



Raleigh Regional Airport at Person County Runway Extension and Runway Safety Area Improvements Environmental Assessment, Person County, North Carolina

FINAL FEBRUARY 2026

PREPARED FOR

**Person County,
North Carolina Division of Aviation,
and Federal Aviation Administration**

PREPARED BY

SWCA Environmental Consultants

**RALEIGH REGIONAL AIRPORT AT PERSON COUNTY
RUNWAY EXTENSION AND RUNWAY SAFETY AREA
IMPROVEMENTS ENVIRONMENTAL ASSESSMENT, PERSON
COUNTY, NORTH CAROLINA**

Prepared for
**Person County,
North Carolina Division of Aviation, and
Federal Aviation Administration**

Prepared by
SWCA Environmental Consultants
113 Edinburgh South Drive, Suite 120
Cary, North Carolina 27511
(919) 292-2200
www.swca.com

Final
February 2026

This EA becomes a federal document when evaluated, signed, and dated by the Responsible FAA Official.

lopa naik

Responsible FAA Official

4/9/2026

Date

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

FINDING OF NO SIGNIFICANT IMPACT/RECORD OF DECISION

**Environmental Assessment for the
Extension of Runway 6-24 and Runway Safety Area Improvements
Raleigh Regional Airport
Pearson County, North Carolina**

I. Introduction/Background

The Raleigh Regional Airport at Person County (TDF) is owned and operated by Pearson County (Airport Sponsor). TDF is a local public General Aviation (GA) airport. The Airport supports GA operations, including fuel, parking tie downs, and a new corporate hangar with office space. The airport serves corporate aircraft as well as air cargo jet operations. TDF currently has one 6,005-foot-long, 100-foot-wide asphalt runway (Runway 6-24) with a full parallel taxiway, FAA-maintained Category I precision instrument approach with Medium Intensity Approach Lighting System (MALSR), Precision Approach Path Indicator (PAPI), and level 3 Automated Weather Observation System (AWOS). There is no control tower. The goal of the proposed project is to improve runway safety area and extend runway 6-24 to meet Federal Aviation Administration (FAA) recommended runway length.

The proposed Runway 6-24 extension and Runway Safety Area (RSA) improvements require FAA approval, which is a federal action subject to review under the *National Environmental Policy Act* (NEPA). An Environmental Assessment (EA) was prepared in accordance with NEPA, FAA Order 1050.1F¹²³,

¹ On June 30, 2025, the FAA issued Order 1050.1G, FAA National Environmental Policy Act Implementing Procedures, and rescinded FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. FAA Order 1050.1G provides, "FAA will apply the procedures in this Order to actions initiated on or after the effective date of this Order." Because this environmental assessment was initiated prior to June 30, 2025, this document relies upon FAA Order 1050.1F.

² On Jan. 20, 2025, President Trump issued Executive Order 14148, Initial Rescissions of Harmful Executive Orders and Actions, rescinding Executive Order 14096, Revitalizing Our Nation's Commitment to Environmental Justice for All (2023). Executive Order 14096 supplemented Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994), establishing a government-wide mandate to advance environmental justice. As a result, FAA no longer evaluates Environmental Justice (EJ) as a part of its NEPA reviews. Thus, neither the EA nor this FONSI/ROD include any discussion of EJ, and EJ was not considered by FAA in its decision-making.

³ FAA Order 1050.1F provides for an evaluation of cumulative impacts. The term cumulative effects (impacts) was defined in CEQ's NEPA-implementing regulations. 40 CFR § 1508(i)(3) (2024). However, on February 25, 2025, CEQ published an interim final rule to remove these regulations in accordance with Executive Order 14154, Unleashing American Energy. See 90 Fed. Reg. 36 (February 25, 2025). The rule became effective on April 11, 2025. On Feb. 19, 2025, CEQ issued a memorandum titled Implementation of the National Environmental Policy Act, that provided guidance to Federal agencies on how to implement NEPA. The memo provides, "Federal agencies should analyze the reasonably foreseeable effects of the proposed action consistent with section 102 of NEPA, which does not employ the term "cumulative effects;" NEPA instead requires consideration of "reasonably foreseeable" effects, regardless of whether or not those effects might be characterized as "cumulative." Based on the CEQ memo and on and the U.S. Supreme Court's recent decision in *Seven Cnty. Infrastructure Coal. v. Eagle Cnty., Colorado*, 145 S.Ct. 1497 (U.S. 2025), neither the EA

Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*. This Finding of No Significant Impact/ Record of Decision (FONSI/ROD) provides the FAA's environmental determination, approval, and conditions for agency actions necessary to implement the FAA Proposed Action. This FONSI/ROD is based on information and analyses contained in the December 2025 *Final Environmental Assessment for the Runway 6-24 Extension and Runway Safety Area Improvements* (EA), which is attached and incorporated by reference, and other related documents and materials available to the agency.

II. Proposed Action

TDF's Proposed Action: TDF's Proposed Action is runway 6-24 improvement program. The Runway 6-24 Improvement Program includes two primary components:

- RSA Improvements
- Runway 6-24 Extension

This improvement program will provide additional capability and improved safety for the runway. As described in Section 3.5 of the (EA) and as depicted in Figure 3-1, TDF's Proposed Action includes the following components:

- Extend Runway 6-24 795 feet to bring the Runway takeoff length to 6,800 feet
- Construct a 625 feet long RSA beyond the Runway 24 end, providing a compliant 'prior to landing threshold' for the extended Runway. Declared distances would be implemented to provide 1,000 feet beyond the Runway ends.
- Relocate the FAA localizer approximately 610' from the end of Runway 24.
- Relocate PAPI power and control unit (PCU) and Runway 6 localizer shelter outside RSA.
- Provide FAA-compliant Runway line-of-sight.
- Extend the parallel taxiway to the end of the 795' Runway 24 extension.
- Close a portion of Cates Mill Road where it bisects Airport property.
- Acquire land to protect the Runway 24 Runway Protection Zone (RPZ) from non-compliant development.
- Clear trees within the Runway 24 RPZ.
- Clear obstructions in Runway 24 vertically-guided area navigation (RNAV) approach surfaces for the extended Runway.
- Coordinate new RNAV approaches for the extended Runway 24 with the FAA.
- Acquire land and construct new connector road from US 15-501 to the existing Airport entrance road.
- New 11,500 sq yard Aircraft Parking Apron.

nor this FONSI/ROD include a discussion of Cumulative Impacts, and Cumulative Impacts were not considered by the FAA in its decision-making.

Federal Action: The Federal Aviation Administration’s action is the unconditional approval of those portions of the Raleigh Regional Airport’s Airport Layout Plan (ALP) that reflect the proposed Runway 6-24 improvements. In addition, the airport sponsor has requested FAA funding assistance.

III. Purpose and Need

The purpose of the Proposed Action is to correct identified deficiencies on Runway 6-24, the parallel taxiway, and the aircraft parking apron and bring all facilities into conformance with the FAA’s current standards under the Runway Design Code (RDC) for all identified users. (EA Section 2.1)

As discussed in Section 2.2 of the EA, the current runway configuration does not conform to RDC standards, and there is a need to accommodate the current airport fleet more safely.

IV. Alternatives

NEPA requires consideration of a reasonable range of alternatives that are technically and economically feasible. Section 6-2.1(d) of FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, provides that “[an EA may limit the range of alternatives to the proposed action and No Action when there are no unresolved conflicts concerning alternative uses of available resources.” The Proposed Action, two action alternatives⁴, and the no-action alternative were considered and analyzed in the EA. Potential action alternatives were evaluated based on the following criteria:

- a. The action alternatives must meet the project’s purpose and need.
- b. The action alternatives must meet FAA design and safety criteria.
- c. The action alternatives must not result in a reduction of operational capabilities; that is, landing, takeoff, and accelerate-stop distances for operations on either end of Runway 6-24 should not be less than the current Runway length of 6,005 feet.
- d. The action alternatives should increase the available TORA/TODA (takeoff run available/takeoff distance available) to permit the current critical aircraft to operate at full payload service capabilities, including during hot weather.

Alternative 1 would be the same as the Proposed Action, but in addition to the Runway 24 extension, Alternative 1 would also include improvements to the end of Runway 6. This includes:

- Relocating Frank Timberlake Road outside of the Runway 6 RPZ. The new road would be approximately 4,182 feet long (Figure 3-2).
- Acquiring lands at the Runway 6 end.
- Clearing trees in the Runway 6 RPZ.

⁴ Although the action alternatives are the same as the Proposed Action with additional project elements, they are analyzed as individual alternatives as some of the additional elements present different impacts.

- Relocating the MALSR at the Runway 6 end.

Alternative 2 would be the same as the Proposed Action, except for the following:

- Runway 24 would be extended to 1,260 feet to bring the runway takeoff length to 7,265 feet. This is an additional 465 feet compared to the Proposed Action. The purpose is to accommodate the aircraft currently using the airport more safely without requiring relocation of Frank Timberlake Road.
- The parallel taxiway would be extended to the end of the 1,260-foot runway extension.

Proposed Action is the preferred alternative for this project.

V. Environmental Impacts

The EA analyzed all relevant environmental categories in accordance with FAA Order 1050.1F, FAA Order 5050.4B, and *FAA 1050.1 Desk Reference*. As discussed in Section 1.1.1 of the EA, federal and state agencies were contacted at the start of the NEPA process and agency coordination and consultations were conducted during the preparation of the EA. The EA documented that the Proposed Action would not affect Coastal Resources; Department of Transportation Act, Section 4(f) Resources; Wild and Scenic Rivers, Groundwater, Floodplains, Biological Resources-Essential Fish Habitat and Natural Resources and Energy Supply. Impacts to other resource categories are discussed below. Required mitigation measures are discussed in Section VI.

V A. Air Quality (Section 4.2.3.1, pp. 19)

Person County, North Carolina, has been designated as attainment for all of the existing National Ambient Air Quality Standards (NAAQS); therefore, the General Conformity Rule does not apply to this project. The Proposed Action and action alternatives would not cause or create a reasonably foreseeable increase in air emissions. Air emissions during project construction would be minor and temporary. Aircraft operations would not change because of the Proposed Action or action alternatives; therefore, operational emissions would not increase. Safety modifications that do not modify aircraft operations would not result in the exceedance of one or more of the NAAQS; therefore, there would be no reasonably foreseeable increase in air emissions from the Proposed Action or action alternatives.

V B. Biological Resources (Section 4.3.3.1, pp. 28-29)

The Proposed Action and action alternatives would result in permanent effects to vegetation in areas that would be converted to the runway, taxiway, roadways, and other associated facilities. Portions of existing wildlife habitats, such as forest habitat, would be removed temporarily or permanently. However, the same habitat types would remain available for wildlife in the General Study Area. Surface disturbance could lead to the introduction and spread of invasive plant species, which could impact the overall biodiversity and health of the ecosystem. The NC Wildlife Resources Commission did not have any specific concerns about

the project during scoping (NCWRC 2023). They recommend avoiding, minimizing, or compensating for reasonably foreseeable effects to habitat.

As discussed in the EA, the U.S Fish and Wildlife Services (USFWS) has assumed the presence of Atlantic pigtoe and green floater in the perennial stream that is a tributary to the North Flat River. They also stated that the streams are too high up in the watershed and too small for both the Neuse River waterdog and Carolina madtom, but those species may be present downstream of the site in the North Flat River. To prevent sediment and pollutants from entering the streams during construction, the FAA and Airport have committed to additional best management practices (BMPs) (see Section VI B, Mitigation Measures). With these measures in place, the USFWS has determined that the project *may affect, but is not likely to adversely affect* these species.

V C. Farmlands (Section 4.4.3.1, pp. 34)

There are 398 acres of prime farmland and farmland of statewide importance in the Detailed Study Area for the Proposed Action and action alternatives. Of these 398 acres, the majority of land (approximately 241 acres) is within the Airport District Overlay (AP) zoning for use of the existing Airport, according to the County's zoning map and tax parcel map A52 65 (Person County 2023b, c). The remaining 157 acres of prime farmland and farmland of statewide importance would be converted to the Airport's current land use designation of government/exempt. The converted acres for the Proposed Action and action alternatives include development of the proposed new connector road off Cates Mills Road and borrow area soils that would be used to build the embankment. Alternative 1 would also develop important farmlands for the proposed relocation of Frank Timberlake Road. The development would be within the Airport Compatibility Area, where future Airport development and other compatible land uses (e.g., industrial) are permitted by the County (Person County 2021).

Permanent impacts in important farmlands include 62.7 acres for the Proposed Action, 65.1 acres for Alternative 1, and 72.1 acres for Alternative 2. The Natural Resources Conservation Services (NRCS) sent a request for a farmland conversion impact rating (Form AD-1006) on January 8, 2025. The NRCS determined a farmland impact rating of 59 points, which is less than the 160-point significance threshold for adverse impacts to prime and unique farmland. No impact to soil or important farmlands is anticipated within the General Study Area, outside of the Detailed Study Area.

V D. Water Resources: Wetlands (Section 4.5.3.1, pp. 38)

The Proposed Action would affect 14.11 acres of delineated wetlands, 0.43 acres of pond, and 5,488 linear feet of delineated streams (2,508 linear feet intermittent, 2,980 linear feet perennial). As shown in Table 4-10, a portion of the wetlands and streams would be permanently impacted by the Proposed Action and action alternatives (Figure 4-6). Impacts would primarily occur where the new embankment for the extended runway would fill a stream and the associated palustrine emergent (PEM) and Palustrine scrub-shrub (PSS) wetlands. Permanent impacts are those within the footprint of the proposed action, but temporary impacts could also occur during construction.

Under the Proposed Action, compensatory mitigation for wetlands would be required, as determined by the USACE. The requirements would be based on the wetland delineations (SWCA 2024a) as verified by the USACE for SAW-2019-02150 and issued in the approved jurisdictional determination (AJD) and Delineation Concurrence (Appendix D). Compensatory mitigation requirements would be determined based on the amount of jurisdictional wetland and waterbody features that would be filled, as well as the functional assessment of those wetlands and Waters of the United States (WOTUS). This would be determined during the Section 404 permit process prior to construction and would be consistent with applicable state wetland strategies.

V E. Water Resources: Surface Waters (Section 4.6.3.1, pp. 44)

The Proposed Action would permanently impact 3.68 acres of riparian buffers. During construction, temporary impacts could occur in 8.73 acres of riparian buffers. Tree removal in riparian buffers would leave stumps behind to avoid potential sedimentation impacts to surface waters. Permits and mitigation for riparian buffer impacts would be coordinated with North Carolina Department of Environmental Quality (NCDEQ) prior to construction.

The design plans and specifications would provide instructions for the treatment of the stormwater runoff in accordance with NCDEQ requirements to reduce impacts of the target pollutants of concern. Sediment and erosion control measures would be installed in accordance with NCDEQ permit requirements to prevent sediment from moving off-site and affecting downstream waters. With the implementation of sediment and erosion control Best Management Practices (BMPs), water quality standards would not be exceeded, and the public drinking water supply would not be adversely affected in the General Study Area.

VI. Environmental Conditions and Mitigation

TDF shall be responsible for ensuring all applicable and necessary construction permits, environmental permits, approvals, and certifications are obtained prior to initiating construction activities. Permits and approvals include, but may not be limited to, those listed in Section VI A below. TDF must also satisfy all required mitigation related to the construction and operation of the Runway 6-24 improvement Program. Mitigation requirements and detailed plans will be finalized during the permitting process. It should be noted that BMPs are considered standard operating procedures and are not considered mitigation; therefore, they are not discussed in this section.

VI A. Permits and Certifications

The Project will require, but may not be limited to, the following permits and certifications:

1. National Pollutant Discharge Elimination System (NPDES) construction stormwater discharge permit
2. Section 404 Individual Permit

3. Section 401 water quality certification
4. Riparian Buffer Authorization

VI B. Mitigation

Mitigation must be provided for the following environmental categories:

1. Unavoidable stream and wetland impacts. The amount and type of mitigation will be determined through the TDF's permitting process with the U.S. Army Corps of Engineers and North Carolina Department of Water Resources (NCDWR).
2. To protect federally listed aquatic species in the project footprint and downstream, the following measures provided by the USFWS would be implemented.
 - A double row of silt fence would be installed in areas draining to North Flat River, to ensure that erosion is captured effectively.
 - Silt fence outlets for each row of silt fence would be offset to provide additional retention of water and sediment in the outer row.
 - All vehicles would be inspected for leaks immediately prior to entering the work area each day. Any leaks would be repaired and construction vehicles cleaned thoroughly to remove any residual dirt, mud, debris, grease, motor oil, hydraulic fluid, coolant, or other hazardous substances from construction vehicles.
 - Inspections, repairs, cleaning, and/or servicing would be conducted before the vehicle, equipment, or machinery is transported into the field or to the work site.
 - Fuel and maintain vehicles or equipment and store potentially toxic substances within a containment area in the upland.
 - The size and number of access corridors for construction vehicles in the stream buffer would be minimized.
 - All disturbed soils would be restored to grade and provide temporary stabilization measures as necessary to prevent erosion until the area can revegetate.
 - Temporary and permanent stabilization measures would include only natural materials that are expected to degrade over time.
3. To protect riparian buffers, the following measures would be implemented.
 - For the proposed tree removal in sensitive areas such as wetlands and riparian buffers trees would be cut down and stumps left behind.
 - Permitting would be required for activities within the identified Neuse River riparian buffers (Table 4-11, Figure 4-5). Permits and additional mitigation for unavoidable riparian buffer impacts would be coordinated with NCDEQ prior to construction.

VII. Public Involvement

The following agencies were consulted in the preparation of the EA:

FEDERAL

- U.S. Army Corps of Engineers (USACE), Wilmington District
- U.S. Department of U.S. Fish and Wildlife Service (USFWS)
- U.S. Department of Agriculture Natural Resources Conservation Services
- U.S. Environmental Protection Agency (USEPA)

STATE

- N.C. Department of Environmental Quality (NCDEQ)
- N.C. Department of Natural and Cultural Resources, State Historic Preservation Office (SHPO)
- N.C. Department of Transportation (NCDOT), Transportation Planning Branch
- N.C. DEQ Division of Coastal Management (DCM)
- N.C. DEQ Division of Water Resources (DWR)
- N.C. Wildlife Resources Commission (NCWRC), Habitat Conservation Program

REGION

- Pearson County NC Government

The Notice of Availability of the draft EA was published in the local Courier-Times newspaper on October 30, 2025. The draft EA was made available for a 30-day public comment period from October 30, 2025 to November 28, 2025. The draft EA was available for review on the sponsor's website, and a hard copy was available at the Airport. A copy of the draft EA was sent to state and federal agencies.

The sponsor also held a public meeting on December 15, 2025. Nineteen participants attended the public meeting, including members of the public and representatives of the County and NCDOT Division of Aviation. All comments received from the public and agencies are provided in Appendix F.

VII. Agency Findings

The FAA makes the following determinations for this project based upon a careful review of the attached EA, the supporting administrative record, and appropriate supporting information. The FAA weighed both the potential positive and negative consequences that this Proposed Action may have on the quality of the human environment. The FAA has determined that the Proposed Action meets the purpose and need of the proposed project and best implements necessary airfield modifications to meet FAA design standards.

The following determinations are prescribed by the statutory provisions set forth in the Airport and Airway Improvement Act of 1982, as codified in 49 USC §47106 and 47107.

The FAA has determined the Proposed Action would result in safe and efficient use of U.S. airspace as prescribed in 49 U.S.C. §40103(a).

The Proposed Action is reasonably necessary for use in air commerce (49 U.S.C. §44502(b)).

The Proposed Action is reasonably consistent with existing plans of public agencies responsible for development of the area surrounding the airport (49 U.S.C. §47106(a)(1)).

The interests of the community in or near where the Proposed Action is located have been given fair consideration (49 U.S.C. §47106(b)(2)).”

The airport sponsor has taken, or will take, actions to restrict land use in the airport vicinity, including adoption of zoning laws, to ensure the uses are compatible with airport operations (49 U.S.C. §47107(a)(10)).

DECISION AND ORDER

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in Section 101 of the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental requirements and will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(C) of NEPA. Therefore, the preparation of an Environmental Impact Statement is not required.

Approved: JASMINE M EVAINS Digitally signed by JASMINE M EVAINS
Date: 2026.04.03 13:35:36 -04'00' Date: April 3, 2026

Right of Appeal

This FONSI/ROD constitutes a final order of the FAA Administrator and is subject to the exclusive judicial review under 49 U.S.C. § 46110 by the US Circuit Court of Appeals for the District of Columbia or the US Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate US Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 U.S.C. § 46110.

CONTENTS

1	Introduction	1
1.1	Environmental Assessment Process	1
1.1.1	Agency Coordination and Public Involvement.....	1
1.2	Airport Description.....	2
2	Purpose and Need	6
2.1	Purpose of the Proposed Action	6
2.2	Need for the Proposed Improvements	6
3	Proposed Action and Alternatives	6
3.1	Proposed Action	7
3.1.1	Proposed Action Construction	9
3.1.2	Proposed Action Detailed Study Area	9
3.2	Alternative 1	9
3.2.1	Alternative 1 Construction.....	10
3.2.2	Alternative 1 Detailed Study Area.....	10
3.3	Alternative 2	12
3.3.1	Alternative 2 Construction.....	12
3.3.2	Alternative 2 Detailed Study Area.....	12
3.4	No Action Alternative	12
3.5	Summary of Alternatives.....	14
4	Affected Environment And Environmental Consequences	14
4.1	Introduction	14
4.2	Air Quality.....	18
4.2.1	Regulatory Setting and Methodology	18
4.2.2	Affected Environment.....	19
4.2.3	Environmental Consequences.....	19
4.3	Biological Resources	19
4.3.1	Regulatory Setting and Methodology	19
4.3.2	Affected Environment.....	20
4.3.3	Environmental Consequences.....	28
4.4	Farmlands	31
4.4.1	Regulatory Setting and Methodology	31
4.4.2	Affected Environment.....	32
4.4.3	Environmental Consequences.....	34
4.5	Water Resources: Wetlands.....	35
4.5.1	Regulatory Setting and Methodology	35
4.5.2	Affected Environment.....	35
4.5.3	Environmental Consequences.....	38
4.6	Water Resources: Surface Waters	43
4.6.1	Regulatory Setting and Methodology	43
4.6.2	Affected Environment.....	43
4.6.3	Environmental Consequences.....	44
4.7	Hazardous Materials, Solid Waste, Pollution Prevention.....	45
4.7.1	Regulatory Setting and Methodology	45
4.7.2	Affected Environment.....	46
4.7.3	Environmental Consequences.....	47

4.8	Historical, Architectural, Archaeological and Cultural Resources.....	48
4.8.1	Regulatory Setting and Methodology	48
4.8.2	Affected Environment.....	48
4.8.3	Environmental Consequences.....	50
4.9	Land Use.....	50
4.9.1	Regulatory Setting and Methodology	50
4.9.2	Affected Environment.....	51
4.9.3	Environmental Consequences.....	53
4.10	Noise and Noise-Compatible Land Use	54
4.10.1	Regulatory Setting and Methodology	54
4.10.2	Affected Environment.....	55
4.10.3	Environmental Consequences.....	55
4.11	Socioeconomics, Children’s Health and Safety Risks.....	56
4.11.1	Regulatory Setting and Methodology	57
4.11.2	Affected Environment.....	57
4.11.3	Environmental Consequences.....	59
4.12	Visual Effects	60
4.12.1	Regulatory Setting and Methodology	60
4.12.2	Affected Environment.....	61
4.12.3	Environmental Consequences.....	62
4.13	Greenhouse Gas Emissions.....	65
4.13.1	Regulatory Setting and Methodology	65
4.13.2	Affected Environment.....	65
4.13.3	Environmental Consequences.....	65
5	Mitigation Measures.....	65
6	List of Preparers.....	66
7	Literature Cited.....	67

Appendices

Appendix A.	North Carolina State Agencies Correspondence
Appendix B.	Federal Agencies and Tribes Correspondence
Appendix C.	USFWS Correspondence and Biological Resources Report
Appendix D.	USACE Correspondence and Wetland Delineation Report
Appendix E.	Noise Area Equivalent Method (AEM) Screening Analysis
Appendix F.	Public Outreach and Review of the Draft EA

Figures

Figure 1-1.	TDF Airport location.....	3
Figure 1-2.	TDF Airport aerial imagery.....	4
Figure 1-3.	TDF Airport Layout Plan.....	5
Figure 3-1.	Proposed Action design.....	8
Figure 3-2.	Alternative 1 design.	11
Figure 3-3.	Alternative 2 design.	13

Figure 4-1. General and Detailed Study Areas 17
Figure 4-2. Land cover classes..... 22
Figure 4-3. NCNHP Managed and Natural Areas..... 23
Figure 4-4. Soil types and Important Farmlands..... 33
Figure 4-5. Delineated wetlands, surface waters, and riparian buffers..... 37
Figure 4-6. Proposed Action wetlands and surface waters. 40
Figure 4-7. Alternative 1 wetlands and surface waters..... 41
Figure 4-8. Alternative 2 wetlands and surface waters..... 42
Figure 4-9. Zoning map. 52
Figure 4-10. Sensitive visual receptors within 1,500 feet of proposed lighting and tree clearing. 64

Tables

Table 3-1. Proposed Action Compared to Alternatives 14
Table 4-1. NEPA Environmental Resource Categories Evaluated for Applicability 15
Table 4-2. Land Cover and Vegetation Communities 20
Table 4-3. USFWS Federally Listed Species with Potential to Occur within the General Study Area..... 24
Table 4-4. State-Listed Species for Person County and their Potential to Occur in the General Study Area..... 26
Table 4-5. Proposed Action Impacts to Land Cover and Vegetation Communities 28
Table 4-6. Alternative 1 Impacts to Land Cover and Vegetation Communities..... 30
Table 4-7. Alternative 2 Impacts to Land Cover and Vegetation Communities..... 31
Table 4-8. Soils and Important Farmlands..... 34
Table 4-9. Wetlands Delineated in the Detailed Study Area 36
Table 4-10. Potential Temporary and Permanent Impacts to Wetlands and Surface Waters 38
Table 4-11. Potential Impacts within NCDEQ Riparian Buffers..... 45
Table 4-12. Previous Archaeological Investigations within the General Study Area..... 49
Table 4-13. Archaeological Resources Recorded in the APE..... 49
Table 4-14. Existing Zoning within Detailed Study Area..... 51
Table 4-15. Summary of Aviation Activity Forecasts 55
Table 4-16. Socioeconomic Characteristics of the General Study Area 58

1 INTRODUCTION

This Environmental Assessment (EA) has been prepared to document the analysis of potential environmental impacts associated with the extension of Runway 6-24 at Raleigh Regional Airport at Person County (TDF or Airport) in Person County, North Carolina. The airport is owned and operated by the County and is the sponsor for this proposed project. Under the National Environmental Policy Act (NEPA) for the Federal Aviation Administration (FAA) projects, an airport sponsor is the non-federal entity that proposes an airport development. The FAA is the lead federal agency for the EA. This proposed project is part of the current approved Airport Layout Plan (ALP) that was reviewed and approved by the FAA. The FAA's decision to approve or disapprove a project is a federal action and, therefore, is subject to compliance with the NEPA. NEPA requires federal agencies to analyze the environmental consequences of their proposed actions, acknowledge alternatives to these actions, consider mitigation for the impacts, and allow interested parties the opportunity to participate in the environmental review process. Therefore, this EA has been prepared in accordance with NEPA and FAA Orders 1050.1F, *Environmental Impacts: Policies and Procedures*¹ and 5050.4B, National Environmental Policy Act Implementing Instructions for Airport Actions.

1.1 Environmental Assessment Process

For major federal actions, an initial environmental determination is required to consider the type of action and its potential effect on the environment and determine the appropriate level of NEPA review. If a proposed action falls within a category of actions that the FAA has previously determined is not likely to have significant environmental impacts, it may be considered a Categorical Exclusion, and the FAA can take action with a more limited environmental review. If an action does not fall within the scope of a Categorical Exclusion or is within the scope of a Categorical Exclusion, but there are extraordinary circumstances that may result in significant environmental impacts or the nature or extent of environmental impacts are uncertain, preparation of an EA is appropriate. If, following the EA process, the FAA determines that adverse environmental impacts would not be significant, the FAA could issue a Finding of No Significant Impact (FONSI) or a FONSI and Record of Decision (ROD). If the EA process indicates that the action would result in significant environmental impacts and the relevant stakeholders still wish to continue with the project, an Environmental Impact Statement (EIS) would be prepared to provide an additional evaluation of the proposed action and its alternatives. Both an EA and an EIS require coordination with federal, state, and local agencies and sometimes with the public.

In coordination with the North Carolina Department of Transportation (NCDOT) Division of Aviation, the FAA has determined that an EA provides the appropriate level of review for this project. The purpose of the EA is to provide the FAA with a decision-making tool to determine if the planned project qualifies for a FONSI or if an EIS is required.

1.1.1 Agency Coordination and Public Involvement

Public involvement pertains to including the public in the FAA's environmental review process. Prior to preparing the EA, scoping letters were sent to state agencies, federal agencies, and Tribes requesting their review of the proposed project (Appendix A, Appendix B). In addition, the State Clearinghouse published

¹ On June 30, 2025, the FAA published FAA Order 1050.1G, FAA National Environmental Policy Act Implementing Procedures. Those procedures were immediately effective. However, because the drafting of this EA was substantially complete prior to the Order's publication, the FAA has relied on the version of the agency-wide Order and ARP-specific order that were in effect at the time the EA's analytical work was completed. This EA deviates from the environmental analysis requirements outlined in FAA Order 1050.1F where an executive order or decisions of the U.S. Supreme Court require it. This includes elimination of analyses as described in FAA Order 1050.1F pertaining to environmental justice, climate change, and cumulative impacts.

the project in the Environmental Bulletin. Responses were reviewed and considered during the environmental analysis.

The Notice of Availability of the draft EA was published in the local Courier-Times newspaper on October 30, 2025, which began the 30-day public comment period so that the FAA could receive feedback from members of the public who may be affected by the project. The draft EA was available for review on the sponsor's website, and a hard copy was available at the Airport. A copy of the draft EA was also sent to state and federal agencies. The public comment period ended on November 28, 2025.

The sponsor also held a public meeting, providing project information and additional opportunity for public comment. The Notice of Availability of the draft EA and public meeting announcement were published in the local Courier-Times newspaper, on the Person County website, and on Person County's social media. The meeting was originally scheduled for December 8, 2025; however, due to inclement weather, the public meeting was rescheduled for December 15, 2025. The new meeting date was announced in the local Courier-Times newspaper, on the Person County website, and on Person County's social media.

Nineteen participants attended the public meeting, including members of the public and representatives of the County and NCDOT Division of Aviation. Participants were able to fill out a comment form at the meeting or submit comments by email. All comments received from the public and agencies are provided in Appendix F. Copies of the public announcements and meeting materials are also provided in Appendix F.

1.2 Airport Description

TDF is located approximately 8 miles south of the City of Roxboro, North Carolina, near U.S. Highway 501 and the Research Triangle Region (Figure 1-1). Airport property is on county-owned land with a boundary generally defined by Cates Mill Road to the north, Highway 501 to the east, Tom Oakley Road to the south, and Frank Timberlake Road to the west. The Airport is on Montgomery Drive, accessed from Cates Mill Road. The surrounding area is generally undeveloped woodlands and agricultural fields with some residential development southeast of the Airport (Figure 1-2).

TDF is classified in the National Plan of Integrated Airport Systems (NPIAS) as a local public General Aviation (GA) Airport. The Airport supports GA operations, including fuel, parking tie downs, and a new corporate hangar with office space. The airport serves corporate aircraft as well as air cargo jet operations (Person County 2023a; Raleigh Regional Airport at Person County 2023). Aircraft operations average 95 per day, with 52% transient GA, 43% local GA, 3% military, and 2% air taxi. TDF provides no scheduled commercial service; however, Fixed Base Operators (FBOs) provide occasional unscheduled charter passenger service. There are 32 aircraft based on the field, including 28 single-engine airplanes and four multi-engine airplanes (Ainav 2023).

TDF currently has one 6,005-foot-long, 100-foot-wide asphalt runway (Runway 6-24) with a full parallel taxiway, FAA-maintained Category I precision instrument approach with Medium Intensity Approach Lighting System (MALSR), Precision Approach Path Indicator (PAPI), and level 3 Automated Weather Observation System (AWOS). There is no control tower. Figure 1-3 presents the current ALP.



Figure 1-1. TDF Airport location.

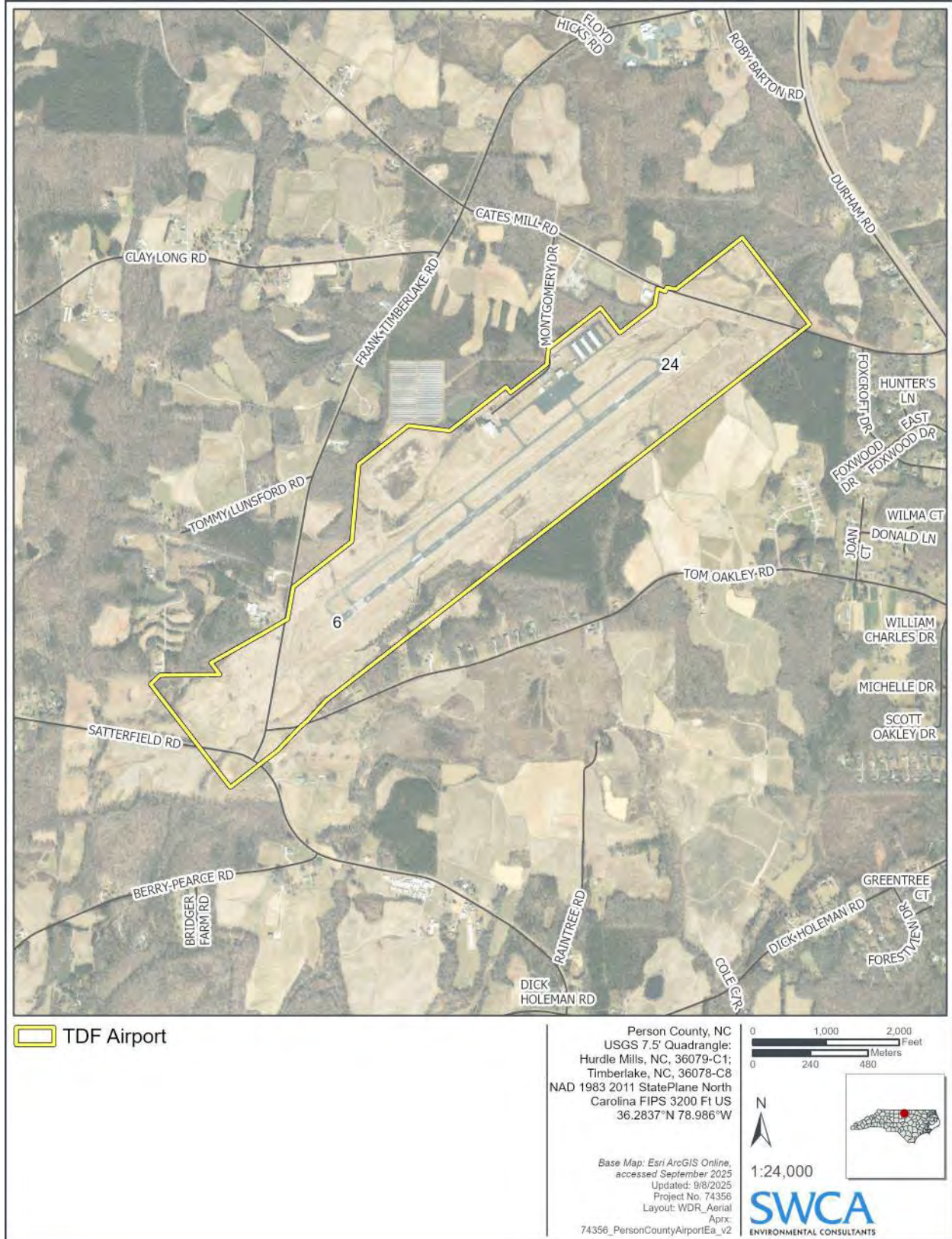


Figure 1-2. TDF Airport aerial imagery.

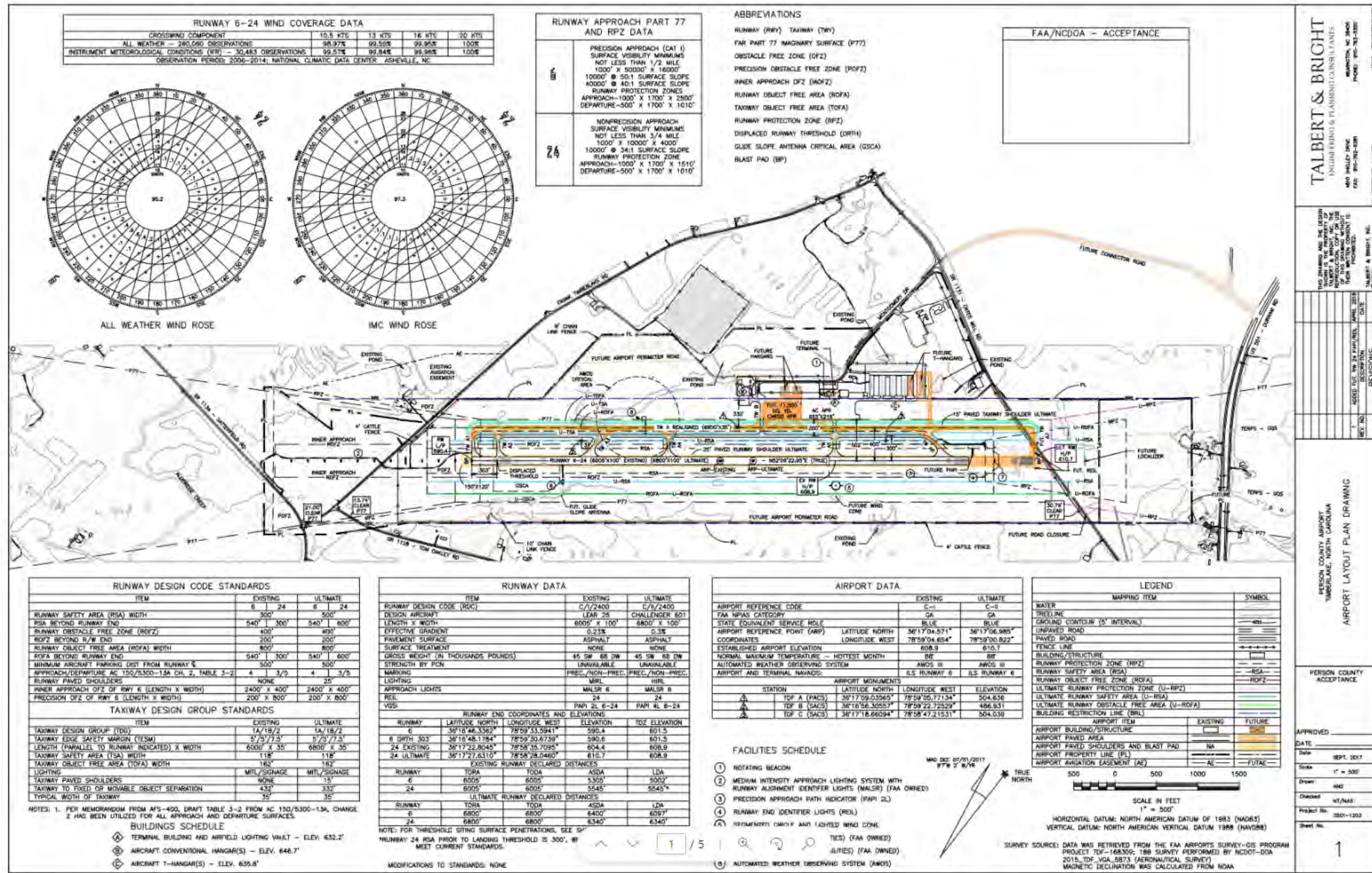


Figure 1-3. TDF Airport Layout Plan.

2 PURPOSE AND NEED

2.1 Purpose of the Proposed Action

The purpose of the Proposed Action is to correct identified deficiencies on Runway 6-24, the parallel taxiway, and the aircraft parking apron and bring all facilities into conformance with the FAA's current standards under the Runway Design Code (RDC) for all identified users.

2.2 Need for the Proposed Improvements

The current runway configuration does not conform to RDC standards, and there is a need to accommodate the current airport fleet more safely. Runway deficiencies are as follows:

- Runway 6-24 has a length of 6,005 feet, and the Proposed Action would extend the runway to a length of 6,800 feet in accordance with the approved Airport Master Plan.
- The existing Runway 6 localizer antenna is located 303 feet beyond the end of Runway 24 and should be relocated more than 600 feet (approximately 610 feet) from the end of the runway per the RDC.
- The Runway Safety Area (RSA) and Runway Object Free Area (ROFA) are not compliant with grading and object clearing requirements.
 - Public roadways are located inside the Runway Protection Zone (RPZ) at both runway ends, approximately 900 feet from each end.
 - Existing objects penetrate the RSA and/or ROFA, including navigational and visual aids.
 - RSA/ROFA grades are not compliant, including a drop-off of the existing ground beginning approximately 325 feet from the Runway 24 end.
- The runway line-of-sight does not meet current FAA requirements.

In addition to the runway deficiencies, the existing aircraft parking apron is undersized for current users.

3 PROPOSED ACTION AND ALTERNATIVES

The Proposed Action, two action alternatives², and the no-action alternative are being considered and analyzed in this EA. Potential action alternatives were evaluated based on the following criteria. The Proposed Action is the preferred alternative for this project.

- a. The action alternatives must meet the project purpose and need.
- b. The action alternatives must meet FAA design and safety criteria.
- c. The action alternatives must not result in a reduction of operational capabilities; that is, landing, takeoff, and accelerate-stop distances for operations on either end of Runway 6-24 should not be less than the current Runway length of 6,005 feet.
- d. The action alternatives should increase the available TORA/TODA (takeoff run available/takeoff distance available) to permit the current critical aircraft to operate at full payload service capabilities, including during hot weather.

² Although the action alternatives are the same as the Proposed Action with additional project elements, they are analyzed as individual alternatives as some of the additional elements present different impacts.

- e. The action alternatives should allow the lowest possible approach minimums for the Runway 6 ILS (i.e., ½ mile visibility minimums and 200-foot HAT) by removing or mitigating obstructions off airport property.
- f. The action alternative should provide a RPZ that meets current FAA land use compatibility guidelines.
- g. The action alternatives should allow the establishment of vertically-guided area navigation (RNAV), both localizer performance with vertical guidance (LPV) and lateral/vertical navigation (LNAV/VNAV) approaches to Runway 24 by removing or mitigating obstructions off airport property.
- h. Environmentally sound mitigation can be accomplished and is fiscally feasible.

3.1 Proposed Action

The Proposed Action (the preferred alternative) would extend Runway 24 by 795 feet to bring the runway takeoff length to 6,800 feet, as required per the current approved Master Plan (Figure 3-1). This would accommodate the current airport fleet more safely. In addition, a 625-foot-long RSA (including localizer) would be constructed beyond the Runway 24 end to comply with the ‘prior to landing’ threshold for the extended runway. This includes a graded area for the localizer, which is required to be more than 600 feet beyond the runway end. The RSA would remain 300 feet wide for the entire length of Runway 6-24, except for the localizer area, which would have a 400-foot width as required by the FAA.³

The existing parallel taxiway would remain unchanged at 300 feet runway/parallel taxiway separation. A new portion of parallel taxiway would be constructed to connect to the newly extended Runway 24 end for a full parallel taxiway. In addition, the aircraft parking apron would be expanded with an additional 11,500 square yards of paved area.

The FAA localizer would be relocated more than 600 feet (approximately 610 feet) from the end of the extended runway in compliance with FAA localizer siting criteria. The PAPI power control units (PCUs) and Runway 6 localizer shelter would also be relocated outside of the RSA. The Proposed Action would provide a compliant runway line-of-sight in accordance with current FAA criteria.

A portion of Cates Mill Road would be closed at the Runway 24 end, where it currently bisects the Raleigh Regional Airport at Person County property. A new connector road would be constructed from US-501 (Durham Road) to the existing Airport entrance road. The new road, an extension of Montgomery Drive, would be approximately 4,117 feet long and up to 24 feet wide. It is intended that Cates Mill Road would not be closed until the construction of new connector road is complete.

The Runway 24 RNAV approach and departure surfaces for the extended Runway would be cleared of any obstructions, such as trees and poles. The new RNAV approaches for the extended Runway 24 would be coordinated with the FAA. The airport would acquire land within the Runway 24 RPZ to prevent development inconsistent with FAA criteria in that area and to clear trees/obstructions within the approach. Land would also need to be acquired for the proposed new connector road at the airport entrance. All land acquisitions would be in accordance with both the NCDOT and the FAA land acquisition requirements. Currently no dwelling acquisitions or relocations are planned.

There would be no changes at the Runway 6 end. The existing Runway 6 RSA would be maintained 843 feet beyond the Runway 6 threshold and 540 feet beyond Runway 6 pavement.

³ During review of the Proposed Action, the FAA directed certain dimension revisions that reduced RSA length beyond runway end from 1,000 feet to 600 feet, reduced RSA width from 400 feet to 300 feet, and maintained runway/parallel taxiway separation at 300 feet.

3.1.1 Proposed Action Construction

The runway and taxiway extension construction activities would include earth work, including excavation, building of an embankment, stabilization of subgrade, placement of aggregate base course and multiple lifts of P-401 surface course, pavement marking, storm drainage infrastructure, airfield lighting modifications, erosion control measures, and relocation/modification to the existing instrument landing system and other navigational aids (NAVAIDs). The apron construction would include excavation, subgrade stabilization, placement of Aggregate Base Course, and Asphalt Surface Course. The proposed asphalt connector road (extension of Montgomery Drive) would meet all NCDOT standards with excavation and/or borrow embankment, placement of stone, and then NCDOT paved surface with applicable markings. Construction equipment would include excavators, drills, milling machines, concrete pour trucks, asphalt paving equipment, and dump trucks for hauling materials.

The runway and taxiway extension would require an embankment to be constructed at the Runway 24 end to level the downward slope east towards US-501. Embankment fill material is anticipated to be sourced from an onsite borrow area northeast of the runway. All embankment and borrow construction would be in accordance with FAA specification P-152. The current estimate of fill needed is approximately 985,000 cubic yards (972,000 CY for onsite borrow and 13,000 CY for offsite).

The tree removal process typically involves clearing and grubbing all trees within the RPZ. However, in sensitive areas such as wetlands, trees would be cut down and stumps left behind to avoid surface disturbance.

Grading and drainage plans would meet the current FAA Advisory Circular (AC) Requirements on runways, taxiways, apron, and associated safety areas. Sedimentation and erosion control plans and details would include several measures such as silt fence, seeding, sodding, mulching, rip rap inlet, and outlet protection as required. The Airport has a Stormwater Pollution Prevention Plan (SWPPP) in place, and during design, stormwater management would be coordinated with Person County personnel. Sedimentation and erosion control permits and stormwater control permits would be obtained for the project as required by the North Carolina Department of Environmental Quality (NCDEQ).

Construction for the Proposed Action is projected to begin in 2028 and would occur over approximately 2 years, depending on funding and phasing. The Airport would remain open for the majority of this construction period. The Airport would close for work within the Runway Obstacle Free Zone (ROFZ).

3.1.2 Proposed Action Detailed Study Area

The Detailed Study Area for the Proposed Action includes the permanent footprint plus the surrounding area that would be temporarily disturbed during construction. The Proposed Action Detailed Study Area is 284 acres, including 65 acres of permanent and 219 acres of temporary surface disturbance. Permanent impacts include pavement for the new road, runway extension, taxiway extension, and apron expansion, as well as the soil embankment needed for the runway extension. Areas of temporary surface disturbance, including staging areas used for equipment, materials, and stockpiles, would be restored once construction is complete.

3.2 Alternative 1

Alternative 1 would be the same as the Proposed Action, but in addition to the Runway 24 extension, Alternative 1 would also include improvements to the end of Runway 6. This includes:

- Relocating Frank Timberlake Road outside of the Runway 6 RPZ. The new road would be approximately 4,182 feet long (Figure 3-2).
- Acquiring lands at the Runway 6 end.

- Clearing trees in the Runway 6 RPZ.
- Relocating the MALSR at the Runway 6 end.

3.2.1 *Alternative 1 Construction*

Construction for Alternative 1 would generally be the same as described for the Proposed Action with the addition of Runway 6 improvements that would require additional road construction for Frank Timberlake Road and additional tree clearing at Runway 6.

3.2.2 *Alternative 1 Detailed Study Area*

The Detailed Study Area for Alternative 1 is 387 acres. Within the Alternative 1 Detailed Study Area, there would be 67 acres of permanent and 320 acres of temporary surface disturbance.

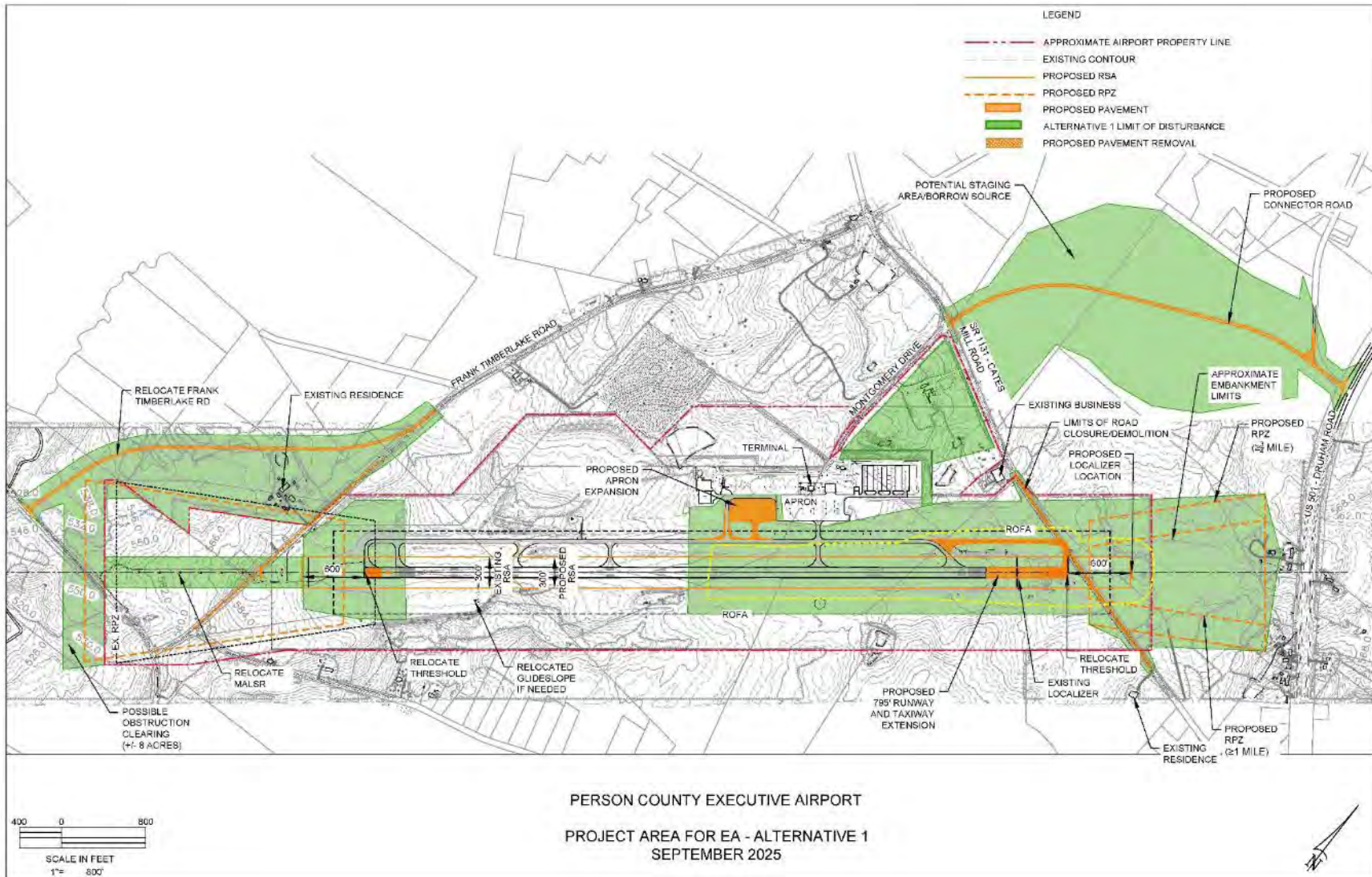


Figure 3-2. Alternative 1 design.

3.3 Alternative 2

Alternative 2 would be the same as the Proposed Action, except for the following:

- Runway 24 would be extended to 1,260 feet to bring the runway takeoff length to 7,265 feet. This is an additional 465 feet compared to the Proposed Action. The purpose is to accommodate the aircraft currently using the airport more safely without requiring relocation of Frank Timberlake Road.
- The parallel taxiway would be extended to the end of the 1,260-foot runway extension (Figure 3-3).

3.3.1 Alternative 2 Construction

Construction for Alternative 2 would be generally the same as the Proposed Action, but would require additional grading and pavement construction for the longer runway and taxiway.

3.3.2 Alternative 2 Detailed Study Area

The Detailed Study Area for Alternative 2 is 297 acres. Within the Alternative 2 Detailed Study Area, there would be 74 acres of permanent and 223 acres of temporary surface disturbance.

3.4 No Action Alternative

The No Action Alternative would result in no physical changes to the existing Runway 6-24 or airport configuration. Under the No Action Alternative, the Airport would maintain the existing runway, taxiway, and RSA deficiencies. The existing aircraft parking apron would not be expanded. Existing Cates Mill Road would not be relocated. Although the No Action Alternative does not meet the purpose and need criteria, it is retained for detailed environmental analysis and baseline comparative purposes to fulfill the FAA's responsibility under NEPA.

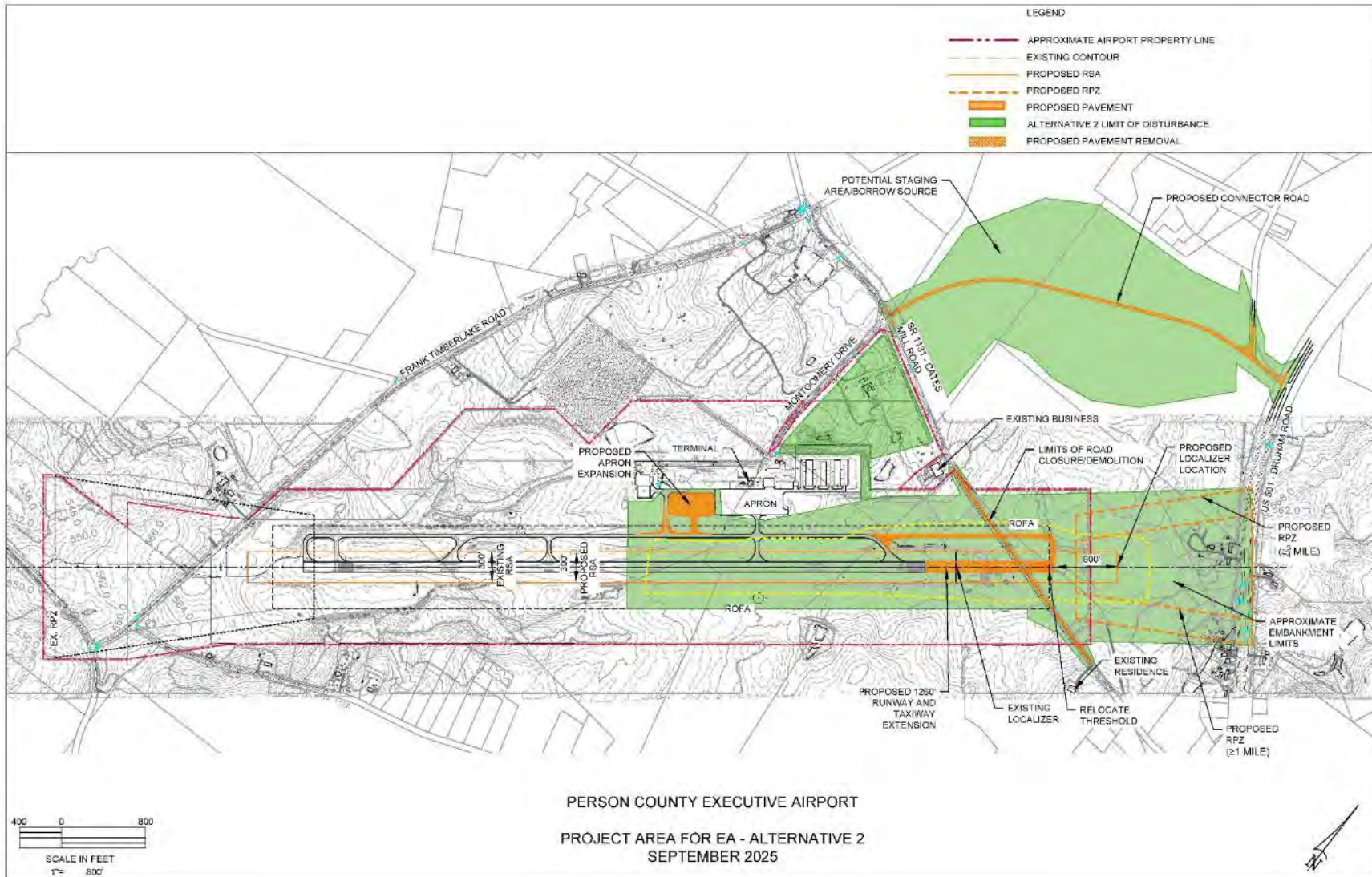


Figure 3-3. Alternative 2 design.

3.5 Summary of Alternatives

The Proposed Action and action alternatives are compared in Table 3-1.

Table 3-1. Proposed Action Compared to Alternatives

Proposed Action	Alternative 1	Alternative 2
Permanent impact = 65 acres Temporary impact = 219 acres Total LOD = 284 acres	Permanent impact = 67 acres Temporary impact = 320 acres Total LOD = 387 acres	Permanent impact = 74 acres Temporary impact = 223 acres Total LOD = 297 acres
Extend Runway 6-24 795 feet to bring the Runway takeoff length to 6,800'.	Same as Proposed Action	Extend Runway 24 1,260' to bring the Runway takeoff length to 7,265'.
Construct a 625' long RSA beyond the Runway 24 end, providing a compliant 'prior to landing threshold' for the extended Runway. Declared distances would be implemented to provide 1,000' beyond the Runway ends.	Same as Proposed Action	Same as Proposed Action
Relocate the FAA localizer approximately 610' from the end of Runway 24.	Relocate the FAA localizer 1,000' from the end of Runway 24.	Relocate the FAA localizer 1,000' from the end of Runway 24.
Relocate PAPI PCU's and Runway 6 localizer shelter outside RSA.	Same as Proposed Action	Same as Proposed Action
Provide FAA-compliant Runway line-of-sight.	Same as Proposed Action	Same as Proposed Action
Extend the parallel taxiway to the end of the 795' Runway 24 extension.	Same as Proposed Action	Extend the parallel taxiway to the end of the 1,260' Runway 24 extension.
Close a portion of Cates Mill Road where it bisects Airport property.	Same as Proposed Action, and a portion of Frank Timberlake Road would be relocated.	Same as Proposed Action
Acquire land to protect the Runway 24 RPZ from non-compliant development.	Same as Proposed Action and acquire lands at Runway 6 end.	Same as Proposed Action
Clear trees within the Runway 24 RPZ.	Clear trees within Runway 24 and Runway 6 RPZs.	Same as Proposed Action
Clear obstructions in Runway 24 RNAV approach surfaces for the extended Runway.	Same as Proposed Action	Same as Proposed Action
Coordinate new RNAV approaches for the extended Runway 24 with the FAA.	Same as Proposed Action	Same as Proposed Action
Acquire land and construct new connector road from US 15-501 to the existing Airport entrance road.	Same as Proposed Action	Same as Proposed Action
New 11,500 sq yard Aircraft Parking Apron.	Same as Proposed Action	Same as Proposed Action

4 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

4.1 Introduction

The General Study Area for the analysis of the affected environment and environmental consequences is shown in Figure 4-1. The General Study Area encompasses the Detailed Study Areas associated with the Proposed Action and action alternatives described in Section 3. The Detailed Study Area is where direct physical impacts that would result from the Proposed Action or action alternatives, including potential

access, staging, and onsite borrow areas that would be temporarily affected during construction. The General Study Area also includes the surrounding lands within a 1-mile buffer around the Detailed Study Area, where potential project impacts may also occur. Currently, the General Study Area includes a mix of pavement and gravel developed solely for airport-related uses, surrounded primarily by undeveloped and agricultural lands.

The airfield comprises one runway (Runway 6-24) that is 6,005 feet in length and 100 feet wide, with an asphalt surface containing approximately 13.8 acres. The Airport services include corporate, freight, and GA, which comprises a state-of-the-art hangar space providing convenient access and concierge services, 24-hour loading/unloading, multiple onsite forklifts, available onsite transport, fuel services, Pilot lounge, and a flight school t-hangar. Within the General Study Area, the existing county Airport property encompasses approximately 169 acres surrounded by private land that is primarily rural and undeveloped.

This chapter describes the character of the existing environment in which the Proposed Action and Alternatives described in Chapter 3 would occur. The affected environment relative to applicable environmental resource categories specified in FAA Order 1050.1F and Order 5050.4B are documented. All environmental resource categories were evaluated for potential effects by the Proposed Action and Action Alternatives, as well as the No Action Alternative, to determine if further analysis in this EA was warranted (Table 4-1).

The Environmental Consequences sections evaluate the reasonably foreseeable effects and whether the effects are temporary (construction period) or long-term (operations period). Effects may be negative or beneficial. Long-term impacts would result from the permanent placement of pavement for the new access roads, runway extension, taxiway, and apron, plus the soil embankment needed for the runway extension. The amount of permanent impacts varies by alternative.

Table 4-1. NEPA Environmental Resource Categories Evaluated for Applicability

EA Section	Environmental Resource Category ¹	Explanation
ENVIRONMENTAL RESOURCE CATEGORIES AFFECTED		
4.2	Air Quality	The project would follow the Airport's Title V Permit. Construction would result in temporary construction vehicle and equipment emissions.
4.3	Biological Resources: Federally Protected Species, Critical Habitat; State-Protected Species; Migratory Birds	Biological resources, including federally protected species (USFWS 2025a), state-listed species, and migratory birds, may be present.
4.4	Farmlands	Important farmlands are present.
4.5 – 4.6	Water Resources: Wetlands, Surface Waters	Jurisdictional wetlands and streams were delineated within the Study Area. Surface waters are present, and water quality could change due to the project. Neuse River riparian buffer rules apply.
4.7	Hazardous Materials, Solid Waste, and Pollution Prevention	The project includes excavation, which may encounter contaminated soils. Demolition would produce solid waste.
4.8	Historical, Architectural, Archaeological and Cultural Resources	Historic architectural and archaeological resources have been documented in the area. Surveys were conducted in coordination with the North Carolina State Historic Preservation Office (SHPO).
4.9	Land Use	The project includes developing lands outside the Airport footprint.

EA Section	Environmental Resource Category ¹	Explanation
4.10	Noise and Noise-Compatible Land Use	The number of aircraft operations or passenger activity levels would not be expected to change. During construction, short-term noise associated with construction activities would be generated.
4.11	Socioeconomics, Children's Environmental Health and Safety Risks	The potential for a project to lead to a disproportionate health or safety risk to children must be evaluated. The construction of the project would result in economic benefits in the form of temporary jobs and induced spending.
4.12	Visual Effects	New roadways, extended runways, tree clearing, and lighting could change views from within the surrounding neighborhoods.
4.14	GHG Emissions	Construction would increase greenhouse gas (GHG) emissions temporarily.
--	--	ENVIRONMENTAL RESOURCE CATEGORIES NOT AFFECTED
--	Coastal Resources	Person County is not a coastal county as defined by N.C. Division of Coastal Management (NCDEQ 2023). Therefore, coastal resources would not be affected.
--	Water Resources: Wild and Scenic Rivers, Groundwater, Floodplains	There are no Wild and Scenic Rivers as defined by the Wild and Scenic Rivers Act, 16 U.S.C. 1271 et seq. (1968) within Person County (National Park Service 2023). The project would not affect a sole source aquifer or its recharge area; drinking water would not be affected. The project is not located within a floodplain and would not increase flood risk (Federal Emergency Management Agency [FEMA] 2023).
--	Biological Resources: Essential Fish Habitat	There is no Essential Fish Habitat present (NOAA 2023; USFWS 2025a).
--	Department of Transportation Act, Section 4(f)	The project would not require the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance (Google Earth 2023; NC Division of Parks & Recreation 2023; USFWS 2025a).
--	Natural Resources and Energy Supply	The project would not increase the number of aircraft operations. Ground vehicle use would temporarily increase during construction and then return to normal levels. Therefore, the project would not greatly increase fuel consumption. The project would have limited additional demands on energy supplies and natural resources, which could be accommodated by the Airport's current power suppliers and regional capacities. Construction would cause limited short-term demands on energy supply and other resources.

Notes: 1 Environmental resource categories as specified in FAA Order 1050.1F and Order 5050.4B.

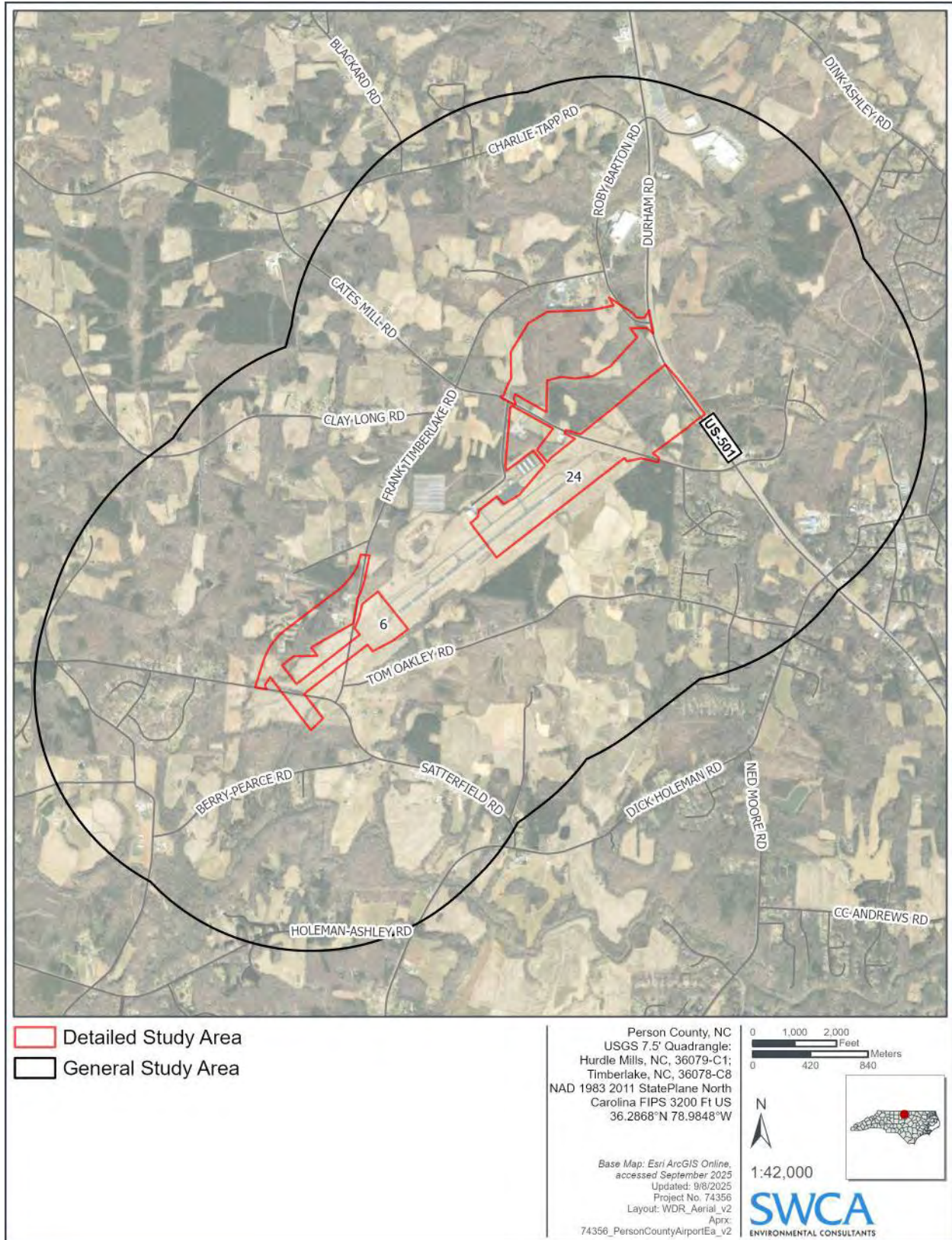


Figure 4-1. General and Detailed Study Areas.

4.2 Air Quality

4.2.1 Regulatory Setting and Methodology

In the United States, air quality is generally monitored and managed at the county or regional level. The U.S. Environmental Protection Agency (EPA), pursuant to mandates of the federal Clean Air Act (CAA) (42 USC 7401 et seq.), has established the National Ambient Air Quality Standards (NAAQS) to protect public health, the environment, and quality of life from the detrimental effects of air pollution. Standards have been established for the following criteria pollutants: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM), and sulfur dioxide (SO₂). PM standards have been established for inhalable coarse particles ranging in diameter from 2.5 to 10 micrometers (µm) (PM₁₀) and fine particles less than 2.5 µm (PM_{2.5}) in diameter. In accordance with the Clean Air Act Amendments (CAAA) of 1997 (91 Stat. 685, P.L. 95- 95), the EPA uses air monitoring data it compiles, as well as data collected by local air quality agencies, to classify counties and some sub-county geographical areas by their compliance with the NAAQS. An area with air quality at or below the NAAQS is designated as an attainment area. An area with air quality that exceeds the NAAQS is designated as a nonattainment area. Nonattainment areas are further classified as extreme, severe, serious, moderate, and marginal by the extent to which the NAAQS are exceeded. Areas that have been reclassified from nonattainment to attainment are identified as maintenance areas. An area may be designated as unclassifiable when there is a temporary lack of data on which to base its attainment status. For each area designated as nonattainment, the applicable state or regional planning authority is required to develop a State Implementation Plan (SIP) to address how the area would monitor and reduce emissions and attain and maintain the NAAQS.

Section 176(c) of the CAA requires that federal actions conform to the appropriate SIP in order to attain the air quality goals identified in the CAA. The General Conformity Rule is designed to protect ambient air quality within nonattainment and maintenance areas against further degradation to these areas. The General Conformity Rule establishes the de minimis levels (40 Code of Federal Regulations [CFR] 93.153(b)) to identify those actions with the potential to have air quality impacts large enough to require a conformity determination. Typically, significant air quality impacts would be identified if an action would result in the exceedance of one or more of the NAAQS for any time period analyzed, per FAA 1050.1F. If a project's net emissions are less than the de minimis levels, then the federal action is considered to be too small to adversely affect the air quality status of the area and is automatically considered to conform with the applicable SIP/FIP, and a conformity determination is not required.

The EPA regulations further identify certain actions that would not exceed these thresholds, including airport projects relating to airport safety. The EPA regulations allow federal agencies to identify specific actions as “presumed to conform” (PTC) to the applicable SIP per 40 CFR 93.153(f). In a notice published in the Federal Register, the FAA has identified several actions that “will not exceed the applicable de minimis emissions levels” and, therefore, are PTC, including airport projects relating to airport safety per the 2007 Federal Presumed to Conform Actions Under General Conformity.

In addition, FAA Order 5050.4B, Airport Environmental Handbook, provides the basis for determining the scope of the agency's review of air quality impacts under NEPA. The Airport Environmental Handbook does not include significance criteria, per se, but rather cites the agency's responsibilities with respect to the General Conformity Rule, identifies criteria for determining whether to perform a detailed air quality analysis, and cites the agency's responsibilities under the Airport and Airway Improvement Act of 1982. FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, states the following regarding air quality: An air quality assessment prepared for inclusion in a NEPA environmental document should include an analysis and conclusions of a proposed action's impacts on air quality. When a NEPA analysis is needed, the proposed action's impact on air quality is assessed by evaluating the impact of the proposed action on the NAAQS via an air quality qualitative assessment performed as described in the FAA's 2015 Air Quality Handbook. However, FAA Order 1050.1F provides that further analysis for NEPA purposes is normally not required where emissions do not exceed the EPA's de minimis thresholds.

4.2.2 Affected Environment

For each criteria pollutant, the EPA classifies an area as “an attainment area” if the area is in compliance with NAAQS, or as “a nonattainment area” if one or more NAAQS is exceeded. Person County, North Carolina, has been designated as attainment for all of the existing NAAQS; therefore, the General Conformity Rule does not apply to this project. Therefore, there is no applicable SIP with which to judge conformity in Person County, and the FAA is not required to make a conformity determination.

4.2.3 Environmental Consequences

4.2.3.1 PROPOSED ACTION AND ALTERNATIVES

The General Study Area is not within an area designated as nonattainment or maintenance. As discussed previously, a qualitative assessment was used because the Proposed Action and action alternatives would not cause or create a reasonably foreseeable increase in air emissions. Project construction would be minor and temporary. Aircraft operations would not change as a result of the Proposed Action or action alternatives; therefore, operational emissions would not increase. Safety modifications that do not modify aircraft operations would not result in the exceedance of one or more of the NAAQS; therefore, there would be no reasonably foreseeable increase in air emissions from the Proposed Action or action alternatives.

4.2.3.2 NO ACTION ALTERNATIVE

Under the No Action Alternative, the proposed project would not be constructed or operated. As a result, there would be no change in the existing air emissions.

4.3 Biological Resources

4.3.1 Regulatory Setting and Methodology

The Endangered Species Act (ESA) of 1973 [16 U.S.C. 1531 et seq.] requires the evaluation of all federal actions to determine whether a proposed action is likely to jeopardize any proposed, threatened, or endangered species or proposed or designated critical habitat. Critical habitat includes areas that will contribute to the recovery or survival of a listed species. Federal agencies are responsible for determining if an action may affect listed species, which determines whether formal or informal consultation with the U.S. Fish and Wildlife Service (USFWS) or the National Marine Fisheries Service (NMFS) is needed. If the FAA determines that the action may affect listed species, consultation with the USFWS must be initiated. Conversely, if the FAA determines the action would have no effect on listed species or critical habitat, consultation is not required.

Impacts to federally listed threatened and endangered species would be considered significant if the USFWS or NMFS determine that the Proposed Action would be likely to jeopardize the continued existence of a federally listed threatened or endangered species or would be likely to result in the destruction or adverse modification of federally designated critical habitat. An action need not involve a threat of extinction to federally listed species to meet the NEPA standard of significance. Lesser impacts, including impacts on non-listed or special status species, could also constitute a significant impact. The potential for federally listed species to occur was assessed by a review of the USFWS Information for Planning and Consultation (IPaC) resource list (USFWS 2025a) and field surveys (SWCA 2023, 2024a).

In North Carolina, state-listed endangered and threatened animals are protected by the North Carolina Wildlife Resources Commission (NCWRC) via the North Carolina Endangered Species Act of 1987 (North Carolina General Statutes Chapter 113, Article 25), and plants are legally protected by the North Carolina Plant Conservation Program via the North Carolina Plant Protection and Conservation Act of 1979 (North Carolina General Statutes Chapter 106, Article 19B). The Acts state that they do not limit the rights of a landowner in the lawful management of their land. The list of state-threatened and endangered animal and plant species for Person County was reviewed to assess whether any species have potential to occur in the

General Study Area. During the field survey, biologists assessed the likelihood of habitats to support these species (Appendix C [SWCA 2023]).

Migratory birds are protected under the federal Migratory Bird Treaty Act of 1918 (MBTA), which makes it illegal to destroy or disturb nests with birds or eggs in them. The MBTA prohibits the “take” (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the USFWS. “Take” may be intentional or unintentional and is defined in the MBTA as “to pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to pursue, hunt, shoot, wound, kill, trap, capture, or collect.” The MBTA applies to most bird species and their nests, eggs, feathers, or other parts. The MBTA does not apply to introduced species such as rock pigeon (*Columba livia*), house sparrow (*Passer domesticus*), European starling (*Sturnus vulgaris*), and nonmigratory upland game birds. The USFWS Birds of Conservation Concern (BCC) are “species, subspecies, and populations of all migratory nongame birds that, without additional conservation actions, are likely to become candidates for listing under the ESA (USFWS 2021). The General Study Area is within BCC 29, and biologists reviewed this list to assess if BCC species may nest in the area based on habitat.

4.3.2 Affected Environment

Topography within the General Study Area is relatively flat. According to land cover maps (USGS 2023) and field surveys (SWCA 2023, 2024a), the General Study Area consists primarily of developed open space, deciduous forest, hay/pasture, and cultivated crops with additional minor land uses (Table 4-2, Figure 4-2).

Table 4-2. Land Cover and Vegetation Communities

Community	Detailed Study Area (acres)	General Study Area (acres)
Deciduous Forest	106.4	2,284.7
Developed, Open Space	93.8	643.3
Hay/Pasture	49.4	1,243.5
Cultivated Crops	44.9	881.4
Shrub/Scrub	29.0	155.9
Developed, Low Intensity	24.7	287.3
Mixed Forest	23.3	430.1
Developed, Medium Intensity	15.2	81.4
Evergreen Forest	9.6	327.4
Developed, High Intensity	2.9	24.5
Open Water	0.9	38.2
Grassland/Herbaceous	0.9	88.9
Emergent Herbaceous Wetlands, Woody Wetlands, Open Water	0.2	73.7
Total	401.3	6,560.3

Source: USGS (2023)

The fenced airport includes a paved runway surrounded by mowed/maintained grass. Outside the fenced area, the General Study Area consists of deciduous forest with smaller areas of developed properties and agricultural land. Wetland communities are present throughout these areas and are described in Section 4.13.

The forested upland communities (deciduous, evergreen, and mixed) are dominated by American sweetgum (*Liquidambar styraciflua*), willow oak (*Quercus phellos*), tulip poplar (*Liriodendron tulipifera*), northern white oak (*Quercus alba*), northern red oak (*Quercus rubra*), pignut hickory (*Carya glabra*), and eastern red cedar (*Juniperus virginiana*). Upland forests are mostly mature deciduous forests with somewhat developed midstories and generally a sparse herbaceous layer. Some areas are recently logged and are in early stages of forest succession with dense saplings present (SWCA 2023).

Within the Detailed Study Area, herbaceous upland communities were found in the maintained airfield and agricultural fields (SWCA 2023). There are herbaceous uplands surrounding the existing airport runway (mapped as open space on Figure 4-2), and they appear to be regularly mowed. Other herbaceous upland areas are active and fallow agricultural fields and roadsides, including areas mapped as hay/pasture (SWCA 2023). Herbaceous upland communities are dominated by Chinese bush-clover (*Lespedeza cuneata*), hairy crab grass (*Digitaria sanguinalis*), spreading dogbane (*Apocynum androsaemifolium*), eastern poison ivy (*Toxicodendron radicans*), Bahia grass (*Paspalum notatum*), goldenrod species (*Solidago* spp.), and muscadine (*Vitis rotundifolia*).

Special management areas in the General Study Area include the Person County Open Space, which is managed by the county for multiple uses, including activities such as logging and mining (Figure 4-3). The Timberlake Hardpan Forest is a state-designated natural area located at the corner of Montgomery Drive and Cates Mill Road. According to the North Carolina Natural Heritage Program (NCNHP 2023a), this 10-acre privately owned area is a moderately good representation of hardpan forest in the state. Another NCNHP natural area in the General Study Area is the Flat River Aquatic Habitat, which is rated exceptional for its representation of aquatic habitat in the state.

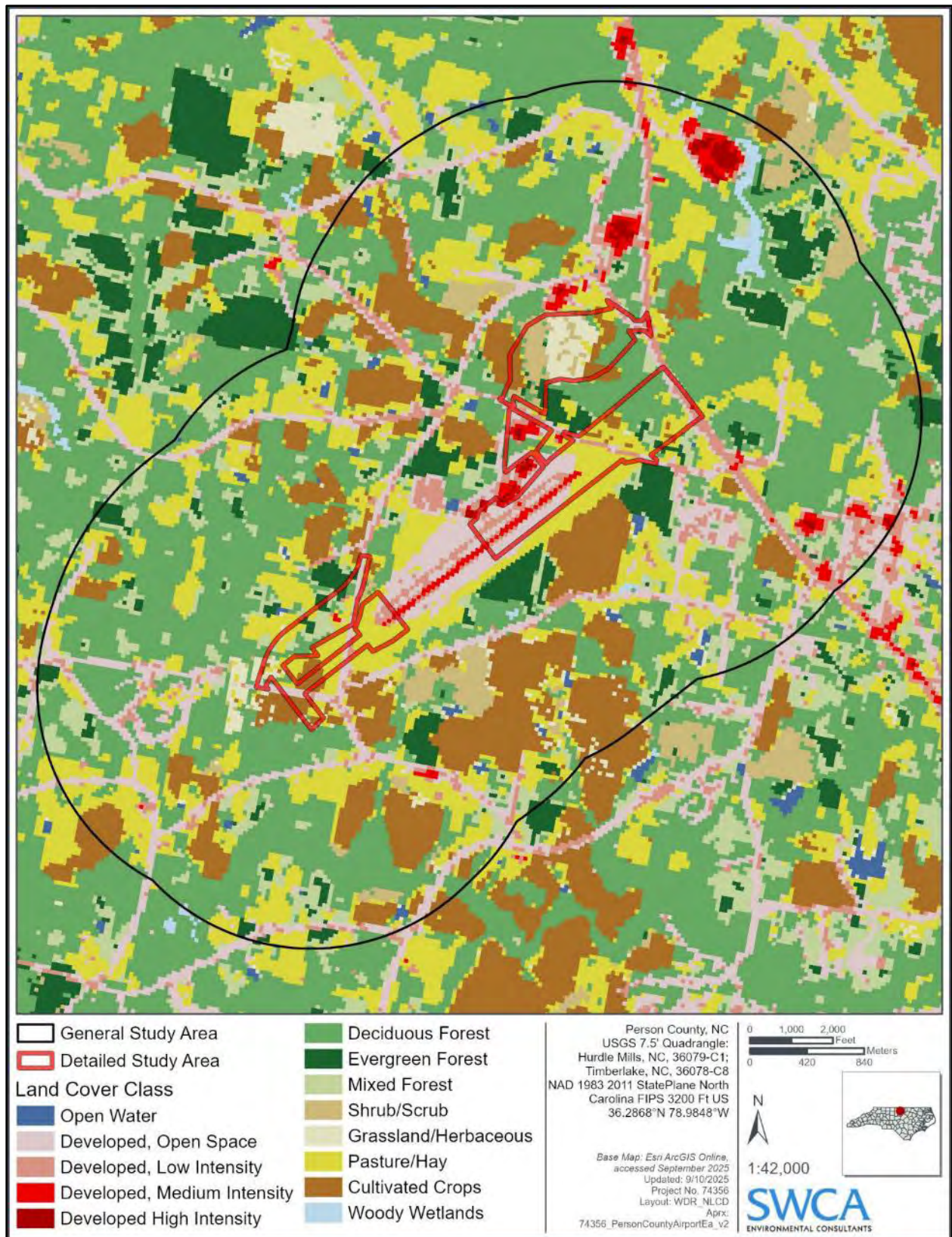


Figure 4-2. Land cover classes.

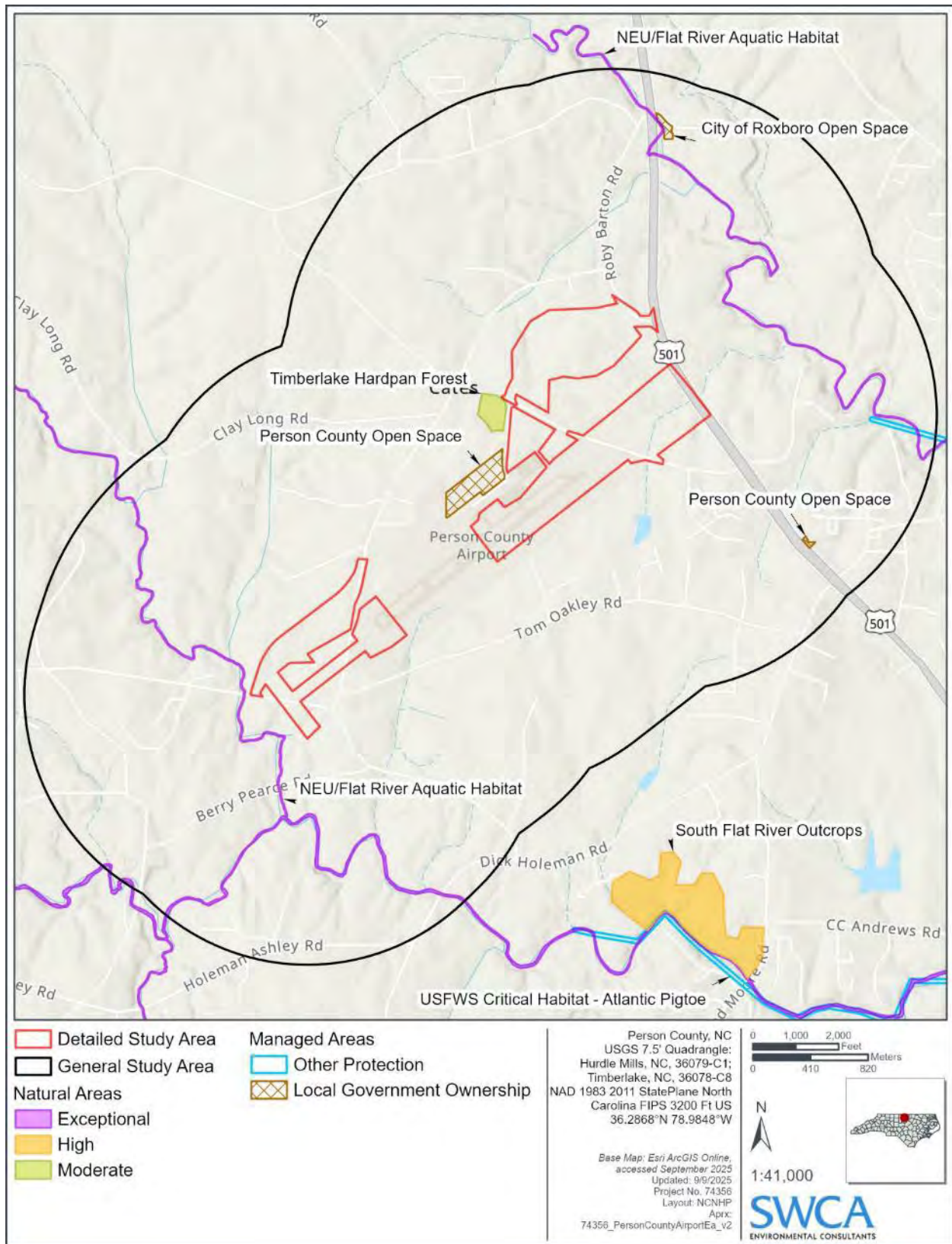


Figure 4-3. NCNHP Managed and Natural Areas.

4.3.2.1 FEDERALLY PROTECTED SPECIES & CRITICAL HABITAT

Federally protected species are those designated by the USFWS as threatened, endangered, proposed, candidate, or under review under the ESA. The potential for species identified in the USFW IPaC resource list (USFWS 2025a) as having potential to occur in the General Study Area are reviewed in Table 4-3.

Table 4-3. USFWS Federally Listed Species with Potential to Occur within the General Study Area

Common Name (Scientific Name)	Group	Listed Status	Habitat	Potential to Occur within General Study Area
Tricolored Bat (<i>Perimyotis subflavus</i>)	Mammal	Proposed Endangered	Roosts in live or recently dead deciduous hardwood trees. Hibernates in caves, culverts, and abandoned water wells.	Very Low
Neuse River Waterdog (<i>Necturus lewisi</i>)	Amphibian	Threatened	Inhabit rivers and larger streams, where they prefer leaf beds in quiet waters (NCWRC 2024).	Low, but may occur downstream
Carolina Madtom (<i>Noturus furiosus</i>)	Fish	Endangered	Prefer free-flowing streams with clean sand or gravel bottoms. Endemic to the Tar and Neuse River basins (NCWRC 2024).	Low, but may occur downstream
Atlantic Pigtoe (<i>Fusconaia masoni</i>)	Mussel	Threatened	Small creeks to larger rivers with excellent water quality, where flows were sufficient to maintain clean, silt-free substrates (USFWS 2024a).	Moderate
Green Floater (<i>Lasmigona subviridis</i>)	Mussel	Proposed Threatened	Calm pools in small to medium-sized streams with gravel and sand substrates.	Moderate
Monarch butterfly (<i>Danaus plexippus</i>)	Insect	Proposed Threatened	Prairies, meadows, grasslands, and roadsides with milkweed (<i>Asclepias</i> spp.) and flowering plants.	Moderate

Source: SWCA (2023); USFWS (2025a).

4.3.2.1.1 Tricolored Bat

Tricolored bats roost in the foliage of live trees and may form small maternity colonies during the pup-rearing season (North Carolina Bat Working Group 2013). Tricolored bats are considered “rare or uncommon” in North Carolina (NCNHP 2023b). In September 2022, the USFWS proposed to list the tricolored bat (*Perimyotis subflavus*) as an endangered species in response to observed population declines resulting primarily from white-nose syndrome (Federal Register 87:56381). This species was on the original IPaC list for the project in 2023; however, the IPaC list downloaded in January 2025 no longer included this species due to the revised range map. Therefore, the tricolored bats are not expected to occur within the General Study Area.

4.3.2.1.2 Neuse River Waterdog

The Neuse River waterdog (*Necturus lewisi*) is a federally threatened salamander and is considered one of the rarest salamanders in the southeastern United States. As a narrow endemic, it is only found in the Neuse and Tar-Pamlico River Basins of North Carolina. It lives in medium to large streams and rivers in the Piedmont and Coastal Plains. The primary threat to the Neuse River waterdog is habitat degradation, which affects water quality, water quantity, instream habitat suitability, and habitat connectivity (NCWRC 2024). This species may occur downstream in the North Flat River. Based on field surveys, the streams in the Detailed Study Area are likely too small to support this species; therefore, this species was determined to have a low likelihood of occurrence (SWCA 2023).

4.3.2.1.3 Carolina Madtom

The Carolina madtom (*Noturus furiosus*) is a small catfish endemic to the Tar and Neuse River Basins, where they prefer free-flowing streams with clean sand or gravel bottoms. The primary threat to the Carolina madtom is habitat degradation, which affects water quality, water quantity, instream habitat suitability, and habitat connectivity. One of three historical populations is presumed extirpated. The remaining two populations are small, isolated, with a contracted range (NCWRC 2024). No USFWS critical habitat for the Carolina madtom is located in the General Study Area. This species may occur downstream in the North Flat River. Based on field surveys, the streams in the Detailed Study Area are likely too small to support this species; therefore, this species was determined to have a low likelihood of occurrence (SWCA 2023).

4.3.2.1.4 Atlantic Pigtoe

The Atlantic pigtoe (*Fusconaia masoni*) is a freshwater mussel currently found in seven of the 12 counties it historically occupied due to habitat loss from non-point source siltation and eutrophication, impoundments and/or alteration of rivers, and pollution. The Atlantic pigtoe is a species of relatively fast waters with high-quality riverine or large creek habitat and is typically found in headwaters or rural watersheds. The preferred habitat of the species is coarse sand and gravel at the downstream edge of riffles. It is less common in sand, cobble, and mixtures of sand, silt, and detritus. The Atlantic pigtoe requires fast flowing, well oxygenated streams and is restricted to fairly pristine habitats (USFWS 2024a).

Based on field surveys within the Detailed Study Area (SWCA 2023), most streams do not contain suitable habitat. However, there is potentially suitable habitat in the perennial stream, a tributary to North Flat River, that originates just south of Cates Mill Road inside the airport runway area. The species was determined to have a moderate likelihood of occurrence within the Detailed Study Area (SWCA 2023). There is USFWS critical habitat for the Atlantic pigtoe located in the General Study Area, approximately 0.7 mile downstream of the Detailed Study Area in the North Flat River. The species was recorded within the General Study Area, 0.84 mile downstream of the Detailed Study Area, in 2019 (NCNHP 2023c).

4.3.2.1.5 Green Floater

The green floater (*Lasmigona subviridis*) is a freshwater mussel found in the New, Watauga, Roanoke, Tar, Neuse, and Yadkin-Pee Dee River drainages of North Carolina. This mollusk inhabits small to medium sized streams with gravel and/or sand substrates and is typically found in calm pools or eddies with a water depth between 1 to 4 feet (NCWRC 2023).

There is potentially suitable habitat in the perennial stream, a tributary to North Flat River, that originates just south of Cates Mill Road inside the airport runway area; therefore, the species was determined to have a moderate likelihood of occurrence (SWCA 2023). However, this species was not found during 2023 habitat surveys in this stream. No records of this species have been documented within the General Study Area (NCNHP 2023c). There is no USFWS critical habitat for the green floater in the General Study Area.

4.3.2.1.6 Monarch Butterfly

The monarch butterfly (*Danaus plexippus*) is proposed for listing as threatened under the ESA. This butterfly occurs across most of the United States and is known to occur within North Carolina during migration from its overwintering habitat in Mexico. Monarch breeding habitat includes agricultural fields, pastureland, prairie remnants, and urban and suburban residential gardens, trees, and roadsides. This species is highly dependent on the presence of milkweed (*Asclepias* spp.) for breeding and a diversity of flowering nectar plants for foraging (Monarch Joint Venture 2023; USFWS 2020, 2024b). Unsuitable habitat includes areas such as grasslands dominated by invasive grass species or woody thickets too dense to support herbaceous flowering vegetation.

The meadows adjacent to the existing runway and surrounding roads are mowed regularly, which inhibits sustained growth of milkweed and other nectar plants that might be used by the monarch butterfly. Milkweed has the potential to grow along the roadsides of the General Study Area and within the unmowed meadows. The monarch butterfly has a moderate likelihood of occurrence (SWCA 2023).

4.3.2.2 STATE PROTECTED SPECIES

State-protected species that have potential to occur in the General Study Area are described in Table 4-4 (NCNHP 2023b, 2023c). According to occurrence records, no State-listed threatened, endangered, or special concern plant or animal species have been identified within the Detailed Study Area. Six State-listed species have been observed within the General Study Area: Atlantic pigtoe, yellow lampmussel (*Lampsilis cariosa*), eastern lampmussel (*Lampsilis radiata*), creeper (*Strophitus undulatus*), notched rainbow (*Villosa constricta*), and mimic shiner (*Notropis volucellus*). The mimic shiner has not been recorded in the General Study Area since 1941. Overall, based on habitat and known records, 11 species have a moderate potential to occur in the General Study Area.

Table 4-4. State-Listed Species for Person County and their Potential to Occur in the General Study Area

Common Name (Scientific Name)	State Listing Status	Range/Habitat	Potential to Occur in the General Study Area
Fish			
Mimic shiner (<i>Notropis volucellus</i>)	Threatened – Current	New, French Broad, Little Tennessee, Tar, and Neuse River drainages	Low – Streams are too small to support this species. Last recorded in General Study Area in 1941.
Freshwater Bivalve			
Yellow lampmussel (<i>Lampsilis cariosa</i>)	Endangered – Current	Chowan, Roanoke, Neuse, Tar, Cape Fear, Lumber, and Yadkin-Pee Dee River drainages	Low – Streams are too small to support this species. Recorded in General Study Area in 2020, outside of the Detailed Study Area.
Green floater (<i>Lasmigona subviridis</i>)	Endangered – Current	Calm pools in small to medium-sized streams with gravel and sand substrates. Found in New, Watauga, Roanoke, Tar, Neuse, and Yadkin-Pee Dee River drainages.	Moderate – Portions of one perennial stream contain gravel and other coarse substrates preferred by this species. No records within General Study Area.
Triangle floater (<i>Alasmidonta undulata</i>)	Threatened – Current	Roanoke, Chowan, Tar, Neuse, and Cape Fear River drainages	Moderate – Tolerant of a variety of substrates and may be found in the perennial streams. Known to occur in the Flat River outside of General Study Area.
Atlantic pigtoe (<i>Fusconaia masoni</i>)	Threatened – Current	Roanoke, Tar, Neuse, Cape Fear, and Yadkin-Pee Dee River drainages	Moderate – Portions of one perennial stream contain gravel and other coarse substrates preferred by this species. Recorded in General Study Area in 2019, outside of the Detailed Study Area.
Eastern lampmussel (<i>Lampsilis radiata</i>)	Threatened – Current	Streams, rivers, ponds, and lakes with sand or gravel substrates. Chowan, Roanoke, Tar, Neuse, Cape Fear, and Yadkin-Pee Dee River drainages	Moderate – The perennial streams of the General Study Area may provide suitable habitat. Recorded within General Study Area in 2010.
Creeper (<i>Strophitus undulatus</i>)	Threatened – Current	Headwater streams or large rivers. Roanoke, Tar, Neuse, Cape Fear, Yadkin-Pee Dee, Catawba, Broad, and French Broad River drainages	Moderate – The perennial streams of the General Study Area may provide suitable habitat. Known to occur in south fork of the Flat River; recorded in 2012.
Notched rainbow (<i>Villosa constricta</i>)	Threatened – Current	Streams with gravel substrates, stream banks with tree root mats. Roanoke, Tar, Neuse, Yadkin- Pee Dee, and Catawba River drainages	Moderate – Portions of the perennial streams of the General Study Area may provide suitable habitat. Recorded in General Study Area, outside of the Detailed Study Area, in 2002 and 2021.

Common Name (Scientific Name)	State Listing Status	Range/Habitat	Potential to Occur in the General Study Area
Amphibians			
Four-toed salamander (<i>Hemidactylium scutatum</i>)	Special Concern - Current	Inhabit forests that surround swamps, marshes, and other temporary waterbodies free of fish.	Moderate – There are forested portions that surround or are adjacent to wetlands and other temporary waterbodies. General Study Area is within NCNHP defined habitat grid.
Plants			
Prairie blue wild indigo (<i>Baptisia aberrans</i>)	Endangered – Historical	Prairies, barrens, glades, and open forests on basic soils	Moderate – Meadows south of the airfield not subject to regular mowing may support this species. No records within General Study Area.
Ringed witch grass (<i>Dichanthelium annulum</i>)	Endangered – Historical	Rocky slopes, outcrops, rocky woodlands, glades; prefers to grow over mafic rock-based soils with high pH	Low – The General Study Area generally lacks the preferred habitat. No records within General Study Area.
Mudbank crowngrass (<i>Paspalum dissectum</i>)	Endangered – Current	Mudflats, stream and pond edges, other open wet areas	Moderate – This species has the potential to occur along the edges of the ponds. No records within the General Study Area.
Heller's rabbit-tobacco (<i>Pseudognaphalium helleri</i>)	Endangered – Historical	Dry woodlands and openings (especially over mafic rocks), longleaf pine sandhills	Moderate – The open, mature forests found east of the airfield may provide suitable habitat. No records within the General Study Area.
Carolina bird's-foot trefoil (<i>Acmispon helleri</i>)	Threatened – Current	Woodlands and openings, generally on clayey soils, roadsides	Moderate – Maintained portions of the General Study Area may provide suitable habitat for this species. No records within General Study Area.

Current – the species has been seen recently in the county.

Historical – the species has not been seen recently in the county. Species are either extirpated, have not been found in recent surveys, or have not been surveyed recently enough to be confident they are still present.

4.3.2.3 MIGRATORY BIRDS

According to the IPaC, migratory birds in BCC 29 that could occur in the General Study Area include the bald eagle (*Haliaeetus leucocephalus*), chimney swift (*Chaetura pelagica*), grasshopper sparrow (*Ammodramus savannarum perpallidus*), prairie warbler (*Dendroica discolor*), red-headed woodpecker (*Melanerpes erythrocephalus*), rusty blackbird (*Euphagus carolinus*), and wood thrush (*Hylocichla mustelina*) (USFWS 2025a). Of these species, the chimney swift, grasshopper sparrow, prairie warbler, red-headed woodpecker, and wood thrush have the potential to nest in the General Study Area and are discussed below. The rusty blackbird has the potential to migrate through, but nests in Canada. The bald eagle is unlikely to be found in the General Study Area, as the species prefers habitat near lakes, large rivers, and shorelines of sounds and bays (NCWRC 2023; USFWS 2024c).

Chimney swifts breeding season is from March 15 to August 31 (USFWS 2025a). According to the eBird database, a chimney swift was reported within the General Study Area along Frank Timberlake Road on July 7, 2023. The species has a high frequency of reporting in Person County during the breeding season (eBird 2024).

The grasshopper sparrow breeds across the piedmont in North Carolina and prefers short to medium grass areas with few scattered shrubs, and is likely to occur at airports with these habitats present (Potter et al. 1980). Their breeding season is June 1 to August 20. The species has a high frequency of reporting in Person County during the breeding season (eBird 2024).

The prairie warbler inhabits brushy slashings, bushy pastures, and low pines. The dry fields and meadows of the General Study Area could provide suitable breeding habitat for this species (eBird 2024). Their breeding season is May 1 to July 31.

Red-headed woodpeckers breed in deciduous woodlands, grasslands with scattered trees, forest edges, and roadsides. The combination of open fields and forests found within the General Study Area may provide suitable habitat for this species. Several red-headed woodpeckers have been reported in similar habitat within Person County (eBird 2024). Breeding season for this species is May 10 to September 10.

In North Carolina, the wood thrush prefers breeding habitat that contains a moderate scatter of saplings or small trees, with a canopy of hardwoods, or a mix of pines and hardwoods (Birds of North Carolina 2023). According to the eBird database, there are no records within the General Study Area, but the wood thrush has a moderate frequency of reporting in Person County during the breeding season of May 10 through August 31 (eBird 2024). The deciduous forests, especially those near the ponds, may provide suitable habitat for the wood thrush.

4.3.3 Environmental Consequences

The Proposed Action and action alternatives would result in permanent effects to vegetation in areas that would be converted to the runway, taxiway, roadways, and other associated facilities. Portions of existing wildlife habitats, such as forest habitat, would be removed temporarily or permanently. However, the same habitat types would remain available for wildlife in the General Study Area. Surface disturbance could lead to the introduction and spread of invasive plant species, which could impact the overall biodiversity and health of the ecosystem. The NC Wildlife Resources Commission did not have any specific concerns about the project during scoping (NCWRC 2023). They recommended avoiding, minimizing, or compensating for reasonably foreseeable effects to habitat.

The USFWS was sent a project review request on May 6, 2025, through the Eastern North Carolina Ecological Service’s project review process (Appendix C). On June 16, 2025, the USFWS responded that they assume presence of Atlantic pigtoe and green floater in the perennial stream that is a tributary to the North Flat River. They also stated that the streams are too high up in the watershed and too small for both the Neuse River waterdog and Carolina madtom, but those species may be present downstream of the site in the North Flat River. To prevent sediment and pollutants from entering the streams during construction, the FAA and Airport have committed to additional best management practices (BMPs) (see Section 5, Mitigation Measures). With these measures in place, the USFWS has determined that the project *may affect, but is not likely to adversely affect* these species (Appendix C).

4.3.3.1 PROPOSED ACTION

The Proposed Action would result in approximately 284 acres of impacts, including 65 acres of permanent and 219 acres of temporary surface disturbance. Most of the permanent impact (approximately 95%) would be within developed open space and other developed lands; however, some permanent impacts would occur in forest and shrub/scrub habitat that provides wildlife habitat (Table 4-5). Due to the availability of these habitats within the General Study Area, the Proposed Action would not result in a substantial loss, reduction, degradation, disturbance, or fragmentation of native species’ habitats or their populations.

Table 4-5. Proposed Action Impacts to Land Cover and Vegetation Communities

Community	Total Impact Acres	Permanent Impact Acres	Percent of Permanent Impacts
Developed, Open Space	79.7	38.7	48.6
Deciduous Forest	78.0	0.9	1.4
Cultivated Crops	29.5	0.6	1.0
Shrub/Scrub	28.5	0.5	0.7
Developed, Low Intensity	19.8	10.4	16.1
Hay/Pasture	16.9	0.0	0.0
Mixed Forest	13.5	0.2	0.3

Community	Total Impact Acres	Permanent Impact Acres	Percent of Permanent Impacts
Developed, Medium Intensity	13.3	10.5	16.2
Developed, High Intensity	2.6	2.0	3.2
Open Water	0.9	0.6	0.9
Herbaceous	0.8	0.0	0.0
Emergent Herbaceous Wetlands*	0.2	0.2	0.3
Evergreen Forest	0.2	0.0	0.0
Total	283.8	64.7	

Source: USGS (2023).

*See Section 4.5 for assessment of delineated wetland impacts.

Potential impacts to state and federally listed wildlife species from construction include the loss, degradation, and fragmentation of breeding, feeding, and sheltering habitats; loss of underground nesting or burrowing animals and their shelter in areas where grading would occur; and increased noise and vibration levels during construction. In addition, there could be an increased risk to wildlife habitat related to the potential for invasive species spread.

The Proposed Action would permanently impact approximately 1.1 acres of forest (deciduous and mixed) habitat due to the access road, extended runway, and embankment. This could have a minor impact on wildlife that use forested habitats, including birds and bats. As forest dwelling species, there is a risk of direct mortality of nesting birds and bats if occupied trees are removed during a time when they are occupied (generally April to October). Avoiding the removal of forested habitat between April and October would likely avoid the potential for direct mortality, and habitat modification at a small scale is unlikely to result in harm to individuals.

In addition, removal of trees within the RPZs would result in a permanent impact to nesting and foraging birds. Migratory birds that use forested habitat, such as red-headed woodpeckers, could be affected if nesting trees are removed or if construction occurs near an active nest. Approximately 0.5 acre of permanent impacts would occur in shrub/scrub habitat that is potentially used by other nesting migratory birds, such as the wood thrush. However, this is a small portion of these habitats available for wildlife in the General Study Area (see Table 4-5).

Noise, human activity, and vibration associated with construction activities would temporarily change habitat use patterns for some species within the General Study Area. Some individuals would move away from the source of the noise or vibration to adjacent habitats, which could increase competition for resources within adjacent areas with other individuals. Noise and vibration and other disturbances (e.g., introduction of invasive plant species) could also lead to increased stress on individuals. The Proposed Action would not result in adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality, or ability to sustain the minimum population levels required for population maintenance.

Although not directly impacted, the Neuse River waterdog, Carolina madtom, green floater, and Atlantic pigtoe are federally listed species that could be affected by vegetation removal if it results in sedimentation of occupied streams in the General Study Area or downstream. See Section 5, Mitigation Measures, for measures that would protect water quality where there would be ground disturbance in the Detailed Study Area and downstream. With the implementation of these mitigation measures, the Proposed Action would not jeopardize the continued existence of a federally listed threatened or endangered species or result in the destruction or adverse modification of federally designated critical habitat.

4.3.3.2 ALTERNATIVE 1

Alternative 1 would have 387.4 acres of permanent and temporary surface disturbance, which is 103.6 acres larger than the Proposed Action. The additional area contains primarily forest, cultivated crops, and hay/pasture on the Runway 6 end, subject to permanent and temporary impacts. Alternative 1 would permanently impact 2.5 acres more than the Proposed Action due to the relocation of Frank Timberlake Road. Alternative 1 would impact 2.7 acres of impacts in forested habitats, compared to 1.1 acres of forest impacted by the Proposed Action (Table 4-6). Like the Proposed Action, most of Alternative 1’s permanent impacts (92.2%) would be in developed communities. Impacts to threatened and endangered species, migratory birds, and general wildlife habitats would be greater than those described for the Proposed Action due to the additional ground disturbance and habitat loss. However, due to the availability of these habitats within the General Study Area, Alternative 1 would not result in adverse impacts on a species’ reproductive success rates, natural mortality rates, non-natural mortality, or ability to sustain the minimum population levels required for population maintenance. With the implementation of the mitigation measures to protect water quality, Alternative 1 would not jeopardize the continued existence of a federally listed threatened or endangered species or result in the destruction or adverse modification of federally designated critical habitat.

Table 4-6. Alternative 1 Impacts to Land Cover and Vegetation Communities

Community	Total Impact Acres	Permanent Impact Acres	Percent of Permanent Impacts
Deciduous Forest	100.9	1.6	2.4
Developed, Open Space	92.3	38.8	57.9
Hay/Pasture	48.1	0.4	0.6
Cultivated Crops	44.9	0.9	0.9
Shrub/Scrub	28.3	0.5	0.7
Mixed Forest	22.6	0.4	0.6
Developed, Low Intensity	20.8	10.5	15.6
Developed, Medium Intensity	15.1	10.5	15.7
Evergreen Forest	9.6	0.7	1.1
Developed, High Intensity	2.9	2.0	3.0
Open Water	0.9	0.6	0.9
Herbaceous	0.8	0.0	0.0
Emergent Herbaceous Wetlands*	0.2	0.2	0.3
Total	387.4	67.1	

Source: USGS (2023).

*See section 4.5 for assessment of delineated wetland impacts.

4.3.3.3 ALTERNATIVE 2

Alternative 2 would have 296.8 acres of permanent and temporary surface disturbance, which is 13.0 acres larger than the Proposed Action. The additional area contains developed open space, forest, and hay/pasture on the Runway 24 end, subject to permanent and temporary impacts. Like the Proposed Action, most of Alternative 2’s permanent impacts (85.6%) would be in developed communities. Alternative 2 would permanently impact 9.4 acres more than the Proposed Action due to the longer runway and embankment. These permanent impacts include 8.8 acres in forest habitat, compared to 1.1 acres of forest impacts from the Proposed Action (Table 4-7). Impacts to threatened and endangered species, migratory birds, and general wildlife habitats would be greater than those described for the Proposed Action due to the additional

ground disturbance and habitat loss. However, due to the availability of these habitats within the General Study Area, Alternative 2 would not result in adverse impacts on a species’ reproductive success rates, natural mortality rates, non-natural mortality, or ability to sustain the minimum population levels required for population maintenance. With the implementation of the mitigation measures to protect water quality, Alternative 2 would not jeopardize the continued existence of a federally listed threatened or endangered species or result in the destruction or adverse modification of federally designated critical habitat.

Table 4-7. Alternative 2 Impacts to Land Cover and Vegetation Communities

Community	Total Impact Acres	Permanent Impact Acres	Percent of Permanent Impacts
Deciduous Forest	83.4	6.3	8.5
Developed, Open Space	81.2	40.5	54.7
Cultivated Crops	29.4	0.6	0.8
Shrub/Scrub	28.8	0.5	0.7
Developed, Low Intensity	23.7	10.3	13.9
Hay/Pasture	18.2	0.0	0.0
Mixed Forest	14.1	2.5	3.3
Developed, Medium Intensity	13.4	10.5	14.2
Developed, High Intensity	2.7	2.0	2.8
Open Water	0.9	0.6	0.8
Herbaceous	0.7	0.0	0.0
Emergent Herbaceous Wetlands*	0.2	0.2	0.3
Evergreen Forest	0.2	0.0	0.0
Total	296.8	74.1	

Source: USGS (2023).

*See Section 4.5 for assessment of delineated wetland impacts.

4.3.3.4 NO ACTION ALTERNATIVE

Under the No Action Alternative, the proposed project would not be constructed or operated. As a result, no construction activities would occur, and there would be no impacts on vegetation or habitat for federally listed species, state listed species, or migratory birds.

4.4 Farmlands

4.4.1 Regulatory Setting and Methodology

The Farmland Protection Policy Act (FPPA), administered by the Natural Resources Conservation Service (NRCS), is intended to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. Specifically, the FPPA regulates farmland identified as prime, unique, or of statewide or local importance, which are defined below.

- *Prime farmland* is land having the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed, and other agricultural crops with minimal use of fuel, fertilizer, pesticides, or products.
- *Unique farmland* is land used for producing high-value food and fiber crops. It has the special combination of soil quality, location, growing season, and moisture necessary to produce high-quality crops or high yields of crops.

- *Statewide and locally important farmland* is land that has been designated as “important” by either a state government (state Secretary of Agriculture or higher office), by county commissioners, or by an equivalent elected body.

Analysis of the effects of a proposed federal agency action on prime or unique agricultural lands is an integral part of the NEPA process. In addition, under NRCS regulations, federal agencies are to ensure that their programs, to the extent practicable, are compatible with state and local programs and policies, such as land use plans and zoning, to protect farmland.

The FAA determines whether the site of the proposed action or alternative(s) is prime, unique farmland that is determined to be farmland of state or local importance, or the FAA requests that NRCS make the determination (see 7 CFR 658.4). If the FAA does not make its own determination, the FAA may elect to initiate coordination with the NRCS by completing the Farmland Conversion Impact Rating form (Form AD-1006) or may have the airport sponsor or applicant submit the form to the NRCS. Form AD-1006 is a land evaluation and site assessment system used by NRCS to determine a rating score and establish impacts to farmlands. A significant impact would occur when the total combined score on Form AD-1006 ranges between 200 and 260 points.

The county’s 2021 Joint Comprehensive Land Use Plan identified an Airport Compatibility Area, which includes approximately 8,078 acres of land in the immediate area surrounding the existing Airport. This area is reserved for future Airport development and other land uses (e.g., industrial) that are compatible with the Airport (Person County 2021).

4.4.2 Affected Environment

The USDA NRCS (2023) Web Soil Survey was reviewed to assess the types of soils present (Table 4-8; Figure 4-4). There are hydric soil units mapped within the General Study Area that have unit components that meet the hydric soil criteria. However, those within the Detailed Study Area have hydric ratings less than 40, meaning they are predominantly nonhydric. The hydric rating refers to the percentage of soil map units that meet the criteria for hydric soils (NRCS 2018). The presence of hydric soils is one of the three parameters required to make a wetland determination in a given location. However, the designation of “hydric” for a given soil map unit assigned by the NRCS does not satisfy the hydric soil parameter requirement under the routine U.S. Army Corps of Engineers (USACE) wetland determination methods; documentation of hydric soil indicators in the field is necessary to confirm hydric soils for purposes of wetland delineation.

These soils were then reviewed for their farm class (USDA NRCS 2023). Table 4-8 lists the soil map units that are considered important farmlands. Important farmlands consist of prime farmland, unique farmland, and farmland of statewide or local importance. A majority of soils (6,325 acres) in the General Study Area are important farmlands, and several are agricultural fields. Although most soils in the Detailed Study Area are important farmlands, this area has been used for nonagricultural uses since the Airport was built in the 1980s.

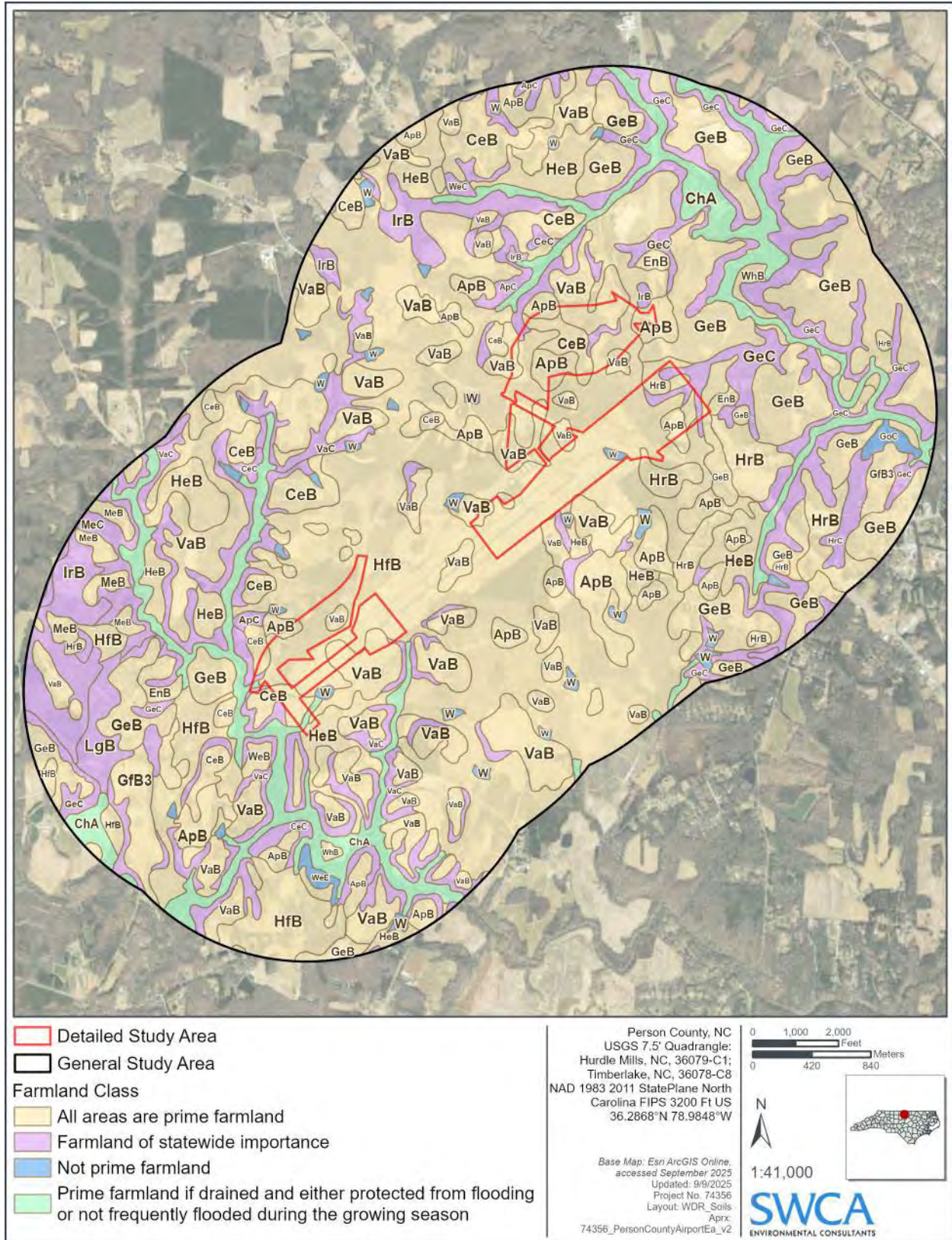


Figure 4-4. Soil types and Important Farmlands.

Table 4-8. Soils and Important Farmlands

Map Unit Symbol	Map Unit Name	Farm Class	Hydric Rating	Acres in Detailed Study Area
ApB	Appling sandy loam, 2 to 6 percent slopes	All areas are prime farmland	None	31.9
CeB	Cecil sandy loam, 2 to 6 percent slopes	All areas are prime farmland	None	33.4
CeC	Cecil sandy loam, 6 to 10 percent slopes	Farmland of statewide importance	None	2.4
ChA	Chewacla and Wehadkee soils, 0 to 2 percent slopes, frequently flooded	Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season	40	2.0
EnB	Enon fine sandy loam, 2 to 6 percent slopes	All areas are prime farmland	1	0.1
GeB	Georgeville loam, 2 to 6 percent slopes	All areas are prime farmland	None	7.4
GeC	Georgeville loam, 6 to 10 percent slopes	Farmland of statewide importance	None	9.5
HeB	Helena sandy loam, 2 to 6 percent slopes	All areas are prime farmland	1	1.5
HfB	Helena-Sedgefield sandy loams, 2 to 6 percent slopes	All areas are prime farmland	4	242.7
HrB	Herndon loam, 2 to 6 percent slopes	All areas are prime farmland	None	6.7
VaB	Vance sandy loam, 2 to 6 percent slopes	All areas are prime farmland	None	56.3
VaC	Vance sandy loam, 6 to 10 percent slopes	Farmland of statewide importance	None	4.4
W	Water	Not prime farmland	N/A	2.2
Total Acreage				400.5

Source: USDA NRCS (2023).

4.4.3 Environmental Consequences

4.4.3.1 PROPOSED ACTION AND ALTERNATIVES

Table 4-8 identifies 398 acres of prime farmland and farmland of statewide importance in the Detailed Study Area for the Proposed Action and action alternatives. Of these 398 acres, the majority of land (approximately 241 acres) is within the Airport District Overlay (AP) zoning for use of the existing Airport, according to the County’s zoning map and tax parcel map A52 65 (Person County 2023b, c). The remaining 157 acres of prime farmland and farmland of statewide importance would be converted to the Airport’s current land use designation of government/exempt. The converted acres for the Proposed Action and action alternatives include development of the proposed new connector road off Cates Mills Road and borrow area soils that would be used to build the embankment. Alternative 1 would also develop important farmlands for the proposed relocation of Frank Timberlake Road. The development would be within the Airport Compatibility Area, where future Airport development and other compatible land uses (e.g., industrial) are permitted by the County (Person County 2021).

Permanent impacts in important farmlands include 62.7 acres for the Proposed Action, 65.1 acres for Alternative 1, and 72.1 acres for Alternative 2. NRCS was sent a request for a farmland conversion impact rating (Form AD-1006) on January 8, 2025 (Appendix B). The NRCS determined a farmland impact rating of 59 points, which is less than the 160-point significance threshold for adverse impacts to prime and unique farmland. No impacts to soils or important farmlands are anticipated within the General Study Area, outside of the Detailed Study Area.

4.4.3.2 NO ACTION ALTERNATIVE

Under the No Action Alternative, the proposed project would not be constructed or operated. As a result, there would be no impacts on soils or prime farmland.

4.5 Water Resources: Wetlands

4.5.1 Regulatory Setting and Methodology

Wetlands are regulated by the USACE, which authorizes projects in compliance with Section 404 of the Clean Water Act (CWA), and the EPA, which enforces Section 404. In North Carolina, the NCDEQ issues Section 401 Water Quality Certifications for all Section 404 permits and provides Riparian Buffer Authorizations.

Section 404 of the CWA authorizes the USACE to issue permits for the discharge of dredged or fill material into the waters of the United States. Authorization from the USACE and NCDEQ Department of Water Resources (NCDWR) is obtained by completing a pre-construction notification (PCN) application. The PCN is a joint application reviewed by both the USACE and NCDWR to coordinate regulatory requirements for work that would affect wetlands, streams, riparian buffers, and waters within North Carolina.

Field investigations of wetlands, waterbodies, and waterways in the Detailed Study Area were conducted in July 2023 and February and October 2024 (SWCA 2024a). In accordance with the USACE methodology outlined in the *Corps of Engineers Wetlands Delineation Manual* (USACE 1987) and the *Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Eastern Mountains and Piedmont Region (Version 2.0)* (USACE 2012), wetlands and other jurisdictional waters were delineated.

The USACE has the final authority in determining the status and presence of jurisdictional waters of the United States (WOTUS) and the extent of their boundaries. A request for a jurisdictional determination was submitted on December 8, 2023, and assigned SAW-2019-02150 on January 18, 2024. After additional aquatic resource surveys were conducted for the added borrow area on October 30-31, 2024, SWCA re-submitted a revised jurisdictional determination on November 25, 2024. On May 5, 2025, the USACE issued a Delineation Concurrence that confirmed the delineation boundaries depicted on the wetland map are accurate (see Figure 4-4).

A significant impact to wetlands would occur when an action 1) adversely affects a wetland's function to protect municipal water quality or quantity, 2) substantially alters the hydrology needed to sustain the wetland system functions and values, 3) substantially reduces a wetland's ability to retain floodwaters or storm runoff, 4) adversely affects natural systems supporting wildlife and fish, 5) promotes other activities that would cause these circumstances to occur, or 6) is inconsistent with applicable State wetland strategies.

4.5.2 Affected Environment

Fourteen distinct wetland areas totaling 16.26 acres were delineated within the Detailed Study Area (Table 4-9, Figure 4-5). The delineation report is provided in Appendix D. There are additional wetlands within the General Study Area, outside of the Detailed Study Area, that could be affected by project activities. These wetlands have not been delineated but are mapped by the USFWS NWI (USFWS 2025b). Figure 4-5 shows how delineated wetlands connect to surrounding wetlands and surface waters.

Table 4-9. Wetlands Delineated in the Detailed Study Area

Wetland Type	Acres	Jurisdictional Determination*
Palustrine emergent wetland (PEM)	6.40	USACE Jurisdictional
Palustrine forested wetland (PFO)	5.83	USACE Jurisdictional
Palustrine scrub-shrub wetland (PSS)	3.93	USACE Jurisdictional
Isolated palustrine emergent wetland (PEM)	0.10	USACE Non-Jurisdictional
Total	16.26	

Source: SWCA (2024a).

* This determination is SWCA's professional opinion of jurisdictional status of each feature under Section 404 of the CWA.

Most of the palustrine emergent (PEM) wetlands are located in the fields adjacent to the existing airport runway and are wet swales or wetland channels hydrologically fed by offsite aquatic features. One of the PEM wetlands is a depressional area originating adjacent to the airport runway. Many of these PEM wetlands experience some form of disturbance regularly through the mowing regime at the airport.

Most of the palustrine shrub-scrub (PSS) wetlands are in low marsh areas combined with PEM wetlands northeast of the existing airport runway. Other PSS wetlands are in early successional forests. Some of the plants in the PSS wetlands are maturing and, if they remain undisturbed, will likely convert into forests in the future.

Most of the palustrine forested (PFO) wetlands are located in low areas of mature deciduous forests that are influenced by high water tables and dispersed overland flow during rain events. Other PFO wetlands are depressional areas along streams that are fed by groundwater and stream overflow. The PFO wetlands are generally of good quality, but portions are experiencing erosion, likely due to increased runoff from surrounding agricultural fields.

Three open water ponds were delineated (SWCA 2024a). Two ponds totaling 0.42 acre are jurisdictional, and one isolated pond (0.43 acre) is non-jurisdictional (see Table 4-9). Streams totaling 1.57 miles (8,293 linear feet) were identified within the Detailed Study Area and are all USACE jurisdictional (SWCA 2023). The average width of the streams was between 3 and 6 feet. Some streams originate as intermittent before transitioning to perennial. In total, 4,171 linear feet of stream are intermittent, and 4,122 linear feet are perennial.

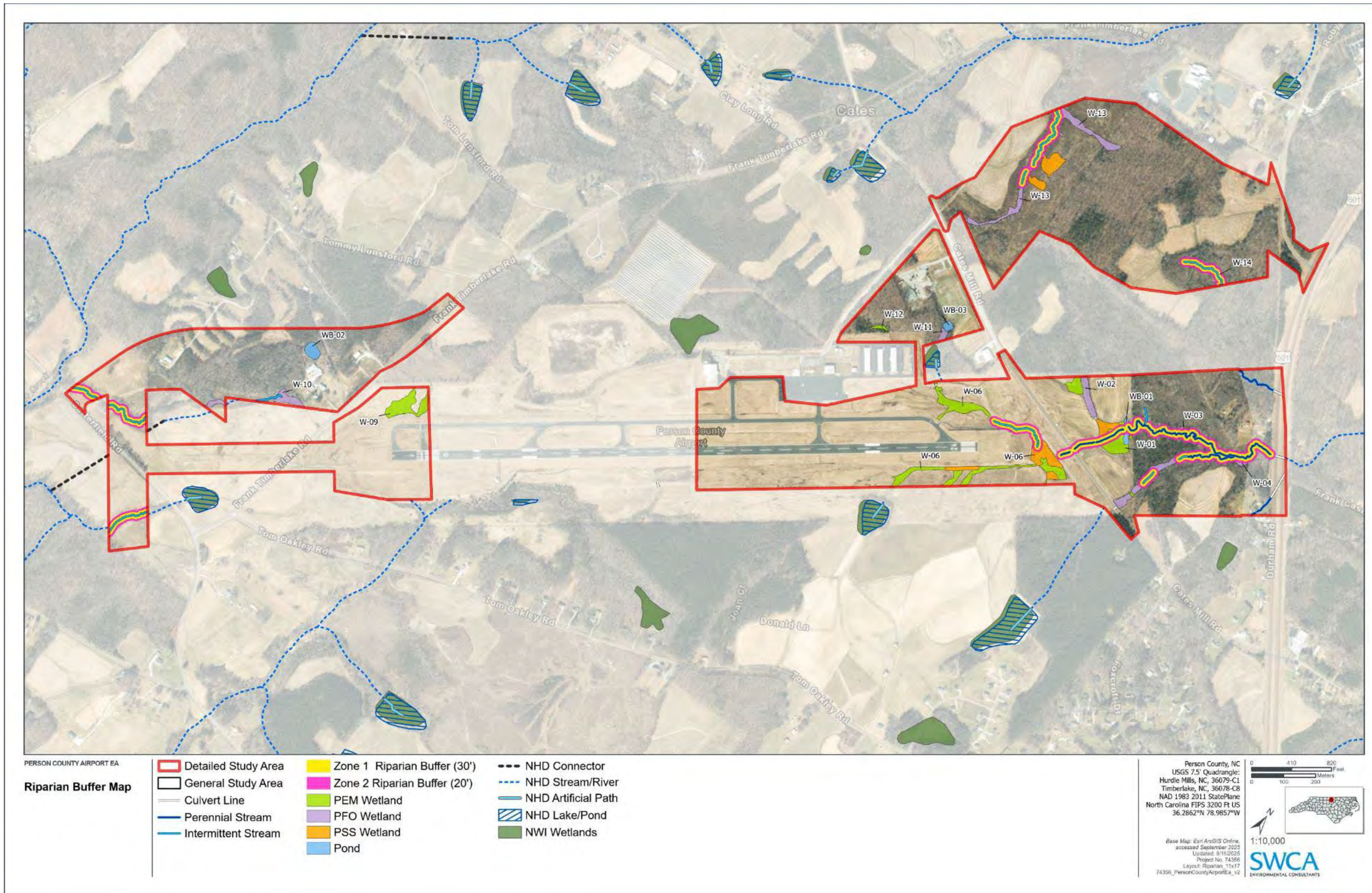


Figure 4-5. Delineated wetlands, surface waters, and riparian buffers.

4.5.3 Environmental Consequences

4.5.3.1 PROPOSED ACTION

Unavoidable wetland impacts would result from the construction and operation of the Proposed Action. The Proposed Action would affect 14.11 acres of delineated wetlands, 0.43 acres of pond, and 5,488 linear feet of delineated streams (2,508 linear feet intermittent, 2,980 linear feet perennial). As shown in Table 4-10, a portion of the wetlands and streams would be permanently impacted by the Proposed Action and action alternatives (Figure 4-6). Impacts would primarily occur where the new embankment for the extended runway would fill a stream and the associated PEM and PSS wetlands. Permanent impacts are those within the footprint of the proposed action, but temporary impacts could also occur during construction.

Table 4-10. Potential Temporary and Permanent Impacts to Wetlands and Surface Waters

	Proposed Action	Alternative 1	Alternative 2
Wetland – Permanent	6.20 acres	6.20 acres	6.98 acres
Wetland – Temporary	7.91 acres	10.05 acres	7.13 acres
Stream – Permanent	1,354 linear feet	1,386 linear feet	2,456 linear feet
Stream – Temporary	1,154 linear feet	4,653 linear feet	4,174 linear feet

The SWPPP, sedimentation and erosion control, and stormwater control would be in place, as required by the NCDEQ, to reduce impacts near construction and downstream within the General Study Area. Design elements such as culverts would facilitate hydrologic flows. Therefore, impacts to wetlands would not reduce the quality and quantity of municipal water supplies. The impacts to wetlands and streams would have a moderate effect on the function and values of those wetlands in the Detailed Study Area, although downstream impacts to wetlands and fish and wildlife habitat within the General Study Area are anticipated to be minor and temporary.

Under the Proposed Action, compensatory mitigation for wetlands would be required, as determined by the USACE. The requirements would be based on the wetland delineations (SWCA 2024a) as verified by the USACE for SAW-2019-02150 and issued in the approved jurisdictional determination (AJD) and Delineation Concurrence (Appendix D). Compensatory mitigation requirements would be determined based on the amount of jurisdictional wetland and waterbody features that would be filled, as well as the functional assessment of those wetlands and WOTUS. This would be determined during the Section 404 permit process prior to construction and would be consistent with applicable state wetland strategies.

4.5.3.2 ALTERNATIVE 1

There are 7,150 linear feet of delineated streams (4,170 linear feet intermittent, 2,980 linear feet perennial) that would be temporarily or permanently impacted by Alternative 1. Unavoidable wetland impacts would affect 16.25 acres of delineated wetlands and 0.86 acres of ponds. Approximately 0.43 acres of the ponds are likely not jurisdictional. This alternative would include more permanent impacts to wetlands and streams compared to the Proposed Action (Table 4-11). The additional wetlands, streams, and ponds are in the areas where Runway 6 improvements and Frank Timberlake Road relocation are proposed (Figure 4-7). The types of impacts would be the same as those described for the Proposed Action but additional compensatory mitigation would be required.

4.5.3.3 ALTERNATIVE 2

There are 6,630 linear feet of delineated streams (2,508 linear feet intermittent, 4,122 linear feet perennial) that would be temporarily or permanently impacted by Alternative 2. Unavoidable wetland impacts would affect an additional 1,142 linear feet of perennial streams compared to the Proposed Action due to the

additional 465 feet of Runway 24 extension proposed (Figure 4-8). Alternative 2 would affect 14.11 acres of delineated wetlands and 0.43 acre of ponds (same as the Proposed Action). This alternative would include more permanent impacts to wetlands and streams compared to the Proposed Action (see Table 4-10). The types of impacts would be the same as those described for the Proposed Action, but additional compensatory mitigation would be required.

4.5.3.4 NO ACTION

Under the No Action Alternative, the proposed project would not be constructed or operated. As a result, no construction activities would occur, and there would be no impacts on jurisdictional or non-jurisdictional wetlands or waterbodies.

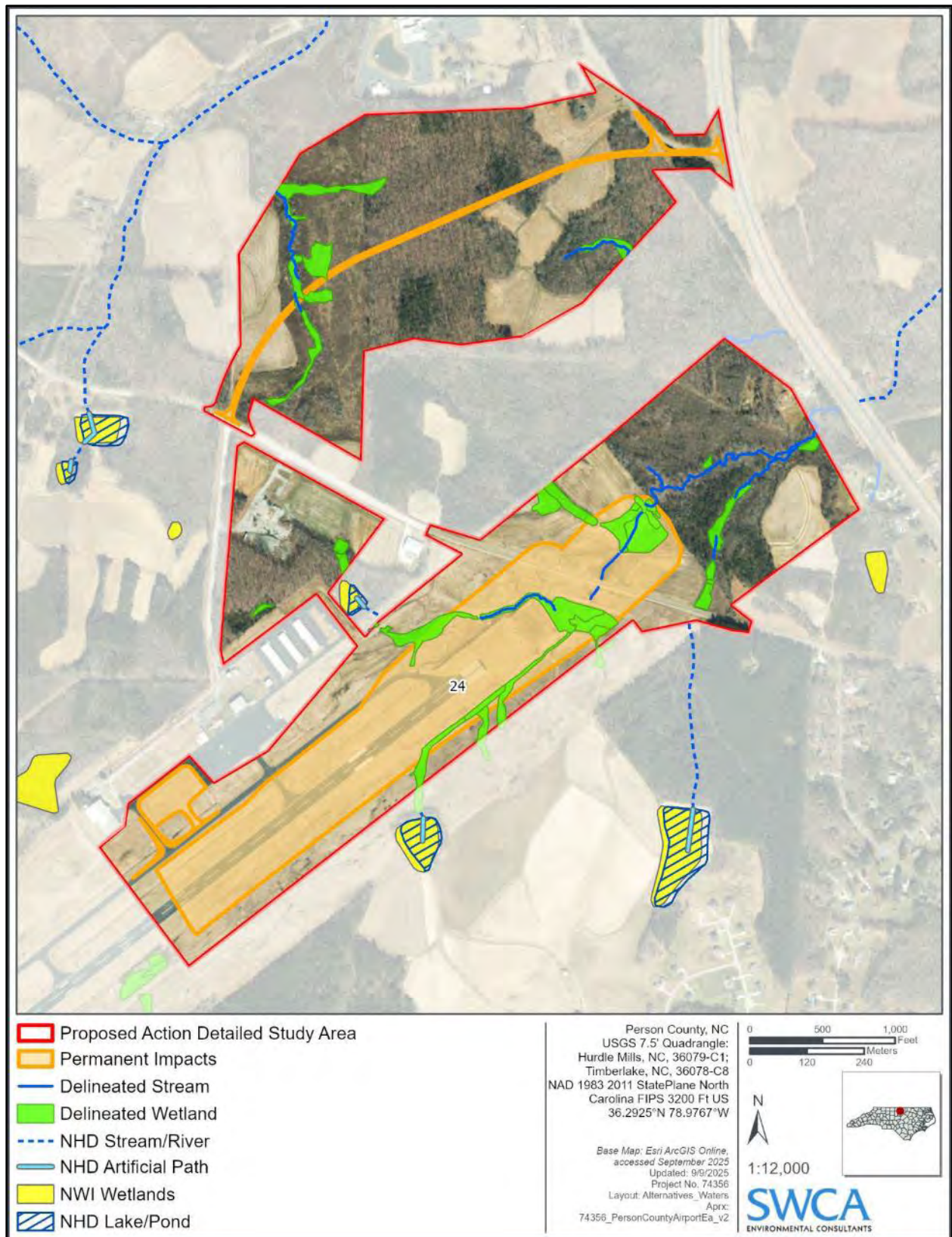


Figure 4-6. Proposed Action wetlands and surface waters.

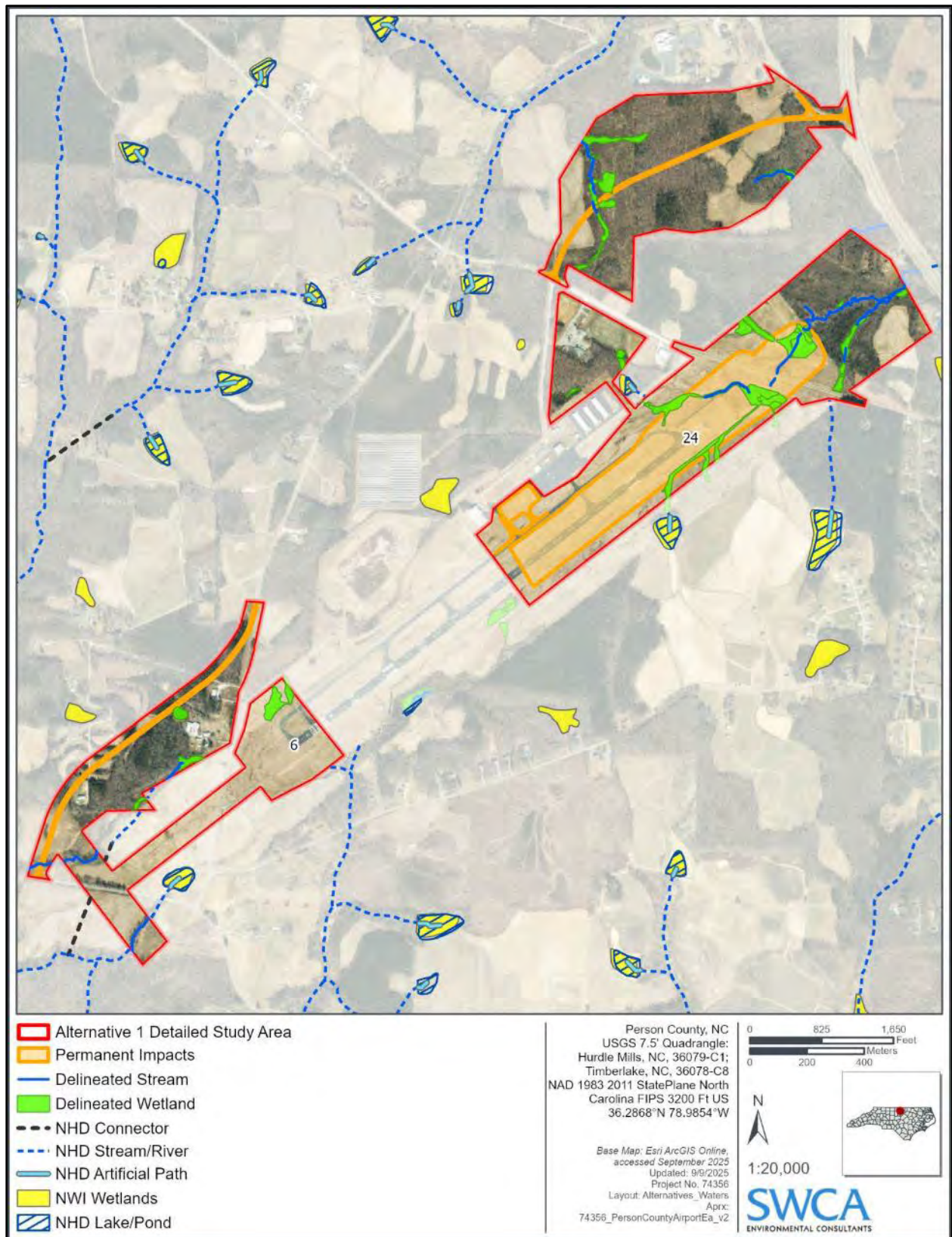


Figure 4-7. Alternative 1 wetlands and surface waters.

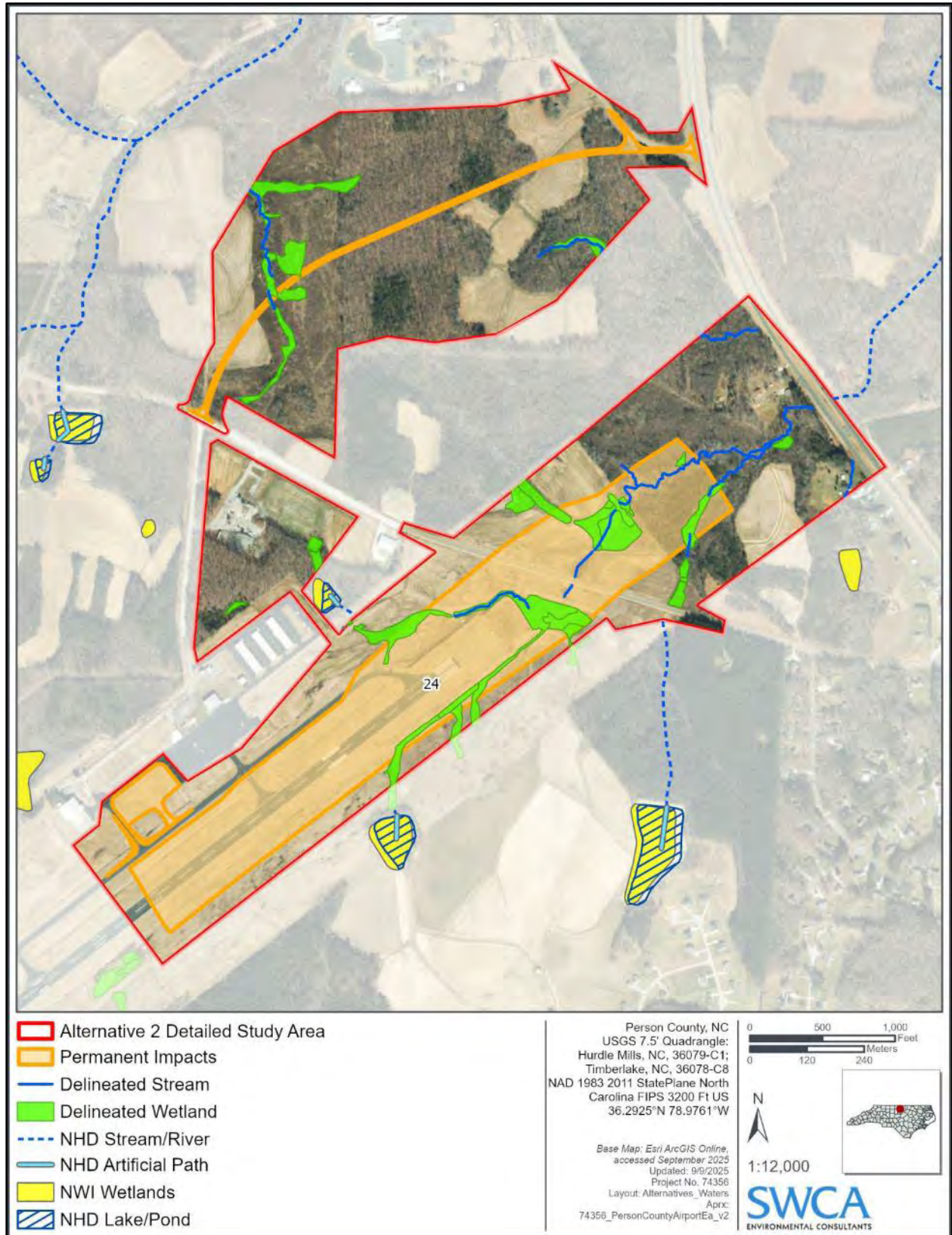


Figure 4-8. Alternative 2 wetlands and surface waters.

4.6 Water Resources: Surface Waters

4.6.1 Regulatory Setting and Methodology

The CWA establishes the basic structure for regulating the discharge of pollutants into WOTUS. The sections of the CWA relating to WOTUS are Section 303(d), Section 404, Section 401, and Section 402, which establish the National Pollutant Discharge Elimination System (NPDES) permit program. An impact to surface water could be considered significant if the action would exceed water quality standards established by federal, state, local, and tribal regulatory agencies; or contaminate public drinking water supply such that public health may be adversely affected.

Surface waters in the Detailed Study Area were assessed and characterized pursuant to guidance provided in the North Carolina Division of Water Quality's (NCDWQ's) *Methodology for Identification of Intermittent and Perennial Streams and Their Origins*, Version 4.11 (NCDWQ 2010), the USACE Regulatory Guidance Letter 05-05, Ordinary High Water Mark (OHWM) Identification (USACE 2005), and Current Implementation of Waters of the United States (EPA and USACE 2024).

The project is subject to Person County's Stormwater Development Rules and the Falls Watershed Stormwater Ordinance and would require a Person County Stormwater Permit and possibly an update of the Airport's existing SWPPP, per the airport's NPDES permit. Land disturbing activities greater than 1 acre require an Erosion and Sedimentation Control plan approval and associated construction stormwater NPDES permit from NCDEQ.

Under the provisions of the CWA, the North Carolina Environmental Management Commission (EMC) has adopted rules pertaining to maintaining vegetated buffers around riparian areas as part of the Nutrient Sensitive Water Management Strategies for select watersheds of North Carolina. The buffer rule administered by the NCDWR establishes a protected 50-foot-wide riparian buffer directly adjacent to intermittent streams, perennial streams, lakes, and ponds. A Buffer Determination from the NCDWR would be required for the project. Under Section 11 of the Neuse River Riparian Rule, activities listed below are permitted in relation to airport activities.

- *Deemed allowable*: Vegetation removal activities necessary to comply with FAA requirements (e.g., line-of-sight requirements), provided the disturbed areas are stabilized and revegetated.
- *Allowable upon authorization*: Airport facilities that impact equal to or less than 1/3 acre of riparian buffer.
- *Allowable with mitigation upon authorization*: Airport facilities that impact greater than 1/3 acre of riparian buffer.

4.6.2 Affected Environment

The General Study Area is located within the North Flat River (Hydrologic Unit Code [HUC] 030202010101) and the South Flat River (HUC 030202010102) watersheds of the Upper Neuse River Basin (NCDEQ 2023). The Neuse River is located approximately 34 miles southeast of the General Study Area. Streams totaling 1.57 miles (8,293 linear feet) were delineated within the Detailed Study Area (SWCA 2024a). Delineated surface waters are unnamed tributaries to the North Flat River and South Flat River. A review of Google Earth's current and historical aerial imagery, dating back to 1985 (Google Earth Pro 2023), indicates that the site's hydrology in the southern portion of the Detailed Study Area was heavily altered due to airport construction and runway expansion between 1993 and 2005.

NCDEQ assesses surface water quality as required under Sections 303(d) and 305(b) of the CWA and is reported every 2 years. The North Flat River and Aldredge Creek and their tributaries are classified as a Water Supply III (low to moderately developed waters used for drinking and food processing). According

to the 2022 Integrated Report (NCDEQ 2022; NCDEQ 2023), the North Flat River and Aldridge Creek meet the criteria for this classification. There are no impaired streams in the General Study Area.

4.6.3 Environmental Consequences

The construction activities would include excavation, building of a soil embankment, stabilization of subgrade, erosion control measures, and asphalt surface course. The proposed asphalt access road would meet all NCDOT standards with excavation and/or borrow embankment. These construction activities would occur in or near surface waters (see Wetlands section). The runway and taxiway extension would require an embankment to be constructed at the Runway 24 end to level the downward slope east towards US-501. The borrow site for embankment fill is shown on Figure 3-1. All embankment and borrow construction would be in accordance with FAA specification P-152. The current estimate of fill needed is 1 million cubic yards.

As required by the NCDEQ, sediment and erosion control BMPs would be implemented to reduce the risk of nutrient runoff to surface waters. Post-construction stormwater BMPs would, to the extent practicable, be selected and designed to reduce nutrients. Grading and drainage plans would meet the current AC Requirements. Sedimentation and erosion control plans and details would include several measures such as silt fence, seeding, sodding, mulching, rip rap inlet, and outlet protection as required. The Airport has a SWPPP and NPDES permit in place, and during design, stormwater management would be coordinated with Person County personnel. Sedimentation and erosion control permits and stormwater control permits would be obtained for the project as required by NCDEQ. In addition, the Airport has committed to additional measures to protect aquatic wildlife (see Section 5, Mitigation Measures).

Surface waters requiring NCDEQ DWR riparian buffers based on the field assessment (SWCA 2024a) are shown in Figure 4-5. The applicant submitted a buffer determination request to NCDEQ to confirm these features require a buffer. On February 20, 2024, the NCDEQ conducted a site visit to inform their determination. NCDEQ provided their official buffer determination letter (DWR#24-037) on March 20, 2024, which addresses the applicability of the regulations on the features identified on the subject property (Appendix A). Permitting would be required for activities within the identified riparian buffers. Following additional aquatic resource surveys in October 2024 for the proposed borrow area, an additional Stream Origin/Buffer Applicability Determination request was submitted on November 19, 2024, and NCDEQ provided their official buffer determination letter (DWR#25-RRO-053) on February 20, 2025 (Appendix A).

The proposed tree removal would clear and grub all trees within the RPZ. However, in sensitive areas such as wetlands and riparian buffers, trees would be cut down and stumps left behind to avoid surface disturbance and potential erosion and sedimentation impacts in surface waters.

4.6.3.1 PROPOSED ACTION

Impacts to surface waters (delineated streams) are shown in Table 4-10. Table 4-11 compares the potential impacts within riparian buffers. The Proposed Action would permanently impact 3.68 acres of riparian buffers. During construction, temporary impacts could occur in 8.73 acres of riparian buffers. Tree removal in riparian buffers would leave stumps behind to avoid potential sedimentation impacts to surface waters. Permits and mitigation for riparian buffer impacts would be coordinated with NCDEQ prior to construction.

The design plans and specifications would provide instructions for the treatment of the stormwater runoff in accordance with NCDEQ requirements to reduce impacts of the target pollutants of concern. Sediment and erosion control measures would be installed in accordance with NCDEQ permit requirements to prevent sediment from moving off-site and affecting downstream waters. With the implementation of sediment and erosion control BMPs, water quality standards would not be exceeded, and the public drinking water supply would not be adversely affected in the General Study Area.

Table 4-11. Potential Impacts within NCDEQ Riparian Buffers

Alternative	Total Impact Area (acres)	Permanent Impact Area (acres)	Temporary Impact Area (acres)
Proposed Action - Riparian Zone 1	7.41	2.14	5.27
Proposed Action - Riparian Zone 2	5.00	1.54	3.46
Proposed Action - Total	12.41	3.68	8.73
Alternative 1 - Riparian Zone 1	9.24	2.18	7.06
Alternative 1 - Riparian Zone 2	6.16	1.57	4.59
Alternative 1 - Total	15.39	3.75	11.65
Alternative 2- Riparian Zone 1	7.91	3.47	4.44
Alternative 2 - Riparian Zone 2	5.33	2.43	2.90
Alternative 2 - Total	13.24	5.90	7.34

4.6.3.2 ALTERNATIVE 1

Impacts to surface waters and riparian buffers from Alternative 1 would be greater than the Proposed Action (Table 4-10, Table 4-11). Alternative 1 would permanently impact 3.75 acres of riparian buffers. During construction, temporary impacts could occur in 11.65 acres of riparian buffers. With the implementation of sediment and erosion control BMPs, water quality standards would not be exceeded, and the public drinking water supply would not be adversely affected in the General Study Area.

4.6.3.3 ALTERNATIVE 2

Impacts to surface waters and riparian buffers from Alternative 2 would be greater than the Proposed Action (Table 4-10, Table 4-11). Alternative 2 would permanently impact 5.90 acres of riparian buffers. During construction, temporary impacts could occur in 7.34 acres of riparian buffers. With the implementation of sediment and erosion control BMPs, water quality standards would not be exceeded, and the public drinking water supply would not be adversely affected in the General Study Area.

4.6.3.4 NO ACTION

Under the No Action Alternative, the proposed project would not be constructed or operated. As a result, no construction activities would occur, and there would be no impacts on water quality.

4.7 Hazardous Materials, Solid Waste, Pollution Prevention

4.7.1 Regulatory Setting and Methodology

Hazardous materials are any substance or material that has been determined to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce (FAA 2023). This includes hazardous waste, which is a solid waste that is ignitable, corrosive, reactive, or toxic, as well as petroleum and natural gas substances and materials. FAA actions, projects, and decisions that have the potential to encounter or affect hazardous materials are subject to federal, state, and local laws and regulations that govern hazardous materials use, storage, transport, or disposal. At the federal level, the EPA regulates the handling of hazardous materials, substances, and wastes under the Resource Conservation and Recovery Act of 1976 (RCRA), the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA or Superfund), and the Toxic Substances Control Act of 1976.

RCRA provides a system for the safe management of solid and hazardous waste, including generation, transportation, treatment, storage, and disposal. In addition, the RCRA authorizes the EPA to regulate

underground storage tanks (USTs) containing regulated substances, including petroleum products and those hazardous substances identified in CERCLA.

CERCLA identifies the requirements for identifying and evaluating previous uses of a property to determine the potential for contamination to be present (i.e., the All Appropriate Inquiries standard), determining the parties responsible for recovery and cleanup, and limiting the liability of current and prospective “innocent landowners.” Any entity who intends to purchase a property is required to conduct all appropriate inquiries into the previous uses of the property and adjacent properties prior to acquisition in order to qualify for protection from CERCLA liability in the event that contamination is encountered onsite. The EPA issued specific standards and practices that prospective landowners must meet in order to fulfill all appropriate inquiries standards in 2006 (40 CFR 312; Federal Register 70:66070). Also, under CERCLA, EPA administers a federal “Superfund” to identify, manage, and clean up uncontrolled or abandoned hazardous waste sites as well as accidental releases of pollutants and contaminants.

The Toxic Substances Control Act addresses the production, import, use, and disposal of specific chemical substances, including but not limited to polychlorinated biphenyls, asbestos, radon, and lead-based paint, and also authorizes the EPA to require reporting, recordkeeping, and testing requirements and restrictions of these substances.

While USTs are regulated under RCRA, the NCDEQ also administers an approved UST program, a Non-UST petroleum releases program, and the Ex Situ Petroleum Contaminated Soil Remediation Permit program. Thus, owners and operators of USTs are subject to both federal and state requirements. No single comprehensive regulation governs aboveground storage tanks. Federal laws that regulate aboveground storage tanks include the CWA, the Oil Pollution Act, the CAA, and the RCRA. The specific regulatory requirements depend on the substances contained in the tanks.

This regulatory framework means these wastes and materials are measured, recorded, tracked, controlled, and otherwise policed. This also means that instances in which hazardous materials are used, generated, spilled, released, collected, remediated, and disposed of are recorded in publicly available databases managed by one or more of the regulatory bodies mentioned above.

The FAA has not established a significance threshold for hazardous materials, solid waste, and pollution prevention; however, a project should not violate applicable federal, state, tribal, or local laws or regulations regarding hazardous materials and/or solid waste management or adversely affect human health and the environment (FAA 2023).

4.7.2 Affected Environment

The General Study Area was reviewed to identify sites, facilities, or properties where hazardous materials or contamination may be present that could be encountered during construction of the Proposed Action or alternatives. The analysis includes a review of the NCDEQ Division of Waste Management Site Locator Tool (NCDEQ 2024), which contains records and geospatial information from federal and state government databases of previously reported releases of hazardous materials, remedial actions, and emergency response activities, institutional controls, and activities and property uses that have a high potential to result in releases of hazardous materials.

According to the NCDEQ Site Locator, the Airport itself is listed as a UST facility. There are two USTs on the Airport property, including one 10,000-gallon gasoline UST and one 15,000-gallon kerosene jet fuel UST, both installed in 1988. One UST incident has been reported on the Airport property; the incident occurred on March 26, 1997, and was closed on September 14, 2000. No records are available detailing the substance, quantity, and extent of the release; however, the incident is listed in NCDEQ records as low risk.

Two other UST facilities are located within the General Study Area. Helena Elementary School, located approximately 0.7 mile southeast of the Airport, has two 10,000-gallon heating oil USTs listed, one of which is active and one that was closed in 2014. No releases have been reported from this facility.

Timberlake Mart, a gas station formerly known as Barts Shell, is located approximately 0.9 mile southeast of the Airport. Three USTs are listed at this facility: one 10,000-gallon regular gasoline UST and two 5,000-gallon gasoline USTs, all installed in 1994. Two incidents have been reported at this facility in 1994 (Incident #12605) and 2021 (Incident #48170). Remedial excavation has been conducted, although both cases appear to be open as of March 2024. Due to the distance from the Proposed Action, it is unlikely that contamination from these releases would be encountered by the Proposed Action or alternatives.

An agricultural facility listed as a Very Small Quantity Generator of used oil is located within the northern portion of the General Study Area. No releases or other violations have been reported at this facility. No active or inactive landfills, Superfund sites, brownfields, current or historic drycleaning facilities, hazardous materials releases, or other hazardous waste sites were identified within the General Study Area. The closest solid waste landfill that is actively accepting waste is the Upper Piedmont Regional Landfill, located approximately 8 miles northeast of the Airport near Rougemont. This landfill was established in 1997 and accepts commercial and non-hazardous industrial waste. The life expectancy of the landfill is 46 years; therefore, the landfill is expected to continue to accept waste through 2043 (Republic Services, Inc. 2024).

4.7.3 Environmental Consequences

4.7.3.1 PROPOSED ACTION AND ALTERNATIVES

The Proposed Action and action alternatives would not violate applicable federal, state, tribal, or local laws or regulations regarding hazardous materials and/or solid waste management and would not adversely affect human health and the environment. Although the General Study Area does not contain a known contaminated site, the Proposed Action and action alternatives would create a minor risk of environmental contamination by hazardous materials or disturbance of an existing hazardous material contamination site. Ground disturbance of any kind involves the risk of encountering contaminated soil or groundwater. Furthermore, the Proposed Action and action alternatives propose the acquisition of land within the Runway 6-24 RPZ and for the proposed new connector road at the airport entrance, and therefore, have a greater chance of encountering contaminated soils or groundwater. To minimize this risk, environmental site assessments would be performed in accordance with both the NCDOT and the FAA land acquisition requirements to identify any potential sources of contamination that may have affected the areas of proposed ground disturbance.

Construction activities such as the use and maintenance of typical construction equipment and fleet vehicles may increase the risk of spills or releases of hazardous materials to the land, air, or water. Pollution prevention includes a spill prevention control and countermeasures (SPCC) plan, and a site-specific SWPPP would be prepared in advance of construction to minimize the risk of potential releases of hazardous materials and pollutants to soil, groundwater, or surface waters. Under all action alternatives, construction activities would abide by all federal, state, and local hazardous materials management regulations during construction. The contractor would be responsible for the management and disposal of all hazardous materials generated by the excavation of soil and demolition of concrete, asphalt, and other potentially contaminated media at a licensed facility in accordance with current federal and state regulations. In the event that previously unknown contaminants are discovered during construction or a spill occurs during construction, work would stop until the National Response Center is notified at 1-800-424-8802 and any required action is taken. With these plans and measures in place, accidental spills or releases to the land, air, or water during construction of the Proposed Action or action alternatives would result in localized, contained, infrequent, temporary, and negligible to minor impacts.

During land clearing, demolition, and construction, construction personnel would make every feasible effort to minimize solid waste generation and recycle materials for which viable markets exist. The contractor would be responsible for the management and disposal of all materials generated by the excavation of soil and demolition of concrete, asphalt, and other wastes at a licensed facility, or through agreements with entities that would have a use for the materials in accordance with current federal and state regulations. To the extent possible, recyclable materials would be disposed of at the Person County Recycling Center in

Roxboro, North Carolina. Any waste generated that cannot be reused or recycled would be disposed of at the Upper Piedmont Regional Landfill in Rougemont, North Carolina, or another NCDEQ-permitted solid waste management facility. The waste generated from construction of the Proposed Action or action alternatives is not expected to exceed the capacity of these facilities under any action alternative. No long-term changes in levels of solid waste collection and disposal at the Airport would be generated under any action alternative. Therefore, the impact on hazardous or solid waste generation is anticipated to be short-term and negligible for the Proposed Action and action alternatives.

4.7.3.2 NO ACTION ALTERNATIVE

Under the No Action Alternative, the proposed project would not be constructed or operated. As a result, there would be no impacts related to hazardous materials or solid waste generation.

4.8 Historical, Architectural, Archaeological and Cultural Resources

4.8.1 *Regulatory Setting and Methodology*

Projects in North Carolina are typically subject to the regulations set forth in the National Historic Preservation Act (NHPA) administered by the North Carolina Historic Preservation Office (NCHPO), which acts as the State Historic Preservation Office (SHPO) for the state of North Carolina. If an undertaking is federally permitted, licensed, funded, or partially funded, the project must comply with Section 106 of the NHPA, which requires that every federal agency consider the undertaking's effects on historic properties, which are defined as any property listed in or eligible for listing in the National Register of Historic Places (NRHP). As stipulated in Section 106, which implements the regulations in 36 CFR 800 (Protection of Historic Properties), the process includes the identification and evaluation of historic properties, including buildings, structures, objects, sites, districts, and archaeological resources.

For Section 106 consultation, contextual data for the General Study Area was collected. This background research consisted primarily of a site file search using the archives located in the Office of State Archaeology in Raleigh, North Carolina, and NCHPO's online repository of data pertaining to historic architecture (NC SHPO 2023). Other sources were the U.S. Geological Survey's (USGS's) TopoView, which is the online portal for current and historical topographic maps (USGS 2023), and the NRCS's Web Soil Survey database for soils data (USDA NRCS 2023). The Detailed Study Area was considered the area of potential effect (APE) for Section 106 consultation (Figure 4-1). The APE is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties if any such properties exist. Surveys were conducted to verify the results of the archival research within the APE (SWCA 2023, 2024b, 2025).

SHPO and the Sappony Indian Tribe, who may have tribal interest in the land, were consulted during preparation of this EA. The SHPO response is provided in Appendix A. No response from the Sappony Indian Tribe was received.

4.8.2 *Affected Environment*

4.8.2.1 ARCHAEOLOGICAL RESOURCES

Prior to the 2024 surveys, four archaeological investigations were completed within the General Study Area. All four were related to construction of the Raleigh Regional Airport at Person County, alterations to its footprint, and vegetation management in its immediate vicinity (Table 4-12).

Table 4-12. Previous Archaeological Investigations within the General Study Area

Tracking Number	Report Title	Date	Investigation Type
ER 83-7613	An Archaeological Survey for the Proposed Raleigh Regional Airport at Person County (Hammond and Hargrove 1983)	1983	Phase I
ER 90-7133	An Archaeological Survey of Proposed Improvements to the Raleigh Regional Airport at Person County, Hurdle Mills-Timberlake Vicinity, Person County, North Carolina (Hargrove 1989)	1989	Phase I
ER 90-8041	Archaeological Test Excavations on 31PR58, the Satterfield House, Raleigh Regional Airport at Person County, Timberlake Vicinity, North Carolina (Hargrove 1990)	1990	Phase II
93-E-4220-0212	A Cultural Resource Assessment for the Executive Airport Runway Extension and Glide Slope Installation, Raleigh Regional Airport at Person County, Hurdle Mills Vicinity (Hargrove 1993)	1993	Phase II

Source: (OSA 2023)

During a 1983 survey for the airport construction project, 14 sites of interest were located. None of the sites were recommended eligible for the NRHP, though one site (31PR41) was recommended for further investigation (Hammond and Hargrove 1983). In 1989, after construction of the airport, a survey identified three new prehistoric sites and one new historic site. The historic site (31PR58), known as the Satterfield House, was recommended for further investigation. The remaining sites were recommended as not eligible for the NRHP. In addition to archaeological resources, this project also identified the Satterfield House as a historic architectural resource potentially eligible for the NRHP (Hargrove 1989). The Satterfield House site (31PR58) was the focus of a Phase II evaluation/testing in 1990. Based on the data gathered from the field investigation, the site was recommended not eligible for the NRHP (Hargrove 1990).

The survey in 1993 addressed three concerns related to the effect of airport expansion on cultural resources. The first concern was the eligibility of 31PR41 for the NRHP. The second concern was the eligibility of a log house for nomination to the NRHP as a historic architectural resource. The third concern was the effect of the airport expansion on historic architecture resources within or adjacent to construction areas. The two previously recorded resources and a third resource, a historic architectural property known as The Lunsford House, which was identified as a result of the project, were recommended not eligible for the NRHP (Hargrove 1993).

A new archaeological survey of the APE was conducted in March 2024 (SWCA 2024b). The survey identified 11 new archaeological resources, including four prehistoric isolated finds, four prehistoric sites, one historic site, one site with both prehistoric and historic components, and one family memorial (Table 4-13). The 11 resources were recommended as not eligible for the NRHP, and the SHPO concurred with these recommendations in a letter dated August 9, 2024 (Appendix A).

An additional systematic archaeological survey was performed in the borrow pit portion of the APE in December 2024 and reported in January 2025 (SWCA 2025). Four new precontact archaeological sites were identified, three isolated finds and one temporally non-diagnostic lithic scatter. On April 3, 2025, SHPO concurred that the four resources are not eligible for the NRHP (Appendix A).

Table 4-13. Archaeological Resources Recorded in the APE

Site No.	Site Type	Site Description	Artifact Count
31PR184	Prehistoric	Subsurface isolated find	1
31PR185	Prehistoric	Subsurface isolated find	1
31PR186	Prehistoric	Subsurface isolated find	1
31PR187	Historic	Surface scatter, with pushpile	5

Site No.	Site Type	Site Description	Artifact Count
31PR188	Prehistoric	Subsurface lithic scatter	4
31PR189	Prehistoric	Subsurface isolated find	1
31PR190	Both	Surface and subsurface multicomponent scatter	40
31PR191	Prehistoric	Surface lithic scatter	12
31PR192	Historic	Family "cemetery" plot (no human remains)	N/A
31PR193	Prehistoric	Subsurface lithic scatter	2
31PR194	Prehistoric	Subsurface lithic scatter	30
31PR203	Prehistoric	Subsurface isolated find	1
31PR204	Prehistoric	Subsurface lithic scatter	7
31PR205	Prehistoric	Subsurface isolated find	1
31PR206	Prehistoric	Subsurface isolated find	1

Source: SWCA (2024b, 2025).

4.8.2.2 HISTORIC ARCHITECTURE RESOURCES

The review of historic maps, current aerial imagery, and historic aerial imagery (Google Earth Pro 2023) identified 11 potential historic architectural resources and three previously recorded historic architectural properties (PR0042, PR0083, and PR0095) within the General Study Area. These properties are all outside of the APE, with the exception of PR0095, which is along Frank Timberlake Road near the Runway 6 end. None of these properties have been evaluated for NRHP eligibility. PR0042 consists of multiple houses that have been demolished except for one two-story Folk Victorian house with cross gable roof and weatherboard cladding. The house associated with PR0083 has been demolished, and two ruinous outbuildings remain. The Lunford House (PR0095) is a multi-building farm that dates to ca. 1870. Five buildings on this property are historic.

4.8.3 Environmental Consequences

4.8.3.1 ARCHAEOLOGICAL RESOURCES

The SHPO concurred with the recommendations that the 15 sites identified in the APE (see Table 4-13) are not eligible for the NRHP. Therefore, the Proposed Action and action alternatives, as proposed, would not have an adverse effect on archaeological resources. The FAA has no further obligation under Section 106.

4.8.3.2 HISTORIC ARCHITECTURE RESOURCES

There are no historic architectural resources within the APE for the Proposed Action or Alternative 2.

One historic architectural resource was previously recorded within the APE for Alternative 1 (PR0095, The Lunford House), but has not been evaluated regarding eligibility for the NRHP.

SHPO determined that the Proposed Action and action alternatives, as proposed, would not have an adverse effect on any historic structures (Appendix A). The FAA has no further obligation under Section 106.

4.9 Land Use

4.9.1 Regulatory Setting and Methodology

The FAA requires airports owned and operated by the same jurisdiction that is the land use authority (e.g., Person County), to adequately control land use near the airport and prevent new incompatible development.

NEPA documents must discuss any possible conflicts between the proposed action and the objectives of federal, regional, state, and local land use plans, policies, and controls for the area concerned.

As described in AC 150/5190-4B Airport Land Use Compatibility, airport sponsors and owners are obligated to pursue all reasonable and appropriate actions to secure and promote compatible land use and development within their local areas (USDOT FAA 2022). In addition, AC 150/5200-33, Hazardous Wildlife Attractants on or Near Airports, provides airport operators with the guidance they need to assess and address potentially hazardous wildlife attractants when locating new facilities and implementing certain land use practices on or near public-use airports (USDOT FAA 2020).

The project was reviewed to determine its consistency with the above regulations and the Person County and City of Roxboro Joint Comprehensive Land Use Plan (Person County 2021). Person County and the City of Roxboro jointly work together and share planning authority over land uses within their jurisdictions via the goals and overall objectives of their Joint Comprehensive Land Use Plan. Zoning regulations and ordinances established in Person County provide guidelines to control land use in its jurisdiction, while the City of Roxboro exerts more authority within its own bounds.

4.9.2 Affected Environment

The General Study Area is located in the southern central portion of Person County, approximately 3 miles south of the city limits of Roxboro.

4.9.2.1 EXISTING LAND USE

According to the Joint Comprehensive Land Use Plan (Person County 2021), the primary general land use within Person County is rural, agriculture, undeveloped (90.5%), followed by residential at (7.3%), government/exempt (1.2%), commercial (0.8%), and industrial (0.2%). In the General Study Area, the existing land use is mapped as Government/Exempt where the existing Airport property is, surrounded by Rural/Agriculture/Undeveloped, with a few small Residential areas. The Rural/Agriculture/Undeveloped consists of farmland and undeveloped forest. There are residences close to the end of Runway 6 along Frank Timberlake Road, while the closest residences to the Runway 24 end are approximately 450 feet south and 900 feet northeast; however, these residences are mapped as Rural/Agriculture/Undeveloped. Areas mapped as Residential land use areas are immediately south of the Airport along Tom Oakley Road and Foxcroft Drive.

4.9.2.2 ZONING

The General Study Area contains the Airport District Overlay (AP) of Person County, surrounded primarily by Rural Conservation, with smaller areas of General Industrial and Highway Commercial Business districts. The majority of the General Study Area is also included in the Voluntary Agricultural District except for a small portion along Cates Mill Road and Montgomery Drive (Figure 4-9, Table 4-14) (Person County 2021). The County’s Rural Conservation District permits most types of land uses.

Table 4-14. Existing Zoning within Detailed Study Area

Land Uses/Zone	Proposed Action	Alternative 1	Alternative 2
Airport District	152.6 acres	227.1 acres	165.6 acres
Rural Conservation	114.1 acres	143.2 acres	114.1 acres
Highway/Commercial Business	13.8 acres	13.8 acres	13.8 acres
General Industrial	3.3 acres	3.3 acres	3.3 acres
Total	283.8 acres	387.4 acres	315.2 acres

Source: Person County (2021)

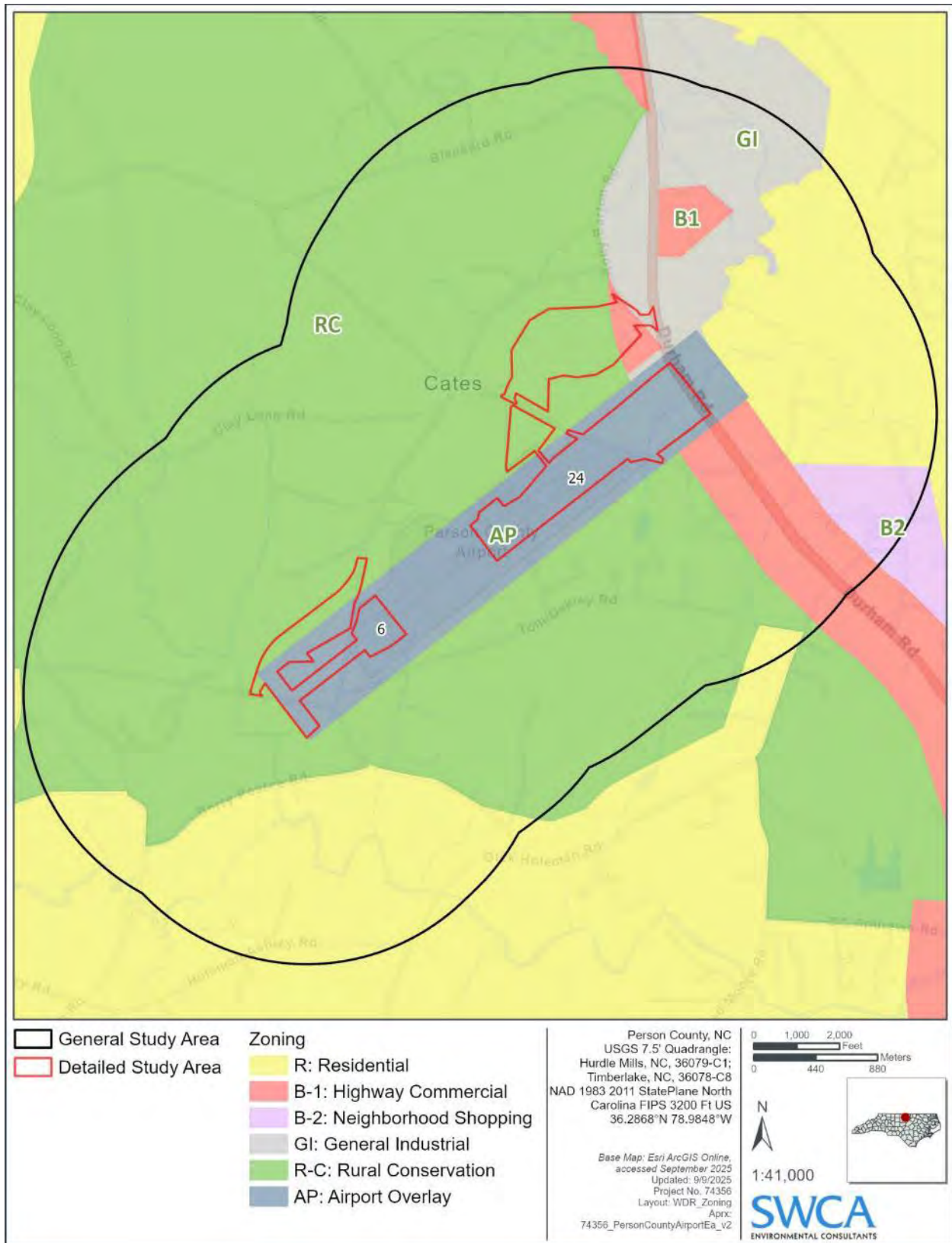


Figure 4-9. Zoning map.

4.9.2.3 FUTURE LAND USE

Future land uses in the General Study Area have been mostly reserved as the Airport Compatibility Area, with a small area of Industrial along Highway 501. According to the 2021 Joint Comprehensive Land Use Plan, the intention of the Airport Compatibility Area's future land use category is to protect the airport and surrounding areas from incompatible development patterns. Major subdivisions of land for residential purposes would be restricted, while infill residential development on existing lots would be permitted. Compatible growth, including industrial and similar uses, would be encouraged, provided that it meets the airport compatibility zoning regulations and is sufficiently buffered from existing residential development in the area.

4.9.2.4 HAZARDOUS WILDLIFE ATTRACTANTS

According to AC 150/5200-33, *Hazardous Wildlife Attractants on or Near Airports*, several land uses such as municipal solid waste landfills, water management facilities, wetlands, dredge spoil containment areas, agricultural activities, aquaculture, golf courses, landscaping, structures and other land use considerations, habitat for state and federally listed species, and synergistic effects of surrounding land uses, are generally not compatible with safe airport operations when they are located within the following separation distances:

- For airports serving piston-powered aircraft, it is recommended that hazardous wildlife attractants be 5,000 feet from the nearest aircraft operations area.
- For airports serving turbine-powered aircraft, it is recommended that hazardous wildlife attractants be 10,000 feet from the nearest aircraft operations area.
- Recommended for all airports, 5-mile range to protect approach, departure, and circling airspace.

A desktop review of Person County's geographic information system (GIS) mapping (2023d) and the County's Land Use Plan (Person County 2021) indicates no municipal solid waste landfills, water management facilities, dredge spoil containment areas, aquaculture, golf courses, landscaping, or structures or other land use considerations are in the General Study Area. Wetlands (16 acres within the Detailed Study Area) and surface waters are present, which could attract hazardous wildlife such as birds and bats (see Chapter 4.3, Biological Resources). In addition, according to the TDF Airport Master Record 5010 report, an inspection conducted on July 30, 2022, indicated deer and birds on and in the vicinity of the Airport (ADIP FAA 2023).

4.9.3 Environmental Consequences

4.9.3.1 PROPOSED ACTION AND ALTERNATIVES

The Proposed Action and action alternatives would mostly occur within the Government/Exempt and Rural/Agriculture/Undeveloped current land uses. The proposed runway extension, road relocations, and other proposed components outside of the current Airport property boundary would be within Rural/Agriculture/Undeveloped. Alternative 1 would have the most impact within the Rural/Agriculture/Undeveloped category due to its larger footprint outside of the existing Airport property boundary. During scoping, the NC Department of Agriculture did not raise any concerns about the project (Appendix A). Residential land uses would not be impacted.

The runway extension would occur within an area currently zoned as Airport Overlay. The Proposed Action and action alternatives include development of new roads within areas currently zoned as Rural Conservation. The Rural Conservation classification allows for all land use types. The Airport would acquire land to protect the Runway 24 RPZ from non-compliant development. All land acquisitions would be in accordance with both the NCDOT and the FAA land acquisition requirements. There are no residences on the lands to be acquired. This change in land use is included in the 2021 Joint Comprehensive Land Use Plans future land use Airport Compatibility Area.

Proposed Action and action alternatives are mostly within the Airport Compatibility Area on the county's Future Land Use map, with a portion of the proposed Cates Mill Road within an area in the Industrial future land use category. There are no conflicting future land uses, such as residential, for the Proposed Action or Alternatives.

The Proposed Action and action alternatives would not increase hazardous wildlife attractants.

4.9.3.2 NO ACTION ALTERNATIVE

Under the No Action Alternative, the proposed project would not be constructed or operated. As a result, no changes in land uses would occur. The Airport would continue to operate within its existing boundary; however, it would remain out of compliance with current FAA design standards.

4.10 Noise and Noise-Compatible Land Use

4.10.1 Regulatory Setting and Methodology

An assessment of potential noise and compatible land use impacts has been prepared in accordance with FAA Orders 1050.1F and 5050.4B. In 2017, TDF developed an Airport Master Plan Update (Master Plan) to discuss the existing conditions, aviation forecasts, and potential facility requirements. Noise impacts could be considered significant if the action would increase noise by DNL1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe. For example, an increase from DNL 65.5 dB to 67 dB is considered a significant impact, as is an increase from DNL 63.5 dB to 65 dB.

Aviation activities presented in this noise assessment are based on the information contained in the Master Plan and the information retrieved from the Terminal Area Forecast (TAF). The TAF is the official FAA forecast of aviation activity for U.S. airports and provides forecasts for air carrier, air taxi/commuter, GA, and military.

Impacts of future operational changes and resulting noise levels are based on the Area Equivalent Method (AEM) screening analysis. The AEM is used to develop insight into the potential increase or decrease of noise resulting from a change in aircraft operations. As demonstrated, the AEM screening analysis supports a determination of no significant impact. Below describes the affected environment with respect to noise, the components of the forecasted year, and presents the supporting AEM screening analysis demonstrating that the percentage increase in the Day-Night Average Sound Level (DNL) 65 dB contour area is less than 17% and further analysis is unnecessary.

The main sources of noise associated with airport operations result from departures, arrivals, overflights, taxiing, and engine run-ups. To evaluate airport noise impacts on noise sensitive land uses (such as residences, churches, schools, libraries, and nursing homes), the Yearly DNL is used, which provides a single quantitative rating of a noise level over a 24-hour period. The FAA uses the land use compatibility guidelines of 14 CFR part 150, Airport Noise Compatibility Planning to determine compatibility with nearby land use. A DNL of 65 decibels (dB) is the noise level at which noise-sensitive land uses become significantly impacted, as determined by the FAA. Below 65 DNL these land uses are determined to be compatible with airport noise.

Impacts of future operational changes and resulting noise levels are based on the AEM screening analysis. The AEM is a screening procedure used in determining the need for further analysis with the Aviation Environmental Design Tool (AEDT). AEM is a mathematical procedure that provides an estimated change in noise contour area for an airport, given the types of aircraft and the number of operations for each aircraft. The noise contour area is a measure of the size of the landmass enclosed within a level of noise as produced by a given set of aircraft operations, measured in DNL. The purpose of AEM is to screen for significant impact within the 65 dBA contour area and is used to develop insight into the potential increase or decrease

of noise resulting from a change in aircraft operations. If there is a 17% increase in DNL 65 dB contour area, then further analysis is necessary using AEDT.

AEM calculations are developed on the basis of a single runway, one-way traffic flow configuration-arrivals in and departures out in the same direction, and produce an estimate (in square miles) of the area impacted. However, AEM usage and analysis are not limited only to airports that have a single runway and single flight track configurations. Airports with multiple runways and multiple flight tracks can also be assessed using AEM that models all operations on a single runway, single flight track configuration. Since the corresponding noise and the general shape of the contour would be unchanged, the AEM screening analysis is appropriate for TDF to assess the changes in fleet mix and number of operations. Per FAA Order 1050.1F, projects at airports that experience 90,000 annual piston-powered aircraft operations or 700 annual jet-powered aircraft operations require analysis to determine noise contour maps. FAA Order 1050.1F also requires a noise analysis if a project’s forecasted helicopter operations would exceed 10 operations per day (annual basis) and hover times exceed 2 minutes. Helicopter operations for the Proposed Action and action alternatives are not projected to increase by more than 10 operations per day each year. Since TDF would not exceed these FAA Order 1050.1F thresholds for annual piston-powered aircraft operations, jet-powered aircraft operations, or helicopter operations, the AEM screening analysis is appropriate to make a significant determination.

4.10.2 Affected Environment

The Airport is in a rural setting with some residential uses in the approach area to each end of the runway. The Airport’s aviation activity for 2022 and projected activity for 2028 (year of anticipated project implementation) is summarized in Table 4-15.

Table 4-15. Summary of Aviation Activity Forecasts

Aviation Activity	2022 TAF Aviation Activity	2028 Master Plan Forecasted Activity
Operations*		
General Aviation (total)	32,160	39,966
GAA Single Engine Piston	19,460	24,666
GAA Multi Engine Piston	6,255	7,928
GAA Turboprop	6,603	8,369
GAA Business Jet	1,390	1,762
Military (total)	1,200	2,319
Total Aviation Activity	34,750	44,047

Note: TAF = Terminal Area Forecast.

* Operations are based on Landing/Take-off Cycles.

4.10.3 Environmental Consequences

To evaluate the increase or decrease of noise with AEM, the TDF 2022 TAF aviation activity would be compared to the 2028 forecasted aviation activity from the Master Plan. An aircraft noise analysis was performed in the Master Plan (using the forecast 20-year operations/aircraft for the preferred runway extension alternative). The noise analysis results, which are shown in Appendix E and taken from the Master Plan, indicate that the 65 DNL contour is contained within the Airport property.

During this project, there would be no change in operations. As no hangar development is proposed, there would be no increase in the number of aircraft based at TDF, and aircraft operations would not increase due to this project. However, to be conservative, the forecasted operations from the Master Plan for year 2028 were utilized in the AEM model. Projected aviation activities for 2028 are presented in the Master Plan and listed in Table 4-15. The 2022 TAF aviation activity, also presented in Table 4-15, was compared to the

2028 forecasted years, and the AEM model was used to determine the percent increase in DNL 65 dB contour area.

As listed in Table 4-15, overall increase in forecasted aviation activity for the 2028 forecasted year would result in a minor change in total aviation operations when compared with the 2022 TAF aviation activity. To evaluate the noise impacts of the forecasted year, the AEM was used to estimate changes in the existing DNL 65 dB contour represented as a percentage. In accordance with FAA guidance in the 5050.4B Desk Reference for Noise, if the AEM calculation represents an increase of less than 17% in the DNL 65 dB contour area, the forecasted flight increase would result in no significant noise impacts to land use. An increase of 17% or more would indicate that the proposed project modifications could result in a DNL 1.5 dBA or greater increase at a noise sensitive area and that further analysis is required.

Based on the total operations forecasted, the annual average daily Landing/Take-off Cycles (LTO Cycles) from year 2022 TAF aviation activity and the 2028 forecasted year were determined and input into the AEM model. The LTO Cycles for each specific aircraft make and model were extrapolated based on the total operations per aircraft category in Table 4-15 and the representative aircraft per category of aircraft from the Master Plan (Table 3-9 and 3-10 of the Master Plan and included in Appendix E). For this analysis, it is estimated that approximately 7% of operations occur during nighttime hours (from 10 p.m. to 7 a.m.). The calculated change predicted by the AEM tool was 15.7% for Master Plan year 2028. Appendix E includes tables of the AEM tool analysis results for Master Plan year 2028. Included in the AEM tool documentation are the specific assumptions regarding the Aircraft Codes used in the AEM model, the calculated annual average LTO Cycles for each aircraft type during nighttime and daytime for each of the forecasted years, and the calculated change percentage.

4.10.3.1 PROPOSED ACTION AND ALTERNATIVES

Construction would temporarily increase noise levels in the immediate vicinity of construction and tree clearing. Typical equipment for pavement removal and grading operations can generate noise levels as high as 75 to 85 dB within 50 feet of its operation. However, noise levels diminish rapidly with distance, so depending on the distance from equipment, area residents would likely experience a minor increase in noise during construction hours. The potential noise impact associated with the operation of on-site machinery would be temporary and reduced using construction timing and staging. To further minimize potential noise, construction equipment would be maintained to meet manufacturers' operating specifications.

The Master Plan provides operational forecasts for 20 years, with 2034 being the last year of forecasted data. For the forecast years through 2034, increased aviation activity would not result in significant noise impacts when compared with the year 2020 aviation activity. The calculated change predicted by the AEM tool was 16.9% for Master Plan year 2034. Appendix E includes a printout of the AEM tool analysis for Master Plan year 2034. The change in operational activities resulting from the worst-case forecasted year of 2034 would not increase the DNL 65 dB contour area by 17% or greater. Thus, this noise assessment demonstrates, in accordance with FAA Guidelines, that the forecasted years of increased aviation activity would not significantly increase noise levels that would impact land use compatibility near the airport.

4.10.3.2 NO ACTION

Under the No Action Alternative, the proposed project would not be constructed or operated. As a result, there would be no change in noise levels and no impacts on noise sensitive areas.

4.11 Socioeconomics, Children's Health and Safety Risks

This chapter evaluates the effect the Proposed Action and action alternatives would have on the socioeconomic characteristics of surrounding communities. In addition, the demographics of the affected area were examined to establish a baseline of comparison for populations present in the area that could be impacted by the Proposed Action and action alternatives.

4.11.1 Regulatory Setting and Methodology

FAA Order 1050.1F Desk Reference (FAA 2023) requires the consideration of the potential effects of a proposed action and alternatives on economic activity, employment, income, population, housing, public services, and social conditions, as well as situations in which the proposed action or alternative(s) would have the potential to lead to a disproportionate health or safety risk to children.

4.11.1.1 SOCIOECONOMICS

Airport actions such as airside/landside expansion, new or extended runways and taxiways, land acquisition for aviation-related use, new or relocated access roadways, and construction/demolition activity typically must be evaluated for potential social impacts. The types of socioeconomic impacts that may result from these activities include relocations of residences or businesses, disruption of planned development, disruption of community cohesion, and changes in employment.

The primary statute related to socioeconomic impacts for the FAA’s NEPA reviews is the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 (the Act) and its implementing regulations (49 CFR 24). The Federal Highway Administration is the oversight agency. The main objective of the Act is to provide for uniform and equitable treatment of persons displaced from their homes, businesses, or farms by federal and federally assisted programs and to establish uniform and equitable land acquisition policies for such programs. All project-related relocations must be performed in accordance with the Act.

The General Study Area includes two block groups (BGs) (BG 2, Census Tract (CT) 9206.02 and BG 3, CT 9206.02). Data from the U.S. Census Bureau was used to characterize the socioeconomic characteristics of each block group, including overall population, housing characteristics, income, employment rates, public services, and social conditions. Local socioeconomic characteristics were compared to Person County and the state of North Carolina as a whole.

In addition, this analysis includes a review of state and local laws, regulations, and ordinances concerning zoning, transportation, economic development, and housing and an assessment of whether the proposed action and alternatives would be consistent with these laws.

4.11.1.2 CHILDREN’S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Potential environmental health and safety risks that may disproportionately affect children are regulated by Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. The most recent American Community Survey 5-year estimates were consulted for demographic data that may determine the number of schools, daycares, parks, and children’s health clinics in the General Study Area. Children under age 5 are more susceptible than adults to environmental hazards due to the fact that they are more heavily exposed to toxins in proportion to their body weight.

4.11.2 Affected Environment

4.11.2.1 SOCIOECONOMICS

4.11.2.1.1 Population, Housing, Employment, and Income

The total population of the block groups in the General Study Area is approximately 3,770 residents, which makes up approximately 9.3% of the total population of Person County (Table 4-16). Approximately 1,500 housing units are within the General Study Area, of which approximately 98% are occupied, and 2% are vacant. Median household income and per capita annual income in BG 3, CT 9206.02 is higher compared to BG 2, CT 9206.02, and Person County. Civilian labor force estimates for residents 16 years of age and older is higher compared to the county and state. The unemployment rate in the General Study Area is similar to the unemployment rate for Person County and the state of North Carolina.

Table 4-16. Socioeconomic Characteristics of the General Study Area

Characteristics	BG 2,CT 9206.02	BG 3,CT 9206.02	Person County	North Carolina
Total Population ^a	1,962	1,808	39,131	10,155,624
Total Housing Units ^b	789	747	18,372	4,573,066
Occupied Housing Units ^b	769	740	16,139	3,918,597
Vacant Housing Units ^b	20	7	2,233	654,469
Children (under 5) ^c	6.2%	3.5%	5.6%	5.7%
Median Household Income ^d	\$52,583	\$93,846	\$60,688	\$66,186
Per Capita Income ^e	\$30,034	\$41,103	\$33,456	\$37,641
Civilian Labor Force ^f	67.1%	67.1%	56.7%	57.6%
Unemployment Rate ^f	4.0%	4.0%	3.7%	3.8%

Source: U.S. Census Bureau (2018-2022a-h); U.S. Bureau of Labor Statistics (2023).

^a Table B01003: Total Population

^b Table B25002: Housing Units

^c Table S0101: Age and Sex

^d Table B19013: Median Household Income in the Past 12 Months (inflated)

^e Table B19301: Per Capita Income in the Past 12 Months (in 2022 Inflation-Adjusted Dollars)

^f Table DP03: Selected Economic Characteristics. Block Group data not available. Numbers are for Census Tract 9206.02.

4.11.2.1.2 Economic Activity

The top two industries in Person County are manufacturing and government, with a workforce of approximately 2,900 employees and a combined salary of approximately \$123 million per year (mpy) (Person County 2023e).

North Carolina’s *The State of Aviation Statewide Airport* report, completed by the NCDOT Division of Aviation in 2023, estimates that North Carolina’s 72 public airports annually contribute more than \$72 billion in economic impact – 11% of the state’s gross domestic product, its total output of goods and services (NCDOT 2023). The airports also support 330,000 jobs that generate \$23 billion in personal income and \$3.7 billion in state and local tax revenues. Of this output, 0.9% is attributed to TDF. TDF supports over 245 jobs, while generating approximately \$53.1 mpy in total economic output. TDF air freight services are provided to a number of different companies in the County and region.

4.11.2.1.3 Public Services

There is one full-service hospital located approximately 8 miles north of the General Study Area in the City of Roxboro. Person Memorial Hospital is a 100-bed community hospital that provides 24-hour emergency care. In addition, Person County has two urgent care facilities, providing walk-in access to quality healthcare 365 days per year. Both are located along Highway 501, approximately 3.5 and 8 miles north of the General Study Area. The General Study Area is also served by one volunteer fire department located just over 1 mile east of the Airport and full-service fire and police departments located in the City of Roxboro. Adequate transportation infrastructure is available to the General Study Area through the use of existing highway systems and roads, the Person Area Transportation System (PATs) shuttle bus service, and nearby international airports (Person County 2023f, g, h). For instance, the Airport is located adjacent to Highway 501, which runs north to the City of Roxboro and south to the City of Durham. As noted earlier, construction activities would be located near large urban areas that have sufficient transportation infrastructure.

There are no recreational parks in the General Study Area. There is one church approximately 0.6 mile south of the airport.

4.11.2.2 CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

U.S. Census data, land uses, and GIS mapping data were reviewed to determine the presence of schools, daycare facilities, parks, and/or children's health clinics in the General Study Area. To identify how many children under the age of 5 years old live in the neighborhoods closest to the Runways 6 and 24 ends, U.S. Census Bureau data on children was collected using data from Table S0101: Age and Sex.

One school, Helena Elementary School, was found within the General Study Area, where children range from ages 5 through 11, with a current attendance of 523 students. No daycare centers, children's health clinics, or any other concentrated populations of children are known to exist in the General Study Area (Person County 2023c). The closest residences to the Proposed Action and action alternatives near the Runway 6 end are along Frank Timberlake Road, while the closest residences to the Runway 24 end are approximately 450 feet south and 900 feet northeast of the Proposed Action and action alternatives. Both of these residential areas are within BG 3, CT 9206.02 (see Table 4-16). According to the U.S. Census Bureau data, the percent of children under the age of 5 who live in BG 3, CT 9206.02 is 3.5% compared to Person County at 5.3% (50th percentile in the State of North Carolina). Therefore, there are not high concentrations of children under the age of 5 living in the area.

4.11.3 Environmental Consequences

4.11.3.1 PROPOSED ACTION AND ALTERNATIVES

The majority of the Proposed Action and action alternatives would take place within the existing Airport property. However, the Proposed Action and action alternatives would require the acquisition of undeveloped lands around the existing Airport property. The Proposed Action and action alternatives would primarily be funded with federal and state grant funds.

4.11.3.1.1 Socioeconomics

The Proposed Action and action alternatives would not result in significant impacts to socioeconomics in the General Study Area. The majority of the Proposed Action and action alternatives would be located within the Airport's existing site boundary, minimizing potential impacts on environmental or community resources or economics with construction. Construction and operation would not significantly add to existing levels of industrial impacts or significantly affect rural residential areas in the General Study Area.

Construction impacts would be short-term and localized. Potential adverse impacts from construction could result in minor, short-term temporary increases in the local population, demand for temporary housing, and use of temporary public services. However, sufficient public services exist within the vicinity of the General Study Area, including the county as a whole, to support the needs of the expected small construction crew and personnel. Potential adverse impacts associated with the Proposed Action and action alternatives could also result in minor, short-term traffic disruptions and congestion, as well as short-term noise impacts in General Study Area.

The Proposed Action and action alternatives would generate temporary construction employment and expenditure in the local community. These impacts are expected to be positive and beneficial. Existing housing and services are adequate to handle an increase in personnel and economic activity.

The Proposed Action and action alternatives involve the acquisition of land, which would alter surface transportation patterns. The lands to be acquired do not include residences and would not displace any residences. Construction impacts and the temporary closure from the relocation of Cates Mill Road would also result in minor, short-term traffic disruptions and congestion, as well as short-term noise impacts in the General Study Area. However, it is intended that Cates Mill Road would not close until the construction

of new connector road between US-501 connecting to Montgomery Drive is complete and is open for public use.

4.11.3.1.2 Children’s Environmental Health and Safety

Impacts to children’s environmental health and safety are considered in the context of other resource categories with potential impacts, since a significance threshold is not established in FAA Order 1050.1F. When evaluating the context and intensity of potential environmental impacts for children’s environmental health and safety, the FAA must consider whether the Proposed Action or Alternatives would have the potential to lead to a disproportionate health or safety risk to children.

Although there is one elementary school where children would be located, none of them are living within the General Study Area, and they would be buffered by Highway 501, a few small residential neighborhoods, and some wooded areas. Furthermore, there are no known children’s environmental health and safety risks associated with the Proposed Action or Alternatives. The Proposed Action and action alternatives do not impact aircraft operations and would not result in an increase in noise over nearby neighborhoods or locations where children would be located (see Section 4.10, Noise). Therefore, the Proposed Action and action alternatives would not impact children’s environmental health and safety. Construction activities would be short-term and temporary in nature, would not be long-term or permanent, and are not anticipated to have an adverse impact on children’s environmental health and safety. The project would not result in significant impacts to air quality or water quality, change the Airport’s existing or future noise levels, or increase capacity. It would not create or make more readily available products or substances that could potentially harm children via contact or ingestion through air, food, drinking water, recreational waters, or soil. Therefore, no disproportionate impacts to health and/or safety risks to children are anticipated.

4.11.3.2 NO ACTION ALTERNATIVE

There would be no impacts to socioeconomics or children’s environmental health and safety as a result of the No Action Alternative.

4.12 Visual Effects

4.12.1 Regulatory Setting and Methodology

According to the FAA’s 1050.1 Desk Reference, *light emissions* include any light that emanates from a light source into the surrounding environment, such as airfield and apron lighting, NAVAIDs, roadway lighting, and glare (light reflected off a surface). *Visual resources* include buildings, sites, traditional cultural properties, and other natural or human-made landscape features that are visually important or have unique characteristics. *Visual character* refers to the overall visual makeup of the existing environment where the Proposed Action and Alternative(s) would be located. These include nearby areas such as densely populated areas with an urban visual character or less developed areas having a visual character defined by the surrounding landscape features.

Pertinent laws protecting resources that may be affected by visual effects include Section 106 of the NHPA, as discussed in Section 4.8 of this EA. The project was also reviewed to determine its consistency with state and local regulations, policies, and zoning ordinances that apply to visual effects, such as the Person County Unified Development Ordinances (Person County 2023i).

The FAA has identified factors to consider in determining whether the threshold of significance for visual effects would be exceeded, as described in the following sections.

4.12.1.1 LIGHT EMISSIONS EFFECTS

The project includes airfield lighting modifications and relocation/modification to the existing instrument landing system and other NAVAIDs, as described in Chapter 3. The potential light emissions of the Proposed Action and action alternatives were reviewed by evaluating the existing land uses in the General Study Area to determine current airport light sources (i.e., parking lots, roadways) and assess future light sources from the Proposed Action and action alternatives and whether light emissions would have the potential to result in adverse effects. Per FAA Order 1050.1, a significant adverse effect would occur if the project would have the potential to:

- Create annoyance or interfere with normal activities from light emissions; and
- Affect the visual character of the area due to the light emissions, including the importance, uniqueness, and aesthetic value of the affected visual resources.

4.12.1.2 VISUAL RESOURCES AND VISUAL CHARACTER EFFECTS

The potential impact of the project on visual resources was reviewed to determine if its effects would be significant when contrasted with the existing environment. Consistent with FAA Order 1050.1F, a significant adverse effect would occur if the project would have the potential to:

- Affect the nature of the visual character of the area, including the importance, uniqueness, and aesthetic value of the affected visual resources;
- Contrast with the visual resources and/or visual character; and
- Block or obstruct the views of visual resources, including whether these resources would still be viewable from other locations.

4.12.2 Affected Environment

Sensitive receptors or areas (including distances) in the General Study Area that may be sensitive to light emissions and visual effects include:

- Eight landowners along Frank Timberlake Road at the Runway 6 end (seven are direct abutters, and one is within 150 feet of the Airport property). The majority of these lands are open lands/farmlands;
- A residential area along Tom Oakley Road southeast of the Airport property with houses located within 1,500 feet from the Airport property;
- Open lands, wooded lands, and farmlands south and directly abutting the Airport property;
- Residential landowners at the Runway 24 end along Highway 501 within 1,500 feet of the Airport property; and
- Landowners along/off Cates Mill Road, Montgomery Drive, and Frank Timberlake Road adjacent to or within 1,500 feet of the Airport property. The majority of these lands consist of farmlands with wooded areas and are included in the Cates Mill Road relocation.

4.12.2.1 LIGHT EMISSIONS

The Airport and sensitive areas listed above are located within a rural environment with generally low-medium ambient light emission sources. Runway 6-24 is equipped with a PAPI system with a 4-light PAPI on the Runway 6 end and a 2-light PAPI on the Runway 24 end, both on the left sides. A PAPI is a system of lights on the side of an airport runway threshold that provides visual descent guidance information during final approach. Runway 6 is also equipped with a 1,400-foot Medium Intensity Approach Light System

with Runway Alignment Indicator Lights (MALSR) system; however, Runway 24 is not. Runway End Identifier Lights (REIL) are included on the Runway 24 end but not on the Runway 6 end (Airnav 2023).

Existing views from these areas towards the Airport include light emissions from the Airport's runway and taxiway and associated airfield lighting systems, support buildings and structures, and parking. In addition, the Airport is adjacent to Highway 501 and other local roads illuminated by streetlights.

4.12.2.2 VISUAL RESOURCES AND VISUAL CHARACTER

The visual character of the General Study Area is characterized by rural residential areas to the southwest and east and farmlands to the north and west with scattered woodlands throughout. The Airport is bounded by Cates Mill Road and Highway 501 to the east, Frank Timberlake Road to the north and west, and Tom Oakley Road to the south. The elevation for Runway 6 is 590.4 feet, which is slightly lower than Runway 24's end by approximately 14 feet. Both ends of the runway are obstructed with trees ranging from 58-68 feet, forcing a 37:1 slope to clear on the Runway 6 end and a 29:1 slope to clear on the Runway 24 end. According to FAA Order 8260.3F, the standard obstacle clearance surface (OCS) in the primary area is a 40:1 slope.

There are no protected visual resources or other areas of aesthetic value or unique aspects in the General Study Area. Aircraft NAVAIDs, including lights, signage, and other equipment, are present within the maintained grass areas along the runway and adjacent taxiway. Runway 6 End is visible to the rural residential areas along Frank Timberlake Road. Runway 24 end is buffered by wooded areas to rural residential areas along Tom Oakley Road to the south and Highway 501 to the east. Areas to the north of the Airport are buffered by farmlands and woodlands, and adjacent to the Airport is a 24-acre solar farm that is only partially visible to the Airport. A single business along Cates Mill Road and adjacent to the Airport property would continue to be buffered with a line of trees that currently surround the property.

4.12.3 Environmental Consequences

4.12.3.1 PROPOSED ACTION AND ALTERNATIVES

Visual changes from the Proposed Action and action alternatives include extending the Runway 24 end, adding the paved apron, a new connector road, and clearing trees within the Runway 24 RPZ. The FAA localizer would be relocated approximately 610 feet from the end of the extended Runway, and the PAPI PCUs and Runway 6 localizer shelter would also be relocated outside of the RSA. Alternative 1 would have the greatest change with the additional tree clearing on the Runway 6 end and relocation of Frank Timberlake Road. These features would likely be visible to people traveling on Highway 501 and nearby residences with reduced tree cover that could shield sensitive viewers from the changes in visual character. The closest residences may have moderate view impacts from the extension of the east of Runway 24 end and west of Runway 6 end.

However, for all alternatives, the project design would be consistent with the design of the existing Airport facilities. The Proposed Action and action alternatives would be visually consistent and compatible with the Airport environment and with the land uses in the General Study Area. Potential ways to minimize light and visual resources include opaque fencing, vegetative screens, and earthen berms.

The relocation of the FAA localizer and relocation/modification to the existing instrument landing system and other NAVAIDs would not cause discernible effects to the rural residential areas located to the southwest and east of the Airport (Figure 4-10). These lighting changes would take place within the Airport's existing property and are not expected to represent a potential for annoyance, affect the viewsheds of areas that may be sensitive to light emissions, or distract from the existing use of these areas. Lights are expected to remain similar to current conditions. Views of the airport from most residences is blocked by forested areas that create visual screens.

Construction is anticipated to occur primarily during daylight hours and is not anticipated to result in significantly adverse light emissions. Overall, the Proposed Action and action alternatives are not

anticipated to significantly affect the visual character of the area due to light emissions or contrast with the visual character in the General Study Area.

The Runway 24 RNAV approach and departure surfaces for the extended Runway would be cleared of any obstructions, such as trees and poles. The new RNAV approaches for the extended Runway 24 would be coordinated with the FAA. The Airport would acquire vacant land within Runway 24 RPZ to prevent non-compliant development in that area. Land would also need to be acquired for the proposed new connector road at the airport entrance. All land acquisitions would be in accordance with both the NCDOT and the FAA land acquisition requirements.

4.12.3.2 NO ACTION ALTERNATIVE

Under the No Action Alternative, no construction or demolition would occur, and therefore, no effects or changes to light emissions or the visual character would occur. The visual effects from the existing airport would continue.

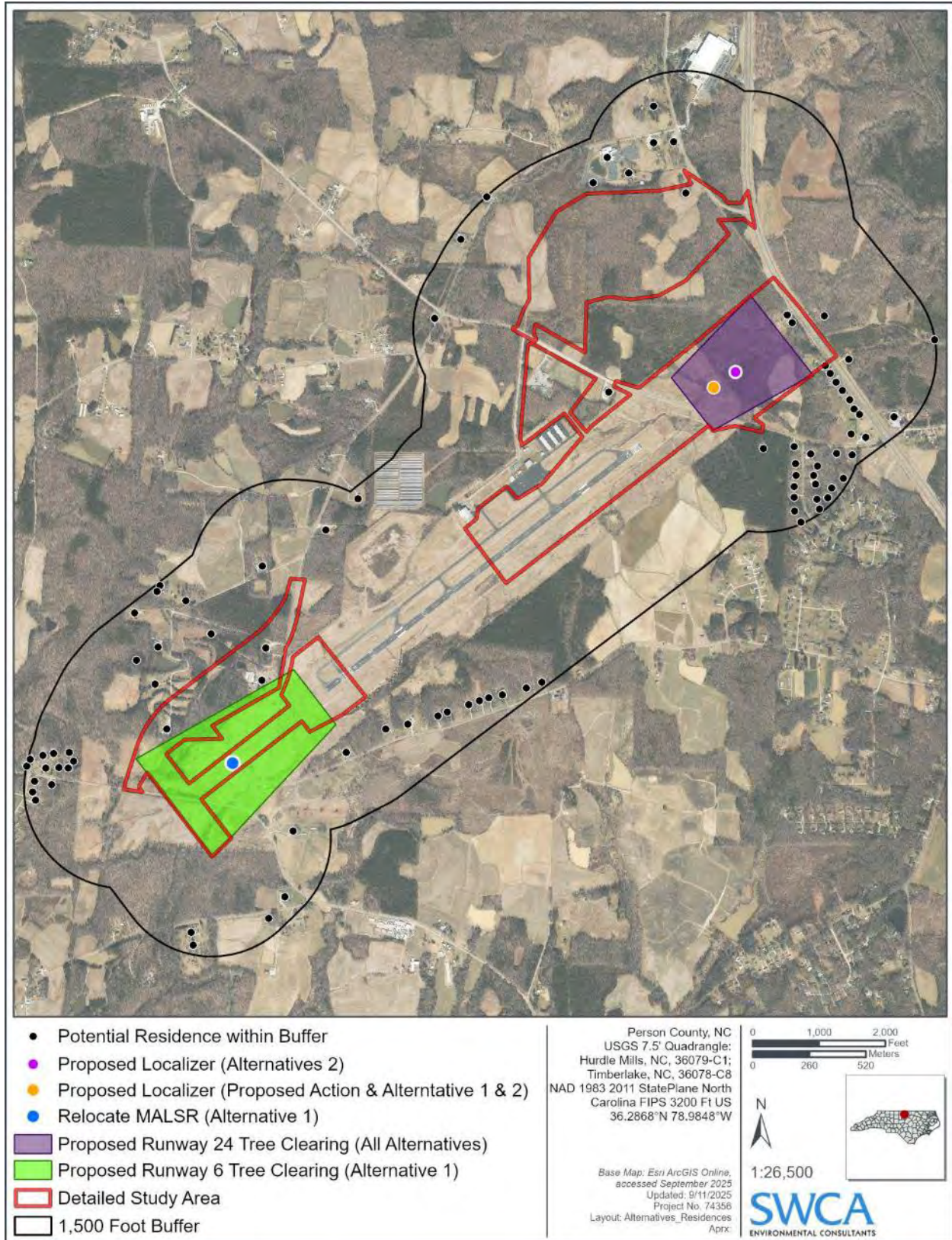


Figure 4-10. Sensitive visual receptors within 1,500 feet of proposed lighting and tree clearing.

4.13 Greenhouse Gas Emissions

4.13.1 Regulatory Setting and Methodology

FAA guidance requires that GHG emissions be considered as part of any NEPA review.⁴ Considering GHG emissions for an FAA project follows the basic procedure of considering the potential incremental change in CO₂ emissions that would result from the Proposed Action and action alternatives compared to the No Action Alternative for the same timeframe.

4.13.2 Affected Environment

There is a direct correlation between fuel combustion and GHG emissions. The existing GHG emissions in the General Study Area are due to vehicles on roads and highways, as well as emissions from air traffic.

4.13.3 Environmental Consequences

4.13.3.1 PROPOSED ACTION AND ALTERNATIVES

The Proposed Action and action alternatives would not cause or create a reasonably foreseeable increase in GHG emissions. Aircraft operations would not change as a result of the Proposed Action or action alternatives; therefore, air traffic emissions would not increase. The construction process for the Proposed Action and action alternatives would temporarily increase GHG emissions. Emissions from vehicles used during construction would be insignificant compared to vehicle emissions from surrounding traffic and from air traffic.

4.13.3.2 NO ACTION ALTERNATIVE

Under the No Action Alternative, the proposed project would not be constructed or operated. As a result, no construction activities would occur, and there would be no change in the existing GHG emissions.

5 MITIGATION MEASURES

The Proposed Action and action Alternatives would result in unavoidable impacts to wetlands and surface waters. Compensatory mitigation is required to replace the loss of wetland functions in the watershed. The sponsor would obtain permits from the USACE and NCDWR prior to construction. Mitigation requirements would be determined during the permitting process.

To protect federally listed aquatic species in the project footprint and downstream, the following measures provided by the USFWS would be implemented.

1. A double row of silt fence would be installed in areas draining to North Flat River, to ensure that erosion is captured effectively.
2. Silt fence outlets for each row of silt fence would be offset to provide additional retention of water and sediment in the outer row.
3. All vehicles would be inspected for leaks immediately prior to entering the work area each day. Any leaks would be repaired and construction vehicles cleaned thoroughly to remove any residual dirt, mud, debris, grease, motor oil, hydraulic fluid, coolant, or other hazardous substances from construction vehicles.

⁴ Although this EA was prepared relying on Order 1050.1F, this EA refers not to 'climate' as a category of impact but rather more accurately describes this affected environment section as Greenhouse Gas Emissions. Although the category name differs from that used in Order 1050.1F, the analysis is unchanged in substance and presents information consistent with the direction in the Order 1050.1F Desk Reference.

4. Inspections, repairs, cleaning, and/or servicing would be conducted before the vehicle, equipment, or machinery is transported into the field or to the work site.
5. Fuel and maintain vehicles or equipment and store potentially toxic substances within a containment area in uplands.
6. The size and number of access corridors for construction vehicles in the stream buffer would be minimized.
7. All disturbed soils would be restored to grade and provide temporary stabilization measures as necessary to prevent erosion until the area can revegetate.
8. Temporary and permanent stabilization measures would include only natural materials that are expected to degrade over time.

To protect riparian buffers, the following measures would be implemented.

1. For the proposed tree removal in sensitive areas such as wetlands and riparian buffers, trees would be cut down and stumps left behind.
2. Permitting would be required for activities within the identified Neuse River riparian buffers (Table 4-11, Figure 4-5). Permits and additional mitigation for unavoidable riparian buffer impacts would be coordinated with NCDEQ prior to construction.

6 LIST OF PREPARERS

The FAA and consultant staff involved in the preparation of this EA are listed below.

Federal Aviation Administration:

Lopa Naik – Lopa.Naik@faa.gov
FAA Southern Region
Memphis Airports District Office

North Carolina Division of Aviation:

Martha Hodge – mmhodge@ncdot.gov

Talbert & Bright, Inc:

Stephen Bright – wsbright@tbiilm.com
Jessie Elepe – jelepe@tbiilm.com
4810 Shelley Drive
Wilmington, North Carolina 28405

SWCA Environmental Consultants:

Kara Giblin, Project Manager/NEPA Specialist – kgiblin@swca.com
Kathy Murphy, Assistant Project Manager/NEPA Specialist – kathy.murphy@swca.com
Matthew Jorgenson, Cultural Resources Lead – matthew.jorgenson@swca.com
Simon King, Project Ecologist – simon.king@swca.com

SWCA Environmental Consultants
113 Edinburgh South Drive, Suite 120
Cary, North Carolina 27511

7 LITERATURE CITED

- ADIP FAA. 2023. Airport Master Record. Available at: <https://adip.faa.gov/agis/public/#/simpleAirportMap/TDF>. Accessed December 19, 2023.
- Airnav. 2023. Raleigh Regional Airport at Person County. Available at: <http://www.airnav.com/airport/ktdf>. Accessed October 2023.
- Birds of North Carolina. 2023. Wood Thrush. Available at: <http://ncbirds.carolinabirdclub.org/accounts.php>. Accessed August 2023.
- Cornell Lab of Ornithology. 2019. All About Birds. Cornell Lab of Ornithology, Ithaca, New York. Available at: <https://www.allaboutbirds.org/>. Accessed November 2024.
- eBird. 2024. eBird: An online database of bird distribution and abundance [web application]. eBird, Cornell Lab of Ornithology, Ithaca, New York. Available at: <http://www.ebird.org>. Accessed November 2024.
- Federal Aviation Administration (FAA). 2023. 1050.1 Desk Reference (v3). October. Available at: https://www.faa.gov/about/office_org/headquarters_offices/apl/environ_policy_guidance/policy/faa_nepa_order/desk_ref. Accessed March 2024.
- Federal Emergency Management Agency (FEMA). 2023. Flood Map Service Center: Search By Address. Available at: <https://msc.fema.gov/portal/search?AddressQuery=timberlake%2C%20north%20carolina>. Accessed December 2023.
- Google Earth Pro. 2023. Aerial imagery. Version 7.3.4.8573. Available at: <https://www.google.com/earth/versions/>. Accessed December 2023.
- Monarch Joint Venture. 2023. Monarch Habitat Evaluator. Available at: <https://monarchjointventure.org/mjvprograms/science/roadsidehabitat/habitat-evaluator-tool#:~:text=Overview,using%20the%20Rapid%20Assessment%20protocol>. Accessed August 2023.
- National Oceanic and Atmospheric Administration (NOAA). 2023. Essential Fish Habitat. Available at: <https://www.fisheries.noaa.gov/resource/map/national-esa-critical-habitat-mapper>. Accessed December 2023.
- National Park Service. 2023. Wild and Scenic Rivers. Available at: <https://www.nps.gov/orgs/1912/plan-your-visit.htm>. Accessed December 2023.
- Natural Resources Conservation Service (NRCS). 2018. Field Indicators of Hydric Soils in the United States, Version 8.2. U.S. Department of Agriculture, Natural Resources Conservation Service in cooperation with the National Technical Committee for Hydric Soils.
- North Carolina Bat Working Group. 2013. Bats of North Carolina. Available at: <https://www.ncbwg.org/bats-of-north-carolina/>. Accessed August 2023.

- North Carolina Department of Environmental Quality (NCDEQ). 2022. North Carolina 2022 Integrated Report. Approved by EPA April 30, 2022. Available at: <https://www.deq.nc.gov/about/divisions/water-resources/water-planning/modeling-assessment/water-quality-data-assessment/integrated-report-files>. Accessed January 3, 2024.
- _____. 2023. CAMA Counties. Available at: <https://www.deq.nc.gov/CAMACounties>. Accessed November 29, 2023.
- _____. 2024. Division of Waste Management Site Locator Tool. Available at: Waste Management GIS Data and Maps | NC DEQ
- North Carolina Department of Transportation (NCDOT). 2023. North Carolina – The State of Aviation Report. Available at: <https://www.ncdot.gov/divisions/aviation/Documents/state-of-aviation.pdf>. Accessed December 12, 2023.
- North Carolina Division of Parks & Recreation. 2023. Find a State Park Map. Available at: <https://www.ncparks.gov/>. Accessed October 2023.
- North Carolina Division of Water Quality (NCDWQ). 2010. Methodology for Identification of Intermittent and Perennial Streams and Their Origins, Version 4.11. Available at: https://files.nc.gov/ncdeq/Water%20Quality/Surface%20Water%20Protection/401/Policies_Guides_Manuals/StreamID_v_4point11_Final_sept_01_2010.pdf. Raleigh: North Carolina Department of Environment and Natural Resources, Division of Water Quality. Accessed January 2024.
- North Carolina Natural Heritage Program (NCHNP). 2023a. North Carolina Natural Heritage Data Explorer: Interactive maps of Natural Heritage resources for North Carolina. Accessed August 2023.
- _____. 2023b. List of Rare Animal Species of North Carolina. Available at: <https://www.ncnhp.org/references/publications/2022-rare-animal-list>. Accessed November 2024.
- _____. 2023c. Natural Heritage Element Occurrences, Natural Areas, and Managed Areas Within a Two-mile Radius of the Person County Airport.
- North Carolina State Historic Preservation Offices (NC SHPO). 2023. NC Historic Preservation Office's HPOWEB 2.0 - Buffer Tool. Available at <https://www.arcgis.com/home/item.html?id=773b7da94dc0478390cb0c3186b7a498>. Accessed October 2023.
- North Carolina Wildlife Resources Commission (NCWRC). 2023. Response to the start of study notification regarding fish and wildlife concerns for the proposed improvements to Person Regional Airport in Person County. SCH#24-0156.
- _____. 2024. Green floater. Available at: <https://www.ncwildlife.org/species/green-floater#:~:text=Habitat%20Preferences,has%20been%20found%20in%20canals>. Accessed November 2024.
- Person County. 2021. Person County and City of Roxboro Joint Comprehensive Land Use Plan. Adopted November 15, 2021. Available at: <https://www.personcountync.gov/home/showpublisheddocument/15165/637738658003970000>. Accessed December 1, 2023.

- _____. 2023a. Person County Economic Development. Available at: <https://personcountyedc.com/business-advantages/raleigh-regional-airport/>. Accessed October 2023.
- _____. 2023b. Zoning Map. Available at: <https://open-persongis.hub.arcgis.com/search?collection=Document>. Accessed December 12, 2023.
- _____. 2023c. Tax Map. Available at: <https://gis.personcountync.gov/>. Accessed December 12, 2023.
- _____. 2023c. Agriculture Suitability Map. Available at: <https://gis.personcountync.gov/agriculture/>. Accessed December 2023.
- _____. 2023d. Person County GIS Department. Available at: <https://www.personcountync.gov/government/departments-a-h/gis-4233>. Accessed December 12, 2023.
- _____. 2023e. Workforce and Training. Available at: <https://personcountyedc.com/workforce/workforce-and-training/>. Accessed December 2, 2023.
- _____. 2023f. Development Suitability Model. Available at: <https://gis.personcountync.gov/development/>. Accessed December 2, 2023.
- _____. 2023g. Person County Economic Development. Available at: <https://personcountyedc.com/>. Accessed December 2, 2023.
- _____. 2023h. Living Here – Healthcare. Available at: <https://personcountyedc.com/living-here/healthcare/>. Accessed online December 2, 2023.
- _____. 2023i. Unified Development Ordinance. 12/14/2023 Revision Date. Available at: <https://www.personcountync.gov/government/departments-i-z/planning-and-zoning/ordinances>. Accessed December 12, 2023.
- Potter, E. F., J. F. Parnell, and R. P. Teulings. 1980. *Birds of the Carolinas*. Univ. North Carolina Press, Chapel Hill. 408 pp.
- Raleigh Regional Airport at Person County. 2023. Raleigh Regional Airport at Person County website. Available at: <https://raleighregional.com/>. Accessed October 2023.
- Republic Services, Inc. 2024. Upper Piedmont Environmental Landfill: FAQ. Available at: <https://upperpiedmontenvironmental.com/faq/>. Accessed March 2024.
- SWCA. 2023. Biological Resources Summary Report for the Person County Airport Expansion Project, Person County, North Carolina. Prepared for Person County Airport. August.
- _____. 2024. Wetland and Waterbody Delineation Report for the Person County Airport Expansion Project, Person County, North Carolina. Prepared for Person County Airport. Revised November 2024.
- _____. 2024b. Phase I Archaeological Survey Report for Raleigh Regional Airport, Person County, North Carolina. Prepared for Talbert & Bright. July.
- _____. 2025. Phase I Archaeological Survey Report for Raleigh Regional Airport, Person County, North Carolina. Prepared for Talbert & Bright. Addendum 1. January.

U.S. Army Corps of Engineers (USACE). 1987. Corps of Engineers Wetlands Delineation Manual. Technical Report Y-87-1. Vicksburg, Mississippi: U.S. Army Engineers Waterways Experiment Station Environmental Laboratory.

———. 2005. Regulatory Guidance Letter, Ordinary High Water Mark Identification. Available at: <https://www.nap.usace.army.mil/Portals/39/docs/regulatory/rgls/rgl05-05.pdf>. Accessed July 2023.

———. 2012. Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Eastern Mountains and Piedmont Region. ERDC/EL TR-10-20. Vicksburg, Mississippi: U.S. Army Engineer Research and Development Center.

U.S. Department of Agriculture-Natural Resources Conservation Service (USDA-NRCS). 2023. Soil Data Access (SDA) Prime and other Important Farmlands. Available at: <https://www.nrcs.usda.gov/publications/Legend%20and%20Prime%20Farmland%20-%20Query%20by%20Soil%20Survey%20Area.html>. Accessed December 19, 2023.

U.S. Bureau of Labor Statistics (BLS). 2023. Local Area Unemployment Statistics. Available at: <https://www.bls.gov/lau/>. Accessed December 12, 2023.

U.S. Census Bureau. 2018-2022a. American Community Survey 5-Year Estimates. Table No. B17017: Poverty Status in the Past 12 Months by Household Type by Age of Householder. Available at: https://data.census.gov/table/ACSST5Y2022.B17017?q=B17017:%20POVERTY%20STATUS%20IN%20THE%20PAST%2012%20MONTHS%20BY%20HOUSEHOLD%20TYPE%20BY%20AGE%20OF%20HOUSEHOLDER&g=040XX00US37_050XX00US37145_1500000US371459206022. Accessed December 13, 2023.

———. 2018-2022b. American Community Survey 5-Year Estimates. Table No. B03002: Hispanic or Latino Origin by Race. Available at: https://data.census.gov/table/ACSST5Y2022.B03002?q=B03002:%20HISPANIC%20OR%20LATINO%20ORIGIN%20BY%20RACE&g=040XX00US37_050XX00US37145_1500000US371459206022. Accessed December 13, 2023.

———. 2018-2022c. American Community Survey 5-Year Estimates. Table B01003: Total Population. Available at: https://data.census.gov/table?q=B01003:%20Total%20Population&g=050XX00US37145_1500000US371459206022,371459206023. Accessed December 13, 2023.

———. 2018-2022d. American Community Survey 5-Year Estimates. Table B25002: Housing Units. Available at: https://data.census.gov/table?q=B25002:%20OCCUPANCY%20STATUS&g=050XX00US37145_1500000US371459206022,371459206023. Accessed December 13, 2023.

———. 2018-2022e. American Community Survey 5-Year Estimates. Table No. S0101: Age and Sex. Available at: https://data.census.gov/table/ACSST5Y2021.S0101?q=Age%20and%20Sex&g=040XX00US37_050XX00US37145_1500000US371459206022. Accessed December 13, 2023.

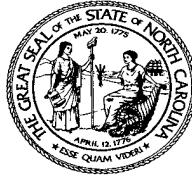
———. 2018-2022f. American Community Survey 5-Year Estimates. Table B19013: Median Household Income in the Past 12 Months (inflated). Available at: [https://data.census.gov/table?q=B19013:%20Median%20Household%20Income%20in%20the%20Past%2012%20Months%20\(in%202022%20Inflation-Adjusted%20Dollars\)&g=050XX00US37145_1500000US371459206022,371459206023](https://data.census.gov/table?q=B19013:%20Median%20Household%20Income%20in%20the%20Past%2012%20Months%20(in%202022%20Inflation-Adjusted%20Dollars)&g=050XX00US37145_1500000US371459206022,371459206023). Accessed December 13, 2023.

- . 2018-2022g. American Community Survey 5-Year Estimates. Table B19301: Per Capita Income in the Past 12 Months (in 2022 Inflation-Adjusted Dollars). Available at: https://data.census.gov/table?q=B19301&g=050XX00US37145_1500000US371459206022,371459206023. Accessed December 13, 2023.
- . 2018-2022h. American Community Survey 5-Year Estimates. Table DP03: Selected Economic Characteristics. Available at: <https://data.census.gov/table?q=DP03:%20SELECTED%20ECONOMIC%20CHARACTERISTICS&g=050XX00US37145>. Accessed December 13, 2023.
- U.S. Department of Transportation, Federal Aviation Administration. (USDOT FAA). 2020. Advisory Circular 150/5200-33C, Hazardous Wildlife Attractants on or near Airports, February 21, 2020. Accessed December 1, 2023 at: AC 150/5200-33C - Hazardous Wildlife Attractants on or near Airports (faa.gov).
- . 2022. Advisory Circular 150/5190-4B, Airport Land Use Compatibility Planning, September 16, 2022. Accessed December 1, 2023 at: AC 150/5190-4B - Airport Land Use Compatibility Planning (faa.gov).
- U.S. Environmental Protection Agency (EPA) and U.S. Army Corps of Engineers (USACE). 2024. Current Implementation of Waters of the United States. Available at: <https://www.epa.gov/wotus/current-implementation-waters-united-states>. Accessed November 2024.
- U.S. Fish and Wildlife Service (USFWS). 2020. Monarch (*Danaus plexippus*) Species Status Assessment Report, version 2.1. Available at: <https://ecos.fws.gov/ServCat/DownloadFile/191345>. Accessed August 2023.
- . 2021. Birds of Conservation Concern 2021. United States Department of Interior, Fish and Wildlife Service, Division of Migratory Bird Management, Arlington, Virginia.
- . 2024a. Atlantic Pigtoe. Available at: <https://www.fws.gov/species/atlantic-pigtoe-fusconaia-masoni>. Accessed November 2024.
- . 2024b. Species profile for monarch butterfly (*Danaus plexippus*). Available at: <https://ecos.fws.gov/ecp/species/9743>. Accessed November 2024.
- . 2024c. *Haliaeetus leucocephalus*. Available at: <https://www.ncwildlife.org/Learning/Species/Birds/Bald-Eagle>. Accessed November 2024.
- . 2025a. Information for Planning and Consultation (IPaC) – Explore Resources. List of threatened and endangered species for Person County Airport. Project Code 2024-0078255. January 6, 2025.
- . 2025b. National Wetlands Inventory. Wetlands Data Layer. Available at: <https://www.fws.gov/program/national-wetlands-inventory/wetlands-data>. Accessed July 2025.
- U.S. Geological Survey (USGS). 2023. National Land Cover Database (NLCD). Available at: <https://www.usgs.gov/data/national-land-cover-database-nlcd-2019-products>. Accessed August 2023.

Appendix A

North Carolina State Agencies Correspondence

North Carolina SHPO Correspondence



**North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Josh Stein
Secretary Pamela B. Cashwell

Office of Archives and History
Deputy Secretary Darin J. Waters, Ph.D.

April 3, 2025

Matthew Jorgenson
SWCA
Environmental Consultants
113 Edinburgh South Drive, Suite 120
Cary, NC 27511

Matthew.Jorgenson@SWCA.com

Re: Extend Runway 6-24, Person County Airport, Person County, ER 23-2531

Dear Mr. Jorgenson:

Thank you for your letter of March 18, 2025, submitting the Addendum 1 archaeological survey report for the above-referenced undertaking. We have reviewed the submittal and offer the following comments.

We concur that the following properties are not eligible for the National Register of Historic Places for the reasons outlined in the report:


Sites 31PR203, 31PR204, 31PR205, and 31PR206 do not have the potential to contain information pertinent to prehistoric or historic research questions.

We have accepted the submitted document as the final compliance report for this archaeological survey and concur that no further work is necessary for these sites.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@dncr.nc.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,


for Ramona Bartos, Deputy
State Historic Preservation Officer



North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary D. Reid Wilson

Office of Archives and History
Deputy Secretary, Darin J. Waters, Ph.D.

August 9, 2024

Heath Anderson
SWCA Environmental Consultants
113 Edinburgh South Drive, Suite 120
Cary, NC 27511

heath.anderson@swca.com

Re: Extend runway 6-24, Person County Airport, Person County, ER 23-2531

Dear Mr. Anderson:

Thank you for your letter of July 18, 2024, submitting the hard copy Phase I archaeological survey report for the above-referenced undertaking. We have reviewed the submittal and offer the following comments.

We concur that the following properties are not eligible for the National Register of Historic Places for the reasons outlined in the report:

Sites 31PR184-31PR194 do not have the potential to contain information pertinent to prehistoric or historic research questions.

We have accepted the submitted document as the final compliance report for this archaeological survey. We concur that no further archaeological work is necessary in association with this undertaking.

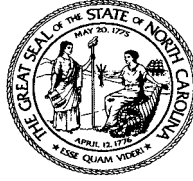
The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@dncr.nc.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

A handwritten signature in blue ink that reads "Renee Gledhill-Earley".

for Ramona Bartos, Deputy
State Historic Preservation Officer



**North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary D. Reid Wilson

Office of Archives and History
Deputy Secretary, Darin J. Waters, Ph.D.

July 9, 2024

Heath Anderson
SWCA Environmental Consultants
113 Edinburgh South Drive, Suite 120
Cary, NC 27511

heath.anderson@swca.com

Re: Extend runway 6-24, Person County Airport, Person County, ER 23-2531

Dear Mr. Anderson:

Thank you for your letter of May 24, 2024, transmitting the archaeological survey report for the above-referenced undertaking. We have reviewed the submittal and offer the following comments.

We do not request any further edits to the submitted document. Please send one hard copy of the report to our Environmental Review Branch using one of the following addresses:

By US Postal Service:

Renee Gledhill-Earley
State Historic Preservation Office
4617 Mail Service Center
Raleigh, NC 27699-4617

By FedEx, UPS, or courier:

Renee Gledhill-Earley
State Historic Preservation Office
109 East Jones Street, Room 258
Raleigh, NC 27601

Upon receipt of a hard copy of the report, we will provide our formal concurrence letter for your client's use.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or

environmental.review@dncr.nc.gov. In all future communication concerning this project, please cite the above referenced tracking number.

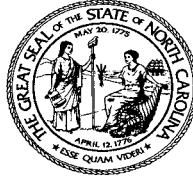
Sincerely,



for Ramona Bartos, Deputy
State Historic Preservation Officer

cc. Matthew Jorgenson
Kara Giblin

Matthew.Jorgenson@swca.com
KGiblin@swca.com



**North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary D. Reid Wilson

Office of Archives and History
Deputy Secretary, Darin J. Waters, Ph.D.

December 14, 2023

Heath Anderson
SWCA Environmental Consultants
113 Edinburgh South Drive, Suite 120
Cary, NC 27511

Heath.Anderson@swca.com

Re: Extend runway 6-24, Person County Airport, Person County, ER 23-2531

Dear Mr. Anderson:

Thank you for your letter of October 31, 2023, regarding the above-referenced undertaking. We have reviewed the submittal and offer the following comments.

The submitted plans propose testing methods for a Phase I cultural resources survey of the proposed Person County Airport expansion areas. We concur that these methods are adequate to identify any archaeological sites requiring evaluation that may be adversely affected by ground disturbing activities and look forward to reviewing the report on this work.

OSA's *Archaeological Standards and Guidelines for Background Research, Field Methodologies, Technical Reports, and Curation* (November 2023) can be found online at:
<https://archaeology.ncdcr.gov/osa-guidelines/open>.

Please note that as of June 30, 2023, OSA is using Citrix ShareFile for archaeological consultants to submit digital archaeological reports and site files for Environmental Review. Consultants should review our [ShareFile User Guidelines](#) and submit a [ShareFile User Access Form](#) to Kim Urban (kimberly.urban@dncr.nc.gov) to obtain access to ShareFile if they have not already done so.

Additionally, the OSA has changed our Environmental Review report and site form submission requirements. We now require:

- One (1) digital copy of the archaeological survey report, to be sent through ShareFile.
- One (1) digital copy of each NC Site Form(s) with site map(s) for each site that was recorded as part of the archaeological investigation, to be sent through ShareFile. Please submit each site form as a separate document.
- Hard copies of reports will be requested by the OSA once we determine that no further changes to the report are needed. Concurrence letters will not be sent until after we receive the hard copy of the final archaeological survey report.

More information on our Environmental Review submission requirements can be found at:
<https://archaeology.dncr.nc.gov/programs/environmental-review>.

We have determined that the project as proposed will not have an effect on any historic structures.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

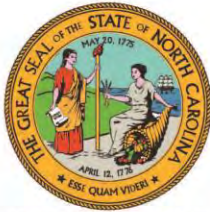
Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@dncr.nc.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,



for Ramona Bartos, Deputy
State Historic Preservation Officer

North Carolina DEQ Correspondence



NORTH CAROLINA
Environmental Quality

February 20, 2025

JOSH STEIN
Governor

D. REID WILSON
Secretary

RICHARD E. ROGERS, JR.
Director

DWR Project: 25-RRO-053
Person County

Person County
Attn: Ray Foushee
304 South Morgan Street, Room 222
Roxboro, NC 27573

Delivered via email to: rfoushee@personcountync.com

Subject: On-Site Determination for Applicability to the Neuse Buffer Rules (15A NCAC 02B .0714)

Project Name: Raleigh Regional Airport - Barrow Area

Site Address / Location: 385 Montgomery Drive, Timberlake, NC 275883

Site Coordinates: 36.288586, -78.982776

Nearest Stream: North Flat River

Dear Ray Foushee:

On February 4, 2025, Joe Myers of the Division of Water Resources conducted an on-site review of features located on the subject property at the request of Simon King with SWCA Environmental Consultants to determine the applicability of the above-noted state regulations. Please note that this letter is an addendum to buffer determination #24-037, that was issued on March 20, 2024.

The Division of Water Resources has determined that streams listed in the table below and identified on the attached maps are shown on either the most recently *published* NRCS Soil Survey of Person County and/or the USGS National Map at a scale that incorporates the National Hydrography Dataset High Resolution data at 1:24,000 scale. Streams that are listed as "Subject" on the below table have been located on the ground at the site and possess characteristics that qualify them to be at least intermittent streams in accordance with the NC Stream Identification Manual v.4.11 and therefore subject to the Neuse Buffer Rules. **Please be aware that features identified as "not subject" may be considered jurisdictional according to the US Army Corps of Engineers and subject to the Clean Water Act.**



Pond/Stream ID	E/I/P/Other	Subject to Buffer Rules	Start @	Stop @	Depicted on Soil Survey	Depicted on USGS Topo
B	NP	No	NA		Yes	No
N	**I	Yes	(24-037) SWCA Start: 36.296703, -78.980981	(24-037) SWCA Stop: 36.296356, -78.980930	Yes	No
	I	Yes	SWCA Start: 36.296971, -78.980906	Stop 2: Off Property	-	-
O	NP	No	NA		Yes	No

E = Ephemeral, I = Intermittent, P = Perennial, NP = Not Present, NA=Not Applicable, *NE=Not Evaluated

*Features denoted as NE should be treated as subject until determined otherwise

**Feature N – This segment of stream N is currently covered under buffer determination #24-037.

This on-site determination shall expire five (5) years from the date of this letter. The owner (or future owners) should notify the Division (and other relevant agencies) of this decision in any future correspondences concerning this property. Landowners or affected parties that dispute this determination made by the Division may request a determination by the Director of Water Resources. **This determination is final and binding, unless an appeal request is made within sixty (60) calendar days of the date of this letter to the Director in writing.**

<p><i>If sending via U.S. Postal Service:</i> Stephanie Goss - DWR 401 & Buffer Permitting Branch Supervisor 1617 Mail Service Center Raleigh, NC 27699-1617</p>	<p><i>If sending via delivery service (UPS, FedEx, etc.)</i> Stephanie Goss -DWR 401 & Buffer Permitting Branch Supervisor 512 N Salisbury St. Raleigh, NC 27604</p>
--	--

This letter only addresses the applicability of the stated regulations on the features identified on the subject property and/or within the proposed project area. This letter does not approve any activity within buffers or within waters of the state. There may be other regulated waters, streams or other features located on the property that do not appear on the maps or table referenced above. Any waters, streams, or other features on the site, including the features identified in this letter, may be considered jurisdictional according to the US Army Corps of Engineers and subject to the Clean Water Act.

At the time of this letter, all perennial stream channels and jurisdictional wetlands found on the property are subject to the mitigation in accordance with 15A NCAC 02H .0506(c).



If you have any additional questions or require additional information, please contact Joe Myers at 919-791-4256 or joseph.myers@deq.nc.gov. This determination is subject to review as provided in Articles 3 & 4 of G.S. 150B.

Sincerely,

Signed by:

Michael Hall

372DCBCB61EE4A8...

Michael Hall

Regional Supervisor

Division of Water Resources, Raleigh Regional Office

Department of Environmental Quality

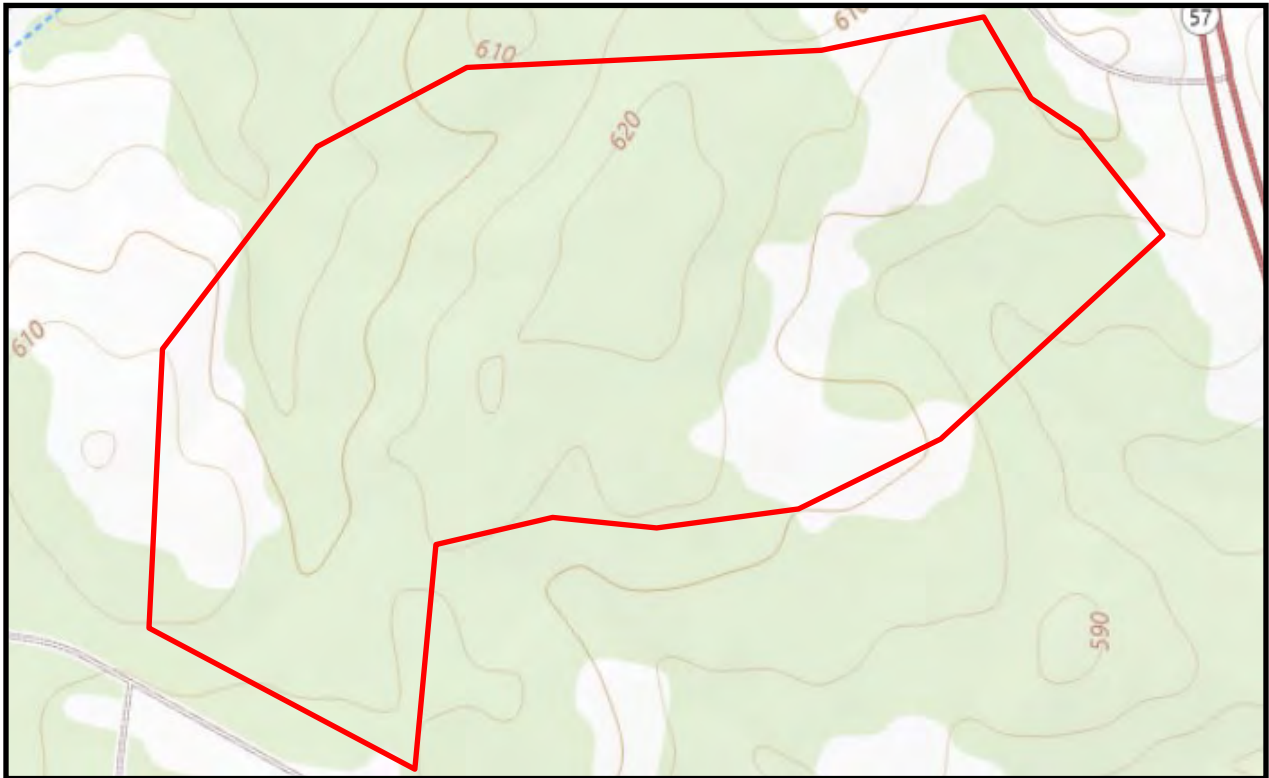
Enclosures: USGS Map
Published NRCS Soil Survey
Aerial Photo – 10/14/2024

Electronic cc: Simon King, SWCA Environmental Consultants (simon.king@swca.com)
Laserfiche



25-RRO-053


Raleigh Regional Airport - Barrow Area Addendum / Person County



USGS National Map

[Scale: Not to Scale]

Legend:

-Approximate Property Boundary: 



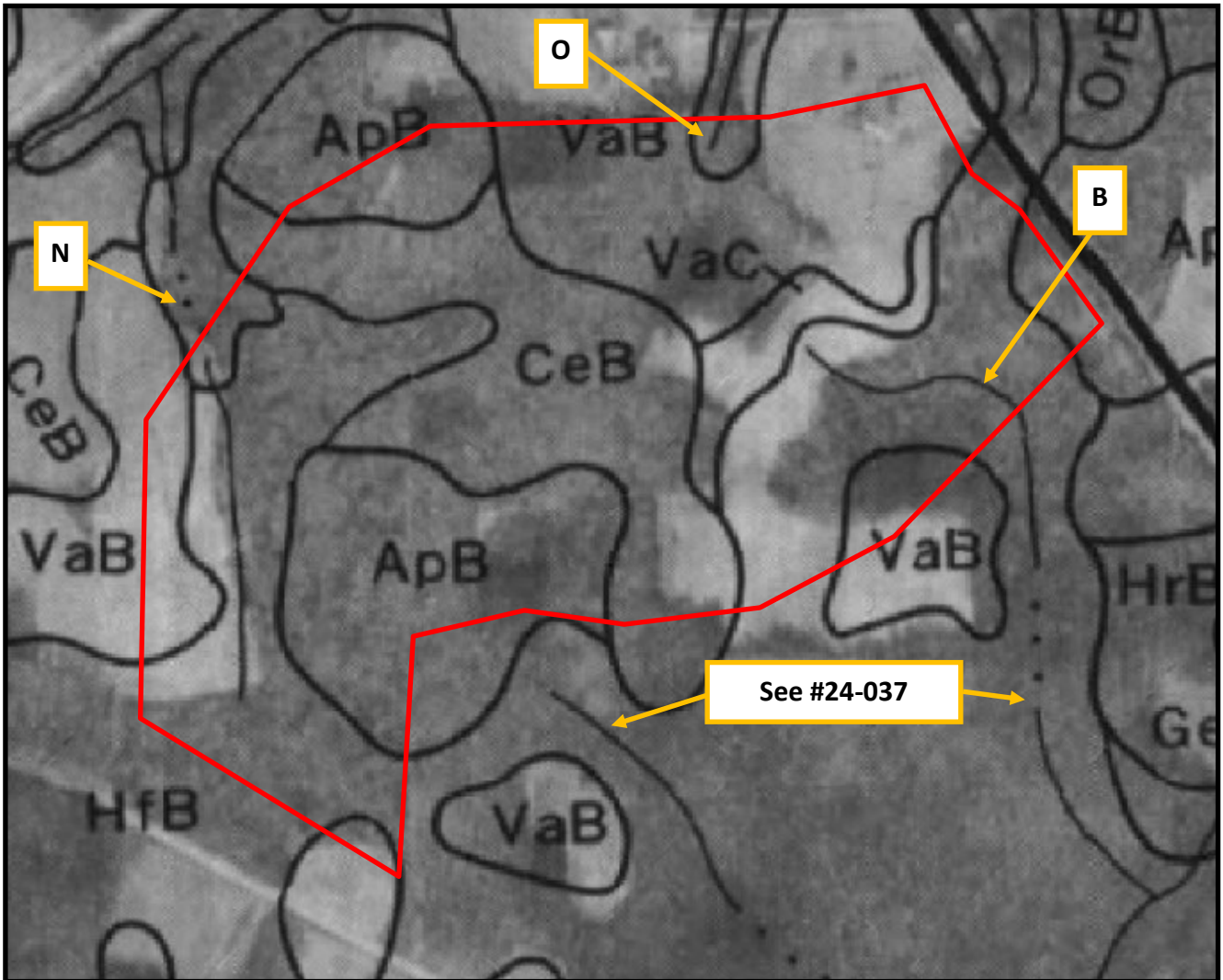
Map provided by NCDEQ Division of Water Resources

:: Stream and/or Pond locations are approximate. Map is provided for stream identification only ::



25-RRO-053


Raleigh Regional Airport - Barrow Area Addendum / Person County



County NRCS Soil Survey Map

[Scale: Not to Scale]

Legend:

-Approximate Property Boundary: 



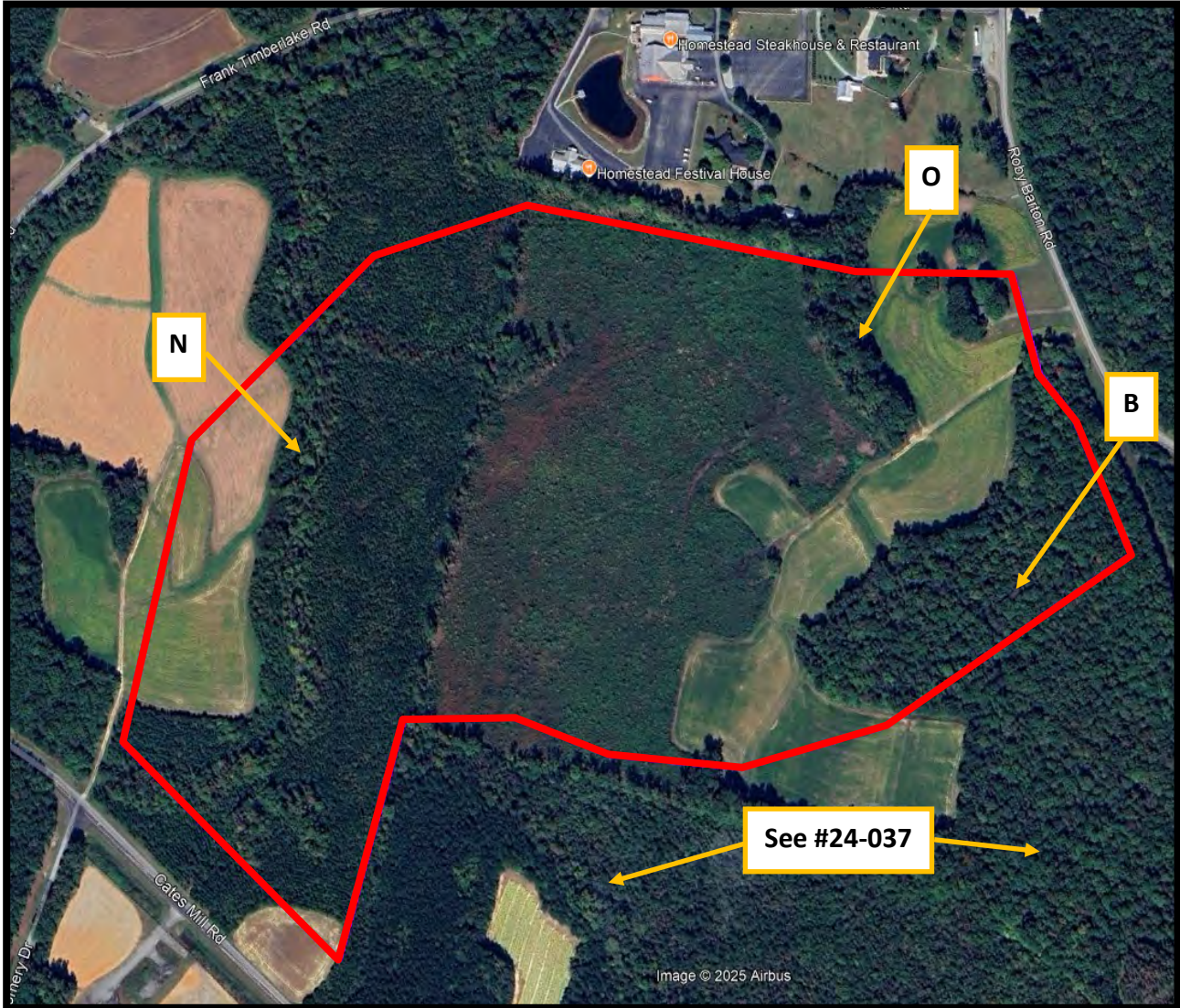
Map provided by NCDEQ Division of Water Resources

:: Stream and/or Pond locations are approximate. Map is provided for stream identification only ::



25-RRO-053


Raleigh Regional Airport - Barrow Area Addendum / Person County



Aerial Photograph—10/14/2024

[Scale: Not to Scale]

Legend:

-Approximate Property Boundary: 



Map provided by NCDEQ Division of Water Resources

:: Stream and/or Pond locations are approximate. Map is provided for stream identification only ::





NORTH CAROLINA
Environmental Quality

March 20, 2024

DWR Project #24-037
Person County

Person County
ATTN: Ray Foushee
304 South Morgan Street, Room 222
Roxboro, NC 27573

Subject: On-Site Determination for Applicability to the Neuse Buffer Rules (15A NCAC 02B .0714)

Project Name: Raleigh Regional Airport at Person County (TDF) Airport Expansion Project

Site Address / Location: 385 Montgomery Dr, Timberlake, NC 27583

Dear Ray Foushee:

On February 20, 2024, Joe Myers conducted an on-site review of features located on the subject property with Simon King of SWCA Environmental Consultants to determine the applicability of the above-noted state regulations.

The Division of Water Resources has determined that streams listed in the table below and identified on the attached maps are shown on either the most recently *published* NRCS Soil Survey of Person County and/or the USGS National Map at a scale that incorporates the National Hydrography Dataset High Resolution data at 1:24,000 scale. Streams that are listed as "Subject" on the below table have been located on the ground at the site and possess characteristics that qualify them to be at least intermittent streams in accordance with the NC Stream Identification Manual v.4.11 and therefore subject to the Neuse Buffer Rules. **Please be aware that features identified as "not subject" may be considered jurisdictional according to the US Army Corps of Engineers and subject to the Clean Water Act.**

Nearest Stream: Alderidge Creek

Feature ID	E/I/P/ Other	Subject to Buffer Rules	Start @	Stop @	Depicted on Soil Survey	Depicted on USGS Topo
Feature A	P	Yes	DWR S1 Start: 36.290759, -78.974137	Off Property	Yes	Yes
Feature B	NP	No			Yes	No



North Carolina Department of Environmental Quality | Division of Water Resources
Raleigh Regional Office | 3800 Barrett Drive | Raleigh, North Carolina 27609
919.791.4200

Feature ID	E/I/P/ Other	Subject to Buffer Rules	Start @	Stop @	Depicted on Soil Survey	Depicted on USGS Topo
Feature C	N/A	No	Potentially Jurisdictional Wetland		Yes	No
Feature D	I	Yes	DWR S9 Start: 36.29050, -78.97661	DWR S9 Stop: 36.29071, -78.97489	Yes	Yes
Feature E	I	Yes	DWR S02 Start: 36.29160, -78.97113	DWR S02 Stop: 36.29304, -78.97048	Yes	Yes
			Start: 36.29304, -78.97048	Feature A		
*Feature F	P	Yes	*Outside of south/south-central property boundary	Off Property	Yes	Yes
Feature G	E	No			Yes	No
Feature H	E	No			Yes	No
Feature I	NP	No			Yes	No
Feature J	NP	No			Yes	Yes
Feature K	I	Yes	SWCA Start: 36.276267, -79.000289	SWCA Stop: 36.275662, -79.003003	Yes	Yes
Feature L	I	Yes	SWCA Start: 36.274174, -78.998277	SWCA Stop: 36.273023, -78.998931	Yes	Yes
Feature M	NP	No			Yes	No
Feature N	I	Yes	SWCA Start: 36.296703, -78.980981	SWCA Stop: 36.296356, -78.980930	Yes	No
Pond 1	Other	No			No	Yes
*Pond 2	Other	Yes			Yes	Yes
Pond 3	NP	No			No	Yes
Pond 4	NP	No			No	Yes
Pond 5	Other	No			No	Yes

(1) E = Ephemeral, I = Intermittent, P = Perennial, NP = Not Present, N/A=Not Applicable

* Pond 2 is considered subject. There is a feature depicted on the NRCS Soil survey that is entering the pond from the south. This feature could not be evaluated as it was outside the project area.

* Feature F – See map for approximate start and stop locations. Stream starts outside of the project area and ends off property.

This on-site determination shall expire five (5) years from the date of this letter. The owner (or future owners) should notify the Division (and other relevant agencies) of this decision in any future correspondences concerning this property. Landowners or affected parties that dispute this determination made by the Division may request a determination by the Director of Water Resources.



This determination is final and binding, unless an appeal request is made within sixty (60) calendar days of the date of this letter to the Director in writing.

<i>If sending via U.S. Postal Service:</i> Stephanie Goss - DWR 401 & Buffer Permitting Branch Supervisor 1617 Mail Service Center Raleigh, NC 27699-1617	<i>If sending via delivery service (UPS, FedEx, etc.)</i> Stephanie Goss -DWR 401 & Buffer Permitting Branch Supervisor 512 N Salisbury St. Raleigh, NC 27604
---	---

This letter only addresses the applicability of the stated regulations on the features identified on the subject property and/or within the proposed project area. This letter does not approve any activity within buffers or within waters of the state. There may be other regulated waters, streams or other features located on the property that do not appear on the maps or table referenced above. Any waters, streams, or other features on the site, including the features identified in this letter, may be considered jurisdictional according to the US Army Corps of Engineers and subject to the Clean Water Act. If you have any additional questions or require additional information, please contact Joe Myers at 919-791-4256 or joseph.myers@deq.nc.gov. This determination is subject to review as provided in Articles 3 & 4 of G.S. 150B.

Sincerely,

DocuSigned by:

372DCBCB61EE4A8...

Michael Hall
Regional Supervisor
Division of Water Resources, Raleigh Regional Office
Department of Environmental Quality

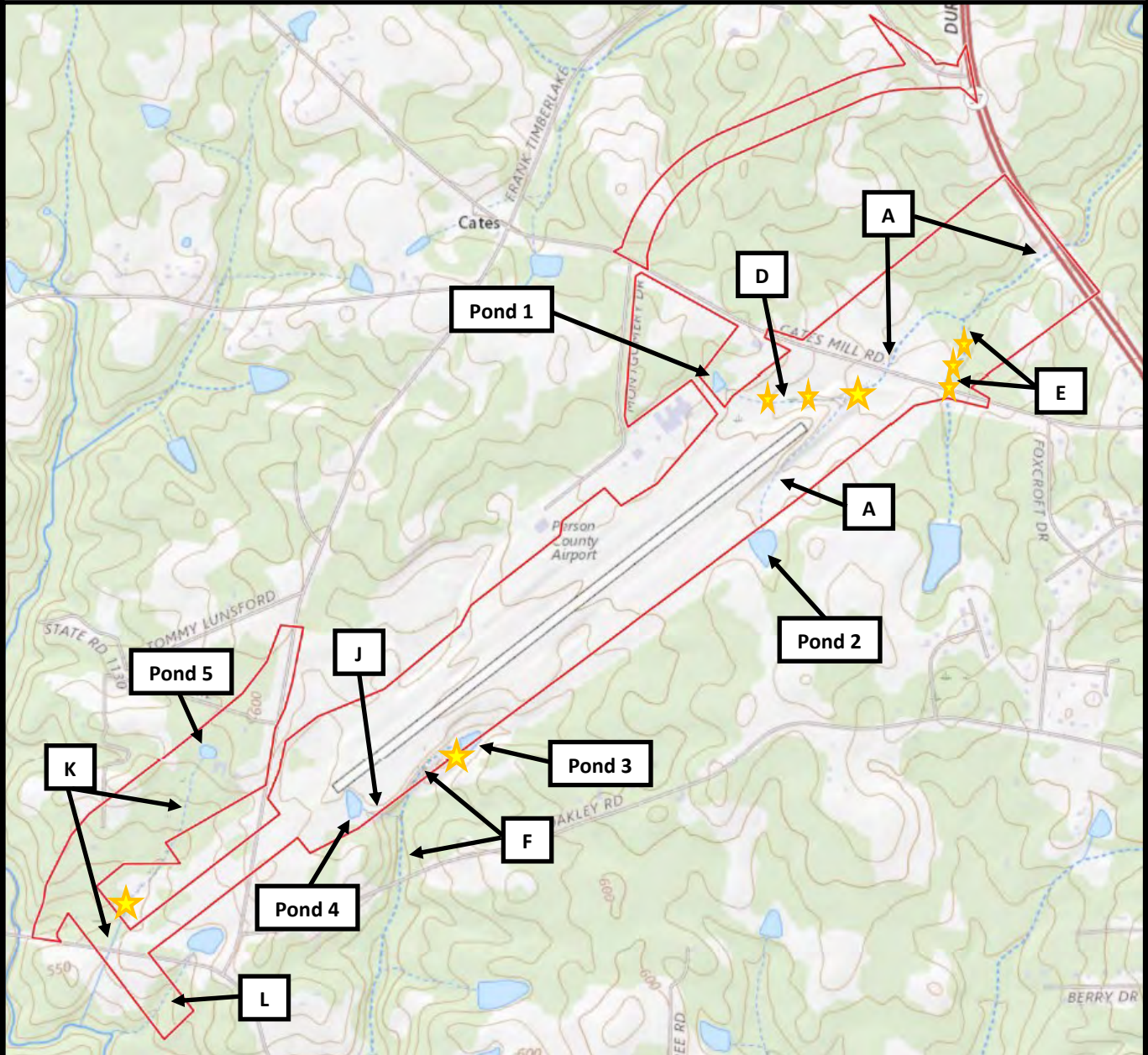
Enclosures: USGS Topographical Map
published NRCS Soil Survey
Aerial Photo (Optional)

Electronic cc: Simon.King@swca.com
rfoushee@personcountync.gov
Laserfiche



24-037

Raleigh Regional Airport at Person County (TDF) Airport Expansion Project / Person County




USGS Topographic Map

[Scale: Not to Scale]

Legend:

-Approximate Site Boundary: 

- Approximate Start/Stop Point: 

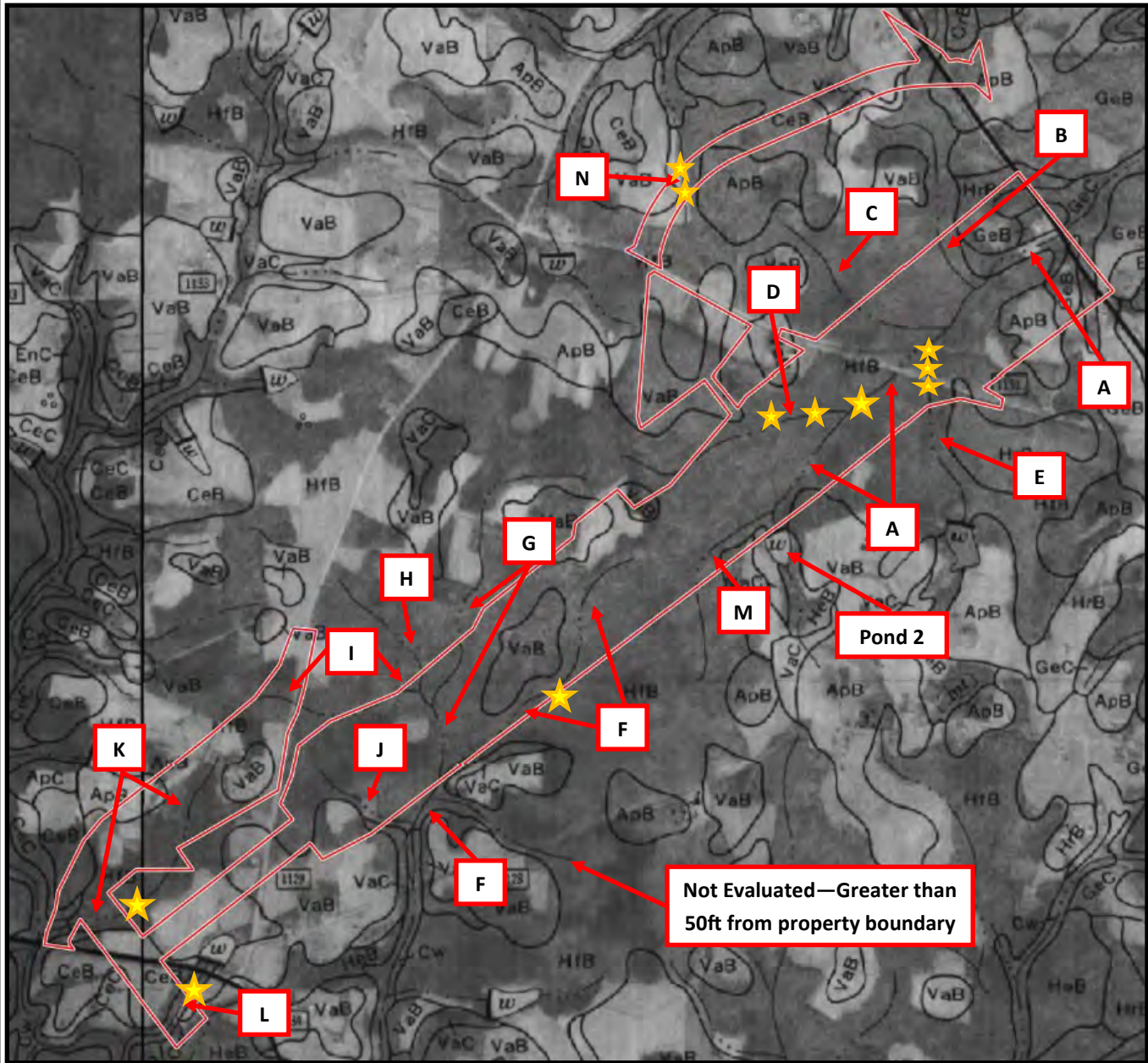


Map provided by SWCA
Environmental Consultants

:: Locations are approxi-
mate and are provided for
reference only ::





Raleigh Regional Airport at Person County (TDF) Airport Expansion Project / Person County



Soil Survey Map –Person County

[Scale: Not to Scale]

Legend:

- Approximate Site Boundary: 
- Approximate Start/Stop Point: 



Map provided by SWCA Environmental Consultants

:: Locations are approximate and are provided for reference only ::



North Carolina State Clearinghouse Scoping Responses



Roy Cooper
Governor

Pamela B. Cashwell
Secretary

January 4, 2024

Kara Giblin
Department of Transportation
c/o SWCA Environmental Consultants
113 Edinburgh South Drive
Cary, NC 27511-

Re: SCH File # 24-E-0000-0156 Proposed project for Runway Extension and Runway Safety Area Improvements at the Person Regional Airport includes extending the runway by 795 feet to a total length of 6,800 feet to meet operational requirements. The Runway 24 parallel taxiway would also be extended. In addition, a 600-foot-long RSA

Dear Kara Giblin:

The above referenced environmental impact information has been submitted to the State Clearinghouse under the provisions of the National Environmental Policy Act. According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act.

Attached to this letter are comments made by the agencies in the review of this document. If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.

If you have any questions, please do not hesitate to contact me at (984) 236-0000.

Sincerely,

KADISHA MOLYNEAUX
State Environmental Review Clearinghouse

Attachments

Mailing
1301 Mail Service Center | Raleigh, NC 27699-1301



ncadmin.nc.gov

Location
116 West Jones St. | Raleigh NC 27603
984-236-0000 T

Control No.: 24-E-0000-0156

Date Received: 12/4/2023

County.: PERSON

Agency Response: 1/3/2024

Review Closed: 1/3/2024

LYN BILES

CLEARINGHOUSE COORDINATOR

DEPT OF ENVIRONMENTAL QUALITY

Project Information

Type: National Environmental Policy Act ping

Applicant: Department of Transportation

Project Desc.: Proposed project for Runway Extension and Runway Safety Area Improvements at the Person Regional Airport includes extending the runway by 795 feet to a total length of 6,800 feet to meet operational requirements. The Runway 24 parallel taxiway would also be extended. In addition, a 600-foot-long RSA would be constructed beyond the Runway 24 end to comply with the 'prior to landing' threshold for the extended runway. Navigation equipment would be moved outside of the RSA.

As a result of this review the following is submitted:

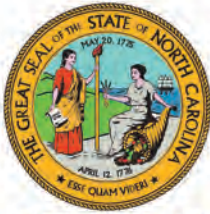
No Comment

Comments Below

Documents Attached

Reviewed By: LYN BILES

Date: 1/3/2024



NORTH CAROLINA
Environmental Quality

ROY COOPER
Governor

ELIZABETH S. BISER
Secretary

To: Kadisha Molyneaux
State Clearinghouse
NC Department of Administration

From: Lyn Biles
Division of Environmental Assistance and Customer Service
Washington Regional Office

Re: 24-0156
Scoping - Proposed project for Runway Extension and Runway
Safety Area Improvements at the Person Regional Airport
includes extending the runway by 795 feet to a total length of
6,800 feet to meet operational requirements.
Person County

Date: January 3, 2023

The Department of Environment Quality has reviewed the proposal for the referenced project. Based on the information provided, several of our agencies have identified permits that may be required and offered some valuable guidance. The comments are attached for the applicants review.

The Department will continue to be available to assist the applicant with any questions or concerns.

Thank you for the opportunity to respond.

Attachments



North Carolina Department of Environmental Quality
217 West Jones Street | 1601 Mail Service Center | Raleigh, North Carolina 27699-1601
919.707.8600

ROY COOPER
Governor

ELIZABETH S. BISER
Secretary

RICHARD E. ROGERS, JR.
Director



December 7, 2023

MEMORANDUM

To: Lyn Biles, NC DEQ Environmental Assistance and Outreach

From: Rob Ridings, NC Division of Water Resources, Transportation Permitting Branch

Subject: Scoping comments on proposed Person County Airport Improvements and Runway Extension, Person County, DEQ Clearinghouse No. 24-0156

Reference your correspondence received December 5, 2023 in which you requested comments for the referenced project. Preliminary analysis of the project reveals the potential for impacts to streams, buffers, and/or jurisdictional wetlands in the project area. Streams in the project vicinity include:

Stream Name	River Basin	Stream Classifications	Stream Index Number	303(d) Listing?
North Flat River	Neuse	WS-III; NSW	27-3-2	No
Alderidge Creek	Neuse	WS-III; NSW	27-3-3-4	No

Further investigations at a higher resolution should be undertaken to verify the presence of other streams and/or jurisdictional wetlands in the area. In the event that any jurisdictional areas are identified, the Division of Water Resources requests that NCDOT consider the following environmental issues for the proposed project:

Project Specific Comments:

1. Design plans shall provide treatment of the stormwater runoff through BMPs as detailed in the most recent version of the North Carolina Department of Transportation Stormwater Program Manual, and/or the Stormwater Best Management Practices Toolbox Manual. The BMPs should, to the most extent practicable, be selected and designed to reduce impacts of the target pollutants of concern (POCs) for the receiving waters.
2. North Flat River, Alderidge Creek and their tributaries are class WS-III; NSW waters of the State. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The NCDWR recommends that highly protective sediment and erosion control BMPs be implemented to reduce the risk of nutrient runoff to these streams. Post-construction stormwater BMPs should, to the most extent practicable, be selected and designed to reduce nutrients.
3. This project is within the Neuse River Basin. Riparian buffer impacts shall be avoided and minimized to the greatest extent possible pursuant to 15A NCAC 2B.0714. New development activities located in the protected 50-foot wide riparian areas within the basin shall be limited to “uses” identified within and constructed in accordance with 15A NCAC 2B.0295. Buffer mitigation may be required for buffer impacts resulting from activities classified as “allowable with mitigation” within the “Table of Uses” section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, including use of the North Carolina Division of Mitigation Services, must be provided to the NCDWR prior to approval of the Water Quality Certification. Buffer mitigation may be required for buffer impacts resulting from activities classified as “allowable with mitigation” within the “Table of Uses” section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, coordinated with the North Carolina Division of Mitigation Services, must be provided to the NCDWR prior to approval of the Water Quality Certification.



General Transportation Project Comments:

1. The environmental document should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.
2. Environmental impact statement alternatives shall consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. These alternatives shall include road designs that allow for treatment of the storm water runoff through BMPs as detailed in the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Tool* box manual, such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.
3. After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, the applicant is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 0.1 acre to wetlands. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. North Carolina Division of Mitigation Services may be available for assistance with wetland mitigation.
4. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 300 linear feet to any perennial stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The North Carolina Division of Mitigation Services may be available for assistance with stream mitigation.
5. Future documentation, including the 401 Water Quality Certification Application, shall continue to include an itemized listing of the proposed wetland and stream impacts with corresponding mapping.
6. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The applicant shall address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.
7. An analysis of cumulative and secondary impacts anticipated as a result of this project is required. The type and detail of analysis shall conform to the NC Division of Water Resource Policy on the assessment of secondary and cumulative impacts dated April 10, 2004.
8. The applicant is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, and rip rap to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.
9. Where streams must be crossed, the NCDWR prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that culverts should be countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When applicable, the applicant should not install the bridge bents in the creek, to the maximum extent practicable.



10. Whenever possible, the NCDWR prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the streambanks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges shall allow for human and wildlife passage beneath the structure. Fish passage and navigation by canoeists and boaters shall not be blocked. Bridge supports (bents) should not be placed in the stream when possible.
11. Bridge deck drains shall not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. Please refer to the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Toolbox* manual for approved measures.
12. Sediment and erosion control measures should not be placed in wetlands or streams.
13. Borrow/waste areas should avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas will need to be presented in the 401 Water Quality Certification and could precipitate compensatory mitigation.
14. The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater shall not be permitted to discharge directly into streams or surface waters. Please refer to the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Toolbox* manual for approved measures.
15. Based on the information presented in the document, the magnitude of impacts to wetlands and streams may require a 404 Permit application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the applicant and written concurrence from the NCDWR. Please be aware that any approval will be contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.
16. If concrete is used during construction, a dry work area shall be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills. Concrete shall be handled in accordance with the NPDES Construction General Permit NCG010000.
17. If temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevations. Disturbed areas shall be seeded or mulched to stabilize the soil and appropriate native woody species shall be planted. When using temporary structures the area shall be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.
18. Unless otherwise authorized, placement of culverts and other structures in waters and streams shall be placed below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures shall not be conducted in a manner that may result in dis-equilibrium of wetlands or streambeds or banks, adjacent to or upstream and downstream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by the NCDWR. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact the NCDWR for guidance on how to proceed and to determine whether or not a permit modification will be required.



19. If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation, floodplain benches, and/or sills may be required where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.
20. If foundation test borings are necessary; it shall be noted in the document. Geotechnical work is approved under General 401 Certification Number 4085/Nationwide Permit No. 6 for Survey Activities.
21. Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250.
22. All work in or adjacent to stream waters shall be conducted in a dry work area. Approved BMP measures from the most current version of the Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures shall be used to prevent excavation in flowing water.
23. While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NC-CREWS) maps and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.
24. Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment shall be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.
25. Riprap shall not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.
26. Riparian vegetation (native trees and shrubs) shall be preserved to the maximum extent possible. Riparian vegetation must be reestablished within the construction limits of the project by the end of the growing season following completion of construction.

Thank you for requesting our input at this time. The applicant is reminded that issuance of a 401 Water Quality Certification requires that appropriate measures be instituted to ensure that water quality standards are met and designated uses are not degraded or lost. If you have any questions or require additional information, please contact Rob Ridings at rob.ridings@deq.nc.gov or 919-707-8786.



State of North Carolina Department of Environmental Quality
 INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: Raleigh
 Project Number: 24-0156 Due Date: 12/29/2023
 County: Person

After review of this project, it has been determined that the DEQ permit(s) and/or approvals indicated may need to be obtained for this project to comply with North Carolina Law. Questions regarding these permits should be addressed to the Regional Office indicated on the reverse of the form. All applications, information and guidelines relative to these plans and permits are available from the same Regional Office.

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (Statutory time limit)
<input type="checkbox"/>	Permit to construct & operate wastewater treatment facilities, non-standard sewer system extensions & sewer systems that do not discharge into state surface waters.	Application 90 days before begins construction or award of construction contracts. On-site inspection may be required. Post-application technical conference usual.	30 days (90 days)
<input type="checkbox"/>	Permit to construct & operate, sewer extensions involving gravity sewers, pump stations and force mains discharging into a sewer collection system	Fast-Track Permitting program consists of the submittal of an application and an engineer's certification that the project meets all applicable State rules and Division Minimum Design Criteria.	30 days (N/A)
<input type="checkbox"/>	NPDES - permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters.	Application 180 days before begins activity. On-site inspection. Pre-application conference usual. Additionally, obtain permit to construct wastewater treatment facility granted after NPDES. Reply time, 30 days after receipt of plans or issue of NPDES permit-whichever is later.	90-120 days (N/A)
<input type="checkbox"/>	Water Use Permit	Pre-application technical conference usually necessary.	30 days (N/A)
<input type="checkbox"/>	Well Construction Permit	Complete application must be received, and permit issued prior to the installation of a groundwater monitoring well located on property not owned by the applicant, and for a large capacity (>100,000 gallons per day) water supply well.	7 days (15 days)
<input type="checkbox"/>	Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Pre-application conference usual. Filling may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
<input type="checkbox"/>	Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC (2Q.0100 thru 2Q.0300)	Application must be submitted, and permit received prior to construction and operation of the source. If a permit is required in an area without local zoning, then there are additional requirements and timelines (2Q.0113).	90 days
<input checked="" type="checkbox"/>	Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900	N/A	60 days (90 days)
<input checked="" type="checkbox"/>	Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 20.1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-707-5950	Please Note - The Health Hazards Control Unit (HHCU) of the N.C. Department of Health and Human Services, must be notified of plans to demolish a building, including residences for commercial or industrial expansion, even if no asbestos is present in the building.	60 days (90 days)
<input checked="" type="checkbox"/>	The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres are to be disturbed. Plan must be filed with and approved by applicable Regional Office (Land Quality Section) at least 30 days before beginning activity. A NPDES Construction Stormwater permit (NCG010000) is also usually issued should design features meet minimum requirements. A fee of \$100 for the first acre or any part of an acre. An express review option is available with additional fees.		20 days (30 days)
<input type="checkbox"/>	Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable Stormwater conveyances and outlets.		(30 days)
<input type="checkbox"/>	Sedimentation and erosion control must be addressed in accordance with _____ Local Government's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable Stormwater conveyances and outlets.		Based on Local Program
<input type="checkbox"/>	Compliance with 15A NCAC 04B .0125 – Buffers Zones for Trout Waters shall have an undisturbed buffer zone 25 feet wide or of sufficient width to confine visible siltation within the twenty-five percent (25%) of the buffer zone nearest the land-disturbing activity, whichever is greater.		
<input checked="" type="checkbox"/>	Compliance with 15A NCAC 2H .0126 - NPDES Stormwater Program which regulates three types of activities: Industrial, Municipal Separate Storm Sewer System & Construction activities that disturb ≥1 acre.		30-60 days (90 days)
<input type="checkbox"/>	Compliance with 15A NCAC 2H 1000 -State Stormwater Permitting Programs regulate site development and post-construction stormwater runoff control. Areas subject to these permit programs include site all 20 coastal counties, and various other counties and watersheds throughout the state.		45 days (90 days)

State of North Carolina Department of Environmental Quality
 INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: Raleigh
 Project Number: 24-0156 Due Date: 12/29/2023
 County: Person

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (Statutory time limit)
<input type="checkbox"/>	Mining Permit	On-site inspection usual. Surety bond filed with DEQ Bond amount varies with type mine and number of acres of affected land. Affected area greater than one acre must be permitted. The appropriate bond must be received before the permit can be issued.	30 days (60 days)
<input type="checkbox"/>	Dam Safety Permit	If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to prepare plans, inspect construction, and certify construction is according to DEQ approved plans. May also require a permit under mosquito control program. And a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A minimum fee of \$200.00 must accompany the application. An additional processing fee based on a percentage, or the total project cost will be required upon completion.	30 days (60 days)
<input type="checkbox"/>	Oil Refining Facilities	N/A	90-120 days (N/A)
<input type="checkbox"/>	Permit to drill exploratory oil or gas well	File surety bond of \$5,000 with DEQ running to State of NC conditional that any well opened by drill operator shall, upon abandonment, be plugged according to DEQ rules and regulations.	10 days N/A
<input type="checkbox"/>	Geophysical Exploration Permit	Application filed with DEQ at least 10 days prior to issue of permit. Application by letter. No standard application forms.	10 days N/A
<input type="checkbox"/>	State Lakes Construction Permit	Application fee based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property	15-20 days N/A
<input type="checkbox"/>	401 Water Quality Certification	Compliance with the T15A 02H .0500 Certifications are required whenever construction or operation of facilities will result in a discharge into navigable water as described in 33 CFR part 323.	60 days (130 days)
<input type="checkbox"/>	Compliance with Catawba, Goose Creek, Jordan Lake, Randleman, Tar Pamlico or Neuse Riparian Buffer Rules is required. Buffer requirements: http://deq.nc.gov/about/divisions/water-resources/water-resources-permits/wastewater-branch/401-wetlands-buffer-permits/401-riparian-buffer-protection-program		
<input type="checkbox"/>	Nutrient Offset: Loading requirements for nitrogen and phosphorus in the Neuse and Tar-Pamlico River basins, and in the Jordan and Falls Lake watersheds, as part of the nutrient-management strategies in these areas. DWR nutrient offset information: http://deq.nc.gov/about/divisions/water-resources/planning/nonpoint-source-management/nutrient-offset-information		
<input type="checkbox"/>	CAMA Permit for MAJOR development	\$250.00 - \$475.00 fee must accompany application	75 days (150 days)
<input type="checkbox"/>	CAMA Permit for MINOR development	\$100.00 fee must accompany application	22 days (25 days)
<input type="checkbox"/>	Abandonment of any wells, if required must be in accordance with Title 15A. Subchapter 2C.0100.		
<input type="checkbox"/>	Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.		
<input checked="" type="checkbox"/>	Plans and specifications for the construction, expansion, or alteration of a public water system must be approved by the Division of Water Resources/Public Water Supply Section prior to the award of a contract or the initiation of construction as per 15A NCAC 18C .0300 et. seq., Plans and specifications should be submitted to 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. All public water supply systems must comply with state and federal drinking water monitoring requirements. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days
<input checked="" type="checkbox"/>	If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Water Resources/Public Water Supply Section at 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days
<input type="checkbox"/>	Plans and specifications for the construction, expansion, or alteration of the _____ water system must be approved through the _____ delegated plan approval authority. Please contact them at _____ for further information.		

State of North Carolina Department of Environmental Quality
 INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: Raleigh
 Project Number: 24-0156 Due Date: 12/29/2023
 County: Person

Other Comments (attach additional pages as necessary, being certain to comment authority)

Division	Initials	No comment	Comments	Date Review
DAQ	SH	<input type="checkbox"/>	See checked boxes above.	12/22/2023
DWR-WQROS (Aquifer & Surface)	&	<input type="checkbox"/>	&	/ /
DWR-PWS	TP	<input type="checkbox"/>	See checked boxes above.	12/22/2023
DEMLR (LQ & SW)	CA	<input type="checkbox"/>	See checked boxes above	12/22/2023
DWM – UST		<input type="checkbox"/>		/ /
Other Comments		<input type="checkbox"/>		/ /

REGIONAL OFFICES

Questions regarding these permits should be addressed to the Regional Office marked below.

- | | | |
|--|---|---|
| <input type="checkbox"/> Asheville Regional Office
2090 U.S. 70 Highway
Swannanoa, NC 28778-8211
Phone: 828-296-4500
Fax: 828-299-7043 | <input type="checkbox"/> Fayetteville Regional Office
225 Green Street, Suite 714,
Fayetteville, NC 28301-5043
Phone: 910-433-3300
Fax: 910-486-0707 | <input type="checkbox"/> Mooresville Regional Office
610 East Center Avenue, Suite 301,
Mooresville, NC 28115
Phone: 704-663-1699
Fax: 704-663-6040 |
| <input checked="" type="checkbox"/> Raleigh Regional Office
3800 Barrett Drive,
Raleigh, NC 27609
Phone: 919-791-4200
Fax: 919-571-4718 | <input type="checkbox"/> Washington Regional Office
943 Washington Square Mall,
Washington, NC 27889
Phone: 252-946-6481
Fax: 252-975-3716 | <input type="checkbox"/> Wilmington Regional Office
127 Cardinal Drive Ext.,
Wilmington, NC 28405
Phone: 910-796-7215
Fax: 910-350-2004 |
| | <input type="checkbox"/> Winston-Salem Regional Office
450 Hanes Mill Road, Suite 300,
Winston-Salem, NC 27105
Phone: 336-776-9800
Fax: 336-776-9797 | |

ROY COOPER

Governor

ELIZABETH S. BISER

Secretary

MICHAEL SCOTT

Director



NORTH CAROLINA
Environmental Quality

MEMORANDUM

TO: Michael Scott, Division Director through Sharon Brinkley

FROM: Amanda Thompson, Environmental Senior Specialist – Solid Waste Section

DATE: December 12, 2023

SUBJECT: Review: SW 24-0156 – Person County (Scoping – Person County Airport – Proposed project is for runway extension and runway safety area improvements, which include extending the runway by 795 feet, extend the parallel taxiway and relocate navigation equipment.)

The Division of Waste Management, Solid Waste Section (Section) has reviewed the documents submitted for the subject project in Person County, NC. Because of recent developments surrounding the potential of PFAS contamination at airports and other facilities where the use of fire suppression foam may have occurred, areas where there were airport responses to fires or spills should be evaluated separately from areas with no suspected contaminants. Any materials generated by the excavation of soil, demolition of concrete, asphalt, and other potentially contaminated media must be managed and disposed of appropriately and in accordance with current North Carolina regulations. Based on the information provided in this document, the Section at this time does not see an adverse impact on the surrounding communities and likewise knows of no situations in the communities which would affect this project.

For any planned or proposed projects, it is recommended that during any land clearing, demolition, and construction, Person County Airport and/or its contractors would make every feasible effort to minimize the generation of waste, to recycle materials for which viable markets exist, and to use recycled products and materials in the development of this project where suitable. **Any waste generated by and of the project that cannot be beneficially reused or recycled as described, may require disposal of at a solid waste management facility permitted by the Division. The Section strongly recommends that Person County Airport require all contractors to provide proof of proper disposal for all generated waste to permitted facilities.**

Permitted solid waste management facilities are listed on the Division of Waste Management, Solid Waste Section portal site at: <https://deq.nc.gov/about/divisions/waste-management/waste-management-rules-data/solid-waste-management-annual-reports/solid-waste-permitted-facility-list>

And the site locator tool at:

<https://ncdenr.maps.arcgis.com/apps/webappviewer/index.html?id=7dd59be2750b40bebebf49fc383f688>



North Carolina Department of Environmental Quality | Division of Waste Management
Fayetteville Regional Office | 225 Green Street, Suite 714 | Fayetteville, North Carolina 28301
910.433.3300

Questions regarding solid waste management for this project should be directed to Mr. Tim Davis, Environmental Senior Specialist, Solid Waste Section, at (919) 707-8290.

cc: Tim Davis, Environmental Senior Specialist





NORTH CAROLINA
Environmental Quality

ROY COOPER

Governor

ELIZABETH S. BISER

Secretary

MICHAEL SCOTT

Director

Date: December 7, 2023

To: Michael Scott, Director
Division of Waste Management

Through: Janet Macdonald
Inactive Hazardous Sites Branch

From: Katie C Tatum
Inactive Hazardous Sites Branch

Subject: NEPA Project # 24-0156 Person County Airport, Person County, North Carolina

The Superfund Section has reviewed the proximity of sites under its jurisdiction to the Person County Airport project. Proposed project for Runway Extension and Runway Safety Area Improvements at the Person Regional Airport includes extending the runway by 795 feet to a total length of 6,800 feet to meet operational requirements. The Runway 24 parallel taxiway would also be extended. In addition, a 600-foot-long RSA would be constructed beyond the Runway 24 end to comply with the 'prior to landing' threshold for the extended runway. Navigation equipment would be moved outside of the RSA.

No (0) Superfund Section sites and no (0) Brownfields Program Sites were identified within one mile of the project as shown on the attached report.

Please contact Janet Macdonald at 919.707.8349 if you have any questions concerning the Superfund Section review portion of this SEPA/NEPA inquiry.



North Carolina Department of Environmental Quality | Division of Waste Management
217 West Jones Street | 1646 Mail Service Center | Raleigh, North Carolina 27699-1646
919.707.8200

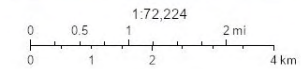
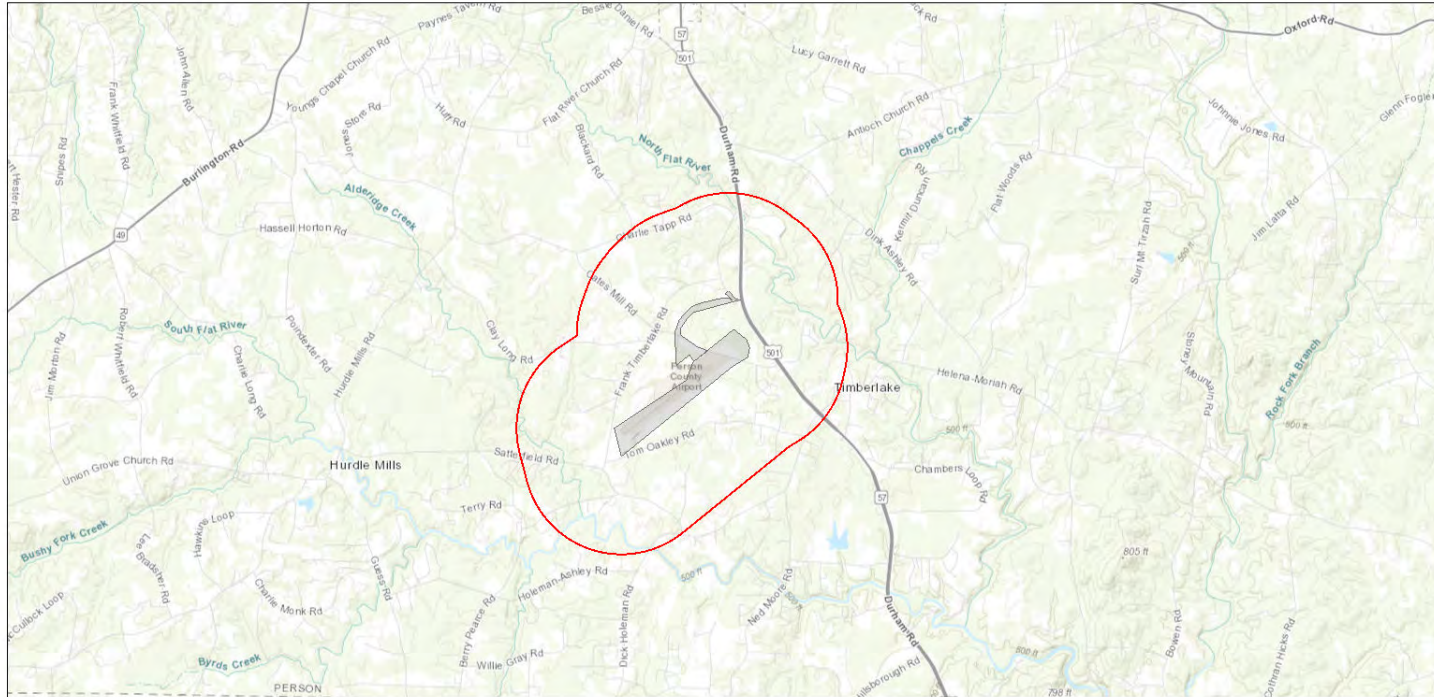
Superfund & Brownfield Sites SEPA/NEPA Review Report

Area of Interest (AOI) Information

Person County NEPA project 24-0156

Area : 5,502.75 acres

Dec 7 2023 10:19:40 Eastern Standard Time



State of North Carolina DOT, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, NGA, EPA, USCA

Summary

Name	Count	Area(acres)	Length(mi)
Certified DSCA Sites	0	N/A	N/A
Federal Remediation Branch Sites	0	N/A	N/A
Inactive Hazardous Sites	0	N/A	N/A
Pre-Regulatory Landfill Sites	0	N/A	N/A
Brownfields Program Sites	0	N/A	N/A

Department of Environmental Quality

Project Review

Project Number: 24-0156

County: Person

Date Received: 12-04-2023

Due Date: 12-29-2023

Project Description:

Scoping - Proposed project for Runway Extension and Runway Safety Area Improvements at the Person Regional Airport includes extending the runway by 795 feet to a total length of 6,800 feet to meet operational requirements. The Runway 24 parallel taxiway would also be extended. In addition, a 600-foot-long RSA would be constructed beyond the Runway 24 end to comply with the 'prior to landing' threshold for the extended runway. Navigation equipment would be moved outside of the RSA.

This Project is being reviewed as indicated below:

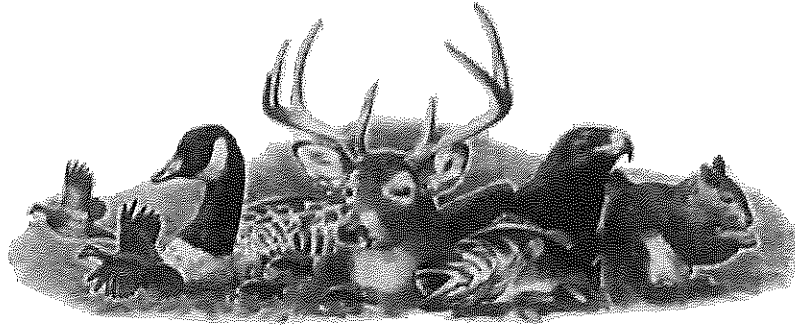
Regional Office	Regional Office Area	In-House Review	
Asheville	Air	Air Quality	Coastal Management
Fayetteville	DWR	Waste Mgmt	Marine Fisheries
Mooreville	DWR - Public Water	Water Resources Mgmt (Public Water, Planning & Water Quality Program)	CC & PS Div. of Emergency Mgmt
Raleigh	DEMLR (LQ & SW)		DMF-Shellfish Sanitation
Washington	DWM	DWR-Transportation Unit	Wildlife
Wilmington		<u>Rob</u>	Wildlife/DOT <u>Travis</u>
Winston Salem			

Manager Sign-Off/Region:	Date: 12/6/23	In-House Reviewer/Agency: Melodi Deaver, DWM Hazardous Waste
--------------------------	------------------	---

Response (check all applicable)

No objection to project as proposed.
 No Comment

Insufficient information to complete review
 Other (specify or attach comments)



⊠ North Carolina Wildlife Resources Commission ⊠

Cameron Ingram, Executive Director

MEMORANDUM

TO: Lyn Hardison, Environmental Assistance Coordinator
Division of Environmental Assistance and Outreach, DENR

FROM: Travis Wilson, Highway Project Coordinator
Habitat Conservation Program

DATE: December 19, 2023

SUBJECT: Response to the start of study notification regarding fish and wildlife concerns for the proposed improvements to Person Regional Airport in Person County, North Carolina. SCH# 24-0156

This memorandum responds to a request for our concerns regarding impacts on fish and wildlife resources resulting from the subject project. Biologists on the staff of the N. C. Wildlife Resources Commission (NCWRC) have reviewed the proposed improvements. Our comments are provided in accordance with certain provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

At this time we do not have any specific concerns related to this project; however, to help facilitate document preparation and the review process our general informational needs are outlined below:

1. Description of fishery and wildlife resources within the project area, including a listing of federally or state designated threatened, endangered, or special concern species. Potential borrow areas to be used for project construction should be included in the inventories. A listing of designated plant species can be developed through consultation with:

NC Natural Heritage Program
Dept. of Environment & Natural Resources
1601 Mail Service Center
Raleigh, NC 27699-1601.
WWW.ncnhp.org

and,

NCDA Plant Conservation Program

P. O. Box 27647
Raleigh, N. C. 27611
(919) 733-3610

2. Description of any streams or wetlands affected by the project. The need for channelizing or relocating portions of streams crossed and the extent of such activities.
3. Cover type maps showing wetland acreages impacted by the project. Wetland acreages should include all project-related areas that may undergo hydrologic change as a result of ditching, other drainage, or filling for project construction. Wetland identification may be accomplished through coordination with the U. S. Army Corps of Engineers (COE). If the COE is not consulted, the person delineating wetlands should be identified and criteria listed.
4. Cover type maps showing acreages of upland wildlife habitat impacted by the proposed project. Potential borrow sites should be included.
5. The extent to which the project will result in loss, degradation, or fragmentation of wildlife habitat (wetlands or uplands).
6. Mitigation for avoiding, minimizing or compensating for direct and indirect degradation in habitat quality as well as quantitative losses.
7. A cumulative impact assessment section which analyzes the environmental effects of highway construction and quantifies the contribution of this individual project to environmental degradation.
8. A discussion of the probable impacts on natural resources which will result from secondary development facilitated by the improved road access.
9. If construction of this facility is to be coordinated with other state, municipal, or private development projects, a description of these projects should be included in the environmental document, and all project sponsors should be identified.

Thank you for the opportunity to provide input in the early planning stages for this project. If we can further assist your office, please contact me at (919) 707- 4057.

Control No.: 24-E-0000-0156

Date Received: 12/4/2023

County.: PERSON

Agency Response: 1/3/2024

Review Closed: 1/3/2024

DIANE COX
CLEARINGHOUSE COORD REGION K
KERR TAR REGIONAL COG

Project Information

Type: National Environmental Policy Act ping

Applicant: Person County Airport

Project Desc.: Proposed project for Runway Extension and Runway Safety Area Improvements at the Person Regional Airport includes extending the runway by 795 feet to a total length of 6,800 feet to meet operational requirements. The Runway 24 parallel taxiway would also be extended. In addition, a 600-foot-long RSA would be constructed beyond the Runway 24 end to comply with the 'prior to landing' threshold for the extended runway. Navigation equipment would be moved outside of the RSA.

As a result of this review the following is submitted:

No Comment

Comments Below

Documents Attached

These comment were received from Person County

Reviewed By: DIANE COX

Date: 1/2/2024



PERSON COUNTY

OFFICE OF THE COUNTY MANAGER
304 South Morgan Street, Room 212
Roxboro, NC 27573-5245
336-597-1720
Fax 336-599-1609

January 2, 2024

North Carolina State Clearinghouse
Department of Administration
1301 Mail Service Center
Raleigh, NC 27699-1301
Sent via email: state.clearinghouse@doa.nc.gov

To Whom it May Concern:

Person County owns Raleigh Regional Airport at Person County and has proposed Runway 6-24 extension and runway safety area (RSA) improvements at the airport. The project includes extending the runway by 795 feet to a total length of 6,800 feet to meet operational requirements. The Runway 24 parallel taxiway would also be extended. In addition, a 600-foot-long RSA would be constructed beyond the Runway 24 end to comply with the 'prior to landing' threshold for the extended runway. This project will correct identified deficiencies on Runway 6-24 and the aircraft parking apron to accommodate the airport fleet and increase safety.

We are fully supportive of the environmental assessment that is currently underway as well as other surveys that have been or will be conducted to assess the suitability of the proposed project in the designated area. This is an important economic development project for the county.

Thank you for your consideration.

Sincerely,

Katherine M. Cathey
County Manager

Control No.: 24-E-0000-0156

Date Received: 12/4/2023

County.: PERSON

Agency Response: 1/3/2024

Review Closed: 1/3/2024

DEVON BORGARDT
CLEARINGHOUSE COORDINATOR
DEPT OF NATURAL & CULTURAL
RESOURCE

Project Information

Type: National Environmental Policy Act ping

Applicant: Person County Airport

Project Desc.: Proposed project for Runway Extension and Runway Safety Area Improvements at the Person Regional Airport includes extending the runway by 795 feet to a total length of 6,800 feet to meet operational requirements. The Runway 24 parallel taxiway would also be extended. In addition, a 600-foot-long RSA would be constructed beyond the Runway 24 end to comply with the 'prior to landing' threshold for the extended runway. Navigation equipment would be moved outside of the RSA.

As a result of this review the following is submitted:

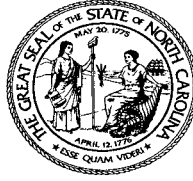
No Comment

Comments Below

Documents Attached

Reviewed By: DEVON BORGARDT

Date: 12/14/2023



**North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary D. Reid Wilson

Office of Archives and History
Deputy Secretary, Darin J. Waters, Ph.D.

December 14, 2023

Heath Anderson
SWCA Environmental Consultants
113 Edinburgh South Drive, Suite 120
Cary, NC 27511

Heath.Anderson@swca.com

Re: Extend runway 6-24, Person County Airport, Person County, ER 23-2531

Dear Mr. Anderson:

Thank you for your letter of October 31, 2023, regarding the above-referenced undertaking. We have reviewed the submittal and offer the following comments.

The submitted plans propose testing methods for a Phase I cultural resources survey of the proposed Person County Airport expansion areas. We concur that these methods are adequate to identify any archaeological sites requiring evaluation that may be adversely affected by ground disturbing activities and look forward to reviewing the report on this work.

OSA's *Archaeological Standards and Guidelines for Background Research, Field Methodologies, Technical Reports, and Curation* (November 2023) can be found online at:
<https://archaeology.ncdcr.gov/osa-guidelines/open>.

Please note that as of June 30, 2023, OSA is using Citrix ShareFile for archaeological consultants to submit digital archaeological reports and site files for Environmental Review. Consultants should review our [ShareFile User Guidelines](#) and submit a [ShareFile User Access Form](#) to Kim Urban (kimberly.urban@dncr.nc.gov) to obtain access to ShareFile if they have not already done so.

Additionally, the OSA has changed our Environmental Review report and site form submission requirements. We now require:

- One (1) digital copy of the archaeological survey report, to be sent through ShareFile.
- One (1) digital copy of each NC Site Form(s) with site map(s) for each site that was recorded as part of the archaeological investigation, to be sent through ShareFile. Please submit each site form as a separate document.
- Hard copies of reports will be requested by the OSA once we determine that no further changes to the report are needed. Concurrence letters will not be sent until after we receive the hard copy of the final archaeological survey report.

More information on our Environmental Review submission requirements can be found at:
<https://archaeology.dncr.nc.gov/programs/environmental-review>.

We have determined that the project as proposed will not have an effect on any historic structures.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@dncr.nc.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,



for Ramona Bartos, Deputy
State Historic Preservation Officer

Control No.: 24-E-0000-0156

Date Received: 12/4/2023

County.: PERSON

Agency Response: 1/3/2024

Review Closed: 1/3/2024

JINTAO WEN
CLEARINGHOUSE COORDINATOR
DPS - DIV OF EMERGENCY MANAGEMENT

Project Information

Type: National Environmental Policy Act ping

Applicant: Person County Airport

Project Desc.: Proposed project for Runway Extension and Runway Safety Area Improvements at the Person Regional Airport includes extending the runway by 795 feet to a total length of 6,800 feet to meet operational requirements. The Runway 24 parallel taxiway would also be extended. In addition, a 600-foot-long RSA would be constructed beyond the Runway 24 end to comply with the 'prior to landing' threshold for the extended runway. Navigation equipment would be moved outside of the RSA.

As a result of this review the following is submitted:

No Comment

Comments Below

Documents Attached

The south portion of the project potential impact area is in close vicinity of Special Flood Hazard Area (SFHA). If there is any encroachment, grading, fill or placement of equipment or materials in the SFHA, a floodplain development permit issued by Person County will be required. Please coordinate with the County's Floodplain Administrator for permitting if needed.

Reviewed By: JINTAO WEN

Date: 12/12/2023

Control No.: 24-E-0000-0156

Date Received: 12/4/2023

County.: PERSON

Agency Response: 1/3/2024

Review Closed: 1/3/2024

JESSICA MOSLEY
CLEARINGHOUSE COORDINATOR
DEPT OF TRANSPORTATION

Project Information

Type: National Environmental Policy Act ping

Applicant: Person County Airport

Project Desc.: Proposed project for Runway Extension and Runway Safety Area Improvements at the Person Regional Airport includes extending the runway by 795 feet to a total length of 6,800 feet to meet operational requirements. The Runway 24 parallel taxiway would also be extended. In addition, a 600-foot-long RSA would be constructed beyond the Runway 24 end to comply with the 'prior to landing' threshold for the extended runway. Navigation equipment would be moved outside of the RSA.

As a result of this review the following is submitted:

No Comment

Comments Below

Documents Attached

Reviewed By: JESSICA MOSLEY

Date: 12/5/2023

Control No.: 24-E-0000-0156

Date Received: 12/4/2023

County.: PERSON

Agency Response: 1/3/2024

Review Closed: 1/3/2024

DIANNE FARRER
CLEARINGHOUSE COORDINATOR
DEPT OF AGRICULTURE

Project Information

Type: National Environmental Policy Act ping

Applicant: Person County Airport

Project Desc.: Proposed project for Runway Extension and Runway Safety Area Improvements at the Person Regional Airport includes extending the runway by 795 feet to a total length of 6,800 feet to meet operational requirements. The Runway 24 parallel taxiway would also be extended. In addition, a 600-foot-long RSA would be constructed beyond the Runway 24 end to comply with the 'prior to landing' threshold for the extended runway. Navigation equipment would be moved outside of the RSA.

As a result of this review the following is submitted:

No Comment

Comments Below

Documents Attached

Reviewed By: DIANNE FARRER

Date: 12/21/2023

APPENDIX B

Federal Agencies and Tribes Correspondence

USDA NRCS Correspondence



Natural Resources
Conservation Service

North Carolina
State Office

4407 Bland Rd.
Suite 117
Raleigh
North Carolina 27609
Voice (919) 873-2100
Fax (844) 325-2156

February 10, 2025

Kara Giblin, Project Environmental Planner
SWCA Environmental Consultants
Office: 704.621.4102

Dear Kara Giblin:

The following information is in response to your request soliciting comments regarding the Raleigh Regional Airport Extension project in Person County, NC.

Projects are subject to Farmland Protection Policy Act (FPPA) requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a Federal agency or with assistance from a Federal agency.

For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements does not have to be currently used for cropland. It can be forest land, pastureland, cropland, or other land, but not water or urban built-up land. Farmland means prime or unique farmlands as defined in section 1540(c)(1) of the Act or farmland that is determined by the appropriate state or unit of local government agency or agencies with concurrence of the Secretary to be farmland of statewide or local importance.

"Farmland" does not include land already in or committed to urban development or water storage. Farmland "already in" urban development or water storage includes all such land with a density of 30 structures per 40-acre area. Farmland already in urban development also includes lands identified as "urbanized area" (UA) on the Census Bureau Map, or as urban area mapped with a "tint overprint" on the USGS topographical maps, or as "urban-built-up" on the USDA Important Farmland Maps. See over for more information.

The area in question **does include** land classified as Prime Farmland. In accordance with the Code of Federal Regulations 7CFR 658, Farmland Protection Policy Act, the AD-1006 was initiated. NRCS has completed Parts II, IV, V of the form, and returned for completion by the requesting agency.

If you have any questions, please feel free to email me at Ryan.Janway@usda.gov.

Sincerely,

Ryan Janway
Natural Resource Specialist

cc:

Casey Harrington, supervisory soil conservationist, NRCS, NC
Michael Jones, state soil scientist, NC

FARMLAND CONVERSION IMPACT RATING

PART I <i>(To be completed by Federal Agency)</i>		Date Of Land Evaluation Request			
Name of Project		Federal Agency Involved			
Proposed Land Use		County and State			
PART II <i>(To be completed by NRCS)</i>		Date Request Received By NRCS		Person Completing Form:	
Does the site contain Prime, Unique, Statewide or Local Important Farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form)</i>		YES <input type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %		Amount of Farmland As Defined in FPPA Acres: %		
Name of Land Evaluation System Used	Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS		
PART III <i>(To be completed by Federal Agency)</i>		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site					
PART IV <i>(To be completed by NRCS)</i> Land Evaluation Information					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide Important or Local Important Farmland					
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value					
PART V <i>(To be completed by NRCS)</i> Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)					
PART VI <i>(To be completed by Federal Agency)</i> Site Assessment Criteria <i>(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)</i>		Maximum Points	Site A	Site B	Site C
1. Area In Non-urban Use		(15)			
2. Perimeter In Non-urban Use		(10)			
3. Percent Of Site Being Farmed		(20)			
4. Protection Provided By State and Local Government		(20)			
5. Distance From Urban Built-up Area		(15)			
6. Distance To Urban Support Services		(15)			
7. Size Of Present Farm Unit Compared To Average		(10)			
8. Creation Of Non-farmable Farmland		(10)			
9. Availability Of Farm Support Services		(5)			
10. On-Farm Investments		(20)			
11. Effects Of Conversion On Farm Support Services		(10)			
12. Compatibility With Existing Agricultural Use		(10)			
TOTAL SITE ASSESSMENT POINTS		160			
PART VII <i>(To be completed by Federal Agency)</i>					
Relative Value Of Farmland <i>(From Part V)</i>		100			
Total Site Assessment <i>(From Part VI above or local site assessment)</i>		160			
TOTAL POINTS <i>(Total of above 2 lines)</i>		260			
Site Selected:		Date Of Selection		Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>	
Reason For Selection:					
Name of Federal agency representative completing this form:					Date:

(See Instructions on reverse side)

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

- Step 1 - Federal agencies (or Federally funded projects) involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form. For Corridor type projects, the Federal agency shall use form NRCS-CPA-106 in place of form AD-1006. The Land Evaluation and Site Assessment (LESA) process may also be accessed by visiting the FPPA website, <http://fppa.nrcs.usda.gov/lesa/>.
- Step 2 - Originator (Federal Agency) will send one original copy of the form together with appropriate scaled maps indicating location(s) of project site(s), to the Natural Resources Conservation Service (NRCS) local Field Office or USDA Service Center and retain a copy for their files. (NRCS has offices in most counties in the U.S. The USDA Office Information Locator may be found at http://offices.usda.gov/scripts/ndISAPI.dll/oip_public/USA_map, or the offices can usually be found in the Phone Book under U.S. Government, Department of Agriculture. A list of field offices is available from the NRCS State Conservationist and State Office in each State.)
- Step 3 - NRCS will, within 10 working days after receipt of the completed form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland. (When a site visit or land evaluation system design is needed, NRCS will respond within 30 working days.
- Step 4 - For sites where farmland covered by the FPPA will be converted by the proposed project, NRCS will complete Parts II, IV and V of the form.
- Step 5 - NRCS will return the original copy of the form to the Federal agency involved in the project, and retain a file copy for NRCS records.
- Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form and return the form with the final selected site to the servicing NRCS office.
- Step 7 - The Federal agency providing financial or technical assistance to the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

(For Federal Agency)

Part I: When completing the "County and State" questions, list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

Part III: When completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them or other major change in the ability to use the land for agriculture.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities planned build out capacity) that will cause a direct conversion.

Part VI: Do not complete Part VI using the standard format if a State or Local site assessment is used. With local and NRCS assistance, use the local Land Evaluation and Site Assessment (LESA).

1. Assign the maximum points for each site assessment criterion as shown in § 658.5(b) of CFR. In cases of corridor-type project such as transportation, power line and flood control, criteria #5 and #6 will not apply and will, be weighted zero, however, criterion #8 will be weighed a maximum of 25 points and criterion #11 a maximum of 25 points.
2. Federal agencies may assign relative weights among the 12 site assessment criteria other than those shown on the FPPA rule after submitting individual agency FPPA policy for review and comment to NRCS. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total points at 160. For project sites where the total points equal or exceed 160, consider alternative actions, as appropriate, that could reduce adverse impacts (e.g. Alternative Sites, Modifications or Mitigation).

Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, convert the site assessment points to a base of 160.

Example: if the Site Assessment maximum is 200 points, and the alternative Site "A" is rated 180 points:

$$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144 \text{ points for Site A}$$

For assistance in completing this form or FPPA process, contact the local NRCS Field Office or USDA Service Center.

NRCS employees, consult the FPPA Manual and/or policy for additional instructions to complete the AD-1006 form.

Scoping Letter to Sappony Tribe
(no response received)



ENVIRONMENTAL CONSULTANTS

Sound Science. Creative Solutions.®

113 Edinburgh South Drive
Suite 120
Cary, North Carolina 27511
Tel 919.292.2200
www.swca.com

November 30, 2023

Dante Desiderio
Sappony Executive Director
P.O. Box 3268
Roxboro, North Carolina 27574
Sent via email: sappony@msn.com

RE: Request for Environmental Review – Scoping for Runway Extension and Runway Safety Area Improvements at the Person County Airport, Person County, North Carolina

SWCA Environmental Consultants, in coordination with the Federal Aviation Administration and the North Carolina Department of Transportation, Division of Aviation, is preparing an environmental assessment (EA) for the proposed Runway 6-24 extension and runway safety area (RSA) improvements (proposed project) at the Person County Airport (Airport), also known as the Raleigh Regional Airport (TDF) (Figure 1). The proposed project includes extending the runway by 795 feet to a total length of 6,800 feet to meet operational requirements (Figure 2). The Runway 24 parallel taxiway would also be extended. In addition, a 600-foot-long RSA would be constructed beyond the Runway 24 end to comply with the ‘prior to landing’ threshold for the extended runway. Navigation equipment would be moved outside of the RSA.

The proposed project would also include:

- increasing the width of the RSA to 400 feet along the entire runway,
- closing a portion of Cates Mill Road where it bisects the Airport,
- constructing a new connector road from U.S. Route 501 (Durham Road) to the existing Airport entrance road,
- clearing trees within the Runway 24 runway protection zone,
- acquiring land to protect the Runway 24 runway protection zone from non-compliant development, and
- expanding the aircraft parking apron.

The purpose of the project is to correct identified deficiencies on Runway 6-24 and the aircraft parking apron to accommodate the airport fleet and increase safety. The EA will analyze the potential impacts of the project and a range of alternatives. The alternatives include increasing the width of the RSA to 500 feet, improving the Runway 6 end in addition to the Runway 24 end, and extending the runway by 1,260 feet to bring the total length to 7,265 feet. All activities for the proposed project and alternatives would occur within the area of potential effects shown in Figure 3.

The EA will include an analysis of potential changes to air quality, biological resources, soils and farmland, hazardous materials, cultural resources, land use, noise, visual effects, and socioeconomic resources. Wetland delineation and biological surveys have been completed. Cultural resource surveys are ongoing. We are requesting your review of the proposed project and would appreciate comments from your office mailed to the address above or emailed to me at kgiblin@swca.com.

Sincerely,



Kara Giblin
Project Manager

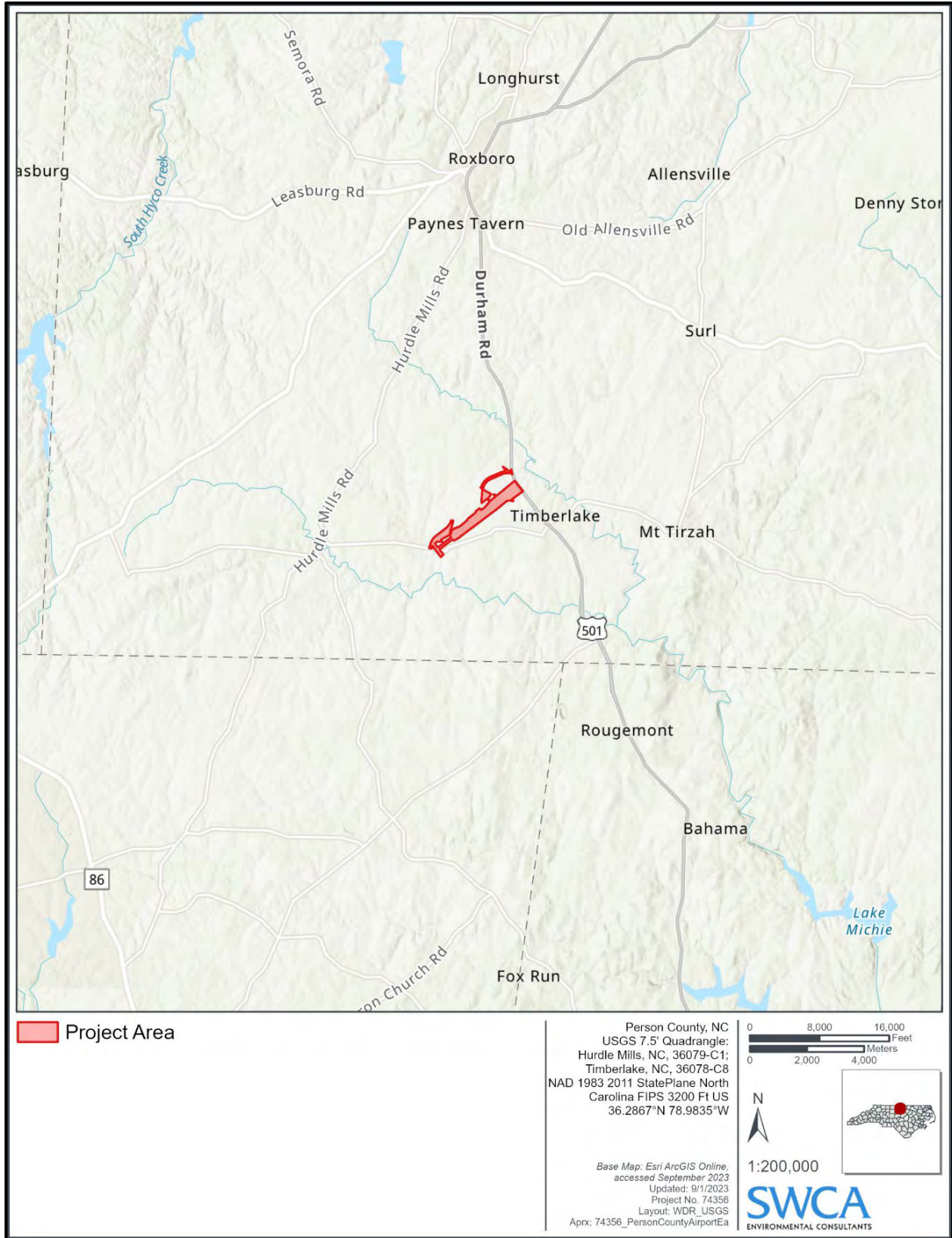


Figure 1. Person County Airport project location.

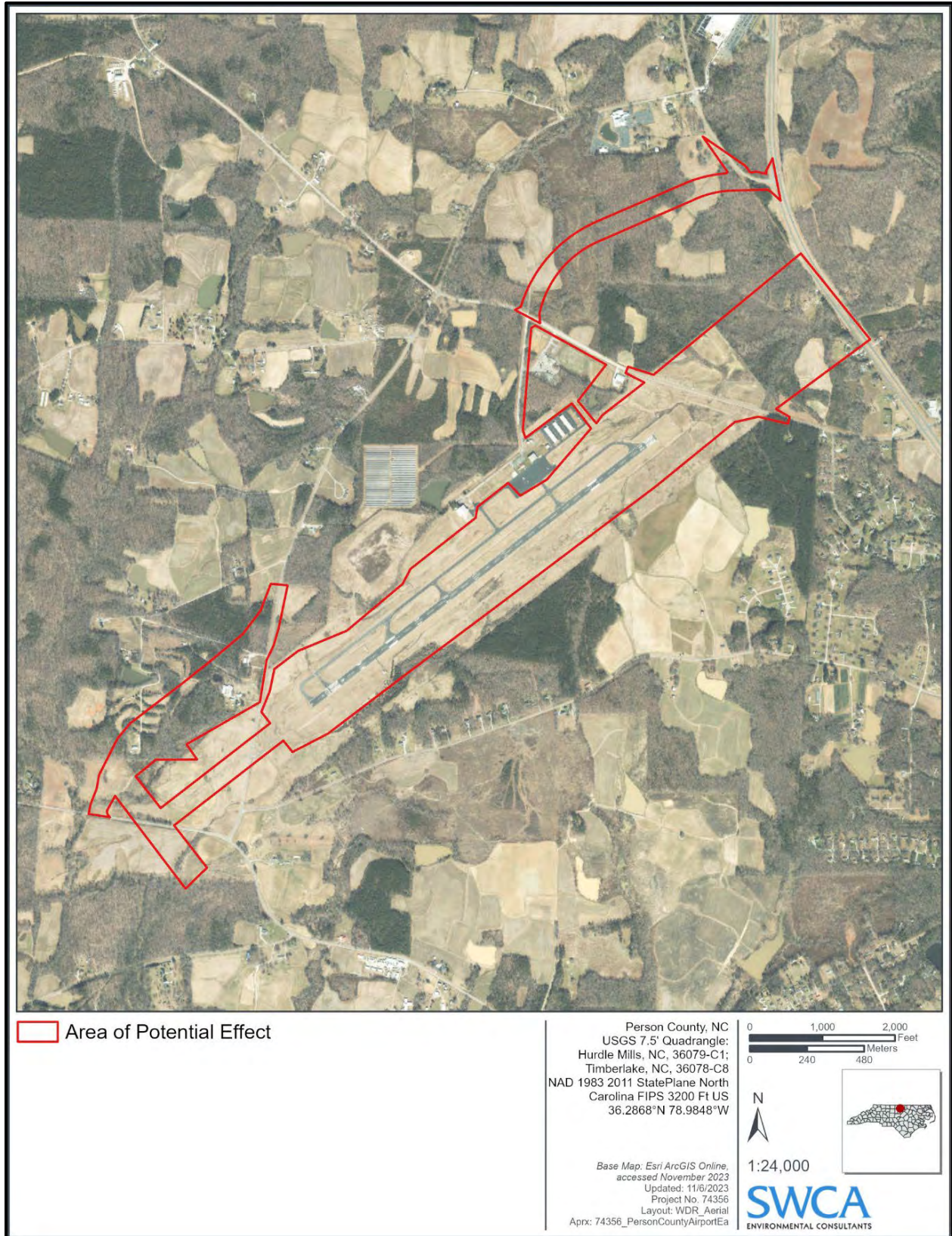


Figure 3. Person County Airport EA area of potential effects.

Scoping Letters to Federal Agencies
(no responses received)



ENVIRONMENTAL CONSULTANTS

Sound Science. Creative Solutions.®

113 Edinburgh South Drive
Suite 120
Cary, North Carolina 27511
Tel 919.292.2200
www.swca.com

November 30, 2023

Ntale Kajumba
NEPA Program Manager
US EPA Region 4
61 Forsyth Street SW
Atlanta, GA 30303
Sent via email: kajumba.ntale@epa.gov

RE: Request for Environmental Review – Scoping for Runway Extension and Runway Safety Area Improvements at the Person County Airport, Person County, North Carolina

SWCA Environmental Consultants, in coordination with the Federal Aviation Administration and the North Carolina Department of Transportation, Division of Aviation, is preparing an environmental assessment (EA) for the proposed Runway 6-24 extension and runway safety area (RSA) improvements (proposed project) at the Person County Airport (Airport), also known as the Raleigh Regional Airport (TDF) (Figure 1). The proposed project includes extending the runway by 795 feet to a total length of 6,800 feet to meet operational requirements (Figure 2). The Runway 24 parallel taxiway would also be extended. In addition, a 600-foot-long RSA would be constructed beyond the Runway 24 end to comply with the ‘prior to landing’ threshold for the extended runway. Navigation equipment would be moved outside of the RSA.

The proposed project would also include

- increasing the width of the RSA to 400 feet along the entire runway,
- closing a portion of Cates Mill Road where it bisects the Airport,
- constructing a new connector road from U.S. Route 501 (Durham Road) to the existing Airport entrance road,
- clearing trees within the Runway 24 runway protection zone,
- acquiring land to protect the Runway 24 runway protection zone from non-compliant development, and
- expanding the aircraft parking apron.

The purpose of the project is to correct identified deficiencies on Runway 6-24 and the aircraft parking apron to accommodate the airport fleet and increase safety. The EA will analyze the potential impacts of the project and a range of alternatives. The alternatives include increasing the width of the RSA to 500 feet, improving the Runway 6 end in addition to the Runway 24 end, and extending the runway by 1,260 feet to bring the total length to 7,265 feet. All activities for the proposed project and alternatives would occur within the area of potential effects shown in Figure 3.

The EA will include an analysis of potential changes to air quality, biological resources, soils and farmland, hazardous materials, cultural resources, land use, noise (using day-night average sound level [DNL]), visual effects, and socioeconomic resources. Wetland delineation and biological surveys have been completed (Figure 4). Cultural resource surveys are ongoing. We are requesting your review of the proposed project and would appreciate comments mailed to the address above or emailed to me at kgiblin@swca.com.

Sincerely,



Kara Giblin
Project Manager

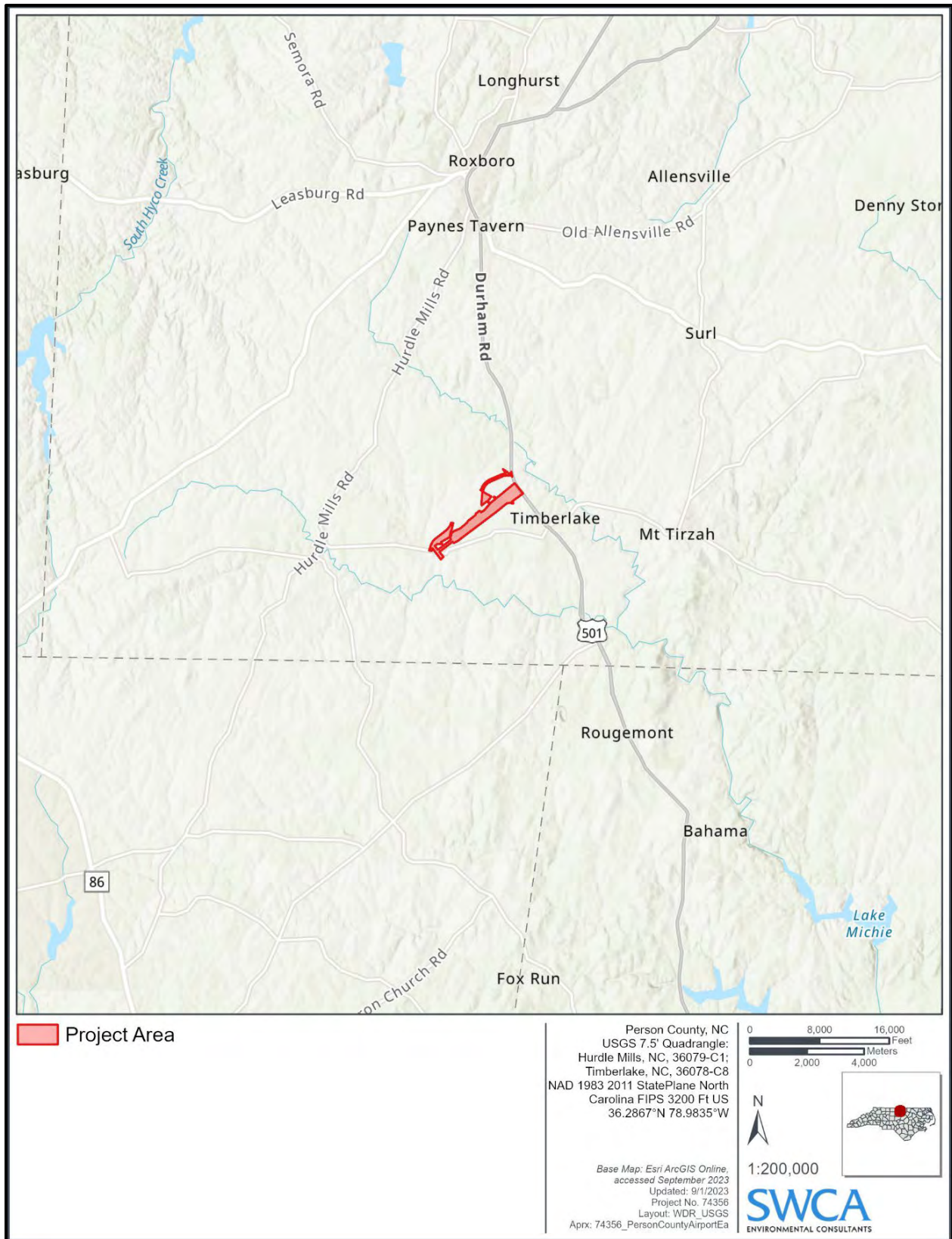


Figure 1. Person County Airport project location.

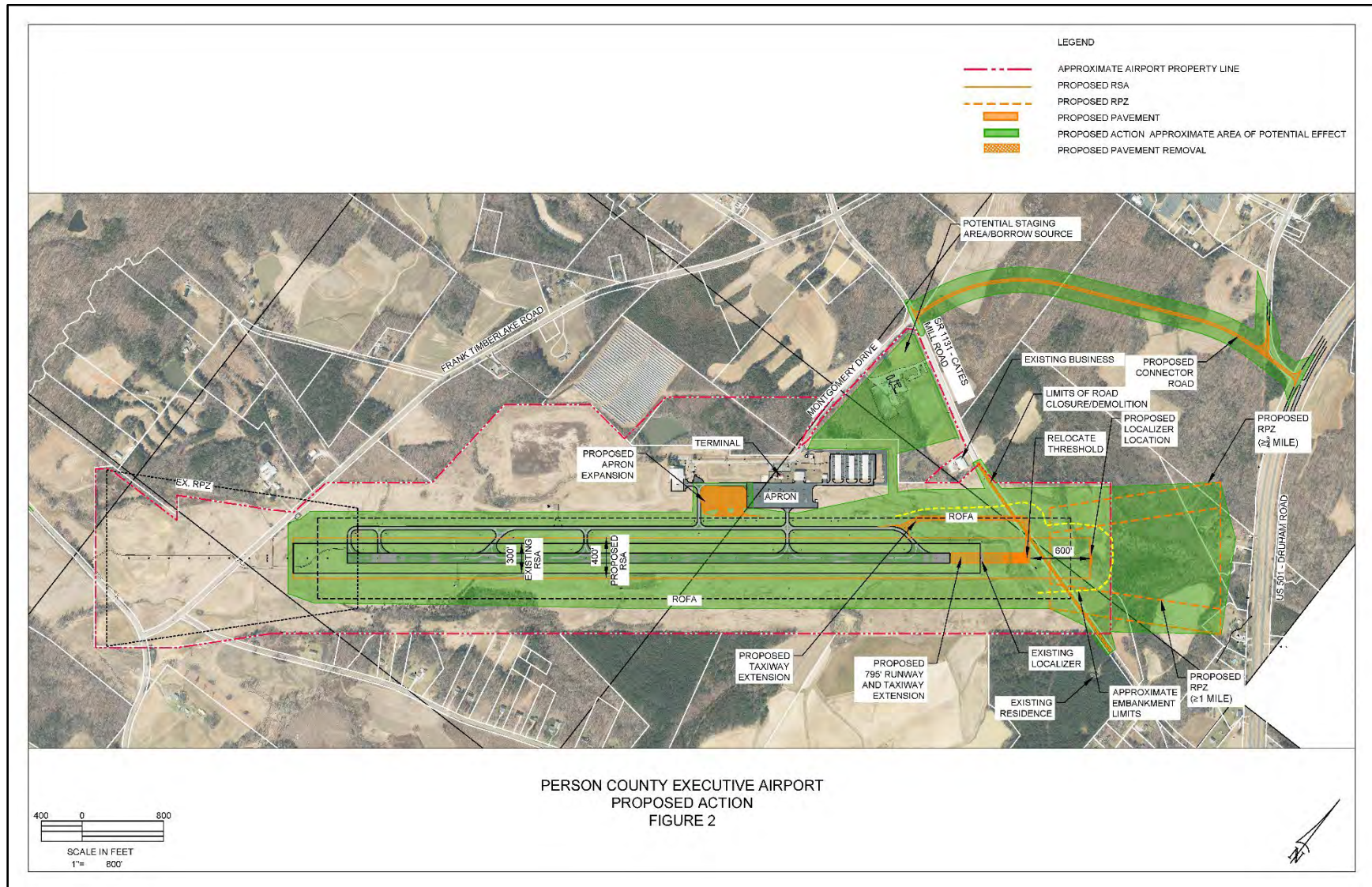


Figure 2. Person County Airport Proposed Action.

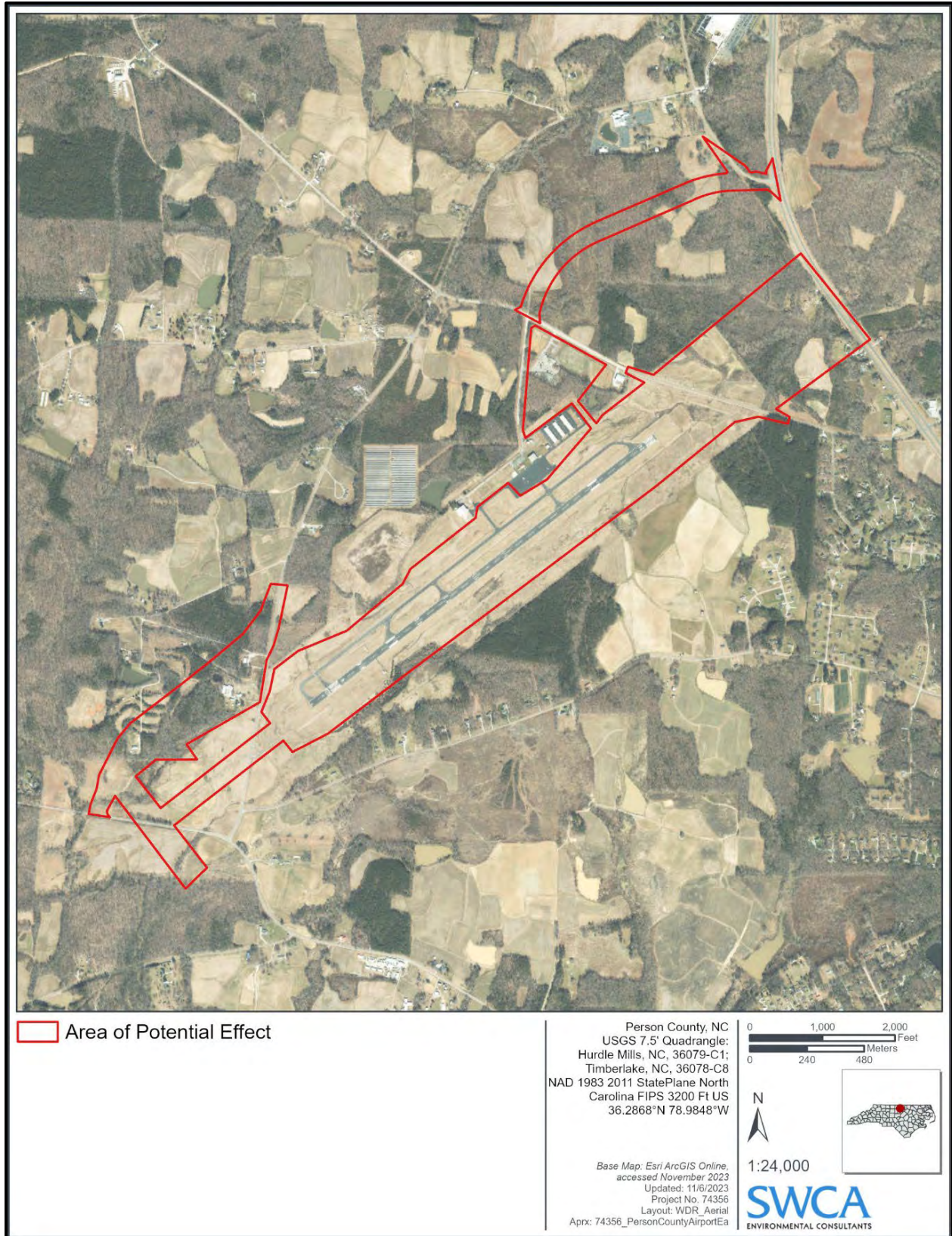


Figure 3. Person County Airport EA area of potential effects for Proposed Action and alternatives.

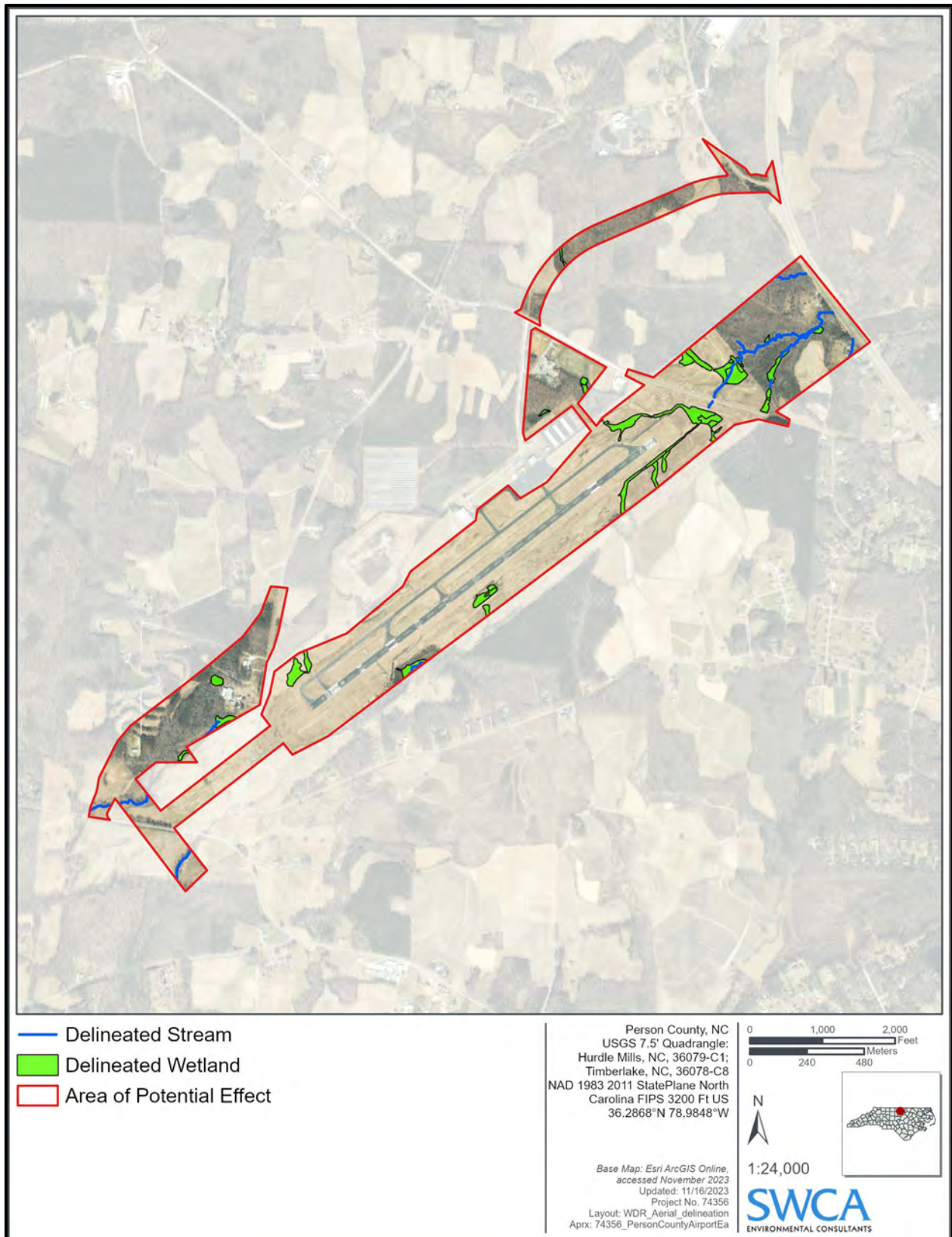


Figure 4. Person County Airport EA area of potential effects wetlands and streams.



ENVIRONMENTAL CONSULTANTS

Sound Science. Creative Solutions.®

113 Edinburgh South Drive
Suite 120
Cary, North Carolina 27511
Tel 919.292.2200
www.swca.com

November 30, 2023

Shirlene Alexander
Area Director

USDA Henderson Area Office
853 S. Beckford Drive, Suite A
Henderson, NC 27536

Sent via email: shirlene.alexander@usda.gov; kim.hunt@usda.gov

RE: Request for Environmental Review – Scoping for Runway Extension and Runway Safety Area Improvements at the Person County Airport, Person County, North Carolina

SWCA Environmental Consultants, in coordination with the Federal Aviation Administration and the North Carolina Department of Transportation, Division of Aviation, is preparing an environmental assessment (EA) for the proposed Runway 6-24 extension and runway safety area (RSA) improvements (proposed project) at the Person County Airport (Airport), also known as the Raleigh Regional Airport (TDF) (Figure 1). The proposed project includes extending the runway by 795 feet to a total length of 6,800 feet to meet operational requirements (Figure 2). The Runway 24 parallel taxiway would also be extended. In addition, a 600-foot-long RSA would be constructed beyond the Runway 24 end to comply with the ‘prior to landing’ threshold for the extended runway. Navigation equipment would be moved outside of the RSA.

The proposed project would also include

- increasing the width of the RSA to 400 feet along the entire runway,
- closing a portion of Cates Mill Road where it bisects the Airport,
- constructing a new connector road from U.S. Route 501 (Durham Road) to the existing Airport entrance road,
- clearing trees within the Runway 24 runway protection zone,
- acquiring land to protect the Runway 24 runway protection zone from non-compliant development, and
- expanding the aircraft parking apron.

The purpose of the project is to correct identified deficiencies on Runway 6-24 and the aircraft parking apron to accommodate the airport fleet and increase safety. The EA will analyze the potential impacts of the project and a range of alternatives. The alternatives include increasing the width of the RSA to 500 feet, improving the Runway 6 end in addition to the Runway 24 end, and extending the runway by 1,260 feet to bring the total length to 7,265 feet. All activities for the proposed project and alternatives would occur within the area of potential effects shown in Figure 3.

The EA will include an analysis of potential changes to air quality, biological resources, soils and farmland, hazardous materials, cultural resources, land use, noise (using day-night average sound level [DNL]), visual effects, and socioeconomic resources. Wetland delineation and biological surveys have been completed (Figure 4). Cultural resource surveys are ongoing. We are requesting your review of the proposed project and would appreciate comments mailed to the address above or emailed to me at kgiblin@swca.com.

Sincerely,



Kara Giblin
Project Manager

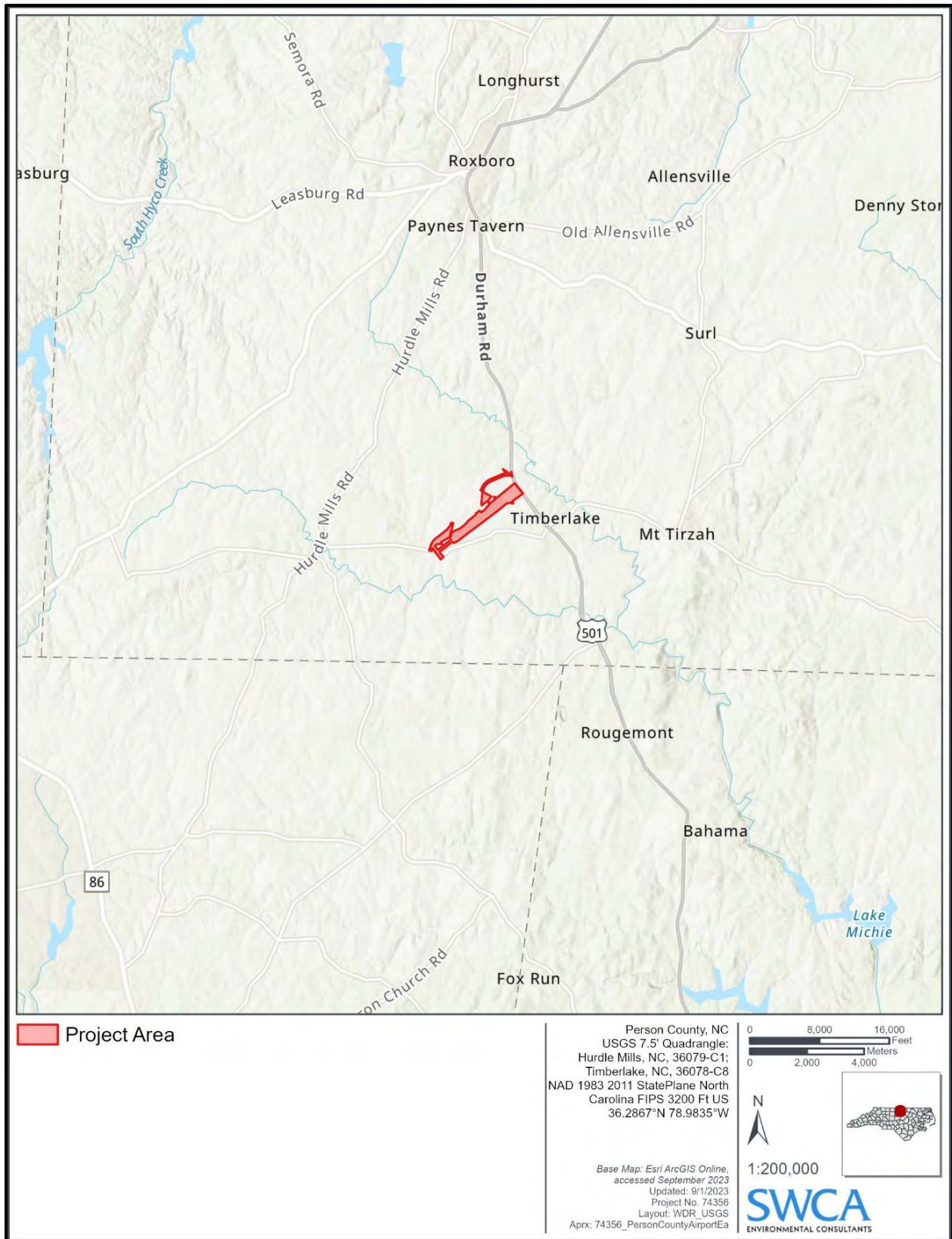


Figure 1. Person County Airport project location.

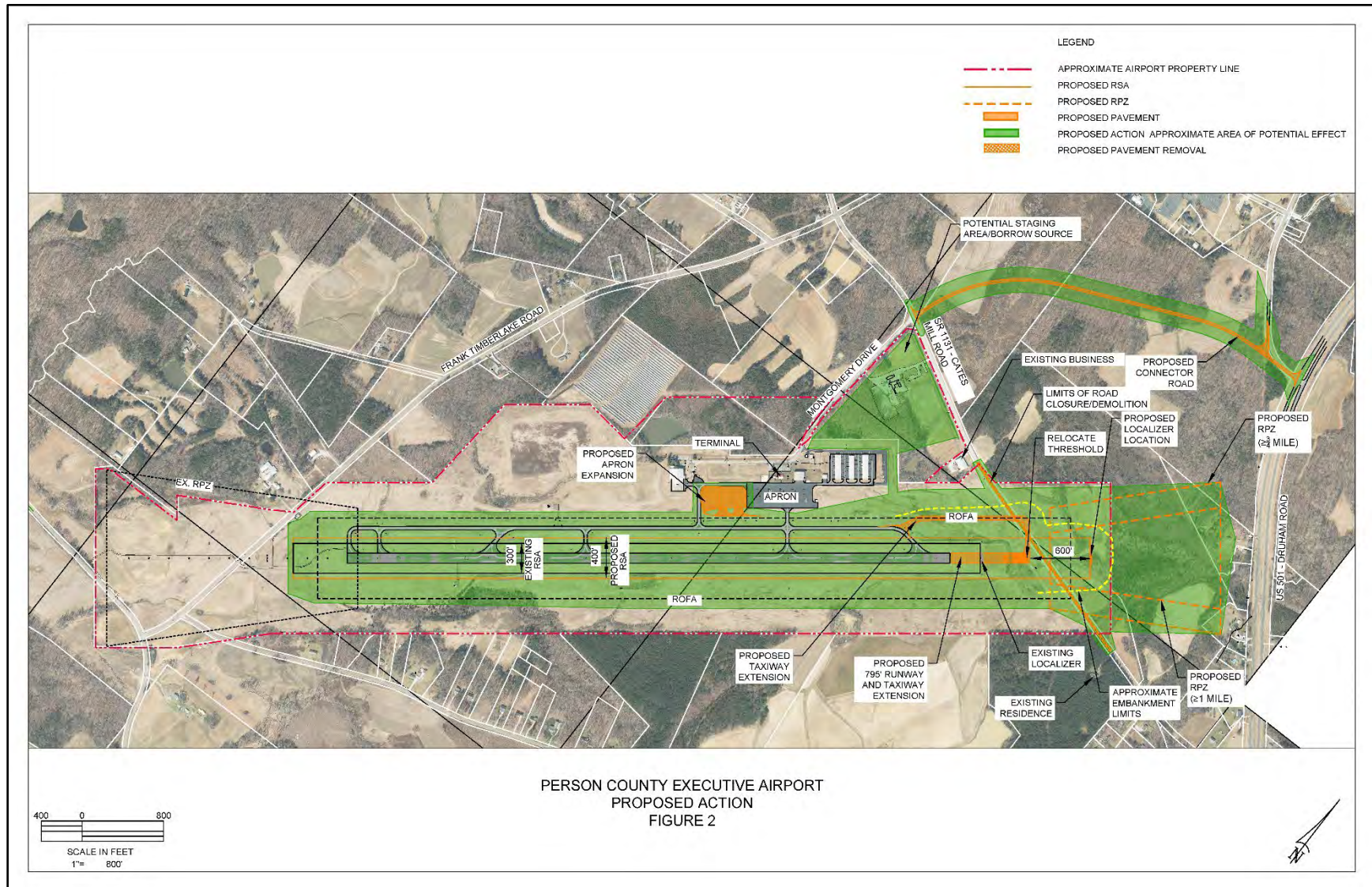


Figure 2. Person County Airport Proposed Action.

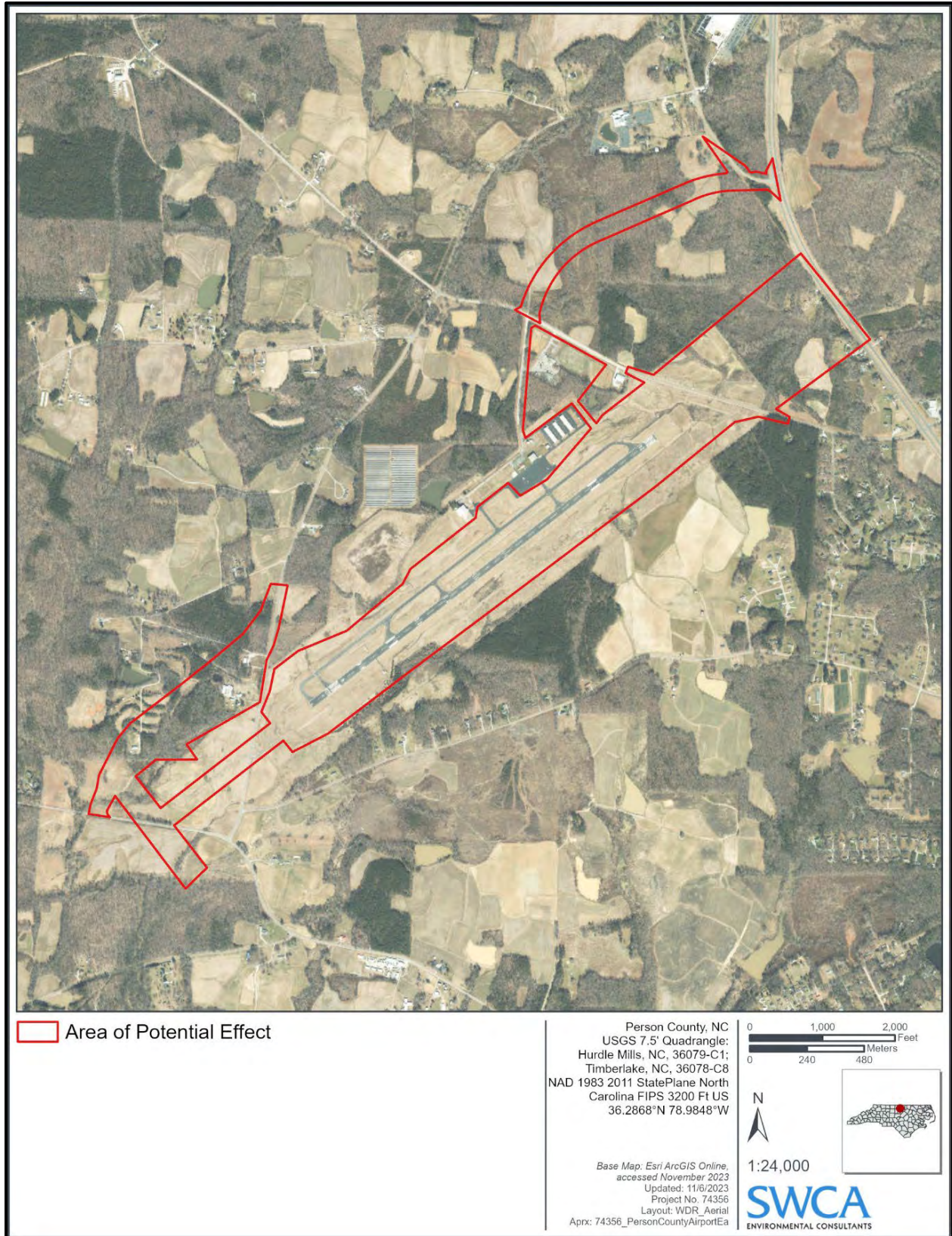


Figure 3. Person County Airport EA area of potential effects for Proposed Action and alternatives.

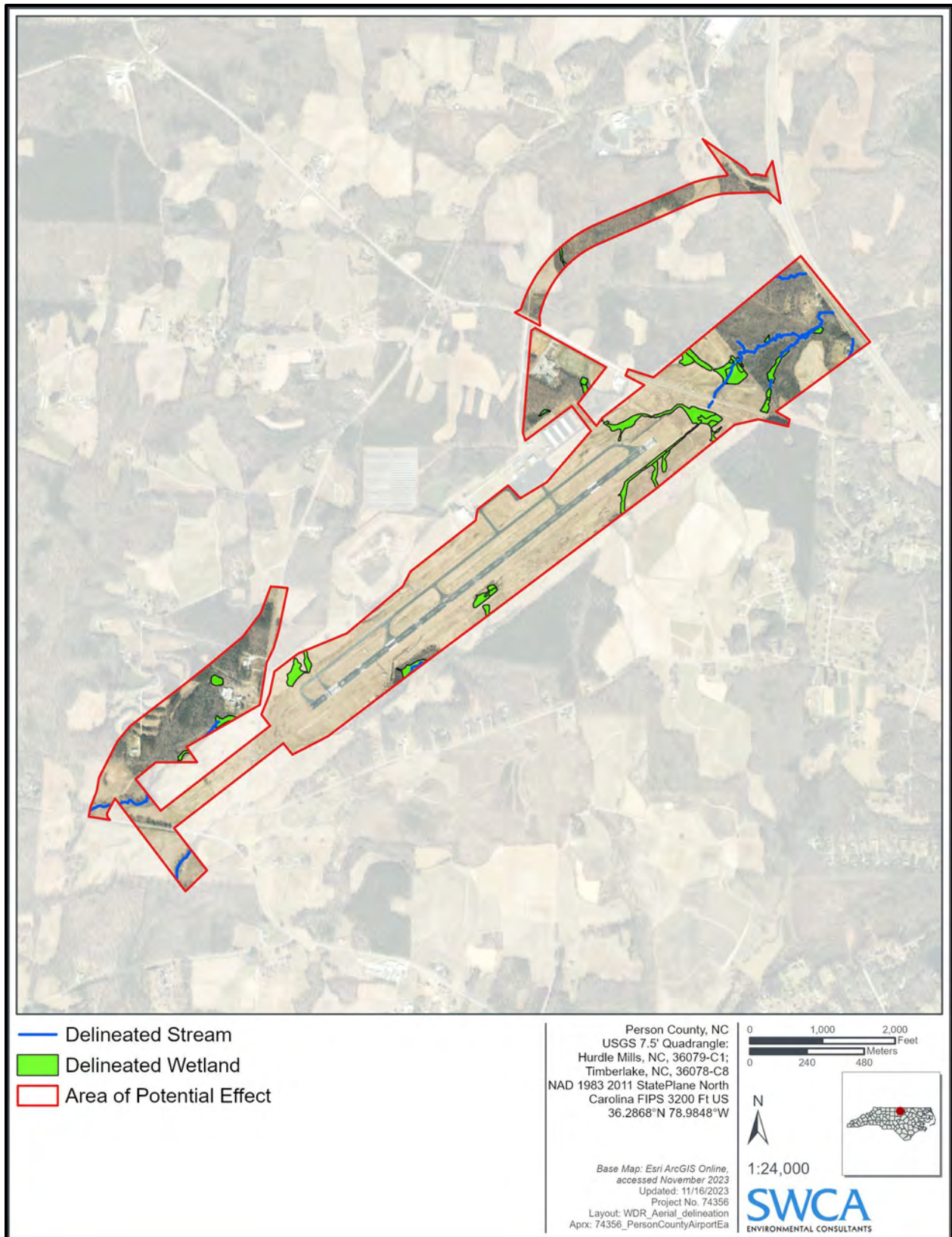


Figure 4. Person County Airport EA area of potential effects wetlands and streams.



ENVIRONMENTAL CONSULTANTS

Sound Science. Creative Solutions.®

113 Edinburgh South Drive
Suite 120
Cary, North Carolina 27511
Tel 919.292.2200
www.swca.com

November 30, 2023

Pete Benjamin
Field Supervisor
Raleigh Ecological Services Field Office
551-F Pylon Drive
Raleigh, North Carolina 27606
Sent via email: Raleigh@fws.com

RE: Request for Environmental Review – Scoping for Runway Extension and Runway Safety Area Improvements at the Person County Airport, Person County, North Carolina

Dear Pete Benjamin:

SWCA Environmental Consultants (SWCA), in coordination with the Federal Aviation Administration and North Carolina Department of Transportation, Division of Aviation, is preparing an environmental assessment (EA) for the proposed Runway 6-24 extension and runway safety area (RSA) improvements (proposed project) at the Person County Airport (Airport) also known as the Raleigh Regional Airport (TDF) (Figure 1). The proposed project includes extending the runway by 795 feet to a total length of 6,800 feet to meet operational requirements (Figure 2). The Runway 24 parallel taxiway would also be extended. In addition, a 600-foot-long RSA would be constructed beyond the Runway 24 end to comply with the ‘prior to landing’ threshold for the extended runway. Navigation equipment would be moved outside of the RSA.

The proposed project would also include

- increasing the width of the RSA to 400 feet along the entire runway,
- closing a portion of Cates Mill Road where it bisects the Airport,
- constructing a new connector road from U.S. Route 501 (Durham Road) to the existing Airport entrance road,
- clearing trees within the Runway 24 runway protection zone,
- acquiring land to protect the Runway 24 runway protection zone from non-compliant development, and
- expanding the aircraft parking apron.

The purpose of the project is to correct identified deficiencies on Runway 6-24 and the aircraft parking apron to accommodate the airport fleet and increase safety. The EA will analyze the potential impacts of the project and a range of alternatives. The alternatives include increasing the width of the RSA to 500 feet, improving the Runway 6 end in addition to the Runway 24 end, and extending the runway by 1,260 feet to bring the total length to 7,265 feet. All activities for the proposed project and alternatives would occur within the area of potential effects shown in Figure 3.

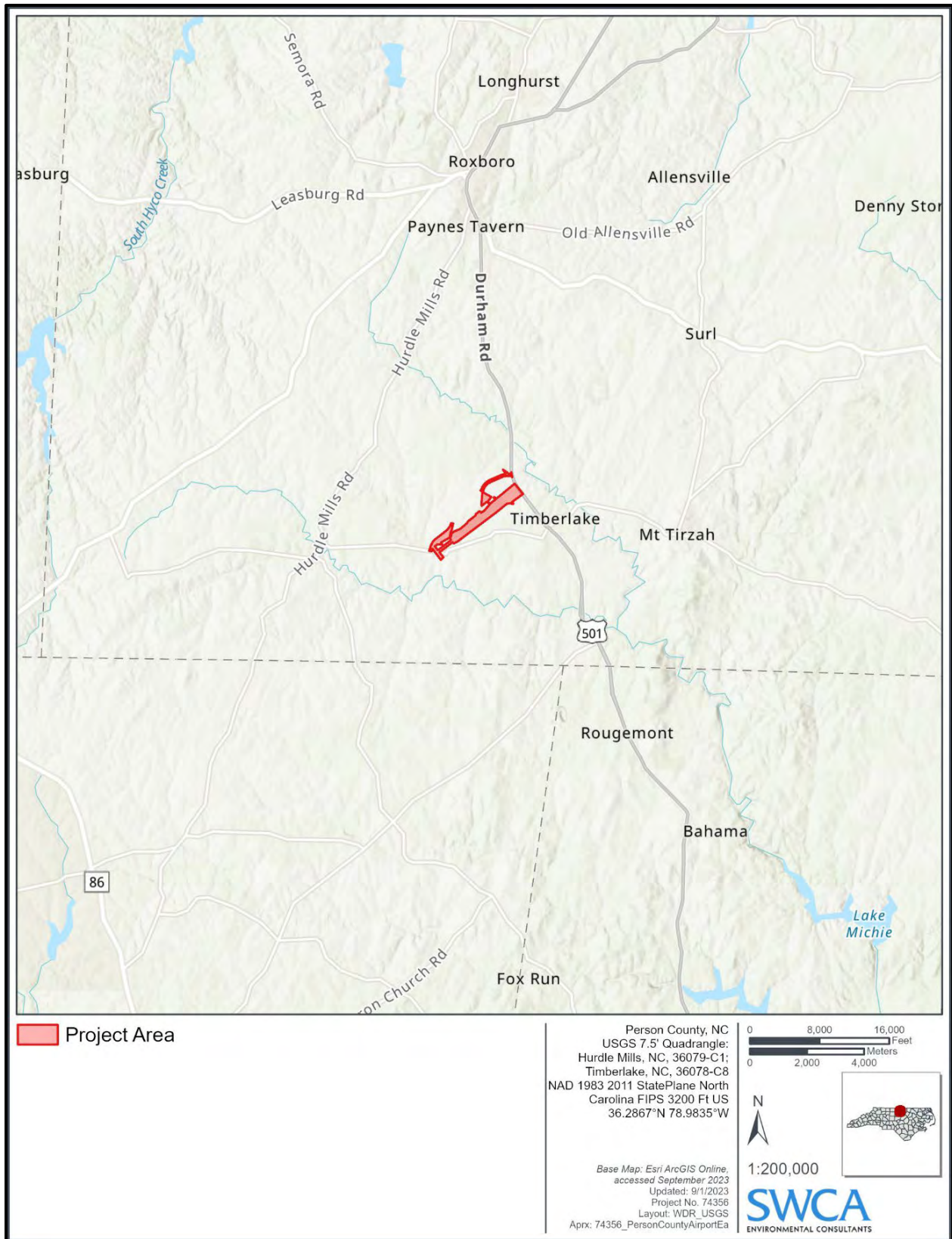


Figure 1. Person County Airport project location.

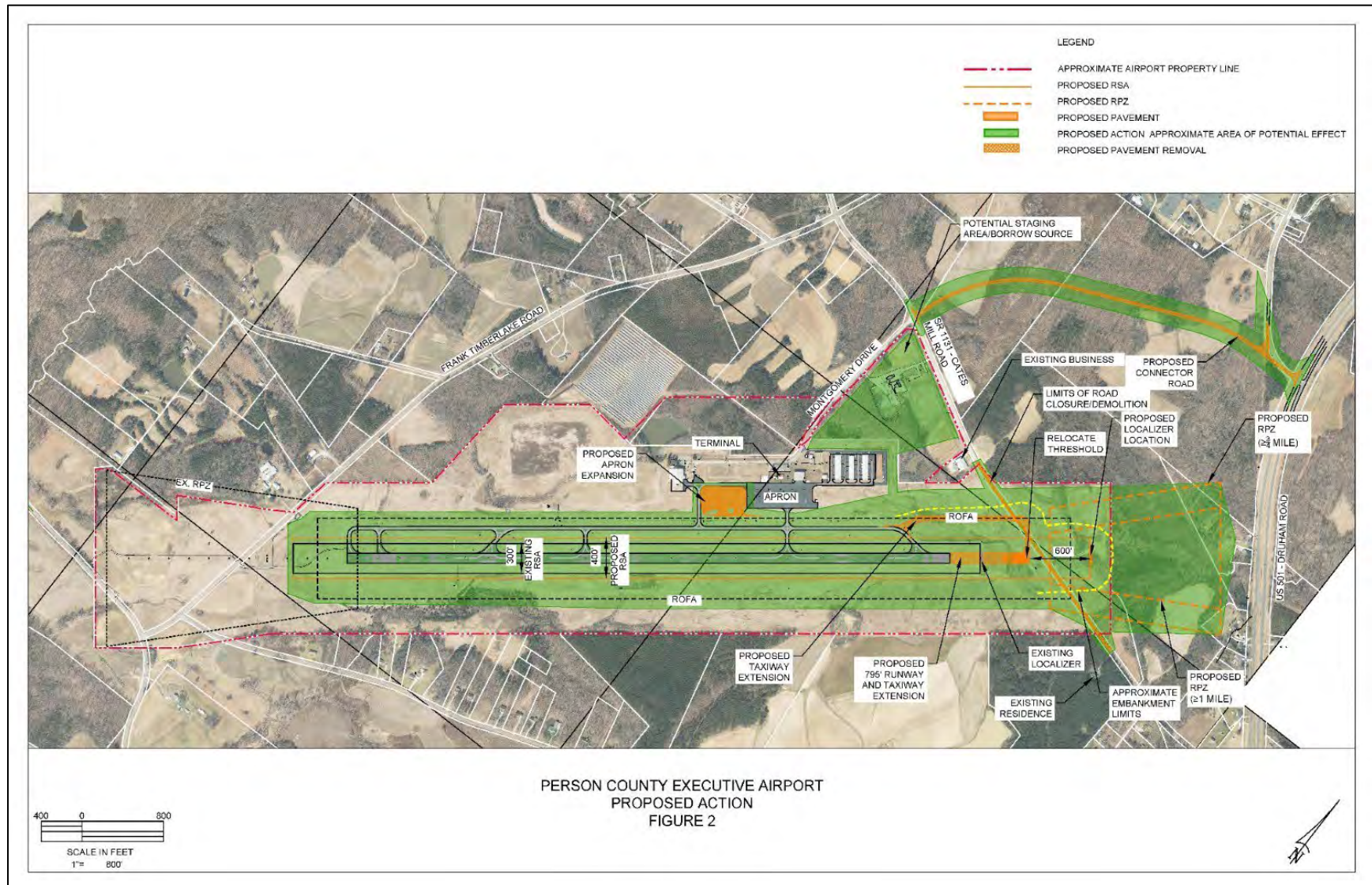


Figure 2. Person County Airport EA Proposed Actions.

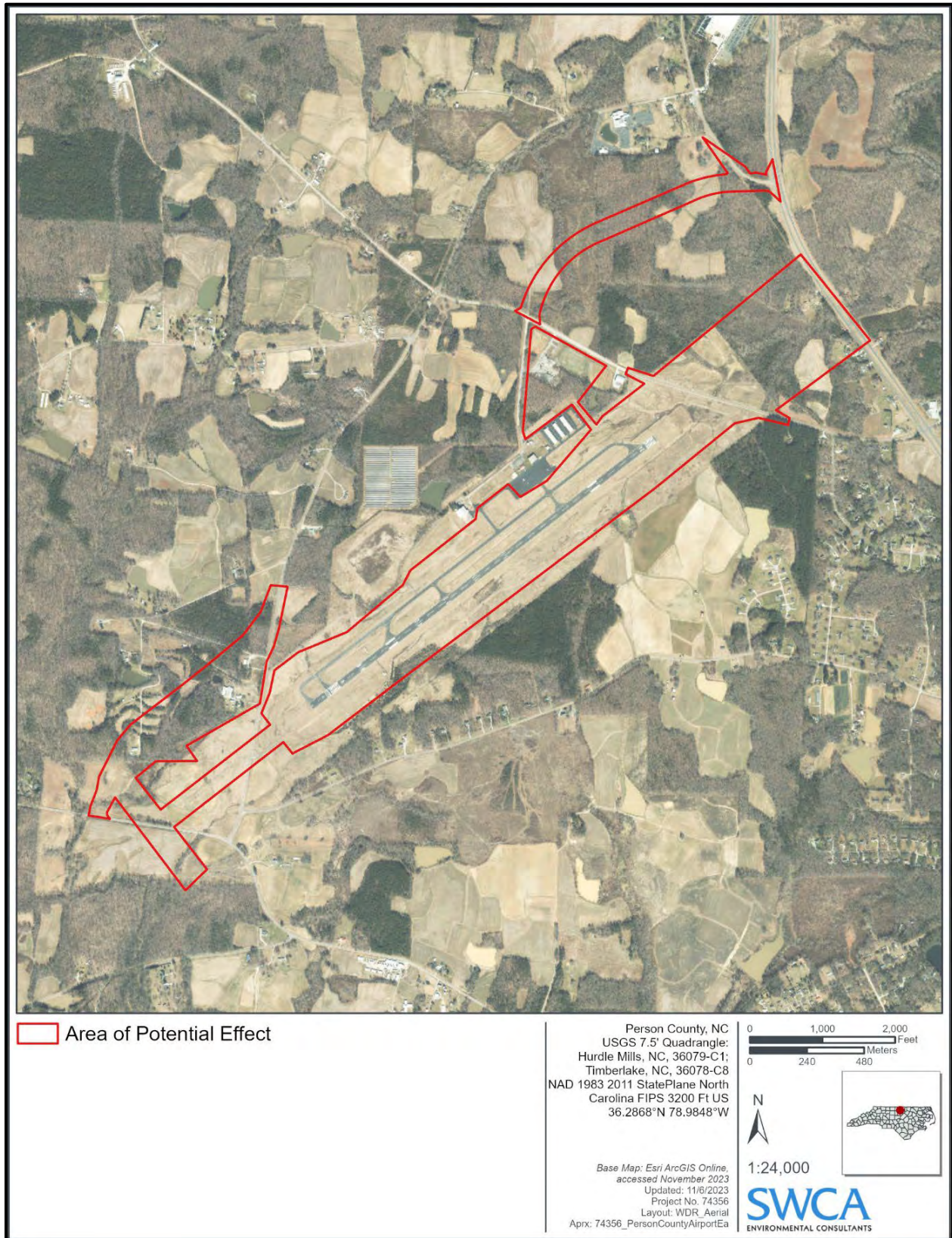


Figure 3. Person County Airport EA area of potential effects.

Land-cover maps (U.S. Geological Survey [USGS] 2023) indicate the proposed project area consists primarily of developed, open space; deciduous forest; and hay/pasture land. The in-field habitat assessment completed by SWCA confirmed the general accuracy of land cover described in Table 1 and shown in Figure 4. Wetland delineation and biological surveys, including an assessment of threatened and endangered species habitats, have been completed (SWCA 2023a, 2023b). Delineated wetlands and streams are shown in Figure 5.

Table 1. Vegetation Communities

Community	Acres	Percent of Project Area
Developed, open space	145.6	36.6
Deciduous forest	73.4	18.5
Hay/pasture	46.8	11.8
Developed, low-intensity	36.1	9.1
Cultivated crops	27.4	6.9
Developed, medium-intensity	25.8	6.5
Mixed forest	18.0	4.5
Evergreen forest	10.1	2.5
Shrub/Scrub	7.9	2.0
Developed, high-intensity	5.2	1.3
Open water	0.9	0.2
Herbaceous	0.3	<0.1
Emergent herbaceous wetlands	0.2	<0.1
Total	397.7	100.0

Source: USGS (2023)

As observed during field surveys, the fenced airstrip includes a paved runway surrounded by maintained grass. Outside the fenced area, the proposed project area consists of deciduous forest with smaller areas of residential properties and agricultural land. Planted pine forests are present in a few areas but are not very common throughout the proposed project area. Wetland communities are present throughout these areas.

The forested upland communities consist of a prevalence of non-wetland woody species 20 feet or greater in height and 3 inches or greater in diameter at breast height. Dominant tree species include American sweetgum (*Liquidambar styraciflua*), willow oak (*Quercus phellos*), tulip poplar (*Liriodendron tulipifera*), northern white oak (*Quercus alba*), northern red oak (*Quercus rubra*), pignut hickory (*Carya glabra*), and eastern red cedar (*Juniperus virginiana*). Upland forests in the proposed project area are mostly mature deciduous forests with somewhat developed midstories and generally a sparse herbaceous layer. Some areas are recently logged and are in the early stages of forest succession with dense saplings present.

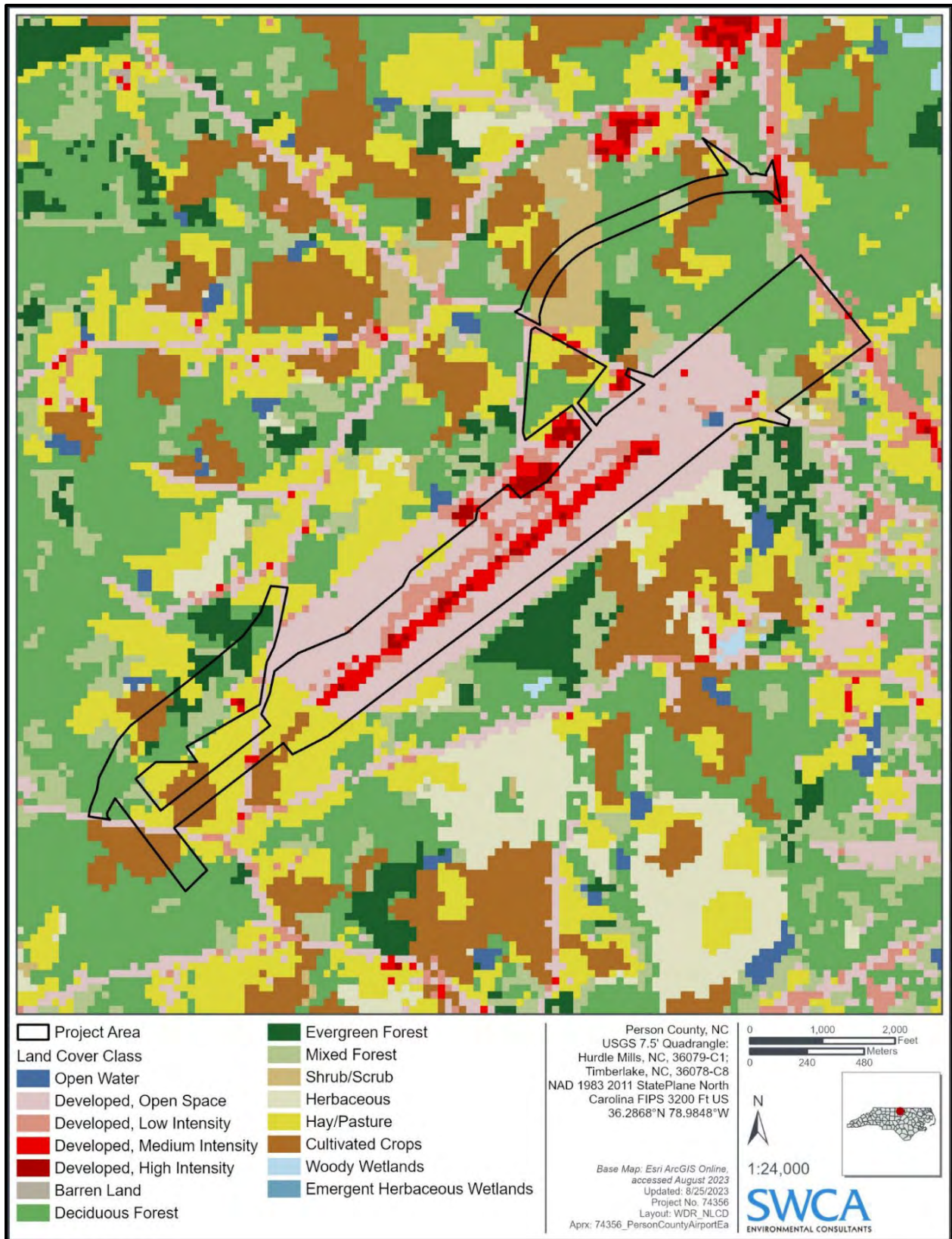


Figure 4. Vegetation communities in the proposed project area (USGS 2023).

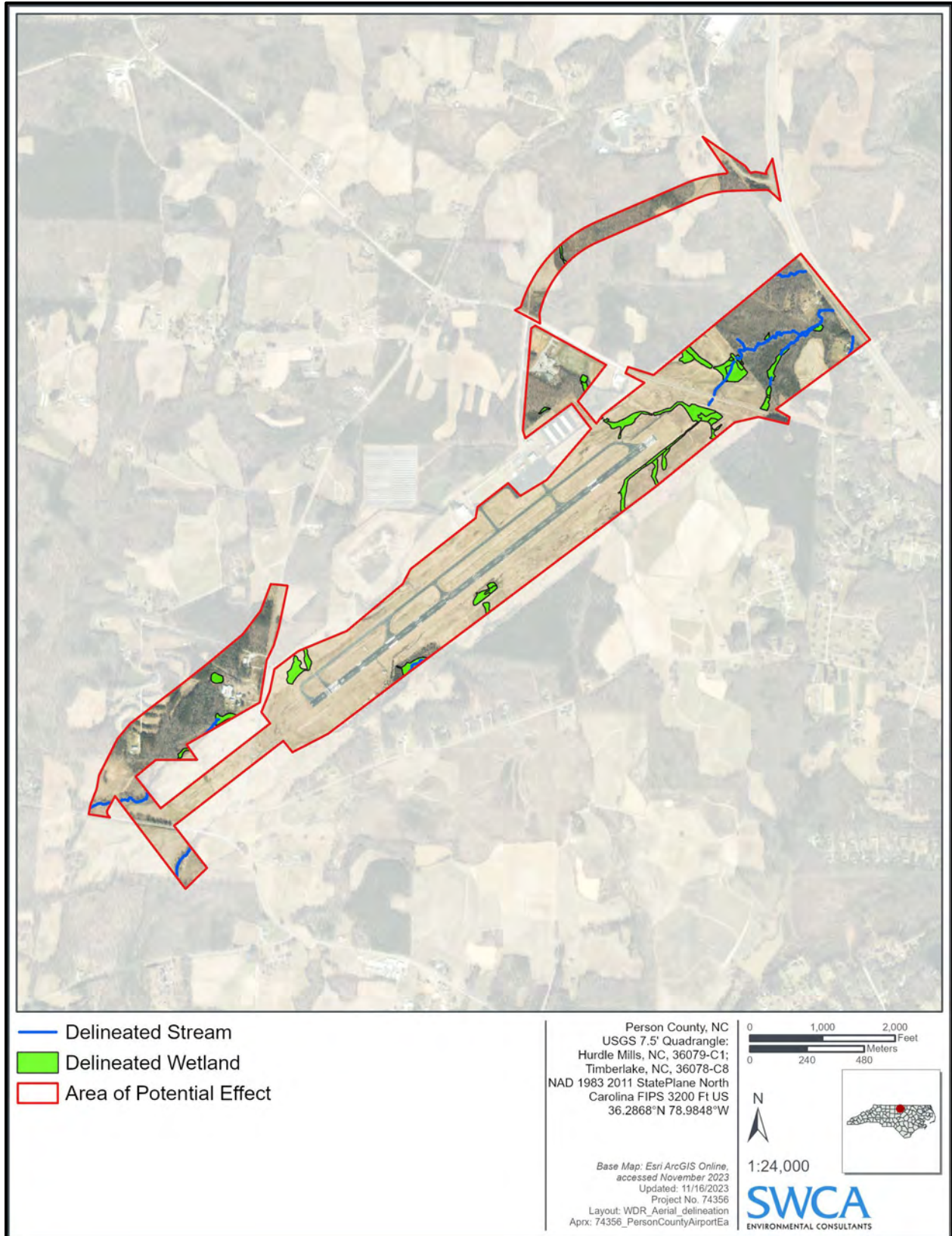


Figure 5. Person County Airport EA area of potential effects wetlands and streams.

Herbaceous upland communities were found in the maintained airfield and agricultural fields. Herbaceous upland communities are dominated by Chinese bush-clover (*Lespedeza cuneata*), hairy crab grass (*Digitaria sanguinalis*), spreading dogbane (*Apocynum androsaemifolium*), eastern poison ivy (*Toxicodendron radicans*), Bahia grass (*Paspalum notatum*), goldenrod species (*Solidago spp.*), and muscadine (*Vitis rotundifolia*). A large portion of the proposed project area is herbaceous upland surrounding the existing airport runway and appears to be regularly mowed. Other herbaceous upland areas include active and fallow agricultural fields and roadsides.

Based on the habitat assessment, the potential for species identified in the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) resource list (Attachment A) as having the potential to occur in the proposed project area or vicinity are reviewed in Table 2.

Table 2. USFWS Federally Listed Species with Potential to Occur within the Proposed Project Area

Common Name (scientific name)	Group	Listed Status	Habitat	Potential to Occur within Proposed Project Area
Tricolored bat (<i>Perimyotis subflavus</i>)	Mammal	Proposed endangered	Roosts in live or recently dead deciduous hardwood trees. Hibernates in caves, culverts, and abandoned water wells.	Moderate. The forested areas may provide suitable roosting habitat.
Neuse River waterdog (<i>Necturus lewisi</i>)	Amphibian	Threatened	Inhabit rivers and larger streams, prefer leaf beds in quiet waters (North Carolina Wildlife Resources Commission [NCWRC] 2023a).	Low. The streams are likely too small to support this species.
Carolina madtom (<i>Noturus furiosus</i>)	Fish	Endangered	Prefer free-flowing streams with clean sand or gravel bottoms. Endemic to the Tar and Neuse River basins (NCWRC 2023b).	Moderate. While most of the proposed project area streams are small and consist of silty substrates with leaf litter, twigs, and other detritus, portions of one perennial stream contain gravel and other coarse substrates. This stream is the primary perennial stream originating just south of Cates Mill Road inside the Airport runway area and is an unnamed tributary to the North Flat River.
Atlantic pigtoe (<i>Fusconaia masoni</i>)	Clam	Threatened	Prefer coarse sand and gravel, and rarely silt and detritus. Historically, the best populations existed in small creeks to larger rivers with excellent water quality, where flows were sufficient to maintain clean, silt-free substrates (USFWS 2023b).	Moderate. While most of the proposed project area streams are small and consist of silty substrates with leaf litter, twigs, and other detritus, portions of one perennial stream contain gravel and other coarse substrates. This stream is the primary perennial stream originating just south of Cates Mill Road inside of the Airport runway area and is an unnamed tributary to the North Flat River.
Monarch butterfly (<i>Danaus plexippus</i>)	Insect	Candidate	Prairies, meadows, grasslands, and roadsides with milkweed (<i>Asclepias spp.</i>) and flowering plants (USFWS 2023c).	Moderate. Meadows adjacent to the existing Airport runway and surrounding roads appear to be mowed regularly, which may inhibit sustained growth of milkweed and other nectar plants.

Source: USFWS (2023a)

No USFWS-designated critical habitats for federally listed species are within the proposed project area. None of the listed species were observed during surveys. We are requesting your review of the proposed project and would appreciate your response with any comments as we prepare the EA. Comments can be mailed to the address above or emailed to me at kgiblin@swca.com.

Sincerely,



Kara Giblin
Project Manager

LITERATURE CITED

- North Carolina Wildlife Resources Commission (NCWRC). 2023a. Neuse River Waterdog. <https://www.ncwildlife.org/Learning/Species/Amphibians/Neuse-River-Waterdog>
- . 2023b. Carolina Madtom. <https://www.ncwildlife.org/Learning/Species/Fish/Carolina-Madtom>
- SWCA Environmental Consultants (SWCA). 2023a. Wetland and Waterbody Delineation Report for the Person County Airport Expansion Project, Person County, North Carolina. Raleigh, North Carolina: SWCA Environmental Consultants.
- . 2023b. Biological Resources Summary Report for the Person County Airport Expansion Project, Person County, North Carolina. Raleigh, North Carolina: SWCA Environmental Consultants.
- U.S. Fish and Wildlife Service (USFWS). 2023a. IPaC, Information for Planning and Consultation, Explore location. Available at: <https://ipac.ecosphere.fws.gov/location/52KWJIY2SZGELBJ5RMERHQX2CE/resources>. Accessed August 2023.
- . 2023b. Atlantic Pigtoe. Available at: <https://www.fws.gov/species/atlantic-pigtoe-fusconaia-masoni>. Accessed August 2023.
- . 2023c. ECOS, Environmental Conservation Online System, Monarch butterfly (*Danaus plexippus*). Available at: <https://ecos.fws.gov/ecp/species/9743>. Accessed August 2023.
- U.S. Geological Survey (USGS). 2023. National Land Cover Database (NLCD). Available at: <https://www.usgs.gov/centers/eros/science/national-land-cover-database>. Accessed August 2023.

ATTACHMENT A
IPAC RESOURCE LIST

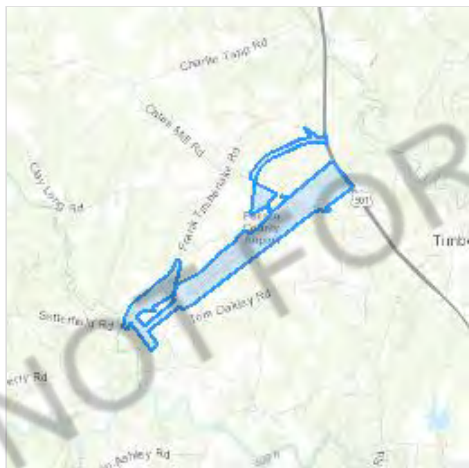
IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Person County, North Carolina



Local office

Raleigh Ecological Services Field Office

☎ (919) 856-4520

📠 (919) 856-4556

MAILING ADDRESS

Post Office Box 33726

Raleigh, NC 27636-3726

PHYSICAL ADDRESS

551 Pylon Drive, Suite F

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME

STATUS

Tricolored Bat *Perimyotis subflavus*

Proposed Endangered

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/10515>

Amphibians

NAME

STATUS

Neuse River Waterdog *Necturus lewisi*

Threatened

Wherever found

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<https://ecos.fws.gov/ecp/species/6772>

Fishes

NAME

STATUS

Carolina Madtom *Noturus furiosus*

Endangered

Wherever found

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<https://ecos.fws.gov/ecp/species/528>

Clams

NAME

STATUS

Atlantic Pigtoe *Fusconaia masoni*

Threatened

Wherever found

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.<https://ecos.fws.gov/ecp/species/5164>

Insects

NAME

STATUS

Monarch Butterfly *Danaus plexippus*

Candidate

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/9743>

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <https://www.fws.gov/program/migratory-birds/species>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

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

NAME	BREEDING SEASON
<p>Bald Eagle <i>Haliaeetus leucocephalus</i></p> <p>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.</p>	Breeds Sep 1 to Jul 31

Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Prairie Warbler <i>Dendroica discolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Jul 31
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds elsewhere
Wood Thrush <i>Hyllocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

Probability of Presence Summary

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

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.

APPENDIX C

USFWS Correspondence and Biological Resources Report



Eastern North Carolina Ecological Services Field Office

FWS Ecosphere #: _____

The Service concurs with your effect determination(s) for resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.). This finding fulfills the requirements of the Act. If project design changes are made or new information becomes available, please submit new plans for review.

for Jennifer Archambault, Ph.D.
Acting Field Supervisor

Date



[EXTERNAL] RE: Project Review Request - Person County Airport Project (IPaC Record number 2024-0078255)

From Kara Giblin <KGiblin@swca.com>

Date Thu 1/15/2026 10:36 AM

To Dikun, Kerri A <kerri_dikun@fws.gov>

2 attachments (301 KB)

TDF Runway Extension EA_5.0 Mitigation.pdf; speciesconclusionstable 20260115.pdf;

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

Good morning, Kerri.

This email is to verify that the protection measures provided by the Service have been incorporated into the environmental assessment and will be implemented as part of the proposed project. Attached are Section 5.0 of the EA (Mitigation) and the table of determinations of not likely to adversely affect listed species.

Please let me know if you need anything else.

Kara Giblin

Project Environmental Planner

SWCA Environmental Consultants

From: Matthews, Kathryn (Kathy) <kathryn_matthews@fws.gov>

Sent: Wednesday, June 18, 2025 4:51 PM

To: Naik, Lopa (FAA) <Lopa.Naik@faa.gov>; Kara Giblin <KGiblin@swca.com>; Stephen Bright <wsbright@tbiilm.com>; Jessie Elepe <jelepe@tbiilm.com>

Subject: Re: [EXTERNAL] RE: Project Review Request - Person County Airport Project (IPaC Record number 2024-0078255)

No, this email is sufficient. If you and the Airport can commit to the BMPs, the Service can concur that the project is not likely to adversely affect listed species.

Species Conclusions Table

Project Name: _____

Date: _____

Species / Resource Name	Conclusion	ESA Section 7 / Eagle Act Determination	Notes / Documentation

Acknowledgement: I agree that the above information about my proposed project is true. I used all of the provided resources to make an informed decision about impacts in the immediate and surrounding areas.

Signature /Title

Date

4.13 Greenhouse Gas Emissions

4.13.1 Regulatory Setting and Methodology

FAA guidance requires that GHG emissions be considered as part of any NEPA review.⁴ Considering GHG emissions for an FAA project follows the basic procedure of considering the potential incremental change in CO₂ emissions that would result from the Proposed Action and action alternatives compared to the No Action Alternative for the same timeframe.

4.13.2 Affected Environment

There is a direct correlation between fuel combustion and GHG emissions. The existing GHG emissions in the General Study Area are due to vehicles on roads and highways, as well as emissions from air traffic.

4.13.3 Environmental Consequences

4.13.3.1 PROPOSED ACTION AND ALTERNATIVES

The Proposed Action and action alternatives would not cause or create a reasonably foreseeable increase in GHG emissions. Aircraft operations would not change as a result of the Proposed Action or action alternatives; therefore, air traffic emissions would not increase. The construction process for the Proposed Action and action alternatives would temporarily increase GHG emissions. Emissions from vehicles used during construction would be insignificant compared to vehicle emissions from surrounding traffic and from air traffic.

4.13.3.2 NO ACTION ALTERNATIVE

Under the No Action Alternative, the proposed project would not be constructed or operated. As a result, no construction activities would occur, and there would be no change in the existing GHG emissions.

5 MITIGATION MEASURES

The Proposed Action and action Alternatives would result in unavoidable impacts to wetlands and surface waters. Compensatory mitigation is required to replace the loss of wetland functions in the watershed. The sponsor would obtain permits from the USACE and NCDWR prior to construction. Mitigation requirements would be determined during the permitting process.

To protect federally listed aquatic species in the project footprint and downstream, the following measures provided by the USFWS would be implemented.

1. A double row of silt fence would be installed in areas draining to North Flat River, to ensure that erosion is captured effectively.
2. Silt fence outlets for each row of silt fence would be offset to provide additional retention of water and sediment in the outer row.
3. All vehicles would be inspected for leaks immediately prior to entering the work area each day. Any leaks would be repaired and construction vehicles cleaned thoroughly to remove any residual dirt, mud, debris, grease, motor oil, hydraulic fluid, coolant, or other hazardous substances from construction vehicles.

⁴ Although this EA was prepared relying on Order 1050.1F, this EA refers not to 'climate' as a category of impact but rather more accurately describes this affected environment section as Greenhouse Gas Emissions. Although the category name differs from that used in Order 1050.1F, the analysis is unchanged in substance and presents information consistent with the direction in the Order 1050.1F Desk Reference.

4. Inspections, repairs, cleaning, and/or servicing would be conducted before the vehicle, equipment, or machinery is transported into the field or to the work site.
5. Fuel and maintain vehicles or equipment and store potentially toxic substances within a containment area in uplands.
6. The size and number of access corridors for construction vehicles in the stream buffer would be minimized.
7. All disturbed soils would be restored to grade and provide temporary stabilization measures as necessary to prevent erosion until the area can revegetate.
8. Temporary and permanent stabilization measures would include only natural materials that are expected to degrade over time.

6 LIST OF PREPARERS

The FAA and consultant staff involved in the preparation of this EA are listed below.

Federal Aviation Administration:

Lopa Naik – Lopa.Naik@faa.gov
FAA Southern Region
Memphis Airports District Office

North Carolina Division of Aviation:

Martha Hodge – mmhodge@ncdot.gov

Talbert & Bright, Inc:

Stephen Bright – wsbright@tbiilm.com
Jessie Elepe – jelepe@tbiilm.com
4810 Shelley Drive
Wilmington, North Carolina 28405

SWCA Environmental Consultants:

Kara Giblin, Project Manager/NEPA Specialist – kgiblin@swca.com
Kathy Murphy, Assistant Project Manager/NEPA Specialist – kathy.murphy@swca.com
Matthew Jorgenson, Cultural Resources Lead – matthew.jorgenson@swca.com
Simon King, Project Ecologist – simon.king@swca.com

SWCA Environmental Consultants
113 Edinburgh South Drive, Suite 120
Cary, North Carolina 27511

From: [Matthews, Kathryn \(Kathy\)](#)
To: [Kara Giblin](#)
Cc: [Mann, Leigh](#)
Subject: Re: Project Review Request - Person County Airport Project (IPaC Record number 2024-0078255)
Date: Monday, June 16, 2025 11:26:40 AM
Attachments: [image001.png](#)

Hi Kara,

Sorry for the delay in our response. Based on the provided information, the Service assumes presence of Atlantic pigtoe and green floater in the perennial stream that is tributary to North Flat River. The streams on site are too high up in the watershed and too small for both Neuse River waterdog and Carolina madtom, but those species may be present downstream of the site in the North Flat River. Therefore, it will be very important to prevent sediment or pollutants from entering the streams on the site. If the FAA/Airport can commit to the following Best Management Practices, then the Service can concur that the project is not likely to adversely affect listed species:

1. A double row of silt fence should be installed in areas draining to North Flat River, to ensure that erosion is captured effectively.
2. Silt fence outlets for each row of silt fence should be offset to provide additional retention of water and sediment in the outer row.
3. Inspect all vehicles for leaks immediately prior to entering the work area each day. Repair any leaks and clean construction vehicles thoroughly to remove any residual dirt, mud, debris, grease, motor oil, hydraulic fluid, coolant, or other hazardous substances from construction vehicles.
4. Inspections, repairs, cleaning, and/or servicing should be conducted before the vehicle, equipment, or machinery is transported into the field or at the work site.
5. Fuel and maintain vehicles or equipment and store potentially toxic substances within a containment area in uplands.
6. Minimize the size and number of access corridors for construction vehicles in the stream buffer.
7. Restore all disturbed soils to grade and provide temporary stabilization measures as necessary to prevent erosion until the area can revegetate.
8. Temporary and permanent stabilization measures should include only natural materials that are expected to degrade over time.

Let me know if you have questions. Thanks,

Kathy Matthews

Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
3916 Sunset Ridge Rd.
Raleigh, NC 27607
Phone 984-308-0852

From: Kara Giblin <KGiblin@swca.com>
Sent: Tuesday, May 6, 2025 5:57 PM
To: Raleigh, FW4 <raleigh@fws.gov>
Cc: Naik, Lopa (FAA) <Lopa.Naik@faa.gov>
Subject: [EXTERNAL] Project Review Request - Person County Airport Project 2024-0078255

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

Good afternoon,

SWCA, on behalf of the Federal Aviation Administration and North Carolina Department of Transportation Division of Aviation, is requesting your review of the proposed Runway 6-24 extension and runway safety area improvements (proposed project) at the Person County Airport.

The attached project review package provides information about the species, critical habitat, and bald eagles considered in our review. Additionally, the species conclusions table included in the package identifies our determinations for the resources that may be affected by the proposed project. The original project review package was submitted to FWS July 17, 2024, and assigned to John Ellis; however, we did not receive an official response before his departure.

We have revised the attached package with an updated IPac list and are re-submitting for your review.

Thank you,

Kara Giblin
Project Environmental Planner
SWCA Environmental Consultants
704.621.4102
kgiblin@swca.com



ENVIRONMENTAL CONSULTANTS

Sound Science. Creative Solutions.®

113 Edinburgh South Drive
Suite 120
Cary, North Carolina 27511
Tel 919.292.2200
www.swca.com

May 6, 2025

U.S. Fish and Wildlife Service
Raleigh Field Office
P.O. Box 33726
Raleigh, NC 27636
Sent via email: Raleigh@fws.gov

RE: Online Project Review Request – Runway Extension and Runway Safety Area Improvements at the Person County Airport, Person County, North Carolina; Project 2024-0078255

SWCA Environmental Consultants (SWCA), in coordination with the Federal Aviation Administration and North Carolina Department of Transportation, Division of Aviation, is preparing an environmental assessment (EA) for the proposed Runway 6-24 extension and runway safety area (RSA) improvements (proposed project) at the Person County Airport (Airport) also known as the Raleigh Regional Airport (TDF) (Figure 1).

Project Description

The proposed project (Proposed Action) includes extending the runway by 795 feet to a total length of 6,800 feet to accommodate the current airport fleet more safely (Figure 2). The Runway 24 parallel taxiway would also be extended. In addition, a 600-foot-long RSA would be constructed beyond the Runway 24 end to comply with the ‘prior to landing’ threshold for the extended runway. The proposed project would also include:

- increasing the width of the RSA to 300 feet along the entire runway,
- closing a portion of Cates Mill Road where it bisects the Airport,
- constructing a new connector road from U.S. Route 501 (Durham Road) to the existing Airport entrance road,
- clearing trees within the Runway 24 runway protection zone,
- acquiring land to protect the Runway 24 runway protection zone from non-compliant development, and
- expanding the aircraft parking apron.

The area of potential effect (APE) is the proposed permanent footprint plus the surrounding area that would be temporarily disturbed during construction, which is 284 acres, including 65 acres of permanent and 219 acres of temporary surface disturbance. Permanent impacts include pavement for the new road, runway extension, taxiway extension, and apron expansion, as well as the soil embankment needed for the runway extension. Temporary effects include areas disturbed during construction, including staging areas that would be restored once the project is complete. Staging areas would be within the APE and would be used for equipment, materials, and stockpiles.

Most of the permanent impact (approximately 95%) would be within developed open space and other developed lands; however, 1.6% (1.1 acres) of permanent impacts would occur in forest and 0.7% (0.5 are) in shrub/scrub habitat.

Alternatives

As part of the EA, two alternatives were analyzed. Alternative 2 would be the same as the proposed project described above, except for in addition to the Runway 24 extension, Alternative 2 would include improvements to the Runway 6 end (Figure 3). This includes: relocating Frank Timberlake Road outside of the Runway 6 RPZ, acquiring lands at the Runway 6 end, clearing trees in the Runway 6 RPZ, and relocating the MALSR at the Runway 6 end. The APE for Alternative 2 is 387 acres (67 acres of permanent and 320 acres of temporary surface disturbance). Approximately 92% of permanent impacts would be within developed open space and other developed lands; however, 4% (2.7 acres) of permanent impacts would occur in forest habitat.

Alternative 3 would be the same as the proposed project described above, except for the parallel taxiway would be extended to the end of the 1,260-foot runway extension, and Runway 24 would be extended to 1,260 feet to bring the runway takeoff length to 7,265 feet (Figure 4). This is an additional 465 feet compared to the Proposed Action. The purpose is to accommodate the aircraft currently using the airport more safely without requiring relocation of Frank Timberlake Road. The APE for Alternative 3 is 297 acres (74 acres of permanent and 223 acres of temporary surface disturbance). Approximately 86% of permanent impacts would be within developed open space and other developed lands; however, 12% (8.8 acres) of permanent impacts would occur in forest habitat.

Design Features to Protect Water Quality

The following would apply to the project and all alternatives.

- The proposed tree removal would clear and grub trees within the runway protection zone. However, in sensitive areas such as wetlands and riparian buffers, trees would be cut down and stumps left behind to avoid surface disturbance and potential erosion and sedimentation impacts.
- Grading and drainage plans would meet the current FAA Advisory Circular Requirements on runways, taxiways, apron, and associated safety areas.
- Sedimentation and erosion control plans and details would include several measures such as silt fence, seeding, sodding, mulching, rip rap inlet, and outlet protection as required. As required by the NCDEQ, sediment and erosion control best management practices (BMPs) would be implemented to reduce the risk of nutrient runoff to streams. Post-construction stormwater BMPs would, to the extent practicable, be selected and designed to reduce nutrients.
- The Airport has a Stormwater Pollution Prevention Plan (SWPPP) in place, and during design, stormwater management would be coordinated with Person County personnel. Sedimentation and erosion control permits and stormwater control permits would be obtained for the project as required by North Carolina Department of Environmental Quality.
- The estimated impacts to wetlands and streams are shown in Table 1. The applicant will apply for a Section 404 permit, Section 401 Water Quality Certification, and Riparian Buffer Authorizations prior to construction. Compensatory mitigation requirements will be determined during the permitting process.

Table 1. Potential Permanent Impacts to Wetlands and Streams

	Proposed Action	Alternative 2	Alternative 3
Wetland – Permanent	6.20 acres	6.20 acres	6.98 acres
Stream – Permanent	1,354 linear feet	1,386 linear feet	2,456 linear feet

Project Review

We have reviewed the referenced project and alternatives using the North Carolina Field Office’s online project review process and have followed all guidance and instructions in completing the review. We updated our review on May 6, 2025 (original review request was submitted July 17, 2024) and are submitting our project review package in accordance with the instructions for further review. The enclosed project review package provides information about the species, critical habitat, and bald eagles considered in our review. Additionally, the species conclusions table included in the package identifies our determinations for the resources that may be affected by the project.

We are requesting your review of the proposed project and would appreciate your response with any comments as we prepare the EA. Comments can be mailed to the address above or emailed to me at kgiblin@swca.com.

Sincerely,



Kara Giblin
Project Manager

Attachments

- Attachment A: Project Review Checklist
- Attachment B: IPaC Resource List
- Attachment C: Species Conclusion Table
- Attachment D: Biological Resources Summary Report

CC: Lopa Naik, FAA

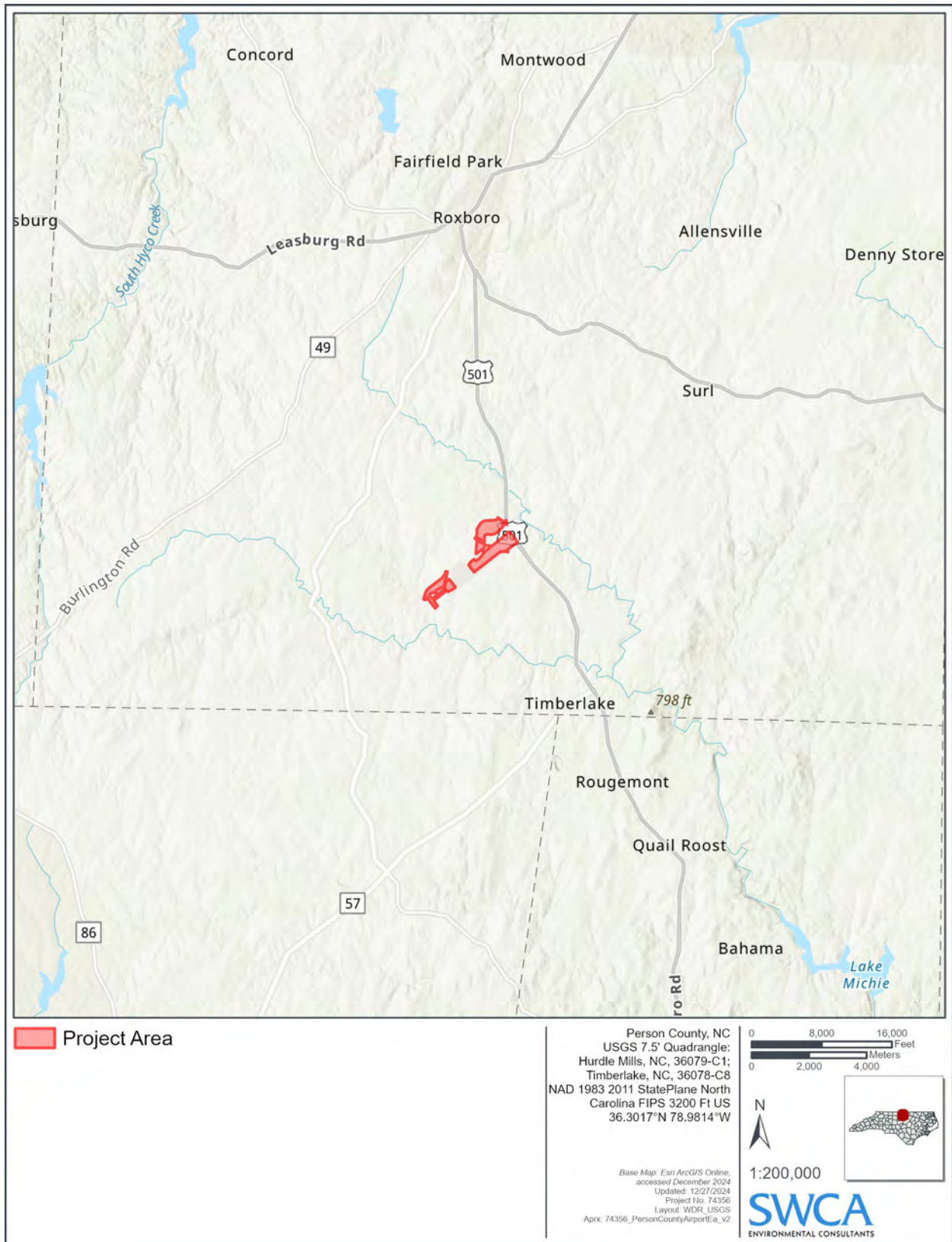


Figure 1. Person County Airport project location.

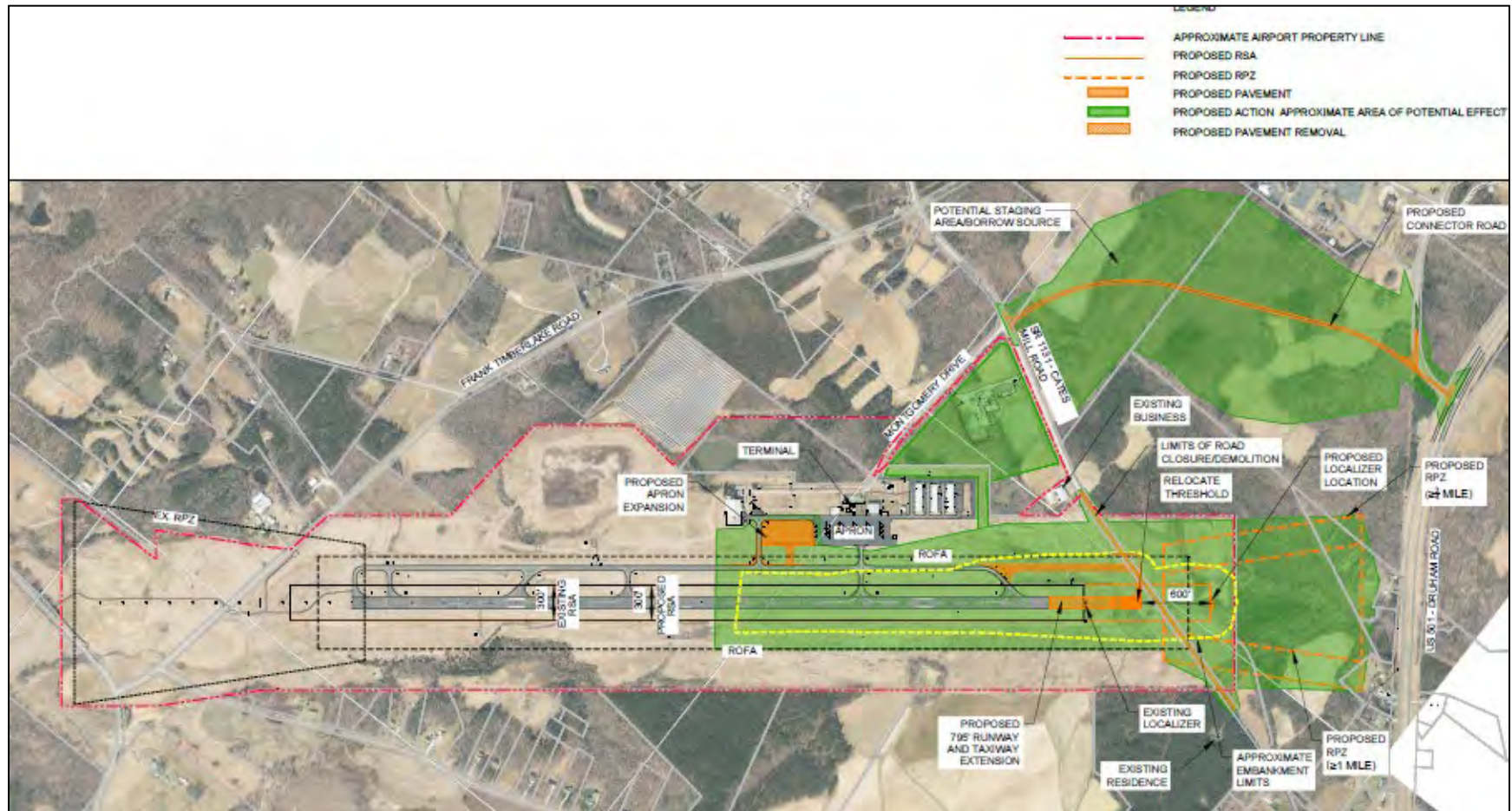


Figure 2. Person County Airport project components and Area of Potential Effects.

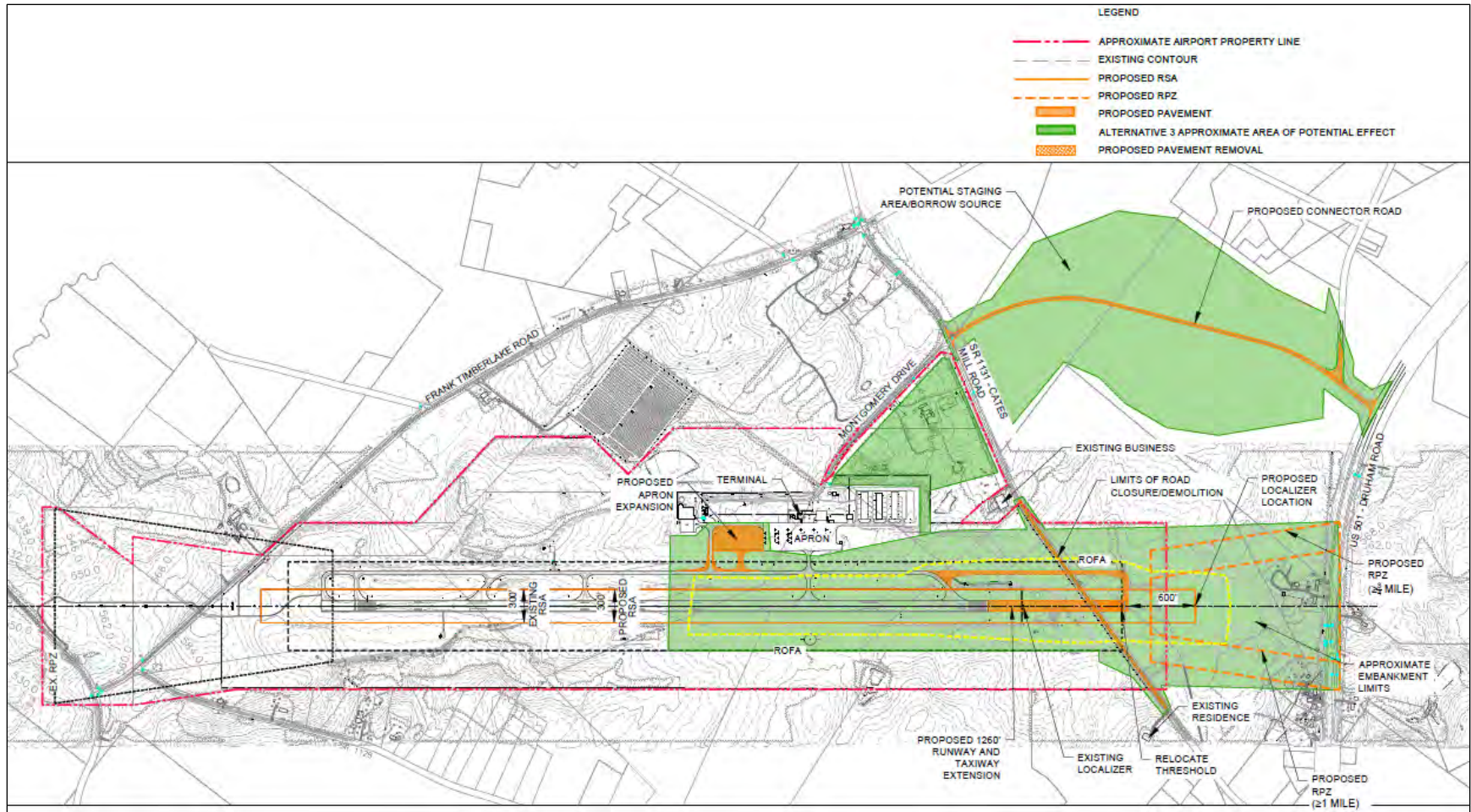


Figure 4. Alternative 3 components and Area of Potential Effect.

ATTACHMENT A
PROJECT REVIEW CHECKLIST



Project Review Checklist

Step	Item	Required	Date completed/ Notes
1 and 2	Official Species List from IPaC (will include map showing the action area)	Yes	7/17/2024, updated 5/6/2025
3	NCDENER-Heritage Program database results or correspondence.	If Applicable	8/31/2023 included in Biological Report
4	Habitat Assessments or Species Surveys	If Applicable	7/21/2023 included in Biological Report
6	Bald Eagle Conclusion Table	Yes	5/6/2025 unlikely to disturb bald eagles
7	NLEB	Yes	Not on species list
8	Species Conclusion Table	Yes	7/17/2024, updated 5/6/2025
9	Online project review request letter or Online project review certification letter	Yes	7/17/2024, updated 5/6/2025
10	Other documentation to support your conclusions	If Applicable	Biological Report (SWCA 2023)

Instructions

Submit project review packages electronically to Raleigh@fws.gov. Please indicate in your email subject title if you are submitting a "Review Request Letter" or a "Self-Certification Letter." All project reviews will receive a return receipt to inform you that your project has been successfully submitted to this office. Please note that any single email, including attachments, must be smaller than 25 MB. If a single email would be larger than 25 MB, please spread out multiple attachments among several emails (use the same subject name and project reference in all emails related to an individual project). If this is not practical, please mail a hard copy or DVD containing the project review package to our office:

Raleigh Field Office
 P.O. Box 33726
 Raleigh, NC 27636-3726

Maintain a complete copy of the project review package in your files since it will become an integral part of your official record of compliance.

Contact us

If you have questions or comments concerning this process, please contact Leigh Mann at (919) 856-4520 extension 10 or via email at Raleigh@fws.gov.

<http://Raleigh.fws.gov>

**Federal Relay Service
 for the deaf and hard-of-hearing
 1 800/877 8339**

**U.S. Fish and Wildlife Service
<http://www.fws.gov>
 1 800/344 WILD**

January 2017

ATTACHMENT B
IPAC RESOURCE LIST



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Raleigh Ecological Services Field Office
3916 Sunset Ridge Rd
Raleigh, NC 27607
Phone: (919) 856-4520 Fax: (919) 856-4556

In Reply Refer To:
Project Code: 2024-0078255
Project Name: Person County Airport

05/06/2025 14:43:10 UTC

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*). If your project area contains suitable habitat for any of the federally-listed species on this species list, the proposed action has the potential to adversely affect those species. If suitable habitat is present, surveys should be conducted to determine the species' presence or absence within the project area. The use of this species list and/or North Carolina Natural Heritage program data should not be substituted for actual field surveys.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered

species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

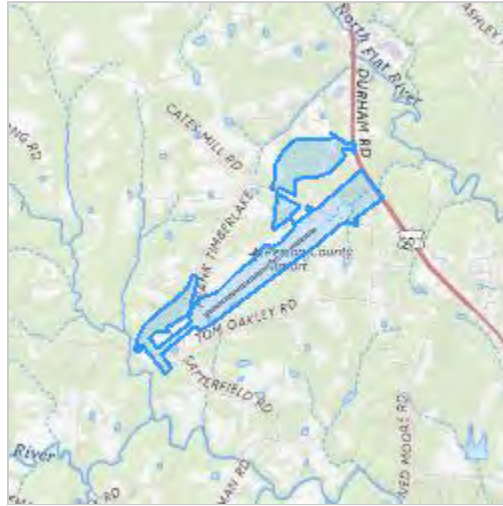
Raleigh Ecological Services Field Office
3916 Sunset Ridge Rd
Raleigh, NC 27607
(919) 856-4520

PROJECT SUMMARY

Project Code: 2024-0078255
Project Name: Person County Airport
Project Type: Airport - Maintenance/Modification
Project Description: Environmental review for potential expansion of TDF airport to meet FAA requirements.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@36.2969617,-78.97800878679288,14z>



Counties: Person County, North Carolina

ENDANGERED SPECIES ACT SPECIES

There is a total of 5 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

AMPHIBIANS

NAME	STATUS
Neuse River Waterdog <i>Necturus lewisi</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6772	Threatened

FISHES

NAME	STATUS
Carolina Madtom <i>Noturus furiosus</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/528	Endangered

CLAMS

NAME	STATUS
Atlantic Pigtoe <i>Fusconaia masoni</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5164	Threatened
Green Floater <i>Lasmigona subviridis</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7541	Proposed Threatened

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

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

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

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act ² and the Migratory Bird Treaty Act (MBTA) ¹. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

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

There are Bald Eagles and/or Golden Eagles in your [project](#) area.

Measures for Proactively Minimizing Eagle Impacts

For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the [National Bald Eagle Management Guidelines](#). You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#).

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

If disturbance or take of eagles cannot be avoided, an [incidental take permit](#) may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the [Do I Need A Permit Tool](#). For assistance making this determination for golden eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

Ensure Your Eagle List is Accurate and Complete

If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the [Supplemental Information](#)

[on Migratory Birds and Eagles](#), to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

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

PROBABILITY OF PRESENCE SUMMARY

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

Probability of Presence (■)

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

Breeding Season (■)

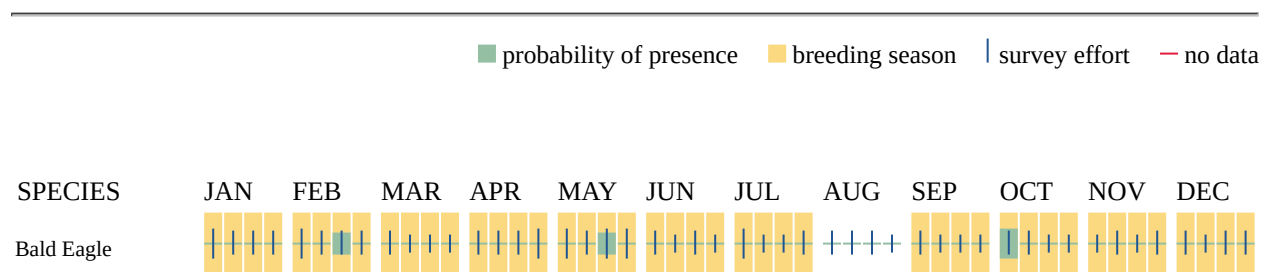
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

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

No Data (-)

A week is marked as having no data if there were no survey events for that week.



Non-BCC
Vulnerable

Additional information can be found using the following links:

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

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) ¹ prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service). The incidental take of migratory birds is the injury or death of birds that results from, but is not the purpose, of an activity. The Service interprets the MBTA to prohibit incidental take.

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

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25

NAME	BREEDING SEASON
Grasshopper Sparrow <i>Ammodramus savannarum perpallidus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8329	Breeds Jun 1 to Aug 20
Prairie Warbler <i>Setophaga discolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9513	Breeds May 1 to Jul 31
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9478	Breeds elsewhere
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

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

Probability of Presence (■)

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

Breeding Season (■)

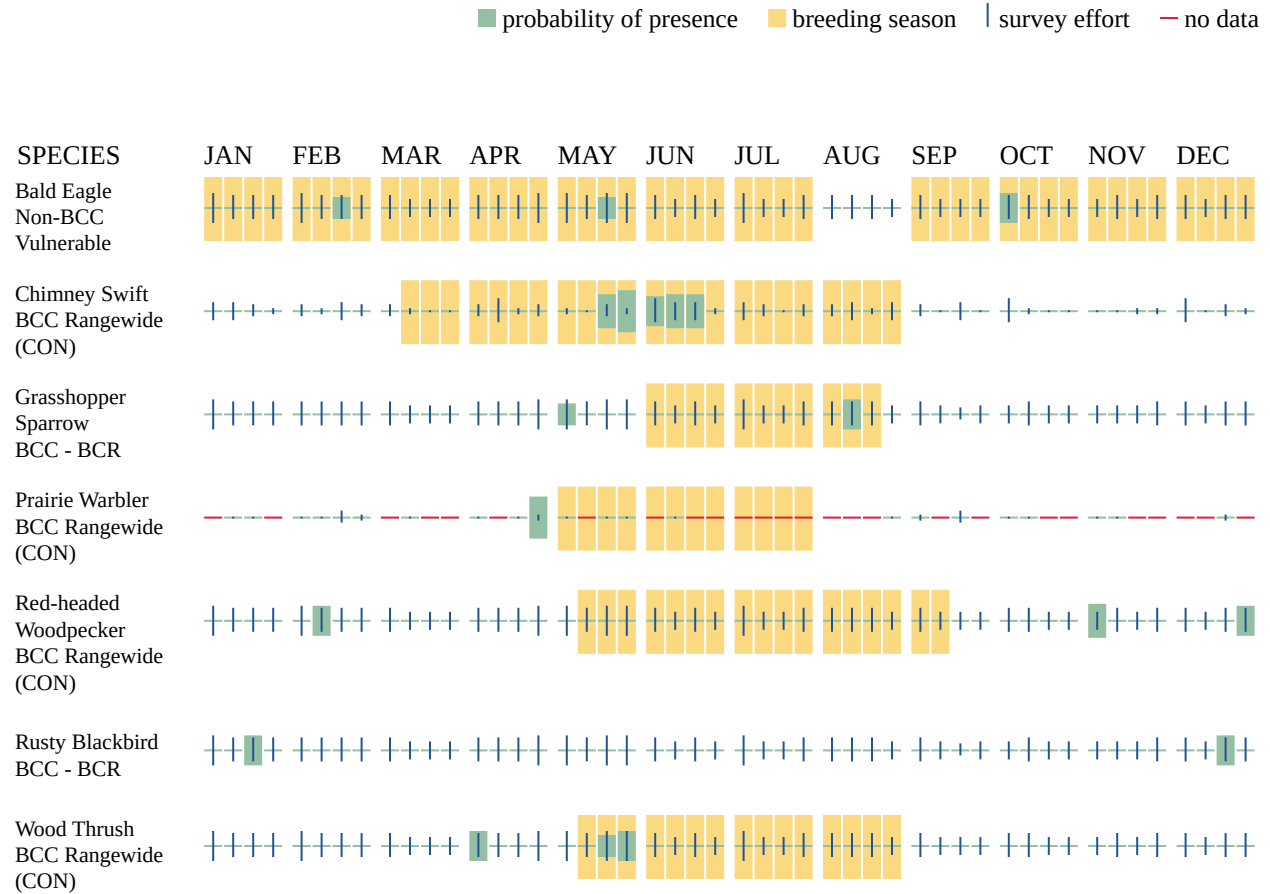
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

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

No Data (—)

A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

IPAC USER CONTACT INFORMATION

Agency: Private Entity
Name: Kara Giblin
Address: 113 Edinburgh South Drive
Address Line 2: Suite 120
City: Cary
State: NC
Zip: 27511
Email: kgiblin@swca.com
Phone: 9192922200

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Aviation Administration

ATTACHMENT C
SPECIES CONCLUSION TABLE

Species Conclusions Table

Project Name: _____

Date: _____

Species / Resource Name	Conclusion	ESA Section 7 / Eagle Act Determination	Notes / Documentation


Acknowledgement: I agree that the above information about my proposed project is true. I used all of the provided resources to make an informed decision about impacts in the immediate and surrounding areas.

Signature /Title

Date

ATTACHMENT D

BIOLOGICAL RESOURCES SUMMARY REPORT



Biological Resources Summary Report for the Person County Airport Expansion Project, Person County, North Carolina

SEPTEMBER 2023

PREPARED FOR
Person County Airport

PREPARED BY
SWCA Environmental Consultants

**BIOLOGICAL RESOURCES SUMMARY REPORT
FOR THE PERSON COUNTY AIRPORT EXPANSION
PROJECT, PERSON COUNTY, NORTH CAROLINA**

Prepared for

Person County Airport
385 Montgomery Drive
Timberlake, North Carolina 27583

and

Talbert & Bright, Inc.
4810 Shelley Drive
Wilmington, North Carolina 28405

Prepared by

SWCA Environmental Consultants
113 Edinburgh South Drive, Suite 120
Cary, North Carolina 27511
(919) 212-2200
www.swca.com

SWCA Project No. 74356

September 2023

CONTENTS

1	Introduction	1
2	Methods	1
2.1	Desktop Analysis	1
2.2	Field Surveys	5
3	Results.....	5
3.1	Vegetation Communities, Land Use, and Sensitive Natural Areas	5
3.1.1	Sensitive Natural Areas	8
3.2	Wetlands, Streams, and Open Waters.....	10
3.2.1	Wetlands and Open Waters.....	10
3.2.2	Streams	11
3.3	Federally and State-Listed Species	11
3.3.1	Federally Listed Species	11
3.3.2	State-Listed Species	14
3.4	Migratory Birds	20
3.4.1	Chimney Swift (<i>Chaetura pelagica</i>).....	21
3.4.2	Prairie Warbler (<i>Dendroica discolor</i>).....	21
3.4.3	Red-headed Woodpecker (<i>Melanerpes erythrocephalus</i>)	21
3.4.4	Rusty Blackbird (<i>Euphagus carolinus</i>)	21
3.4.5	Wood Thrush (<i>Hylocichla mustelina</i>).....	22
4	Summary and Conclusions	22
5	Literature Cited.....	23

Appendices

Appendix A North Carolina Natural Heritage Program Resource Report

Appendix B U.S. Fish and Wildlife Service Information for Planning and Consultation Resource List

Figures

Figure 1.	Project location.....	2
Figure 2.	USGS 7.5' Hurdle Mills and Timberlake quadrangle maps.....	3
Figure 3.	Aerial imagery of the Project area.....	4
Figure 4.	Soil types mapped in the Project area.....	6
Figure 5.	Land use and vegetation communities in the Project area.....	7
Figure 6.	NCNHP Managed and Natural Areas.....	9
Figure 7.	North Carolina Natural Heritage Element Occurrence map.....	17

Tables

Table 1.	Vegetation Communities	5
Table 2.	USFWS Federally Listed Species with Potential to Occur within the Project Area.....	11
Table 3.	State-Listed Species for Person County and their Potential to Occur in the Project Area.....	15
Table 4.	Documented Element Occurrences within 2 Miles of the Project Area	16

This page intentionally left blank.

1 INTRODUCTION

On behalf of Person County, SWCA Environmental Consultants (SWCA) has prepared this biological resources report for the Person County Airport Expansion Project (Project) in Person County, North Carolina (Figures 1 and 2). The 397-acre Project area is approximately 7 miles south of Roxboro, North Carolina (Project area) (Figure 3). Land use in the Project area consists of the existing airport, forested land, agricultural lands, and rural residential properties. SWCA conducted a desktop review in combination with field surveys to determine the existing biological resources within the Project area. Biologists documented general vegetation, habitats for federal and State-listed species, migratory birds, and other general wildlife.

2 METHODS

2.1 Desktop Analysis

A preliminary desktop analysis was completed for the Project prior to field surveys by using a combination of existing information obtained from available public sources, including reports, published literature, online databases, and geographic information system (GIS) data. The following publicly available data sources were used to complete a desktop analysis.

Vegetation Communities and Land Use:

- Natural Resources Conservation Service (NRCS) Web Soil Survey maps (NRCS 2023a)
- U.S. Geological Survey (USGS) National Land Cover Database (USGS 2023a)
- USGS National Hydrology Dataset mapping (USGS 2016)
- USGS topographic maps (USGS 2023b)

Plant and Wildlife Species of Concern:

- North Carolina Natural Heritage Program (NCNHP) data and planning tools (NCNHP 2023a–2023d)
- North Carolina Wildlife Resources Commission (NCWRC) State-listed species information (NCWRC 2023a)
- USFWS Information for Planning and Consultation (IPaC) (USFWS 2023a)

Avian Resources:

- Christmas Bird Count data (National Audubon Society 2023a)
- Important Bird Areas (National Audubon Society 2023b)
- eBird (2023)
- All About Birds (Cornell Lab of Ornithology 2023a–2023d)
- USFWS Birds of Conservation Concern (BCC) (USFWS 2021)

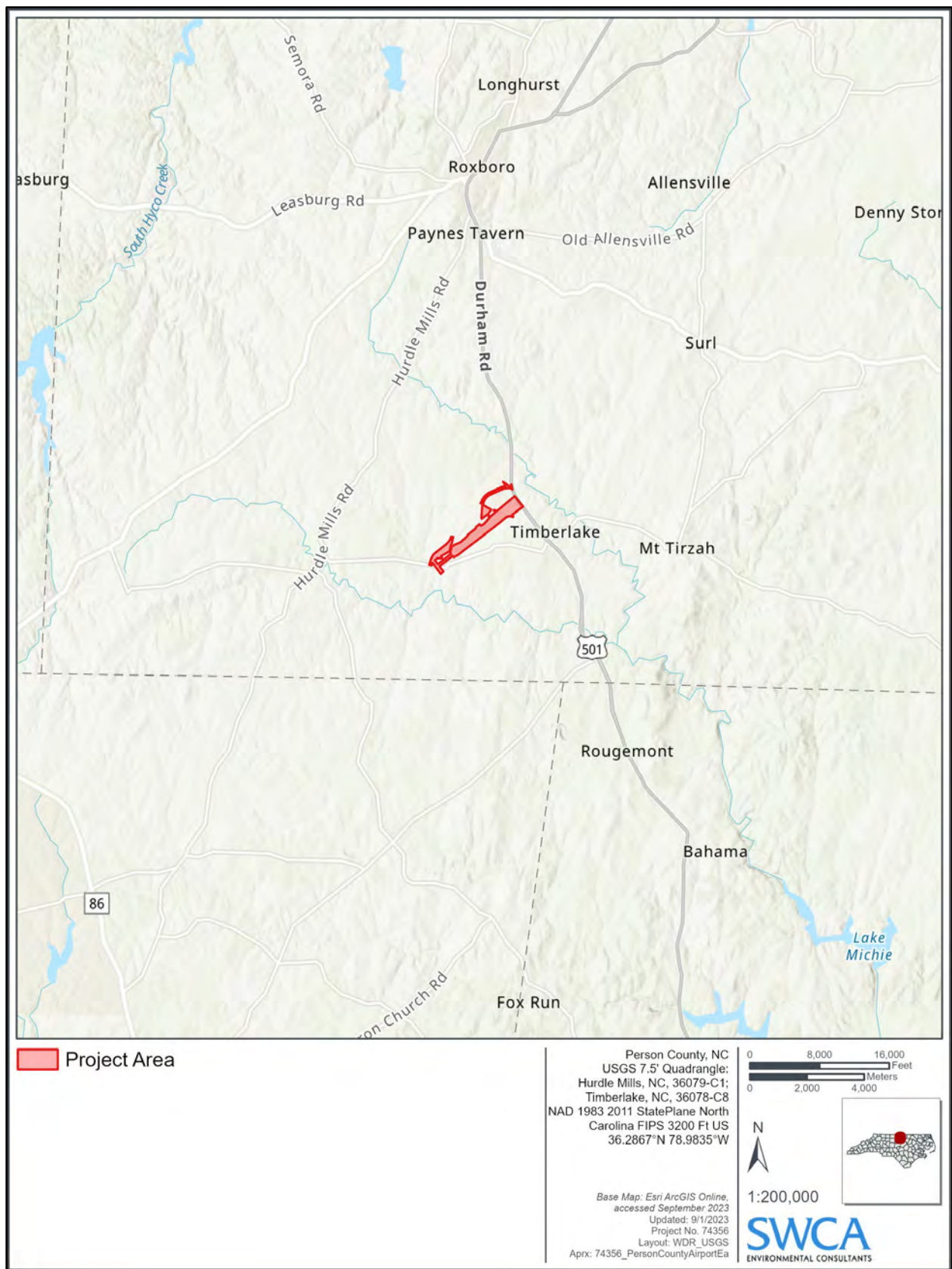


Figure 1. Project location.

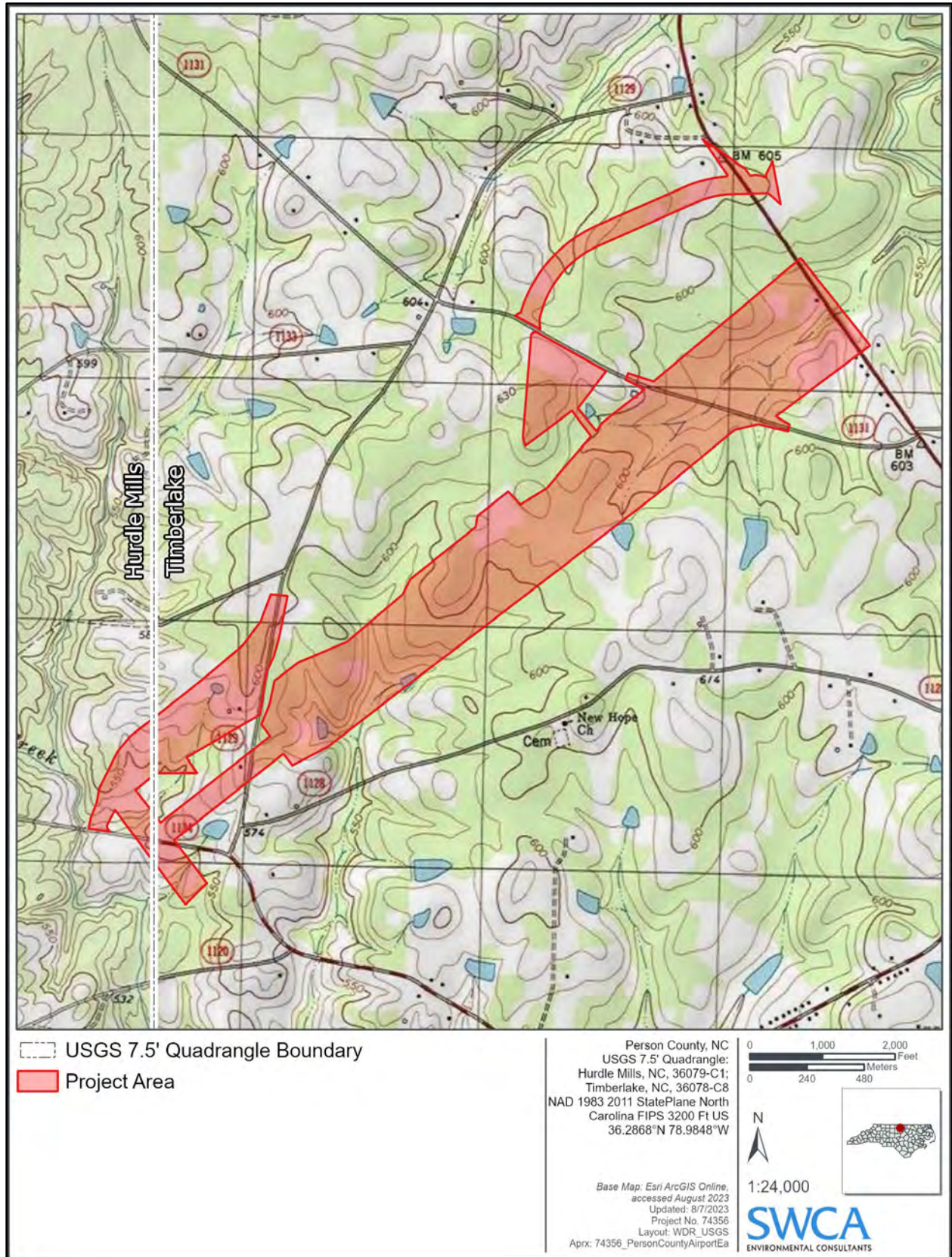


Figure 2. USGS 7.5' Hurdle Mills and Timberlake quadrangle maps.

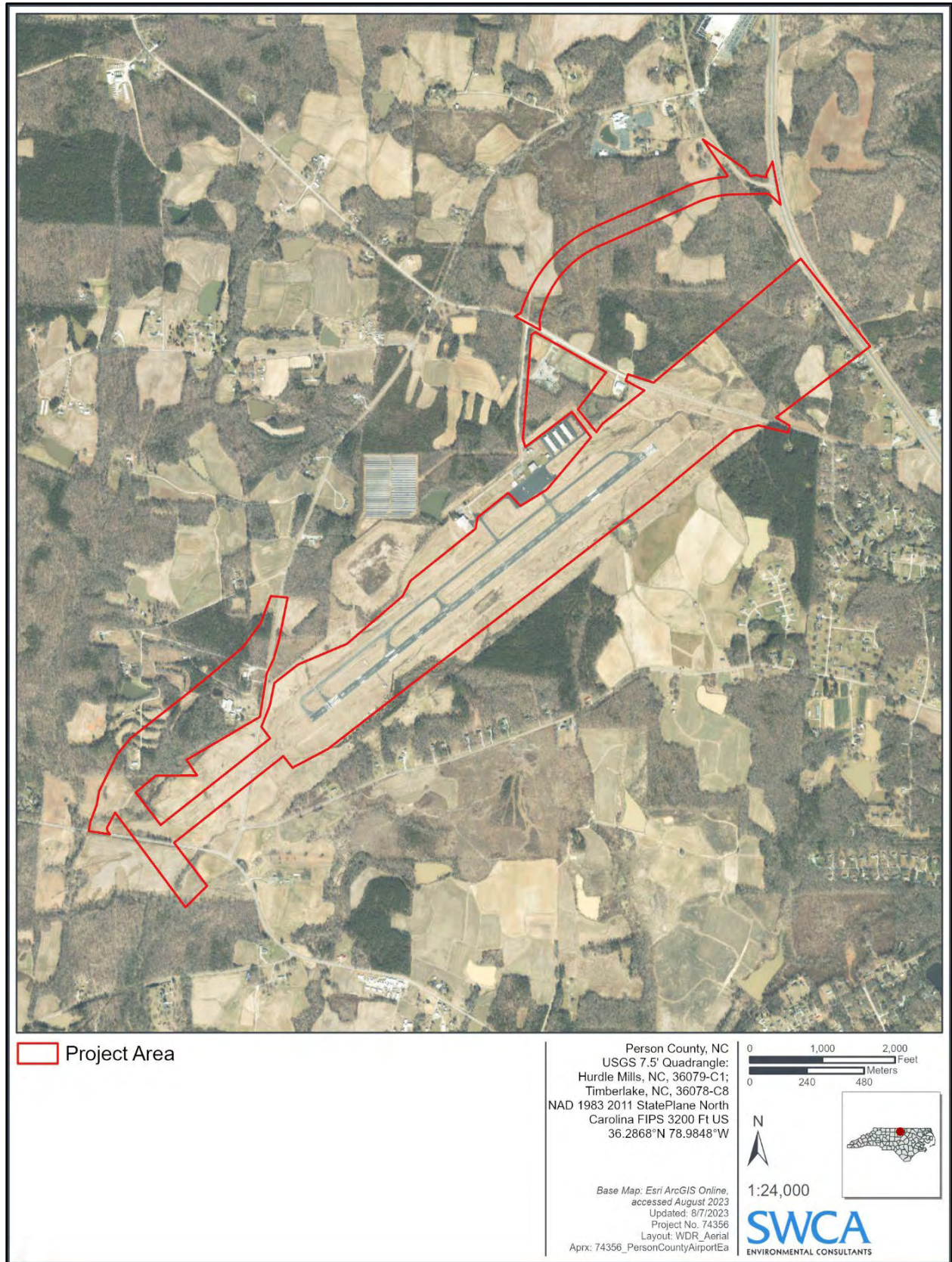


Figure 3. Aerial imagery of the Project area.

2.2 Field Surveys

Field investigations were conducted July 17 through 21, 2023, to assess the general site characteristics and ground truth any mapped features identified during the desktop analysis. Biological surveys occurred concurrently with wetland delineations. No species-specific presence/absence surveys were conducted; however, habitat was assessed for its potential to be occupied by federally and State-listed species. The survey assessed the quantity and quality of habitat, not the presence or absence of a listed species.

3 RESULTS

3.1 Vegetation Communities, Land Use, and Sensitive Natural Areas

Topography within the Project area is relatively flat, with the elevation ranging from approximately 533 to 627 feet above mean sea level. Thirteen mapped soil types, including water, are present within the Project area (Figure 4) (NRCS 2023a). Approximately 70% of the soils are Helena-Sedgefield sandy loams, 2 to 6 percent slopes. Hydric soils are those that formed under conditions of flooding, saturation, or ponding for a long enough period during the growing season. None of the soils mapped within the Project area meet the hydric soil criteria (NRCS 2023b). Land cover maps indicate the Project area consists primarily of developed open space, deciduous forest, and hay/pasture with 10 additional minor land uses (Table 1, Figure 5) (USGS 2023a). The in-field habitat assessment by SWCA confirmed the general accuracy of landcover depicted in Figure 5 and described in Table 1.

Table 1. Vegetation Communities

Community	Acres	Percent of Project Area
Developed, Open Space	145.6	36.6
Deciduous Forest	73.4	18.5
Hay/Pasture	46.8	11.8
Developed, Low Intensity	36.1	9.1
Cultivated Crops	27.4	6.9
Developed, Medium Intensity	25.8	6.5
Mixed Forest	18.0	4.5
Evergreen Forest	10.1	2.5
Shrub/Scrub	7.9	2.0
Developed, High Intensity	5.2	1.3
Open Water	0.9	0.2
Herbaceous	0.3	<0.1
Emergent Herbaceous Wetlands	0.2	<0.1
Total	397.7	100.0

Source: USGS (2023a)

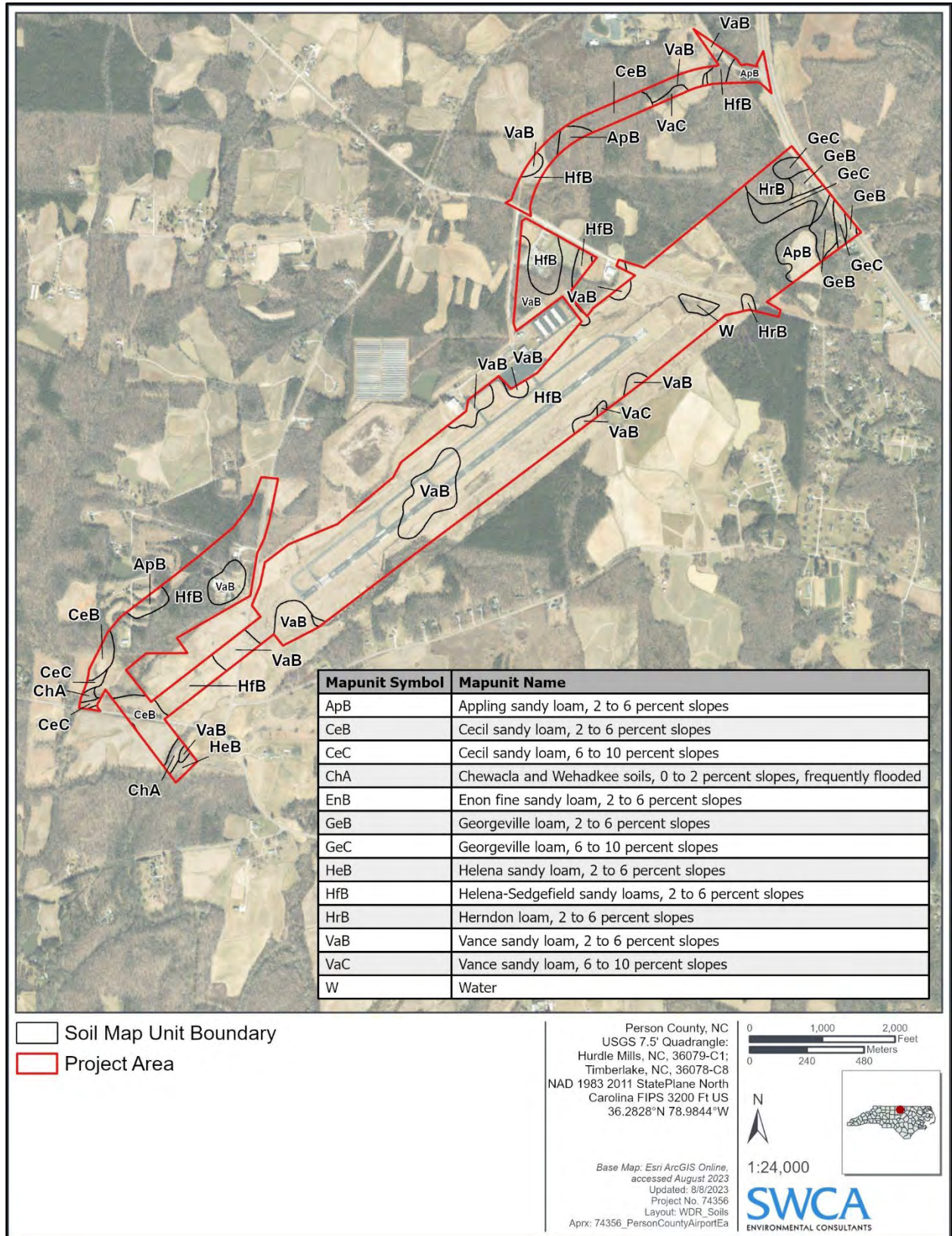


Figure 4. Soil types mapped in the Project area.

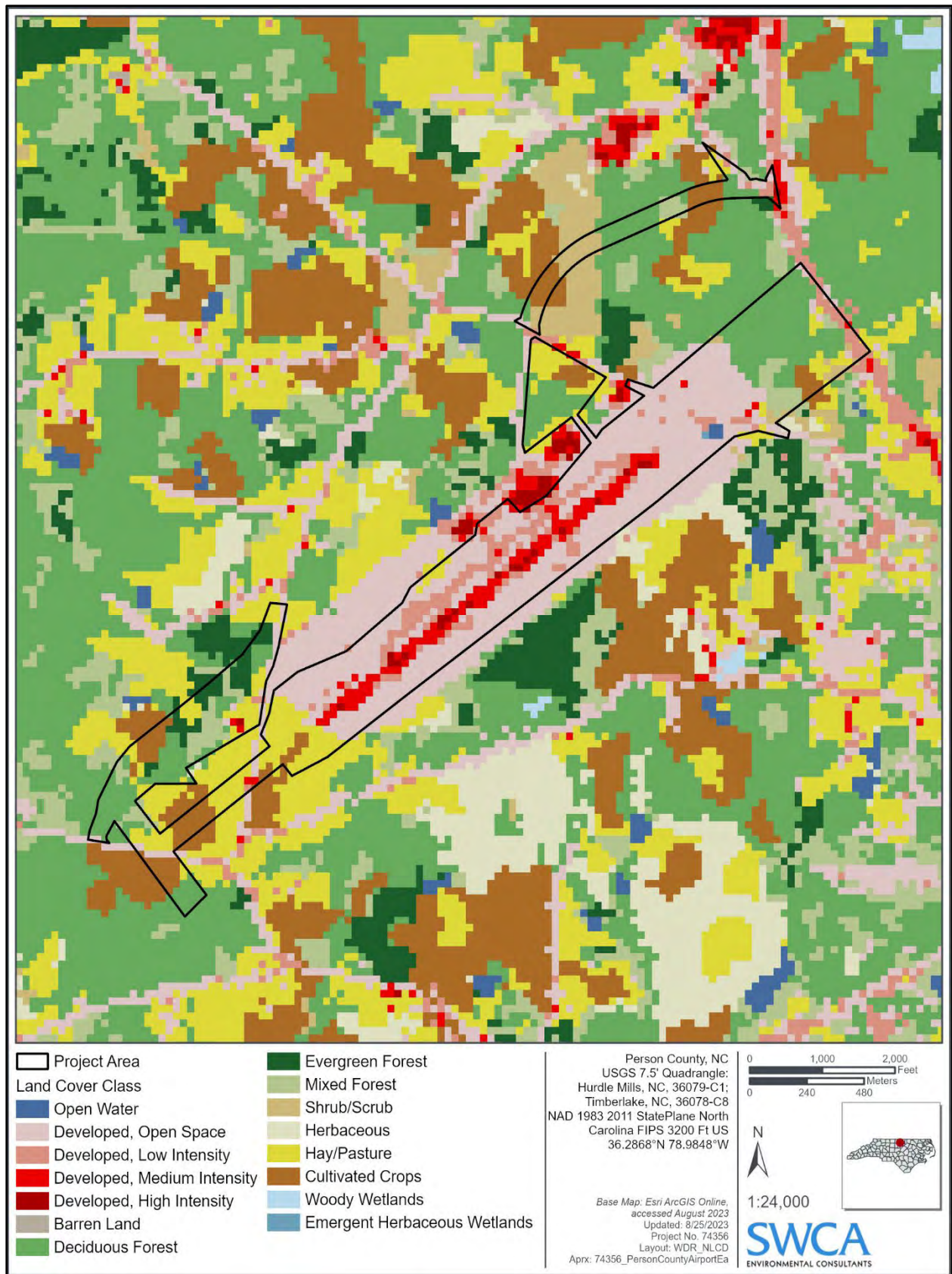


Figure 5. Land use and vegetation communities in the Project area.

As observed during field surveys, the fenced airstrip includes a paved runway surrounded by maintained grass. Outside the fenced area, the Project area consists of deciduous forest with smaller areas of residential properties and agricultural land. Planted pine forests are present in a few areas but are not very common throughout the Project area. Wetland communities are present throughout these areas and are described in Section 3.2.

The forested upland communities consist of a prevalence of non-wetland woody species 20 feet or greater in height and 3 inches or greater in diameter at breast height. Dominant tree species include American sweetgum (*Liquidambar styraciflua*), willow oak (*Quercus phellos*), tulip poplar (*Liriodendron tulipifera*), northern white oak (*Quercus alba*), northern red oak (*Quercus rubra*), pignut hickory (*Carya glabra*), and eastern red cedar (*Juniperus virginiana*). Upland forests in the Project area are mostly mature deciduous forests with somewhat developed midstories and generally a sparse herbaceous layer. Some areas are recently logged and are in early stages of forest succession with dense saplings present (SWCA 2023).

Herbaceous upland communities were found in the maintained airfield and agricultural fields (SWCA 2023). Herbaceous upland communities are dominated by Chinese bush-clover (*Lespedeza cuneata*), hairy crab grass (*Digitaria sanguinalis*), spreading dogbane (*Apocynum androsaemifolium*), eastern poison ivy (*Toxicodendron radicans*), Bahia grass (*Paspalum notatum*), goldenrod species (*Solidago spp.*), and muscadine (*Vitis rotundifolia*). A large portion of the Project area is herbaceous upland surrounding the existing airport runway and appears to be regularly mowed. Other herbaceous upland areas include active and fallow agricultural fields and roadsides (SWCA 2023).

3.1.1 Sensitive Natural Areas

According to the North Carolina Natural Heritage Program's (NCNHP) Data Viewer, there are two State-designated Natural Areas and one Managed Area within one-mile of the Project area (Figure 6, Appendix A) (NCNHP 2023a, 2023d). NCNHP Natural Areas are land or water important for the conservation of the natural biodiversity of North Carolina. One Natural Area is described as a Timberlake Hardpan Forest and is at the corner of Montgomery Drive and Cates Mill Road directly outside of the Project area. This Natural Area is approximately 10 acres and listed as privately owned. Based on the NCNHP's ratings, the Timberlake Hardpan Forest has an overall moderate rating when considering both its individual biodiversity and its biodiversity quality in reference to other habitats across the state. It has the lowest Collective Value Rating score of C5 (general) as it likely does not contain multiple biodiversity elements. The Natural Area has a Representation Rating of R4 (moderate), which means it is a good example of a hardpan forest but not the best example in the state.

The second Natural Area is the Flat River Aquatic Habitat, which is approximately 265 acres and includes habitat within and surrounding the Flat River and some of its major tributaries. This Natural Area is approximately 250 feet west and 0.3 mile east of the Project area. The Flat River Aquatic Habitat has an overall NCNHP rating of exceptional. It has a Collective Rating of C3 (high), meaning it likely supports extensive biodiversity. It has a Representation Rating of R1 (exceptional), as it is one of the best examples of this habitat in the state.

Additionally, there is one Managed Area listed on the NCNHP Data Viewer, referred to as the Person County Open Space. Managed areas are lands managed by a government or non-governmental organization for a specific purpose such as conservation and recreation. It is owned by Person County and is listed as being managed for multiple uses, including logging and mining. Based on review of aerial imagery, the managed area is primarily forested and contains a pond and a utility right-of-way.

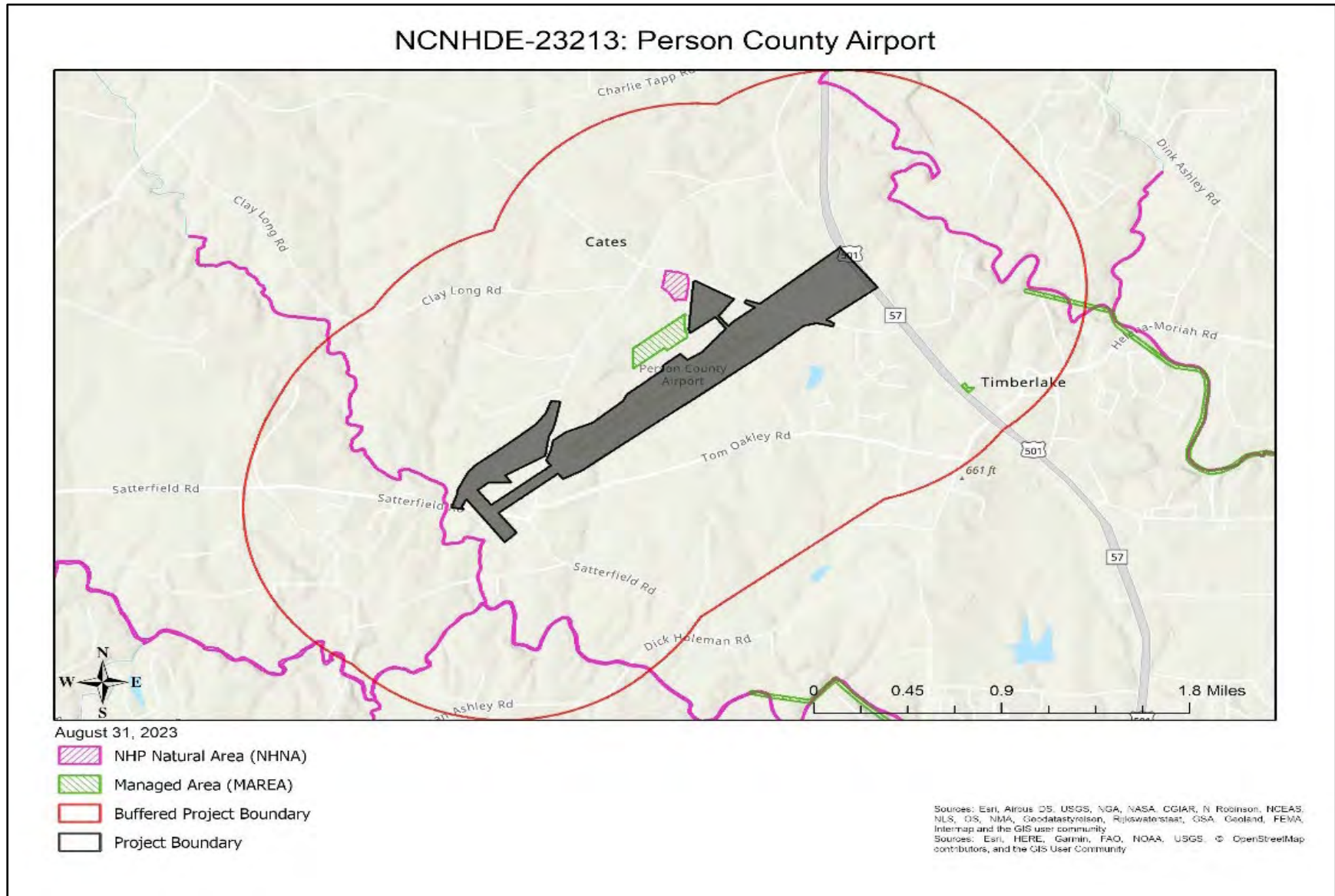


Figure 6. NCNHP Managed and Natural Areas.

As both the Natural Areas and Managed Area are outside of the Project area, no direct impacts are anticipated. However, indirect impacts to the site, such as to the viewshed and water quality, could occur if not properly accounted for.

3.2 Wetlands, Streams, and Open Waters

The Project area is within the North Flat River (HUC 030202010101) and the South Flat River (HUC 030202010102) watersheds of the Upper Neuse River basin (North Carolina Department of Environmental Quality 2023). The Neuse River is approximately 35 miles southeast of the Project area. Eight distinct streams totaling 1.2 miles (6,550 linear feet) cross the Project area (SWCA 2023). All streams are unnamed tributaries to the North Flat River, which is approximately 0.5 mile northeast of the Project area. A review of Google Earth current and historical aerial imagery dating back to 1985 indicates the site hydrology in the southern portion of the Project area was heavily altered due to airport construction and runway expansion between 1993 and 2005 (Google Earth Pro 2023). It does not appear to have had significant changes since 2005.

3.2.1 Wetlands and Open Waters

Based on field delineations, approximately 15.04 acres of wetlands and three ponds totaling 0.86 acre are present in the Project area (SWCA 2023). Details of the wetlands and their jurisdictional status are provided in the wetland and waterbody delineation report (SWCA 2023).

The palustrine emergent (PEM) wetland communities consist of a prevalence of hydrophytic non-woody vegetation less than 3 feet in height. Dominant herbaceous species include late goldenrod (*Solidago gigantea*), lamp rush (*Juncus effusus*), common boneset (*Eupatorium perfoliatum*), Virginia buttonweed (*Diodia virginiana*), groundnut (*Apios americana*), narrowleaf cattail (*Typha angustifolia*), and Kentucky bluegrass (*Poa pratensis*). Most PEM wetlands are in the fields adjacent to the existing airport runway and are wet swales or wetland channels hydrologically fed by off-site aquatic features. One of the PEM wetlands is a depression originating within the Project area adjacent to the airport runway. Many of these PEM wetlands experience some form of disturbance regularly through the mowing regime at the airport (SWCA 2023).

The palustrine forested (PFO) wetland communities consist of a prevalence of hydrophytic woody species 20 feet or greater in height and 3 inches or greater in diameter at breast height. The tree strata are dominated by red maple (*Acer rubrum*), American sweetgum, common persimmon (*Diospyros virginiana*), American elm (*Ulmus americana*), and black willow (*Salix nigra*). Most PFO wetlands in the Project area are in low areas of mature deciduous forests that are influenced by high water tables and dispersed overland flow during rain events. Other PFO wetlands are depressions along streams that are fed by groundwater and stream overflow. The PFO wetlands are generally of good quality, but portions are experiencing erosion likely due to increased runoff from surrounding agricultural fields (SWCA 2023).

The palustrine shrub-scrub (PSS) wetland communities consist of a prevalence of hydrophytic woody vegetation less than 20 feet tall. The shrub-scrub strata are dominated by black willow, red maple, brookside alder (*Alnus serrulata*), and common persimmon. Most PSS wetlands in the Project area are in low marsh areas combined with PEM wetlands northeast of the existing airport runway. Some of the plants in the PSS wetlands are maturing and if they remain undisturbed will likely convert into forests in the future (SWCA 2023).

3.2.2 Streams

Most of the streams identified within the Project area are small and contain silty substrates and detritus (e.g., leaves, sticks, debris). Additionally, many streams are intermittent with seasonal flow regimes or are perennial streams with generally low flow and shallow water. Most streams are surrounded by agricultural lands and other maintained lands (e.g., airport runway) and likely experienced decrease stream quality due to increased runoff and pesticide/herbicide use. There is one perennial stream (delineated as S-01 by SWCA) that contains gravel and coarse substrates in portions that could support some species discussed in Section 3.3 below. This stream is the primary perennial stream originating just south of Cates Mill Road inside of the airport runway area and is an unnamed tributary to the North Flat River.

3.3 Federally and State-Listed Species

Based on desktop research and field assessments, the potential for a species to occur in the Project area is defined as follows.

- Very low: The Project area is outside the known range of the species or is within the range, but there is no suitable habitat or the species is historical.
- Low: The Project area is within the known range of the species, but there is limited suitable habitat or the species has not been observed in the vicinity.
- Moderate: Known species’ range includes the Project area, and suitable habitat is present.
- High: There are known species occurrences within the Project area.

3.3.1 Federally Listed Species

Species are designated by the USFWS as threatened, endangered, proposed, candidate, or under review under the Endangered Species Act of 1973, as amended (ESA). Federally listed threatened and endangered species are protected from “take.” Take is defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” The potential for species identified in the USFWS IPaC resource list (Appendix B) as having potential to occur in the Project area or vicinity are reviewed in Table 2. Under the ESA, the USFWS can also propose and designate critical habitats for threatened or endangered species. There are no USFWS-designated critical habitats for federally listed species within the Project area (USFWS 2023a).

Table 2. USFWS Federally Listed Species with Potential to Occur within the Project Area

Common Name (Scientific Name)	Group	Listed Status	Habitat	Potential to Occur within Project Area
Tricolored bat (<i>Perimyotis subflavus</i>)	Mammal	Proposed Endangered	Roosts in live or recently dead deciduous hardwood trees. Hibernates in caves, culverts, and abandoned water wells.	Moderate – The forested areas may provide suitable roosting habitat.
Neuse River waterdog (<i>Necturus lewis</i>)	Amphibian	Threatened	Inhabit rivers and larger streams, where they prefer leaf beds in quiet waters (NCWRC 2023b).	Low – The streams are likely too small to support this species.

Common Name (Scientific Name)	Group	Listed Status	Habitat	Potential to Occur within Project Area
Carolina Madtom (<i>Noturus furiosus</i>)	Fish	Endangered	Prefer free-flowing streams with clean sand or gravel bottoms. Endemic to the Tar and Neuse River basins (NCWRC 2023c).	Moderate – Whereas most of the Project area streams are small and consist of silty substrates with leaf litter, twigs, and other detritus, there are portions of one perennial stream that contain gravel and other coarse substrates. This stream is the primary perennial stream originating just south of Cates Mill Road inside the airport runway area and is an unnamed tributary to the North Flat River. It is referred to as S-01 in the SWCA wetland delineation report.
Atlantic Pigtoe (<i>Fusconaia masoni</i>)	Clam	Threatened	Prefers coarse sand and gravel, and rarely silt and detritus. Historically, the best populations existed in small creeks to larger rivers with excellent water quality, where flows were sufficient to maintain clean, silt-free substrates (USFWS 2023b).	Moderate – Although most of the Project area streams are small and consist of silty substrates with leaf litter, twigs, and other detritus, there are portions of one perennial stream that contain gravel and other coarse substrates. This stream is the primary perennial stream originating just south of Cates Mill Road inside of the airport runway area and is an unnamed tributary to the North Flat River. It is referred to as S-01 in the SWCA wetland delineation report.
Monarch butterfly (<i>Danaus plexippus</i>)	Insect	Candidate	Prairies, meadows, grasslands, and roadsides with milkweed (<i>Asclepias</i> spp.) and flowering plants.	Moderate – Meadows adjacent to the existing airport runway and surrounding roads appear to be mowed regularly, which may inhibit sustained growth of milkweed and other nectar plants.

Source: USFWS (2023a).

3.3.1.1 TRICOLORED BAT (*Perimyotis subflavus*)

Tricolored bats (*Perimyotis subflavus*) are on the decline from white-nose syndrome in North Carolina. Whereas they used to be common from the mountains to the Coastal Plain, they are now common only in patches and uncommon everywhere else. Some tricolored bats may migrate long distances, but most retreat to caves and mines to hibernate in winter. In the summer, tricolored bats can be found in a variety of habitats, from woodlands to small towns and farms, though usually not heavily populated areas. They may roost in trees or sometimes in old buildings, culverts, or tunnels. Tricolored bats roost in foliage of live trees and may form small maternity colonies during the pup-rearing season (North Carolina Bat Working Group 2013). The smallest bat in North America, the tricolored bat flies slowly in the evening to forage over openings, water, and farm fields.

Due to its decline from white-nose syndrome, tricolored bats are considered “rare or uncommon” in North Carolina. According to the 2023 Rare Animal List of North Carolina, tricolored bats are not listed as occurring in Person County (NCNHP 2023b), however, this may be due to lack of surveys. In September 2022, the USFWS proposed listing the tricolored bat as an endangered species in response to observed population declines resulting primarily from white-nose syndrome (Federal Register 87:56381). A final decision regarding the listing status of the species is expected in the fall of 2023.

3.3.1.2 NEUSE RIVER WATERDOG (*Necturus lewisi*)

The Neuse River waterdog is a federally threatened salamander and is considered one of the rarest salamanders in the southeastern United States (NCWRC 2023b). As a narrow endemic, it is only found in the Neuse and Tar-Pamlico River basins of North Carolina. It lives in medium-sized to large streams and

rivers in the Piedmont and Coastal Plains. The primary threat to the Neuse River waterdog is habitat degradation, which affects water quality, water quantity, instream habitat suitability, and habitat connectivity. The loss of suitable habitat has led to remaining populations that are small and isolated, with a contracted range that makes them vulnerable to catastrophic and natural events (NCWRC 2023b). As described in Section 3.2.2, the streams in the Project area are small and unlikely to support this species; therefore, this species was determined to have a low likelihood of occurrence.

3.3.1.3 CAROLINA MADTOM (*Noturus furiosus*)

The Carolina madtom is a small catfish endemic to the Tar and Neuse River basins where they prefer free-flowing streams with clean sand or gravel bottoms. During the summer, they can be found hiding under mussel shells, logs, pieces of bark, and other cover. Madtoms feed primarily on bottom-dwelling invertebrates, such as larval dragonflies and diving beetles. The primary threat to the Carolina Madtom is habitat degradation, which affects water quality, water quantity, instream habitat suitability, and habitat connectivity. One of three historical populations is presumed extirpated. The remaining two populations are small and isolated, with a contracted range that makes them vulnerable to catastrophic and natural events (NCWRC 2023c).

As discussed in Section 3.2.2. above, there is potential suitable habitat for this species in SWCA-delineated stream S-01. No USFWS critical habitat for the Carolina madtom is in the Project area or the vicinity. Therefore, the species was determined to have a moderate likelihood of occurrence.

3.3.1.4 ATLANTIC PIGTOE (*Fusconaia masoni*)

The Atlantic pigtoe is a freshwater mussel once found in Atlantic Slope drainages from the James River Basin in Virginia to the Altamaha River basin in Georgia. The mussel is now found in only seven of the 12 counties it historically occupied due to habitat loss from non-point-source siltation and eutrophication, impoundments and/or alteration of rivers, and pollution. The Atlantic pigtoe is a species that inhabits relatively fast waters with high-quality riverine or large creek habitat. It is typically found in headwaters or rural watersheds. The preferred habitat of the species is coarse sand and gravel at the downstream edge of riffles. It is less common in sand, cobble, and mixtures of sand, silt, and detritus. The Atlantic pigtoe requires fast-flowing, well-oxygenated streams and is restricted to fairly pristine habitats (USFWS 2023b).

As discussed in Section 3.2.2. above, there is potential suitable habitat for this species in SWCA-delineated stream S-01. Additionally, SWCA biologists did observe multiple individuals of a mussel species in this stream but were unable to identify them to species level. Although there is no USFWS critical habitat for the Atlantic pigtoe in the Project area, it is present approximately 0.7 mile east of the Project boundary in the North Flat River, to which S-01 is a direct tributary. Based on all these observations, the species was determined to have a moderate likelihood of occurrence.

3.3.1.5 MONARCH BUTTERFLY (*Danaus plexippus*)

The monarch butterfly is a candidate for listing across most of the United States and is known to occur within North Carolina during migration from its overwintering habitat in Mexico. The USFWS will decide whether the monarch butterfly should be listed under the ESA in 2024. Monarch breeding habitat includes agricultural fields; pastureland; prairie remnants; and urban and suburban residential gardens, trees, and roadsides. This species is highly dependent on the presence of milkweed (*Asclepias* spp.) for breeding and a diversity of flowering nectar plants for foraging (Monarch Joint Venture 2023; USFWS 2020, 2023c). Unsuitable habitat includes areas such as grasslands dominated by invasive grass species, or woody thickets too dense to support herbaceous flowering vegetation.

A large portion of the Project area contains meadows adjacent to the existing airport runway and surrounding roads. Currently, these areas appear to be mowed regularly, which may inhibit sustained growth of milkweed and other nectar plants. Milkweed has the potential to grow along the roadsides of the Project area and within the unknown meadows south of the airport runway. The monarch butterfly has a moderate likelihood of occurrence within the Project area.

3.3.2 State-Listed Species

In North Carolina, State-listed endangered and threatened animals are protected by the NCWRC via the North Carolina Endangered Species Act of 1987 (North Carolina General Statutes Chapter 113, Article 25), and plants are legally protected by the North Carolina Plant Conservation Program via the North Carolina Plant Protection and Conservation Act of 1979 (North Carolina General Statutes Chapter 106, Article 19B). The acts state that they do not limit the rights of a landowner in the lawful management of his/her land. Generally, State-listed plants are protected from collection, selling, and poaching on private property without permission from the property owner and a permit from the North Carolina Department of Agriculture and Consumer Services. State endangered species are those determined by the NCWRC to be in jeopardy of going extinct without intervention. A State threatened species is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range without intervention. As most of the Project area is public property owned by Person County, it may require additional agency review or coordination.

SWCA reviewed the list of State threatened and endangered animal and plant species for Person County to assess whether any species have potential to occur in the Project area (Tables 3 and 4; Figure 7; Appendix A) (NCNHP 2023b, 2023c). The list of the 14 species with the potential to occur in the Project area are provided in Table 3; 11 of those species, which have a moderate potential to occur in the Project area, are described in further detail below.

According to occurrence records, no State-listed threatened, endangered, or special concern plant or animal species have been identified within the Project area (see Table 4; see Figure 7; see Appendix A) (NCNHP 2023d). Six State-listed species have been observed within 1 mile of the Project area: Atlantic pigtoe, yellow lampmussel (*Lampsilis cariosa*), eastern lampmussel (*Lampsilis radiata*), creeper (*Strophitus undulatus*), notched rainbow (*Villosa constricta*), and mimic shiner (*Notropis volucellus*). All records are current except for the mimic shiner, which has not been recorded since 1941.

Three species are considered “historical” in the county, which, according to NCNHP, are species either extirpated, have not been found in recent surveys, or have not been surveyed recently enough to be confident they are still present but for which there is still some expectation that the species may be rediscovered. Occurrences are regarded as historical after 20 to 40 years, depending on the species and the amount of habitat alteration in the area. A status of historical in Table 3 should not be regarded as a definitive statement that the species is gone from the county but rather indicates that its continued existence is uncertain.

Table 3. State-Listed Species for Person County and their Potential to Occur in the Project Area

Common Name (Scientific Name)	State Listing Status	Habitat	Potential to Occur in the Project Area
Fish			
Mimic shiner (<i>Notropis volucellus</i>)	Threatened – Current	New, French Broad, Little Tennessee, Tar, and Neuse River drainages	Low – Streams are too small to support this species.
Freshwater Bivalve			
Yellow lampmussel (<i>Lampsilis cariosa</i>)	Endangered – Current	Chowan, Roanoke, Neuse, Tar, Cape Fear, Lumber, Yadkin-Pee Dee River drainages	Low – Streams are too small to support this species.
Green floater (<i>Lasmigona subviridis</i>)	Endangered – Current	New, Watauga, Roanoke, Tar, Neuse and Yadkin-Pee Dee River drainages	Moderate – Portions of one perennial stream contain gravel and other coarse substrates preferred by this species
Triangle floater (<i>Alasmidonta undulata</i>)	Threatened – Current	Roanoke, Chowan, Tar, Neuse, Cape Fear River drainages	Moderate – This species is tolerant of a variety of substrates and may be found in the perennial streams
Atlantic pigtoe (<i>Fusconaia masoni</i>)	Threatened – Current	Roanoke, Tar, Neuse, Cape Fear, Yadkin-Pee Dee River drainages	Moderate – Portions of one perennial stream contain gravel and other coarse substrates preferred by this species
Eastern lampmussel (<i>Lampsilis radiata</i>)	Threatened – Current	Chowan, Roanoke, Tar, Neuse, Cape Fear, Yadkin-Pee Dee River drainages	Moderate – The perennial streams of the Project area may provide suitable habitat.
Creeper (<i>Strophitus undulatus</i>)	Threatened – Current	Roanoke, Tar, Neuse, Cape Fear, Yadkin-Pee Dee, Catawba, Broad, and French Broad River drainages	Moderate – The perennial streams of the Project area may provide suitable habitat.
Notched rainbow (<i>Villosa constricta</i>)	Threatened – Current	Roanoke, Tar, Neuse, Yadkin-Pee Dee, and Catawba River drainages	Moderate – Portions of the perennial streams of the Project area may provide suitable habitat.
Amphibians			
Four-toed salamander (<i>Hemidactylium scutatum</i>)	Special Concern - Current	Inhabit forests that surround swamps, marshes, and other temporary waterbodies free of fish.	Moderate – There are forested portions that surround or are adjacent to wetlands and other temporary waterbodies.
Plants			
Prairie blue wild indigo (<i>Baptisia aberrans</i>)	Endangered – Historical	Prairies, barrens, glades and open forests on basic soils	Moderate – Meadows south of the airfield not subject to regular mowing may support this species.
Ringed witch grass (<i>Dichanthelium annulum</i>)	Endangered – Historical	Rocky slopes, outcrops, rocky woodlands, glades; prefers to grow over mafic rock-based soils with high pH	Low – The Project area generally lacks the preferred habitat.
Mudbank crowngrass (<i>Paspalum dissectum</i>)	Endangered – Current	Mudflats, stream and pond edges, other open wet areas	Moderate – This species has the potential to occur along the edges of the ponds found within the Project area.
Heller's rabbit-tobacco (<i>Pseudognaphalium helleri</i>)	Endangered – Historical	Dry woodlands and openings (especially over mafic rocks), longleaf pine sandhills	Moderate – The open, mature forests found east of the airfield may provide suitable habitat.
Carolina bird's-foot trefoil (<i>Acmispon helleri</i>)	Threatened – Current	Woodlands and openings, generally on clayey soils, roadsides	Moderate – Maintained portions of the Project area may provide suitable habitat for this species

Table 4. Documented Element Occurrences within 2 Miles of the Project Area

Element Occurrence ID*	Common Name	Scientific Name	Listing Status†	Latest Observation	Miles to Project Area
42634	Four-toed salamander habitat grid	<i>Hemidactylum scutatum</i>	SC	Not applicable (N/A)	Project area is within defined habitat grid
25561	Mixed moisture hardpan forest	N/A	N/A	2010	0.02
5236	Creepers	<i>Strophitus undulatus</i>	ST	2012-05-29	0.02
2543	Eastern lampmussel	<i>Lampsilis radiata</i>	ST	2010-04-07	0.02
11992	Notched rainbow	<i>Villosa constricta</i>	ST	2002-07-01	0.31
33066	Carolina ladle crayfish	<i>Cambarus davidi</i>	SR	2005-10-10	0.33
20590	Chameleon lampmussel	<i>Lampsilis</i> sp. 2	SR	2017-10-19	0.33
13098	Yellow lampmussel	<i>Lampsilis cariosa</i>	SE	2020-08-27	0.33
143	Notched rainbow	<i>Villosa constricta</i>	ST	2021-12-01	0.50
41021	Mimic shiner	<i>Notropis volucellus</i>	ST	1941-04-02	0.56
10753	Atlantic pigtoe	<i>Fusconaia masoni</i>	FT, ST	2019-07-30	0.84
24413	Tall boneset	<i>Eupatorium saltuense</i>	SR	2005-10-10	1.44
25557	Xeric hardpan forest (basic hardpan subtype)	N/A	N/A	2017	1.53
22331	Glade Wild Quinine	<i>Parthenium auriculatum</i>	SR	2005-10-10	1.55
25560	Mixed moisture hardpan forest	N/A	N/A	2017	1.56
9192	Heller's rabbit-tobacco	<i>Pseudognaphalium helleri</i>	SE	1957-10-04	1.57
25558	Upland depression swamp forest	N/A	N/A	2016	1.64
10980	Triangle floater	<i>Alasmidonta undulata</i>	ST	2012-05-29	1.64
25559	Mixed moisture hardpan forest	N/A	N/A	2017	1.77

Source: NCNHP (2023d)

Notes: FT = federally threatened, SC = special concern, SE = state endangered, SR = significantly rare, ST = state threatened

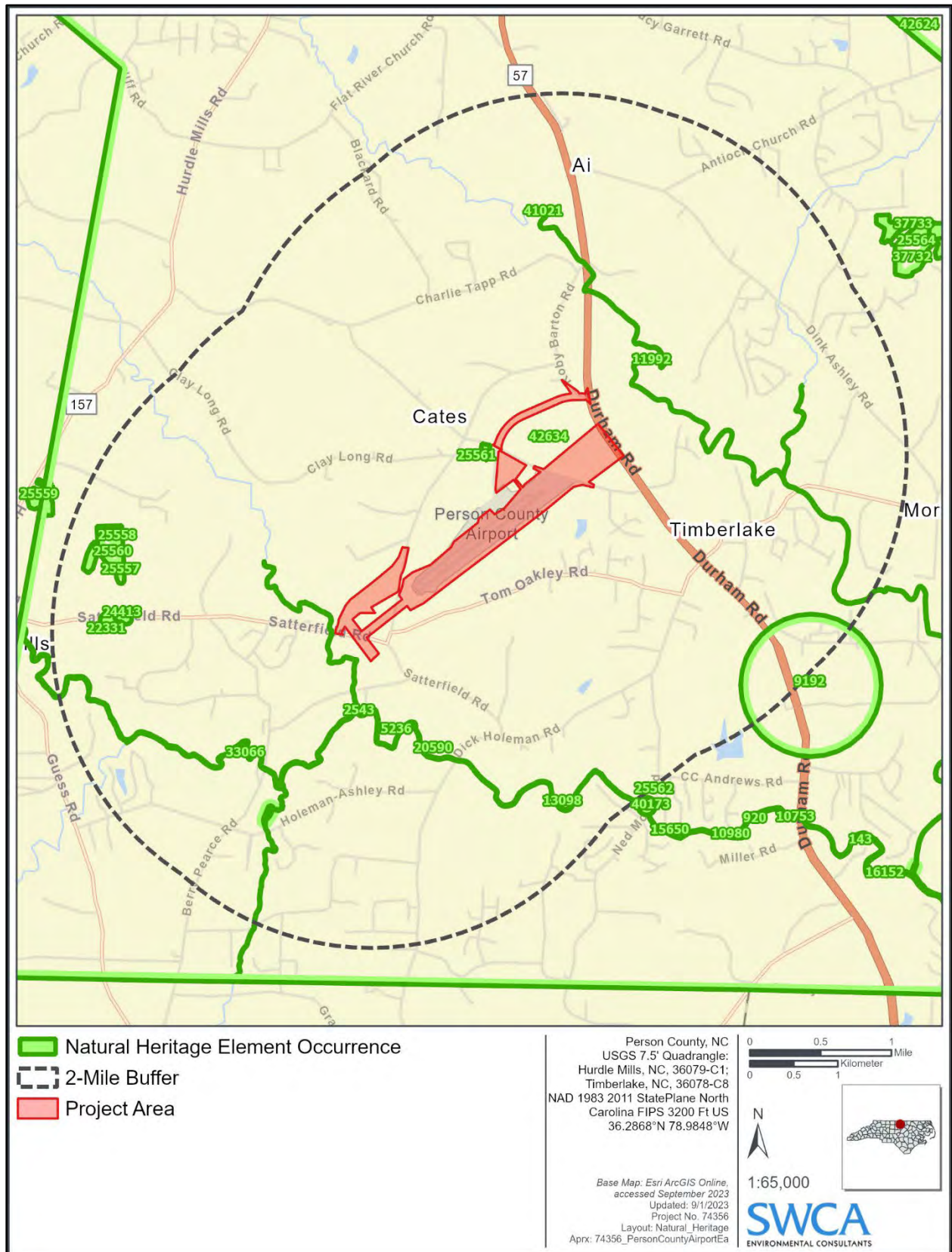


Figure 7. North Carolina Natural Heritage Element Occurrence map.

3.3.2.1 GREEN FLOATER (*Lasmigona subviridis*)

The green floater is a State endangered mollusk found in the New, Watauga, Roanoke, Tar, Neuse, and Yadkin-Pee Dee River drainages, where it inhabits small to medium-sized streams. It is intolerant of very strong currents and often is found in quiet pools with gravel and sand substrate. The species has been found in water depths of 1 to 4 feet, and in North Carolina, the best populations are associated with good to excellent water quality (NCWRC 2023d).

In 2012, the green floater was recorded by the NCNHP in the north and south forks of the Flat River approximately 3.60 miles southeast of the Project area. Many of the streams within the Project area are tributaries to the Flat River (NCNHP 2023d). As described in Section 3.2.2 above, there is potential suitable habitat for this species in SWCA-delineated stream S-01. This potential suitable habitat, combined with the slow-moving currents of the stream, may provide suitable habitat for the green floater.

3.3.2.2 TRIANGLE FLOATER (*Alasmidonta undulata*)

The triangle floater is a State endangered mussel found in the Roanoke, Chowan, Tar, Neuse, and Cape Fear River drainages. The species demonstrates no particular habitat preference across its range, having been collected from silt/sand in slower moving waters, gravel/sand in riffles and runs, and from crevices in bedrock (NCWRC 2023e). Although the species is common in the northern portion of its range, it has experienced declines in population in the southeastern United States due to threats such as nutrient enrichment, sedimentation, point-source pollution, alteration of natural flow regimes, nonnative and invasive species (e.g., zebra mussel [*Dreissena polymorpha*] and Asian clam [*Corbicula fluminea*]), habitat fragmentation caused by dams and road-stream crossings, and a legacy of land use that has greatly altered the natural dynamics of river corridors (NatureServe 2023a).

The most recent occurrence of the triangle floater was recorded in 2012 in the south fork of the Flat River (NCNHP 2023d). Many streams within the Project area are tributaries to the Flat River. The streams are primarily made of silt substrates with smaller areas of sand and gravel all of which could support the triangle floater. This species was determined to have a moderate likelihood of occurrence within the Project area.

3.3.2.3 ATLANTIC PIGTOE (*Fusconaia masoni*)

See section 3.3.1.4 above.

3.3.2.4 EASTERN LAMPMUSSEL (*Lampsilis radiata*)

The eastern lampmussel inhabits a wide variety of habitats including small streams, large rivers, ponds, and lakes. It seems to prefer sand or gravel substrates but can be found on many different types of substrate (Pennsylvania Natural Heritage Program 2023). In North Carolina, it has been documented from the Cape Fear, Neuse, Tar-Pamlico, Roanoke, and Chowan River basins (NCWRC 2023f). Little research has been done on the species, but major threats likely include changes to water quality, eutrophication, and changes in food availability (Massachusetts Natural Heritage & Endangered Species Program 2023).

The most recent occurrence within Person County was recorded in 2010 within Alderidge Creek approximately 0.03 mile west of the Project area (NCNHP 2023d). Many streams within the Project area are tributaries to the Flat River or Alderidge Creek. Because of the proximity of the most recent occurrences and the appropriate substrate found within the streams of the Project area, the eastern lampmussel was found to have a moderate likelihood of occurrence.

3.3.2.5 CREEPER (*Strophitus undulatus*)

The creeper is a river mussel found in the Roanoke, Tar, Neuse, Cape Fear, Yadkin-Pee Dee, Catawba, Broad, and French Broad River drainages of North Carolina. The species has been taken from silt, sand, gravel, and mixed substrates. Throughout its range, it has been found from headwater streams to large rivers and lakes to a depth of 14 meters (NCWRC 2023g). Threats to the creeper include channel modification, pollution, sedimentation, and low oxygen conditions (South Carolina Department of Natural Resources 2015).

The most recent occurrence within Person County was found about 0.8 mile south of the Project area in the south fork of the Flat River (NCNHP 2023d). Many of the streams within the Project area are tributaries to the Flat River. These streams are mostly made up of silty substrates that could support the species. The creeper has a moderate likelihood of occurrence within the Project area.

3.3.2.6 NOTCHED RAINBOW (*Villosa constricta*)

The notched rainbow is a small mussel found in the Roanoke, Tar, Neuse, Yadkin-Pee Dee, and Catawba River drainages where it prefers a clean, sand floor among rocks in the shallows of a smaller, often upland stream, though it will occur in rivers and in mud. In North Carolina, this species is found in streams with sand/gravel substrates, often in stable banks among tree root mats (NCWRC 2023h). The notched rainbow is sensitive to channel modification, pollution, sedimentation, and low oxygen conditions.

The nearest occurrence of the notched rainbow was recorded 0.3 mile south of the Project area in 2021. The notched rainbow was found in the north fork of the Flat River (NCNHP 2023d). Many streams within the Project area are tributaries to the Flat River and may provide suitable habitat for this species. The notched rainbow has a moderate likelihood of occurrence within the Project area.

3.3.2.7 FOUR-TOED SALAMANDER (*Hemidactylium scutatum*)

The four-toed salamander is a small amphibian found in the central Piedmont and a few other locations in North Carolina. It inhabits forested areas that surround or are adjacent to wetlands, such as swamps, marshes, and vernal pools. It also may inhabit other temporary waterbodies that are free of fish (Herps of NC 2023). The species is not documented within the Project area or its vicinity, but the Project area is within the grid of suitable habitat for the species identified by the NCNHP (2023d). The four-toed salamander has a moderate likelihood of occurrence within the Project area.

3.3.2.8 PRAIRIE BLUE WILD INDIGO (*Baptisia aberrans*)

Prairie blue wild indigo is a perennial wildflower in the bean (Fabaceae) family. The species typically inhabits glades, barrens, and open woodlands over limestone (or other calcareous rocks) and diabase (or other mafic rocks) in areas that were formerly prairies, barrens, glades, or oak savannas (NC State Extension 2023).

The meadows south of the airfield that are not subject to mowing could provide suitable habitat for prairie blue wild indigo. The likelihood of occurrence within the Project area was determined to be moderate.

3.3.2.9 MUDBANK CROWNGRASS (*Paspalum dissectum*)

Mudbank crowngrass is often found in shallow water, muddy, marshy, or sandy shores of ponds and streams, wet open places, and mudflats (NatureServe 2023b). The closest recorded occurrence of mudbank crowngrass was 16 miles north of the Project area along the Hyco Lake shoreline (NCNHP 2023d). Three ponds were identified during the wetland and waterbody surveys

conducted in 2023. The edges of these ponds could provide suitable habitat for the species. There is a moderate likelihood of occurrence for the mudbank crowngrass.

3.3.2.10 HELLER'S RABBIT-TOBACCO (*Pseudognaphalium helleri*)

Heller's rabbit-tobacco is a fragrant annual aster listed as endangered in North Carolina. It is found in openings and edges in dry oak-hickory and pine-oak-hickory woodlands, barrens, glades, and powerline clearings (LeGrand et al. 2023).

An occurrence of Heller's rabbit-tobacco was recorded in 1957, 1.6 miles southeast of the Project area. The plant has not been recorded since then (NCNHP 2023d). Suitable habitat may still exist within the forests within the northwestern portion of the Project area. Heller's rabbit-tobacco was determined to have a moderate likelihood of occurrence within the Project area.

3.3.2.11 CAROLINA BIRD'S-FOOT TREFOIL (*Acmispon helleri*)

Carolina bird's-foot trefoil is a flowering legume found in dry woodlands and openings, road banks, along railroads, and in powerline rights-of-way, where mowing and bush-hogging have replaced fire as the force keeping the habitat open, sunny, and suitable for this plant that historically occupied prairies (Flora of the Southeastern U.S. 2023).

There are multiple occurrences of Carolina bird's-foot trefoil within Person County, all found approximately 11 to 13 miles north of the Project area along roadways, trails, and powerline clearings (NCNHP 2023d). The Carolina bird's-foot trefoil may be found along roadways of the Project area and mowed prairies south of the airfield. The species was determined to have a moderate likelihood of occurrence within the Project area.

3.4 Migratory Birds

Migratory birds are protected under the federal Migratory Bird Treaty Act of 1918 (MBTA), which makes it illegal to destroy or disturb nests with birds or eggs in them. The MBTA prohibits the "take" (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the USFWS. "Take" may be intentional or unintentional and is defined as "to pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to pursue, hunt, shoot, wound, kill, trap, capture, or collect." The MBTA applies to most bird species and their nests, eggs, feathers, or other parts. The MBTA does not apply to introduced species such as rock pigeon (*Columba livia*), house sparrow (*Passer domesticus*), European starling (*Sturnus vulgaris*), and nonmigratory upland game birds.

BCC are listed by the USFWS and defined as "species, subspecies, and populations of all migratory nongame birds that, without additional conservation actions, are likely to become candidates for listing under the ESA (USFWS 2021). The Project area is within BCC 29. According to the IPaC, migratory birds in BCC 29 that could occur in the Project area include the bald eagle (*Haliaeetus leucocephalus*), chimney swift (*Chaetura pelagica*), prairie warbler (*Dendroica discolor*), red-headed woodpecker (*Melanerpes erythrocephalus*), rusty blackbird (*Euphagus carolinus*), and wood thrush (*Hylocichla mustelina*) (see Appendix B) (USFWS 2023a). Of these species, the chimney swift, prairie warbler, red-headed woodpecker, rusty blackbird, and wood thrush have the potential to occur and are discussed below. The bald eagle is unlikely to be found in the Project area, as the species prefers habitat near lakes, large rivers, and shorelines of sounds and bays (NCWRC 2023i).

3.4.1 Chimney Swift (*Chaetura pelagica*)

The chimney swift originally nested in natural sites such as caves and hollow trees of old-growth forests. Chimney Swifts now nest primarily in chimneys and other artificial sites with vertical surfaces and low light (including air vents, old wells, boathouses, garages, silos, and barns). This bird is most common in areas with a large concentration of chimneys for nest sites and roosts. In rural areas they may still nest in hollow trees, tree cavities, or caves. Chimney swifts forage mostly over open terrain but also over forests, ponds, and residential areas (Cornell Lab of Ornithology 2023a).

The chimney swift breeding season is March 15 to August 31 (USFWS 2023a). According to the eBird database, a chimney swift was reported within the Project area along Frank Timberlake Road at approximately 36.2824091, -78.9945846. The observation took place on July 7, 2023. The species has a high (3%–34%) frequency of reporting in Person County during the breeding season (eBird 2023). The open fields of the Project area may provide suitable foraging habitat for the species, and the residential properties could provide nesting locations. There is a high likelihood of chimney swift occurrence within the Project area.

3.4.2 Prairie Warbler (*Dendroica discolor*)

The prairie warbler inhabits brushy slashings, bushy pastures, and low pines. The species breeds in dry old clearings, edges of forest, and sandy pine barrens with undergrowth of scrub oaks, especially on ends of slopes and ridges. The prairie warbler likes thick second-growth areas of hickory, dogwood, hazel, or laurel with blackberry vines, and they are often found in flat, grassy lands with scattered trees and bushes in the South in the winter (Cornell Lab of Ornithology 2023b).

The dry fields and meadows of the Project area could provide suitable breeding habitat for this species (eBird 2023). The breeding season for this bird is May 1 to July 31. The prairie warbler was determined to have a moderate likelihood of occurrence within the Project area.

3.4.3 Red-headed Woodpecker (*Melanerpes erythrocephalus*)

Red-headed woodpeckers breed in deciduous woodlands with oak or beech, groves of dead or dying trees, river bottoms, burned areas, recent clearings, beaver swamps, orchards, parks, farmland, grasslands with scattered trees, forest edges, and roadsides. During the start of the breeding season, they move from forest interiors to forest edges or disturbed areas. Wherever they breed, dead (or partially dead) trees for nest cavities are an important part of their habitat. In the northern part of their winter range, they live in mature stands of forest, especially consisting of oak, hickory, maple, ash, and beech species. In the southern part, they live in pine and pine-oak (Cornell Lab of Ornithology 2023c).

The combination of open fields and forests found within the Project area may provide suitable habitat for this species. Several red-headed woodpeckers have been reported in similar habitat within 5 miles of the Project area (eBird 2023). Breeding season for this bird is May 10 to September 10. The red-headed woodpecker was determined to have a moderate likelihood of occurrence within the Project area.

3.4.4 Rusty Blackbird (*Euphagus carolinus*)

The rusty blackbird is found in northern Canada in the breeding season, nesting in stunted spruce and fir trees or around the edges of bogs/muskegs. However, it leaves its nesting area in fall and winters across most of the eastern United States, including most of North Carolina. In North Carolina, this species usually feed on the ground within a swamp or bottomland, but they also feed in wet fields, croplands, or

feedlots, seldom far from wooded cover to which they quickly flush when disturbed. They roost at night with other blackbirds in swamps and wet thickets (Birds of North Carolina 2023a).

There is potential suitable habitat for this species in areas east of the airfield where wetlands abut the forest. The rusty blackbird was determined to have moderate potential to occur within the Project area.

3.4.5 Wood Thrush (*Hylocichla mustelina*)

In North Carolina, the wood thrush prefers breeding habitat that contains a moderate scatter of saplings or small trees, shrubs, and a rich herb layer; the canopy is typically hardwoods, but it can also be a mix of pines and hardwoods and occasionally just pines and other conifers (such as a mature pine stand but with moderate understory growth of hardwood trees) (Birds of North Carolina 2023b). The species is most often found in those deciduous forests with water nearby and dominant species including American beech, American sweet gum, red maple, black gum, eastern hemlock, flowering dogwood, American hornbeam, oaks, or pines (Cornell Lab of Ornithology 2023d).

According to the eBird database, there are no records within the Project area, but the wood thrush has a moderate (15%–20%) frequency of reporting in Person County during the breeding season of May 10 through August 31 (eBird 2023). The deciduous forests of the Project area, especially those near the ponds of the Project area, may provide suitable habitat for the wood thrush. Because of this, the species was determined to have a moderate likelihood of occurrence.

4 SUMMARY AND CONCLUSIONS

The Project area is primarily developed open space (36.6%) with the remaining areas consisting primarily of deciduous forests and hay/pasture. Jurisdictional and non-jurisdictional wetlands and streams are present and detailed in the Wetland and Waterbody Delineation Report for the Person County Airport Expansion Project, Person County, North Carolina (SWCA 2023).

No federally or State-listed species have been identified within the Project area based on Natural Heritage Program records, and no listed species were observed during the habitat assessment. However, based on suitable habitat observed by SWCA biologists during the 2023 habitat assessment, numerous federally and State-listed species have the potential to occur within the Project area, as described in Section 3.3. Many of the listed animal species with the potential to occur are stream-dwelling species. If the Project avoids or minimizes impacts to aquatic features, it is unlikely these species would be impacted by Project development. However, if aquatic impacts are unavoidable, USFWS and NCWRC may request species-specific surveys for some or all these species prior to Project authorization.

Migratory bird species have the potential to occur in the Project area. To avoid impacting bird species and to adhere to the MBTA, the Project should minimize tree clearing during the breeding season, which is approximately March 1 through August 15 for most species in North Carolina.

5 LITERATURE CITED

- Birds of North Carolina. 2023a. Rusty Blackbird. Available at: http://ncbirds.carolinabirdclub.org/view.php?species_id=533#. Accessed August 2023.
- _____. 2023b. Wood Thrush. Available at: <http://ncbirds.carolinabirdclub.org/accounts.php>. Accessed August 2023.
- Cornell Lab of Ornithology. 2023a. Chimney Swift. Available at: https://www.allaboutbirds.org/guide/Chimney_Swift/. Accessed August 2023.
- _____. 2023b. Prairie Warbler. Available at: https://www.allaboutbirds.org/guide/Prairie_Warbler/lifehistory. Accessed August 2023.
- _____. 2023c. Red-headed Woodpecker. https://www.allaboutbirds.org/guide/Red-headed_Woodpecker/lifehistory. Accessed August 2023.
- _____. 2023d. Wood Thrush. Available at: https://www.allaboutbirds.org/guide/Wood_Thrush/lifehistory. Accessed August 2023.
- eBird. 2023. eBird: An online database of bird distribution and abundance [web application]. eBird, Cornell Lab of Ornithology, Ithaca, New York. Available at: <http://www.ebird.org>. Accessed August 2023.
- Flora of the Southeastern U.S. 2023. *Acmispon helleri*. Available at: <https://fsus.ncbg.unc.edu/show-taxon.php?parentid=63921>. Accessed August 2023.
- Google Earth Pro, version 7.3.6.9345 (64-bit). 2023. Aerial imagery from 1985–present at 36.285358, –78.981489. Available at: <http://earth.google.com>. Accessed August 2023.
- Herps of NC. 2023. Four-toed salamander, *Hemidactylium scutatum*. Available at: <https://herpsofnc.org/four-toed-salamander/>. Accessed August 2023.
- LeGrand, H., B. Sorrie, and T. Howard. 2023. Vascular Plants of North Carolina [Internet]. Raleigh (NC): North Carolina Biodiversity Project and North Carolina State Parks. Available at: <https://auth1.dpr.ncparks.gov/flora/index.php>. Accessed August 2023.
- Massachusetts Natural Heritage & Endangered Species Program. 2023. Eastern Lampmussel. Available at: <https://www.mass.gov/doc/eastern-lampmussel/download>. Accessed August 2023.
- Monarch Joint Venture. 2023. Monarch Habitat Evaluator. Available at: <https://monarchjointventure.org/mjvprograms/science/roadsidehabitat/habitat-evaluator-tool#:~:text=Overview,using%20the%20Rapid%20Assessment%20protocol>. Accessed August 2023.
- National Audubon Society. 2023a. Christmas Bird Count Historical Results. <https://netapp.audubon.org/cbcobservation/historical/resultsbycount.aspx>. Accessed August 2023.
- _____. 2023b. Important Bird Areas in NC. <https://nc.audubon.org/iba>. Accessed August 2023.
- National Resources Conservation Service (NRCS). 2023a. Web Soil Survey for Person County. Available at: <https://www.nrcs.usda.gov/wps/portal/nrcs/surveylist/soils/survey/state/?stateId=NC>. Accessed August 2023.

- _____. 2023b. *Field indicators of hydric soils in the United States*, Version 8.2. Edited by J.F. Berkowitz, G.W. Hurt, and L.M. Vasilas. U.S. Department of Agriculture, NRCS, in cooperation with the National Technical Committee for Hydric Soils.
- NatureServe. 2023a. *Alasmidonta undulata*. Available at https://explorer.natureserve.org/Taxon/ELEMENT_GLOBAL.2.111433/Alasmidonta_undulata/. Accessed August 2023.
- _____. 2023b. *Paspalum dissectum*. Available at: https://explorer.natureserve.org/Taxon/ELEMENT_GLOBAL.2.132842/Paspalum_dissectum. Accessed August 2023.
- NC State Extension. 2023. *Baptisia aberrans*. Available at: <https://plants.ces.ncsu.edu/plants/baptisia-aberrans/>. Accessed August 2023.
- North Carolina Bat Working Group. 2013. *Bats of North Carolina*. Available at: <https://www.ncbwg.org/bats-of-north-carolina/>. Accessed August 2023.
- North Carolina Department of Environmental Quality. 2023. Find Your HUC in North Carolina. Available at: <https://ncdenr.maps.arcgis.com/apps/PublicInformation/index.html?appid=ad3a85a0c6d644a0b97cd069db238ac3#!>. Accessed August 2023.
- North Carolina Natural Heritage Program (NCNHP). 2023a. North Carolina Natural Heritage Data Explorer: Interactive maps of Natural Heritage resources for North Carolina. Accessed August 2023.
- _____. 2023b. List of Rare Animal Species of North Carolina. Available at: <https://www.ncnhp.org/publications/nhp-publications/rare-animal-list>. Accessed August 2023.
- _____. 2023c. List of Rare Plant Species of North Carolina. Available at: <https://www.ncnhp.org/publications/nhp-publications/rare-plant-list>. Accessed August 2023.
- _____. 2023d. Natural Heritage Element Occurrences, Natural Areas, and Managed Areas Within a One-mile Radius of the Project Area, Person County Airport.
- North Carolina Wildlife Resources Commission (NCWRC). 2023a. Carolina Wildlife Resources Commission (NCWRC) State-listed species information. Available at: <https://www.ncwildlife.org/Learning/Species>. Accessed September 2023.
- _____. 2023b. Neuse River Waterdog. Available at: <https://www.ncwildlife.org/Learning/Species/Amphibians/Neuse-River-Waterdog>. Accessed August 2023.
- _____. 2023c. Carolina Madtom. Available at: <https://www.ncwildlife.org/Learning/Species/Fish/Carolina-Madtom>. Accessed August 2023.
- _____. 2023d. *Lasmigona subviridis*. Available at: <https://www.ncwildlife.org/Learning/Species/Mollusks/Green-Floater#3294904-habitat-preferences>. Accessed August 2023.
- _____. 2023e. *Alasmidonta undulata*. Available at: <https://www.ncwildlife.org/Learning/Species/Mollusks/Triangle-Floater#3329990-habitat-preferences>. Accessed August 2023.

- _____. 2023f. *Lampsilis radiata radiata*. Available at: <https://www.ncwildlife.org/Learning/Species/Mollusks/Eastern-Lampmussel#3292895-distribution>. Accessed August 2023.
- _____. 2023g. *Strophitus undulatus*. Available at: <https://www.ncwildlife.org/Learning/Species/Mollusks/Creepers#3064876-habitat-preferences>. Accessed August 2023.
- _____. 2023h. *Villosa constricta*. Available at: <https://www.ncwildlife.org/Learning/Species/Mollusks/Notched-Rainbow#3312920-habitat-preferences>. Accessed August 2023.
- _____. 2023i. *Haliaeetus leucocephalus*. Available at: <https://www.ncwildlife.org/Learning/Species/Birds/Bald-Eagle>. Accessed August 2023.
- Pennsylvania Natural Heritage Program. 2023. Eastern Lampmussel Fact Sheet. Available at: <https://www.nrc.gov/docs/ML1004/ML100481375.pdf>. Accessed August 2023.
- South Carolina Department of Natural Resources. 2015. Supplemental Volume: Species of Conservation Concern – Creeper (*Strophitus undulatus*). Available at: <https://www.dnr.sc.gov/swap/supplemental/mussels/creeper2015.pdf>. Accessed August 2023.
- SWCA Environmental Consultants (SWCA). 2023. Wetland and Waterbody Delineation Report for the Person County Airport Expansion Project, Person County, North Carolina. Raleigh, North Carolina: SWCA Environmental Consultants.
- U.S. Fish and Wildlife Service (USFWS). 2020. *Monarch (Danaus plexippus) Species Status Assessment Report*, version 2.1. Available at: <https://ecos.fws.gov/ServCat/DownloadFile/191345>. Accessed August 2023.
- _____. 2021. Birds of Conservation Concern 2021. Available at: <https://fws.gov/media/birds-conservation-concern-2021>. Accessed August 2023.
- _____. 2023a. Information for Planning and Consultation (IPaC) – Explore Resources. Project Area List. Available at: <https://ipac.ecosphere.fws.gov/location/52KWJIY2SZGELBJ5RMRHGX2CE/resources>. Accessed August 2023.
- _____. 2023b. Atlantic Pigtoe. Available at: <https://www.fws.gov/species/atlantic-pigtoe-fusconaia-masoni>. Accessed August 2023.
- _____. 2023c. Species profile for monarch butterfly (*Danaus plexippus*). <https://ecos.fws.gov/ecp/species/9743>. Accessed August 2023.
- U.S. Geological Survey (USGS). 2016. National Hydrographic Dataset. Available at: <http://nhd.usgs.gov/>. Accessed August 2023.
- _____. 2023a. National Land Cover Database (NLCD). Available at: <https://www.usgs.gov/data/national-land-cover-database-nlcd-2019-products>. Accessed August 2023..
- _____. 2023b. TopoView. Available at <https://ngmdb.usgs.gov/topoview/>. Accessed August 2023.

APPENDIX A

North Carolina Natural Heritage Program Resource Report



Roy Cooper, Governor

D. Reid Wilson, Secretary

Misty Buchanan
Deputy Director, Natural Heritage Program

NCNHDE-23213

August 31, 2023

Simon King
SWCA Environmental Consultants
113 Edinburgh South Drive
Cary, NC 27511
RE: Person County Airport; 74356

Dear Simon King:

The North Carolina Natural Heritage Program (NCNHP) appreciates the opportunity to provide information about natural heritage resources for the project referenced above.

A query of the NCNHP database indicates that there are records for rare species, important natural communities, natural areas, and/or conservation/managed areas within the proposed project boundary. These results are presented in the attached 'Documented Occurrences' tables and map.

The attached 'Potential Occurrences' table summarizes rare species and natural communities that have been documented within a one-mile radius of the property boundary. The proximity of these records suggests that these natural heritage elements may potentially be present in the project area if suitable habitat exists. Tables of natural areas and conservation/managed areas within a one-mile radius of the project area, if any, are also included in this report.

If a Federally-listed species is documented within the project area or indicated within a one-mile radius of the project area, the NCNHP recommends contacting the US Fish and Wildlife Service (USFWS) for guidance. Contact information for USFWS offices in North Carolina is found here: <https://www.fws.gov/offices/Directory/ListOffices.cfm?statecode=37>.

Please note that natural heritage element data are maintained for the purposes of conservation planning, project review, and scientific research, and are not intended for use as the primary criteria for regulatory decisions. Information provided by the NCNHP database may not be published without prior written notification to the NCNHP, and the NCNHP must be credited as an information source in these publications. Maps of NCNHP data may not be redistributed without permission.

Also please note that the NC Natural Heritage Program may follow this letter with additional correspondence if a Dedicated Nature Preserve, Registered Heritage Area, Land and Water Fund easement, or an occurrence of a Federally-listed species is documented near the project area.

If you have questions regarding the information provided in this letter or need additional assistance, please contact Rodney A. Butler at rodney.butler@ncdcr.gov or 919-707-8603.

Sincerely,
NC Natural Heritage Program

Natural Heritage Element Occurrences, Natural Areas, and Managed Areas Intersecting the Project Area
Person County Airport
Project No. 74356
August 31, 2023
NCNHDE-23213

No Element Occurrences are Documented within the Project Area

There are no documented element occurrences (of medium to very high accuracy) that intersect with the project area. Please note, however, that although the NCNHP database does not show records for rare species within the project area, it does not necessarily mean that they are not present; it may simply mean that the area has not been surveyed. The use of Natural Heritage Program data should not be substituted for actual field surveys if needed, particularly if the project area contains suitable habitat for rare species. If rare species are found, the NCNHP would appreciate receiving this information so that we may update our database.

No Natural Areas are Documented within the Project Area

Managed Areas Documented Within Project Area *

Managed Area Name	Owner	Owner Type
Person County Open Space	Person County	Local Government

*NOTE: If the proposed project intersects with a conservation/managed area, please contact the landowner directly for additional information. If the project intersects with a Dedicated Nature Preserve (DNP), Registered Natural Heritage Area (RHA), or Federally-listed species, NCNHP staff may provide additional correspondence regarding the project.

Definitions and an explanation of status designations and codes can be found at <https://ncnhde.natureserve.org/help>. Data query generated on August 31, 2023; source: NCNHP, Summer (July) 2023. Please resubmit your information request if more than one year elapses before project initiation as new information is continually added to the NCNHP database.

Natural Heritage Element Occurrences, Natural Areas, and Managed Areas Within a One-mile Radius of the Project Area
 Person County Airport
 Project No. 74356
 August 31, 2023
 NCNHDE-23213

Element Occurrences Documented Within a One-mile Radius of the Project Area

Taxonomic Group	EO ID	Scientific Name	Common Name	Last Observation Date	Element Occurrence Rank	Accuracy	Federal Status	State Status	Global Rank	State Rank
Crustacean	33066	Cambarus davidi	Carolina Ladle Crayfish	2005-10-10	E	3-Medium	---	Significantly Rare	G3	S3
Freshwater Bivalve	10753	Fusconaia masoni	Atlantic Pigtoe	2019-07-30	A	3-Medium	Threatened	Threatened	G1	S3
Freshwater Bivalve	13098	Lampsilis cariosa	Yellow Lampmussel	2020-08-27	E	3-Medium	---	Endangered	G3G4	S3
Freshwater Bivalve	2543	Lampsilis radiata	Eastern Lampmussel	2010-04-07	E	3-Medium	---	Threatened	G5	S3
Freshwater Bivalve	20590	Lampsilis sp. 2	Chameleon Lampmussel	2017-10-19	A	3-Medium	---	Significantly Rare	G2	S2
Freshwater Bivalve	5236	Strophitus undulatus	Creeper	2012-05-29	E	3-Medium	---	Threatened	G5	S3
Freshwater Bivalve	143	Villosa constricta	Notched Rainbow	2021-12-01	E	3-Medium	---	Threatened	G3	S3
Freshwater Bivalve	11992	Villosa constricta	Notched Rainbow	2002-07-01	E	3-Medium	---	Threatened	G3	S3
Freshwater Fish	41021	Notropis volucellus	Mimic Shiner	1941-04-02	H	3-Medium	---	Threatened	G5	S2
Natural Community	25561	Mixed Moisture Hardpan Forest	---	2010	C	2-High	---	---	G2?	S2

Natural Areas Documented Within a One-mile Radius of the Project Area

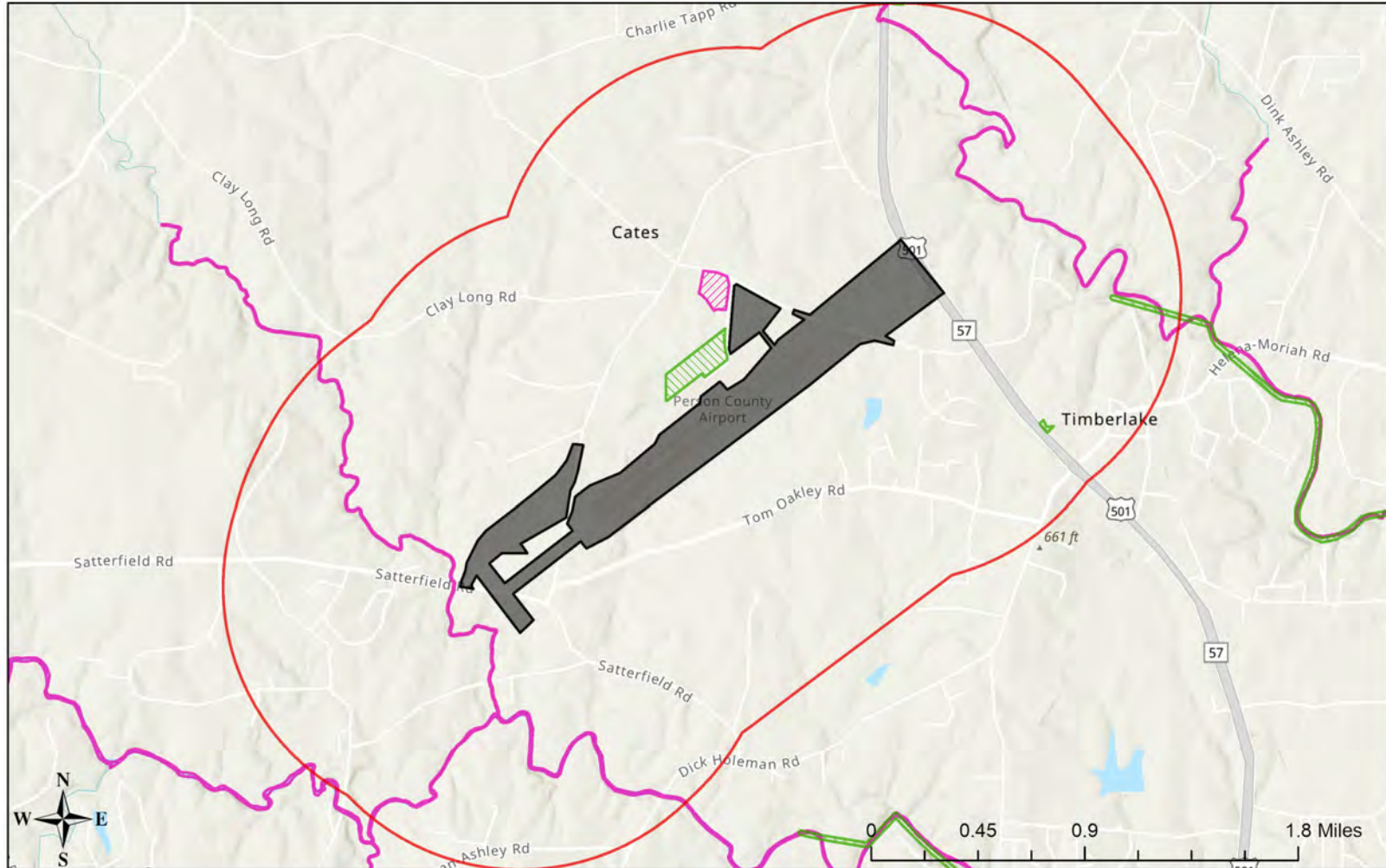
Site Name	Representational Rating	Collective Rating
Timberlake Hardpan Forest	R4 (Moderate)	C5 (General)
NEU/Flat River Aquatic Habitat	R1 (Exceptional)	C3 (High)

Managed Areas Documented Within a One-mile Radius of the Project Area





Managed Area Name	Owner	Owner Type
City of Roxboro Open Space	City of Roxboro	Local Government
Person County Open Space	Person County	Local Government
Person County Open Space	Person County	Local Government
USFWS Critical Habitat - Atlantic Pigtoe	US Fish and Wildlife Service	Federal

Definitions and an explanation of status designations and codes can be found at <https://ncnhde.natureserve.org/help>. Data query generated on August 31, 2023; source: NCNHP, Summer (July) 2023. Please resubmit your information request if more than one year elapses before project initiation as new information is continually added to the NCNHP database.

NCNHDE-23213: Person County Airport



August 31, 2023

-  NHP Natural Area (NHNA)
-  Managed Area (MAREA)
-  Buffered Project Boundary
-  Project Boundary

Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodataslyrselen, Rijkswaterstaat, GSA, Geoiand, FEMA, Intermap and the GIS user community
 Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

APPENDIX D

USACE Correspondence and Wetland Delineation Report

From: [Harmon, Richard G CIV \(USA\)](#)
To: [Naik, Lopa \(FAA\)](#)
Cc: [Kara Giblin](#); [Jessie Elepe](#); [Stephen Bright](#); [Simon King](#)
Subject: RE: SAW-2019-02150 Person County Airport Runway 6 Clearing / 385 Montgomery Drive / Timberlake, Person County, North Carolina - AJD
Date: Monday, May 5, 2025 3:06:39 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[Delineation_11x17_20250211.pdf](#)

All,

Please reference your *APPOVE JURISDICTIONAL DETERMINATION (AJD)* for the above referenced property, Corps Action ID: SAW-2023-02473. An AJD was issued on March 24, 2025, for features WB-02 (pond) and W-12 (PEM wetland). By copy of this e-mail, we are issuing a DELINEATION CONCURRENCE and confirming the delineation depicted on the attached map labeled as **Wetland Delineation Map** and dated *February 11, 2025*, is verified by our office and is a sufficiently accurate representation of the geographic boundaries of the aquatic resources located on the site.

Regulatory Guidance Letter (RGL) 16-01 provides guidance for Jurisdictional Determinations (JDs) and states, “The Corps generally does not issue a JD of any type where no JD has been requested” and in “certain circumstances where a JD would not be necessary.” This delineation may be relied upon for use in the permit evaluation process with our office, including determining proposed impacts and compensatory mitigation. This delineation verification is not an Approved Jurisdictional Determination (AJD) and is not an appealable action under the Regulatory Program Administrative Appeal Process (33 CFR Part 331).

Unless a future request is received that requires additional review, no further correspondence will be forthcoming, and the Corps considers this request complete.

Regards,
Dicky Harmon

Richard G. “Dicky” Harmon, PWS
Regulatory Specialist, Raleigh Field Office
U.S. Army Corps of Engineers – Wilmington District
CE-SAW-RG-R
3331 Heritage Trade Drive, Suite 105
Wake Forest, North Carolina 27587
Phone: 919.801.8990
Email: Richard.g.harmon@usace.army.mil



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, WILMINGTON DISTRICT
WILMINGTON REGULATORY OFFICE
69 DARLINGTON AVENUE
WILMINGTON NORTH CAROLINA 28403

March 24, 2025

Regulatory Program/Division

Sent Via email: rfoushee@personcountync.gov

Ray Foushee, Director General Services
Person County
304 South Morgan Street, Rm 222
Roxboro, North Carolina 27573-5245

Dear Mr. Foushee, Director General Services:

This letter is in response to your request to the Wilmington District, Wilmington Regulatory Office for an approved jurisdictional determination (AJD). The project/review area is located at 385 Montgomery Drive (airport entrance), at Latitude 36.277890 and Longitude -78.993520; in Timberlake, Person County, North Carolina. The review area for this determination is limited to an approximately +/- 480 acre(s) area comprised of 21 parcels (parcel numbers: A52-1, -3, -10, -12, -16, -18, -65, -96, -117, -133, -160, -189, -190, -194, -195; A53-5, -23; A64-1, -3, -187, -189)), which is illustrated on the enclosed site maps. This project has been assigned the file number SAW-2019-02150 (Raleigh Regional Airport at Person County (TDF) Expansion Project). This file number should be referenced in all correspondence concerning this project.

Based on our review of the information you furnished, a site inspection conducted on February 4, 2025, and other information available to our office, we have determined the above-referenced area contain no acre(s) of waters of the United States under the U.S. Army Corps of Engineers (Corps) regulatory jurisdiction. These waters are identified in the enclosed site maps, Wetland Delineation Map dated February 11, 2025. This determination was made in accordance with the Corps regulatory authority pursuant to Section 404 of the Clean Water Act, and based upon criteria contained in the 1987 Corps of Engineers Wetland Delineation Manual and the Eastern Mountains and Piedmont regional supplement.

This letter contains an approved jurisdictional determination for your subject site. If you object to this determination, you may request an administrative appeal under Corps regulations at 33 CFR Part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and request for appeal (RFA) form. If you request to appeal this determination you must submit a completed RFA form to the Division Appeals Officer at the address listed on the RFA form. In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 CFR part 331.5, and that it has been received by the Division Office within 60 days

of the date of the NAP. Should you decide to submit an RFA form, it must be received by the Corps by February 11, 2025. **It is not necessary to submit an RFA form to the Division Office if you do not object to the determination in this correspondence.**

Section 404 of the Clean Water Act requires a Department of the Army (DA) permit be obtained prior to the discharge of dredged or fill material into waters of the United States, including wetlands. Section 10 of the Rivers and Harbors Act of 1899 requires a DA permit be obtained for any work in, on, over or under navigable waters of the United States.

This determination has been conducted to identify the limits of Corps' Clean Water Act jurisdiction for the review area identified in this request. The determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA Program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service, prior to starting work.

You are cautioned that work performed in areas which may be waters of the United States, as indicated in the preliminary JD, without a Department of the Army permit could subject you to enforcement action.

If you have any questions concerning this correspondence, please contact Richard Harmon, Regulatory Specialist of the Raleigh Field Office at 919-724-8773, by mail at the above address, or by email at Richard.G.Harmon@USACE.Army.mil. Please take a moment to complete our customer satisfaction survey located at <https://regulatory.ops.usace.army.mil/customer-service-survey/>.

Sincerely,

A light blue rectangular box containing a handwritten signature in cursive script that reads "Richard G. Harmon".

Richard G. Harmon
Regulatory Specialist

Enclosures

cc: Simon King, SWCA Environmental Consultants (via simon.king@swca.com)

**U.S. Army Corps of Engineers (USACE)
NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS
AND REQUEST FOR APPEAL**

For use of this form, see Section 404 of the Clean Water Act, Section 10 of the Rivers and Harbors Act of 1899, and Section 103 of the Marine Protection, Research, and Sanctuaries Act; the proponent agency is CECW-COR.

*Form Approved –
OMB No. 0710-0003
Expires 2027-10-31*

DATA REQUIRED BY THE PRIVACY ACT OF 1974

Authority The authorities for requesting this information are Sections 9, 10, 13, and 14, Rivers and Harbors Act of March 3, 1899; Section 404, Clean Water Act; and Section 103 Marine Protection Research and Sanctuaries Act of 1972.

Principal Purpose This information serves as notification to affected parties regarding the USACE administrative appeal options and process, as well as to facilitate requests for appeal of USACE decisions with which they disagree.

Routine Uses Routine uses will include: (a) To serve as notification to affected parties of the Corps administrative appeal options and process and to facilitate requests for appeal of Corps decisions with which they disagree. (b) Records may be referred to the Department of Justice for possible criminal prosecution. (c) Records may be referred to other Federal, State, and local agencies for evaluation and enforcement purposes.

Disclosure Disclosure of this information is voluntary on your part. However, failure of individual to provide requested information could result in inability to determine all pertinent information regarding a Department of the Army permit matter.

The Agency Disclosure Notice (ADN)

The Public reporting burden for this collection of information, 0710-0003, is estimated to average 1 hour per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

PURPOSE: This form is used to facilitate the initiation of the administrative appeals process. The appeals process allows an affected party to pursue an administrative appeal of certain Corps of Engineers decisions with which they disagree.

Upon release, this form will also be available on the Corps website <https://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/>

Applicant: Ray Foushee		File Number: SAW-2019-02150	Date: 3/24/2025
Documents Attached (<i>select all that apply</i>):			Form Reference Section:
<input type="checkbox"/>	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A	
<input type="checkbox"/>	PROFFERED PERMIT (Standard Permit or Letter of permission)	B	
<input type="checkbox"/>	PERMIT DENIAL WITHOUT PREJUDICE	C	
<input type="checkbox"/>	PERMIT DENIAL WITH PREJUDICE	D	
<input checked="" type="checkbox"/>	APPROVED JURISDICTIONAL DETERMINATION	E	
<input type="checkbox"/>	PRELIMINARY JURISDICTIONAL DETERMINATION	F	

SECTION I

The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at <https://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/appeals/> or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C. PERMIT DENIAL WITHOUT PREJUDICE: Not appealable

You received a permit denial without prejudice because a required Federal, state, and/or local authorization and/or certification has been denied for activities which also require a Department of the Army permit before final action has been taken on the Army permit application. The permit denial without prejudice is not appealable. There is no prejudice to the right of the applicant to reinstate processing of the Army permit application if subsequent approval is received from the appropriate Federal, state, and/or local agency on a previously denied authorization and/or certification.

D: PERMIT DENIAL WITH PREJUDICE: You may appeal the permit denial

You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information for reconsideration

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice means that you accept the approved JD in its entirety and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.
- **RECONSIDERATION:** You may request that the district engineer reconsider the approved JD by submitting new information or data to the district engineer within 60 days of the date of this notice. The district will determine whether the information submitted qualifies as new information or data that justifies reconsideration of the approved JD. A reconsideration request does not initiate the appeal process. You may submit a request for appeal to the division engineer to preserve your appeal rights while the district is determining whether the submitted information qualifies for a reconsideration.

F: PRELIMINARY JURISDICTIONAL DETERMINATION: Not appealable

You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also, you may provide new information for further consideration by the Corps to reevaluate the JD.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision you may contact:	If you have questions regarding the appeal process, or to submit your request for appeal, you may contact:
Name: Richard Harmon	Name: Jonathan Swartz, Regulatory Appeals Review Officer
Street Address, City, State: 3331 Heritage Trade Dr Suite 105 Wake Forest, NC 27587	Street Address, City, State: 60 Forsyth Street SW Room 9M 15 Atlanta, Georgia 30303-8801
Phone: 919-724-8773	Phone: 803-260-5536
Email: Richard.G.Harmon@USACE.Army.mil	Email: jonathan.m.swartz@usace.army.mil

SECTION II – REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. Use additional pages as necessary. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15-day notice of any site investigation and will have the opportunity to participate in all site investigations.

Email address of appellant and/or agent

Telephone number

Signature of appellant or agent

Date



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, WILMINGTON DISTRICT
WILMINGTON REGULATOR OFFICE
69 DARLINGTON AVENUE
WILMINGTON, NORTH CAROLINA 28403

CE-SAW-RG-R

24 MARCH 2025

MEMORANDUM FOR RECORD

SUBJECT: US Army Corps of Engineers (Corps) Approved Jurisdictional Determination in accordance with the "Revised Definition of 'Waters of the United States'"; (88 FR 3004 (January 18, 2023) as amended by the "Revised Definition of 'Waters of the United States'; Conforming" (8 September 2023) ,¹ SAW-2019-02150²

BACKGROUND. An Approved Jurisdictional Determination (AJD) is a Corps document stating the presence or absence of waters of the United States on a parcel or a written statement and map identifying the limits of waters of the United States on a parcel. AJDs are clearly designated appealable actions and will include a basis of JD with the document.³ AJDs are case-specific and are typically made in response to a request. AJDs are valid for a period of five years unless new information warrants revision of the determination before the expiration date or a District Engineer has identified, after public notice and comment, that specific geographic areas with rapidly changing environmental conditions merit re-verification on a more frequent basis.⁴

On January 18, 2023, the Environmental Protection Agency (EPA) and the Department of the Army ("the agencies") published the "Revised Definition of 'Waters of the United States,'" 88 FR 3004 (January 18, 2023) ("2023 Rule"). On September 8, 2023, the agencies published the "Revised Definition of 'Waters of the United States'; Conforming", which amended the 2023 Rule to conform to the 2023 Supreme Court decision in *Sackett v. EPA*, 598 U.S., 143 S. Ct. 1322 (2023) ("*Sackett*").

This Memorandum for Record (MFR) constitutes the basis of jurisdiction for a Corps AJD as defined in 33 CFR §331.2. For the purposes of this AJD, we have relied on Section 10 of the Rivers and Harbors Act of 1899 (RHA),⁵ the 2023 Rule as amended,

¹ While the Revised Definition of "Waters of the United States"; Conforming had no effect on some categories of waters covered under the CWA, and no effect on any waters covered under RHA, all categories are included in this Memorandum for Record for efficiency.

² When documenting aquatic resources within the review area that are jurisdictional under the Clean Water Act (CWA), use an additional MFR and group the aquatic resources on each MFR based on the TNW, the territorial seas, or interstate water that they are connected to. Be sure to provide an identifier to indicate when there are multiple MFRs associated with a single AJD request (i.e., number them 1, 2, 3, etc.).

³ 33 CFR 331.2.

⁴ Regulatory Guidance Letter 05-02.

⁵ USACE has authority under both Section 9 and Section 10 of the Rivers and Harbors Act of 1899 but for convenience, in this MFR, jurisdiction under RHA will be referred to as Section 10.

CE-SAW-RG-R

SUBJECT: 2023 Rule, as amended, Approved Jurisdictional Determination in Light of *Sackett v. EPA*, 143 S. Ct. 1322 (2023), SAW-2019-02150

as well as other applicable guidance, relevant case law, and longstanding practice in evaluating jurisdiction.

1. SUMMARY OF CONCLUSIONS.

- a. Provide a list of each individual feature within the review area and the jurisdictional status of each one (i.e., identify whether each feature is/is not a water of the United States and/or a navigable water of the United States).

Name of Aquatic Resource	JD or Non-JD	Section 404/Section 10
Pond 1	Non-JD	N/A
Pond/Wetland 1	Non-JD	N/A

2. REFERENCES.

- a. “Revised Definition of ‘Waters of the United States,’” 88 FR 3004 (January 18, 2023) (“2023 Rule”)
- b. “Revised Definition of ‘Waters of the United States’; Conforming” 88 FR 61964 (September 8, 2023)
- c. *Sackett v. EPA*, 598 U.S. 651, 143 S. Ct. 1322 (2023)

3. REVIEW AREA. The “Approved Jurisdictional Determination – AJD Area is shown as pink dots encompassing the features within the attached “Wetland Delineation Map” provided by the requestor.

- a. Project Are Size (in acres): +/- 82
- b. Location Description: The project/review area is located at 385 Montgomery Drive (airport entrance).
- c. Center Coordinates of the Project Site (in decimal degrees)
Latitude: 36.277890 Longitude: -78.993520
- d. Nearest City or Town: Timberlake
- e. County: Person
- f. State: North Carolina

4. NEAREST TRADITIONAL NAVIGABLE WATER (TNW), THE TERRITORIAL SEAS, OR INTERSTATE WATER TO WHICH THE AQUATIC RESOURCE IS CONNECTED. Neuse River⁶

5. FLOWPATH FROM THE SUBJECT AQUATIC RESOURCES TO A TNW, THE TERRITORIAL SEAS, OR INTERSTATE WATER.

Pond 1 and Wetland/Pond 1 appear to be exempted ornamental pond and settling basin that are only impounding high ground and were likely excavated in uplands. The features are topographic crenulations that do not show evidence of a surface connection to an RPW or TNW. No A(4) waters exist downslope of Pond 1. The nearest A(4) water is ~2,300 linear feet downslope of the base of Pond-Wetland 1 dam. Before arriving at the A(4) water there is a defined upland area. The nearest A(3) water is ~2,000-linear feet downslope from the base of Ponds 1 to a Stream. The nearest A(3) waters are ~1780-linear feet downslope from the base of Pond-Wetland 1 to a Stream. The Streams, in general, flow ~4,900 linear feet to North Flat River to Flay River to Neuse River. North Flat River to Flat River to Neuse River flows approximately 23 miles into the Neuse River a TNW.

6. SECTION 10 JURISDICTIONAL WATERS⁷: Describe aquatic resources or other features within the review area determined to be jurisdictional in accordance with Section 10 of the Rivers and Harbors Act of 1899. Include the size of each aquatic resource or other feature within the review area and how it was determined to be jurisdictional in accordance with Section 10.⁸ N/A

7. SECTION 404 JURISDICTIONAL WATERS: Describe the aquatic resources within the review area that were found to meet the definition of waters of the United States in accordance with the 2023 Rule as amended, consistent with the Supreme Court's decision in *Sackett*. List each aquatic resource separately, by name, consistent with the naming convention used in section 1, above. Include a rationale for each aquatic

⁶ This MFR should not be used to complete a new stand-alone TNW determination. A stand-alone TNW determination for a water that is not subject to Section 9 or 10 of the Rivers and Harbors Act of 1899 (RHA) is completed independently of a request for an AJD. A stand-alone TNW determination is conducted for a specific segment of river or stream or other type of waterbody, such as a lake, where upstream or downstream limits or lake borders are established.

⁷ 33 CFR 329.9(a) A waterbody which was navigable in its natural or improved state, or which was susceptible of reasonable improvement (as discussed in § 329.8(b) of this part) retains its character as "navigable in law" even though it is not presently used for commerce, or is presently incapable of such use because of changed conditions or the presence of obstructions.

⁸ This MFR is not to be used to make a report of findings to support a determination that the water is a navigable water of the United States. The district must follow the procedures outlined in 33 CFR part 329.14 to make a determination that water is a navigable water of the United States subject to Section 10 of the RHA.

resource, supporting that the aquatic resource meets the relevant category of “waters of the United States” in the 2023 Rule as amended. The rationale should also include a written description of, or reference to a map in the administrative record that shows, the lateral limits of jurisdiction for each aquatic resource, including how that limit was determined, and incorporate relevant references used. Include the size of each aquatic resource in acres or linear feet and attach and reference related figures as needed.

- a. Traditional Navigable Waters (TNWs) (a)(1)(i): N/A
- b. The Territorial Seas (a)(1)(ii): N/A
- c. Interstate Waters (a)(1)(iii): N/A
- d. Impoundments (a)(2): N/A
- e. Tributaries (a)(3): N/A
- f. Adjacent Wetlands (a)(4): N/A
- g. Additional Waters (a)(5): N/A

8. NON-JURISDICTIONAL AQUATIC RESOURCES AND FEATURES

- a. Describe aquatic resources and other features within the review area identified in the 2023 Rule as amended as not “waters of the United States” even where they otherwise meet the terms of paragraphs (a)(2) through (5). Include the type of excluded aquatic resource or feature, the size of the aquatic resource or feature within the review area and describe how it was determined to meet one of the exclusions listed in 33 CFR 328.3(b).⁹

Name of excluded feature	Size (acres)	Resources Type	Coordinates	Specific exclusion (b)(1) - (b)(8)
Pond 1	0.10	Open Water	36.290744, -78.981745	(b)(5) Artificial lakes or ponds created by excavating or diking dry land to collect and retain

⁹ 88 FR 3004 (January 18, 2023)

CE-SAW-RG-R

SUBJECT: 2023 Rule, as amended, Approved Jurisdictional Determination in Light of *Sackett v. EPA*, 143 S. Ct. 1322 (2023), SAW-2019-02150

				water and which are used exclusively for such purposes as stock watering, irrigation, settling basins, or rice growing
Pond/Wet 1	0.43	Open water	36.2805750, -78.997108	(b)(5) Artificial lakes or ponds created by excavating or diking dry land to collect and retain water and which are used exclusively for such purposes as stock watering, irrigation, settling basins, or rice growing

- b. Describe aquatic resources and features within the review area that were determined to be non-jurisdictional because they do not meet one or more categories of waters of the United States under the 2023 Rule as amended (e.g., tributaries that are non-relatively permanent waters; non-tidal wetlands that do not have a continuous surface connection to a jurisdictional water).

N/A

9. DATA SOURCES. List sources of data/information used in making determination. Include titles and dates of sources used and ensure that information referenced is available in the administrative record.

- a. Office (Desk) evaluation: 02/11/2025 were conducted
Field Evaluation: 02/11/2025

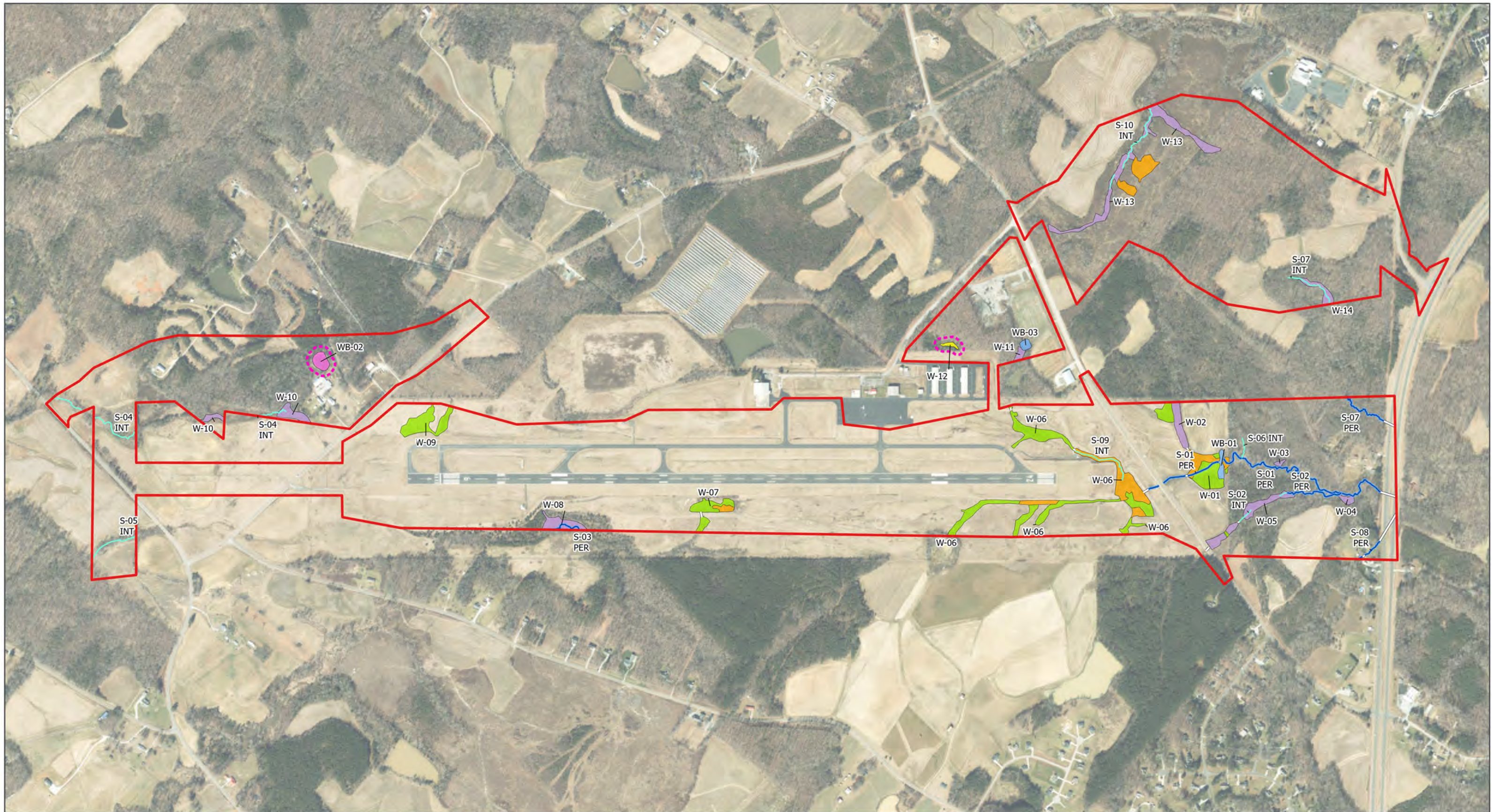
- b. Data source, date used to support this determination.
- i. Photographs: Appendix B, 07/17/2023
 - ii. Aerial Imagery: Exhibit B, 07/17/2023
 - iii. USDA NRCS Soil Survey: Figure 4, 07/17/2023
 - iv. USGS topographic maps: Figure 1, 07/17/2023

CE-SAW-RG-R

SUBJECT: 2023 Rule, as amended, Approved Jurisdictional Determination in Light of *Sackett v. EPA*, 143 S. Ct. 1322 (2023), SAW-2019-02150

10. OTHER SUPPORTING INFORMATION. N/A

11. NOTE: The structure and format of this MFR were developed in coordination with the EPA and Department of the Army. The MFR's structure and format may be subject to future modification or may be rescinded as needed to implement additional guidance from the agencies; however, the approved jurisdictional determination described herein is a final agency action.

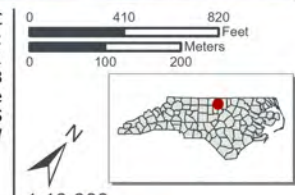


PERSON COUNTY AIRPORT EA

Wetland Delineation Map

- | | |
|---|------------------------------|
| Culvert Line | PFO Wetland - Jurisdictional |
| Perennial Stream - Jurisdictional | PSS Wetland - Jurisdictional |
| Intermittent Stream - Jurisdictional | Pond - Jurisdictional |
| PEM Wetland - Non-jurisdictional (isolated) | AJD Review Area |
| Pond - Non-jurisdictional (isolated) | PJD Review Area |
| PEM Wetland - Jurisdictional | |

Person County, NC
 USGS 7.5' Quadrangle:
 Hurdle Mills, NC, 36079-C1
 Timberlake, NC, 36078-C8
 NAD 1983 2011 StatePlane
 North Carolina FIPS 3200 Ft US
 36.2863°N 78.9856°W



Base Map: Esri ArcGIS Online,
 accessed February 2025
 Updated: 2/11/2025
 Project No. 74356
 Layout: Delineation 11x17
 74356_PersonCountyAirportEa_v2

1:10,000
 SWCA
 ENVIRONMENTAL CONSULTANTS

November 22, 2024

Rachel Capito
Regulatory Project Manager
US Army Corps of Engineers

By Electronic Mail: rachel.a.capito@usace.army.mil

**Subject: Approved Jurisdictional Determination Request – Project Area Change
Raleigh Regional Airport at Person County (TDF) Expansion Project
Person County, North Carolina**

Dear Rachel:

SWCA Environmental Consultants (SWCA), on behalf of Person County, submitted an Approved Jurisdictional Determination (AJD) request for the above referenced project in Person County, North Carolina that was accepted on January 18, 2024, and assigned SAW-2019-02150 with you as the project manager. Person County is planning to expand the Raleigh Regional Airport at Person County (TDF) runway and improve runway safety. The airport plans to further extend the 6,005' precision instrument runway to a length of 6,800' in order to allow for better accommodation of corporate, cargo, and private customers. The Project study area is located approximately 7 miles south of Roxboro, North Carolina. When the initial JD request was submitted on January 18, 2024, the project area totaled 397 acres. Since the submission, the project area has added a borrow area and increased to approximately 480-acres (Figure A). A revised JD request package that includes the additional areas is attached for your review. Right of Entry Agreement letters have been sent to property owners outside of the county owned land and are attached. Properties with unsigned letters are still permitted to be entered for environmental review under North Carolina General Statutes §40A-11.

The JD request form, site summary information, figures, data sheets, and photos are enclosed for your review. Please contact Simon King at Simon.King@swca.com with any questions regarding the enclosed information.

Sincerely,
SWCA Environmental Consultants



Simon King, Assistant Project Ecologist

Enclosures:

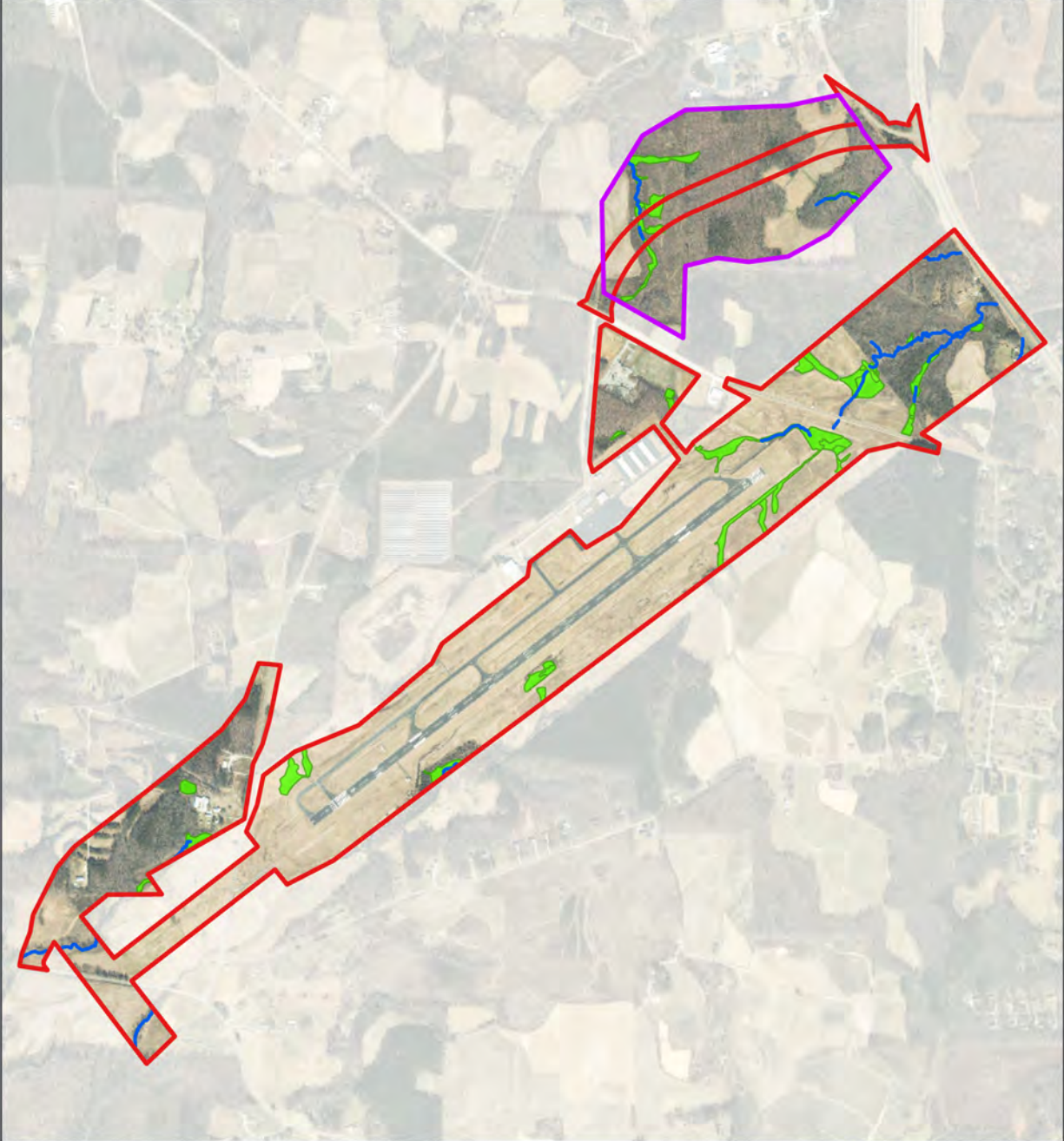
JD Request Form
Site Summary Information
Figures
USACE Wetland Determination Forms
NCDEQ Stream Determination Forms
APT Results

cc:

Kara Giblin - KGiblin@swca.com
SWCA Project Environmental Planner

Ray Foushee - rfoushee@personcountync.gov
Director of General Services for Person County

Stephen Bright – wsbright@tbiilm.com
Project Engineer - Talbert & Bright, Inc.



- Delineated Stream
- Delineated Wetland
- January 2024 Request
- Additional Survey Area Added (Borrow Area)

Person County, NC
 USGS 7.5' Quadrangle:
 Hurdle Mills, NC, 36079-C1;
 Timberlake, NC, 36078-C8
 NAD 1983 2011 StatePlane North
 Carolina FIPS 3200 Ft US
 36.2868°N 78.9848°W

0 870 1,740
 Meters
 0 210 420
 Feet

N

Base Map: Esri ArcGIS Online,
 accessed November 2024
 Updated: 11/22/2024
 Project No. 74356
 Layout: Alternatives, Waters
 Apr: 74356_PersonCountyAirportEa -

1:21,000

 ENVIRONMENTAL CONSULTANTS

Figure A. Additional Survey Area Map

Jurisdictional Determination Request



**US Army Corps
of Engineers**
Wilmington District

This form is intended for use by anyone requesting a jurisdictional determination (JD) from the U.S. Army Corps of Engineers, Wilmington District (Corps). Please include all supporting information, as described within each category, with your request. You may submit your request via mail, electronic mail, or facsimile. Requests should be sent to the appropriate project manager of the county in which the property is located. A current list of project managers by assigned counties can be found on-line at:

<http://www.saw.usace.army.mil/Missions/RegulatoryPermitProgram/Contact/CountyLocator.aspx>, by calling 910-251-4633, or by contacting any of the field offices listed below. Once your request is received you will be contacted by a Corps project manager.

ASHEVILLE & CHARLOTTE REGULATORY FIELD OFFICES

US Army Corps of Engineers
151 Patton Avenue, Room 208
Asheville, North Carolina 28801-5006
General Number: (828) 271-7980
Fax Number: (828) 281-8120

WASHINGTON REGULATORY FIELD OFFICE

US Army Corps of Engineers
2407 West Fifth Street
Washington, North Carolina 27889
General Number: (910) 251-4610
Fax Number: (252) 975-1399

RALEIGH REGULATORY FIELD OFFICE

US Army Corps of Engineers
3331 Heritage Trade Drive, Suite 105
Wake Forest, North Carolina 27587
General Number: (919) 554-4884
Fax Number: (919) 562-0421

WILMINGTON REGULATORY FIELD OFFICE

US Army Corps of Engineers
69 Darlington Avenue
Wilmington, North Carolina 28403
General Number: 910-251-4633
Fax Number: (910) 251-4025

INSTRUCTIONS:

All requestors must complete Parts A, B, C, D, E, F and G.

NOTE TO CONSULTANTS AND AGENCIES: If you are requesting a JD on behalf of a paying client or your agency, please note the specific submittal requirements in **Part H**.

NOTE ON PART D – PROPERTY OWNER AUTHORIZATION: Please be aware that all JD requests must include the current property owner authorization for the Corps to proceed with the determination, which may include inspection of the property when necessary. This form must be signed by the current property owner(s) or the owner(s) authorized agent to be considered a complete request.

NOTE ON PART D - NCDOT REQUESTS: Property owner authorization/notification for JD requests associated with North Carolina Department of Transportation (NCDOT) projects will be conducted according to the current NCDOT/USACE protocols.

NOTE TO USDA PROGRAM PARTICIPANTS: A Corps approved or preliminary JD may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA Program participants, or anticipate participation in USDA programs, you should also request a certified wetland determination from the local office of the Natural Resources Conservation Service, prior to starting work.

Jurisdictional Determination Request

A. PARCEL INFORMATION

Street Address: 385 Montgomery Dr., Timberlake, NC 27583 (airport entrance)

City, State: Timberlake, North Carolina

County: Person County

Parcel Index Number(s) (PIN): Multiple parcels - see attached table.

B. REQUESTOR INFORMATION

Name: Simon King, SWCA Associate Project Ecologist

Mailing Address: 113 Edinburgh South Drive, Suite 120

Cary, NC 27511

Telephone Number: 828-289-3232

Electronic Mail Address: simon.king@swca.com

Select one:

I am the current property owner.

I am an Authorized Agent or Environmental Consultant¹

Interested Buyer or Under Contract to Purchase

Other, please explain. _____

C. PROPERTY OWNER INFORMATION²

Name: Ray Foushee, Director of General Services for Person County

Mailing Address: 304 South Morgan Street, Room 222

Roxboro, North Carolina 27573-5245

Telephone Number: 336-597-1735

Electronic Mail Address: rfoushee@personcountync.gov

¹ Must provide completed Agent Authorization Form/Letter.

² Documentation of ownership also needs to be provided with request (copy of Deed, County GIS/Parcel/Tax Record).

Jurisdictional Determination Request

D. PROPERTY ACCESS CERTIFICATION^{3,4}

By signing below, I authorize representatives of the Wilmington District, U.S. Army Corps of Engineers (Corps) to enter upon the property herein described for the purpose of conducting on-site investigations, if necessary, and issuing a jurisdictional determination pursuant to Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act of 1899. I, the undersigned, am either a duly authorized owner of record of the property identified herein, or acting as the duly authorized agent of the owner of record of the property.

Ray Foushee, Person County General Services Director

Print Name

Capacity: Owner Authorized Agent⁵

Date

Signature

E. REASON FOR JD REQUEST: (Check as many as applicable)

- I intend to construct/develop a project or perform activities on this parcel which would be designed to avoid all aquatic resources.
- I intend to construct/develop a project or perform activities on this parcel which would be designed to avoid all jurisdictional aquatic resources under Corps authority.
- I intend to construct/develop a project or perform activities on this parcel which may require authorization from the Corps, and the JD would be used to avoid and minimize impacts to jurisdictional aquatic resources and as an initial step in a future permitting process.
- I intend to construct/develop a project or perform activities on this parcel which may require authorization from the Corps; this request is accompanied by my permit application and the JD is to be used in the permitting process.
- I intend to construct/develop a project or perform activities in a navigable water of the U.S. which is included on the district Section 10 list and/or is subject to the ebb and flow of the tide.
- A Corps JD is required in order obtain my local/state authorization.
- I intend to contest jurisdiction over a particular aquatic resource and request the Corps confirm that jurisdiction does/does not exist over the aquatic resource on the parcel.
- I believe that the site may be comprised entirely of dry land.
- Other: _____

³ For NCDOT requests following the current NCDOT/USACE protocols, skip to Part E.

⁴ If there are multiple parcels owned by different parties, please provide the following for each additional parcel on a continuation sheet.

⁵ Must provide agent authorization form/letter signed by owner(s).

Jurisdictional Determination Request

F. JURISDICTIONAL DETERMINATION (JD) TYPE (Select One)

I am requesting that the Corps provide a preliminary JD for the property identified herein.

A Preliminary Jurisdictional Determination (PJD) provides an indication that there may be “waters of the United States” or “navigable waters of the United States” on a property. PJDs are sufficient as the basis for permit decisions. For the purposes of permitting, all waters and wetlands on the property will be treated as if they are jurisdictional “waters of the United States”. PJDs cannot be appealed (33 C.F.R. 331.2); however, a PJD is “preliminary” in the sense that an approved JD can be requested at any time. PJDs do not expire.

I am requesting that the Corps provide an approved JD for the property identified herein.

An Approved Jurisdictional Determination (AJD) is a determination that jurisdictional “waters of the United States” or “navigable waters of the United States” are either present or absent on a site. An approved JD identifies the limits of waters on a site determined to be jurisdictional under the Clean Water Act and/or Rivers and Harbors Act. Approved JDs are sufficient as the basis for permit decisions. AJDs are appealable (33 C.F.R. 331.2). The results of the AJD will be posted on the Corps website. A landowner, permit applicant, or other “affected party” (33 C.F.R. 331.2) who receives an AJD may rely upon the AJD for five years (subject to certain limited exceptions explained in Regulatory Guidance Letter 05-02).

I am unclear as to which JD I would like to request and require additional information to inform my decision.

G. ALL REQUESTS

Map of Property or Project Area. This Map must clearly depict the boundaries of the review area.

Size of Property or Review Area 480 acres.

The property boundary (or review area boundary) is clearly physically marked on the site.

Jurisdictional Determination Request

H. REQUESTS FROM CONSULTANTS



Project Coordinates (Decimal Degrees): Latitude: 36.28724009732699

Longitude: -78.98115936530981



A legible delineation map depicting the aquatic resources and the property/review area. Delineation maps must be no larger than 11x17 and should contain the following: (Corps signature of submitted survey plats will occur after the submitted delineation map has been reviewed and approved).⁶

- North Arrow
- Graphical Scale
- Boundary of Review Area
- Date
- Location of data points for each Wetland Determination Data Form or tributary assessment reach.

For Approved Jurisdictional Determinations:

- Jurisdictional wetland features should be labeled as Wetland Waters of the US, 404 wetlands, etc. Please include the acreage of these features.
- Jurisdictional non-wetland features (i.e. tidal/navigable waters, tributaries, impoundments) should be labeled as Non-Wetland Waters of the US, stream, tributary, open water, relatively permanent water, pond, etc. Please include the acreage or linear length of each of these features as appropriate.
- Isolated waters, waters that lack a significant nexus to navigable waters, or non-jurisdictional upland features should be identified as Non-Jurisdictional. Please include a justification in the label regarding why the feature is non-jurisdictional (i.e. “Isolated”, “No Significant Nexus”, or “Upland Feature”). Please include the acreage or linear length of these features as appropriate.

For Preliminary Jurisdictional Determinations:

- Wetland and non-wetland features should not be identified as Jurisdictional, 404, Waters of the United States, or anything that implies jurisdiction. These features can be identified as Potential Waters of the United States, Potential Non-wetland Waters of the United States, wetland, stream, open water, etc. Please include the acreage and linear length of these features as appropriate.



Completed Wetland Determination Data Forms for appropriate region
(at least one wetland and one upland form needs to be completed for each wetland type)

⁶ Please refer to the guidance document titled “Survey Standards for Jurisdictional Determinations” to ensure that the supplied map meets the necessary mapping standards. <http://www.saw.usace.army.mil/Missions/Regulatory-Permit-Program/Jurisdiction/>

Jurisdictional Determination Request

- Completed appropriate Jurisdictional Determination form
 - **PJDs**, please complete a Preliminary Jurisdictional Determination Form⁷ and include the Aquatic Resource Table
 - **AJDs**, please complete an Approved Jurisdictional Determination Form⁸
- Vicinity Map
- Aerial Photograph
- USGS Topographic Map
- Soil Survey Map
- Other Maps, as appropriate (e.g. National Wetland Inventory Map, Proposed Site Plan, previous delineation maps, LIDAR maps, FEMA floodplain maps)
- Landscape Photos (if taken)
- NCSAM and/or NCWAM Assessment Forms and Rating Sheets
- NC Division of Water Resources Stream Identification Forms
- Other Assessment Forms

⁷ www.saw.usace.army.mil/Portals/59/docs/regulatory/regdocs/JD/RGL_08-02_App_A_Prelim_JD_Form_fillable.pdf

⁸ Please see <http://www.saw.usace.army.mil/Missions/Regulatory-Permit-Program/Jurisdiction/>

Principal Purpose: The information that you provide will be used in evaluating your request to determine whether there are any aquatic resources within the project area subject to federal jurisdiction under the regulatory authorities referenced above.

Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public, and may be made available as part of a public notice as required by federal law. Your name and property location where federal jurisdiction is to be determined will be included in the approved jurisdictional determination (AJD), which will be made available to the public on the District's website and on the Headquarters USAGE website.

Disclosure: Submission of requested information is voluntary; however, if information is not provided, the request for an AJD cannot be evaluated nor can an AJD be issued.

AGENT AUTHORIZATION FORM

PROPERTY LEGAL DESCRIPTION:

LOT NO. _____ PLAN NO. _____ PARCEL ID: PERSON COUNTY TAX MAP
AND PARCEL NO: A52 65

STREET ADDRESS: RALEIGH REGIONAL AIRPORT AT PERSON COUNTY (TDF)
385 MONTGOMERY DRIVE, TIMBERLAKE, NC 27583

Please print:

Property Owner: PERSON COUNTY

Property Owner: _____

The undersigned, registered property owners of the above noted property, do hereby authorize

Simon King, of SWCA Environmental Consultants
(Contractor / Agent) (Name of consulting firm)

to act on my behalf and take all actions necessary for the processing, issuance and acceptance of this permit or certification and any and all standard and special conditions attached.

Property Owner's Address (if different than property above):

304 S MORGAN ST STE 219, ROXBORO, NC 27573

Telephone: 336-597-1735

We hereby certify the above information submitted in this application is true and accurate to the best of our knowledge.

Ray Joubert
Authorized Signature


Date: 11/13/2023

Authorized Signature

Date: _____

Parcels within the Person County Airport Expansion Study Area

Tax Map & Parcel No	Owner	Address	Acreage
A52 65	Person County	Located off Cates Mill Road	394.6
A52 1	Person County	Located off Cates Mill Road	26.4
A52 3	Aleane G. Webb Estate	Located off Cates Mill Rd	81.4
A64 187	William A. Young	7094 Durham Rd.	7.7
A52 18	Diana Anderson Gardner	936 Roby Barton Rd.	207.9
A52 160	Teri Penny	Located off Cates Mill Rd.	3.8
A53 23	Foushee Enterprises LLC	Located off Satterfield Rd.	199.8
A53 5	William Cates III	Located off Berry Pearce Rd. and Satterfield Rd.	92.5
A52 195	Claiborne Thomas Brewer	659 Ford Trail	10
A52 194	Jessica Sue Brewer	611 Ford Trail	10
A52 10	Thomas E. Maddry Sr.	2120 Frank Timberlake Rd.	33.9
A52 189	Thomas E. Maddry Sr. Life Estate	2046 Frank Timberlake Rd.	13
A52 117	Elizabeth Anne Ferris	Located off Tommy Lunsford Rd.	10
A52 12	Donna L. Albert & others	1538 Frank Timberlake Rd.	85.4
A52 190	Thomas E. Maddry Sr.	Located off Frank Timberlake Rd.	20
A52 133	Van Wesley Long	807 Cates Mill Rd	2.1
A52 96	Mary Jo Barton Estate	Located off Cates Mill Rd.	19.6
A52 16	Victor M. Bowles	Located off Cates Mill Rd. & Frank Timberlake Rd.	69.1
A64 3	Floyd Haywood Lawrence	7270 Durham Rd.	3
A64 189	James L. Hill	7118 Durham Rd.	0.8
A64 1	Edwin Eric Burton Jr.	Located off Durham Rd.	2.3



Wetland and Waterbody Delineation Report for the Person County Airport Expansion Project, Person County, North Carolina

DECEMBER 2024

PREPARED FOR
Person County Airport

PREPARED BY
SWCA Environmental Consultants

SWCA

WETLAND AND WATERBODY DELINEATION REPORT FOR THE PERSON COUNTY AIRPORT EXPANSION PROJECT, PERSON COUNTY, NORTH CAROLINA

Prepared for

Person County Airport
385 Montgomery Drive
Timberlake, North Carolina 27583

and

Talbert & Bright, Inc.
4810 Shelley Drive
Wilmington, North Carolina 28405

Prepared by

SWCA Environmental Consultants
113 Edinburgh South Drive, Suite 120
Cary, North Carolina 27511
(919) 292-2200
www.swca.com

SWCA Project No. 74356

December 2024

CONTENTS

1	Introduction	1
2	Methodology.....	1
2.1	Desktop Analysis Methodology.....	1
2.2	Field Methodology.....	2
3	Results.....	4
3.1	Desktop Analysis	4
3.1.1	Landscape Setting	4
3.1.2	Soils	4
3.1.3	Hydrology	5
3.1.4	Desktop Wetlands and Waterway Inventory	5
3.1.5	National Hydrography Dataset	6
3.2	Field Investigations.....	6
3.2.1	Wetlands and Waterbodies	7
3.2.1.1	Vegetation Communities	10
3.2.1.2	Hydrology.....	11
3.2.1.3	Hydric Soil Indicators	11
3.2.2	Open Waters	11
3.2.3	Waterways	12
3.3	Alternatives Analysis.....	15
3.4	Jurisdictional Status Assessment and Permitting.....	15
3.4.1	Jurisdictional Determination.....	15
3.4.2	North Carolina Riparian Buffer Rules	16
3.4.3	Permitting.....	17
3.4.3.1	Clean Water Act Section 404/401 Permitting	17
3.4.3.2	Riparian Buffer Authorization.....	17
3.4.3.3	Pre-Construction Notification	17
3.4.4	Compensatory Mitigation	18
3.4.4.1	Mitigation Ratios.....	18
3.4.4.2	Mitigation Costs	18
4	Conclusions	18
5	Literature Cited.....	20

Appendices

- Appendix A. Figures
- Appendix B. USACE Wetland Determination Data Forms and Photographs
- Appendix C. NCDEQ Stream Data Forms and Photographs
- Appendix D. Antecedent Precipitation Tool Results

Tables

Table 1. Mapped NRCS Soil Types within the Project Area.....	5
Table 2. Cowardin Classification of NWI Wetlands in the Project Area	6
Table 3. Wetlands Identified in the Project Area.....	8
Table 4. Open Waters Identified in the Project Area	11
Table 5. Waterways Identified in the Project Area	13
Table 6. Alternatives Analysis	15
Table 7. Current Rate Schedule for DMS Mitigation Credits.....	18

1 INTRODUCTION

On behalf of Person County, SWCA Environmental Consultants (SWCA) has prepared this wetland and waterbody delineation report for the Person County Airport Expansion Project (project), located in Person County, North Carolina (Appendix A, Figures 1 and 2). The 480-acre project area is approximately 7 miles south of Roxboro, North Carolina. Land use in the project area consists of the existing airport, forested land, agricultural lands, and rural residential properties.

The objectives of this investigation were to identify and evaluate jurisdictional wetlands and other waters within the project area that may be subject to U.S. Army Corps of Engineers (USACE) and North Carolina Department of Environmental Quality (NCDEQ) jurisdiction under Section 404 and/or 401 of the Clean Water Act (CWA).

This report describes the methods and results of the delineation and SWCA's professional opinion regarding the jurisdictional status of the aquatic resources identified. The results and conclusions provided in this report represent our professional opinion based on our knowledge and experience with the USACE and NCDEQ, including their regulatory guidance, documents, and manuals. However, the final jurisdictional determination will be at the discretion of the USACE and NCDEQ.

2 METHODOLOGY

In accordance with USACE methodology outlined in the *Corps of Engineers Wetlands Delineation Manual* (USACE 1987) and the *Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Eastern Mountains and Piedmont Region (Version 2.0)* (USACE 2012), wetlands and other jurisdictional waters were identified and approximated through the combined use of existing publicly available baseline data and field investigations. Each wetland boundary was recorded using a Samsung Galaxy Tab Active3 and Juniper Systems GNS3S Receiver unit with submeter accuracy. Additionally, each wetland was photographed.

Streams were assessed and characterized pursuant to guidance provided in the North Carolina Division of Water Quality's (NCDWQ's) *Methodology for Identification of Intermittent and Perennial Streams and Their Origins*, Version 4.11 (NCDWQ 2010). Additionally, SWCA investigators used the USACE Regulatory Guidance Letter 05-05, Ordinary High Water Mark Identification (USACE 2005) and the 2008 Rapanos Guidance and Related Documents under CWA Section 404 (U.S. Environmental Protection Agency [EPA] 2023). The ordinary high-water mark (OHWM) is the defining element for identifying the lateral limits of non-wetland waters. Federal jurisdiction over a non-wetland water of the United States typically extends to the OHWM. The OHWM for all streams, ponds, and impoundments, and boundaries for all wetlands were recorded using a Samsung Galaxy Tab Active3 and Juniper Systems Geode GPS unit with submeter accuracy. Additionally, each resource was photographed.

2.1 Desktop Analysis Methodology

The following publicly available data sources were used to complete a desktop analysis of the project area to assess the likelihood of wetlands and other jurisdictional waters to occur within the project area:

- Current and historical aerial imagery (Google Earth Pro 2023)
- Federal Emergency Management Agency (FEMA) National Flood Hazard mapping (FEMA 2024)
- Natural Resources Conservation Service (NRCS) Web Soil Survey (NRCS 2024)

- U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) mapping (USFWS 2024)
- U.S. Geological Survey (USGS) National Hydrography Dataset (NHD) (USGS 2021)

The results of the desktop analysis were used to identify the likely locations of jurisdictional wetlands and waterbodies for the field verification described below.

2.2 Field Methodology

A field evaluation was conducted to determine the likely presence or absence of wetlands and other jurisdictional waters in accordance with guidance and information available from the following sources:

- *Corps of Engineers Wetlands Delineation Manual* (USACE 1987)
- *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Eastern Mountains and Piedmont Region (Version 2.0)* (USACE 2012)
- *Field Indicators of Hydric Soils in the United States (Version 8.2)* (NRCS 2018)
- Current Implementation of Waters of the United States (EPA and USACE 2024)
- *Sackett v. Environmental Protection Agency* ruling (Supreme Court of the United States 2023)
- *Methodology for Identification of Intermittent and Perennial Streams and Their Origins*, Version 4.11 (NCDWQ 2010)

The presence or absence of wetlands was determined in the field using routine determination methods outlined by the USACE (1987, 2012). Wetlands were identified by positive indicators of hydrology, hydrophytic vegetation, and hydric soils. Under normal conditions, all three parameters must be present for an area to be considered a wetland in accordance with Section 404 of the CWA.

Wetlands were then classified according to the Cowardin System, as described in *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin et al. 1979). This is a hierarchical system based on the topographic position and vegetation type of a wetland, which aids resource managers and others by providing uniformity of concepts and terms used to define wetlands according to hydrologic, geomorphologic, chemical, and biological factors. Data collected at each site were used to approximate the wetland boundary and were recorded on USACE Eastern Mountains and Piedmont wetland determination data forms. Wetland boundaries were recorded using GPS units capable of submeter accuracy and flagged.

Wetland hydrology was primarily determined in the field by considering the frequency and duration of inundation, visual observation of saturation in the upper 16 inches of the soil profile, and the presence of primary wetland hydrologic indicators (such as oxidized rhizospheres on living roots, water-stained leaves, water marks, sediment deposits, or algal matting). Secondary indicators used to determine wetland hydrology include, but are not limited to, surface soil cracks, crayfish burrows, geomorphic position, and drainage patterns. Evidence of these secondary indicators is present even during dry periods; therefore, they are useful indicators of a wetland. If the area sampled displayed one or more primary hydrologic indicators or two or more secondary hydrologic indicators as listed in the appropriate wetland delineation manual/supplement, a positive wetland hydrology determination was made.

Rainfall has the most substantial influence on maintaining wetland hydrology. During the summer, evapotranspiration rates are at their highest, which often results in receding water tables. Therefore, it is important to accurately evaluate the normality of rainfall with respect to its influence on wetland

hydrology. The Antecedent Precipitation Tool (APT) method was used to assess wetland hydrology with respect to rainfall normality within the project area (USACE 2024a). The APT is an automation tool created by the USACE to rapidly evaluate three climatological parameters (latitude, longitude, and date) to assist in making and documenting various determinations required by policy for the execution of the USACE's regulatory program. This method assesses an area's wetland hydrologic condition by comparing prior 3-month precipitation data to the 30-year norms. Evaluation using the APT classifies the wetland hydrologic condition of an area into three categories: normal, dry, or wet. This assessment was considered to determine whether identified wetland hydrology indicators should be considered normal or a result of wetter than normal hydrologic conditions or whether hydrology indicators were lacking due to abnormal or problematic conditions.

Vegetation within each sampling plot was identified to species when possible, to identify the plant communities present. Hydrophytic vegetation, which is one parameter of a jurisdictional wetland, is defined as a plant community with more than 50% of the dominant plant species ranked as obligate wetland (OBL), facultative wetland (FACW), or facultative (FAC). The appropriate wetland indicator status, as recorded in the *National Wetland Plant List*, version 3.6 (USACE 2022), was assigned to each plant species.

For each data point recorded, a soil test pit was dug to determine the presence or absence of hydric conditions. As defined by the National Technical Committee of Hydric Soils, a hydric soil is a "soil that formed under the conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part" (NRCS 2018: page 1). Common indicators for hydric soils, according to the USACE manuals (1987, 2012), include sandy redox, depleted matrix, redox dark surface, and depleted dark surface. Hydric soil determinations were made according to criteria listed in the appropriate wetland delineation manual/supplement and the NRCS hydric soils guide (NRCS 2018).

Waterways (e.g., streams, human-made ditches) were identified by the presence of an OHWM, which is usually identifiable by indicators such as the level of water present, scouring of the channel, or a vegetation line within the channel. The OHWM is a defining element for identifying the lateral limits of non-wetland waters. The OHWMs, or center line, of waterways encountered during the wetland delineation were recorded using GPS units capable of submeter accuracy. The verification of the presence of features and classification of stream versus anthropogenic feature were made during field surveys.

Waterways within the project area were further classified as perennial, intermittent, or ephemeral based on field observations using the *Methodology for Identification of Intermittent and Perennial Streams and Their Origins*, Version 4.11 (NCDWQ 2010). Stream classifications are based on the descriptions in NCDWQ (2010) as well as the USACE's definitions (USACE 2024b) described below:

- Ephemeral Stream: An ephemeral stream has flowing water only during and for a short duration after precipitation events in a typical year. Ephemeral streambeds are located above the water table year-round. Groundwater is not a source of water for the stream. Runoff from rainfall is the primary source of water for stream flow.
- Intermittent Stream: An intermittent stream has flowing water during certain times of the year, when groundwater provides water for stream flow. During dry periods, intermittent streams may not have flowing water. Runoff from rainfall is a supplemental source of water for stream flow.
- Perennial Stream: A perennial stream has flowing water year-round during a typical year. The water table is located above the streambed for most of the year. Groundwater is the primary source of water for stream flow.
- Upland Feature: Non-jurisdictional features found wholly within upland areas. Examples include non-wetland swales, erosional gullies, and low-volume small washes. Also includes ditches

(including roadside ditches) excavated wholly in uplands and draining uplands that do not carry relatively permanent flow.

- Relatively Permanent Water (RPW): Tributaries that typically flow year-round or have continuous flow at least seasonally (e.g., typically 3 months). Perennial and intermittent streams are generally included under this definition. Generally considered jurisdictional by the USACE.
- Non-relatively Permanent Water: Tributaries that lack year-round flow and/or seasonal flow (more than 3 months). Generally, not considered jurisdictional by the USACE unless they are determined to have a significant nexus to a traditional navigable water (TNW).

3 RESULTS

The following sections summarize the landscape setting, vegetative communities, soils, hydrology, and the presence of wetlands, open waters, and streams within the project area. The following sections summarize the vegetative communities, soils, wetlands, waterways, and waterbodies within the project area. The extent of potentially jurisdictional waters was determined based on a desktop analysis of available data and field investigations.

3.1 Desktop Analysis

3.1.1 Landscape Setting

Topography within the project area is relatively flat, with elevations ranging from approximately 533 to 627 feet above mean sea level. A review of the FEMA National Flood Hazard Layer showed that approximately 0.8 acre of the project area is located along Alderidge Creek within Zone AE (areas subject to inundation by the 1% annual chance flood) of the 100-year floodplain (FEMA 2023) (Appendix A, Figure 3).

The project area is located within the North Flat River (hydrologic unit code [HUC] 030202010101) and the South Flat River (HUC 030202010102) watersheds of the Upper Neuse River Basin (HUC 03020201). The Neuse River is located approximately 35 miles southeast of the project area.

A review of Google Earth current and historical aerial imagery dating back to 1985 (Google Earth Pro 2023) indicates that the site hydrology in the southern portion of the project area was heavily altered due to airport construction and runway expansion between 1993 and 2005. It does not appear to have had significant changes since 2005. Outside of the fenced airstrip, which includes a paved runway surrounded by maintained grass, the project area consists of deciduous forest and early successional mixed forest with smaller areas of residential properties and farmland.

3.1.2 Soils

Thirteen mapped soil types, including water, are present within the project area (Appendix A, Figure 4) (NRCS 2024). Four of the soil units mapped within the project area have unit components that meet the hydric soil criteria with hydric ratings between 1 and 40. The hydric rating refers to the percentage of map units that meets the criteria for hydric soils. Map units that consist of primarily hydric soils may have minor nonhydric components in the higher positions on the landform, and map units that are made up of primarily nonhydric soils may have minor hydric components in the lower positions on the landform. Each map unit is rated based on its respective components and the percentage of each component within the map unit (NRCS 2024). Hydric soils are those that formed under conditions of flooding, saturation, or

ponding for a long enough period during the growing season, developing anaerobic conditions (NRCS 2018). These soils are saturated long enough during the growing season to support the growth and reproduction of hydrophytic vegetation and have distinctive color patterns within the upper layers. The presence of hydric soils is one of the three parameters required to make a wetland determination in a given location. However, the designation of “hydric” for a given soil map unit assigned by the NRCS (Table 1) does not satisfy the hydric soil parameter requirement under the routine USACE wetland determination methods; documentation of hydric soil indicators in the field is necessary to confirm hydric soils for the purposes of wetland delineation. Table 1 provides additional details for these soil types.

Table 1. Mapped NRCS Soil Types within the Project Area

Soil Name	Map Unit	Hydric Rating	Acreage within Project Area	Percentage of Project Area
Appling sandy loam, 2 to 6 percent slopes	ApB	No	31.9	6.6%
Cecil sandy loam, 2 to 6 percent slopes	CeB	No	33.5	7.0%
Cecil sandy loam, 6 to 10 percent slopes	CeC	No	2.4	0.5%
Chewacla and Wehadkee soils, 0 to 2 percent slopes, frequently flooded	ChA	Yes – 40	2.0	0.4%
Enon fine sandy loam, 2 to 6 percent slopes	EnB	Yes – 1	0.1	0.0%
Georgeville loam, 2 to 6 percent slopes	GeB	No	7.4	1.6%
Georgeville loam, 6 to 10 percent slopes	GeC	No	9.5	2.0%
Helena sandy loam, 2 to 6 percent slopes	HeB	Yes – 1	1.5	0.3%
Helena-Sedgefield sandy loams, 2 to 6 percent slopes	HfB	Yes – 4	306.0	63.7%
Herndon loam, 2 to 6 percent slopes	HrB	No	6.8	1.4%
Vance sandy loam, 2 to 6 percent slopes	VaB	No	72.0	15.0%
Vance sandy loam, 6 to 10 percent slopes	VaC	No	4.8	1.0%
Water	W	Not applicable	2.2	0.5%
Total			480.3	100%

Source: NRCS (2024)

Note: Totals may not sum exactly due to rounding.

3.1.3 Hydrology

The wetland hydrologic conditions for July 17–21, 2023, February 20, 2024, and October 30-31, 2024, were calculated using the APT (USACE 2024a). An index score of 9 or lower indicates antecedent precipitation conditions are drier than normal; a score of 10-14 indicates conditions are normal; and a score of 15 or higher indicates conditions are wetter than normal. According to the APT, wetland hydrologic conditions in the project area were considered normal during all days of the wetland delineation with index scores ranging from 11 to 14 (Appendix D).

3.1.4 Desktop Wetlands and Waterway Inventory

The USFWS NWI mapping data were reviewed to determine the potential presence of wetland features within the project area (Table 2; see Appendix A, Figure 3). NWI wetlands are classified according to the Cowardin System (Cowardin et al. 1979). This is a hierarchical system based on the topographic position and vegetation type of a wetland, which aids resource managers and others by providing uniformity of

concepts and terms used to define wetlands according to hydrologic, geomorphologic, chemical, and biological factors. Table 2 presents the number and type of desktop-mapped wetlands as provided by NWI data sets.

Table 2. Cowardin Classification of NWI Wetlands in the Project Area

Wetland Attribute*	Wetland Type	Acreage
PFO/PSS	Freshwater Forested/Shrub Wetland	2.35
PUB	Freshwater Pond	1.67
Total Wetland Acreage		4.02

* PFO = palustrine forested; PSS = palustrine scrub/shrub; PUB = palustrine unconsolidated bottom

In total, 4.02 acres of NWI features are mapped within the project area. Please note, NWI features are desktop estimates of wetlands and waterways, and field delineations may determine more wetlands or less wetlands are present than depicted on the NWI. The NWI makes no attempt to define the limits of proprietary jurisdiction of any federal, state, or local government, or to establish the geographical scope of the regulatory programs of government agencies.

3.1.5 National Hydrography Dataset

USGS NHD maps were reviewed to determine the potential presence of streams and waterbodies within the project area (see Appendix A, Figure 3). NHD desktop data suggest the presence of 8,843 linear feet of unnamed intermittent stream, 464 linear feet of connector features, and 259 linear feet of artificial stream paths within the project area. There are 1.6 acres of NHD waterbody features mapped within the project area. Artificial stream paths are surrogate paths for general flow direction in frequently changing aquatic systems. A connector feature is a known, but nonspecific, invisible connection between two nonadjacent stream segments. All NHD waterbodies correspond to the NWI features discussed above.

Intermittent streams and waterbodies may hold water or have flowing water year-round, depending on groundwater input and recent rainfall amounts, whereas perennial waters hold or have flowing water year-round during a typical year. Perennial streams have a well-defined channel that contains water year-round during a year of normal rainfall with the aquatic bed located below the water table for most of the year. Groundwater is the primary source of water for a perennial stream, but it also carries stormwater runoff. NHD data may misclassify intermittent waters, and field surveys typically reveal that many are ephemeral, meaning that water is only present during or directly after a precipitation event.

3.2 Field Investigations

Field investigations were conducted July 17–21, 2023, February 20, 2024, and October 30-31, 2024, to assess the general site characteristics, ground-truth any mapped features identified during the desktop analysis, assess the likelihood of wetland presence in areas mapped as hydric soils, and delineate the boundaries of all features determined to be present. All features within the project area were also assessed for jurisdictional status. The maps in Appendix A show the project area, the delineated aquatic features, and the data point locations. Wetland and stream data sheets and photographs are provided in Appendices B and C.

3.2.1 Wetlands and Waterbodies

SWCA delineated fourteen distinct wetland areas totaling 19.00 acres within the project area (Table 3; see Appendix A). Of these delineated wetlands (palustrine forested wetland [PFO], palustrine scrub/shrub wetland [PSS], palustrine emergent [PEM] wetland), it is SWCA's professional opinion 18.90 acres are USACE jurisdictional. Resources determined to be USACE non-jurisdictional are generally isolated within the project area or lack a continuous surface connection to a TNW.

Table 3. Wetlands Identified in the Project Area

Feature ID	Survey Date	Location	Jurisdictional Status*	Wetland Classification†	Acres	Map Book Page (see Appendix A)	Explanation
W-01	07/17/2023	36.292149, -78.972745	404 Wetland	PEM	1.30	3, 4	Abuts an RPW that is a tributary to a TNW.
W-01	07/17/2023	36.292174, -78.973390	404 Wetland	PSS	0.74	3, 4	Abuts an RPW that is a tributary to a TNW.
W-02	07/17/2023	36.292868, -78.974789	404 Wetland	PFO	0.65	3, 4	Abuts an RPW that is a tributary to a TNW via a culvert.
W-02	07/17/2023	36.292702, -78.975038	404 Wetland	PEM	0.50	3, 4	Abuts an RPW that is a tributary to a TNW via a culvert.
W-03	07/17/2023	36.293421, -78.971346	404 Wetland	PFO	0.08	4	Abuts an RPW that is a tributary to a TNW.
W-04	07/18/2023	36.293787, -78.968995	404 Wetland	PFO	0.18	4	Abuts an RPW that is a tributary to a TNW.
W-05	07/18/2023	36.292216, -78.971090	404 Wetland	PFO	1.16	4	Abuts an RPW that is a tributary to a TNW.
W-05	07/18/2023	36.291215, -78.971240	404 Wetland	PEM	0.03	4	Abuts and drained by a non-RPW that has a continuous connection to a downstream TNW.
W-06	07/19/2023	36.290713, -78.974630	404 Wetland	PSS	2.07	3, 4	Abuts an RPW that is a tributary to a TNW.
W-06	07/21/2023	36.290215, -78.978255	404 Wetland	PEM	3.76	3	Abuts an RPW with a continuous connection to a downstream TNW.
W-07	07/19/2023	36.283790, -78.984647	404 Wetland	PEM	0.90	2	Abuts an off-site RPW that is a tributary to a TNW.
W-07	07/19/2023	36.283855, -78.984266	404 Wetland	PSS	0.20	2	Abuts an RPW that is a tributary to a TNW.
W-08	07/19/2023	36.280955, -78.988195	404 Wetland	PFO	0.82	2	Abuts an RPW that is a tributary to a TNW.
W-09	07/20/2023	36.280953, -78.993310	404 Wetland	PEM	1.45	1, 2	Possibly non-jurisdictional but connects into a culvert under the existing runway with no obvious outlet observable in the project area.
W-10	07/20/2023	36.279015, -78.996744	404 Wetland	PFO	0.75	1	Abuts a seasonal RPW with a continuous connection to a downstream TNW.
W-11	07/21/2023	36.291621, -78.979871	404 Wetland	PFO	0.17	3	Abuts a pond with a continuous connection to a downstream TNW.
W-12	07/21/2023	36.290744, -78.981745	USACE non-jurisdictional	PEM	0.10	3	Isolated and lacks a continuous connection to a downstream TNW.
W-13	07/21/2023	36.296661, -78.980965	404 Wetland	PFO	2.39	5	Abuts an RPW that is a tributary to a TNW.

Feature ID	Survey Date	Location	Jurisdictional Status*	Wetland Classification†	Acres	Map Book Page (see Appendix A)	Explanation
W-13	10/30/2024	36.297289, -78.980412	404 Wetland	PSS	1.11	5	Has a continuous surface connection to a tributary to a TNW.
W-14	10/31/2024	36.297678, -78.973508	404 Wetland	PFO	0.46	4, 5	Abuts a RPW that is a tributary to a TNW.
Total USACE Jurisdictional PFO Wetlands					6.84		
Total USACE Jurisdictional PSS Wetlands					4.12		
Total USACE Jurisdictional PEM Wetlands					7.94		
Total USACE Jurisdictional Wetlands*					18.90		Wetlands either adjacent to or abutting an RPW with a continuous connection to a downstream TNW.
Total USACE Non-jurisdictional Wetlands*					0.10		Isolated wetlands and/or wetlands lacking a continuous connection to a downstream TNW.

* This determination is SWCA's professional opinion of jurisdictional status of each feature under Section 404 of the CWA.

† PEM = palustrine emergent wetland; PFO = palustrine forested wetland; PSS = palustrine shrub-scrub. RPW = Relatively Permanent Water, TNW = traditional navigable water.

3.2.1.1 VEGETATION COMMUNITIES

SWCA observed four vegetation community types within the project area, including three wetland communities (i.e., PEM, PFO, PSS), and two non-wetland/upland communities (i.e., herbaceous, and forested). The species identified at each data point along with their areal coverage are recorded on the data forms in Appendix B. A photographic log, which includes a representative subset of all the vegetation communities observed within the project area as viewed from select data points, is also provided in Appendix B. The dominant species identified within each vegetation community type are listed in the following sections.

Palustrine Emergent Wetland

The PEM wetland communities consist of a prevalence of hydrophytic non-woody vegetation less than 3 feet in height. Dominant herbaceous species include late goldenrod (*Solidago gigantea*), lamp rush (*Juncus effusus*), common boneset (*Eupatorium perfoliatum*), Virginia buttonweed (*Diodia virginiana*), groundnut (*Apios americana*), narrow-leaf cattail (*Typha angustifolia*), and Kentucky bluegrass (*Poa pratensis*). Most PEM wetlands are located in the fields adjacent to the existing airport runway and are wet swales or wetland channels hydrologically fed by off-site aquatic features. One of the PEM wetlands is a depressional area originating within the project area adjacent to the airport runway. Many of these PEM wetlands experience some form of disturbance regularly through the mowing regime at the airport.

Palustrine Forested Wetland

The PFO wetland communities consist of a prevalence of hydrophytic woody species 20 feet or greater in height and 3 inches or greater in diameter at breast height. The tree strata are dominated by red maple (*Acer rubrum*), American sweetgum (*Liquidambar styraciflua*), common persimmon (*Diospyros virginiana*), American elm (*Ulmus americana*), and black willow (*Salix nigra*). Most PFO wetlands in the project area are located in low areas of mature deciduous forests that are influenced by high water tables and dispersed overland flow during rain events. Other PFO wetlands are depressional areas along streams that are fed by groundwater and stream overflow. The PFO wetlands are generally of good quality, but portions are experiencing erosion likely due to increased runoff from surrounding agricultural fields.

Palustrine Shrub-Scrub Wetland

The PSS wetland communities consist of a prevalence of hydrophytic woody vegetation less than 20 feet tall. The shrub-scrub strata are dominated by black willow, red maple, brookside alder (*Alnus serrulata*), and common persimmon. Most PSS wetlands in the project area are in low marsh areas combined with PEM wetlands northeast of the existing airport runway. Other PSS wetlands are in early successional forests. Some of the plants in the PSS wetlands are maturing and if they remain undisturbed will likely convert into forests in the future.

Herbaceous Upland

The herbaceous upland communities consist of non-wetland areas dominated by non-woody vegetation. Dominant herbaceous species include Chinese bush-clover (*Lespedeza cuneata*), hairy crabgrass (*Digitaria sanguinalis*), spreading dogbane (*Apocynum androsaemifolium*), eastern poison ivy (*Toxicodendron radicans*), Bahia grass (*Paspalum notatum*), goldenrod species (*Solidago* spp.), and muscadine (*Vitis rotundifolia*). A large portion of the project area is herbaceous upland surrounding the existing airport runway and appears to be regularly mowed. Other herbaceous upland areas include active and fallow agricultural fields and roadsides.

Forested Upland

The forested upland communities consist of a prevalence of non-wetland woody species 20 feet or greater in height and 3 inches or greater in diameter at breast height. Dominant tree species include American sweetgum, willow oak (*Quercus phellos*), tulip poplar (*Liriodendron tulipifera*), northern white oak (*Quercus alba*), northern red oak (*Quercus rubra*), pignut hickory (*Carya glabra*), and eastern red cedar (*Juniperus virginiana*). Upland forests in the project area are mostly mature deciduous forests with somewhat developed midstories and generally a sparse herbaceous layer.

3.2.1.2 HYDROLOGY

Common primary wetland hydrology indicators observed in the project area included Surface Water (A1), High Water Table (A2), Saturation (A3), Inundation Visible on Aerial Imagery (B7), and Water-Stained Leaves (B9). Common secondary wetland indicators included a positive FAC-Neutral test (D5), geomorphic position (D2), drainage patterns (B10), crayfish burrows (C8), and Saturation Visible on Aerial Imagery (C9). See Appendix B for data point-specific wetland hydrology observations. Most wetlands within the project area receive hydrology by high water tables and surface water drainage from other features off-site. Wetlands are predominantly in the lowest areas on the landscape and receive surface water flow from the surrounding uplands, especially within the existing airport runway.

3.2.1.3 HYDRIC SOIL INDICATORS

The most common hydric soil indicator observed in the project area was depleted matrix (F3). Common soil textures within the project area included clay, sandy clay, and silty clay. See Appendix B for data point-specific hydric soil observations. As indicated in Table 1 above, the project area contains primarily well-drained soils that do not meet hydric criteria.

3.2.2 Open Waters

Three distinct palustrine unconsolidated bottom (PUB) aquatic features (i.e., ponds) totaling 0.86 acre were delineated within the project area. Of these delineated PUB aquatic features, it is SWCA’s professional opinion 0.42 acre are USACE jurisdictional. These features are detailed in Table 4 below.

Table 4. Open Waters Identified in the Project Area

Feature ID	Survey Date	Location	Jurisdictional Status*	Wetland Classification†	Acres	Map Book Page (see Appendix A)	Explanation
WB-01	07/17/2023	36.292413, -78.972633	404 Non-Wetland Waters	PUB (pond)	0.25	3, 4	Abuts a wetland and RPW with a continuous connection to a downstream TNW.
WB-02	07/20/2023	36.280575, -78.997108	USACE non-jurisdictional	PUB (pond)	0.43	1	Pond without a continuous connection to a downstream TNW. Isolated within the project area.
WB-03	07/21/2023	36.291948, -78.979893	404 Non-wetland waters	PUB (pond)	0.17	3	Pond with a continuous connection to a downstream TNW.

Feature ID	Survey Date	Location	Jurisdictional Status*	Wetland Classification†	Acres	Map Book Page (see Appendix A)	Explanation
WB-04	2/20/2024	36.286666, -78.978015	404 Non-wetland waters	PUB (pond)	Not within project area; only buffer.	N/A	This pond is located outside the project area but was mapped via aerial imagery and depicted as the riparian buffer of the feature extends into the project area and is subject.
Total USACE Jurisdictional PUB					0.42		
Total USACE Non-jurisdictional PUB					0.43		

* This determination is SWCA's professional opinion of jurisdictional status of each feature under Section 404 of the CWA.

† PUB = palustrine unconsolidated bottom (pond/lake). RPW = Relatively Permanent Water, TNW = traditional navigable water.

3.2.3 Waterways

Ten distinct streams totaling 1.64 miles (8,681 linear feet) were identified within the project area and are likely USACE jurisdictional in SWCA's professional opinion (Table 5; Appendix A, Figure 5). A distinct stream refers to a singular feature even if made up of numerous stream classification segments. The ten streams comprise a series of seven intermittent stream segments and five perennial stream segments. Some of the perennial stream segments originate as intermittent before transitioning into their final classification (see Table 5 for these individual distinct portions). The average width of the streams was between 3 and 6 feet. Common substrates consisted of sand, silt, and cobble.

SWCA completed data forms from the *Methodology for Identification of Intermittent and Perennial Streams and Their Origins, Version 4.11* (NCDWQ 2010) manual for waterways within the project area. Based on the conditions observed during the field investigations, the forms helped identify whether streams should be classified as ephemeral, intermittent, or perennial. These forms were used during the assessment of all waterways as a standardized and replicable way of assessing the geomorphology, hydrology, and biology present within the waterways and their potential jurisdictional status. The completed forms and photographs of these waterways are in Appendix C.

Table 5. Waterways Identified in the Project Area

Feature ID	Survey Date	Location	Jurisdictional Status*	Resource Classification	Linear Feet	Map Book Page (see Appendix A)	Explanation
S-01	07/17/2023	36.292964, -78.972406	404 Non-wetland Waters	Perennial Stream	2,771	3, 4	RPW with a continuous connection to a downstream TNW.
S-02	07/18/2023	36.292942, -78.970640	404 Non-wetland Waters	Intermittent Stream	238	4	RPW with a continuous connection to a downstream TNW.
S-02	07/18/2023	36.293180, -78.970303	404 Non-wetland Waters	Perennial Stream	582	4	RPW with a continuous connection to a downstream TNW.
S-03	07/19/2023	36.281126, -78.987684	404 Non-wetland Waters	Perennial Stream	354	2	RPW with a continuous connection to a downstream TNW.
S-04	07/20/2023	36.275951, -79.000506	404 Non-wetland Waters	Intermittent Stream	1,187	1	RPW with a continuous connection to a downstream TNW.
S-05	07/20/2023	36.273784, -78.998659	404 Non-wetland Waters	Intermittent Stream	503	1	RPW with a continuous connection to a downstream TNW.
S-06	07/21/2023	36.293158, -78.972460	404 Non-wetland Waters	Intermittent Stream	193	3, 4	RPW with a continuous connection to a downstream TNW.
S-07	10/31/2024	36.297674, -78.973753	404 Non-wetland Waters	Intermittent Stream	554	4, 5	RPW with a continuous connection to a downstream TNW.
S-07	07/21/2023	36.295828, -78.970074	404 Non-wetland Waters	Perennial Stream	529	4	RPW with a continuous connection to a downstream TNW.
S-08	07/21/2023	36.293027, -78.967401	404 Non-wetland Waters	Perennial Stream	247	4	RPW with a continuous connection to a downstream TNW.
S-09	02/20/2024	36.291493, -78.975281	404 Non-wetland Waters	Intermittent Stream	624	3, 4	RPW with a continuous connection to a downstream TNW.
S-10	02/20/2024, 10/30/2024	36.297637, -78.981102	404 Non-wetland Waters	Intermittent Stream	899	5	RPW with a continuous connection to a downstream TNW.

Feature ID	Survey Date	Location	Jurisdictional Status*	Resource Classification	Linear Feet	Map Book Page (see Appendix A)	Explanation
Total USACE Jurisdictional Intermittent Stream*					4,198		
Total USACE Jurisdictional Perennial Stream*					4,483		
Total USACE Jurisdictional Streams*					8,681		

* This determination is SWCA's professional opinion of USACE jurisdictional status of each feature under Section 404 of the CWA.

3.3 Alternatives Analysis

SWCA calculated the number of wetlands, streams, and ponds present within the boundary of the Proposed Action and three alternatives (Table 6). Maps depicting each build alternative boundaries are presented in Figures 6 through 9 of Appendix A. The area of wetlands within alternative boundaries range from 17.46 acres (Proposed Action) to 19.77 acres (Alternative 2). The Proposed Action and Alternative 1 both contain 5,792 linear feet of stream which is significantly less stream length than Alternatives 2 and 3 (7,455 linear feet and 6,935 linear feet, respectively). Alternative 2 has the most open water ponds (0.86 acre), however approximately half of this area is likely to be non-jurisdictional, and all of the alternatives contain the same number of jurisdictional ponds (0.42 acre). Assuming a worst-case scenario where all of the identified aquatic features within the project build alternative boundary would require unavoidable adverse impacts to facilitate the project, then the Proposed Action would have the least overall impact on aquatic features as Alternative 1 has the same stream amount but potentially impacts 1.13 more acres of wetland.

Table 6. Alternatives Analysis

	Proposed Action (Figure 6)	Alternative 1 (Figure 7)	Alternative 2 (Figure 8)	Alternative 3 (Figure 9)
PEM wetland	6.88 acres	8.01 acres	8.01 acres	8.01 acres
PFO wetland	6.03 acres	6.03 acres	6.78 acres	6.03 acres
PSS wetland	4.12 acres	4.12 acres	4.12 acres	4.12 acres
PUB pond	0.43 acres	0.43 acre	0.86 acre	0.43 acre
Intermittent stream	2,508 linear feet	2,508 linear feet	4,171 linear feet	2,508 linear feet
Perennial stream	3,284 linear feet	3,284 linear feet	3,284 linear feet	4,427 linear feet
Wetland totals (including PUB)	17.46 acres	18.59 acres	19.77 acres	18.59 acres
Stream totals	5,792 linear feet	5,792 linear feet	7,455 linear feet	6,935 linear feet

3.4 Jurisdictional Status Assessment and Permitting

3.4.1 Jurisdictional Determination

The USACE has the final authority in determining the status and presence of jurisdictional waters of the U.S. and the extent of their boundaries. SWCA will coordinate with the USACE and request a jurisdictional determination. Obtaining an approved jurisdictional determination (AJD) is a separate process from the USACE permitting process. Approved jurisdictional determinations are good for 5 years from the date of issuance. Although USACE tries to make jurisdictional determinations as quickly as possible, prioritization is given to permit applications. Therefore, applicants should consult early with the USACE to confirm the jurisdictional status of aquatic features on the site. Another jurisdictional determination option is a preliminary jurisdictional determination (PJD), which does not address questions of jurisdiction and thereby treats all aquatic resources as jurisdictional features. A PJD is generally more streamlined and may be preferred for this project, as most features are likely to be considered jurisdictional by the USACE if reviewed under an AJD. As part of this delineation, SWCA has provided an initial jurisdictional status based upon best professional judgement and previous experience with similar site characteristics present within the project area. Based on the likely presence of water year-round or most of the time during a typical year, SWCA assumes all of intermittent and perennial waterways and most of the associated wetlands, and about half of the open waters within the

project area would be jurisdictional under USACE. The NCDEQ generally regulates all features under the USACE's jurisdictional plus isolated streams. An Isolated and Other Non-404 Jurisdictional Wetlands and Waters Permit is required for impacts to isolated streams in North Carolina. Some impacts may be covered by a General Permit and other projects may require an Individual Isolated Waters Permit. A field visit by an NDCEQ employee may be required to determine if isolated features are subject to regulation.

3.4.2 North Carolina Riparian Buffer Rules

Under the provisions of the Clean Water Act, the North Carolina Environmental Management Commission (EMC) has adopted rules pertaining to maintaining vegetated buffers around riparian areas as part of the Nutrient Sensitive Water Management Strategies for select watersheds of North Carolina. The buffer rule establishes a protected 50-foot-wide riparian buffer directly adjacent to intermittent streams, perennial streams, lakes, ponds, and estuaries consisting of two zones. Zone 1 consists of a vegetated area that extends landward a distance of 30 feet on all sides of a surface water. Zone 2 begins at the outer edge of Zone 1 and extends landward 20 feet. Under the buffer rules, Zones 1 and 2 are to remain essentially undisturbed, except for certain exempted and allowed uses. The buffer rules are administered by the NCDEQ Department of Water Resources (NCDWR).

The study area is located within the Neuse River Basin and would be subject to the Nutrient Sensitive Waters Management Strategy: Protection and Maintenance of Existing Riparian Buffers (15A NCAC 02B .0714). Per the rule, buffers only apply to surface waters shown on either the most recent version of the soil survey map prepared by the NRCS¹ or the most recent version of the 1:24,000-scale (7.5-minute) quadrangles prepared by the USGS.

As the project area is found within the Neuse River Basin, it is subject to the North Carolina Riparian Buffer Rules (hereafter Rule) pursuant to 15A NCAC 02B .0714. The purpose of the Rule is to protect and preserve existing riparian buffers. Surface waters, including perennial and intermittent streams and ponds, found within the project area will require a 50-foot vegetated buffer divided into two zones. The 30 feet closest to the water (Zone 1) must remain undisturbed. The outer 20 feet (Zone 2) can be managed vegetation. Riparian buffers are used to filter stormwater runoff, provide flood control, stabilize streambanks, and provide habitat for fish and wildlife species. Wetlands adjacent or abutting surface waters or within 50 feet of surface waters are considered part of the riparian buffer but are regulated under 15A NCAC 02H .0506 instead. Additionally, streams mapped on the official NRCS Soil Survey maps and USGS topographic maps are subject to the riparian buffer. If a stream is depicted on either of these maps, but is deemed not present in the field, it will require a field riparian buffer determination by the NCDWR to confirm its absence.

On February 20, 2024, SWCA visited the project area with Joe Myers, an environmental specialist with the NCDEQ, to conduct an in-field buffer determination of streams and ponds potentially subject to the Riparian Buffer Rules. The project received a signed buffer determination letter (DWR#24-037) on March 31, 2024, that confirmed which surface waters within the project area are subject. Features determined to be subject and would require a 50-foot buffer include S-01, S-02, S-03, S-05, S-09, and S-10. The western-most portion of S-04 was considered subject but not the eastern-most portion. Additionally, WB-04, an off-site pond, had portions of buffer zones 1 and 2 within the project area that would be subject. Features delineated during the October 30-31, 2024, site visit have not received a formal determination, but SWCA submitted a buffer applicability determination request to the NCDEQ on November 19, 2024.

¹ Per the 2007 EMC Interpretive Ruling, the most recent version of the NRCS maps are the paper-bound copies in the county soil survey publications. The most recent paper-bound copy of the Person County Soil Survey is 1995.

3.4.3 Permitting

Both federal and state programs regulate activities conducted in wetlands in order to minimize the continued reduction and degradation of these resources and strive to achieve a “no net loss” policy. The federal program is based on CWA Section 404 and the USACE’s implementing regulations (33 Code of Federal Regulations 320-330). The NCDWR is tasked with administering Section 401 of the CWA and implemented under 15A NCAC 02H .0501. State isolated streams are regulated under 15A NCAC 02H .1301.

3.4.3.1 CLEAN WATER ACT SECTION 404/401 PERMITTING

Impacts to wetlands and waters require written authorization from the USACE and NCDWR. The USACE issues either general or standard (individual) permits. The Wilmington District uses both regional general permits and nationwide permits (NWPs) that have regional conditions that allow their use in North Carolina. The general permit program, both through the Nationwide Permit and the Regional General Permit program, is reserved for only the most minor impacts to streams, wetlands, and other waters. Individual permits (IPs), also known as standard permits (SPs), are generally reserved for projects with potential for substantial environmental impacts. An IP requires a full public interest review, including public notices and coordination with involved agencies, interested parties, and the general public.

The NCDWR is the state agency responsible for issuing 401 water quality certifications (WQCs), which is required for any federally permitted or licensed activity that may result in a discharge to waters of the U.S. to certify that a given project will not degrade Waters of the State or violate State water quality standards. The NCDWR will either issue a general WQC that corresponds to the USACE general permit or NWP or issue an Individual WQC for projects with substantial environmental impacts.

3.4.3.2 RIPARIAN BUFFER AUTHORIZATION

The NCDWR is also responsible for authorizing impacts to State-regulated riparian buffers. Under Section 11 of the Neuse River Riparian Rule, certain activities are permitted in relation to airport activities. These activities are listed below.

- *Deemed allowable:* Vegetation removal activities necessary to comply with Federal Aviation Administration (FAA) requirements (e.g., line-of-sight requirements) provided the disturbed areas are stabilized and revegetated.
- *Allowable upon authorization:* Airport facilities that impact equal to or less than 1/3 acre of riparian buffer.
- *Allowable with mitigation upon authorization:* Airport facilities that impact greater than 1/3 acre of riparian buffer.

3.4.3.3 PRE-CONSTRUCTION NOTIFICATION

Authorization from the USACE and NCDWR is obtained by completing a pre-construction notification (PCN) application. The PCN is a joint application reviewed by both the USACE and NCDWR to coordinate regulatory requirements for work in (or affecting) wetlands, streams, riparian buffers, and waters within North Carolina.

3.4.4 Compensatory Mitigation

As part of the PCN application, a compensatory mitigation plan is required to show how the applicant will provide compensatory mitigation for impacts to wetlands, streams, open waters, and buffers. Per USACE and NCDEQ guidance, three mechanisms for providing compensatory mitigation are outlined in a “preference hierarchy”: mitigation bank credits (purchased from an approved bank that services the impact area), In-Lieu Fee (ILF) program credits, and permittee-responsible mitigation on-site or off-site.

The availability of mitigation credits was searched using the USACE Regulatory In-Lieu Fee and Bank Information Tracking System (RIBITS) online database. At the time of this report, there are numerous mitigation banks in the Neuse River Watershed and two banks in Person County. In-lieu fee mitigation is where the applicant purchases mitigation credits through the North Carolina Division of Mitigation Services (DMS). At the time of this report, there are three active DMS sites in Person County.

3.4.4.1 MITIGATION RATIOS

In general, wetland compensatory mitigation ratios are typically 1:1 for PEM wetlands, 1:1.5 for PSS wetlands, 2:1 for PFO wetlands, and 1:1 for intermittent streams and 2:1 for perennial streams. Impacts to open waters generally do not require compensatory mitigation. Compensatory mitigation ratios, however, are determined on a case-by-case basis and may be higher or lower depending on the quality of the aquatic resource.

3.4.4.2 MITIGATION COSTS

Private mitigation banks value their mitigation credits based on market demand at the time that the project requires the credits. However, they generally are similar to the rates listed by the DMS. Current rates for DMS mitigation credits are provided in Table 7 below.

Table 7. Current Rate Schedule for DMS Mitigation Credits

Service Area	Mitigation Type	DMS Rate per Credit
Neuse (HUC 03020201 premium service area)	Freshwater Wetlands (Riparian and Non-riparian)	\$117,714.71 per acre (effective through 6/30/2025)
Neuse (statewide standard applies)	Stream	\$738.84 per linear foot (effective through 6/30/2025)
Neuse (statewide standard applies)	Riparian Buffer	\$1.30 per square foot (effective through 12/31/2024)

Source: <https://www.deq.nc.gov/about/divisions/mitigation-services/customers/current-rate-schedules>

4 CONCLUSIONS

Wetlands, waterways, and waterbodies are regulated in North Carolina by the USACE, which authorizes projects in compliance with Section 404 of the CWA; the EPA, which enforces Section 404; and the NCDEQ, which issues Section 401 Water Quality Certifications for all Section 404 permits and provides Riparian Buffer Authorizations. Field investigation of wetlands, waterbodies, and waterways in the project area were conducted July 17–21, 2023, February 20, 2024, and October 30-31, 2024. Based on the field investigations, 18.90 acres of wetlands in the survey area are likely USACE jurisdictional wetlands, and 0.10 acre are likely non-jurisdictional wetlands. In addition, 0.42 acre of open waters (ponds) are likely USACE jurisdictional, and 0.43 acre of open waters are likely non-jurisdictional features. Lastly, there are ten distinct streams totaling 8,681 linear feet likely to be jurisdictional, and the project area is located within the Neuse River basin, which is subject to the state Riparian Buffer Rules. The conclusions provided in this report represent SWCA’s professional opinion based on our knowledge and experience with the USACE, including the USACE’s regulatory guidance documents and manuals. The USACE have final authority in determining the status and presence of jurisdictional waters of the U.S., and the extent of their boundaries.

Prior to any construction activities that may disturb these potentially jurisdictional features, it is recommended that a USACE jurisdictional determination be obtained from the USACE, and a riparian buffer determination obtained from the NCDWR. Based on this information, the project can be designed to avoid or minimize impacts to aquatic resources and buffers to the greatest extent practicable. If the project requires unavoidable impacts to the regulated aquatic resources and buffers, SWCA can assist with determining a permit strategy, including preparing a compensatory mitigation plan, and prepare the permit application for USACE and NCDWR approvals.

5 LITERATURE CITED

- Cowardin, L.M., V. Carter, F.C. Golet, and E.T. LaRoe. 1979. *Classification of Wetlands and Deepwater Habitats of the United States*. Washington, D.C.: U.S. Fish and Wildlife Service, Office of Biological Services.
- Federal Emergency Management Administration (FEMA). 2023. National Flood Hazard Layer Viewer. Available at: <https://hazards-fema.maps.arcgis.com/home/webmap/viewer.html?useExisting=1>. Accessed August 2023.
- Google Earth Pro. 2023. Project area imagery. Version 7.3.4.8573. Available at: <https://www.google.com/earth/versions/>.
- Natural Resources Conservation Service (NRCS). 2018. *Field Indicators of Hydric Soils in the United States, Version 8.2*. U.S. Department of Agriculture, Natural Resources Conservation Service in cooperation with the National Technical Committee for Hydric Soils.
- . 2024. Web Soil Survey. Available at: <http://websoilsurvey.nrcs.usda.gov/app/>. Accessed November 2024.
- North Carolina Division of Water Quality (NCDWQ). 2010. *Methodology for Identification of Intermittent and Perennial Streams and Their Origins*, Version 4.11. Available at: https://files.nc.gov/ncdeq/Water%20Quality/Surface%20Water%20Protection/401/Policies_Guides_Manuals/StreamID_v_4point11_Final_sept_01_2010.pdf. Raleigh: North Carolina Department of Environment and Natural Resources, Division of Water Quality.
- North Carolina Wetland Functional Assessment Team (NCWFAT). 2016. *N.C. Wetland Assessment Method (NC WAM) User Manual*. Version 5. Available at: <https://www.deq.nc.gov/documents/pdf/wetlands/nc-wam-user-manual-v5/download>.
- Supreme Court of the United States. 2023. Michael Sackett ET UX., Petitioners v. Environmental Protection Agency ET AL. Available at: https://www.supremecourt.gov/opinions/22pdf/21-454_4g15.pdf. Accessed July 2023.
- U.S. Army Corps of Engineers (USACE). 1987. *Corps of Engineers Wetlands Delineation Manual*. Technical Report Y-87-1. Vicksburg, Mississippi: U.S. Army Engineers Waterways Experiment Station Environmental Laboratory.
- . 2005. Regulatory Guidance Letter, Ordinary High Water Mark Identification. Available at: <https://www.nap.usace.army.mil/Portals/39/docs/regulatory/rgls/rgl05-05.pdf>. Accessed July 2023.
- . 2012. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Eastern Mountains and Piedmont Region*. ERDC/EL TR-10-20. Vicksburg, Mississippi: U.S. Army Engineer Research and Development Center.
- . 2022. *National Wetland Plant List*, version 3.6. Available at: <https://wetland-plants.sec.usace.army.mil/>. Accessed November 2024.
- . 2024a. Antecedent Precipitation Tool (APT). Jason C. Deters. U.S. Army Corps of Engineers.

- . 2024b. Definitions of Terms. Available at: <https://www.nap.usace.army.mil/Missions/Regulatory/Definitions/>. Accessed November 2024.
- U.S. Environmental Protection Agency (EPA). 2008. Clean Water Act Jurisdiction Following the U.S. Supreme Court’s Decision in *Rapanos v. United States* & *Carabell v. United States*. Available at: https://www.epa.gov/sites/default/files/2016-02/documents/cwa/jurisdiction_following_rapanos_120208.pdf.
- . 2023. 2008 Rapanos Guidance and Related Documents under CWA Section 404. Available at: <https://www.epa.gov/cwa-404/2008-rapanos-guidance-and-related-documents-under-cwa-section-404>. Accessed July 2023.
- U.S. Environmental Protection Agency (EPA) and U.S. Army Corps of Engineers (USACE). 2024. Current Implementation of Waters of the United States. Available at: <https://www.epa.gov/wotus/current-implementation-waters-united-states>. Accessed November 2024.
- U.S. Fish and Wildlife Service (USFWS). 2023. National Wetlands Inventory. Available at: <http://www.fws.gov/wetlands/Data/Mapper.html>. Accessed August 2023.
- U.S. Geological Survey (USGS). 2021. National Hydrography Dataset. Available at: <http://nhd.usgs.gov/>. Accessed August 2023.

APPENDIX A

Figures

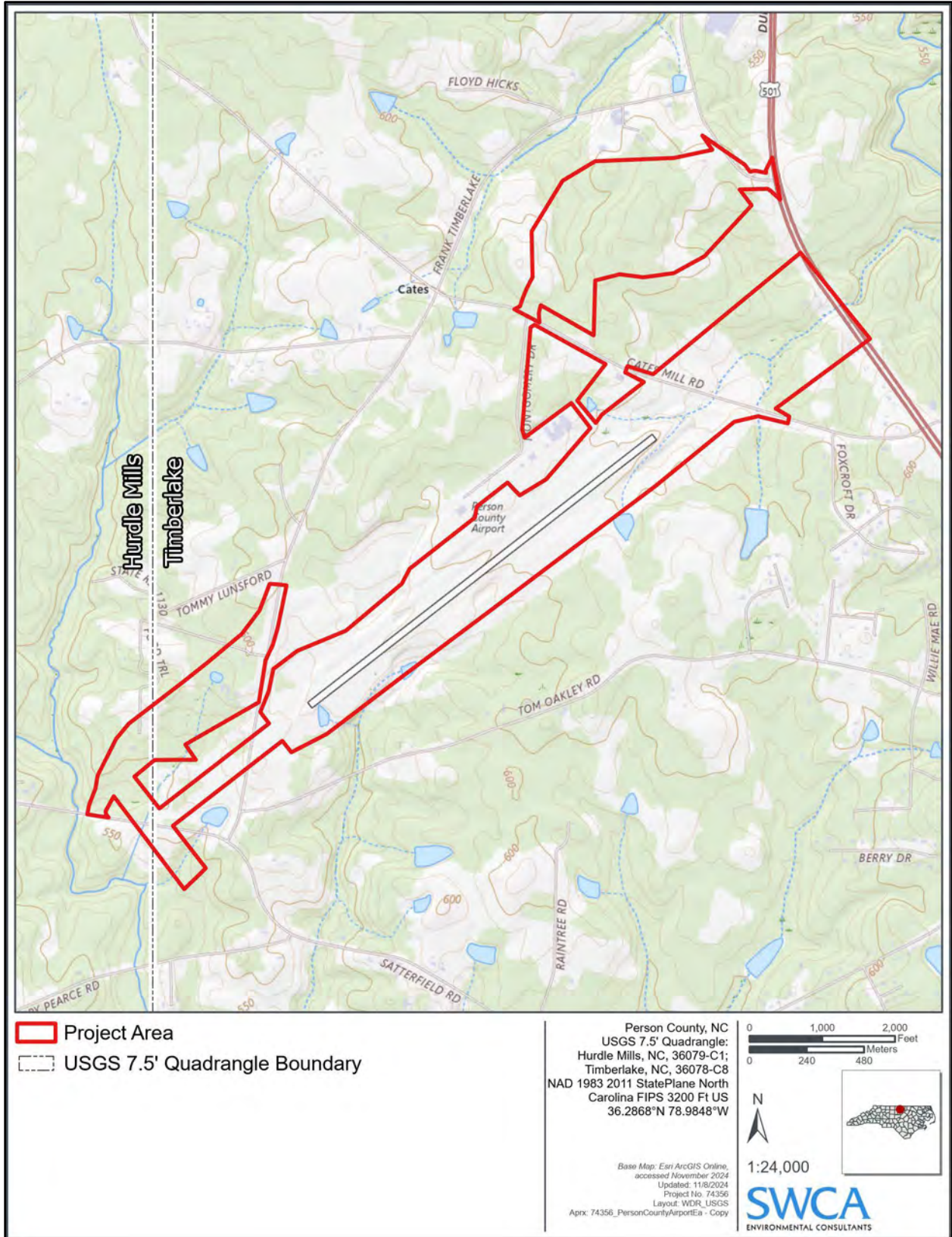


Figure 1. USGS topographic map.

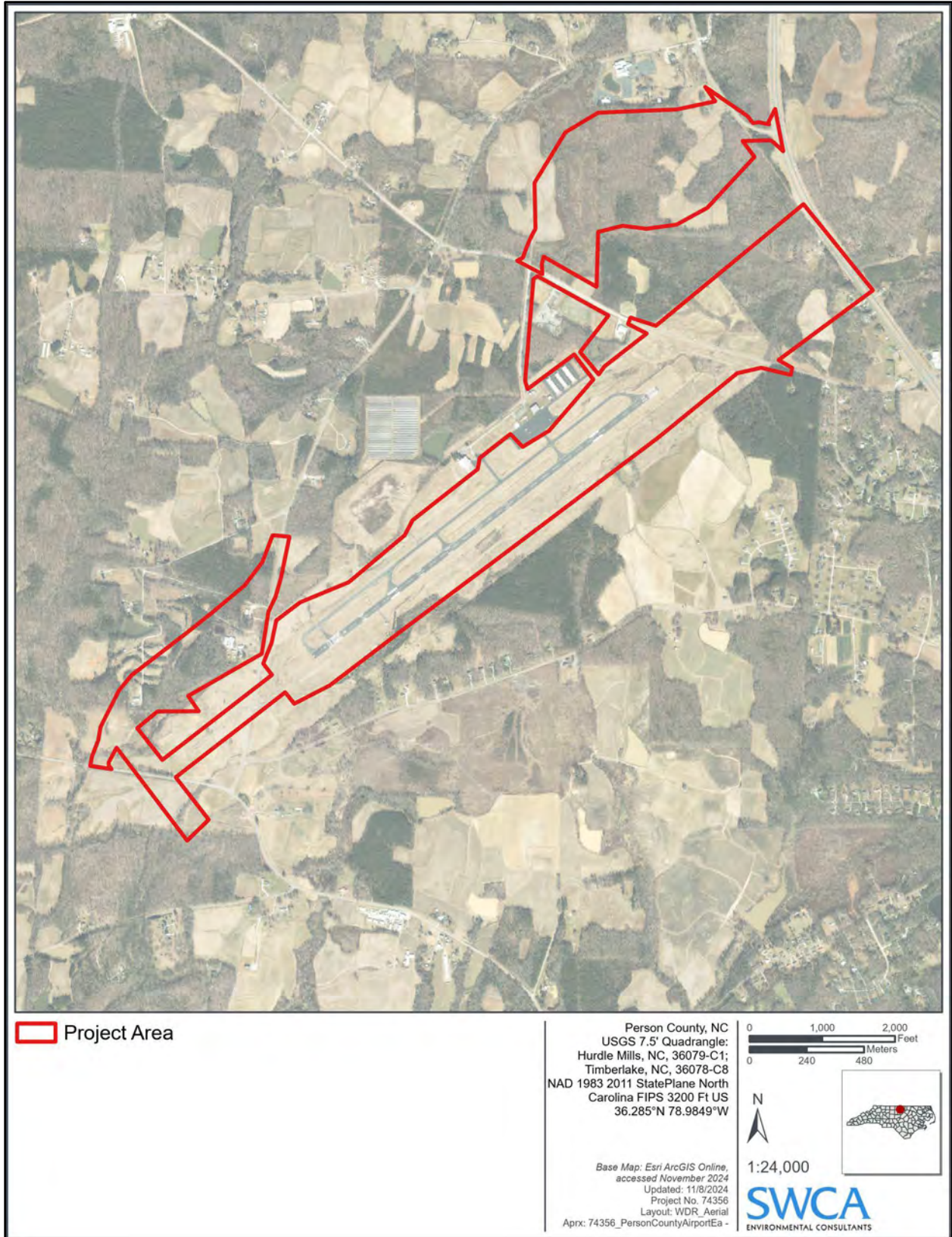


Figure 2. Aerial Imagery.

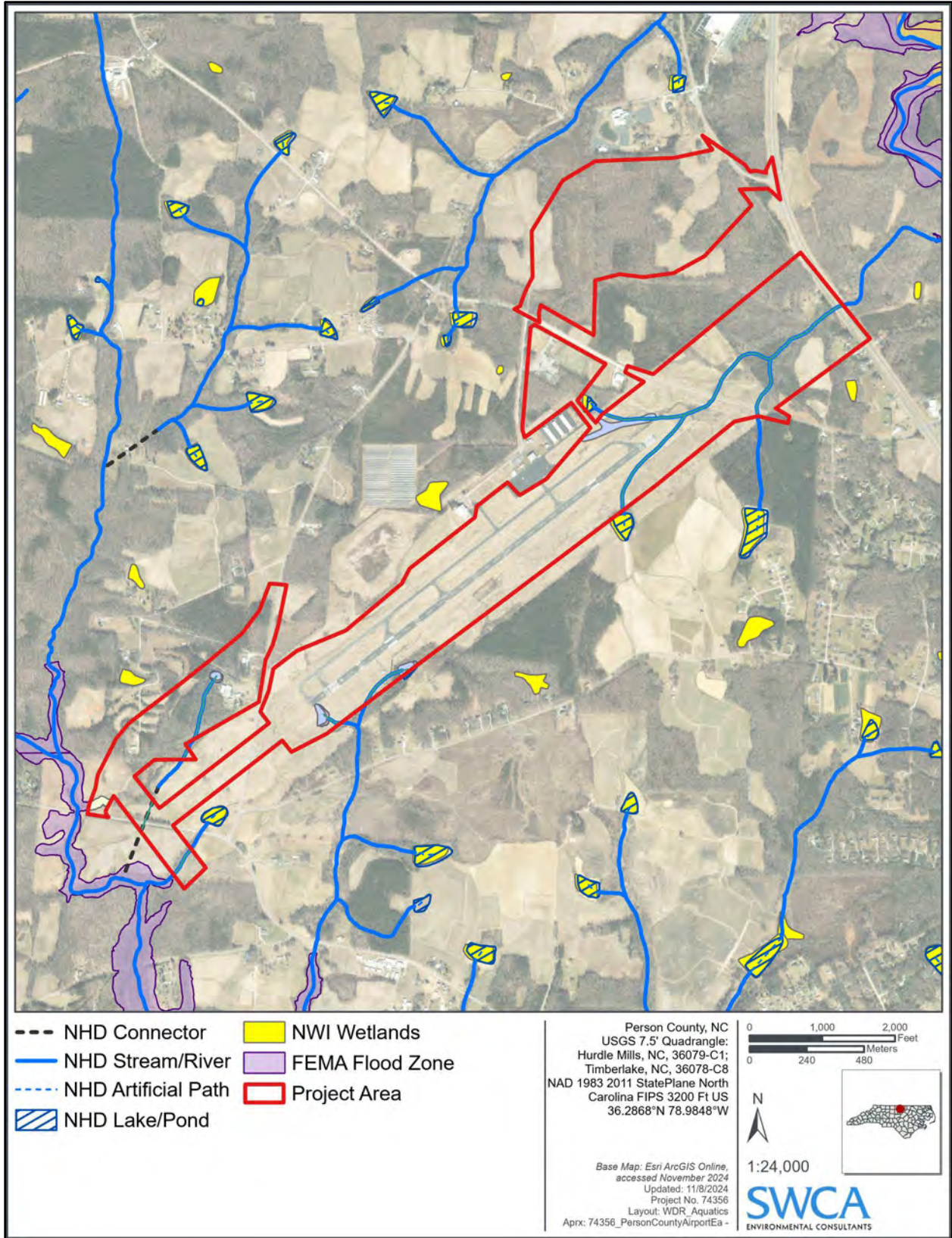


Figure 3. NWI, NHD, FEMA resources within and near the project area.

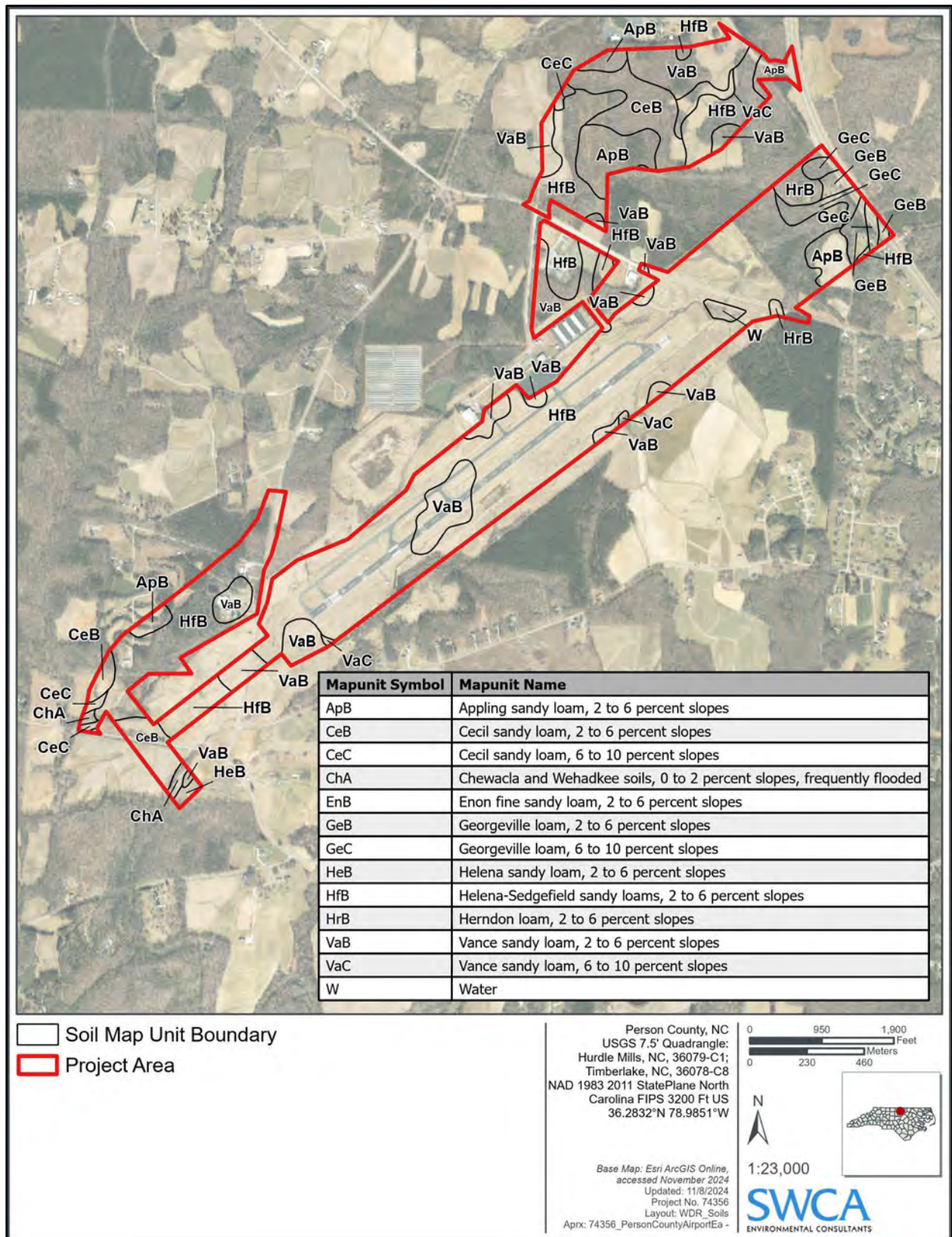


Figure 4. Soil types within and near the project area.

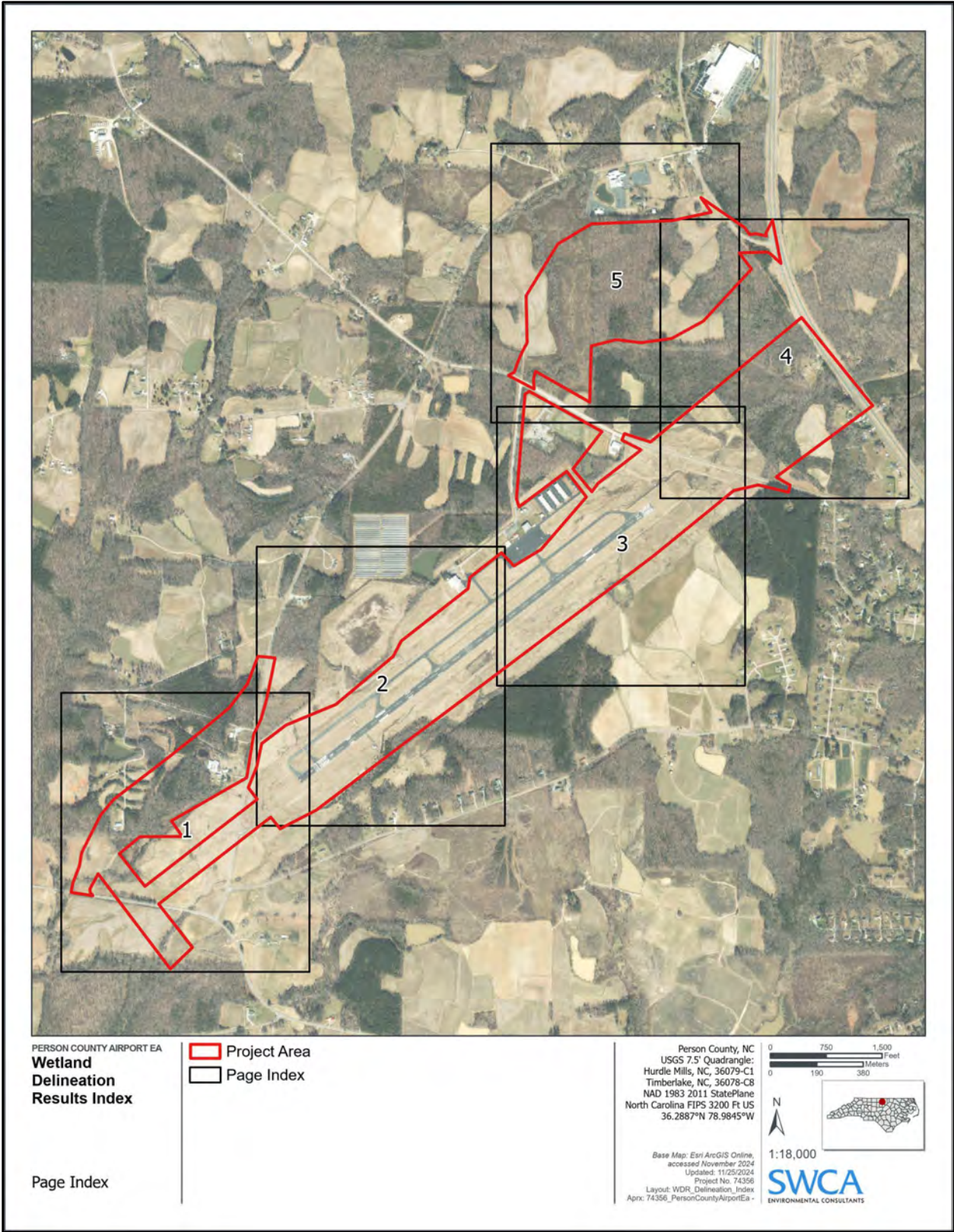


Figure 5a. Aquatic resources delineation results index.

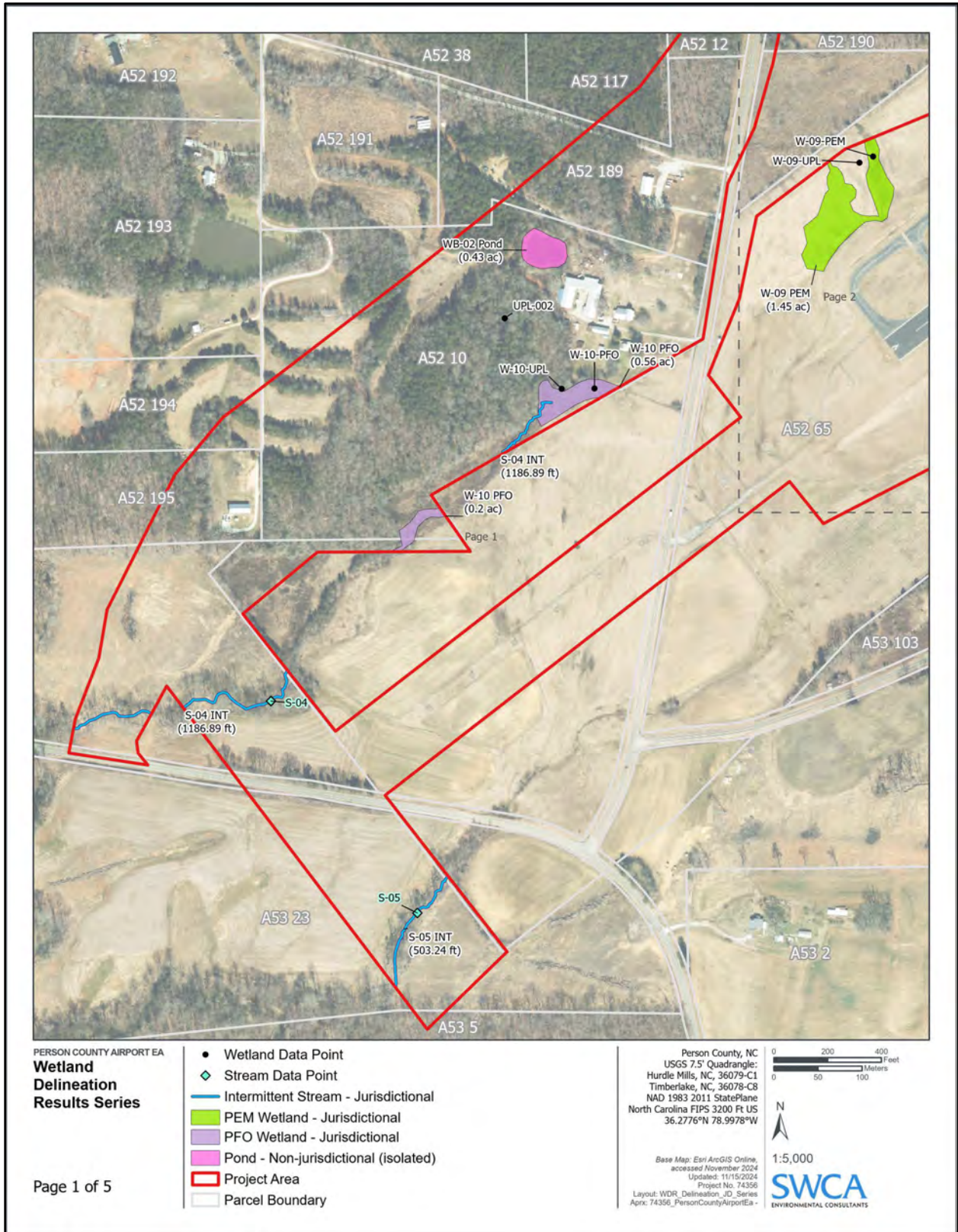


Figure 5b. Aquatic resources delineation results (page 1 of 5).

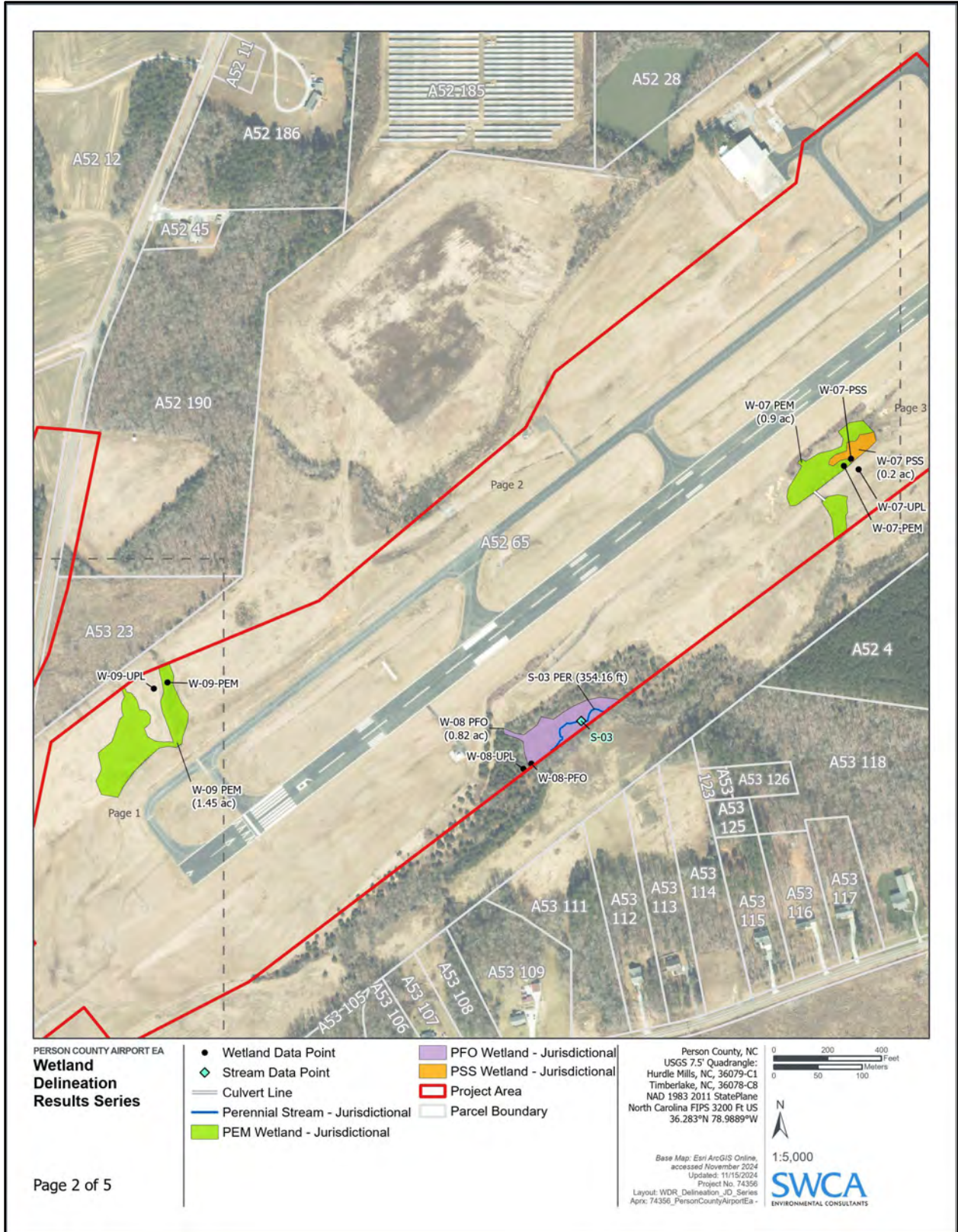


Figure 5c. Aquatic resources delineation results (page 2 of 5).

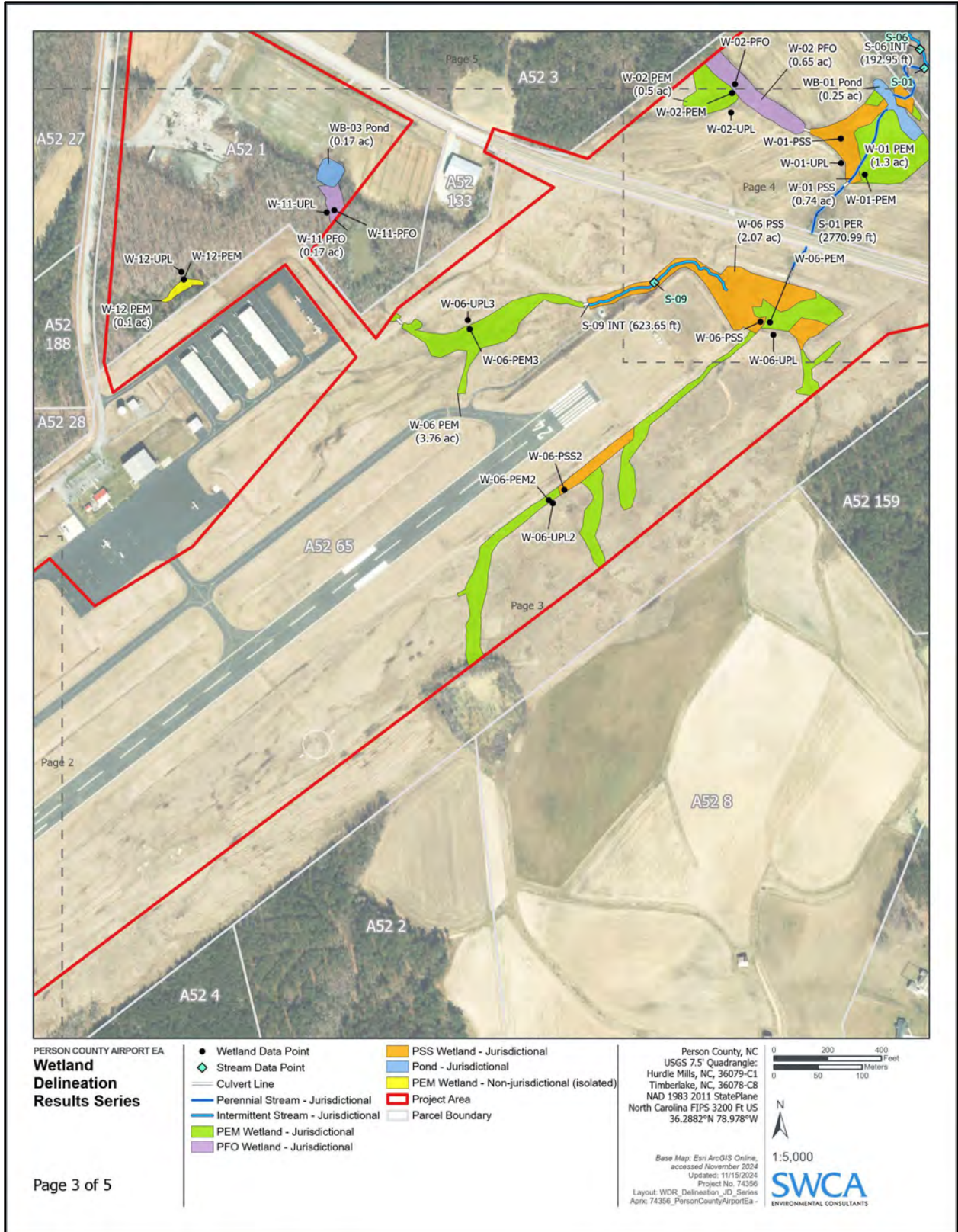


Figure 5d. Aquatic resources delineation results (page 3 of 5).

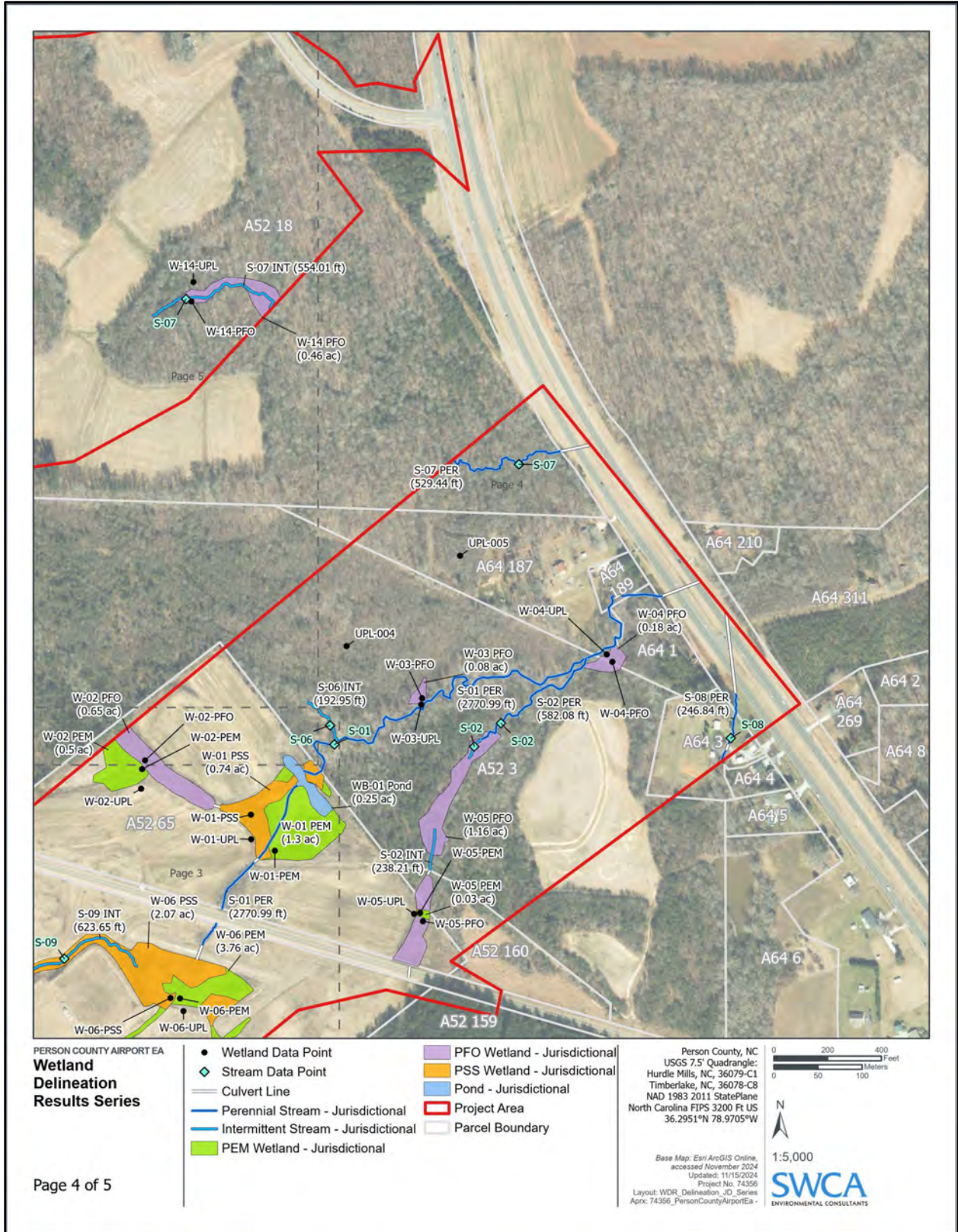


Figure 5e. Aquatic resources delineation results (page 4 of 5).

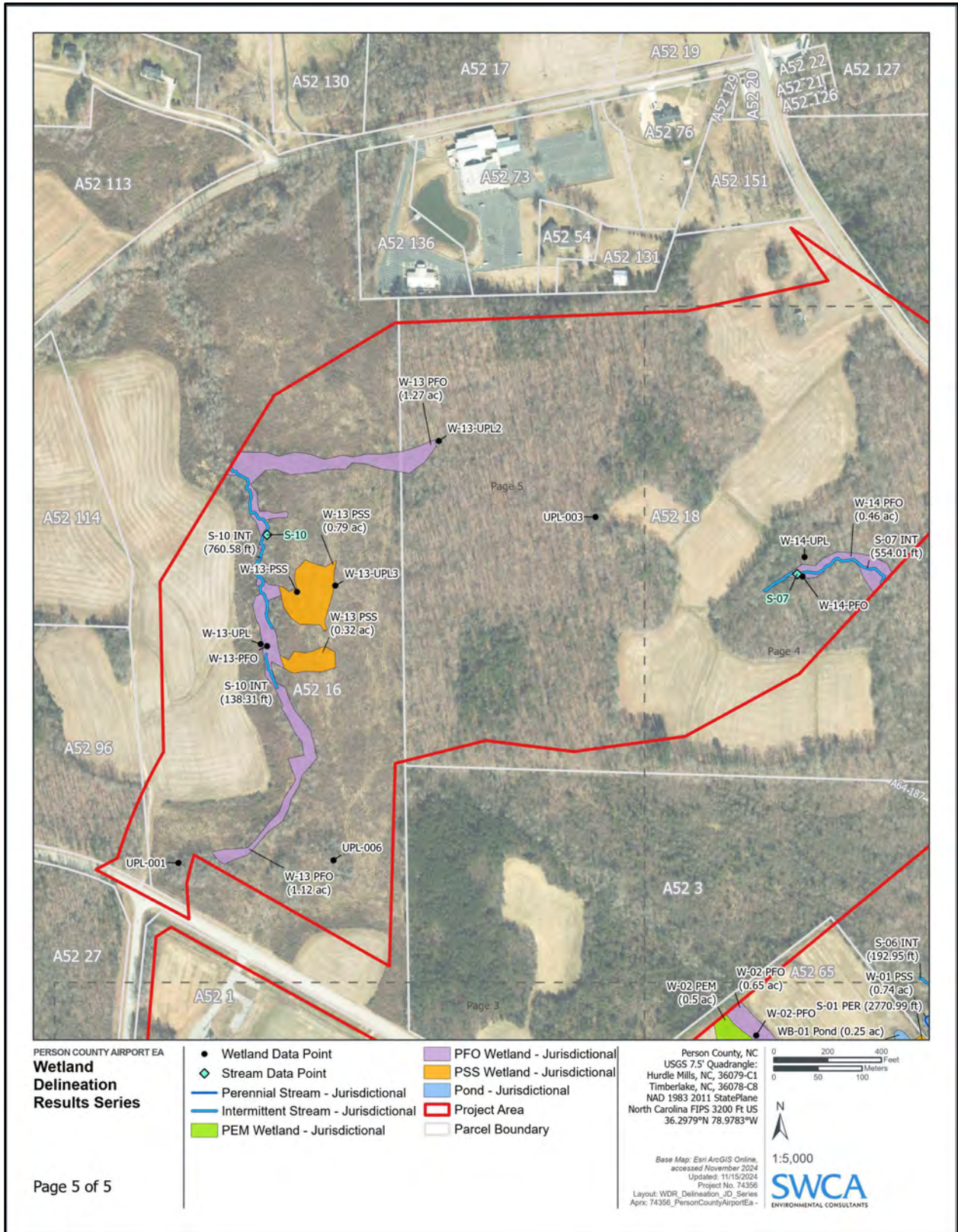


Figure 5f. Aquatic resources delineation results (page 5 of 5).

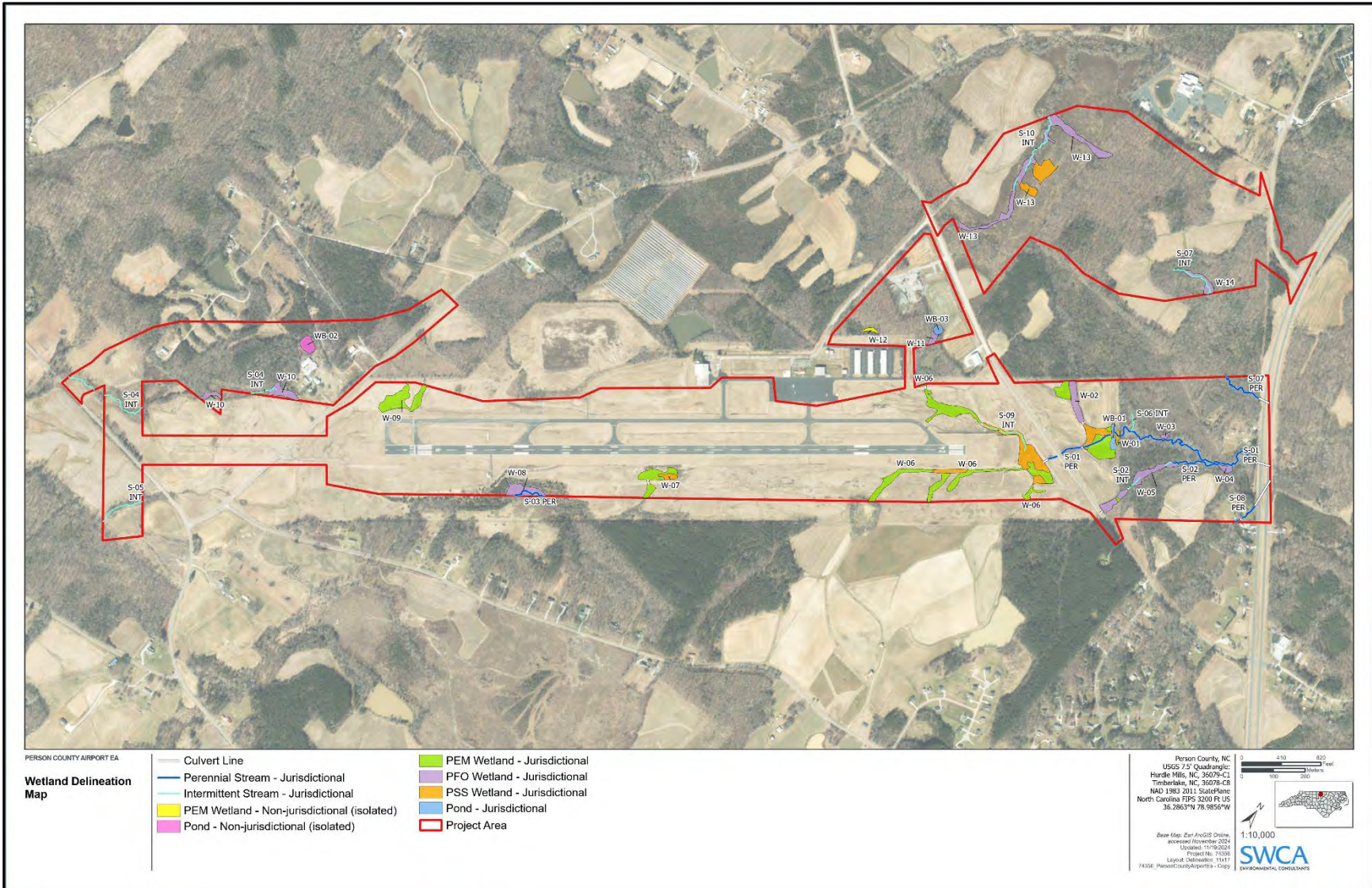


Figure 5g. Aquatic resources delineation results (11x17).

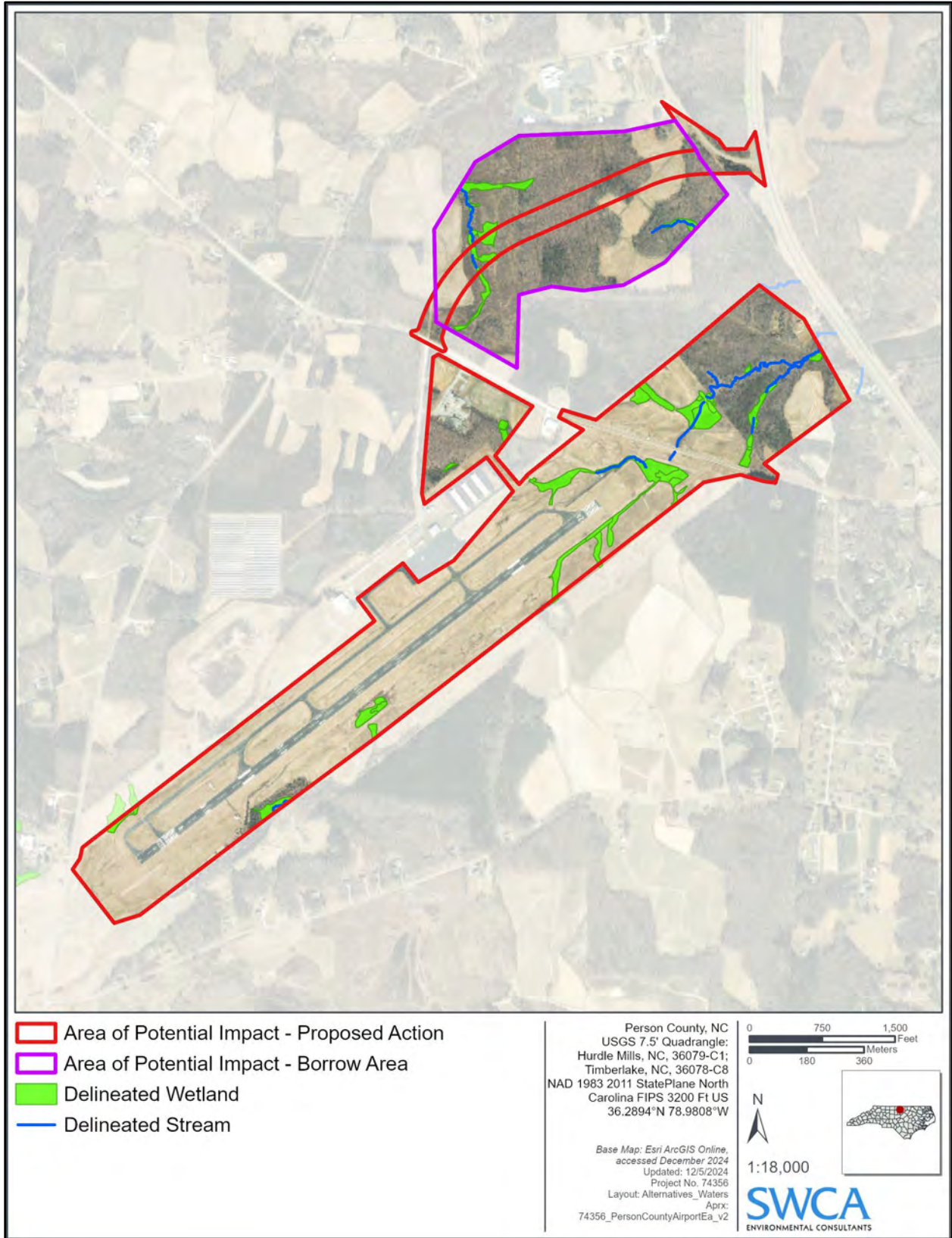


Figure 6. Proposed Action streams and wetlands.

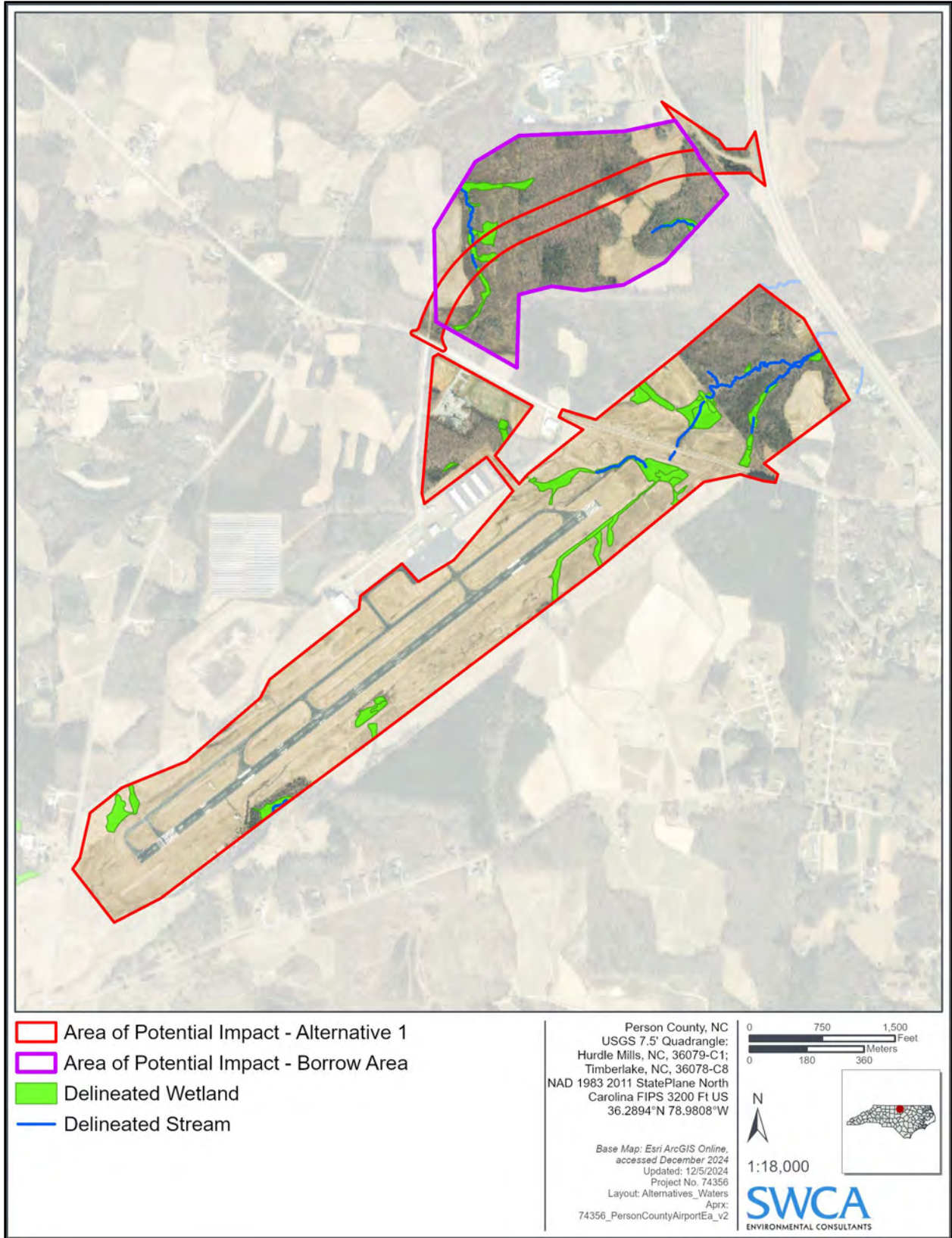


Figure 7. Alternative 1 streams and wetlands.

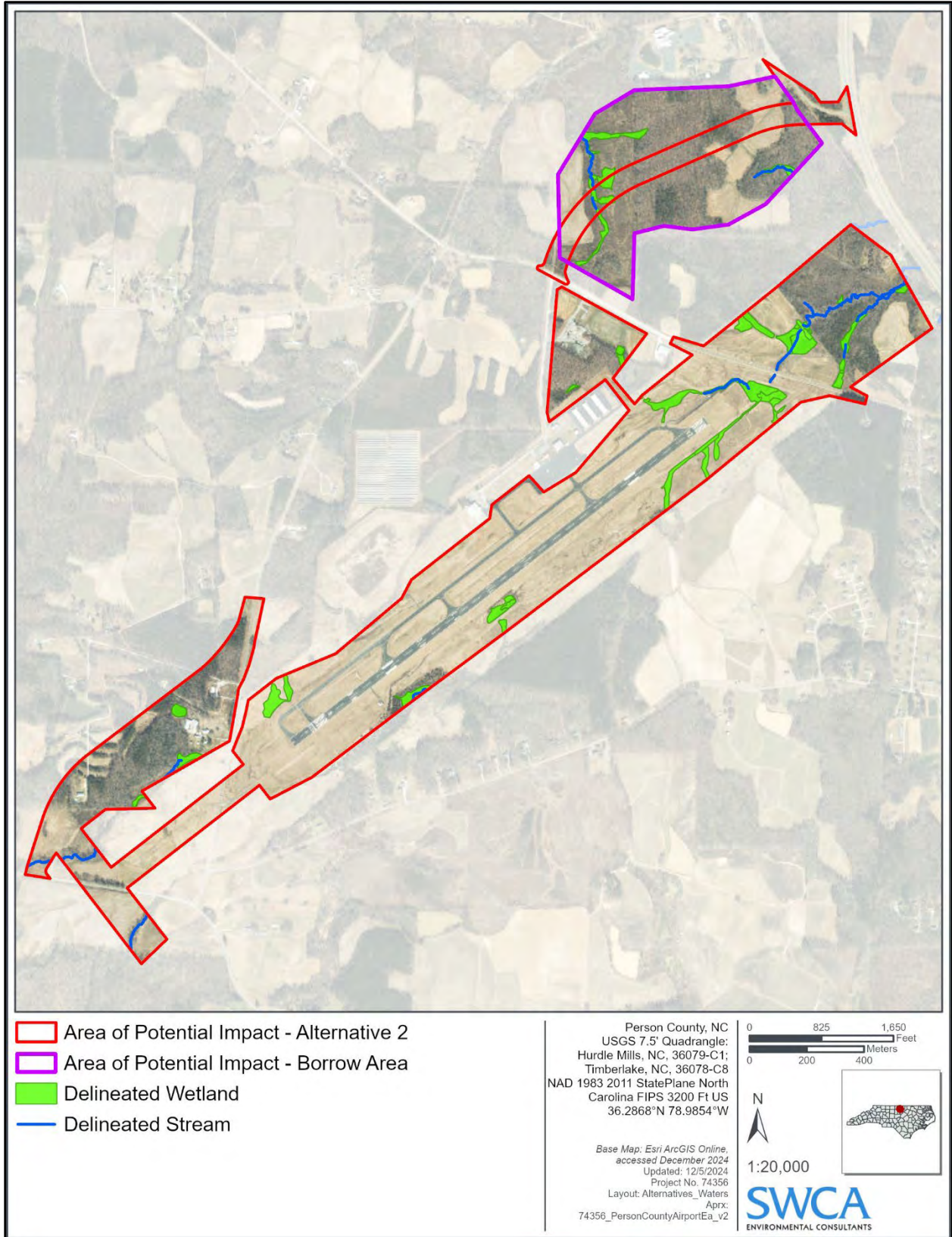


Figure 8. Alternative 2 streams and wetlands.

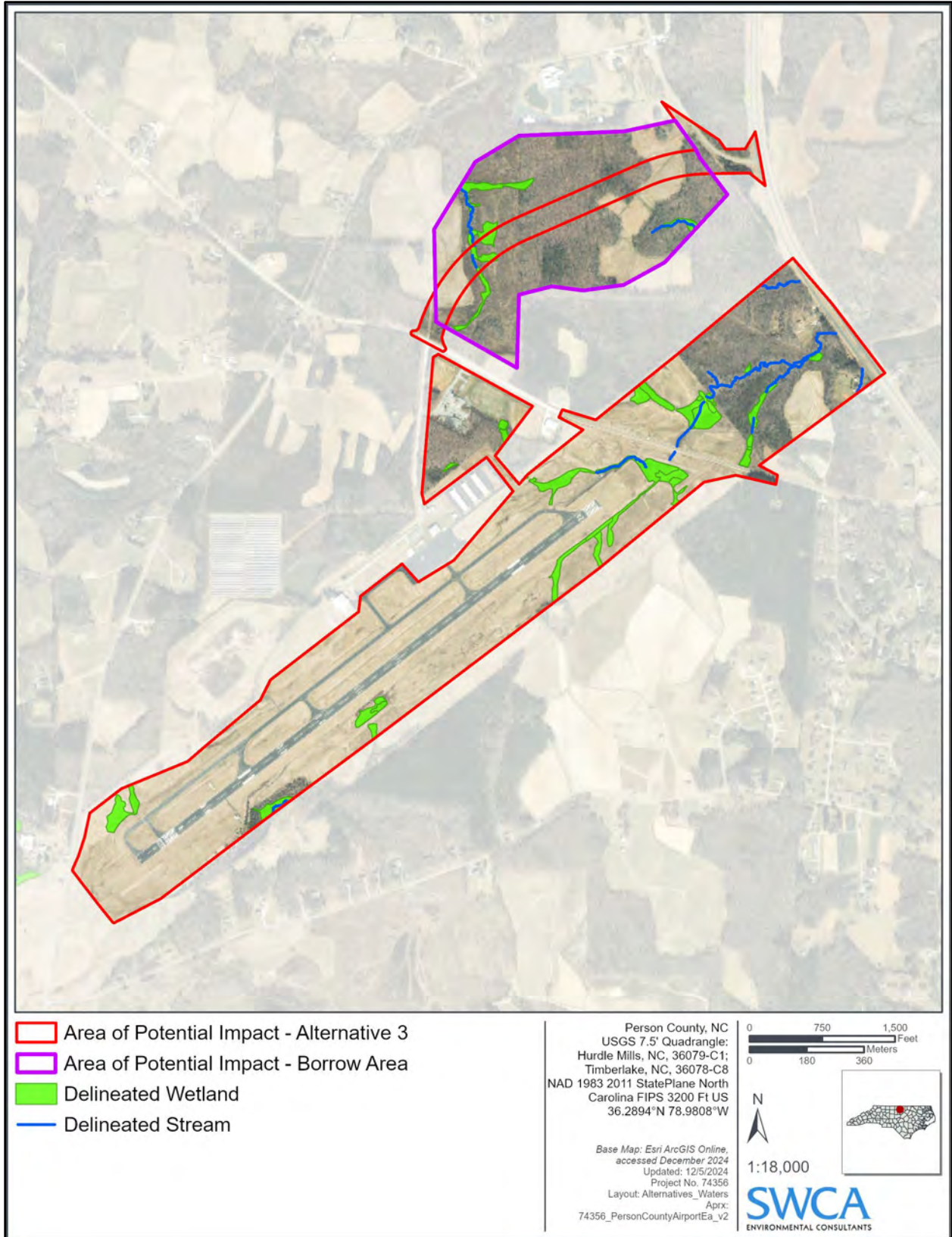


Figure 9. Alternative 3 streams and wetlands.

APPENDIX E

Noise Area Equivalent Method (AEM) Screening Analysis



Federal Aviation Administration
Office of Environment and Energy

http://www.faa.gov/about/office_org/headquarters_offices/apl/research/models/aem_model/

Area Equivalent Method (AEM) Version 2c SP2

Airport Name/Code:	TDF
--------------------	-----

DNL (dBA)	Baseline Area (Sq. Mi.)	Alternative Area (Sq. Mi.)	Percent Change in Area
65	0.3	0.3	15.7%

Aircraft Type	BASE Case		ALTERNATIVE Case	
	Daytime LTO Cycles	Nighttime LTO Cycles	Daytime LTO Cycles	Nighttime LTO Cycles
707				
720				
737				
7478				
707120				
707320				
717200				
727100				
727200				
737300				
737400				
737500				
737700				
737800				
747100				
747200				
747400				
757300				
767300				
767400				
777200				
777300				
1900D				
707QN				
720B				
727D15				
727D17				
727EM1				
727EM2				
727Q15				
727Q7				
727Q9				
727QF				
7373B2				
737D17				
737N17				

Aircraft Type	BASE Case		ALTERNATIVE Case	
	Daytime LTO Cycles	Nighttime LTO Cycles	Daytime LTO Cycles	Nighttime LTO Cycles
737N9				
737QN				
74710Q				
74720A				
74720B				
747SP				
757PW				
757RR				
767CF6				
767JT9				
7773ER				
7878R				
A10A				
A3				
A300-622R				
A300B4-203				
A310-304				
A319-131				
A320-211				
A320-232				
A321-232				
A330-301				
A330-343				
A340-211				
A340-642				
A37				
A380-841				
A380-861				
A4C				
A6A				
A7D				
A7E				
B1				
B2A				
B52BDE				
B52G				
B52H				
B57E				
BAC111				
BAE146				
BAE300				
BEC58P				
C118				
C12				
C130				
C130AD				
C130E				
C-130E				
C130HP				
C131B				
C135A				
C135B				
C137				
C140				
C141A				
C17				

Aircraft Type	BASE Case		ALTERNATIVE Case	
	Daytime LTO Cycles	Nighttime LTO Cycles	Daytime LTO Cycles	Nighttime LTO Cycles
C18A				
C-20				
C21A				
C22				
C23				
C5A				
C7A				
C9A				
CIT3				
CL600				
CL601				
CNA172	24.79	1.87	31.42	2.37
CNA182				
CNA182FLT				
CNA206				
CNA208				
CNA20T				
CNA441				
CNA500				
CNA510				
CNA525C				
CNA55B				
CNA560E				
CNA560U	8.41	0.63	10.66	0.80
CNA560XL				
CNA680				
CNA750				
COMJET				
COMSEP				
CONCRD				
CRJ9-ER				
CRJ9-LR				
CVR580				
DC1010				
DC1030				
DC1040				
DC3				
DC6				
DC820				
DC850				
DC860				
DC870				
DC8QN				
DC910				
DC930				
DC93LW				
DC950				
DC95HW				
DC9Q7				

Aircraft Type	BASE Case		ALTERNATIVE Case	
	Daytime LTO Cycles	Nighttime LTO Cycles	Daytime LTO Cycles	Nighttime LTO Cycles
HS748A				
IA1125				
JAGUAR				
KC10A				
KC135				
KC-135				
KC135B				
KC135R				
L1011				
L10115				
L188				
LEAR25				
LEAR35				
MD11GE				
MD11PW				
MD81				
MD82				
MD83				
MD9025				
MD9028				
MU3001				
OV10A				
P3A				
PA28				
PA30				
PA31				
PA42				
S3A&B				
SABR80				
SD330				
SF340				
SR71				
T1				
T29				
T-2C				
T3				
T33A				
T34				
T37B				
T-38A				
T39A				
T41				
T42				
T-43A				
T44				
TORNAD				
TR1				
U2				
U21				
U6				
U8F				
Total LTOs	44.47	3.35	53.23	4.01



Federal Aviation Administration
Office of Environment and Energy

http://www.faa.gov/about/office_org/headquarters_offices/apl/research/models/aem_model/

Area Equivalent Method (AEM) Version 2c SP2

Airport Name/Code:	TDF
--------------------	-----

DNL (dBA)	Baseline Area (Sq. Mi.)	Alternative Area (Sq. Mi.)	Percent Change in Area
65	0.3	0.3	16.9%

Aircraft Type	BASE Case		ALTERNATIVE Case	
	Daytime LTO Cycles	Nighttime LTO Cycles	Daytime LTO Cycles	Nighttime LTO Cycles
707				
720				
737				
7478				
707120				
707320				
717200				
727100				
727200				
737300				
737400				
737500				
737700				
737800				
747100				
747200				
747400				
757300				
767300				
767400				
777200				
777300				
1900D				
707QN				
720B				
727D15				
727D17				
727EM1				
727EM2				
727Q15				
727Q7				
727Q9				
727QF				
7373B2				
737D17				
737N17				

Aircraft Type	BASE Case		ALTERNATIVE Case	
	Daytime LTO Cycles	Nighttime LTO Cycles	Daytime LTO Cycles	Nighttime LTO Cycles
737N9				
737QN				
74710Q				
74720A				
74720B				
747SP				
757PW				
757RR				
767CF6				
767JT9				
7773ER				
7878R				
A10A				
A3				
A300-622R				
A300B4-203				
A310-304				
A319-131				
A320-211				
A320-232				
A321-232				
A330-301				
A330-343				
A340-211				
A340-642				
A37				
A380-841				
A380-861				
A4C				
A6A				
A7D				
A7E				
B1				
B2A				
B52BDE				
B52G				
B52H				
B57E				
BAC111				
BAE146				
BAE300				
BEC58P				
C118				
C12				
C130				
C130AD				
C130E				
C-130E				
C130HP				
C131B				
C135A				
C135B				
C137				
C140				
C141A				
C17				

Aircraft Type	BASE Case		ALTERNATIVE Case	
	Daytime LTO Cycles	Nighttime LTO Cycles	Daytime LTO Cycles	Nighttime LTO Cycles
C18A				
C-20				
C21A				
C22				
C23				
C5A				
C7A				
C9A				
CIT3				
CL600				
CL601				
CNA172	26.82	2.02	35.39	2.66
CNA182				
CNA182FLT				
CNA206				
CNA208				
CNA20T				
CNA441				
CNA500				
CNA510				
CNA525C				
CNA55B				
CNA560E				
CNA560U	9.10	0.68	12.01	0.90
CNA560XL				
CNA680				
CNA750				
COMJET				
COMSEP				
CONCRD				
CRJ9-ER				
CRJ9-LR				
CVR580				
DC1010				
DC1030				
DC1040				
DC3				
DC6				
DC820				
DC850				
DC860				
DC870				
DC8QN				
DC910				
DC930				
DC93LW				
DC950				
DC95HW				
DC9Q7				
DC9Q9				
DHC-2FLT				
DHC6				
DHC6QP				
DHC7				
DHC8				
DHC830				

Aircraft Type	BASE Case		ALTERNATIVE Case	
	Daytime LTO Cycles	Nighttime LTO Cycles	Daytime LTO Cycles	Nighttime LTO Cycles
DO228				
DO328				
E3A				
E4				
EA6B				
ECLIPSE500	8.62	0.65	11.38	0.86
EMB120				
EMB145				
EMB14L				
EMB170				
EMB175	1.92	0.14	2.53	0.19
EMB190				
EMB195				
F10062				
F10065				
F100D				
F101B				
F102				
F104G				
F105D				
F106				
F111AE				
F111D				
F-111F				
F117A				
F14A				
F15A				
F15E20				
F15E29				
F16A				
F16GE				
F16PW0				
F-18				
F28MK2				
F28MK4				
F4C				
F-4C				
F5AB				
F5E				
F8				
FAL20				
FB111A				
GASEPF				
GASEPV				
GII				
GIIB				
GIV				
GV	2.73	0.21	3.60	0.27
HS748A				
IA1125				
JAGUAR				
KC10A				
KC135				
KC-135				
KC135B				
KC135R				

Aircraft Type	BASE Case		ALTERNATIVE Case	
	Daytime LTO Cycles	Nighttime LTO Cycles	Daytime LTO Cycles	Nighttime LTO Cycles
L1011				
L10115				
L188				
LEAR25				
LEAR35				
MD11GE				
MD11PW				
MD81				
MD82				
MD83				
MD9025				
MD9028				
MU3001				
OV10A				
P3A				
PA28				
PA30				
PA31				
PA42				
S3A&B				
SABR80				
SD330				
SF340				
SR71				
T1				
T29				
T-2C				
T3				
T33A				
T34				
T37B				
T-38A				
T39A				
T41				
T42				
T-43A				
T44				
TORNAD				
TR1				
U2				
U21				
U6				
U8F				
Total LTOs	49.19	3.70	64.90	4.89

Table 3-9: Annual Operations Forecasts by Type

	SINGLE	TWIN	TURBO	JETS	HELO	TOTAL
Percentage	56%	18%	19%	4%	4%	100%
2015	19,068	6,129	6,470	1,362	1,022	34,050
2016	19,449	6,252	6,599	1,389	1,042	34,731
2017	19,838	6,377	6,731	1,417	1,063	35,426
2018	20,235	6,504	6,865	1,445	1,084	36,134
2019	20,640	6,634	7,003	1,474	1,106	36,857
2020	21,053	6,767	7,143	1,504	1,128	37,594
2021	21,474	6,902	7,286	1,534	1,150	38,346
2022	21,903	7,040	7,431	1,565	1,173	39,113
2023	22,341	7,181	7,580	1,596	1,197	39,895
2024	22,788	7,325	7,732	1,628	1,221	40,693
2025	23,244	7,471	7,886	1,660	1,245	41,507
2026	23,709	7,621	8,044	1,693	1,270	42,337
2027	24,183	7,773	8,205	1,727	1,296	43,184
2028	24,666	7,929	8,369	1,762	1,321	44,047
2029	25,160	8,087	8,536	1,797	1,348	44,928
2030	25,663	8,249	8,707	1,833	1,375	45,827
2031	26,176	8,414	8,881	1,870	1,402	46,743
2032	26,700	8,582	9,059	1,907	1,430	47,678
2033	27,234	8,754	9,240	1,945	1,459	48,632
2034	27,778	8,929	9,425	1,984	1,488	49,604

Table 3-10: Local/Itinerant Operations Forecasts

Year	Itinerant Operations			Local Operations		Total
	Air Taxi	GA	Military	GA	Military	
2015	1,395	17,080	1,950	13,625	0	34,050
%	4.1%	50.2%	5.7%	40.0%	0%	100.0%
2016	1,424	17,435	1,980	13,892	0	34,731
2017	1,452	17,784	2,019	14,170	0	35,426
2018	1,481	18,139	2,060	14,454	0	36,134
2019	1,511	18,502	2,101	14,743	0	36,857
2020	1,541	18,872	2,143	15,038	0	37,594
2021	1,572	19,250	2,186	15,338	0	38,346
2022	1,604	19,635	2,229	15,645	0	39,113
2023	1,636	20,027	2,274	15,958	0	39,895
2024	1,668	20,428	2,319	16,277	0	40,693
2025	1,702	20,836	2,366	16,603	0	41,507
2026	1,736	21,253	2,413	16,935	0	42,337
2027	1,771	21,678	2,461	17,273	0	43,184
2028	1,806	22,112	2,511	17,619	0	44,047
2029	1,842	22,554	2,561	17,971	0	44,928
2030	1,879	23,005	2,612	18,331	0	45,827
2031	1,916	23,465	2,664	18,697	0	46,743
2032	1,955	23,934	2,718	19,071	0	47,678
2033	1,994	24,413	2,772	19,453	0	48,632
2034	2,034	24,901	2,827	19,842	0	49,604

SOURCE: AIRPORT MASTER PLAN UPDATE PERSON COUNTY AIRPORT - CHAPTER 3

APPENDIX F

Public Outreach and Review of the Draft EA

Public Comments

Table 1. Summary of Substantive Comments on the Draft EA

Comment ID	Comment	Response
01	Our concern is safety of the public in an emergency response due to the closure of Cates Mill Road. Adding even two minutes to a response time can literally mean the difference between life and death or the loss of property.	It is intended that Cates Mill Road would not be closed until the construction of new connector road between US-501 connecting to Montgomery Drive is complete and is open for public use. This has been clarified in EA Section 4.11, Socioeconomics, Children's Health and Safety.
02	We suggest relocating the Montgomery Dr. Extension to eliminate the intersection and instead tie in with Cates Mill Rd/Frank Timberlake Rd.	Suggestion will be considered and coordinated with the FAA, Person County, NCDOT- Division of Aviation and NCDOT. The exact design of the intersection will be addressed during the Design Phase.
03	First and foremost our county hasn't seen growth in years for big business in our area and mostly in decline. It was much discussed about freight and my question is for who. We see only residential growth as a bedroom community for other counties. Does the end justify the means for the county ?	The runway extension and clearing would increase safety for the aircraft currently using the airport; please refer to EA Section 2, Purpose and Need. Air Freight services have been provided to a number of different companies in the region. The County continues to market economic development throughout the county as evident by recent announcements by Microsoft. A new business was recently recruited to the airport and negotiations are underway with another business to be located at the airport.
04	It was much discussed about revenue coming in, but as taxpayer I see cost of my taxes going up to help with expansion. Also to date RRA. Is not making any monies and will continue to be subsidized by again taxpayers.	The proposed project will primarily be funded with federal and state grant funds. In addition, based on a study by NCDOT and ITRE, Person County receives substantial economic benefits from the Airport, as discussed in EA Section 4.11, Socioeconomics, Children's Health and Safety.
05	In being in direct path the increase in air traffic over the houses with more noise from the so called freight. It was said that at the end of expansion there would be clearing for better visual approach, and again directly behind our house.	The 20-year Airport Master Plan shows, even with the runway extension, the 65 dnl contour remains entirely on existing airport property. Please refer to EA Section 2, Purpose and Need, and 4.10, Noise and Noise-Compatible Land Use.
06	I did not hear of any timeline for the start or completion of the project and as i read there is still land to be bought for the new road to be created as access is changing.	Currently, the project construction is projected to begin around 2028 and take approximately 2 years to complete, depending on funding availability and phasing.
07	We encourage conservation of highly productive soils for agriculture use and recommend locating these developments on less productive sites on the associated tract if possible.	Please refer to EA Section 4.4, Farmlands. The NRCS determined a farmland impact rating of 59 points, which is less than the 160-point significance threshold for adverse impacts to prime and unique farmland.

Comment ID	Comment	Response
08	DWR acknowledges that, of the alternatives presented in the Environmental Assessment, the “Proposed Alternative” has the lower amount of impacts to wetlands and streams. Prior to permit application, the applicant is urged to continue to further avoidance and minimization measures throughout the design process.	Wetlands and streams impacts will be minimized as practicable during the Design and Permitting Phases. Please refer to EA Sections 4.5, Wetlands, and 4.6, Surface Waters.
09	Project design plans shall provide treatment of the stormwater runoff through BMPs as detailed in the most recent version of the North Carolina Department of Transportation Stormwater Program Manual, and/or the Stormwater Best Management Practices Toolbox Manual. The BMPs should, to the MEP, be selected and designed to reduce impacts of the target pollutants of concern (POCs) for the receiving waters.	The design plans and specifications will provide instructions for the treatment of the stormwater runoff in accordance with NCDEQ requirements to reduce impacts of the target pollutants of concern for the identified water bodies. Please refer to EA Section 4.6, Surface Waters, and 5.0, Mitigation.
10	North Flat River, Alderidge Creek, and their tributaries are class WS-III; NSW waters of the State. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The NCDWR recommends that highly protective sediment and erosion control BMPs be implemented to reduce the risk of nutrient runoff to these streams. Post-construction stormwater BMPs should, to the MEP, be selected and designed to reduce nutrients.	The design plan will include stormwater BMPs. Identified water resources will not be impacted either during construction or operations. During construction, sediment and erosion control measures will be installed in accordance with NCDEQ permit requirements to prevent sediment from moving off-site and affecting downstream waters. Post construction BMPs will be selected and implemented as coordinated and required by NCDEQ. This has been clarified in EA Section 4.6, Surface Waters, and 5.0, Mitigation.
11	This project is within the Neuse River Basin. Riparian buffer impacts shall be avoided and minimized to the greatest extent possible pursuant to 15A NCAC 2B.0714. A buffer mitigation plan, including use of the North Carolina Division of Mitigation Services, must be provided to the NCDWR prior to approval of the Water Quality Certification.	A riparian buffer determination has been obtained for the project and unavoidable impacts will be permitted through NCDWR during the Design and Permitting Phase. Please refer to EA Section 4.6, Surface Waters, and Appendix D, Wetland Delineation Report.
12	Any waste generated by and of the project that cannot be beneficially reused or recycled as described, may require disposal of at a solid waste management facility permitted by the Division. The Section strongly recommends that the Raleigh Regional Airport at Person County require all contractors to provide proof of proper disposal for all generated waste to permitted facilities.	Project specifications will require construction personnel to make every feasible effort to minimize solid waste generation and recycle materials for which viable markets exist. Project specifications will also require solid waste generated during construction to be properly disposed of by the contractor at a licensed facility and the contractor will be required to provide proof of proper disposal for all generated waste to permitted facilities. Please refer to Section 4.7, Hazardous Materials, Solid Waste, Pollution Prevention.



Josh Stein
Governor

Gabriel J. Esparza
Secretary

December 1, 2025

Kara Giblin
Raleigh Regional Airport at Person Cty
c/o SWCA Environmental Consultants
113 Edinburgh South Drive
Cary, NC 27511-

Re: SCH File # 26-E-0000-0101 Proposed Action would extend Runway 24 by 795 feet to bring the runway takeoff length to 6,800 feet to accommodate the current airport fleet more safely. A new portion of parallel taxiway would connect to the newly extended Runway 24 end for a full parallel taxiway and the aircraft parking apron wou

Dear Kara Giblin:

The above referenced environmental impact information has been submitted to the State Clearinghouse under the provisions of the National Environmental Policy Act. According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act.

Attached to this letter are comments made by the agencies in the review of this document. If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.

If you have any questions, please do not hesitate to contact me at (984) 236-0000.

Sincerely,

GABRIELLE MCKEITHEN
State Environmental Review Clearinghouse

Attachments

Mailing
1301 Mail Service Center | Raleigh, NC 27699-1301



ncadmin.nc.gov

Location
325 N. Salisbury St. | Raleigh, NC 27603
984-236-0000

Control No.: 26-E-0000-0101

Date Received: 10/30/2025

County.: PERSON

Agency Response: 11/28/2025

Review Closed: 11/28/2025

DEVON BORGARDT
CLEARINGHOUSE COORDINATOR
DEPT OF NATURAL & CULTURAL
RESOURCE

Project Information

Type: National Environmental Policy Act ironmental Assessment

Applicant: Raleigh Regional Airport at Person Cty

Project Desc.: Proposed Action would extend Runway 24 by 795 feet to bring the runway takeoff length to 6,800 feet to accommodate the current airport fleet more safely. A new portion of parallel taxiway would connect to the newly extended Runway 24 end for a full parallel taxiway and the aircraft parking apron would be expanded.

As a result of this review the following is submitted:

No Comment

Comments Below

Documents Attached

Reviewed By: DEVON BORGARDT

Date: 11/18/2025



**North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Josh Stein
Secretary Pamela B. Cashwell

Office of Archives and History
Deputy Secretary Darin J. Waters, Ph.D.

November 18, 2025

MEMORANDUM

TO: Bridgette Morris-McLawhorn state.clearinghouse@doa.nc.gov
North Carolina State Clearinghouse
Department of Administration

FROM: Ramona M. Bartos, Deputy *RMB for Ramona M. Bartos*
State Historic Preservation Officer

SUBJECT: Extend runway 6-24, Person County Airport, Person County, 26-E-0000-0101, ER 23-2531

Thank you for your email of October 30, 2025, concerning the above project.

We have conducted a review of the project and are aware of no historic resources which would be affected by the project. Therefore, we are not requiring any archaeological or architectural survey and have no comment on the project as proposed.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@dncr.nc.gov. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Kara Giblin, SWCA Environmental Consultants kgiblin@swca.com

Control No.: 26-E-0000-0101

Date Received: 10/30/2025

County.: PERSON

Agency Response: 11/28/2025

Review Closed: 11/28/2025

JINTAO WEN
CLEARINGHOUSE COORDINATOR
DPS - DIV OF EMERGENCY MANAGEMENT

Project Information

Type: National Environmental Policy Act ironmental Assessment

Applicant: Raleigh Regional Airport at Person Cty

Project Desc.: Proposed Action would extend Runway 24 by 795 feet to bring the runway takeoff length to 6,800 feet to accommodate the current airport fleet more safely. A new portion of parallel taxiway would connect to the newly extended Runway 24 end for a full parallel taxiway and the aircraft parking apron would be expanded.

As a result of this review the following is submitted:

No Comment

Comments Below

Documents Attached

Reviewed By: JINTAO WEN

Date: 11/17/2025

Control No.: 26-E-0000-0101

Date Received: 10/30/2025

County.: PERSON

Agency Response: 11/28/2025

Review Closed: 11/28/2025

ALEX JONES
CLEARINGHOUSE COORDINATOR
DEPT OF AGRICULTURE

Project Information

Type: National Environmental Policy Act ironmental Assessment

Applicant: Raleigh Regional Airport at Person Cty

Project Desc.: Proposed Action would extend Runway 24 by 795 feet to bring the runway takeoff length to 6,800 feet to accommodate the current airport fleet more safely. A new portion of parallel taxiway would connect to the newly extended Runway 24 end for a full parallel taxiway and the aircraft parking apron would be expanded.

As a result of this review the following is submitted:

No Comment

Comments Below

Documents Attached

Reviewed By: ALEX JONES

Date: 11/24/2025



Dr. Joe French
Assistant Commissioner

**North Carolina Department of Agriculture
and Consumer Services**
Agricultural Services

Alex Jones
Environmental Programs

Crystal Best
State Clearinghouse
NC Department of Administration
1301 Mail Service Center
Raleigh, NC 27699-1301

November 24, 2025
RE: S# 26-E-0000-0101

Dear Ms. Best:

The proposed Raleigh Regional Airport runway extension and connector road project has the potential to negatively impact agricultural, environmental and economic balance in the area of the development project. Development of all types continues to threaten two of the state's most valuable natural resources, i.e. productive farmland and forestland. As these lands are removed from production the associated potential for efficiently providing necessary agricultural products and ecosystem services for a growing population is reduced, and with it a substantial amount of recurring, local agriculture and forestry related economic activity generated by local farming incomes.

We encourage conservation of highly productive soils for agricultural use and recommend locating these developments on less productive sites on the associated tract if possible. Based on the county soil survey, the majority of land in the proposed area includes prime farmland. Prioritization of potential sites to avoid development on this type of farmland may help mitigate impacts on agricultural resources.

We have cross-referenced the parcel for existing easements related to agriculture and found no CREP conservation easements, swine buyout easements, ADFP easements, plant conservation easements, plant conservation priority sites, forest stewardship plans, or Voluntary Agricultural Districts associated with the subject property.

Respectfully,

A handwritten signature in black ink that reads "Alex Jones".

Alex Jones
Environmental Programs
NC Department of Agriculture and Consumer Services
(919) 707-3070

MAILING ADDRESS
Environmental Programs
1001 Mail Service Center
Raleigh, NC 27699-1001

Alex.Jones@ncagr.gov
Telephone: 919-707-3070

LOCATION
Agriculture Building
2 West Edenton Street
Raleigh, NC 27601

An Equal Opportunity Employer

Control No.: 26-E-0000-0101

Date Received: 10/30/2025

County.: PERSON

Agency Response: 11/28/2025

Review Closed: 11/28/2025

TRAVIS SMITH

Clearinghouse Coordinator

NC DEPT OF ENVIRONMENTAL QUALITY

Project Information

Type: National Environmental Policy Act ironmental Assessment

Applicant: Raleigh Regional Airport at Person Cty

Project Desc.: Proposed Action would extend Runway 24 by 795 feet to bring the runway takeoff length to 6,800 feet to accommodate the current airport fleet more safely. A new portion of parallel taxiway would connect to the newly extended Runway 24 end for a full parallel taxiway and the aircraft parking apron would be expanded.

As a result of this review the following is submitted:

No Comment

Comments Below

Documents Attached

Reviewed By: TRAVIS SMITH

Date: 11/25/2025



JOSH STEIN
Governor

D. REID WILSON
Secretary

To: Gabrielle McKeithen
State Clearinghouse
NC Department of Administration

From: Travis Smith
Division of Environmental Assistance and Customer Service
NC Department of Environmental Quality

RE: 26 – 0101
Scoping - Proposed Action would extend Runway 24 to bring the runway takeoff length to 6,800 feet to accommodate the current airport fleet more safely. A new portion of parallel taxiway would connect to the newly extended Runway 24 end for a full parallel taxiway, and the aircraft parking apron would be expanded.
Person County

Date: November 25, 2025

The Department of Environmental Quality has reviewed the proposal for the referenced project. Several of our agencies have identified potential permits that may be required and provided recommendations to help minimize negative impacts on and around the project site.

I have attached the comments for the applicant's consideration.

Thank you for the opportunity to respond.

Attachments



North Carolina Department of Environmental Quality
217 West Jones Street | 1601 Mail Service Center | Raleigh, North Carolina 27699-1601
919.707.8661



NORTH CAROLINA
Environmental Quality

October 31, 2025

JOSH STEIN
Governor

D. REID WILSON
Secretary

RICHARD E. ROGERS, JR.
Director

MEMORANDUM

To: Travis Smith, Environmental Assistance Coordinator, NCDEQ
From: Rob Ridings, NC Division of Water Resources, Transportation Permitting Branch
Subject: Comments on the Environmental Assessment for the proposed Raleigh Regional Airport Runway Extension, Person County, DEQ#26-0101

Reference your correspondence received October 30, 2025 in which you requested comments for the referenced project. Preliminary analysis of the project reveals the potential for impacts to streams, buffers, and/or jurisdictional wetlands in the project area. Streams in the project vicinity include:

Stream Name	River Basin	Stream Classifications	Stream Index Number	303(d) Listing?
North Flat River	Neuse	WS-III; NSW	27-3-2	No
Alderidge Creek	Neuse	WS-III; NSW	27-3-3-4	No

Further investigations at a higher resolution should be undertaken to verify the presence of other streams and/or jurisdictional wetlands in the area. In the event that any jurisdictional areas are identified, the Division of Water Resources requests that the applicant consider the following environmental issues for the proposed project:

Project Specific Comments:

1. DWR acknowledges that, of the alternatives presented in the Environmental Assessment, the “Proposed Alternative” has the lower amount of impacts to wetlands and streams. Prior to permit application, the applicant is urged to continue to further avoidance and minimization measures throughout the design process.
2. Project design plans shall provide treatment of the stormwater runoff through BMPs as detailed in the most recent version of the North Carolina Department of Transportation Stormwater Program Manual, and/or the Stormwater Best Management Practices Toolbox Manual. The BMPs should, to the MEP, be selected and designed to reduce impacts of the target pollutants of concern (POCs) for the receiving waters.
3. North Flat River, Alderidge Creek, and their tributaries are class WS-III; NSW waters of the State. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The NCDWR recommends that highly protective sediment and erosion control BMPs be implemented to reduce the risk of nutrient runoff to these streams. Post-construction stormwater BMPs should, to the MEP, be selected and designed to reduce nutrients.
4. This project is within the Neuse River Basin. Riparian buffer impacts shall be avoided and minimized to the greatest extent possible pursuant to 15A NCAC 2B.0714. New development activities located in the protected 50-foot wide riparian areas within the basin shall be limited to “uses” identified within and constructed in accordance with 15A NCAC 2B.0295. Buffer mitigation may be required for buffer impacts resulting from activities classified as “allowable with mitigation” within the “Table of Uses” section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, including use of the North Carolina Division of Mitigation Services, must be



provided to the NCDWR prior to approval of the Water Quality Certification. Buffer mitigation may be required for buffer impacts resulting from activities classified as “allowable with mitigation” within the “Table of Uses” section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, coordinated with the North Carolina Division of Mitigation Services, must be provided to the NCDWR prior to approval of the Water Quality Certification.

General Transportation Project Comments:

1. The environmental documents and permit applications should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.
2. Project development shall consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. These alternatives shall include designs that allow for treatment of the storm water runoff through BMPs such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.
3. After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, the applicant is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission’s Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 0.1 acre to wetlands. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. North Carolina Division of Mitigation Services may be available for assistance with wetland mitigation.
4. In accordance with the Environmental Management Commission’s Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 300 linear feet to any perennial stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The North Carolina Division of Mitigation Services may be available for assistance with stream mitigation.
5. Future documentation, including the 401 Water Quality Certification Application, shall continue to include an itemized listing of the proposed wetland and stream impacts with corresponding mapping.
6. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The applicant shall address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.
7. An analysis of cumulative and secondary impacts anticipated as a result of this project is required. The type and detail of analysis shall conform to the NC Division of Water Resource Policy on the assessment of secondary and cumulative impacts dated April 10, 2004.
8. The applicant is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, and rip rap to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.
9. Where streams must be crossed, the NCDWR prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that culverts should be



countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When applicable, the applicant should not install the bridge bents in the creek, to the maximum extent practicable.

10. Whenever possible, the NCDWR prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the streambanks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges shall allow for human and wildlife passage beneath the structure. Fish passage and navigation by canoeists and boaters shall not be blocked. Bridge supports (bents) should not be placed in the stream when possible.
11. Bridge deck drains shall not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. Please refer to the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Toolbox* manual for approved measures.
12. Sediment and erosion control measures should not be placed in wetlands or streams.
13. Borrow/waste areas should avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas will need to be presented in the 401 Water Quality Certification and could precipitate compensatory mitigation.
14. The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater shall not be permitted to discharge directly into streams or surface waters. Please refer to the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Toolbox* manual for approved measures.
15. Based on the information presented in the document, the magnitude of impacts to wetlands and streams may require an Individual Permit application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the applicant and written concurrence from the NCDWR. Please be aware that any approval will be contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.
16. If concrete is used during construction, a dry work area shall be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills. Concrete shall be handled in accordance with the NPDES Construction General Permit NCG010000.
17. If temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevations. Disturbed areas shall be seeded or mulched to stabilize the soil and appropriate native woody species shall be planted. When using temporary structures the area shall be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.
18. Unless otherwise authorized, placement of culverts and other structures in waters and streams shall be placed below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures shall not be conducted in a manner that may result in dis-equilibrium of wetlands or streambeds or banks, adjacent to or upstream and downstream of the above structures. The applicant is



required to provide evidence that the equilibrium is being maintained if requested in writing by the NCDWR. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact the NCDWR for guidance on how to proceed and to determine whether or not a permit modification will be required.

19. If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation, floodplain benches, and/or sills may be required where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.
20. If foundation test borings are necessary; it shall be noted in the document. Geotechnical work is approved under General 401 Certification Number 4242/Nationwide Permit No. 6 for Survey Activities.
21. Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250.
22. All work in or adjacent to stream waters shall be conducted in a dry work area. Approved BMP measures from the most current version of the Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures shall be used to prevent excavation in flowing water.
23. While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NC-CREWS) maps and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.
24. Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment shall be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.
25. Riprap shall not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.
26. Riparian vegetation (native trees and shrubs) shall be preserved to the maximum extent possible. Riparian vegetation must be reestablished within the construction limits of the project by the end of the growing season following completion of construction.

Thank you for requesting our input at this time. The applicant is reminded that issuance of a 401 Water Quality Certification requires that appropriate measures be instituted to ensure that water quality standards are met and designated uses are not degraded or lost. If you have any questions or require additional information, please contact Rob Ridings at rob.ridings@deq.nc.gov or 919-707-8786.





MEMORANDUM

TO: Michael Scott, Division Director through Sharon Brinkley

FROM: Amanda Thompson, Environmental Senior Specialist – Solid Waste Section

DATE: October 30, 2025

SUBJECT: Review: SW 26-0097– Person County (Scoping – Raleigh Regional Airport at Person County – Proposed action would extend Runway 24 by 795 feet to bring the runway takeoff length to 6,800 feet to accommodate the current airport fleet more safely. A new parallel taxiway would connect the newly extended Runway 24.)

The Division of Waste Management, Solid Waste Section (Section) has reviewed the documents submitted for the subject project in Person County, NC. Because of recent developments surrounding the potential of PFAS contamination at airports and other facilities where the use of fire suppression foam may have occurred, areas where there were airport responses to fires or spills should be evaluated separately from areas with no suspected contaminants. Any materials generated by the excavation of soil, demolition of concrete, asphalt, and other potentially contaminated media must be managed and disposed of appropriately and in accordance with current North Carolina regulations. Based on the information provided in this document, the Section at this time does not see an adverse impact on the surrounding communities and likewise knows of no situations in the communities which would affect this project.

For any planned or proposed projects, it is recommended that during any land clearing, demolition, and construction, the Raleigh Regional Airport at Person County and/or its contractors should make every feasible effort to minimize the generation of waste, to recycle materials for which viable markets exist, and to use recycled products and materials in the development of this project where suitable. **Any waste generated by and of the project that cannot be beneficially reused or recycled as described, may require disposal of at a solid waste management facility permitted by the Division. The Section strongly recommends that the Raleigh Regional Airport at Person County require all contractors to provide proof of proper disposal for all generated waste to permitted facilities.**

Permitted solid waste management facilities are listed on the Division of Waste Management, Solid Waste Section portal site at: <https://deq.nc.gov/about/divisions/waste-management/waste-management-rules-data/solid-waste-management-annual-reports/solid-waste-permitted-facility-list>

And the site locator tool at:

<https://ncdenr.maps.arcgis.com/apps/webappviewer/index.html?id=7dd59be2750b40bebebfa49fc383f688>



State of North Carolina Department of Environmental Quality
 INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: Raleigh
 Project Number: 26-0101 Due Date: 11/25/2025
 County: Person

After review of this project, it has been determined that the DEQ permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law. Questions regarding these permits should be addressed to the Regional Office indicated on the reverse of the form. All applications, information and guidelines relative to these plans and permits are available from the same Regional Office.

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
<input type="checkbox"/>	Permit to construct & operate wastewater treatment facilities, non-standard sewer system extensions & sewer systems that do not discharge into state surface waters.	Application 90 days before begins construction or award of construction contracts. On-site inspection may be required. Post-application technical conference usual.	30 days (90 days)
<input type="checkbox"/>	Permit to construct & operate, sewer extensions involving gravity sewers, pump stations and force mains discharging into a sewer collection system	Fast-Track Permitting program consists of the submittal of an application and an engineer's certification that the project meets all applicable State rules and Division Minimum Design Criteria.	30 days (N/A)
<input type="checkbox"/>	NPDES - permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters.	Application 180 days before begins activity. On-site inspection. Pre-application conference usual. Additionally, obtain permit to construct wastewater treatment facility-granted after NPDES. Reply time, 30 days after receipt of plans or issue of NPDES permit-whichever is later.	90-120 days (N/A)
<input type="checkbox"/>	Water Use Permit	Pre-application technical conference usually necessary.	30 days (N/A)
<input type="checkbox"/>	Well Construction Permit	Complete application must be received and permit issued prior to the installation of a groundwater monitoring well located on property not owned by the applicant, and for a large capacity (>100,000 gallons per day) water supply well.	7 days (15 days)
<input type="checkbox"/>	Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Pre-application conference usual. Filling may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
<input type="checkbox"/>	Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC (2Q.0100 thru 2Q.0300)	Application must be submitted and permit received prior to construction and operation of the source. If a permit is required in an area without local zoning, then there are additional requirements and timelines (2Q.0113).	90 days
<input checked="" type="checkbox"/>	Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900	N/A	60 days (90 days)
<input checked="" type="checkbox"/>	Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 20.1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-707-5950	Please Note - The Health Hazards Control Unit (HHCU) of the N.C. Department of Health and Human Services, must be notified of plans to demolish a building, including residences for commercial or industrial expansion, even if no asbestos is present in the building.	60 days (90 days)
<input type="checkbox"/>	The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres are to be disturbed. Plan must be filed with and approved by applicable Regional Office (Land Quality Section) at least 30 days before beginning activity. A NPDES Construction Stormwater permit (NCG010000) is also usually issued should design features meet minimum requirements. A fee of \$119 for the first acre or any part of an acre. An express review option is available with additional fees.		20 days (30 days)
<input type="checkbox"/>	Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable Stormwater conveyances and outlets.		(30 days)
<input type="checkbox"/>	Sedimentation and erosion control must be addressed in accordance with _____ Local Government's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable Stormwater conveyances and outlets.		Based on Local Program
<input type="checkbox"/>	Compliance with 15A NCAC 2H .0126 - NPDES Stormwater Program which regulates three types of activities: Industrial, Municipal Separate Storm Sewer System & Construction activities that disturb ≥1 acre.		30-60 days (90 days)
<input type="checkbox"/>	Compliance with 15A NCAC 2H 1000 -State Stormwater Permitting Programs regulate site development and post-construction stormwater runoff control. Areas subject to these permit programs include all 20 coastal counties, and various other counties and watersheds throughout the state.		45 days (90 days)

State of North Carolina Department of Environmental Quality
 INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: Raleigh
 Project Number: 26-0101 Due Date: 11/25/2025
 County: Person

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
<input type="checkbox"/>	Mining Permit	On-site inspection usual. Surety bond filed with DEQ Bond amount varies with type mine and number of acres of affected land. Affected area greater than one acre must be permitted. The appropriate bond must be received before the permit can be issued.	30 days (60 days)
<input type="checkbox"/>	Dam Safety Permit	If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to: prepare plans, inspect construction, and certify construction is according to DEQ approved plans. May also require a permit under mosquito control program. And a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A minimum fee of \$200.00 must accompany the application. An additional processing fee based on a percentage or the total project cost will be required upon completion.	30 days (60 days)
<input type="checkbox"/>	Oil Refining Facilities	N/A	90-120 days (N/A)
<input type="checkbox"/>	Permit to drill exploratory oil or gas well	File surety bond of \$5,000 with DEQ running to State of NC conditional that any well opened by drill operator shall, upon abandonment, be plugged according to DEQ rules and regulations.	10 days N/A
<input type="checkbox"/>	Geophysical Exploration Permit	Application filed with DEQ at least 10 days prior to issue of permit. Application by letter. No standard application form.	10 days N/A
<input type="checkbox"/>	State Lakes Construction Permit	Application fee based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property	15-20 days N/A
<input type="checkbox"/>	401 Water Quality Certification	Compliance with the T15A 02H .0500 Certifications are required whenever construction or operation of facilities will result in a discharge into navigable water as described in 33 CFR part 323.	60 days (130 days)
<input type="checkbox"/>	Compliance with Catawba, Goose Creek, Jordan Lake, Randleman, Tar Pamlico or Neuse Riparian Buffer Rules is required. Buffer requirements: http://deq.nc.gov/about/divisions/water-resources/water-resources-permits/wastewater-branch/401-wetlands-buffer-permits/401-riparian-buffer-protection-program		
<input type="checkbox"/>	Nutrient Offset: Loading requirements for nitrogen and phosphorus in the Neuse and Tar-Pamlico River basins, and in the Jordan and Falls Lake watersheds, as part of the nutrient-management strategies in these areas. DWR nutrient offset information: http://deq.nc.gov/about/divisions/water-resources/planning/nonpoint-source-management/nutrient-offset-information		
<input type="checkbox"/>	CAMA Permit for MAJOR development	\$250.00 - \$475.00 fee must accompany application	75 days (150 days)
<input type="checkbox"/>	CAMA Permit for MINOR development	\$100.00 fee must accompany application	22 days (25 days)
<input type="checkbox"/>	Abandonment of any wells, if required must be in accordance with Title 15A. Subchapter 2C.0100.		
<input checked="" type="checkbox"/>	Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.		
<input type="checkbox"/>	Plans and specifications for the construction, expansion, or alteration of a public water system must be approved by the Division of Water Resources/Public Water Supply Section prior to the award of a contract or the initiation of construction as per 15A NCAC 18C .0300 et. seq., Plans and specifications should be submitted to 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. All public water supply systems must comply with state and federal drinking water monitoring requirements. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days
<input checked="" type="checkbox"/>	If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Water Resources/Public Water Supply Section at 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days
<input type="checkbox"/>	Plans and specifications for the construction, expansion, or alteration of the _____ water system must be approved through the _____ delegated plan approval authority. Please contact them at _____ for further information.		

State of North Carolina Department of Environmental Quality
 INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: Raleigh
 Project Number: 26-0101 Due Date: 11/25/2025
 County: Person

Other Comments (attach additional pages as necessary, being certain to comment authority)

Division	Initials	No comment	Comments	Date Review
DAQ	CAD	<input type="checkbox"/>	See checked boxes	11/4/25
DWR-WQROS (Aquifer & Surface)	&	<input type="checkbox"/>	&	/ / / /
DWR-PWS	JM	<input type="checkbox"/>	See checked box	10/31/25
DEMLR (LQ & SW)		<input type="checkbox"/>		/ /
DWM – UST	MRP	<input type="checkbox"/>	See checked box above.	11/20/25
Other Comments		<input type="checkbox"/>		/ /

REGIONAL OFFICES

Questions regarding these permits should be addressed to the Regional Office marked below.

- | | | |
|--|---|---|
| <input type="checkbox"/> Asheville Regional Office
2090 U.S. 70 Highway
Swannanoa, NC 28778-8211
Phone: 828-296-4500
Fax: 828-299-7043 | <input type="checkbox"/> Fayetteville Regional Office
225 Green Street, Suite 714,
Fayetteville, NC 28301-5043
Phone: 910-433-3300
Fax: 910-486-0707 | <input type="checkbox"/> Mooresville Regional Office
610 East Center Avenue, Suite 301,
Mooresville, NC 28115
Phone: 704-663-1699
Fax: 704-663-6040 |
| <input checked="" type="checkbox"/> Raleigh Regional Office
3800 Barrett Drive,
Raleigh, NC 27609
Phone: 919-791-4200
Fax: 919-571-4718 | <input type="checkbox"/> Washington Regional Office
943 Washington Square Mall,
Washington, NC 27889
Phone: 252-946-6481
Fax: 252-975-3716 | <input type="checkbox"/> Wilmington Regional Office
127 Cardinal Drive Ext.,
Wilmington, NC 28405
Phone: 910-796-7215
Fax: 910-350-2004 |
| | <input type="checkbox"/> Winston-Salem Regional Office
450 Hanes Mill Road, Suite 300,
Winston-Salem, NC 27105
Phone: 336-776-9800
Fax: 336-776-9797 | |

Questions regarding solid waste management for this project should be directed to Mr. Tim Davis, Environmental Senior Specialist, Solid Waste Section, at (919) 707-8290.

cc: Tim Davis, Environmental Senior Specialist



North Carolina Department of Environmental Quality | Division of Waste Management
Fayetteville Regional Office | 225 Green Street, Suite 714 | Fayetteville, North Carolina 28301
910.433.3300

Department of Environmental Quality

Project Review

Project Number: 26-0101

County: Person

Date Received: 10-30-2025

Due Date: 11-25-2025

Project Description:

Scoping - Proposed Action would extend Runway 24 by 795 feet to bring the runway takeoff length to 6,800 feet to accommodate the current airport fleet more safely. A new portion of parallel taxiway would connect to the newly extended Runway 24 end for a full parallel taxiway and the aircraft parking apron would be expanded.

This Project is being reviewed as indicated below:

Regional Office	Regional Office Area	In-House Review	
Asheville	Air	Air Quality	Coastal Management
Fayetteville	DWR	Waste Mgmt (HW, SF, SW)	Marine Fisheries
Mooreville	DWR - Public Water	Water Resources Mgmt (Public Water, Planning & Water Quality Program)	CC & PS Div. of Emergency Mgmt
Raleigh	DEMLR (LQ & SW)		DMF-Shellfish Sanitation
Washington	DWM - UST	DWR-Transportation Unit <u>Ron</u>	Wildlife <u>Gabriela</u>
Wilmington			Wildlife/DOT <u>Travis</u>
Winston Salem			

Manager Sign-Off/Region:	Date: 11/24/2025	In-House Reviewer/Agency: DWR/.WRM David Wainwright
--------------------------	---------------------	--

Response (check all applicable)

No objection to project as proposed.
 No Comment

Insufficient information to complete review
 Other (specify or attach comments)

Department of Environmental Quality

Project Review

Project Number: 26-0101

County: Person

Date Received: 10-30-2025

Due Date: 11-25-2025

Project Description:

Scoping - Proposed Action would extend Runway 24 by 795 feet to bring the runway takeoff length to 6,800 feet to accommodate the current airport fleet more safely. A new portion of parallel taxiway would connect to the newly extended Runway 24 end for a full parallel taxiway and the aircraft parking apron would be expanded.

This Project is being reviewed as indicated below:

Regional Office	Regional Office Area	In-House Review	
Asheville	Air	Air Quality	Coastal Management
Fayetteville	DWR	Waste Mgmt (HW, SF, SW)	Marine Fisheries
Mooreville	DWR - Public Water	Water Resources Mgmt (Public Water, Planning & Water Quality Program)	CC & PS Div. of Emergency Mgmt
Raleigh	DEMLR (LQ & SW)		DMF-Shellfish Sanitation
Washington	DWM - UST	DWR-Transportation Unit <u>Ron</u>	Wildlife <u>Gabriela</u>
Wilmington			Wildlife/DOT <u>Travis</u>
Winston Salem			

Manager Sign-Off/Region:	Date: 11-24-25	In-House Reviewer/Agency: Melodi Deaver, Hazardous Waste Section
--------------------------	-------------------	---

Response (check all applicable)

No objection to project as proposed.
 No Comment

Insufficient information to complete review
 Other (specify or attach comments)

JOSH STEIN
Governor
D. REID WILSON
Secretary
MICHAEL SCOTT
Director



Date: November 17, 2025

To: Michael Scott, Director
Division of Waste Management

Through: Janet Macdonald
Inactive Hazardous Sites Branch

From: Katie C Tatum
Inactive Hazardous Sites Branch

Subject: NEPA Project # 26-0101 Raleigh Regional Airport at Person City, Person County, North Carolina

The Superfund Section has reviewed the proximity of sites under its jurisdiction to the Raleigh Regional Airport at Person City project. The proposed project is for the extension of Runway 24 by 795 feet to bring the runway takeoff length to 6,800 feet to accommodate the current airport fleet more safely. A new portion of parallel taxiway would connect to the newly extended Runway 24 end for a full parallel taxiway and the aircraft parking apron would be expanded.

No (0) Superfund Section sites and no (0) Brownfields Program Sites were identified within one mile of the project as shown on the attached report.

Please contact Janet Macdonald at 919.707.8349 if you have any questions concerning the Superfund Section review portion of this SEPA/NEPA inquiry.



North Carolina Department of Environmental Quality | Division of Waste Management
217 West Jones Street | 1646 Mail Service Center | Raleigh, North Carolina 27699-1646
919.707.8200



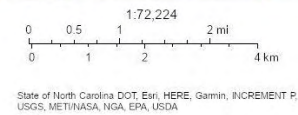
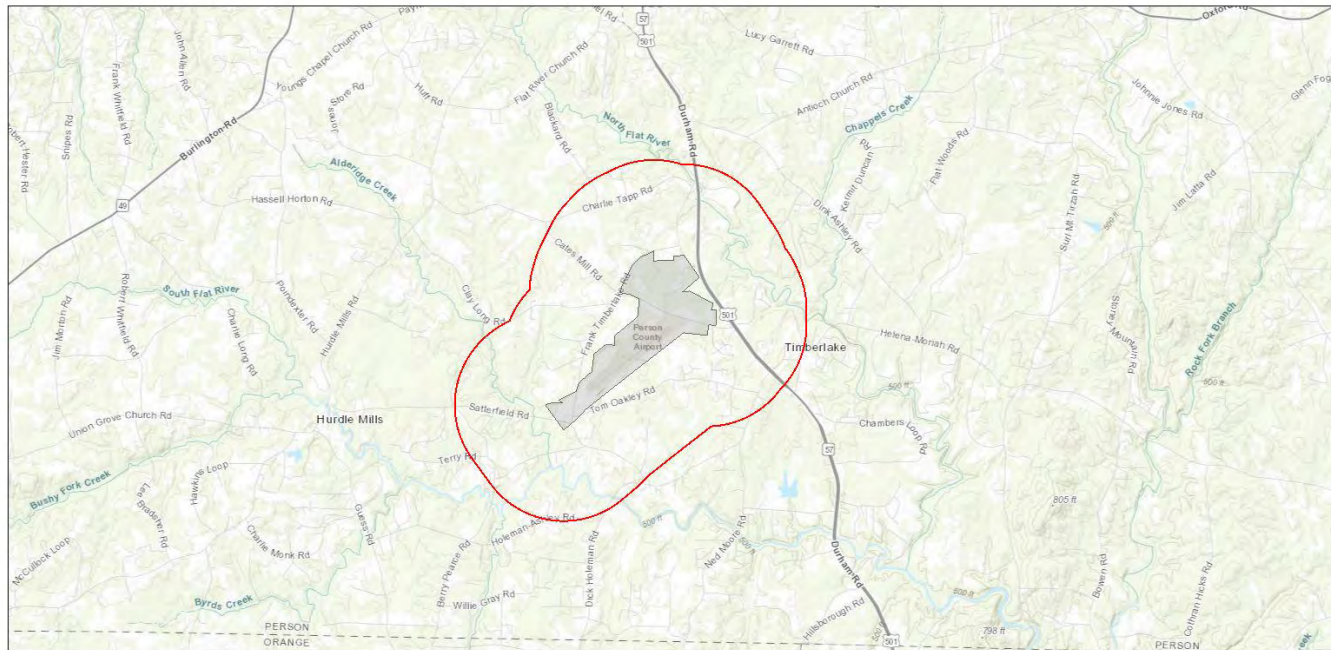
Superfund & Brownfields Sites SEPA/NEPA Review Report

Area of Interest (AOI) Information

Area : 6,569.9 acres

Nov 17 2025 10:49:10 Eastern Standard Time

Person County NEPA project 26-0101



Superfund and Brownfields Sites
Person County NEPA project 26-0101

Summary

Name	Count	Area(acres)	Length(mi)
Certified DSCA Sites	0	N/A	N/A
Federal Remediation Branch Sites	0	N/A	N/A
Inactive Hazardous Sites	0	N/A	N/A
Pre-Regulatory Landfill Sites	0	N/A	N/A
Brownfields Program Sites	0	N/A	N/A

Public Notice
and
Public Meeting Announcements

Affidavit of Publication

STATE OF NC } SS
COUNTY OF PERSON }

The Undersigned, being duly sworn, says:

That she is Representative of the The Courier-Times, a weekly newspaper of general circulation, printed and published in Roxboro, Person County, NC; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

December 11, 2025

That said newspaper was regularly issued and circulated on those dates.

SIGNED:

Maitle Elmas-Carter
Representative

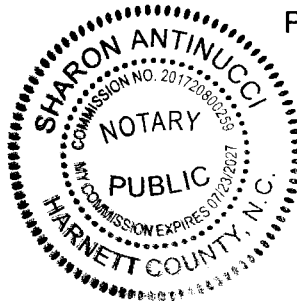
Subscribed to and sworn to me this 11th day of December 2025.

Sharon Antinucci

My commission expires: July 23, 2027

00033332 00088043 910-762-6281

TCT
TALBERT & BRIGHT, INC.
4810 SHELLEY DRIVE
WILMINGTON, NC 28405



In accordance with the National Environmental Policy Act (NEPA), the Federal Aviation Administration (FAA) and Person County announce the availability of the Draft Environmental Assessment for Raleigh Regional Airport at Person County (TDF) Runway Extension and Runway Safety Area Improvements (Draft EA). The Draft EA was prepared in response to the FAA's evaluation of a proposed runway extension and other improvements which is considered a major Federal action subject to environmental review under NEPA. The Proposed Action would extend Runway 24 by 795 feet to bring the runway takeoff length to 6,800 feet to accommodate the current airport fleet more safely. A new portion of parallel taxiway would connect to the newly extended Runway 24 end for a full parallel taxiway and the aircraft parking apron would be expanded. The Draft EA contains a full description of the Proposed Action and an analysis of potential environmental effects. An electronic version of the document is available on the TDF website: <https://raleighregional.com/future-plans/>. In addition, a printed copy of the Draft EA is available at the Raleigh Regional Airport office, 385 Montgomery Dr., Timberlake, NC.

A public meeting will be held for the public to review the Draft EA and to learn more about the Proposed Action, the purpose and need, potential alternatives, and the environmental resources analyzed. This is an opportunity for the public to provide comments. The meeting will take place on December 15, 2025, from 4:00 pm – 6:00 pm at the Raleigh Regional Airport at Person County (TDF).

FEDERAL AVIATION ADMINISTRATION NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL ASSESSMENT

In accordance with the National Environmental Policy Act (NEPA), the Federal Aviation Administration (FAA) and Person County announce the availability of the Draft Environmental Assessment for Raleigh Regional Airport at Person County (TDF) Runway Extension and Runway Safety Area Improvements (Draft EA). The Draft EA was prepared in response to the FAA's evaluation of a proposed runway extension and other improvements which is considered a major Federal action subject to environmental review under NEPA. The Proposed Action would extend Runway 24 by 795 feet to bring the runway takeoff length to 6,800 feet to accommodate the current airport fleet more safely. A new portion of parallel taxiway would connect to the newly extended Runway 24 end for a full parallel taxiway and the aircraft parking apron would be expanded. The Draft EA contains a full description of the Proposed Action and an analysis of potential environmental effects. An electronic version of the document is available on the TDF website: <https://raleighregional.com/future-plans/>. In addition, a printed copy of the Draft EA is available at the Raleigh Regional Airport office, 385 Montgomery Dr., Timberlake, NC.

A public meeting will be held for the public to review the Draft EA and to learn more about the Proposed Action, the purpose and need, potential alternatives, and the environmental resources analyzed. This is an opportunity for the public to provide comments. The meeting will take place on **December 8, 2025, from 4:00 pm – 6:00 pm** at the Raleigh Regional Airport at

Person County (IDR). The comment period begins on October 30, 2025, and ends on November 28, 2025.

Comments may also be submitted to Kara Giblin, Project Environmental Planner, SWCA Environmental Consultants, 113 Edinburgh S Dr. #120, Cary, NC 27511; or by email to kgiblin@swca.com. Before including your address, phone number, e-mail address, or other personal identifying information, be advised that your entire comment including your personal identifying information may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

10/30/2025

 Save

 Share

Details for FEDERAL AVIATION ADMINISTRATION NOTICE

Updated 18 hrs ago

Ad details 

[Learn more about your privacy options](#)

Future Plans

Raleigh Regional Airport is constantly improving and focusing on plans to provide the best service possible for our customers.

We have seen an uptick in both freight operations and cargo volume as we are capable of providing outstanding service and support for our regional industry.

Runway Expansion

The Raleigh Regional Airport has plans underway to further extend the 6,005' precision instrument runway to a length of 6,800'. This will allow for better accommodation of corporate, cargo, and private customers.

[Raleigh Regional Airport at Person County Runway Extension and Runway Safety Area Improvements DRAFT Environmental Assessment October 2025](#)

[Raleigh Regional Airport at Person County Runway Extension Environmental Assessment Appendix A-E](#)

CONTACT US FOR MORE INFO

Additional Expansion Opportunities

In addition to the newly-constructed corporate hangar, Raleigh Regional has room to grow with a 26-acre parcel adjacent to the site suitable for additional hangars or aviation-related commercial and industrial space, a pre-existing, graded pad area for multiple corporate box hangars, and available land for additional large corporate aircraft hangars.

CONTACT US FOR MORE INFO

Event Calendar View

Raleigh Regional Airport at Person County - Public Meeting (NEW DATE)

Open to the Public

Date: 12/15/2025 4:00 PM - 6:00 PM
Location: Raleigh Regional Airport at Person County
385 Montgomery Drive
Timberlake, North Carolina

FEDERAL AVIATION ADMINISTRATION NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL ASSESSMENT

In accordance with the National Environmental Policy Act (NEPA), the Federal Aviation Administration (FAA) and Person County announce the availability of the Draft Environmental Assessment for Raleigh Regional Airport at Person County (TDF) Runway Extension and Runway Safety Area Improvements (Draft EA). The Draft EA was prepared in response to the FAA's evaluation of a proposed runway extension and other improvements which is considered a major Federal action subject to environmental review under NEPA. The Proposed Action would extend Runway 24 by 795 feet to bring the runway takeoff length to 6,800 feet to accommodate the current airport fleet more safely. A new portion of parallel taxiway would connect to the newly extended Runway 24 end for a full parallel taxiway and the aircraft parking apron would be expanded. The Draft EA contains a full description of the Proposed Action and an analysis of potential environmental effects. An electronic version of the document is available on the TDF website: <https://raleighregional.com/future-plans/>. In addition, a printed copy of the Draft EA is available at the Raleigh Regional Airport office, 385 Montgomery Dr., Timberlake, NC.

A public meeting will be held for the public to review the Draft EA and to learn more about the Proposed Action, the purpose and need, potential alternatives, and the environmental resources analyzed. This is an opportunity for the public to provide comments. The meeting will take place on **December 15, 2025, from 4:00 pm – 6:00 pm** at the Raleigh Regional Airport at Person County (TDF).


[Government](#) » [Advanced Components](#) »

Event Calendar View

Font Size: + - + Share & Bookmark Feedback Print

Raleigh Regional Airport at Person County - Public Meeting Open to the Public

Date: 12/08/2025 4:00 PM - 6:00 PM
Location: Raleigh Regional Airport at Person County
[385 Montgomery Drive](#)
[Timberlake, North Carolina](#)

 [Add to my Calendar](#)

FEDERAL AVIATION ADMINISTRATION

NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL ASSESSMENT

In accordance with the National Environmental Policy Act (NEPA), the Federal Aviation Administration (FAA) and Person County announce the availability of the Draft Environmental Assessment for Raleigh Regional Airport at Person County (TDF) Runway Extension and Runway Safety Area Improvements (Draft EA). The Draft EA was prepared in response to the FAA's evaluation of a proposed runway extension and other improvements which is considered a major Federal action subject to environmental review under NEPA. The Proposed Action would extend Runway 24 by 795 feet to bring the runway takeoff length to 6,800 feet to accommodate the current airport fleet more safely. A new portion of parallel taxiway would connect to the newly extended Runway 24 end for a full parallel taxiway and the aircraft parking apron would be expanded. The Draft EA contains a full description of the Proposed Action and an analysis of potential environmental effects. An electronic version of the document is available on the TDF website: <https://raleighregional.com/future-plans/>. In addition, a printed copy of the Draft EA is available at the Raleigh Regional Airport office, 385 Montgomery Dr., Timberlake, NC.

A public meeting will be held for the public to review the Draft EA and to learn more about the Proposed Action, the purpose and need, potential alternatives, and the environmental resources analyzed. This is an opportunity for the public to provide comments. The meeting will take place on **December 8, 2025, from 4:00 pm – 6:00 pm** at the Raleigh Regional Airport at Person County (TDF). The comment period begins on October 30, 2025, and ends on November 28, 2025.

Comments may also be submitted to Kara Giblin, Project Environmental Planner, SWCA Environmental Consultants, 113 Edinburgh S Dr. #120, Cary, NC 27511; or by email to kgiblin@swca.com. Before including your address, phone number, e-mail address, or other personal identifying information, be advised that your entire comment including your personal identifying information may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

[Return to full list >>](#)



Person County Government

4.2K followers • 65 following

Posts About Reels Photos

Intro

Official Facebook page for Person County, NC Government. See our comment policy + details about our use of social media at www.personcountync.gov/social.

Page · Government organization

Person County Government is responsible for this Page

304 S Morgan St, Roxboro, NC, United States, North Carolina

(336) 597-1720

<https://www.linkedin.com/company/person-county-nc>

<https://www.youtube.com/@PersonCounty>

personcountync.gov

Open now



Person County Government

23h · 🌐

RESCHEDULED DATE for Raleigh Regional Airport at Person County Public Meeting

FEDERAL AVIATION ADMINISTRATION

NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL ASSESSMENT

In accordance with the National Environmental Policy Act (NEPA), the Federal Aviation Administration (FAA) and Person County announce the availability of the Draft Environmental Assessment for Raleigh Regional Airport at Person County (TDF) Runway Extension and Runway Safety Area Improvements (Draft EA). The Draft EA was prepared in response to the FAA's evaluation of a proposed runway extension and other improvements which is considered a major Federal action subject to environmental review under NEPA. The Proposed Action would extend Runway 24 by 795 feet to bring the runway takeoff length to 6,800 feet to accommodate the current airport fleet more safely. A new portion of parallel taxiway would connect to the newly extended Runway 24 end for a full parallel taxiway and the aircraft parking apron would be expanded. The Draft EA contains a full description of the Proposed Action and an analysis of potential environmental effects. An electronic version of the document is available on the TDF website: <https://raleighregional.com/future-plans/>. In addition, a printed copy of the Draft EA is available at the Raleigh Regional Airport office, 385 Montgomery Dr., Timberlake, NC.

A public meeting will be held for the public to review the Draft EA and to learn more about the Proposed Action, the purpose and need, potential alternatives, and the environmental resources analyzed. This is an opportunity for the public to provide comments. The meeting will take place on December 15, 2025, from 4:00 pm – 6:00 pm at the Raleigh Regional Airport at Person County (TDF).

Photos

[See all photos](#)


Log in or sign up for Facebook to connect with friends, family and people you know

Log In

or

Create new account

Person County Government's Post

 Person County Government
19h · 🌐

A public meeting will be held for the public to review the Draft Environmental Assessment for Raleigh Regional Airport at Person County for Runway Extension and Runway Safety Area Improvements. The public is invited to learn more about the Proposed Action, the purpose and need, potential alternatives, and the environmental resources analyzed. Also, this is an opportunity for the public to provide comments. The meeting will take place on December 8, 2025, from 4 - 6 p.m. at the airport, 385 Montgomery Drive, Timberlake.

The Draft Environmental Assessment contains a full description of the Proposed Action and an analysis of potential environmental effects. An electronic version of the document is available at



RALEIGHREGIONAL.COM
Future Plans | Raleigh Regional Airport
Raleigh Regional Airport is constantly improving and focusing on plans to provide the best servic...

1 share

 Like  Comment



← Post

 **Person County, NC**
@PersonCountyNC

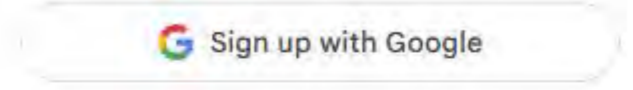


A public meeting will be held to review the Draft Environmental Assessment for Raleigh Regional Airport at Person County Runway Extension & Runway Safety Area Improvements. The public is invited to attend and provide comments. 12/8 at 4-6 p.m., 385 Montgomery Dr Timberlake.

3:19 PM · Dec 2, 2025 · 17 Views




New to X?

Sign up now to get your own personalized timeline!

By signing up, you agree to the [Terms of Service](#) and [Privacy Policy](#), including [Cookie Use](#).

What's happening

 **AWS re:Invent 2025**
LIVE

Trending in United States
#gooddaydetroit

Politics · Trending
Davidson County
2,215 posts

Politics · Trending
Benghazi
2,439 posts

Music · Trending
Jinnie
4,168 posts

[Show more](#)

Public Meeting Materials

WHY IS THE PROJECT NEEDED?

- **EXTEND RUNWAY TO MEET FAA RECOMMENDED RUNWAY LENGTH**
- **PROVIDE ADEQUATE RUNWAY SAFETY AREA TO MEET FAA DESIGN STANDARDS**
- **RELOCATE LOCALIZER TO COMPLY WITH FAA SITING CRITERIA**
- **EXTEND PARALLEL TAXIWAY TO RUNWAY END MEETING FAA REQUIREMENTS**
- **MANAGE LAND USES WITHIN THE RUNWAY PROTECTION ZONE**
- **MEET CURRENT LINE-OF-SIGHT REQUIREMENTS**
- **PROVIDE ADDITIONAL CAPABILITY AND IMPROVED SAFETY FOR THE RUNWAY**

Summary of Environmental Consequences



Environmental Consequence	Proposed Action	Alternative 1	Alternative 2
Total Impacts:	Permanent impact = 65 acres Temporary impact = 219 acres Total = 284 acres	Permanent impact = 67 acres Temporary impact = 320 acres Total = 387 acres	Permanent impact = 74 acres Temporary impact = 223 acres Total = 297 acres
Air quality:	No increase in operational emissions, temporary construction impacts	Same as Proposed Action	Same as Proposed Action
Land cover:	95% permanent impacts in developed open space/other developed 5% (3.2 ac) forest, crop, pasture, shrub, herbaceous	92% permanent impacts in developed open space/other developed 8% (5.4 ac) forest, crop, pasture, shrub, herbaceous	86% permanent impacts in developed open space/other developed 14% (10 ac) forest, crop, pasture, shrub, herbaceous
Threatened & endangered species:	<i>May affect, not likely to adversely affect</i> Atlantic pigtoe, green floater, Neuse River waterdog, Carolina madtom	Same as Proposed Action	Same as Proposed Action
Prime and unique farmland:	No adverse impacts	Same as Proposed Action	Same as Proposed Action
Wetlands and Streams:	Wetlands: 6.2 ac permanent, 7.9 temporary Streams: 1,354 ft permanent, 1,154 ft temporary	Wetlands: 6.2 ac permanent, 10.1 temporary Streams: 1,386 ft permanent, 4,653 ft temporary	Wetlands: 7.0 ac permanent, 7.1 temporary Streams: 2,456 ft permanent, 4,174 ft temporary
Riparian buffers:	3.68 ac permanent, 8.73 ac temporary	3.75 ac permanent, 11.65 ac temporary	5.90 ac permanent, 7.34 ac temporary
Hazardous/solid waste generation:	Short-term, negligible impact	Same as Proposed Action	Same as Proposed Action
Archaeological resources:	No adverse effect	Same as Proposed Action	Same as Proposed Action
Historic architecture:	No adverse effect	Same as Proposed Action	Same as Proposed Action
Land use:	Within the county's Airport Compatibility and Industrial areas	Same as Proposed Action	Same as Proposed Action
Noise:	Temporary construction impacts, no significant increase in operational noise levels	Same as Proposed Action	Same as Proposed Action
Socioeconomics:	Temporary increase in construction employment, short-term effects from construction traffic and Cates Mill Rd closure, no disproportionate health or safety impacts to children	Same as Proposed Action	Same as Proposed Action
Visual & light:	No significant effects	Same as Proposed Action	Same as Proposed Action
Emissions:	No significant increase in emissions from vehicles or air traffic	Same as Proposed Action	Same as Proposed Action

