Plants	3-5
3.2.7.1. Fish, Wildlife, and Plants Impacts/Mitigation.....	3-6
3.2.8. Floodplains	3-6
3.2.8.1. Floodplains Impacts/Mitigation	3-7

3.2.9. Hazardous Materials, Pollution Prevention, and Solid Waste	3-7
3.2.9.1. Hazardous Materials, Pollution Prevention, and Solid Waste Impacts/Mitigation	3-8
3.2.10. Historical, Architectural, Archaeological, and Cultural Resources	3-8
3.2.10.1. Historical, Architectural, Archaeological, and Cultural Resources Impacts/Mitigation	3-9
3.2.11. Light Emissions and Visual Impacts	3-9
3.2.11.1. Light Emissions and Visual Impacts/Mitigation	3-10
3.2.12. Natural Resources and Energy Supply	3-10
3.2.12.1. Natural Resources and Energy Supply Impacts/Mitigation	3-10
3.2.13. Noise	3-11
3.2.13.1. Noise Impacts/Mitigation	3-11
3.2.14. Secondary (Induced) Impacts	3-11
3.2.14.1. Secondary (Induced) Impacts/Mitigation	3-12
3.2.15. Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety Risks	3-12
3.2.15.1. Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks Impacts/Mitigation	3-13
3.2.16. Water Quality	3-13
3.2.16.1. Water Quality Impacts/Mitigation	3-14
3.2.17. Wetlands	3-14
3.2.17.1. Wetlands Impacts/Mitigation	3-14
3.2.18. Wild and Scenic Rivers	3-15
3.2.18.1. Wild and Scenic Rivers Impacts/Mitigation	3-15
3.3. Cumulative Impacts	3-15
3.3.1. Airport Capital Improvement Plan	3-15
3.3.2. South Dakota STIP (Statewide Transportation Improvement Program)	3-16
3.3.3. Hanger Area Expansion	3-16
3.3.4. Cumulative Impacts Summary	3-16
3.4. Public and Agency Involvement	3-17
3.5. Selection of the Preferred Alternative	3-17
3.6. Proposed Action	3-17
3.7. Commitments and Compliance of the Preferred Alternative	3-17

Chapter 4– Preparers and Coordinating Parties

4.1. Introduction	4-1
4.2. Preparers	4-1
4.3. Qualifications	4-1
4.4. Public and Agency Coordination	4-2
4.4.1. Scoping	4-2
4.4.1.1. Advance Notification	4-2
4.5. Opportunity for a Public Hearing	4-2
4.6. EA Coordination	4-2
4.7. References	4-3

Exhibits

Exhibit 1-1: Location Map	1-6
Exhibit 2-1: Alternative A	2-3
Exhibit 2-2: Alternative B	2-4
Exhibit 3-1: Area of Potential Effect Map	3-20
Exhibit 3-2: NWI Map	3-21

Tables

Table 1-1: ARC System of Categories and Groups	1-3
Table 3-1: Past, Present, and Proposed Improvements at Custer County Airport, 2005-Future.....	3-16
Table 3-2: Comparison of Project Alternatives and Environmental Impacts.....	3-18
Table 4-1: Preparers	4-1

Appendix A Project Background Information**Appendix B Advance Notification****Appendix C Letters and Responses**

Acronym List

AC	Advisory Circular
ADO	Airports District Office
AOA	Air Operations Area
APE	Area of Potential Effect
APO	Aviation Policy and Plans Office
ARC	Airport Reference Code
BMPs	Best Management Practices
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
EA	Environmental Assessment
EO	Executive Order
FAA	Federal Aviation Administration
GPS	Global Positioning System
NAGPRA	Native American Graves Protection and Repatriation Act
NEPA	National Environmental Policy Act
NPL	National Priority List
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
RCRA	Resource Conservation and Recovery Act
RPZ	Runway Protection Zone
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users
SD DENR	South Dakota Department of Natural Resources
SDDOT	South Dakota Department of Transportation
SHPO	State Historic Preservation Office
STIP	Statewide Transportation Improvement Program
USACE	United States Army Corps of Engineers
USC	United States Code
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service

Federal Statutes, Regulations, Executive Orders, and Guidance, Including Advisory Circulars	
Statute	Implementing Regulations and Other Guidance
Air Quality	
<ul style="list-style-type: none"> Clean Air Act (CAA), as amended [42 U.S.C. 7401–7671] [PL 91–604, PL 101–549] 	<ul style="list-style-type: none"> Title 40 CFR parts 9, 50–53, 60–61, 66, 67, 81, 82, and 93 (which includes General Conformity)
Coastal Resources	
<ul style="list-style-type: none"> Coastal Barrier Resources Act of 1982 as amended by the Coastal Barrier Improvement Act of 1990 [16 U.S.C. 3501–3510] [PL 97–348] 	<ul style="list-style-type: none"> U.S. Department of Interior Coastal Barrier Act Advisory Guidelines (57 FR 52730 November 5, 1992)
<ul style="list-style-type: none"> Coastal Zone Management Act as amended [16 U.S.C. 1451–1464] [PL 92–583] 	<ul style="list-style-type: none"> 15 CFR part 930, subparts C and D 15 CFR part 923
<ul style="list-style-type: none"> Executive Order 13089, Coral Reef Protection (63 FR 32701, June 16, 1998) 	
Compatible Land Use	
<ul style="list-style-type: none"> Aviation Safety and Noise Abatement Act of 1979, as amended (49 U.S.C. 47501–47507) 	<ul style="list-style-type: none"> 14 CFR part 150
Department of Transportation Act	
<ul style="list-style-type: none"> Department of Transportation Act of 1966, Section 4(f) [re-codified at 49 U.S.C. 303 (c)] 	
Farmlands	
<ul style="list-style-type: none"> Farmland Protection Policy Act [7 U.S.C. 4201–4209] [PL 97–98, amended by section 1255 of the Food Security Act of 1985, PL 99–198] 	<ul style="list-style-type: none"> 7 CFR part 658 (59 FR 331109, June 17, 1994) 7 CFR part 657 (43 FR 4030) CEQ Memorandum on Analysis of Impacts on Prime and Unique Agricultural Lands in Implementing the National Environmental Policy Act, August 11, 1980 (45 FR 59189, September 8, 1980)
Fish, Wildlife, and Plants	
<ul style="list-style-type: none"> Endangered Species Act of 1973 [16 U.S.C. §§1531–1544] [PL 93–205] Marine Mammal Protection Act of 1972 [16 U.S.C. §§1361–1421h] Related Essential Fish Habitat Requirements of the Magnuson-Stevens Act, as amended by the Sustainable Fisheries Act [16 U.S.C. §1855(b)(2)] 	<ul style="list-style-type: none"> 50 CFR parts 17 and 22 50 CFR part 402 50 CFR parts 450–453 50 CFR 600.920 MOU [among 14 Federal agencies] on Implementation of the Endangered Species Act, September 28, 1994] MOU on Using an Ecosystem Approach in Agency Decision-making, December 5, 1995 CEQ Guidance on Incorporating Biodiversity Considerations into Environmental Impact Analysis, January 1993.
<ul style="list-style-type: none"> Sikes Act Amendments of 1974 [PL 93–452] 	
<ul style="list-style-type: none"> Bald and Golden Eagle Protection Act of 1940, as amended [16 U.S.C. 669–668d] Fish and Wildlife Coordination Act of 1958 [16 U.S.C. §§661–666c] [PL 85–624] 	

Federal Statutes, Regulations, Executive Orders, and Guidance, Including Advisory Circulars

Statute	Implementing Regulations and Other Guidance
<ul style="list-style-type: none"> Fish and Wildlife Conservation Act of 1980 [16 U.S.C. §§2901–2912 [PL 96–366] Executive Order 13112, Invasive Species (64 FR 6183, February 8, 1999) Migratory Bird Treaty Act of 1918 [16 U.S.C. §§703–712] Executive Order 13186, Responsibilities of Federal Agencies to Protect Migratory Birds [66 FR 3853, January 17, 2001] Presidential Memorandum on Environmentally and Economically Beneficial Landscape Practices on Federally Landscaped Grounds (April 26, 1994); Executive Order 13148, Greening the Government Through Leadership in Environmental Management (April 22, 2000). 	<ul style="list-style-type: none"> 50 CFR part 83 DOT Policy on Invasive Species, April 22, 1999 50 CFR part 10 Environmental Protection Agency, Office of the Federal Environmental Executive, Guidance for Presidential Memorandum on Environmentally and Economically Beneficial Landscape Practices on Federal Landscaped Grounds (60 FR 40837, August 10, 1995) Paragraph 3f of attachment 2; Order DOT 5610.1C
<ul style="list-style-type: none"> The Animal Damage Control Act of 1931 [7 U.S.C. 426–426c] [46 stat. 1468] 	
Floodplains	
<ul style="list-style-type: none"> Executive Order 11988, Floodplain Management, May 24, 1977 (42 FR 26951) Appropriate State and Local construction statutes 	<ul style="list-style-type: none"> Order DOT 5650.2, Floodplain Management and Protection Federal Emergency Management Agency "Protecting Floodplain Resources: A Guidebook for Communities," 1996
Hazardous Materials, Pollution Prevention, and Solid Waste	
<ul style="list-style-type: none"> Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) (as amended by the Superfund Amendments and Reauthorization Act of 1986 and the Community Environmental Response Facilitation Act of 1992) [42 U.S.C. 9601–9675] 	<ul style="list-style-type: none"> 40 CFR parts 300, 311, 355, and 370
<ul style="list-style-type: none"> Pollution Prevention Act of 1990 [42 U.S.C. 1310–1319] 	<ul style="list-style-type: none"> CEQ Memorandum on Pollution Prevention and the National Environmental Policy Act, January 12, 1993 (58 FR 6478)
<ul style="list-style-type: none"> Toxic Substances Control Act of 1976, as amended (TSCA) [15 U.S.C. 2601–2692] [PL 94–469] 	<ul style="list-style-type: none"> 40 CFR parts 761 and 763
<ul style="list-style-type: none"> Resource Conservation and Recovery Act of 1976 (RCRA) [PL 94–580, as amended by the Solid Waste Disposal Act of 1980 (SWDA), PL 96–482, the Hazardous and Solid Waste Amendments of 1984, PL 98–616, and the Federal Facility Compliance Act of 1992, (FFCA) PL 103–386] [42 U.S.C. 6901–6992(k)] 	<ul style="list-style-type: none"> 40 CFR parts 240–280
<ul style="list-style-type: none"> Executive Order 12088, Federal Compliance with Pollution Control Standards, October 13, 1978 (43 FR 47707, amended by Executive Order 12580, January 23, 1987 (52 FR 2923) January 29, 1987 	
<ul style="list-style-type: none"> Executive Order 12856, Federal Compliance with Right-to-Know Laws and Pollution Prevention Requirements (58 FR 41981, August 3, 1993) 	
<ul style="list-style-type: none"> Executive Order 12580, Superfund Implementation, amended by Executive Order 13016 and 12777 	

Federal Statutes, Regulations, Executive Orders, and Guidance, Including Advisory Circulars

Statute	Implementing Regulations and Other Guidance
Historical, Architectural, Archeological, and Cultural Resources	
Laws governing National Historic Preservation Programs, National Natural Landmarks, and National Historic Landmarks	
<ul style="list-style-type: none"> National Historic Preservation Act of 1966, as amended, including Executive Order 11593, Protection and Enhancement of the Cultural Environment (36 FR 8921, May 13, 1971) [16 U.S.C. 470, 470 note] [PL 102-575 (1992)] 	<ul style="list-style-type: none"> 36 CFR parts 60 (National Register of Historic Places (NRHP)), 61 (State and Local Preservation Programs), 62.1 (National Natural Landmarks), 63 (NHRP), 65, 65.1 (National Historic Landmarks), 68 (standards) 73 (World Heritage Program), 78 (waiver of Federal agency section 110 responsibilities), 79 (curation) and 800 (consultation), as revised (65 FR 77697; December 12, 2000, effective January 1, 2001)
Laws governing the Federal Archeology Program	
<ul style="list-style-type: none"> Antiquities Act of 1906 [16 U.S.C. 431, 432, 433] [PL 59-209 (1906)] 	<ul style="list-style-type: none"> 43 CFR part 3 25 CFR part 261
<ul style="list-style-type: none"> Archaeological and Historic Preservation Act of 1974, as amended [16 U.S.C. 469-469c] [PL 89-665] 	<ul style="list-style-type: none"> Guidelines for Archeology and Historic Preservation: Standards and Guidelines (DOI) (48 FR 44716, September 29, 1983) 36 CFR part 68
<ul style="list-style-type: none"> Archaeological Resources Protection Act of 1979, as amended [16 U.S.C. 470aa-470mm] [PL 96-95 (1979)] 	<ul style="list-style-type: none"> 43 CFR parts 3 and 7 36 CFR part 79 25 CFR part 262 Federal Archeological Preservation Strategy
<ul style="list-style-type: none"> Native American Graves Protection and Repatriation Act of 1990 [25 U.S.C. 3001] [PL 101-601 (1990)] 	<ul style="list-style-type: none"> 43 CFR part 10 25 CFR 262.8
Other Major Federal Historic and Cultural Resource Preservation Laws and Executive Orders	
<ul style="list-style-type: none"> American Indian Religious Freedom Act of 1978 [42 U.S.C. 1996, 1996 note] [PL 95-341 (1978)] 	<ul style="list-style-type: none"> 43 CFR 7.7 and 7.32 25 CFR 262.7
<ul style="list-style-type: none"> Department of Transportation Act [49 U.S.C. 303] 	
<ul style="list-style-type: none"> Public Building Cooperative Use Act of 1976 [40 U.S.C. 601 (a), 601(a)(1), 606, 611(c), 612(a)(4)] [PL 94-541] 	<ul style="list-style-type: none"> 41 CFR parts 101-17, 101-17.002(l), (m), (n) (rural areas), 101.17.002(i)(2) (urban areas), and 101-19
<ul style="list-style-type: none"> Executive Order 13006, Locating Federal Facilities on Historic Properties in Our Nation's Central Cities (61 FR 26071, May 24, 1996) 	
<ul style="list-style-type: none"> Executive Order 13007, Indian Sacred Sites (61 FR 26771, May 29, 1996) 	
<ul style="list-style-type: none"> Executive Order 13175, Consultation and Coordination with Indian Tribal Governments (65 FR 67249, November 9, 2000), and the Presidential Memorandum of April 29, 1994, Government-to-government Relations with Native American Tribal Governments. 	
<ul style="list-style-type: none"> Executive Order 11593, Protection and Enhancement of the Cultural Environment (36 FR 8921, May 13, 1971) (16 U.S.C. 470 note) 	

Federal Statutes, Regulations, Executive Orders, and Guidance, Including Advisory Circulars

Statute	Implementing Regulations and Other Guidance
Noise	
<ul style="list-style-type: none"> • 49 U.S.C. 47501–47507 (Aviation Safety and Noise Abatement Act of 1979, as amended) • 49 U.S.C. 40101 et seq., as amended by PL 103–305 (Aug. 23, 1994) (The Federal Aviation Act of 1958) • The Control and Abatement of Aircraft Noise and Sonic Boom Act of 1968 • 49 U.S.C. 47101 et seq., as amended by PL 103–305 (Aug. 23, 1994) (The Airport and Airway Improvement Act) • 49 U.S.C. 2101 et seq. (Airport Noise and Capacity Act of 1990) • 49 U.S.C. 44715 (The Noise Control Act of 1972) 	<ul style="list-style-type: none"> • 14 CFR part 150 • FAA Advisory Circular 150/5020, Noise Control and Compatibility Planning for Airports • 14 CFR part 161 Notice and Approval of Airport Noise and Access Restrictions • FAA Advisory Circular 91-53A, Noise Abatement Departure Profile
Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks	
<ul style="list-style-type: none"> • Title VI of the Civil Rights Act of 1964 [16 U.S.C. 2000(d)–2000(d)(1)], as amended by the Civil Rights Restoration Act of 1987 • Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (59 FR 7629, February 16, 1994) • Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks (62 CFR 19883, April 23, 1997) • Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 [42 U.S.C. 4601] [PL 91–528 amended by the Surface Transportation and Uniform Relocation Act Amendments of 1987, PL 100–117] 	<ul style="list-style-type: none"> • Order DOT 5610.2, Environmental Justice in Minority and Low-Income Populations, April 15, 1997 • CEQ Environmental Justice: Guidance Under the National Environmental Policy Act, December 10, 1997 • Final Guidance For Consideration of Environmental Justice in Clean Air Act 309 Reviews, July 1999 • 40 CFR 1508.27 • FAA Advisory Circular 150/5100-17 • 49 CFR part 24 • FAA Order 5100.37A, Land Acquisition and Relocation Assistance for Airport Projects
Water Quality	
<ul style="list-style-type: none"> • Federal Water Pollution Control Act, as amended, known as the Clean Water Act [33 U.S.C. 1251–1387]; [PL 92–500, as amended by the Clean Water Floodplains and the Floodways Act of 1977, 33 U.S.C. 1252, PL 95–217, and PL 100–4]; as amended by the Oil Pollution Act of 1990 (section 311 of the Clean Water Act) • Safe Drinking Water Act, as amended (SDWA, also known as the Public Health Service Act) [42 U.S.C. 300f to 300j-26] [PL 104–182] • Fish and Wildlife Coordination Act of 1980 [16 U.S.C. 661–666c] [PL 95–624] 	<ul style="list-style-type: none"> • 40 CFR parts 110–112, 116, 117, 122, 125, 129, 130, 131, 136, and 403
Wetlands	
<ul style="list-style-type: none"> • Clean Water Act, section 404 [33 U.S.C. 1344] [PL 92–500, as amended by PL 95–217 and PL 100–4] • Water Bank Act [16 U.S.C. 1301–1311] • Rivers and Harbors Act of 1899, section 10 • Executive Order 11990, Protection of Wetlands (May 24, 1977) (42 FR 26961) 	<ul style="list-style-type: none"> • 33 CFR parts 320–330 • Order DOT 5660.1A, Preservation of the Nation's Wetlands

Federal Statutes, Regulations, Executive Orders, and Guidance, Including Advisory Circulars

Statute	Implementing Regulations and Other Guidance
<i>Wild and Scenic Rivers</i>	
<ul style="list-style-type: none"> Wild and Scenic Rivers Act of 1968 [16 U.S.C. 1271–1287] [PL 90–542 as amended by PL 96–487] 	<ul style="list-style-type: none"> 36 CFR part 297, subpart A (USDA Forest Service) Department of the Interior and Department of Agriculture, Wild and Scenic River Guidelines for Eligibility, Classification and Management of River Areas (47 FR 39454, September 7, 1982) CEQ Memorandum on Interagency Consultation to Avoid or Mitigate Adverse Effects on Rivers in the Nationwide Inventory, August 11, 1980 (45 FR 59190, September 8, 1980)
<i>Additional Advisory Circulars and Regulations</i>	
<ul style="list-style-type: none"> Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants on or Near Airports Advisory Circular 150/5300-13A, Airport Design Advisory Circular 150/5370-10, Standards for specifying Construction of Airports 14 CFR Part 77, Objects Affecting Navigable Airspace FAA Memorandum, Interim Guidance on Land Uses Within a Runway Protection Zone FAA Order 5100.38C, Airport Improvement Program Handbook 	

CHAPTER 1 PURPOSE AND NEED



1.1 Introduction

This EA (Environmental Assessment)¹ is prepared in accordance with FAA (Federal Aviation Administration) Order 1050.1E, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions. These documents prescribe the policies and procedures of the FAA for implementing the NEPA of 1969, as amended, and the regulations of the CEQ (Council on Environmental Quality), 40 CFR (Code of Federal Regulations) Parts 1500–1508. The EA is an informational document intended for use by both decision makers and the public. As such, it represents a disclosure of relevant environmental information concerning the proposed action.

1.2 Description of the Proposed Action

Custer County, in cooperation with the South Dakota Department of Transportation (SDDOT) and the FAA, proposes to acquire approximately 6.1 acres of land located within the Runway 26 end RPZ (Runway Protection Zone) and to provide preliminary environmental review for approximately 12.4 acres of land adjacent to the Custer County Airport for a proposed future development of taxilane/apron/hangar area.

The Airport is located approximately two miles southwest of the City of Custer, South Dakota, in Custer County. The Airport is surrounded by the Black Hills National Forest. There is rural residential housing located east, southeast, and north of the Airport. Additionally, an industrial area is located south of the Airport. Please refer to [EXHIBIT 1-1, LOCATION MAP](#), at the end of this chapter.

1.3 Purpose and Need for the Proposed Action

The purpose of the proposed action is to acquire land necessary to ensure compatible land uses in the Runway 26 end RPZ. The proposed action is needed to meet the FAA Advisory Circular (AC) 5300-13A, Airport Design, standards for the RPZ. This action will enhance the protection of people and property on the ground located within the Runway 26 end RPZ. This need is best achieved through airport owner control over the Runway 26 end RPZ.

An additional purpose of this project is to provide an initial environmental review of land for planned development of a taxilane/apron/hangar area needed to meet the anticipated demand for such facilities on the airport² and surrounding area. This expansion area will also support firefighting

¹ The information and reference materials contained herein are intended to be read as a complete document.

² Planning efforts currently underway at the Airport include an update to the Airport Layout Plan (ALP). Preliminary work on the ALP shows that the proposed property south of Runway can be reasonably used to accommodate the improvements needed to meet the current and anticipated demands for aircraft storage at the Airport.

efforts in the Black Hills National Forest by providing a loading and parking location for firefighting helicopters and fixed wing support aircraft during forest fires, and thus assisting in the protection of life and property of citizens in the Black Hills. The need for this area is not currently identified or shown on an approved ALP. Note that Federal funding under the AIP program is for select capital improvements and justified land acquisition for areas that are for non-exclusive public use. Exclusive use and near exclusive use areas are not eligible for AIP funding. For the expansion area south of the Airport to be eligible for AIP, the use would have to meet eligibility requirements in FAA Order 5100.38, Airport Improvement Handbook.

1.3.1 Airport Description:

	Existing		Proposed	
Runway:	08-26		08-26	
Length:	5,500	ft.	5,500	ft.
Width:	60	ft.	60	ft.
Pavement Strength:	SW 12,500 Lbs		SW 12,500 Lbs	
NAVAIDS:	PAPI		PAPI	
Approach Minimums:	Visual		Visual	
Critical Aircraft:	A/B-1		A/B-1	
RPZ Area:	250X450X1000		250X450X1000	

1.3.2 Airport Design Criteria

FAA AC 150/5300-13, Airport Design, established the criteria and standards for designing airports. This AC relates airport design criteria to the approach speed, tail height, and wingspan of aircraft by using a coding system. This coding system is known as the ARC (Airport Reference Code).³

The ARC system contains up to five categories of approach (landing) speeds, ranging from Categories A to E, and up to six design groups, ranging from Groups I through VI. The design groups are based on wingspan and tail height. The ARC is determined by combining the appropriate approach category and design group for an aircraft design family. For example, an aircraft design family that includes aircraft with an approach speed of 140 knots, (Category C), wingspan of 117 feet, and tail height of 35 (Group III) is classified as a C-III aircraft. Please refer to [TABLE 1-1, ARC SYSTEM OF CATEGORIES AND GROUPS](#), for the actual quantities associated with each category or group that compose the ARC system.

The ARC of A/B-I exclusively small is appropriate for the aircraft currently utilizing the Airport. Airport facilities should be designed to meet FAA design standards that are appropriate to ARC A/B-I exclusively small.

³ This EA is in accordance with FAA AC 150/5300-13, Airport Design cancelled September 28, 2012: The ALP currently being developed and any future design and construction will meet FAA AC 150/5300-13A issued September 28, 2012..

Table 1-1, ARC System of Categories and Groups

ARC	Quantities
Approach Category A	90 knots or less
Approach Category B	91–120 knots
Approach Category C	121–140 knots
Approach Category D	141–165 knots
Approach Category E	166 knots or more
Airplane Design Group I	Wingspan: 48 feet or less; Tail Height: 19 feet or less
Airplane Design Group II	Wingspan: 49–78 feet; Tail Height: 20-29 feet
Airplane Design Group III	Wingspan: 79–117 feet; Tail Height: 30-44 feet
Airplane Design Group IV	Wingspan: 118–170 feet; Tail Height: 45-59 feet
Airplane Design Group V	Wingspan: 171–213 feet; Tail Height: 60-65 feet
Airplane Design Group VI	Wingspan: 214–261 feet; Tail Height: 66-79 feet
<i>Source: FAA AC 150/5300-13, Airport Design</i>	

1.3.3 Compatible Land Use

The Airport is required by its Federal grant assurances to maintain land use compatibility on the lands surrounding the airport. Compatible land uses are those that typically are not influenced by normal airport operations. The compatibility of existing land uses in the vicinity of an airport is usually associated with the extent of noise impacts off of airport property and safety concerns. Compatible land uses include those that protect the airspace from obstructions like towers, tree rows, other tall structures, and those land uses that have the potential to attract hazardous wildlife. FAA AC 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports, provides guidance regarding land uses that may attract hazardous wildlife near airports. The AC recommends wildlife attractants be at least 5,000 feet away from the AOA (air operations area) for piston-powered aircraft and five miles from the AOA if they would cause wildlife to cross the approach/departure surface.

When Airports receive federal money, they are required to do a number of items through grant assurances. Grant assurance #21 refers to compatible land use, and indicates that the Airport will take “appropriate action, to the extent reasonable...to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations...” Since the Airport receives Federal funding, it is required to ensure compatible land use.

Every airport has an area known as a RPZ off of the end of every runway. The RPZ’s function is to “enhance the protection of people and property on the ground.” The FAA design standards indicate that where practical, airport owners should own the property within the RPZ and clear the RPZ of all above-ground objects. Where that is not practical, it is desired to have an RPZ that is clear of incompatible activities. Incompatible activities would be those that would result in property on the ground that could be hazardous to aircraft or that encourage people to congregate in the area. FAA AC 150/5300-13A, *Airport Design*, issued 9/28/2012, allows for five specific land uses within the RPZ as long as they do not attract wildlife. They are 1) farming activities, 2) irrigation channels, 3) airport service roads, 4) underground facilities, and 5) unstaffed airport navigational aids.

To provide additional guidance “about what constitutes a compatible land use and how to evaluate proposed land uses that reside in an RPZ,” the FAA issued a memorandum, *Interim Guidance on Land Uses within a Runway Protection Zone*, on 9/27/2012. This Memorandum further states that the FAA will “work with sponsors to remove or mitigate the risk of any existing incompatible land uses in the RPZ as practical.”

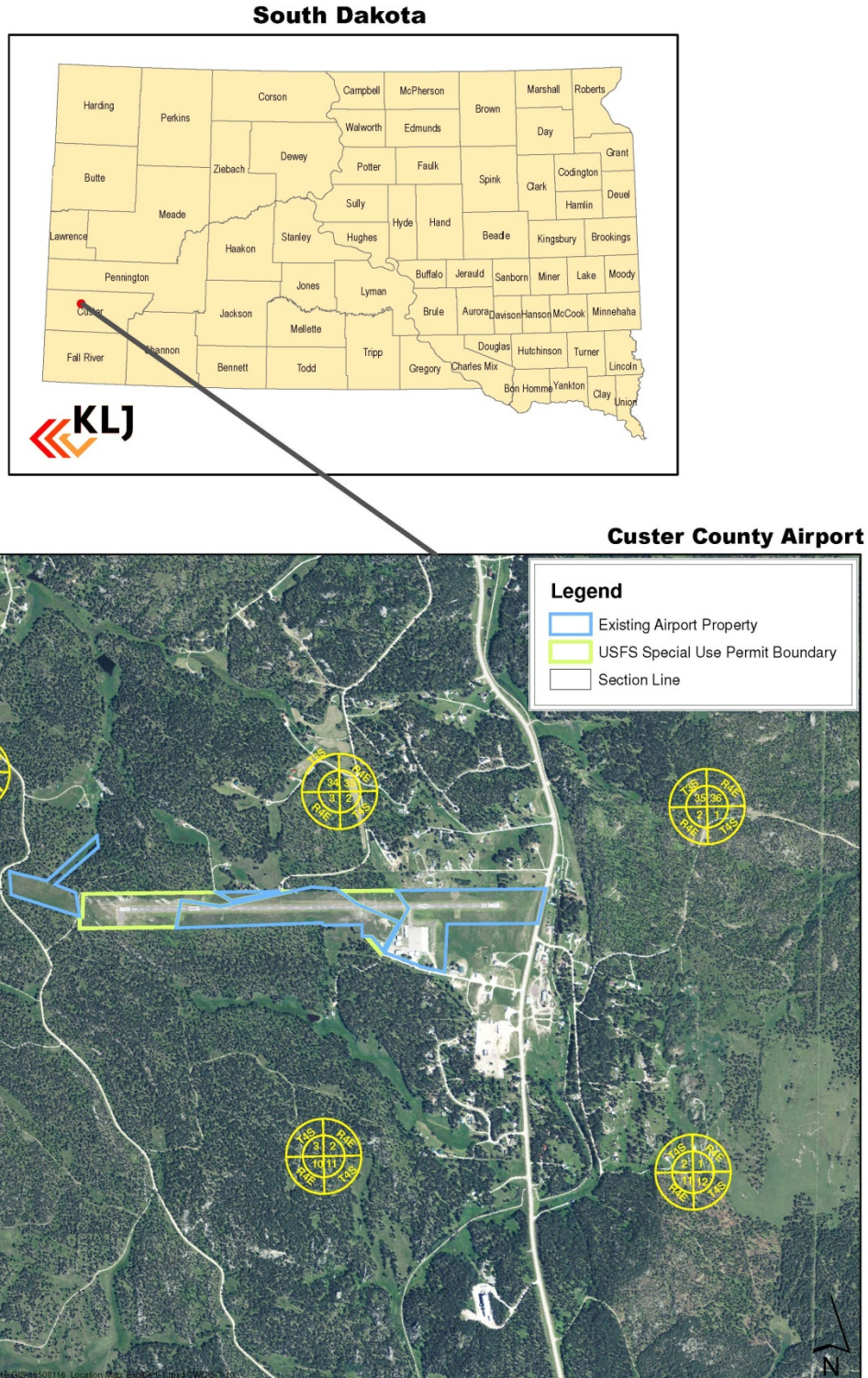
The land adjacent to the Airport contains land associated with forested areas, with some areas of housing located to the east, north, and south of the Airport. The Runway 8 end RPZ is located west of the runway and is surrounded by trees that are located within Black Hills National Forest. The Airport currently leases portions of the property containing the Runway 8 end RPZ from USFS (United States Forest Service) and through that lease is able to control the use of the land therein.

It should be noted that portions of the land containing the existing runway are also leased from the USFS. The lease was granted in the form of a USFS special use permit. It was last renewed in 2007 and is valid through the end of 2038. Please refer to [APPENDIX A, PROJECT BACKGROUND INFORMATION](#), for a copy of the permit. Since the land is owned by USFS, there is low potential for any development in those areas; whereas the other areas adjacent to the Airport that are privately owned have a higher potential for development. Therefore, while the Airport reserves the right to analyze potentially acquiring that land in the future, it would not be necessary in order to meet the purpose for this project at this time.

The Runway 26 end, on the other hand, contains incompatible land uses. Currently, there are four residential lots located within the Runway 26 end RPZ, containing two trailer houses, trees, and a small shed. An easement search completed by the SDDOT indicates that these residential lots are subject to a Clear Zone navigation easement for free, unobstructed passage of aircraft over and across the premises and subject to the further restriction that no erection or growth of any structure or trees shall be permitted which will interfere with the clear zone approach. The Runway 26 end also contains portions of US Highway 385 and the Mickelson Trail, which are not considered compatible land uses. The highway and Trail allow people to move across the central zone of the Runway 26 end RPZ.

Additionally, there is undeveloped land located south of the Airport. The Airport would like to acquire these areas in order to ensure compatible land use adjacent to the Airport. The desired land acquisition would be needed for the Airport's ultimate design of hangar expansion currently being evaluated as part of an ALP update.

Exhibit 1-1, Location Map



CHAPTER 2 ALTERNATIVES



2.1 Introduction

This chapter provides information on the development and evaluation of project alternatives. These alternatives have been identified in order to determine the alternative that would best provide the facilities necessary to meet the demands of existing and future aircraft operations at Custer County Airport. This section includes an evaluation of a no action alternative and land acquisition alternative.

2.2 Alternatives

Two alternatives were considered for their potential ability to meet the purpose and need established for Custer County Airport. The following paragraphs provide a detailed description of the alternatives and their compatibility with the purpose and need.

2.2.1 Alternative A: No Action

Alternative A consists of maintaining the existing Airport property. Only those improvements needed to maintain the existing facilities would be done as part of this alternative. Please refer to [EXHIBIT 2-1, ALTERNATIVE A](#).

If Alternative A is chosen, incompatible land uses would remain in the Runway 26 end RPZ. No measures would be taken to ensure compatible land use in the adjacent properties aside from County zoning restrictions. The current zoning limits the height of structures located adjacent to the Airport from penetrating the primary, horizontal, transitional, and conical surfaces adjacent to the Airport. It establishes four safety zones that restrict land use in certain areas. In addition, there are also conditional use approvals for any sort of commercial operations proposed in the area. There are limited areas for development on the current airport property to expand for hangar, taxiway and apron development. Alternative A would not meet the purpose and need for this project, but is included in order to provide a baseline from which to examine potential impacts of the proposed project.

2.2.2 Alternative B: Acquire Runway 26 End RPZ and Review Land for Future Hangar Development

Alternative B consists of acquiring approximately 6.1 acres of land including 1.8 acres of restrictive easements and 4.3 acres in fee simple located in the Runway 26 end RPZ. Additionally, approximately one (1) acre may be acquired if deemed uneconomic remnants from lots affected by the Runway 26 end RPZ acquisition. This Alternative includes relocating

or removing two mobile homes and a shed which currently lie within the Runway 26 end RPZ and possibly two more located on the remnant north of the Runway 26 end RPZ between the highway and the Mickelson Trail.

Approximately 12.4 acres of land southeast of the Airport would also be review for future acquisition for expansion of hangar development areas and to allow for additional aircraft parking. There is limited area for expansion surrounding the airport, and this area has been previously identified on airport layout plans as an area for expansion. This Alternative includes acquisition or relocation of a shooting range and associated structures.

Trees that are located on the land acquired in fee simple would also be removed. The areas to be acquired include parcel numbers 9-11, and 13-16 as shown in the Airport Layout Plan's property map. Please refer to [APPENDIX A, PROJECT BACKGROUND INFORMATION](#), for a copy of the property map.

The Runway 26 end contains portions of US Highway 385 and the Mickelson Trail. In order to ensure airspace protection for these areas, a restrictive easement would be acquired.

According to the current funding programs, approximately 90 percent of the project may be eligible for FAA Airport Improvement Program funds and State grants. In the event that no Federal funds are available, the cost of the project would be shared between State grants and local funds. Please refer to [EXHIBIT 2-1, ALTERNATIVE A](#).

The following is the project work description for Alternative B:

- Acquire approximately 6.1 acres of land (including approximately 1.8 acres of easements and 4.3 acres in fee simple) in Runway 26 end RPZ
- Relocate four trailer houses from property to be acquired
- Acquire approximately one (1) acre of uneconomic remnants from lots affected by the Runway 26 end RPZ acquisition
- Remove/demolish associated outbuildings
- Remove all trees from land acquired in fee simple

Alternative B would meet the purpose and need of the project.

Exhibit 2-1, Alternative A

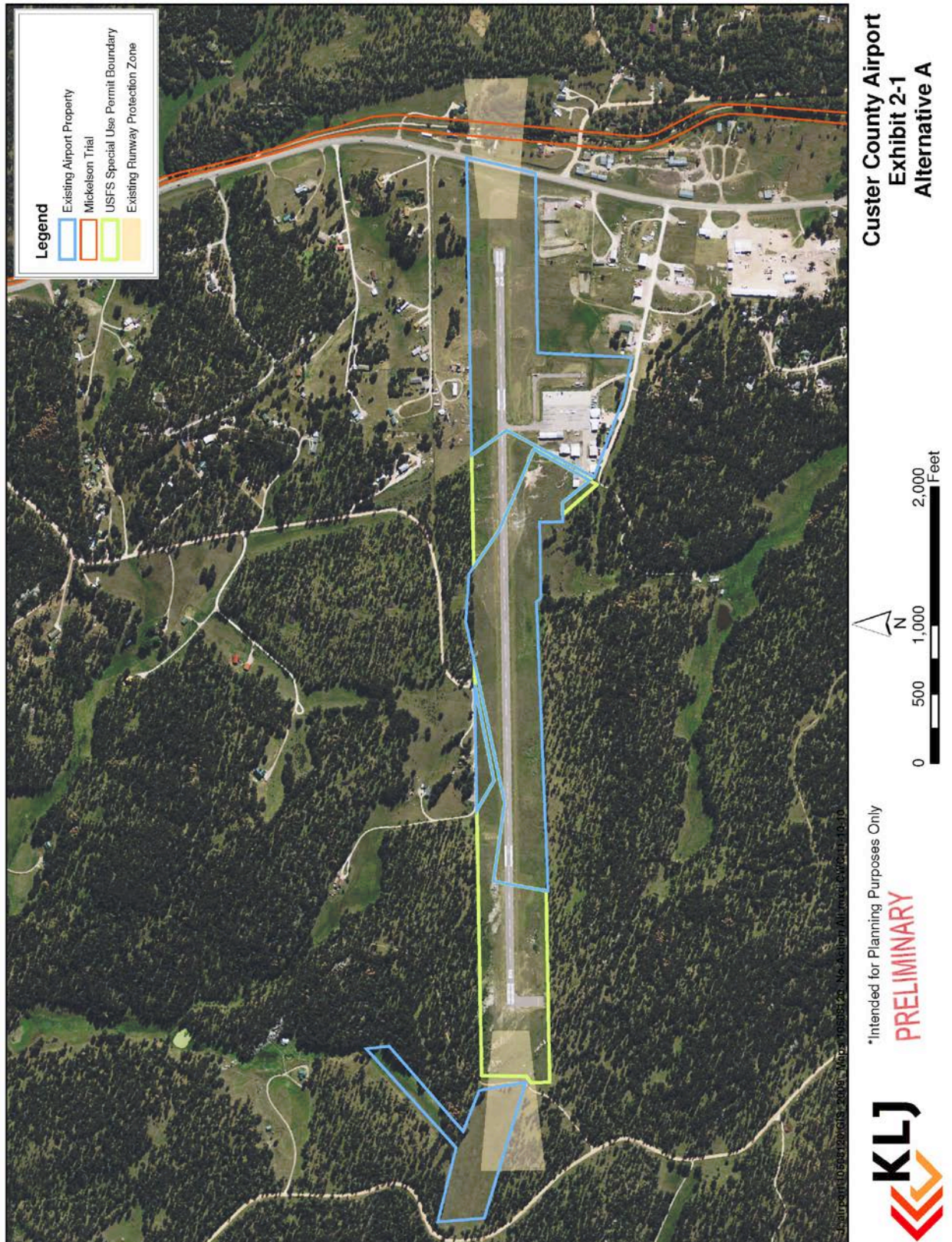
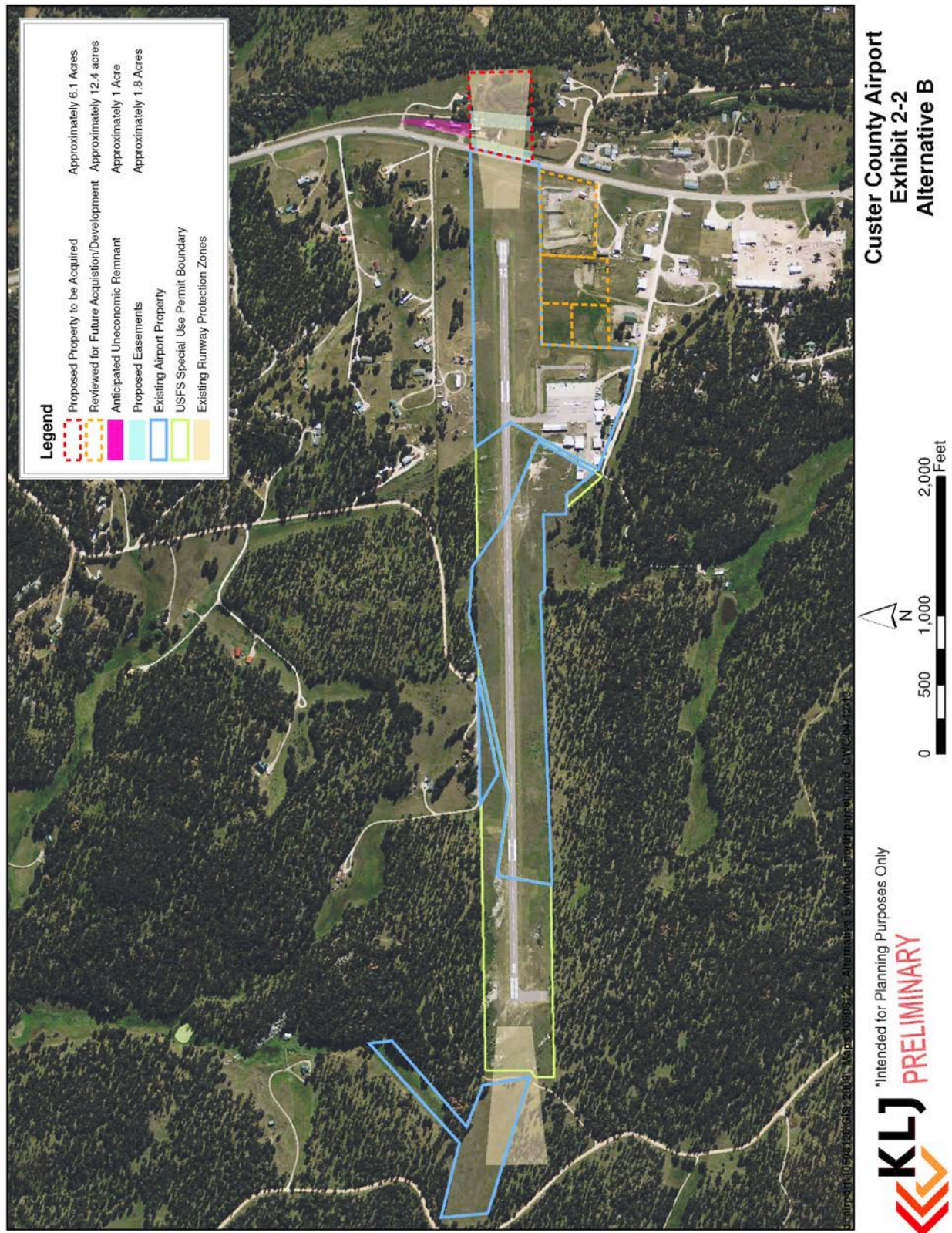


Exhibit 2-2, Alternative B



CHAPTER 3 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND MITIGATION

3.1 Introduction

This chapter addresses the positive and negative impacts of the alternatives carried forward from Chapter 2. The inventory and evaluation of the existing environment provides the necessary baseline from which to determine the impacts of the proposed alternatives. The potential direct and indirect environmental impacts resulting from the construction and operation of the alternative, as well as the no action alternative, are presented. Potential mitigation measures are also disclosed for adverse impacts, where applicable. The potential impacts are identified for the following alternatives:

- Alternative A: No Action
- Alternative B: Acquire Runway 26 end RPZ and Review Land for Future Hangar Development

3.2 Resource Impact Categories

3.2.1 Air Quality

FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, FAA Order 5050.B, National Environmental Policy Act (NEPA) Implementing Instructions of Airport Actions, and the FAA Air Quality Procedures for Civilian Airports & Air Force Bases (known as the Air Quality Handbook) outline procedures for determining when airport related projects require an air quality analysis and, if so, what level of analysis may be necessary. According to these guidelines, if a general aviation airport has fewer than 180,000 general aviation and air taxi annual operations forecasted annually, an air quality analysis is not required.

According to the Terminal Area Forecast Detail Report (FAA, APO (Aviation Policy and Plans Office), December, 2006), the Airport is forecasted to have 3,500 general aviation operations and no air taxi operations throughout the planning period (2009-2030).

The Airport is not anticipated to exceed the threshold of 180,000 operations through the duration of the planning period. Therefore, a detailed air quality analysis is not required. Furthermore, the project is not located in a non-attainment area, and the General Conformity Rule does not apply.

3.2.1.1 Air Quality Impacts/Mitigation

Alternative A: If the No Action Alternative is chosen, there would be no change in impacts to air quality from this alternative.

Alternative B: Since there is no construction anticipated with this project, no air quality impacts are anticipated. Additionally, the SD DENR (Department of Natural Resources) indicated this project is anticipated to have little or no impact on air quality in this area. Please refer to [APPENDIX C, LETTERS AND RESPONSES](#), for a copy of coordination with the SD DENR.

Future land acquisition and development southeast of the Airport would not increase operations above the thresholds described above and would not require a detailed air quality analysis.

3.2.2 Coastal Resources

The Coastal Barriers Resources Act and the Great Lakes Barrier Act of 1988 prohibit Federal financial assistance for development within the Coastal Barrier Resources System and the Great Lakes Coastal Barriers. In addition, pursuant to the Coastal Zone Management Act, each state has established a coastal zone management program to evaluate those activities which directly affect the coastal zone and their consistency with the provisions of the approved coastal zone management program.

The alternatives are not located within a coastal barrier or coastal zone as defined in the Coastal Barriers Resources Act of 1982 (amended by the Coastal Barrier Improvement Act of 1990) and the Coastal Zone Management Act of 1972.

3.2.2.1 Coastal Resources Impacts/Mitigation

Alternative A & Alternative B: No impacts to coastal resources would occur from these alternatives including the future development of land to the southeast of the Airport. No further analysis would be required.

3.2.3 Compatible Land Use

Compatible land uses are those that typically are not influenced by normal airport operations. The compatibility of existing land uses in the vicinity of an airport is usually associated with the extent of noise impacts off of airport property and safety concerns. Compatible land uses include those that protect the airspace from obstructions such as fuel storage facilities, areas of public assembly, tree rows, high density residential areas, and those having the potential to attract hazardous wildlife.

Pursuant to the Wendell H. Ford Act for the 21st Century (AIR 21), 49 USC, the adoption of zoning laws shall be taken to restrict the use of land adjacent to or in the immediate vicinity of the Airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. Custer County currently has an Airport Zoning Ordinance in place in and around the Airport to limit the types of land uses near the Airport to those that are most compatible with Airport operations. A copy of the Zoning Ordinance for Custer County Airport can be found at:

[HTTP://WWW.SDCOUNTIES.ORG/WP-CONTENT/UPLOADS/CUSTER/AIRPORT%20ORDINANCE.PDF](http://www.sdcountries.org/wp-content/uploads/CUSTER/AIRPORT%20ORDINANCE.PDF).

Land Use. The City of Custer is located approximately two miles northeast of the Airport along US Highway 385. Most of the land surrounding the Airport is part of the Black Hills National Forest. There are residential areas abutting the Airport on three sides, excluding the west side where the area has been utilized as a National Guard training area. A portion of the George S. Mickelson Trail runs through the Runway 26 end RPZ. The George S. Mickelson Trail was developed on a stretch of the abandoned Burlington Northern railroad line that connected Edgemont and Deadwood, SD. The Trail was completed in 1998 (South Dakota Game, Fish, and Parks). There are two homes located within the Runway 26 end RPZ. Please refer to [EXHIBIT 3-1, AREA OF POTENTIAL EFFECT MAP](#), located at the end of this chapter.

Additionally, an electrical distribution line is located north of the Airport and parallel to Sunset Lane (the east-west road immediately north of the Airport). East of Sunset Lane, this line turns south under the Runway 26 20 to 1 approach surface and is marked with two aviation balls. The 20 inch orange spheres are located directly off the Runway 26 end and meet the requirements in FAA AC 70/7460-1K, Obstruction Marking and Lighting, for power lines below 50 feet above ground and within 1,500 feet of an airport runway end.

3.2.3.1 Compatible Land Use Impacts/Mitigation

Alternative A: This alternative would not result in impacts to land use in the area. Incompatible land uses would continue to exist in the Runway 26 end RPZ.

Alternative B: This alternative would require the acquisition of approximately 6.1 acres of land in the Runway 26 end RPZ. Additional acres may be acquired if the remainder of the lots are deemed uneconomic remnants. Two mobile homes and several associated outbuildings are located within the proposed areas to be acquired and would need to be removed from the property. It is anticipated that the mobile homes may be relocated. However, it is uncertain whether the outbuildings could be relocated; therefore, it is assumed they would be demolished. Easements would be acquired on approximately 1.8 acres of the 6.1 acres over road right-of-ways and the George S. Mickelson Trail within the Runway 26 end RPZ. In a letter dated November 1, 2010, trail officials agreed not to place objects that may cause trail users to congregate within the Runway 26 end RPZ. That letter can be found in [APPENDIX C, LETTERS AND RESPONSES](#). Trees that are located on the land acquired in fee simple would be removed. No impacts to the electrical distribution line are anticipated from this alternative, as it would remain in place.

Approximately 12.4 acres of land would be reviewed for future acquisition in fee simple for the planned development of a taxi lane/apron/hangar area southeast of the existing Airport. Two of the three parcels identified for acquisition within the 12.4 acres are undeveloped grasslands and do not have any structures. The third parcel contains a commercial recreation business and associated structures including buildings and shelters. The commercial recreation business would be immediately closed and the structures would need to be demolished or relocated upon development of this parcel.

3.2.4 Construction Impacts

No construction would occur from this project; only land acquisition would occur. It is anticipated the mobile homes could be relocated off of the property. Outbuildings located within the property to be acquired would be demolished or relocated.

3.2.4.1 Construction Impacts/Mitigation

Alternative A: No construction impacts would occur from this alternative aside from those associated with general maintenance of the Airport.

Alternative B: There would be minimal impacts associated with the relocation of the mobile homes and removal of the outbuildings. The Mickelson Trail Manager would be contacted prior to any construction near the Trail to ensure the safety of trail users. If necessary, any non-vegetated areas would be reseeded with grasses, such that it does not become an attractant to hazardous wildlife, in order to reduce the potential for erosion.

No construction impacts would occur as a result of the Airport acquiring the land southeast of the Airport. Development of that area would require additional environmental review prior to the area being developed.

3.2.5 Department of Transportation Act, Section 4(f)

The Department of Transportation Act of 1966, as amended, provides that the Secretary shall not approve any program or project that requires the use of publicly-owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land from an historic site of National, State, or local significance as determined by the officials having jurisdiction thereof, unless there is no feasible or prudent alternative to the use of such land and/or such program, or the project includes all possible planning to minimize harm resulting from the use.

A portion of the George S. Mickelson Trail runs through the Runway 26 end RPZ. The Trail is used for recreation and is owned by the State of South Dakota, and is therefore, protected under Section 4(f)

No Section 4(f) properties are located on the land southeast of the Airport.

3.2.5.1 Department of Transportation Act, Section 4(f) Impacts/Mitigation

Alternative A: The no action alternative would not impact Section 4(f) properties.

Alternative B: Restrictive easements would be acquired over the George S. Mickelson Trail. No construction activities would take place on trail property. The activities (recreation trail), features, and attributes (owned by the State of South Dakota) that qualify the George S. Mickelson Trail for protection under Section 4(f) would not be impacted, therefore the project does not result in use of this 4(f) property.

3.2.6 Farmland

The Farmland Protection Policy Act of 1981 provides protection to prime and unique farmlands. The Act defines prime farmland as land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is available for these uses (not urban build-up land or water). It has the soil quality, growing season, and moisture oversupply needed to economically produce sustained high yields of crops when treated and managed, including water management (irrigation), according to acceptable farming methods. Unique farmland is farmland that is used for production of specific high value food, feed, and fiber crops.

No land in the project area is utilized for agriculture or grazing. Additionally, there is no protected farmland located within the project area (US Department of Agriculture, Natural Resources Conservation Service).

3.2.6.1 Farmland Impacts/Mitigation

Alternative A: If no action is taken, there would be no impacts to prime or unique farmland.

Alternative B: This alternative would result in no impacts to protected farmland from the acquisition of the Runway 26 end RPZ or the future acquisition and development of land southeast of the Airport.

3.2.7 Fish, Wildlife, and Plants

Pursuant to the Fish and Wildlife Coordination Act, if the proposed improvements would affect water resources, then consultation with the USFWS (United States Fish and Wildlife Service) and with the state agency having administrative responsibilities over wildlife resources must be initiated. This consultation is to determine the possibility of damage to wildlife resources and the means and measures that should be adopted to prevent the loss of, or damage to, those resources, as well as to provide concurrently for the development and improvement of such resources. The Act also provides for the protection of any publicly-owned wildlife or waterfowl refuge of National, State, or local significance.

Threatened and endangered species are protected under the Endangered Species Act. This Act also requires each Federal agency to ensure that any action funded or carried out by such agency is not likely to jeopardize the continued existence of any Federally-listed endangered or threatened species or species proposed to be listed, or likely to result in the destruction or adverse modification of habitat of such species which is determined to be critical by the Secretary of the Interior.

In accordance with Section 7 of the Endangered Species Act, the study area was evaluated to determine the potential for occurrences of federally listed threatened and endangered species. According to the SD USFWS's Endangered Species by County List, there are two endangered species that may be present in Custer County: the whooping crane and black-footed ferret (US Fish and Wildlife Service, South Dakota Ecological Services Field Office, 2010). However, coordination with USFWS did not identify any threatened or endangered species or their habitats in the study area.

The Bald and Golden Eagle Protection Act of 1940, §16 USC (United States Code) 668-668d as amended, was written with the intent to protect and preserve the bald eagle. The Act mandates that it is unlawful to take, possess, import, export, or sell bald and golden eagles or any part thereof, including nests. The taking of these eagles can only be made allowable by the Secretary of Interior, who may deem the taking necessary for scientific purposes. Those violating this law can be punished by cancellation of grazing agreements on federal land, monetary fines, or imprisonment.

The bald eagle (*Haliaeetus leucocephalus*) is the only eagle unique to North America. The bald eagle is found throughout North America, and almost half of the world's 70,000 bald eagles live in Alaska. The bald eagle is not common in South Dakota, but is sighted along the Missouri River during spring and fall migration periods and periodically in other places of the state usually around large water bodies. In 2008, there were 208 bald eagle sightings on the lower Missouri River, Lake Francis Case, Lake Oahe, and Lake Sharpe areas during winter months according to the SD Game, Fish, and Parks. Its preferred habitat includes open areas, forests, rivers, and large lakes. Bald eagles tend to use the same nest year after year, building atop the previous year's nest, and nests can weigh over 2,000 pounds.

In addition, the Migratory Bird Treaty Act of 1918 protects migratory birds by implementing treaties between the United States, Mexico, Canada, Japan, and the former Soviet Union. The Act makes it unlawful to take, hunt, kill, or possess any migratory bird, nest, eggs, or any part thereof. The Secretary of the Interior has the discretion to decide when the above actions may be permitted.

3.2.7.1 Fish, Wildlife, and Plants Impacts/Mitigation

Alternative A: There would be no impacts to fish, wildlife, or plants associated with the No Action Alternative.

Alternative B: Trees located within the areas to be acquired in fee simple would be removed. There would be no other impacts to fish, wildlife, or plants associated with this alternative. A determination of "no effect" to threatened or endangered species is made for this alternative. Additionally, USFWS indicated the project is anticipated to have no significant impact on fish and wildlife resources.

3.2.8 Floodplains

Floodplains constitute lands situated along rivers and their tributaries that are subject to periodic flooding, with a 1 percent chance of being flooded in any given year on the average interval of 100 years or less.

Consultation with the USACE (US Army Corps of Engineers) Omaha District Office indicated they have no Corps owned or operating lands in the area, so they did not provide floodplain or flood risk information. The Federal Emergency Management Agency's floodplain maps indicate the project area is not located in an identified floodplain (Federal Emergency Management Agency, 1986).

3.2.8.1 Floodplains Impacts/Mitigation

Alternative A: No impacts to floodplains would occur with this alternative.

Alternative B: No impacts to floodplains would occur with the acquisition of the Runway 26 end RPZ or the future acquisition and development of land southeast of the Airport.

3.2.9 Hazardous Materials, Pollution Prevention, and Solid Waste

Hazardous Materials. Two statutes the FAA considers in proposing actions to construct and operate facilities are CERCLA¹ (Comprehensive Environmental Response, Compensation, and Liability Act of 1980), and RCRA² (Resource Conservation and Recovery Act of 1976). CERCLA provides for cleanup of any release of a hazardous substance (excluding petroleum) into the environment. RCRA governs the generation, treatment, storage, and disposal of hazardous wastes.

Most hazardous materials and petroleum products used in support of aviation activities are in connection with aircraft fueling and maintenance and airfield maintenance. The most common materials are jet fuel, avgas, and motor vehicle fuels; paints, paint removers, deicers and antifreeze, and cleaning solvents; pesticides, herbicides, and fertilizers; and a range of other miscellaneous items including batteries, filters, and electrical equipment, as described in 40 CFR Part 261.

Routine servicing of aircraft engines (i.e., hydraulic fluid changes, lubrication, cleaning, etc.) generates waste fuel, used oil, synthetic lubricants, and other petroleum-based solvents. RCRA requires that these waste materials are collected and temporarily stored on-site for proper disposal. Other aircraft maintenance activities that generate hazardous waste include aircraft painting and paint stripping. These activities generate organic solvents, resins, and paint waste, and are generally confined to aircraft hangars and maintenance buildings.

There are no identified sites on the NPL (National Priority List) located in the proposed project area or in the immediate vicinity of the proposed project. During the scoping process, consultation with the SD DENR indicated there are no known releases in the area. Although not intended to be an exhaustive survey, this assessment does not indicate that there are significant hazardous material sites within the proposed project area.

Pollution Prevention. The broad mission of pollution prevention is to avert pollution at the source, promote the use of more efficient material, and conserve natural resources. Pollution prevention offers important economic benefits, as pollution that is never created avoids the need for expensive investments in waste management and cleanup.

Solid Waste. The nature of the proposed improvement is not likely to produce a large increase in solid waste collection, control, or disposal other than that which is associated with the outbuilding removal.

¹ As amended by the Superfund Amendments and Reauthorization Act of 1986 and the Community Environmental Response Facilitation Act of 1992.

² As amended by the Solid Waste Disposal Act of 1980, the Hazardous and Solid Waste Amendments of 1984, and the Federal Facility Compliance Act of 1992.

3.2.9.1 Hazardous Materials, Pollution Prevention, and Solid Waste Impacts/Mitigation

Alternative A: Alternative A would not impact hazardous materials, pollution prevention, or solid waste aspects.

Alternative B: The proposed alternative is not expected to involve hazardous materials or generate hazardous waste. A temporary increase in solid waste is anticipated during removal of the outbuildings, however, that increase is anticipated to be temporary. Further, the proposed alternative would have no appreciable increase on the generation, transportation, disposal, or recycling of waste. Additionally, the SD DENR indicated this project would have no adverse impact to waste management in the area.

It is possible that unrecorded sites may contain hazardous materials, hazardous waste, and/or environmental contamination in the areas of the proposed Airport improvements. This is because not all sites, spills, and problems are reported or are known to exist. Therefore, the information contained in this section is intended for planning purposes and is not meant to replace Environmental Due Diligence Audits (EDDA) or Environmental Site Assessments (ESA) that are conducted prior to land acquisition.

Acquisition of the Runway 26 end RPZ presents a minimal risk based on the known past and anticipated future use as a safety area, therefore an EDDA is not recommended for this area. Further review from an EDDA may be necessary and is recommended prior to acquisition of the land southeast of the Airport, as there is potential for heavy metal contamination due to the gun range located on one of these parcels.

3.2.10 Historical, Architectural, Archaeological, and Cultural Resources

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federally-funded projects be evaluated for their effects on historic and cultural properties included in, or eligible for listing in, the NRHP (National Register of Historic Places). The Archaeological and Historic Preservation Act of 1974 provides for the survey, recovery, and preservation of significant scientific, pre-historical, archaeological, or paleontological data when such data may be destroyed or irreparably lost due to a Federal, Federally-licensed, or Federally-funded project.

The NAGPRA (Native American Graves Protection and Repatriation Act of 1990) is triggered by the possession of human remains or cultural items by a Federally-funded repository or by the discovery of human remains or cultural items on Federal or Tribal lands and provides for the inventory, protection, and return of cultural items to affiliated Native American groups. Permits are required for intentional excavation and removal of Native American cultural items from Federal or Tribal lands.

The American Indian Religious Freedom Act of 1978 requires consultation with Native American groups concerning proposed actions on sacred sites on Federal land or affecting access to sacred sites. It establishes Federal policy to protect and preserve for American Indians, Eskimos, Aleuts, and Native Hawaiians their right to free exercise of their religion in the form of site access, use, and possession of sacred objects, and freedom to worship through ceremonial and traditional rites. The Act requires Federal agencies to consider the

impacts of their actions on religious sites and objects important to Native Americans, regardless of the eligibility for listing on the NRHP.

The APE (Area of Potential Effect) identified for this project would be limited to those areas proposed to be acquired. There are two trailer houses and several associated outbuildings within the project area.

3.2.10.1 Historic, Architectural, Archaeological, and Cultural Resources Impacts/Mitigation

Alternative A: This alternative would not impact historical, architectural, archaeological, or cultural resources.

Alternative B: It is anticipated that the APE would be limited to 18.5 acres of land potentially being acquired in the Runway 26 end RPZ and southeast of the Airport for future hangar development. It is not believed that there is potential for additional visual, audible, or atmospheric effect to historic properties. A finding of “No Historic Properties Affected” was recommended for the acquisition of all property and the removal of the buildings within the Runway 26 end RPZ. SHPO (State Historic Preservation Officer) concurred with this determination on June 3, 2010. Please refer to [APPENDIX C, LETTERS AND RESPONSES](#), for a copy of the SHPO letter and additional correspondence. SHPO concurred with a finding of “No Historic Properties Affect” for removal of the buildings on the land that may be acquired as an uneconomic remnant on June 21, 2013.

A Class III cultural survey and further coordination would be required prior to any development of the land to the southeast of the Airport.

Pursuant to 30 CFR part 800.13, if historic properties are discovered or unanticipated effects on historic properties found after the agency official has completed the Section 106 process, the agency official shall avoid, minimize or mitigate the adverse effects to such properties and notify the SHPO/THPO, and Indian tribes that might attach religious and cultural significance to the affected property within 48 hours of the discovery.

3.2.11 Light Emissions and Visual Impacts

The Custer County Airport is presently lighted by medium intensity runway lighting. There is no additional runway lighting planned for the proposed project. The lenses on the light fixtures are designed to produce a more intense light in a skyward direction than in the horizontal plane. This allows for easy recognition of the Airport from the air while at the same time eliminating the glare to the pilot’s eyes the crucial touchdown point is reached. The light emissions from these types of light systems produce minimal annoyance.

Visual Landscape. The aesthetic value of an area is influenced by its landscape and the viewer’s response to the view, scenic resource, or man-made feature. The extent of potential visual contrast/compatibility effects with adjacent landforms and land uses are addressed from the vantage point of those looking to an airport from outside the system. The visual landscape around the Custer County Airport is associated with the previously described surrounding land use.

3.2.11.1 Light Emissions and Visual Impacts/Mitigation

Alternative A: This alternative would not change any of existing light emission and visual impacts.

Alternative B: This alternative is not anticipated to result in impacts to light emissions or the visual landscape from the acquisition of property. Further analysis would be required prior to any development of the land to the southeast of the Airport.

3.2.12 Natural Resources and Energy Supply

EO (Executive Order) 13123, Greening the Government through Efficient Energy Management, required Federal agencies to reduce petroleum use, total energy use and associated air emissions, and water consumption at its facilities.

Impacts on energy supplies and natural resources are related to changes of stationary facilities, such as airfield lighting or terminal building heating, as well as any increase of fuel consumption by aircraft or ground vehicles.

3.2.12.1 Natural Resources and Energy Supply Impacts/Mitigation

Alternative A: There are no impacts to natural resources or energy supplies anticipated from this alternative.

Alternative B: There are no impacts to natural resources or energy supplies anticipated from this alternative from the acquisition of property.

Any future development of the land southeast of the airport would require the use of additional fuels for construction equipment. Upon construction completion, the demand for fuel from the project would no longer exist.



3.2.13 Noise

Noise emitted from aircraft can significantly affect the well-being of persons living or working near an airport. While there are several effects of aircraft noise upon people, the most common is annoyance. Annoyance can be defined as the overall adverse reaction of people to noise. Other effects of aircraft noise include sleep disturbance and speech interference.

Due to the impact airport noise can have on individuals, FAA Orders 1050.1E, Environmental Impacts: Policies and Procedures, and 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, require a noise analysis for projects involving a transport or utility airport accommodating Airplane Design Groups I and II, either of which have forecast operations in excess of 90,000 annual adjusted³ propeller operations or 700 annual adjusted jet operations.

According to the Terminal Area Forecast Detail Report (FAA, APO, January, 2013), the Airport is forecasted to have 3,400 general aviation operations throughout the planning period (2013-2040).

3.2.13.1 Noise Impacts/Mitigation

Alternative A: If no action is taken, there would be no change in noise impacts.

Alternative B: The project is not anticipated to exceed the thresholds requiring a detailed noise analysis; therefore, a noise analysis was not conducted. It is not anticipated that this project would increase flights at the Airport. There would be no anticipated impacts caused by noise as a result of acquisition of property for this alternative.

Further analysis of noise impacts may be necessary prior to any future development on the land locate to the southeast of the Airport.

3.2.14 Secondary (Induced) Impacts

Secondary or indirect effects are “caused by the action and are later in time or farther removed in distance, but are 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” (40 CFR § 1508.8).

This section focuses on population, industrial/commercial growth characteristics, and assumptions used to justify the project and determine indirect impacts as relevant to the proposed project. Included in this discussion are the following local characteristics: location of the community; accessibility through an effective highway, rail, and air transportation system; population trends; accessibility to schools, places of worship, shopping centers, and other public areas; economic characteristics; the potential for industrial and commercial growth; and the availability of housing.

³ The term “adjusted” is used as defined in Report No. FAA-AS-75-1, Developing Noise Exposure Contours for General Aviation Airports.

The City of Custer is located in Custer County, in southwestern South Dakota. Custer is accessible by US Highway 385 from the north and south and by US Highway 16 from the east and west.

According to the United States Census Bureau, Custer County had a population of 8,216 as of 2010. The City of Custer had a population of 2,067. This comprises approximately 25 percent of the total population of Custer County. The United States Census Bureau indicated an increase in population to 8,339 in the year 2012. Approximately 94.1 percent of Custer County's population is white. American Indian and Alaska Native origin makes up the largest minority group, totaling 3.1 percent of the population. (US Census Bureau. Custer County South Dakota Census 2010 Fact Sheet). The largest employer in the area is the USFS.

The primary industries in the area include: agriculture, education, health, and social services. According to the City of Custer website, there are 5 places of worship in Custer. Approximately 88.9 percent of the population has a high school degree, while 24.4 percent have a bachelor's degree or higher. There are three public school buildings in the City of Custer (Custer School District 16-1).

3.2.14.1 Secondary (Induced) Impacts/Mitigation

Alternative A: No secondary impacts are anticipated with the No Action Alternative.

Alternative B: The implementation of this alternative is not expected to result in shifts in long-term patterns of population movement and growth; public service demands; or any induced impacts related to changes in business and economic activity. Further, secondary impacts associated with noise, land use, or direct social impacts are not expected to be significant.

3.2.15 Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks

A variety of Federal laws and regulations address socioeconomic factors. Among these are the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, which must be met if acquisition of real property or displacement of persons is involved with the project. EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, must be addressed if impacts result in an adverse and disproportionately high impact on minority or low-income communities. EO 13045, Protection of Children from Environmental Health Risks and Safety Risks, requires Federal agencies to ensure that their policies, programs, activities, and standards address disproportionate risks to children that result from environmental health and safety risks.

Social impacts from a project depend on how that project affects the character, habits, and economic conditions of the people living within the affected area of the project. The project's effects on business, employment, transportation, utilities, etc. are factors that affect the social climate of a community. Other factors that distinguish the social habits of one particular area from another include the geography, geology, and climate of the area. Any action of a project that would adversely or beneficially affect the factors stated above would be considered as having some type of social impact on the residents of a particular community.

The project area includes residential areas containing two mobile homes in the Runway 26 end RPZ. As well as, two undeveloped areas east of the apron and a lot with a privately owned recreation business on the land needed for future development.

3.2.15.1 Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety Risks Impacts/Mitigation

Alternative A: Alternative A would not alter land uses, current development, or the potential for future development.

Alternative B: Alternative B would require the fee acquisition of approximately 4.3 acres of land in the Runway 26 end RPZ. This land contains two mobile homes and associated outbuildings. Approximately one (1) acre may be acquired if deemed uneconomic remnants from lots affected by the Runway 26 end RPZ acquisition. This land also contains two mobile homes. It is anticipated that the mobile homes would be relocated from the area; however, it is not certain whether the outbuildings would be suitable for relocation. Buildings not suitable for relocation would have to be demolished/removed.

Planned future development includes the acquisition of 12.4 acres of land southeast of the Airport. A commercial recreation business is also located this land to be acquired in the future and would be immediately closed once acquired. The buildings and structures associated with this facility may be relocated or would be demolished prior to any future development. Further analysis of the area with ponded water to address potential wildlife hazard impacts would be necessary prior to any future acquisition and development on the land locate to the southeast of the Airport. Land acquisition would comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

The proposed project is not anticipated to cause a substantial social impact on the community. It would not divide or disrupt established communities, alter planned community development, cause a disproportionate risk to children, or cause a change of employment.

3.2.16 Water Quality

The Federal Water Pollution Control Act of 1972, as amended by the Clean Water Act of 1977, provides the authority to establish water quality standards, control discharges into surface and subsurface waters, develop waste treatment management plans and practices, and issue permits for discharges (Section 402) and for dredged or fill material (Section 404).

Airport activities can have a major impact on water quality, mainly due to storm water runoff from paved areas. Typical pollutants found in airport runoff include spilled oil and fuel, loose debris, rubber tire deposits, and accidentally discharged chemicals. Water pollution problems can be intensified during winter if deicers are used to clear taxiways, runways, and apron areas. Additionally, washing and de-icing agents used on aircraft can pollute storm water runoff if not properly contained.



3.2.16.1 Water Quality Impacts/Mitigation

Alternative A: There would be no water quality impacts associated with the No Action Alternative.

Alternative B: This alternative is not anticipated to impact water quality. The soil disturbance from removal of the buildings and site cleanup would be minimal and, where applicable, would be minimized through the use of BMPs (Best Management Practices), which would reduce or eliminate the potential for erosion. Additionally, the SD DENR indicated the project would have no anticipated adverse impacts to ground water quality.

Further analysis of water quality impacts would be necessary prior to any future development on the land locate to the southeast of the Airport.

3.2.17 Wetlands

Wetlands are defined in EO 11990, Protection of Wetlands, as those areas that are inundated by surface or groundwater with a frequency to support and under normal circumstances do or would support a prevalence of vegetative or aquatic life that require saturated or seasonally saturated soil conditions for growth and reproduction. Three parameters that define a wetland, as outlined in the Corps of Engineers 1987 Wetlands Delineation Manual, are hydric soils, hydrophytic vegetation, and hydrology. Wetlands generally include lakes, ponds, rivers, streams, sloughs, prairie potholes, wet meadows, playa lakes,

and vernal pools.

The study area was analyzed to identify wetlands based on review of NWI (National Wetland Inventory) Maps, aerial photos, and Custer County Soil Survey. No wetlands or hydric soils were identified in the study area. However, recent aerial photos show an area of ponded water in the area being reviewed for future acquisition and development. Please refer to [EXHIBIT 3-2, NWI MAP](#), located at the end of this chapter.

3.2.17.1 Wetland Impacts/Mitigation

Alternative A: No wetlands would be impacted from this alternative.

Alternative B: There would be no wetland impacts associated with the acquisition of land within the Runway 26 end RPZ.

Further analysis of wetland impacts would be necessary prior to any future development on the land locate to the southeast of the Airport.

3.2.18 Wild and Scenic Rivers

The Wild and Scenic Rivers Act of 1968, as amended, identifies rivers within the United States which are eligible to be included in a system of rivers afforded protection. These rivers are free-flowing and possess outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural, or other similar values. Rivers designated as Wild and Scenic are inventoried and administered by the Department of the Interior, National Park Service.

No wild or scenic rivers are located within the study area.

3.2.18.1 Wild and Scenic Rivers Impacts/Mitigation

Alternative A: No impacts to wild or scenic rivers would occur from this alternative.

Alternative B: No impacts to wild or scenic rivers would occur from this alternative.

3.3 Cumulative Impacts

Cumulative impacts result from the incremental consequences of an action “when added to other past, present, and reasonably foreseeable actions regardless of what agency or person undertakes such other actions” (40 CFR § 1508.7). Effects of an action may be insignificant when evaluated in an individual context, but these effects can add to other disturbances and cumulatively may lead to a measurable environmental change. By evaluating the impacts of the proposed action with the effects of other actions, the relative contribution of the proposed action to a projected cumulative impact can be estimated.

3.3.1 Airport Capital Improvement Plan

The Airport’s Capital Improvement Plan includes information on the proposed future projects at the airport and the capital needs necessary for those projects. The table below summarizes past, present, and reasonably foreseeable future projects at the Airport. Please refer to [TABLE 3-1, PAST, PRESENT, AND PROPOSED IMPROVEMENTS AT CUSTER COUNTY AIRPORT, 2005–FUTURE.](#)

Table 3-1
Past, Present, and Proposed Improvements at Custer County Airport, 2005-Future

Year	Description
2005-2006	Construct Portland Cement Concrete apron expansion to existing apron. Construct snow removal equipment/pilots lounge buildings. Install additional runway lighting and threshold lights, pavement markings, and tiedowns.
2007-2008	No projects aside from general maintenance
2009	Phase II to construct snow removal equipment/pilots lounge building; install ASOS communications tower
2010-2013	Conduct Environmental Assessment;
2013	Acquire approximately 6.1 acres of land within the Runway 26 end RPZ; update the Airport's ALP, maintain pavements, rehabilitate runway; reconstruct taxiway and apron; and upgrade medium intensity runway lighting system;.
Future	Acquire approximately 12. 4 acres of land southeast of the Airport and expand the hangar area.

3.3.2 South Dakota STIP (Statewide Transportation Improvement Program)

Each state is required under SAFETEA-LU: (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), signed on August 10, 2005, to submit a STIP to the Federal Highway Administration. The STIP is a four-year approval program of projects for the fiscal years 2010–2013. The South Dakota STIP shows three improvement projects in or near the City of Custer for the fiscal years 2010–2013. The three improvement projects would be located near the City of Custer and none of the improvement projects are in close vicinity of the Airport. The proposed improvements at the Custer County Airport would not impede the development and implementation of the South Dakota 2010–2013 STIP.

3.3.3 Hangar Area Expansion

The Airport proposes to acquire approximately 12.4 acres of land southeast of the Airport for planned future development. As part of future projects, the Airport plans to expand the general aviation hangar area to the southeast side of the Airport. These projects would utilize land preliminarily reviewed as part of this EA. Constructing the hangar area expansion would be considered a separate Federal action, which would require NEPA clearance at the time of the proposal.

3.3.4 Cumulative Impacts Summary

As described in this chapter, the proposed project is not anticipated to have significant environmental impacts. Unavoidable impacts would be minimized and/or mitigated in accordance with applicable regulations. The proposed project, in association with the projects referenced above, is not anticipated to result in significant cumulative impacts.

3.4 Public and Agency Involvement

An early notification package was sent to 50 Federal, Tribal, State, and local agencies and interested parties on February 11, 2010. A Solicitation of Views was requested, and 7 responses were received. The preferred alternative will be presented to the community during a public hearing scheduled for the end of the project. No conflicts are known to exist between the proposed development solution and the objectives of Federal, State, or local land use plans, policies, and controls for the project area. Please refer to [CHAPTER 4, PREPARERS AND COORDINATING PARTIES](#), for information regarding public involvement on the project.

3.5 Selection of the Preferred Alternative

The alternatives that were evaluated in this EA include Alternative A (No Action) and Alternative B (Acquire Runway 26 end RPZ and Review Land for Future Hangar Development). Alternative B is the only alternative carried forward for analysis that meets the purpose and need of this project.

Based on the analysis in this EA, Alternative B is the preferred alternative. Impacts to the environment were considered in the selection of the preferred alternative in conjunction with the purpose and need outlined in Chapter 1 of this document. Please refer to [TABLE 3-2, COMPARISON OF PROJECT ALTERNATIVES AND ENVIRONMENTAL IMPACTS](#), located at the end of this chapter.

3.6 Proposed Action

Acquire approximately 6.1 acres of land (including 1.8 acres of restrictive easements and 4.3 acres in fee simple) in Runway 26 end RPZ. Approximately one (1) acre may be acquired (if deemed uneconomic remnants) from lots affected by the Runway 26 end RPZ acquisition. Relocate four mobile homes from property to be acquired. Remove trees on land acquired in fee simple. Relocate/demolish associated outbuildings. Preliminary environmental review of approximately 12.4 acres of land acquisition needed southeast of the Airport for a future hangar development area.

3.7 Commitments and Compliance of Preferred Alternative

Compatible Land Use. Custer County should continue to implement zoning regulations to ensure land uses near the Airport to those that are compatible with airport operations.

Construction Impacts: The Mickelson Trail Manager should be contacted prior to working near the trail to ensure the safety of trail users. Non-vegetated areas should be reseeded in order to reduce the potential for erosion.

Hazardous Materials, Pollution Prevention, and Solid Waste. In the event that previously unknown contaminants are discovered during construction, or a spill occurs during construction, work shall cease until the Contractor notifies the National Response Center (800.424.8802) and the South Dakota DENR (605.773.3231).

Historical, Architectural, Archaeological, and Cultural Resources. If any construction activity results in the discovery of cultural resources work shall cease until the Contractor notifies the Bismarck FAA-ADO (Airports District Office). Efforts shall be made by the Sponsor to protect the material until cultural resource concerns have been addressed. Consultation with the SHPO/THPO and Indian Tribes that might attach religious and cultural significance to the affected property shall take place within 48 hours of the discovery. Decisions regarding appropriate treatment will then be made.

Activities undertaken to address discoveries shall comply with the National Historic Preservation Act, the NEPA, the American Indians Religions Freedom Act, the NAGPRA, and the Archaeological Resources Protection Act, as appropriate to the situation.

Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety Risks Impacts/Mitigation. Land acquisition and relocation assistance for businesses and tenants would comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Table 3-2, Comparison of Project Alternatives and Environmental Impacts

Impact Categories	Alternative A: No Action	Acquire land in Runway 26 end RPZ	Commitments and Compliance of Preferred Alternative (Alternative B)
Air Quality	Not located in a non-attainment area; General Conformity Rule does not apply.	Not located in a non-attainment area; General Conformity Rule does not apply.	No mitigation required.
Coastal Resources	Not located within a coastal barrier or coastal zone.	Not located within a coastal barrier or coastal zone.	No mitigation required.
Compatible Land Use	Incompatible land uses would remain in Runway 26 end RPZ.	A total of 6.1 acres of land to be acquired in easements and fee simple. Removal of buildings and trees from Runway 26 end RPZ and adjacent properties. Future acquisition and relocation of a recreational business.	Zoning restrictions should continue to be enforced.
Construction Impacts	No impact.	Buildings and trees would be removed/demolished.	Contact Mickelson Trail Manager when working near the trail to ensure the safety of trail users. Non-vegetated areas would be re-seeded.
Department of Transportation Act: Section 4(f)	No impact.	No impact.	No mitigation required.
Farmlands (Prime or Important)	No impact.	No impact.	No mitigation required.
Fish, Wildlife, and Plants	No impact.	"No effect" determination for threatened and endangered species. No impact to fish or wildlife. Trees cut down on land acquired in fee simple.	No mitigation required.
Floodplains	No impact.	No impact.	No mitigation required.
Hazardous Materials, Pollution Prevention, and Solid Waste	No impact.	Minimal increase in solid waste associated with building removal.	Work shall cease if any spills or discovery of unknown contaminants are found.

Purpose and Need	Alternative A: No Action	Acquire land in 26 end RPZ	Commitments and Compliance of Preferred Alternative (Alternative B)
Historical, Architectural, Archaeological, and Cultural Resources	No impact.	SD SHPO concurred with finding of "No Historic Properties Affected" June 3, 2010 for the land acquisition. Coordination pending for the removal of all buildings. Further review needed prior to future development of land to the southeast.	Work shall cease if there is a discovery of cultural resources. Discoveries must be reported to the SD SHPO and the FAA—Bismarck ADO.
Light Emissions and Visual Impacts	No impact.	No impact. Further review needed prior to future development of land to the southeast.	No mitigation required.
Natural Resources and Energy Supply	No change in use.	No impact.	No mitigation required.
Noise	No impact.	No impact. Further review needed prior to future development of land to the southeast.	No mitigation required.
Secondary (Induced) Impacts	No reasonably foreseeable impacts.	No reasonably foreseeable impacts.	No mitigation required.
Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks	No impact.	Two homes will be impacted from this alternative. It is anticipated the homes can be relocated. Land leased to two additional mobile homes may be purchased as uneconomic remnant. Future acquisition or relocation of a recreational business.	Acquisition of property and relocation assistance will follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
Water Quality	No impact.	No impact. Further review needed prior to future development of land to the southeast.	No mitigation required.
Wetlands	No impact.	No impact to acquire Runway 26 end RPZ, further study needed for land to the southeast of Airport	No mitigation required.
Wild and Scenic Rivers	No impact.	No impact.	No mitigation required.

Exhibit 3-1, Area of Potential Effect Map

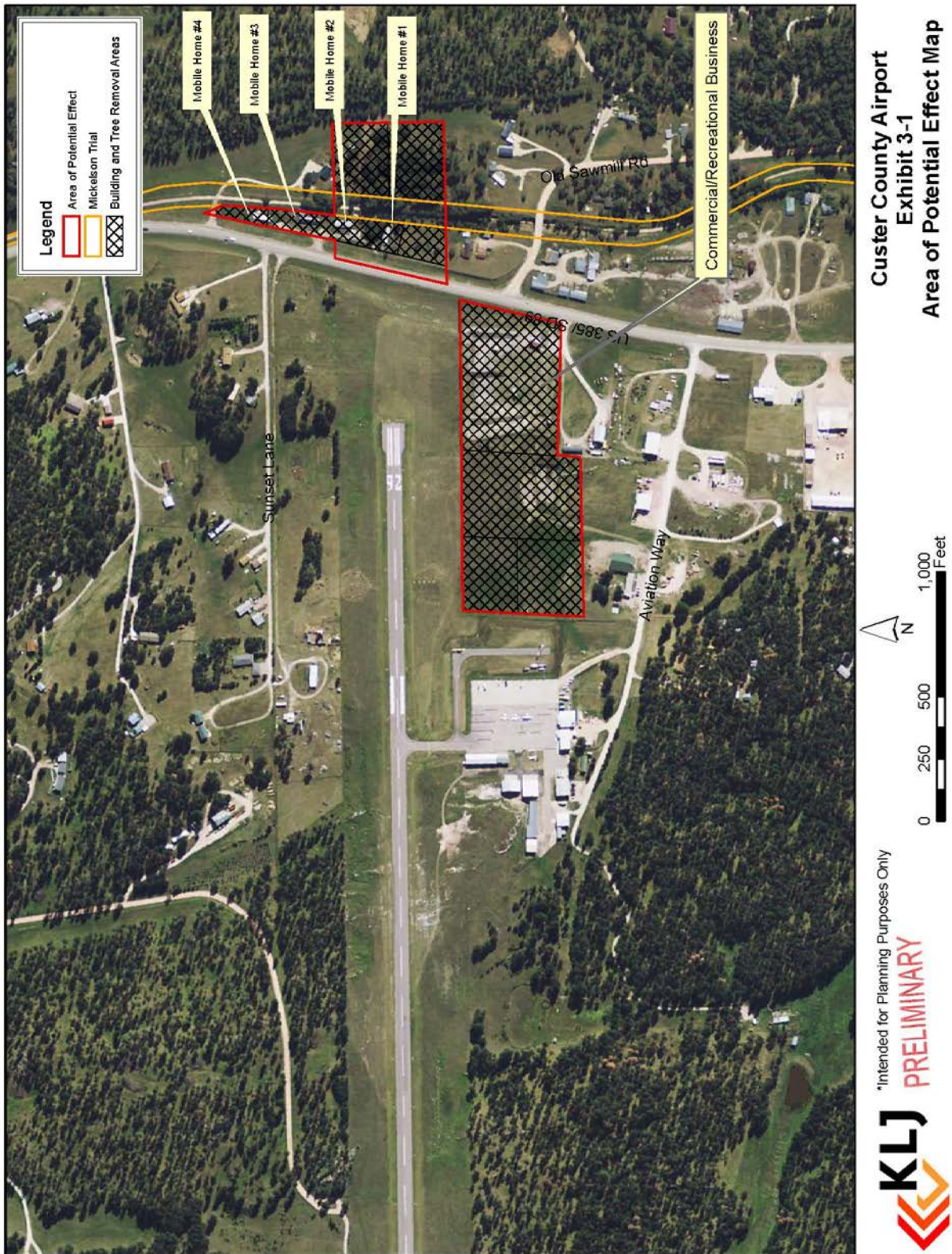
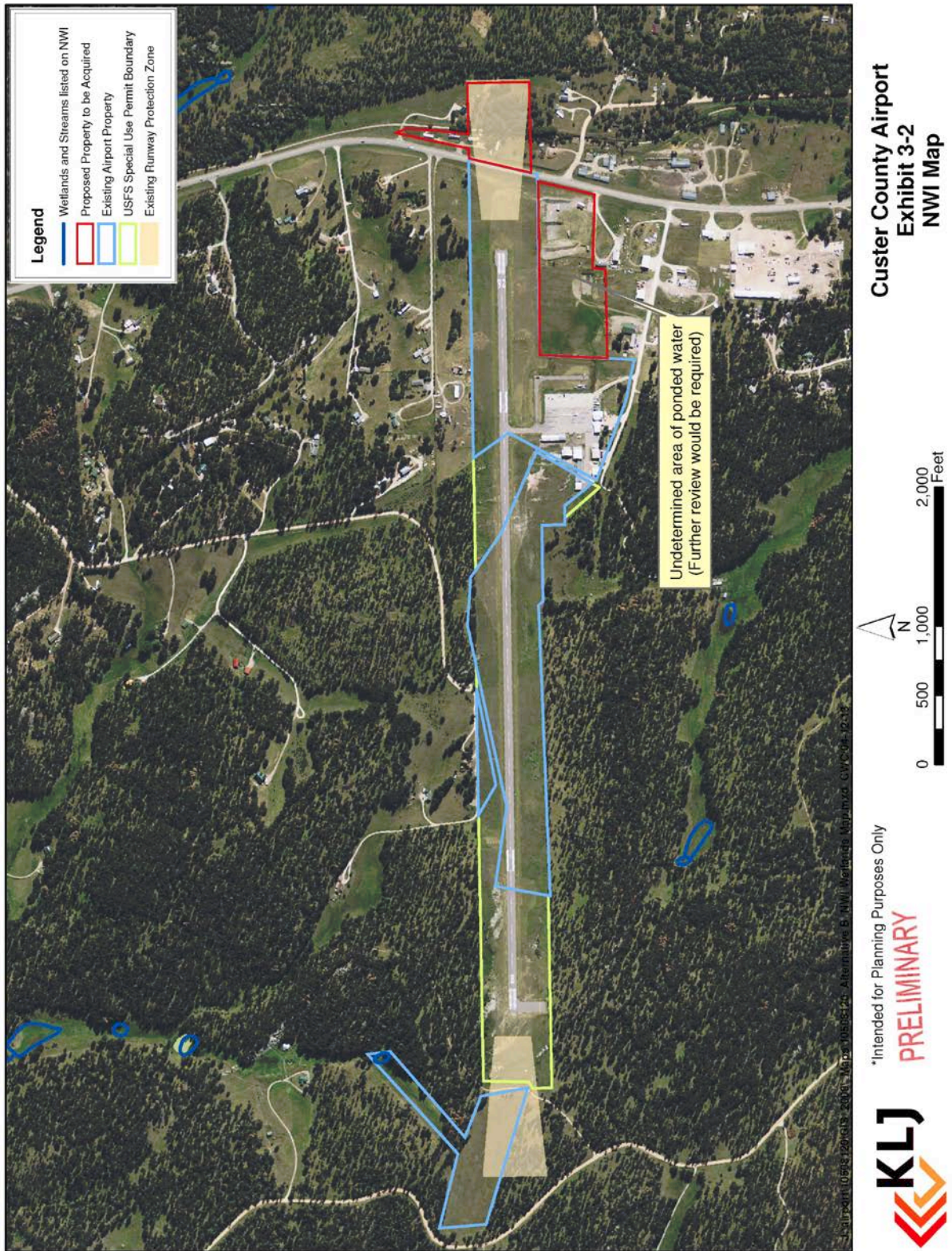


Exhibit 3-2, NWI Map



CHAPTER 4 PREPARERS & COORDINATING PARTIES



4.1 Introduction

As required by FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, FAA Order 105.1E, Environmental Impacts: Policies and Procedures, and 40 CFR § 1502.17 of the CEQ, the names and qualifications of the principal persons contributing information to this Environmental Assessment are identified. It should be noted that, in accordance with 40 CFR § 1502.6 of the CEQ regulations for implementing NEPA, the efforts of an interdisciplinary team, consisting of technicians and experts in various fields, were required to accomplish this study.

4.2 Preparers

Kadmas, Lee & Jackson Inc. prepared this EA under a contractual agreement with Custer County, SD.

4.3 Qualifications

TABLE 4-1, PREPARERS, lists those individuals with primary responsibility for preparation of this EA.

Table 4-1, Preparers

Name	Title	Role
Rod Senn	Project Manager	Project Engineer
Mason Short	Airport Planner	Planning; Alternative Development; Quality Assurance/Quality Control
Curt Cady	Environmental Planner	NEPA Process Coordination; Impact Analysis; Data Collection; Exhibit Creation
Tina Fricke	Environmental Planner	NEPA Process Coordination; Impact Analysis
Shane Steiner	Engineer-in-Training	Quality Assurance/Quality Control
Kathy Schmidt	Records Administrator	Grant Administration

4.4 Public and Agency Coordination

4.4.1 Scoping

Scoping is a formal information exchange to determine the scope of issues to be addressed and for identifying the significant issues related to a proposed action. The scoping process is described in 40 CFR Part 1501—NEPA and Agency Planning (CEQ Regulations) as a process used to identify the range of alternatives and impacts and the issues to be addressed in the environmental document. Scoping is to begin early and continue throughout the project development process. Scoping is usually limited to affected governmental agencies and interested groups or organizations with specific knowledge about a project study area.

4.4.1.1 Advance Notification

To initiate early communication and coordination, an early notification package to Federal, State, and local agencies and other interested parties was distributed on February 11, 2010 to 50 recipients. Pursuant to Section 102(2) (D) (IV) of the NEPA, a solicitation of views was requested to ensure that social, economic, and environmental effects are considered in the development of the EA for the Airport project. Comments were requested by March 15, 2010. Please refer to [APPENDIX B, ADVANCE NOTIFICATION](#), which contains the notification package and a list of agencies and interested parties that received the package.

Of the 50 recipients of the notification package, comments were received from 6 agencies and interested parties, yielding a response rate of 12 percent. The comments were referenced and incorporated, where appropriate, within the environmental impact categories in Chapter 3, Affected Environment & Environmental Consequences. Additional agency coordination was conducted throughout the process as applicable. These comments provided valuable insight into the evaluation of potential environmental impacts. Please refer to [APPENDIX C, LETTERS AND RESPONSES](#), which contains a list of agencies and interested parties who commented. Copies of each letter received in response to the advance notification package are also included in [APPENDIX C, LETTERS AND RESPONSES](#).

4.5 Opportunity for a Public Hearing

A Notice of Availability of the EA and Opportunity for a Public Hearing date will be advertised at the conclusion of this study.

4.6 EA Coordination

Copies of the EA document will be sent to the following agencies:

- ➔ Black Hills Electric Cooperative, Custer, South Dakota
- ➔ SD SHPO, Pierre, South Dakota
- ➔ SD Department of Game, Fish, and Parks, Division of Parks and Recreation

The EA will be made available to the following public viewing locations:

- ➔ FAA, Bismarck ADO (Airports District Office), Bismarck, ND
- ➔ SDDOT—Office of Local Transportation Programs-Aeronautics Division, Pierre, SD
- ➔ Airport Manager's Office, Custer, SD
- ➔ Custer County Library, Custer, SD
- ➔ Online at www.custercountysd.com/airport/

4.7 References

- ➔ Custer County Airport - Airport Layout Plan.
- ➔ Custer County. Zoning Ordinance for Custer County Airport. October 1981. Custer County Airport Zoning Board. Custer County, SD
- ➔ "Custer School District 16-1." Custer School District.
<http://csd.k12.sd.us/default.asp?Ingid=25&IngTopMenuId=25> Accessed 15 Apr 2010.
- ➔ Division of Planning and Engineer, Office of Project Development, South Dakota Department of Transportation. 2010-2014 STIP: Statewide Transportation Improvement Program). Pierre, South Dakota
- ➔ Federal Aviation Administration Aviation Policy and Plans Office Forecast Detail Report. December 2009
- ➔ Federal Emergency Management Agency. FIRM Flood Insurance Rate Map, Custer County, SD Panel 225 of 425. 29 Sep 1986.
- ➔ "George S. Mickelson Trail." South Dakota Game, Fish and Parks.
<http://www.sdgifp.info/parks/regions/northernhills/MickelsonTrail/index.htm> Accessed 15 Feb 2010.
- ➔ "Bald Eagle Awareness Days – Midwinter Bald Eagle Survey Results" South Dakota Game, Fish, and Parks <http://www.sdgifp.info/Wildlife/Diversity/bead/midwinter.htm> Accessed 20 Apr 2010.
- ➔ US Department of Agriculture, Natural Resources Conservation Service. Soil Survey of Custer and Pennington Counties, SD.
<http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>. Accessed 21 Apr. 2010
- ➔ United States Army Corps of Engineers, Environmental Laboratory. 1987. Corps of Engineers Wetlands Delineation Manual. Technical Report Y-87-1, US Army Corps of Engineers Waterways Experiment Station, Vicksburg, Mississippi
- ➔ Custer County Quick Facts from the US Census Bureau. United States Department of Commerce. <http://quickfacts.census.gov/qfd/states/46/46033.html>. Accessed 20 Mar 2013.
- ➔ United States Fish and Wildlife Service, South Dakota Ecological Services Field Office. Endangered Species by County List. Updated 14 Apr. 2010.
www.fws.gov/southdakotafieldoffice/endspbycounty.htm. Accessed 21 Apr 2010.

APPENDIX A

Project Background Information

- Property Map
- USFS Special Use Permit
- Terminal Area Forecast

Prepared by: Black Hills National Forest, ATTN: Meagan Buehler
Address: 330 Mt. Rushmore Road, Custer, SD 57730
Telephone: (605) 673-4853

Authorization ID: CEM315
Contact ID: CUSTER,COUNTY
Expiration Date: 12/31/2038
Use Code: 711

FS-2700-4 (03/06)
OMB 0596-0082

**U.S. DEPARTMENT OF AGRICULTURE
Forest Service
SPECIAL USE PERMIT
AUTHORITY:**

FEDERAL LAND POLICY AND MGMT ACT, AS AMENDED October 21, 1976

CUSTER COUNTY of 420 MT. RUSHMORE ROAD, CUSTER, SD 57730 (hereinafter called the Holder) is hereby authorized to use or occupy National Forest System lands, to use subject to the conditions set out below, on the Black Hills National Forest.

This permit covers 65.7 acres, and is described as: **Sec. 2 & 3, T. 4 S., R. 4 E., BLACK HILLS PRINCIPAL MERIDIAN**, as shown on the location map attached to and made a part of this permit, and is issued for the purpose of:

Operation and maintenance of an airport. Authorized improvements are: Portions of a paved runway with associated taxiways, turnouts, and lighting; Fenced Perimeter, and Navigation easements.

The above described or defined area shall be referred to herein as the "permit area".

TERMS AND CONDITIONS

I. AUTHORITY AND GENERAL TERMS OF THE PERMIT

A. Authority. This permit is issued pursuant to the authorities enumerated at Title 36, Code of Federal Regulations, Section 251 Subpart B, as amended. This permit, and the activities or use authorized, shall be subject to the terms and conditions of the Secretary's regulations and any subsequent amendment to them.

B. Authorized Officer. The authorized officer is the Forest Supervisor or a delegated subordinate officer.

C. License. This permit is a license for the use of federally owned land and does not grant any permanent, possessory interest in real property, nor shall this permit constitute a contract for purposes of the Contract Disputes Act of 1978 (41 U.S.C. 611). Loss of the privileges granted by this permit by revocation, termination, or suspension is not compensable to the holder.

D. Amendment. This permit may be amended in whole or in part by the Forest Service when, at the discretion of the authorized officer, such action is deemed necessary or desirable to incorporate new terms, conditions, and stipulations as may be required by law, regulation, land management plans, or other management decisions.

E. Existing Rights. This permit is subject to all valid rights and claims of third parties. The United States is not liable to the holder for the exercise of any such right or claim.

F. Nonexclusive Use and Public Access. Unless expressly provided for in additional terms, use of the permit area is not exclusive. The Forest Service reserves the right to use or allow others to use any part of the permit area, including roads, for any purpose, provided, such use does not materially interfere with the holder's authorized use. A final determination of conflicting uses is reserved to the Forest Service.

G. Forest Service Right of Entry and Inspection. The Forest Service has the right of unrestricted access of the permitted area or facility to ensure compliance with laws, regulations, and ordinances and the terms and conditions of this permit.

H. Assignability. This permit is not assignable or transferable. If the holder through death, voluntary sale or transfer, enforcement of contract, foreclosure, or other valid legal proceeding ceases to be the owner of the improvements, this permit shall terminate.

I. Permit Limitations. Nothing in this permit allows or implies permission to build or maintain any structure or facility, or to conduct any activity unless specifically provided for in this permit. Any use not specifically identified in this permit must be approved by the authorized officer in the form of a new permit or permit amendment.

II. TENURE AND ISSUANCE OF A NEW PERMIT

A. Expiration at the End of the Authorized Period. This permit will expire at midnight on 12/31/2038. Expiration shall occur by operation of law and shall not require notice, any decision document, or any environmental analysis or other documentation.

B. Minimum Use or Occupancy of the Permit Area. Use or occupancy of the permit area shall be exercised at least 365 days each year, unless otherwise authorized in writing under additional terms of this permit.

C. Notification to Authorized Officer. If the holder desires issuance of a new permit after expiration, the holder shall notify the authorized officer in writing not less than six (6) months prior to the expiration date of this permit.

D. Conditions for Issuance of a New Permit. At the expiration or termination of an existing permit, a new permit may be issued to the holder of the previous permit or to a new holder subject to the following conditions:

1. The authorized use is compatible with the land use allocation in the Forest Land and Resource Management Plan.
2. The permit area is being used for the purposes previously authorized.
3. The permit area is being operated and maintained in accordance with the provisions of the permit.
4. The holder has shown previous good faith compliance with the terms and conditions of all prior or other existing permits, and has not engaged in any activity or transaction contrary to Federal contracts, permits laws, or regulations.

E. Discretion of Forest Service. Notwithstanding any provisions of any prior or other permit, the authorized officer may prescribe new terms, conditions, and stipulations when a new permit is issued. The decision whether to issue a new permit to a holder or successor in interest is at the absolute discretion of the Forest Service.

F. Construction. Any construction authorized by this permit may commence by N/A and shall be completed by N/A. If construction is not completed within the prescribed time, this permit may be revoked or suspended.

III. RESPONSIBILITIES OF THE HOLDER

A. Compliance with Laws, Regulations, and other Legal Requirements. The holder shall comply with all applicable Federal, State, and local laws, regulations, and standards, including but not limited to, the Federal Water Pollution Control Act, 33 U.S.C. 1251 et seq., the Resource Conservation and Recovery Act, 42 U.S.C. 6901 et seq., the Comprehensive Environmental Response, Compensation, and Liability Act, 42 U.S.C. 9601 et seq., and other relevant environmental laws, as well as public health and safety laws and other laws relating to the siting, construction, operation, and maintenance of any facility, improvement, or equipment on the property.

B. Plans. Plans for development, layout, construction, reconstruction, or alteration of improvements on the permit area, as well as revisions of such plans, must be prepared by a qualified individual acceptable to the authorized officer and shall be approved in writing prior to commencement of work. The holder may be required to furnish as-built plans, maps, or surveys, or other similar information, upon completion of construction.

C. Maintenance. The holder shall maintain the improvements and permit area to standards of repair, orderliness, neatness, sanitation, and safety acceptable to the authorized officer and consistent with other provisions of this authorization. If requested, the holder shall comply with inspection requirements deemed appropriate by the authorized officer.

D. Hazard Analysis. The holder has a continuing responsibility to identify all hazardous conditions on the permit area which would affect the improvements, resources, or pose a risk of injury to individuals. Any non-emergency

actions to abate such hazards shall be performed after consultation with the authorized officer. In emergency situations, the holder shall notify the authorized officer of its actions as soon as possible, but not more than 48 hours, after such actions have been taken.

E. Change of Address. The holder shall immediately notify the authorized officer of a change in address.

F. Change in Ownership. This permit is not assignable and terminates upon change of ownership of the improvements or control of the business entity. The holder shall immediately notify the authorized officer when a change in ownership or control of business entity is pending. Notification by the present holder and potential owner shall be executed using Form SF-299 Application for Transportation and Utility Systems and Facilities of Federal Lands, or Form FS-2700-3a, Holder Initiated Revocation of Existing Authorization, Request for a Special Use Permit. Upon receipt of the proper documentation, the authorized officer may issue a permit to the party who acquires ownership of, or a controlling interest in, the improvements or business entity.

IV. LIABILITY

For purposes of this section, "holder" includes the holder's heirs, assigns, agents, employees, and contractors.

A. The holder assumes all risk of loss to the authorized improvements.

B. The holder shall indemnify, defend, and hold the United States harmless for any violations incurred under any such laws and regulations or for judgments, claims, or demands assessed against the United States in connection with the holder's use or occupancy of the property. The holder's indemnification of the United States shall include any loss by personal injury, loss of life or damage to property in connection with the occupancy or use of the property during the term of this permit. Indemnification shall include, but is not limited to, the value of resources damaged or destroyed; the costs of restoration, cleanup, or other mitigation; fire suppression or other types of abatement costs; third party claims and judgments; and all administrative, interest, and other legal costs. This paragraph shall survive the termination or revocation of this authorization, regardless of cause.

C. The holder has an affirmative duty to protect from damage the land, property, and interests of the United States.

D. In the event of any breach of the conditions of this authorization by the holder, the authorized officer may, on reasonable notice, cure the breach for the account at the expense of the holder. If the Forest Service at any time pays any sum of money or does any act which will require payment of money, or incurs any expense, including reasonable attorney's fees, in instituting, prosecuting, and/or defending any action or proceeding to enforce the United States rights hereunder, the sum or sums so paid by the United States, with all interests, costs and damages shall, at the election of the Forest Service, be deemed to be additional fees hereunder and shall be due from the holder to the Forest Service on the first day of the month following such election.

E. With respect to roads, the holder shall be proportionally liable for damages to all roads and trails of the United States open to public use caused by the holder's use to the same extent as provided above, except that liability shall not include reasonable and ordinary wear and tear.

F. The Forest Service has no duty to inspect the permit area or to warn of hazards and, if the Forest Service does inspect the permit area, it shall incur no additional duty nor liability for identified or non-identified hazards. This covenant may be enforced by the United States in a court of competent jurisdiction.

V. TERMINATION, REVOCATION, AND SUSPENSION

A. General. For purposes of this permit, "termination", "revocation", and "suspension" refer to the cessation of uses and privileges under the permit.

"Termination" refers to the cessation of the permit under its own terms without the necessity for any decision or action by the authorized officer. Termination occurs automatically when, by the terms of the permit, a fixed or agreed upon condition, event, or time occurs. For example, the permit terminates at expiration. Terminations are not appealable.

"Revocation" refers to an action by the authorized officer to end the permit because of noncompliance with any of the prescribed terms, or for reasons in the public interest. Revocations are appealable.

"Suspension" refers to a revocation which is temporary and the privileges may be restored upon the occurrence of prescribed actions or conditions. Suspensions are appealable.

B. Revocation or Suspension. The Forest Service may suspend or revoke this permit in whole or part for:

1. Noncompliance with Federal, State, or local laws and regulations.
2. Noncompliance with the terms and conditions of this permit.
3. Reasons in the public interest.
4. Abandonment or other failure of the holder to otherwise exercise the privileges granted.

C. Opportunity to Take Corrective Action. Prior to revocation or suspension for cause pursuant to Section V (B), the authorized officer shall give the holder written notice of the grounds for each action and a reasonable time, not to exceed 90 days, to complete the corrective action prescribed by the authorized officer.

D. Removal of Improvements. Prior to abandonment of the improvements or within a reasonable time following revocation or termination of this authorization, the holder shall prepare, for approval by the authorized officer, an abandonment plan for the permit area. The abandonment plan shall address removal of improvements and restoration of the permit area and prescribed time frames for these actions. If the holder fails to remove the improvements or restore the site within the prescribed time period, they become the property of the United States and may be sold, destroyed or otherwise disposed of without any liability to the United States. However, the holder shall remain liable for all cost associated with their removal, including costs of sale and impoundment, cleanup, and restoration of the site.

VI. FEES

B. Fees for this use have been exempted or waived in full pursuant to 36 CFR 251.57, or revisions thereto, and direction in FSH 2709.11, chapter 30.

VII. OTHER PROVISIONS

A. Members of Congress. No Member of or Delegate to Congress or Resident Commissioner shall benefit from this permit either directly or indirectly, except when the authorized use provides a general benefit to a corporation.

B. Appeals and Remedies. Any discretionary decisions or determinations by the authorized officer are subject to the appeal regulations at 36 CFR 251, Subpart C, or revisions thereto.

C. Superior Clauses. In the event of any conflict between any of the preceding printed clauses or any provision thereof and any of the following clauses or any provision thereof, the preceding printed clauses shall control.

D. Nondiscrimination In Employment and Services (R2-B-108). During the performance of this permit, the holder agrees that:

1. The holder and employees shall not discriminate by segregation or otherwise against any person on the basis of race, color, sex (in educational activities), national origin, age or disability, by curtailing or by refusing to furnish accommodations, facilities, services, or use privileges offered to the public generally and that the holder and employees shall comply with the provisions of Title VI of the Civil Rights Act of 1964, as amended, section 504 of the Rehabilitation Act of 1973, as amended, Title IX of the Education Amendments, and the Age Discrimination Act of 1975.
2. The holder shall include and require compliance with the above nondiscrimination provisions in any third party agreement made with respect to the operations under this permit.

3. Signs setting forth this policy of nondiscrimination to be furnished by the Forest Service will be conspicuously displayed at the public entrance to the premises, and at other exterior or interior locations as directed by the Forest Service.

The Forest Service shall have the right to enforce the foregoing nondiscrimination provisions by suit for specific performance or by any other available remedy under the laws of the United States or the State in which the breach or violation occurs.

In addition to the above non-discrimination policy, the holder agrees to insure that its program and activities are open to the general public on an equal basis and without regard to any non-merit factor.

E. Nondiscrimination (B-1).

1. The holder and its employees shall not discriminate against any person on the basis of race, color, sex (in educational activities), national origin, age, or disability or by curtailing or refusing to furnish accommodations, facilities, services, or use privileges offered to the public generally. In addition, the holder and its employees shall comply with the provisions of Title VI of the Civil Rights Act of 1964 as amended, Section 504 of the Rehabilitation Act of 1973, as amended, Title IX of the Education Amendments of 1972, as amended, and the Age Discrimination Act of 1975, as amended.

2. The holder shall include and require compliance with the above nondiscrimination provisions in any third-party agreement made with respect to the operations authorized under this permit.

3. The Forest Service shall furnish signs setting forth this policy of nondiscrimination. These signs shall be conspicuously displayed at the public entrance to the premises and at other exterior or interior locations, as directed by the Forest Service.

4. The Forest Service shall have the right to enforce the foregoing nondiscrimination provisions by suit for specific performance or by any other available remedy under the laws of the United States or the State in which the violation occurs.

F. Equal Access to Federal Programs (B-2).

In addition to the above nondiscrimination policy, the holder agrees to insure that its programs and activities are open to the general public on an equal basis and without regard to any non-merit factor.

G. Superseded Authorization (X18). This authorization supersedes a special-use authorization designated: **Custer County Commissioners, Holder No. 1025-01, dated August 29, 1997.**

H. Airport Authorization Area, Government Use (X35). All departments and agencies of the United States Government operating aircraft shall have free and unrestricted use of the airport.

I. Airport Authorization Area, Public Use (X36). It is understood and agreed that if, in the opinion of the Forest Service, an increase in the private use of aircraft necessitates or justifies use of this field by the public, the Forest Service reserves the right to declare this field open to public use -- commercial or noncommercial. The Forest Service also reserves the right, upon such declaration, to decide whether a fee may be charged by the holder, and if the latter, to determine the rates which may be charged for landing and other services. The rights reserved by the Forest Service in this clause will not be exercised, except after giving the holder one (1) year's written notice.

J. Airport Capacity (X38). The holder shall permit all qualified operators, on reasonable terms and without discrimination, to use the airport for any aeronautical business or operation up to capacity of the airport; however, compliance with this clause shall not be required if the Administrator of the Federal Aviation Administration, in the interest of safety, makes written waiver of the requirements herein stipulated. Proof of such waiver will be required.

K. Federal Airport Act, Forest Service Use (X39). All facilities of the airport developed with Federal aid and all those usable for the landings and takeoffs of aircraft shall be available without charge to the United States for use by the Forest Service at all times in the conduct of its official business, in common with other aircraft.

This permit is accepted subject to the conditions set out above.

HOLDER NAME: CUSTER COUNTY

U.S. DEPARTMENT OF AGRICULTURE

Forest Service

By: 

(Holder Signature)

By: 

(Authorized Officer Signature)

By: Custer County Commissioners Chairman

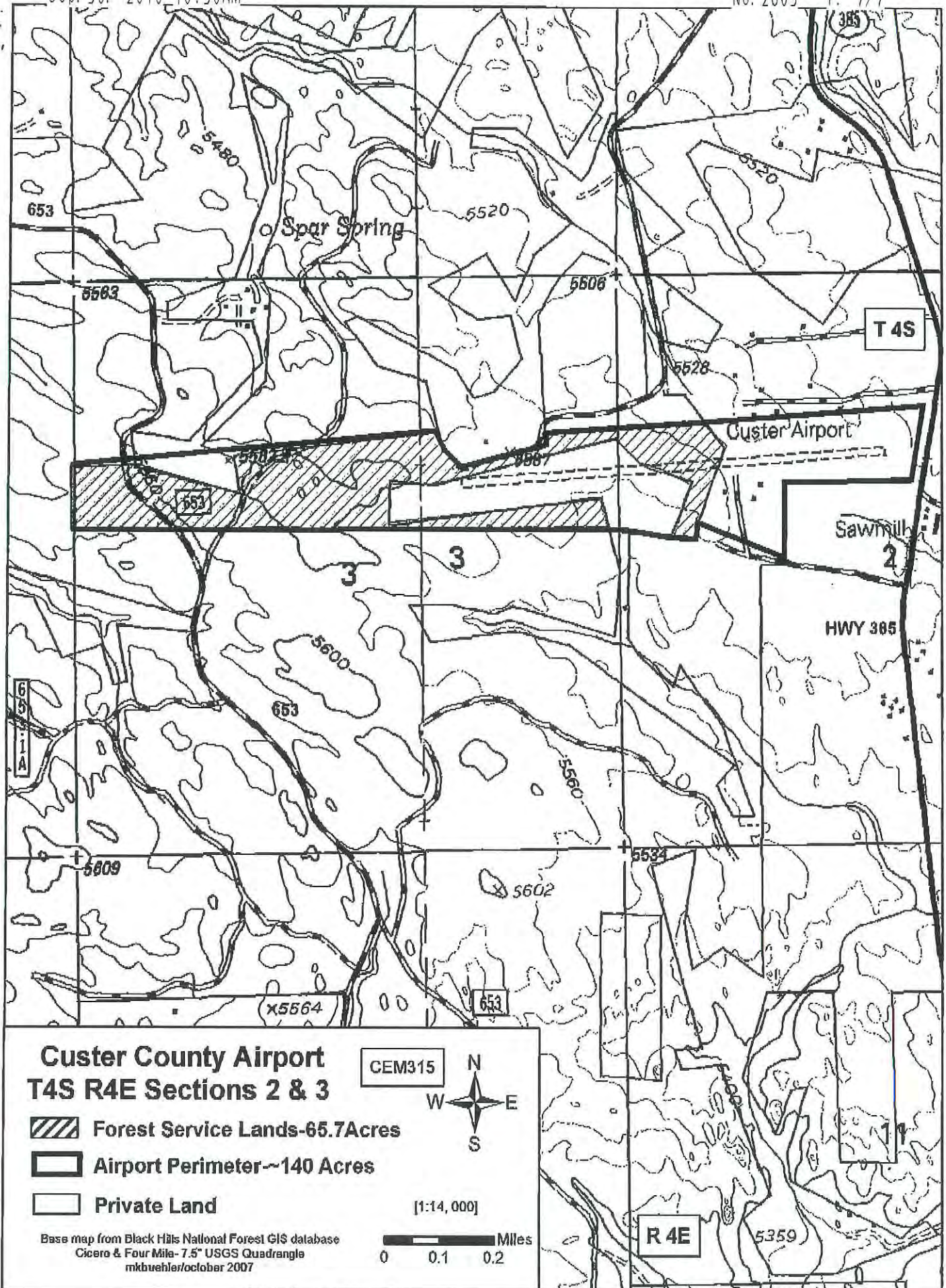
Title: CRAIG BOBZIEN, Forest Supervisor

Date: 11-28-07

Date: 11-12-07

According to the Paperwork Reduction Act of 1995, an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The valid OMB control number for this information collection is 0596-0082. The time required to complete this information collection is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, gender, religion, age, disability, political beliefs, sexual orientation, and marital or family status. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at 202-720-2600 (voice and TDD).

To file a complaint of discrimination, write USDA, Director, Office of Civil Rights, 1400 Independence Avenue, SW, Washington, DC 20250-9410 or call (800) 975-3272 (voice) or (202) 720-6382 (TDD). USDA is an equal opportunity provider and employer. The Privacy Act of 1974 (5 U.S.C. 552a) and the Freedom of Information Act (5 U.S.C. 552) govern the confidentiality to be provided for information received by the Forest Service.



APO TERMINAL AREA FORECAST DETAIL REPORT
Forecast Issued January 2013

AIRCRAFT OPERATIONS													
Enplanements				Itinerant Operations				Local Operations					
Fiscal Year	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total	Total Ops	Total Tracon Ops
REGION:AGL STATE:SD LOCID:CUT													
CITY:CUSTER AIRPORT:CUSTER COUNTY													
1990	0	0	0	0	0	0	0	0	0	0	0	0	-
1991	0	0	0	0	0	0	0	0	0	0	0	0	-
1992	0	0	0	0	0	0	0	0	0	0	0	0	-
1993	0	0	0	0	0	0	0	0	0	0	0	0	-
1994	0	0	0	0	0	0	0	0	0	0	0	0	-
1995	0	0	0	0	0	0	0	0	0	0	0	0	-
1996	0	0	0	0	0	0	0	0	0	0	0	0	-
1997	0	0	0	0	0	0	0	0	0	0	0	0	-
1998	0	0	0	0	0	0	0	0	0	0	0	0	-
1999	0	0	0	0	0	0	0	0	0	0	0	0	-
2000	0	0	0	0	0	1,500	0	1,500	2,200	0	2,200	3,700	23
2001	0	0	0	0	0	300	0	300	400	0	400	700	18
2002	0	0	0	0	0	1,050	0	1,050	500	0	500	1,550	11
2003	0	0	0	0	0	300	0	300	400	0	400	700	9
2004	0	0	0	0	0	300	0	300	400	0	400	700	13
2005	0	0	0	0	0	2,100	100	2,200	1,400	0	1,400	3,600	13
2006	0	0	0	0	0	2,200	100	2,300	1,800	0	1,800	4,100	14
2007	0	0	0	0	0	2,100	100	2,200	2,100	0	2,100	4,300	14
2008	0	0	0	0	0	3,500	100	3,600	3,500	0	3,500	7,100	15
2009	0	0	0	0	0	3,800	120	3,920	4,500	0	4,500	8,420	14
2010	0	0	0	0	0	3,200	60	3,260	4,000	0	4,000	7,260	14
2011	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436	12
2012*	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436	12
2013*	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436	12
2014*	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436	12
2015*	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436	12
2016*	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436	12
2017*	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436	12

APO TERMINAL AREA FORECAST DETAIL REPORT
Forecast Issued January 2013

CUT													
AIRCRAFT OPERATIONS													
Enplanements				Itinerant Operations				Local Operations					
Fiscal Year	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total	Total Ops	Based Aircraft
2018*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436
2019*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436
2020*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436
2021*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436
2022*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436
2023*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436
2024*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436
2025*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436
2026*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436
2027*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436
2028*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436
2029*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436
2030*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436
2031*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436
2032*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436
2033*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436
2034*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436
2035*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436
2036*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436
2037*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436
2038*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436
2039*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436
2040*	0	0	0	0	0	0	1,200	36	1,236	2,200	0	2,200	3,436

APPENDIX B

Advance Notification

- Agency Notification Package
- Mailing List

February 11, 2010

RE: Custer County Airport
Custer, South Dakota
T04SN, R04E, SEC02 and SEC03

Dear :

Kadrmass, Lee & Jackson (KL&J) is assisting Custer County in the development of improvements to aviation facilities at Custer County Airport. The Federal Aviation Administration (FAA) is the lead agency for review and approval, in coordination with the SD Department of Transportation, Office of Aeronautics. The improvements may include acquisition of approximately 31 acres of land off the end on Runway 26 [the RPZ (Runway Protection Zone)] and adjacent areas. The funding of improvements associated with this project involves a federal action, which requires environmental documentation in accordance with the National Environmental Policy Act. ***Please refer to the enclosed study area map.***

To ensure that social, economic, and environmental effects are considered in the development of the project, we are soliciting your views and comments pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property that your department may own, or have an interest in, which would be adjacent to the proposed improvements. We would also appreciate being made aware of any environmental concerns your department may have regarding the project. Any information that might help us in our evaluation would be appreciated.

It is requested that any comments or information be forwarded to our office on or before March 15, 2010. We request your comments by that date to ensure we will have adequate time to review them and incorporate them into the necessary environmental documentation.

If further information is desired regarding the proposed improvements, you may contact me at (701) 355-8719. Thank you in advance for your cooperation.

Sincerely,
Kadrmass, Lee & Jackson, Inc.

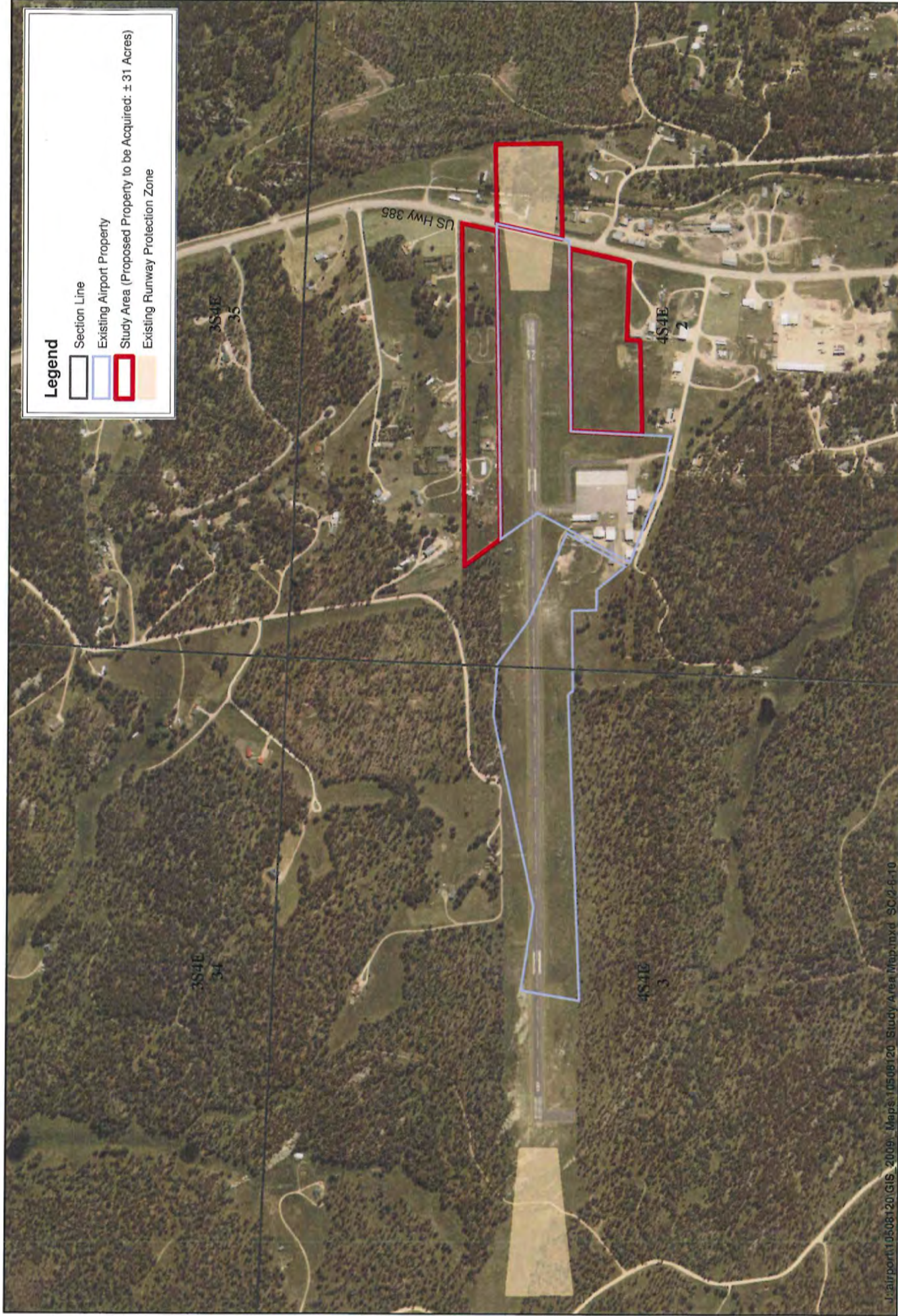


Curt Cady
Environmental Planner

Enc.

cc: Bruce Lindholm, SDDOT Aeronautics Division
Dave Anderson, FAA
Brian Madetzke, Airport Manager

Custer SOV List												
Type	Response	Address	Pre	First	Last	Title	Department	Agency	Address	City	State	Zip
FEDERAL			Ms	Alice	Harwood	NEPA Coordinator		Bureau of Indian Affairs	115 4th Ave. SE	Aberdeen	SD	57401
FEDERAL	0228/10		Ms	Marian	Atkins	South Dakota Field Office Manager		Bureau of Land Management	310 Roundup St.	Belle Fourche	SD	57717
FEDERAL	0227/10		Ms	Ginger	Masse	Environmental Engineer		Federal Highway Administration	116 E. Dakota Ave.	Pierre	SD	57501-3110
FEDERAL			Mr	Steve	Naylor	Office Manager	SD Regulatory Office	US Army Corps of Engineers	28563 Powderhouse Rd. Room 118	Pierre	SD	57501
FEDERAL	0315/10		Mr	Larry	Janis	Chief, Env., Economics, & Cultural Resource Section	Omaha District	US Army Corps of Engineers	106 S. 15th St.	Omaha	NE	68102-1618
FEDERAL			Ms	Janel	Ostly	State Conservationist		Natural Resources Conservation Service	1616 Capitol Avenue	Omaha	NE	68102-4901
FEDERAL			Ms	Jody	Ostendarf			US Department of Agriculture	200 4th St. SW	Huron	SD	57350
FEDERAL	0222/10		Mr	Pete	Gober	Field Supervisor	NEPA Program	US Environment Protection Agency	1595 Windkoop Street	Denver	CO	80202
FEDERAL			Mr	Craig	Bobian	Forest Supervisor	SD Field Office	US Fish & Wildlife Service	420 S. Garfield Ave. Suite 400	Pierre	SD	57501-5008
TRIBAL			Mr	Joseph	Briggs Plenty, Sr.	Chairman	Black Hills National Forest	US Forest Service	1019 N. 5th Street	Custer	SD	57730
TRIBAL			Mr	Lester	Thompson, Jr.	Chairman		Cheyenne River Sioux Tribe	PO Box 590	Eagle Butte	SD	57625
TRIBAL			Mr	Joshua	Weston	President		Crow Creek Sioux Tribe	PO Box 50	Fort Thompson	SD	57339
TRIBAL			Mr	Michael B.	Jandreau	Chairman		Handrean Santee Sioux Tribe	PO Box 283	Handreau	SD	57028
TRIBAL			Ms	Theresa	Two Bulls	President		Lower Brule Sioux Tribe	187 Oyale Circle	Lower Brule	SD	57548
TRIBAL			Mr	Rodney	Bordeaux	President		Oglala Sioux Tribe	PO Box 2070	Pine Ridge	SD	57770
TRIBAL			Mr	Robert	Cournoyer	Chairman		Rosebud Sioux Tribe	PO Box 430	Rosebud	SD	57570
TRIBAL			Mr	Charles	Murphy	Chairman		Yankton Sioux Tribe	PO Box 248	Marty	SD	57361-0248
TRIBAL			Mr	Mike	Savage	Chairman		Standing Rock Sioux Tribe	PO Box D	Fort Yates	ND	58538
STATE			Senator	Tim	Johnson			Sisseton-Wahpeton Oyale Tribe	PO Box 509	Agency Village	SD	57262
STATE			Senator	John	Thune				5015 S. Bur Oak Place	Sioux Falls	SD	57108
STATE			Representative	Stephanie	Herseth				320 N Main Avenue, Suite B	Sioux Falls	SD	57104
STATE			Mr.	Roger	Campbell	Director	Office of Tribal Government Relations	SD Department of Tourism and State Development	132nd Avenue SE, Suite 102	Aberdeen	SD	57401
STATE			Ms.	Melissa	Bump	Director	Office of Tourism	SD Department of Tourism and State Development	711 E Wells Ave.	Pierre	SD	57501-3369
STATE			Mr.	Nathan	Solem			SD Department of Tourism and State Development	711 E Wells Ave.	Pierre	SD	57501-3369
STATE			Mr.	Jeffrey	Vonk	Department Secretary		SD Public Utilities Commission	500 E Capitol Ave.	Pierre	SD	57501-5070
STATE			Mr.	Darin	Bergquist	Secretary of Transportation		SD Department of Game, Fish, and Parks	523 E Capitol Ave.	Pierre	SD	57501
STATE	0315/10		Mr.	John	Miller			SD Department of Transportation	700 E Broadway Ave, Becker Hanson Building	Pierre	SD	57501
COMARCL			Sr or Monni	Madam	Karim			SD Department of Environment and Natural Resources	523 E Capitol Ave.	Pierre	SD	57501
COMARCL	0315/10		Mr.	Julio	Usara	Southern Hills Business Manager		Black Hills Electric Coop	PO Box 792	Custer	SD	57730
COMARCL			Mr.	Monni	Karim	Director, Energy Services and External Affairs		Black Hills Power, Inc.	401 N. River St.	Hot Springs	SD	57747
COMARCL			Sr or	Madam	Blies			Black Hills Power, Inc.	PO Box 1400	Rapid City	SD	57709
COUNTY			Mr.	Travis	Blies	County Commissioner		Golden West Telecommunications	1510 National Ave	Hot Springs	SD	57747
COUNTY			Mr.	Mark	Hartman	County Commissioner			28813 S. Fork Rd	Fairburn	SD	57738
COUNTY			Mr.	David	Hazelline	County Commissioner		County Commissioner	10 West Canal St.	Custer	SD	57730
COUNTY		02/27/10	Mr.	Phil	Lampert	County Commissioner		County Commissioner	PO Box 65	Custer	SD	57730
COUNTY			Mr.	Leonard	Wood	County Commissioner		County Commissioner	26013 Cold Springs Ranch Rd.	Custer	SD	57730
COUNTY			Mr.	John	Cuberson	Highway Superintendent		PO Box 74	PO Box 74	Pirndle	SD	57773
COUNTY			Ms	Linda	Nelson	Auditor		25365 US Hwy 385	Custer	SD	57730	
COUNTY			Mr	David	Green	Planning/Zoning Director		420 Mt. Rushmore Rd	Custer	SD	57730	
COUNTY			Mr	Rick	Wheeler	Sheriff		31 S. 5th St.	Custer	SD	57730	
COUNTY			Mr.	Mike	Canter	Civil Deft/Emergency Management		420 Mt. Rushmore Rd	Custer	SD	57730	
CITY			Mr.	Harold	Slickney	Mayor		622 Crook Street	Custer	SD	57730	
CITY			Ms.	Laurie	Woodward	Finance Officer		622 Crook Street	Custer	SD	57730	
CITY			Mr.	Bob	Morrison	Public Works Director		622 Crook Street	Custer	SD	57730	
CITY			Mr.	Diane	Murphy	Councilman		622 Crook Street	Custer	SD	57730	
CITY			Mr.	Ed	Star	Councilman		622 Crook Street	Custer	SD	57730	
CITY			Ms.	Karen	Schierling	Councilperson		622 Crook Street	Custer	SD	57730	
CITY			Mr.	Lee	Sutton	Councilman		622 Crook Street	Custer	SD	57730	
CITY			Mr.	Steve	Pischke	Councilman		622 Crook Street	Custer	SD	57730	
CITY			Mr.	Terry	Reatz	Councilman		622 Crook Street	Custer	SD	57730	



J:\airport\10508120\GIS_2009_Maps\10508120_Study Area Map.mxd SC/2.6.10

*Intended for Planning Purposes Only

Kadmas
Lee & Jackson
 Engineers Surveyors
 Planners

PRELIMINARY



Custer County Airport Study Area Map

APPENDIX C

Letters and Responses

- US Department of Agriculture, Wildlife Services (email)
10/20/10
- United States Army Corps of Engineers, Omaha District (USACE)
3/8/2010
- United States Department of Interior, Bureau of Indian Affairs
2/23/2010
- United State Department of Interior, Bureau of Land Management
2/19/2010
- United States Fish and Wildlife Service, SD Ecological Services Field Office
11/02/2010
- United States Fish and Wildlife Service, SD Ecological Services Field Office
2/19/2010
- SD Department of Game, Fish, and Parks, Division of Parks and Recreation
11/01/2010
- SD Department of Environment and Natural Resources, Air Quality Program
3/12/2010
- SD Department of Environment and Natural Resources
3/17/2010
- KLJ letter to SD State Historic Preservation Office
06/14/2013
- SD State Historic Preservation Office
06/21/2013
- SD State Historic Preservation Office
06/03/2010
- Custer County Planning/Zoning Director (phone log)
02/23/2010

- Black Hills Electric Cooperative, Inc.
03/15/2010

From: Timothy.L.Pugh@aphis.usda.gov
To: curt.cady@kljeng.com
Subject: RE: Custer, SD Airport
Date: Wednesday, October 20, 2010 2:06:26 PM

Hi Curt,

Sorry for the confusion. I did misunderstand. If the airport is acquiring all three sections lighted in red, and thus has complete control over them, then by all means, all of the trees from all three sections should be removed.

Tim

Timothy Pugh
Wildlife Biologist
USDA-APHIS-Wildlife Services
420 S. Garfield Ave. Suite 300
Pierre, SD 57501
(605) 224-8692 office
(605) 945-2677 fax
timothy.l.pugh@aphis.usda.gov

"Curt Cady" <curt.cady@kljeng.com>

10/15/2010 04:59 PM

Please respond to < curt.cady@kljeng.com >

To <Timothy.L.Pugh@aphis.usda.gov>

cc

Subject RE: Custer, SD Airport

Tim,

Thanks for your quick reply. I may have been a little unclear, the Airport will be acquiring all three sections lighted in red. The exception would be two narrow strips running north/south through the eastern section that contain the highway and Mickelson trail right of ways. So just to be clear you would recommend removing the trees from the sections highlighted in red north and south of the east end of the runway and the trees to the east of the highway could remain.

Curt

From: Timothy.L.Pugh@aphis.usda.gov [<mailto:Timothy.L.Pugh@aphis.usda.gov>]
Sent: Friday, October 15, 2010 4:30 PM
To: curt.cady@kljeng.com
Subject: Re: Custer, SD Airport

Hi Curt,

I looked at the airport on google earth and see that the Custer airport is surrounded by trees. Anyway, as you are aware, trees provide nesting, loafing and roosting sites for a variety of birds. They also provide perch sites to large birds of prey who hunt in open areas. And of course, birds will fly back

and forth from one tree to another, possibly passing through flight paths.

There is no benefit in leaving the trees. There may even be some increased use of the trees by birds of prey on this east end due to it being much more open. I would recommend removing the trees from the acquired land. I am less concerned about the trees on the section with the Trail as it appears birds would be less likely to use these trees to hunt on the airfield.

That is probably the best input I can give without seeing it first hand. I hope that meets your needs. If not, let me know.

Thanks,

Tim

Timothy Pugh
Wildlife Biologist
USDA-APHIS-Wildlife Services
420 S. Garfield Ave. Suite 300
Pierre, SD 57501
(605) 224-8692 office
(605) 945-2677 fax
timothy.l.pugh@aphis.usda.gov

"Curt Cady" <curt.cady@kljeng.com>

10/15/2010 02:08 PM

To <timothy.l.pugh@aphis.usda.gov>

cc

Subject Custer, SD Airport

Please respond to <curt.cady@kljeng.com>

Tim,

KL&J is working on a property acquisition EA for the Custer County airport. I have attached a aerial photo showing the areas that will be acquired. The FAA would like to see all of the trees removed from the acquired land if they are obstructions to airspace or wildlife hazards to the Airport. Could you provide comment on any benefits that may or may not be achieved by removal of the trees within the Affect Area on the attached aerial photo/map. Part of the area directly east of the airport is crossed by the Mickelson Trail (see photos). This area will not be acquired however the FAA would like the airport to work with Trail in anyway necessary to protect the safety and utility of the Airport. Please do not hesitate to call me if you have any questions or I could provide you with any further information on this matter. Thank you for your assistance with this project.

Curt Cady
Environmental Planner
Kadmas, Lee & Jackson, Inc.
Airports Group
128 Soo Line Drive
Bismarck, ND 58502-1157
Phone: (701) 355-8719



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
1616 CAPITOL AVENUE
OMAHA NE 68102-4901

March 8, 2010

RECEIVED
MAR 15 2010

Planning, Programs, and Project Management Division

Mr. Curt Cady
Kadmas, Lee & Jackson
PO Box 1157
Bismarck, North Dakota 58502-1157

Dear Mr. Cady:

The U.S. Army Corps of Engineers, Omaha District (Corps) has reviewed your letter dated February 11, 2010 regarding the development of improvements to aviation facilities at Custer County Airport in Custer, South Dakota. The Corps offers the following comments:

Your plans should be coordinated with the U.S. Environmental Protection Agency, which is currently involved in a program to protect groundwater resources. If you have not already done so, it is recommended you consult with the U.S. Fish and Wildlife Service and the South Dakota Department of Game, Fish and Parks regarding fish and wildlife resources. In addition, the South Dakota State Historic Preservation Office should be contacted for information and recommendations on potential cultural resources in the project area.

Since the proposed project does not appear to be located within Corps owned or operated lands we are providing no floodplain or flood risk information. To determine if the proposed project may impact areas designated as a Federal Emergency Management Agency special flood hazard area please consult the following floodplain management office.

South Dakota, Division of Emergency Management
Attention: Nicole Prince
118 West Capitol Avenue
Pierre, South Dakota 57501-5070
Nicole.prince@state.sd.us
T-605-773-3238
F-605-773-3580

Any proposed placement of dredged or fill material into waters of the United States (including jurisdictional wetlands) requires Department of the Army authorization under Section 404 of the Clean Water Act. You can visit the Omaha District's Regulatory website for permit applications and related information. Please review the information on the provided web site (<https://www.nwo.usace.army.mil/html/od-r/district.htm>) to determine if this project requires a 404 permit. For a detailed review of permit requirements, preliminary and final project plans should be sent to:

U.S. Army Corps of Engineers
Pierre Regulatory Office
Attention: CENWO-OD-R-SD/Naylor
28563 Powerhouse Road, Room 120
Pierre, South Dakota 57501

In addition, please update your records with our current mailing address:

U.S. Army Corps of Engineers, Omaha District
Planning Branch
Attention: CENWO-PM-AC
1616 Capitol Avenue
Omaha, Nebraska 68102-4901

If you have any questions, please contact Ms. Theresa Martin of my staff at (402) 995-2704.

Sincerely,

A handwritten signature in cursive script, appearing to read "Brad Thompson", followed by a long horizontal flourish.

Brad Thompson
Chief, Environmental Resources and Missouri Recovery
Program and Plan Formulation, Planning Branch
Planning, Programs and Project Management Division



United States Department of the Interior

BUREAU OF INDIAN AFFAIRS
Great Plains Regional Office
115 Fourth Avenue S.E.
Aberdeen, South Dakota 57401



IN REPLY REFER TO:

DESCRM
MC-208

FEB 23 2010

Mr. Curt Cady
Environmental Planner
Kadrmass Lee & Jackson
128 Soo Line Drive
Bismarck, North Dakota 58502

Dear Mr. Cady:

We received your letter regarding the proposed improvements to aviation facilities at Custer County Airport. We have considered the potential for both environmental damage and impacts to archaeological and Native American religious sites on lands held in trust by the Bureau of Indian Affairs, Great Plains Region. You should be aware, however, that Tribes or Tribal members may have lands in fee status near the site of interest. These lands would not necessarily be in our databases, and the Tribes should be contacted directly to ensure all concerns are recognized. The action considered has the following notification date and project location:

- February 11, 2010 Custer County Airport
 Custer, South Dakota
 T04N, R04E, SEC02 and SEC03

We have no environmental objections to this action, as long as the project complies with all pertinent laws and regulations. Questions regarding environmental opinions and conditions can be addressed to Jeffrey Davis, Environmental Protection Specialist, at (605) 226-7656.

We also find that the listed action will not affect cultural resources on Tribal or individual landholdings for which we are responsible. Methodologies for the treatment of cultural resources now known or yet to be discovered – particularly human remains – must nevertheless utilize the best available science in accordance with provisions of the Native American Graves Protection and Repatriation Act, the Archaeological Resources Protection Act of 1979 (as amended), and all other pertinent legislation and implementing regulations. Archaeological concerns can be addressed to Dr. Carson N. Murdy, Regional Archaeologist, at (605) 226-7656.

Sincerely,

Deputy Regional Director – Indian Services

Copy Furnished:

CENWO-OD-R- SD/Naylor



In Reply Refer To:

2800

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
South Dakota Field Office
310 Roundup Street
Belle Fourche, South Dakota 57717-1698
<http://www.blm.gov/mt>



February 19, 2010

Kadrmass, Lee & Jackson
P.O. Box 1157
Bismarck, ND 58502-1157

Dear Curt Cady,

We thank you for the opportunity to comment on the development of improvement to aviation facilities at the Custer County Airport proposal. We do administer lands fifteen and half miles to the southwest but not in the project area so we have no potentially affected lands.

If you have any further questions feel free to contact Chuck Berdan at this office.

Sincerely,

Marian Atkins
South Dakota
Field Office Manager

RECEIVED

FEB 16 2010

U.S. FISH & WILDLIFE SERVICE

February 11, 2010

Mr. Pete Gober, Field Supervisor
US Fish & Wildlife Service
420 S. Garfield Ave. Suite 400
Pierre, SD 57501-5408

RE: Custer County Airport
Custer, South Dakota
T04SN, R04E, SEC02 and SEC03

U.S. Fish & Wildlife Service
SD ES Field Office

Project as described will have no significant impact on fish and wildlife resources. It does not involve any federally listed threatened or endangered species or their habitats. If project design changes, please submit plans for review.

2-19-10
Date


Field Supervisor

Dear Mr. Gober:

Kadrmass, Lee & Jackson (KL&J) is assisting Custer County in the development of improvements to aviation facilities at Custer County Airport. The Federal Aviation Administration (FAA) is the lead agency for review and approval, in coordination with the SD Department of Transportation, Office of Aeronautics. The improvements may include acquisition of approximately 31 acres of land off the end on Runway 26 [the RPZ (Runway Protection Zone)] and adjacent areas. The funding of improvements associated with this project involves a federal action, which requires environmental documentation in accordance with the National Environmental Policy Act. ***Please refer to the enclosed study area map.***

To ensure that social, economic, and environmental effects are considered in the development of the project, we are soliciting your views and comments pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property that your department may own, or have an interest in, which would be adjacent to the proposed improvements. We would also appreciate being made aware of any environmental concerns your department may have regarding the project. Any information that might help us in our evaluation would be appreciated.

It is requested that any comments or information be forwarded to our office on or before March 15, 2010. We request your comments by that date to ensure we will have adequate time to review them and incorporate them into the necessary environmental documentation.

If further information is desired regarding the proposed improvements, you may contact me at (701) 355-8719. Thank you in advance for your cooperation.

Sincerely,
Kadrmass, Lee & Jackson, Inc.



Curt Cady
Environmental Planner

Enc.

cc: Bruce Lindholm, SDDOT Aeronautics Division
Dave Anderson, FAA
Brian Madetzke, Airport Manager

Kadrmass
Lee &
Jackson
Engineers Surveyors
Planners



"Curt Cady"
<curt.cady@kljeng.com>

11/01/2010 02:46 PM

Please respond to
<curt.cady@kljeng.com>

To <Charlene_Bessken@fws.gov>

cc

bcc

Subject Custer County Airport EA - Project Description Change

Charlene Bessken, Biologist
US Fish, Wildlife, and Service
420 S. Garfield Suite 400
Pierre, SD 57501

Ms. Bessken,
Kadmas, Lee, and Jackson previously contacted your office for a land acquisition project for the Custer County Airport. The FAA is the lead agency for review and approval. Due to concerns for aircraft safety and wildlife hazards at the Airport the project description has been revised to include removal of all trees on the land acquired in fee simple. I have attached a copy of our office's original response and a Study Area Map. It is requested that any comments or information regarding this project change be forwarded to our office on or before December 1, 2010.

Sincerely,

Curt Cady
Environmental Planner
Kadmas, Lee & Jackson, Inc.
Airports Group
128 Soo Line Drive
Bismarck, ND 58502-1157
Phone: (701) 355-8719
Fax: (701) 355-8491
<http://www.kljeng.com>

I would greatly appreciate a response to confirm receipt of this email. Also please let me know if you are unable to respond to this email request and I will send via US mail.



USFWS_Letter_2010-02-22.pdf



U.S. Fish & Wildlife Service
SD ES Field Office
Project as described will have no significant impact on fish and wildlife resources. It does not involve any federally listed threatened or endangered species or their habitats. If project design changes, please submit plans for review.

11/2/10
Date

Field Supervisor

February 11, 2010

Mr. Steven Pirner, P.E.,
SD Department of Environment and Natural Resources
523 E Capitol Ave.
Pierre, SD 57501

RE: Custer County Airport
Custer, South Dakota
T04SN, R04E, SEC02 and SEC03

RECEIVED

FEB 16 2010

DEPT. OF ENVIRONMENT AND
NATURAL RESOURCES
SECRETARY'S OFFICE

Dear Mr. Pirner, P.E.:

Kadrmass, Lee & Jackson (KL&J) is assisting Custer County in the development of improvements to aviation facilities at Custer County Airport. The Federal Aviation Administration (FAA) is the lead agency for review and approval, in coordination with the SD Department of Transportation, Office of Aeronautics. The improvements may include acquisition of approximately 31 acres of land off the end on Runway 26 [the RPZ (Runway Protection Zone)] and adjacent areas. The funding of improvements associated with this project involves a federal action, which requires environmental documentation in accordance with the National Environmental Policy Act. ***Please refer to the enclosed study area map.***

To ensure that social, economic, and environmental effects are considered in the development of the project, we are soliciting your views and comments pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property that your department may own, or have an interest in, which would be adjacent to the proposed improvements. We would also appreciate being made aware of any environmental concerns your department may have regarding the project. Any information that might help us in our evaluation would be appreciated.

It is requested that any comments or information be forwarded to our office on or before March 15, 2010. We request your comments by that date to ensure we will have adequate time to review them and incorporate them into the necessary environmental documentation.

If further information is desired regarding the proposed improvements, you may contact me at (701) 355-8719. Thank you in advance for your cooperation.

Sincerely,
Kadrmass, Lee & Jackson, Inc.



Curt Cady
Environmental Planner

Enc.

cc: Bruce Lindholm, SDDOT Aeronautics Division
Dave Anderson, FAA
Brian Madetzke, Airport Manager

AIR QUALITY DETERMINATION

It appears, based on the information, that the project will have little or no impact on the air quality in this area. This project is approved.

Approved By: 

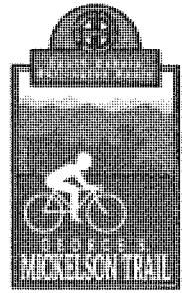
Date: 3/12/2010

(605) 773-6038 Fax: (605) 773-5286
South Dakota Department of Environment
And Natural Resources

Kadrmass
Lee &
Jackson
Engineers Surveyors
Planners



DEPARTMENT OF GAME, FISH AND PARKS
Division of Parks and Recreation
Black Hills Trails Office
11361 Nevada Gulch Road
Lead, SD 57754-9708
Phone: (605) 584-3896
Fax: (605) 584-2739



November 1, 2010

Kayla Torgerson
Environmental Planner
Kadrmass, Lee & Jackson

To Whom It May Concern:

I have received and read your letter concerning the Custer County Airport and the George S. Mickelson Trail. I am very happy to hear that none of the trees will be taken down around the trail and no land will be needed. We will honor your request by not placing any additional objects (mile markers, benches or information kiosks) in the designated area. In return, please let me know when you will be working in the area and if any work appears to impact the trail. I will need to be involved if the safety of the trail user is in question.

Thank you for your time.

Sincerely,

A handwritten signature in cursive script that reads "Dana B. Garry".

Dana B. Garry
Trail Manager
Ride Coordinator

Kadrmass Lee & Jackson

Engineers Surveyors
Planners

October 29, 2010

Dana Garry, Park Manager
South Dakota Game, Fish, & Parks
11361 Nevada Gulch Road
Lead, SD 57754-9801

Re: Custer County Airport and George S. Mickelson Trail

Dear Ms. Garry:

Kadrmass, Lee & Jackson (KL&J) is assisting Custer County in the development of improvements to the Custer County Airport. The Federal Aviation Administration (FAA) is the lead Federal agency.

The improvements may include acquisition of approximately 31 acres of land (including 2 acres of easements and 29 acres in fee simple) in the Runway Protection Zone (RPZ) and in adjacent areas for compatible land use. The RPZ's function is to enhance the protection of people and property on the ground. There are three trailer houses and several outbuildings that would be removed to ensure compatible land use. All trees on the land acquired in fee simple would be removed. Trees provide nesting, loafing, and roosting sites for a variety of birds and many species of birds pose a threat to aircraft safety. No portions of the Mickelson Trail will be acquired in fee simple and no trees in the Mickelson Trail right-of-way would be removed as part of this project. ***Please refer to the attachments.***

In order to discourage people from congregating in the section of the trail that fall in the RPZ, we request that SD Game, Fish, & Parks agree not to place any benches, trailheads, or other markers in that area. This section is approximately 600 feet long starting approximately 275 feet north of where Old Sawmill Road intersects with the Trail.

To indicate SD GF&P's agreement with the above, we respectfully request a response letter and any additional comments on the project to be forwarded to our office on or before November 29, 2010. If further information is desired regarding the proposed improvements, you may contact me at (701) 355-8729. Thank you in advance for your cooperation.

Sincerely,
Kadrmass, Lee & Jackson, Inc.



Kayla Torgerson
Environmental Planner

Enclosures

cc: Patricia Dressler, FAA ADO
Rod Senn, KL&J Rapid City

701 355 8400

128 Soo Line Drive

PO Box 1157

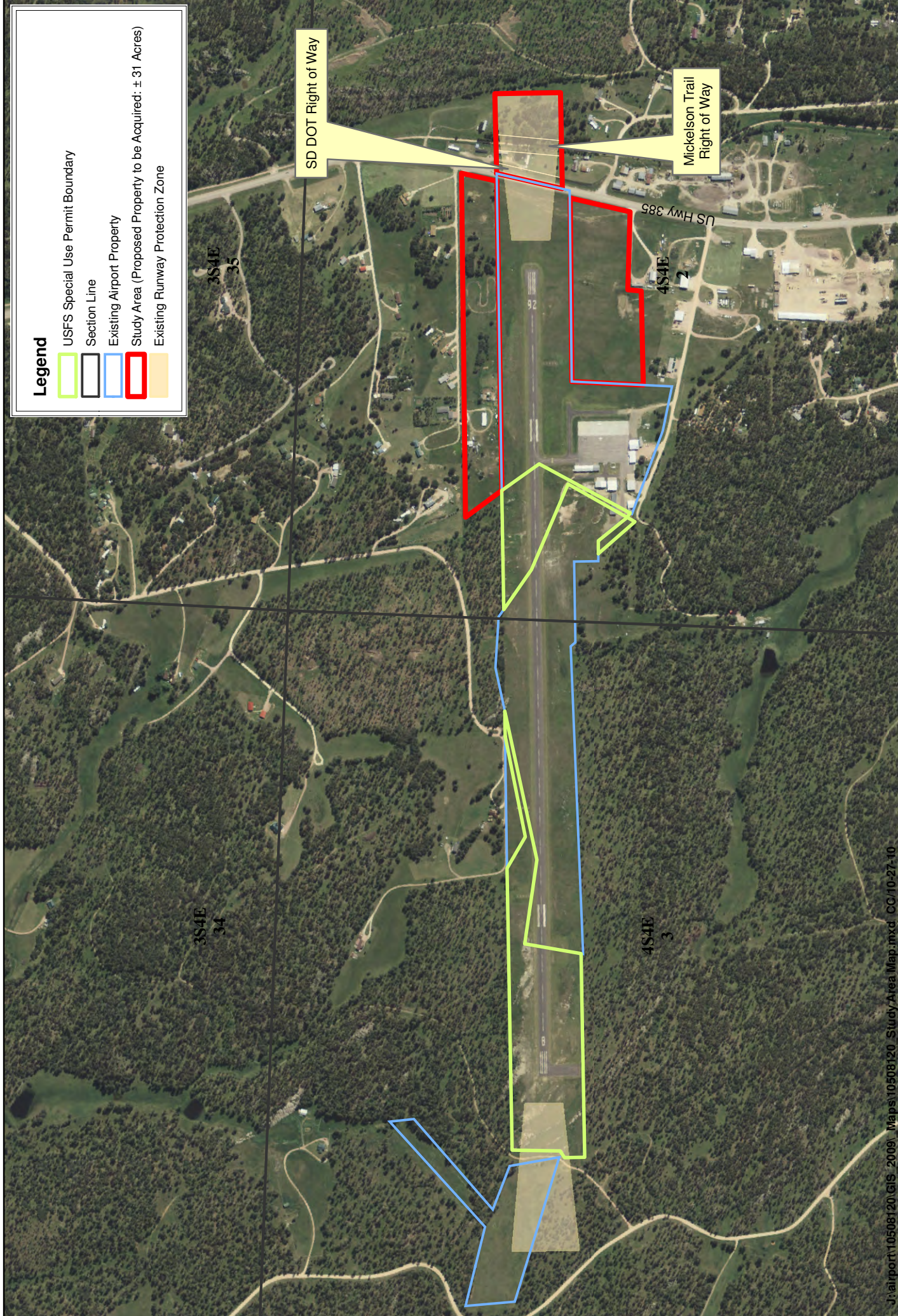
Bismarck, ND 58502-1157

Fax 701 255 0943

www.kljeng.com

Kadrmass, Lee & Jackson, Inc.

A KLJ Solutions Company



J:\airport\10508120\GIS_2009_Maps\10508120_StudyArea Map.mxd CC/10-27-10

*Intended for Planning Purposes Only

PRELIMINARY



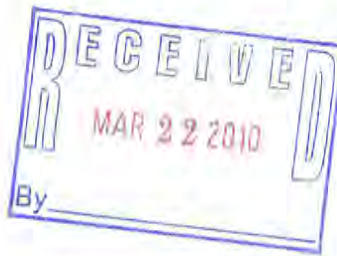
Custer County Airport Study Area Map



Looking north from Old Sawmill Road Bridge over Trail.



Looking south along Trail approximately 0.25 miles north of Old Sawmill Road.



**DEPARTMENT of ENVIRONMENT
and NATURAL RESOURCES**

PMB 2020
JOE FOSS BUILDING
523 EAST CAPITOL
PIERRE, SOUTH DAKOTA 57501-3182
www.state.sd.us/denr

March 17, 2010

Curt Cady
Kadrmass, Lee & Jackson
128 Soo Line Drive
PO Box 1157
Bismarck, ND 58502-1157

Dear Mr. Cady:

The South Dakota Department of Environment and Natural Resources (DENR) reviewed the proposed project concerning the Custer County Airport Project and have the following comments:

The Surface Water Program

1. At a minimum and regardless of project size, appropriate erosion and sediment control measures must be installed to control the discharge of pollutants from the construction site. Any construction activity that disturbs an area of one or more acres of land must have authorization under the General Permit for Storm Water Discharges Associated with Construction Activities. Contact the Department of Environment and Natural Resources for additional information or guidance at 1-800-SDSTORM (737-8676) or www.state.sd.us/denr/des/surfacewater/stormwater.htm.
2. A Surface Water Discharge (SWD) permit may be required if any construction dewatering should occur as a result of this project. Please contact this office for more information.

The Air Quality Program

The department does not anticipate any adverse impacts to the air quality of the state. The Air Quality Program has no objections to this project.

The Drinking Water Program

It appears, based on the information provided that this project will not have adverse environmental effects to drinking water in this area. The Drinking Water Program approves this project.

The Waste Management Program

The Waste Management Program does not anticipate any adverse impacts. Any construction debris needs to be disposed of at a permitted solid waste facility. Please contact the Waste Management Program if you have any questions on solid waste disposal at (605) 773-3153.

The Ground Water Program

Based on the information provided, the Ground Water Quality Program does not anticipate adverse impacts to ground water quality by this project. Of the releases reported to the Department, no release cases have been identified in the vicinity of your project. However, the location information provided to us regarding releases is sometimes inaccurate or incomplete. If you would like to do more research regarding releases, information on releases reported in South Dakota may be obtained at the following website: www.sddenr.net/env_events/. If contamination is encountered, Custer County, or his designated representative should report the contamination to the South Dakota Department of Natural Resources.

Sincerely,



John Miller
Environmental Program Scientist
Surface Water Quality Program

cc: Air Quality Program, Brad Schultz
Drinking Water Program, Mark Mayer
Waste Management Program, Vonni Kallemeyn
Ground Water Quality Program, Shanda Durham

Kadrmass
Lee &
Jackson

Engineers Surveyors
Planners

MAY 03 2010
South Dakota
SHPO

April 28, 2010

Paige Hoskinson Olson
Review and Compliance Coordinator
SD State Historic Preservation Office
Cultural Heritage Center
900 Governor's Drive
Pierre, SD 57501-2217

Dear Ms. Hoskinson Olson:

Kadrmass, Lee & Jackson (KL&J) is assisting Custer County in the development of improvements to the Custer County Airport. The Federal Aviation Administration is the lead Federal agency. Pursuant to Section 106 review, the FAA Bismarck Airports District Office has designated Kadrmass, Lee & Jackson to initiate the Section 106 review process.

The improvements may include acquisition of approximately 31 acres of land in the Runway Protection Zone and adjacent areas for compatible land use. There are three trailer houses and several outbuildings that would be removed to ensure compatible land use. It is anticipated that the trailer houses may be relocated by their current owners if land acquisition occurs. It is uncertain whether the outbuildings could be also relocated; therefore, it is anticipated they would be demolished. These areas would be needed for compatible land use only; no other ground disturbance aside from removal of the buildings would take place in those areas. ***Please refer to the attached Section 106 Project Review Form and accompanying information.***

According to aerial photography, the trailer house north of the Airport was moved to the site between 1991 and 2004. Additionally, it appears that the north trailer house in the parcel east of the Airport was moved to the site between those same dates, replacing an older trailer that was previously in that location. Based on the attached information, we recommend a finding of *No Historic Properties Affected* on behalf of the FAA Bismarck Airports District Office.

701 355 8400

128 Soo Line Drive

PO Box 1157

Bismarck, ND 58502-1157

Fax 701 355 8781

www.kljeng.com

Kadrmass, Lee & Jackson, Inc.

A KLJ Solutions Company

It is requested that any comments or information be forwarded to our office on or before May 28, 2010. If further information is desired regarding the proposed improvements, you may contact me at (701) 355-8719. If you have questions regarding the formal Section 106 consultation between your agency and the FAA, please contact Steve Obenauer of the Bismarck Airports District Office at (701) 323-7380. Thank you in advance for your cooperation.

Sincerely,
Kadrmas, Lee & Jackson, Inc.



Curt Cady
Environmental Planner

Enclosure

cwc/10508120

cc: Patricia Dressler, FAA ADO
Rod Senn, KL&J Rapid City
Bruce Lindholm, SDDOT

SECTION 106 DETERMINATION

Based upon the information provided to the South Dakota State Historic Preservation Office on 5/23/10, we concur with your agency's determination of "No Historic Properties Affected" for this undertaking.

Gary D. Voigt
State Historic Preservation Officer (SHPO)

By: Ames Rubingh

6/2/10 Date 091023003F SHPO Project #

Pursuant to 36 CFR part 800.13, if historic properties are discovered or unanticipated effects on historic properties found after the agency official has completed the Section 106 process, the agency official shall avoid, minimize or mitigate the adverse effects to such properties and notify the SHPO/THPO, and Indian tribes that might attach religious and cultural significance to the affected property within 48 hours of the discovery.

SECTION 106 CONSULTATION

Concurrence of the State Historic Preservation Office does not relieve the federal agency official from consulting with other appropriate parties, as described in 36 CFR Part 800.2(c).

Kadrmas
Lee &
Jackson
Engineers Surveyors
Planners

◇ June 14, 2013

Amy Rubingh
Review and Compliance Archaeologist
South Dakota State Historical Society
900 Governors Drive
Pierre, SD 57501-2217

Re: Custer County Airport – SHPO Project # 091023003F

Dear Ms. Rubingh:

KLJ is assisting Custer County in the development of improvements to the Custer County Airport. The Federal Aviation Administration is the lead Federal agency. Pursuant to Section 106 review, the FAA Bismarck Airports District Office has designated KLJ to initiate the Section 106 review process.

Your office originally concurred with a "No Historic Properties Affected" for the above project on June 6th, 2010. The project involves acquisition of property and the removal of several mobile homes. Since our original submittal there have been project changes that will involve additionally mobile home removal. There are two additional mobile homes located on the Evans property, north of the Runway 26 end RPZ, as shown on the attached photo entitled RPZ properties. A photograph of these two buildings is also attached.

Based on this revised information we recommend a finding of *No Historic Properties Affected* on behalf of the FAA Bismarck Airports District Office.

It is requested that any comments or information be forwarded to our office on or before July 14, 2013. If further information is desired regarding the proposed improvements, you may contact me at (701) 355-8719. If you have questions regarding the formal Section 106 consultation between your agency and the FAA, please contact Patricia Dressler of the Bismarck Airports District Office at (701) 323-7384. Thank you in advance for your cooperation.





26

SUNSET LANE

RPZ

US HIGHWAY 385

Plaisted

Evans

Janson

Svoboda

OLD SAWMILL ROAD



0 100 200 400 Feet



June 21, 2013

Kadrmass, Lee & Jackson
Attn: Curt Cady
PO Box 1157
Bismarck ND 58502-1157

PROJECT CONSULTATION

Project: 091023003F – Custer County Airport – Project Change and Structure Removal
Location: Custer County
(FAA)

Dear Mr. Cady:

Thank you for the opportunity to comment on the above referenced project. The South Dakota Office of the State Historic Preservation Officer (SHPO) concurs with your determination regarding the effect of the proposed undertaking on the non-renewable cultural resources of South Dakota.

We have made this decision based on the information provided in your correspondence, received on June 14, 2013. SHPO concurs with your determination of “No Historic Properties Affected” for this change to the undertaking. Activities occurring in areas not identified in your request will require the submission of additional documentation pursuant to 36 CFR part 800.4.

If historic properties are discovered or unanticipated effects on historic properties are found after the agency official has completed the Section 106 process, the agency official shall avoid, minimize, or mitigate the adverse effects to such properties and notify the SHPO/ THPO and Indian tribes that might attach religious and cultural significance to the affected property within 48 hours of the discovery, pursuant to 36 CFR part 800.13.

Concurrence of the SHPO does not relieve the federal agency official from consulting with other appropriate parties, as described in 36 CFR part 800.2(c).

Should you require additional information, please contact Amy Rubingh, Review & Compliance Archaeologist, at (605) 773-8370. Your concern for the non-renewable cultural heritage of our state is appreciated.

Sincerely,

Jay D. Vogt
State Historic Preservation Officer

A handwritten signature in blue ink that reads "Amy Rubingh". The signature is fluid and cursive, with the first name "Amy" and last name "Rubingh" clearly legible.

Amy Rubingh
Review & Compliance Archaeologist

CC: Patricia L. Dressler, Bismarck Airports District Office, 2301 University Drive,
Building 23B, Bismarck ND 58504



**Black Hills
Electric Cooperative, Inc.**
P.O. Box 792
Custer, South Dakota 57730-0792

Telephone: (605) 673-4461
Toll Free: (800) 742-0085
E-mail: bhec@bhec.coop
Fax: (605) 673-3147

March 15, 2010

Mr. Curt Cady, Environmental Planner
Kadrmass, Lee, & Jackson
PO Box 1157
Bismarck, SD 58502-1157

Re: Custer County Airport – Custer, SD

Dear Curt:

Black Hills Electric Cooperative (BHEC) owns, operates, and maintains a three-phase 7.2/12.47 kV electrical distribution line within or immediately adjacent to the study area. I have included an aerial photograph from our system maps with the subject line segments highlighted in yellow.

Though not shown correctly on the aerial photo, a portion of the line is actually located along the south edge of Sunset Lane at the north edge of the study area. Another portion of the line crosses the study area adjacent to and east of Highway 385. Without a lot of research into the files for individual pole sizes, I can tell you that the poles of this line extend generally 29-34 feet above ground, and the conductor spans are likely 250-350 feet between poles. The line east of Highway 385 is marked with orange-colored aviation balls.

This line provides main feeder service to approximately 250 consumers, including the Custer County Airport, west and south of the town of Custer. It provides contingency service for another 350 consumers between Custer and Pringle, including the town of Pringle, which are normally served from the Pringle Substation. The line has existed adjacent to the airport property for many years without any issues.

Without knowing exactly what types of improvements are planned, BHEC cannot comment specifically on any issues or impacts. However, BHEC does not expect the acquisition of land, in itself, to significantly alter the environmental dynamics of the area. In addition, the cost of any adjustments to the BHEC facilities, if any are required, would be the responsibility of the Custer County Airport.

Sincerely yours,
BLACK HILLS ELECTRIC COOPERATIVE, INC.

Kendrick C. Kirschenmann, P.E.
System Engineer

Enclosure





CUSTER AIRPORT

58-2 TQASR04E2

58

Custer County

AIRPORT RUNWAY

