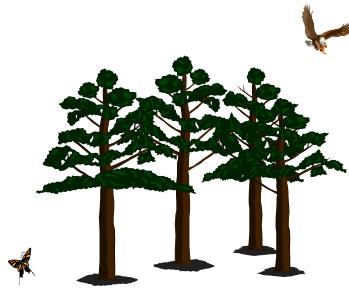




**Michigan Department of Transportation
Office of Aeronautics**

**Short Environmental
Assessment Form
for
AIRPORT DEVELOPMENT
PROJECTS**



Airport Name: **ONTONAGON COUNTY AIRPORT SCHUSTER FIELD**

Identifier: **OGM**

Project Title: **RUNWAY 17/35 APPROACH CLEARING**

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

Responsible MDOT Official

Date

INSTRUCTIONS

THIS FORM IS FOR LIMITED USE ON SPECIFIC TYPES OF PROJECTS. AIRPORT SPONSORS MUST CONTACT YOUR LOCAL AIRPORTS DISTRICT OFFICE (ADO) ENVIRONMENTAL PROTECTION SPECIALIST (EPS) BEFORE COMPLETING THIS FORM.

This form was prepared by FAA Eastern Region Airports Division and is being used by the Great Lakes Region Detroit Airports District Office, in coordination with Regional Airports General Counsel.

Introduction: This Short Environmental Assessment (EA), is based upon the guidance in Federal Aviation Administration (FAA) Orders 1050.1F – *Environmental Impacts: Policies and Procedures*, and the *Environmental Desk Reference for Airport Actions* and 5050.4B – *NEPA Implementing Instructions for Airport Actions*. These orders incorporate the Council on Environmental Quality's (CEQ) regulations for implementing the National Environmental Policy Act (NEPA), as well as US Department of Transportation environmental regulations, and other applicable federal statutes and regulations designed to protect the Nation's natural, historic, cultural, and archeological resources. The information provided by sponsors, with potential assistance from consultants, through the use of this form enables the FAA ADO offices to evaluate compliance with NEPA and the applicable special purpose laws.

Use: For situations in which this form may be considered, refer to the APPLICABILITY Section below. The local ADO has the final determination in the applicability of this form to a proposed Federal Action. Proper completion of the Form will allow the FAA to determine whether the proposed airport development project can be processed with a short EA, or whether a more detailed EA or EIS must be prepared. **If you have any questions on whether use of this form is appropriate for your project, or what information to provide, we recommend that you contact the environmental specialist in your local ADO.**

This Form is to be used in conjunction with applicable Orders, laws, and guidance documents, and in consultation with the appropriate resource agencies. Sponsors and their consultants should review the requirements of special purpose laws (See 5050.4B, Table 1-1 for a summary of applicable laws). Sufficient documentation is necessary to enable the FAA to assure compliance with all applicable environmental requirements. Accordingly, any required consultations, findings or determinations by federal and state agencies, or tribal governments, are to be coordinated, and completed if necessary, prior to submitting this form to FAA for review. Coordination with Tribal governments must be conducted through the FAA. We encourage sponsors to begin coordination with these entities as early as possible to provide for sufficient review time. Complete information will help FAA expedite its review. This Form meets the intent of a short EA while satisfying the regulatory requirements of NEPA for an EA. Use of this form acknowledges that all procedural requirements of NEPA or relevant special purpose laws still apply and that this form does not provide a means for circumvention of these requirements.

Submittal: When using this form for an airport project requesting *discretionary funding*, the documentation must be submitted to the local ADO by April 30th of the fiscal year preceding the fiscal year in which funding will be requested. When using this form for an airport project requesting *entitlement funding*, the documentation must be submitted to the local ADO by November 30th of the fiscal year in which the funding will be requested.

Availability: An electronic version of this Short Form EA is available by contacting your local FAA ADO EPS. Other sources of environmental information including guidance and regulatory documents are available on-line at http://www.faa.gov/airports_airtraffic/airports/environmental.

APPLICABILITY

Local ADO EPSS make the final determinations for the applicability of this form. If you have questions as to whether the use of this form is appropriate for your project, contact your local EPS BEFORE using this form. Airport sponsors can consider the use of this form if the proposed project meets either Criteria 1 or Criteria 2, 3, and 4 collectively as follows:

- 1) It is normally categorically excluded (see paragraphs 5-6.1 through 5-6.6 in FAA Order 1050.1F) but, in this instance, involves at least one, but no more than two, extraordinary circumstance(s) that may significantly impact the human environment (see paragraph 5-2 in 1050.1F and the applicable resource chapter in the 1050.1F Desk reference).
- 2) The action is one that is not specifically listed as categorically excluded or normally requires an EA at a minimum (see paragraph 506 in FAA Order 5050.4B).
- 3) The proposed project and all connected actions must be comprised of Federal Airports Program actions, including:
 - (a) Approval of a project on an Airport Layout Plan (ALP),
 - (b) Approval of Airport Improvement Program (AIP) funding for airport development,
 - (c) Requests for conveyance of government land,
 - (d) Approval of release of airport land, or
 - (e) Approval of the use of Passenger Facility Charges (PFC).
- 4) The proposed project is not expected to have impacts to more than two of the resource categories defined in the 1050.1F Desk Reference.

This form cannot be used when any of the following circumstances apply:

- 1) The proposed action, including all connected actions, requires coordination with another Federal Agency outside of the FAA.
- 2) The proposed action will likely result in the need to issue a Record of Decision.
- 3) The proposed action requires a construction period exceeding 3 years.
- 4) The proposed action involves substantial public controversy on environmental grounds.
- 5) The proposed project would have impacts to, or require mitigation to offset the impacts to more than two resources¹ as defined in the 1050.1F Desk Reference.

¹ A resource is any one of the following: Air Quality; Biological Resources (including Threatened and Endangered Species); Climate; Coastal Resources; Section 4(f); Farmlands; Hazardous Materials, Solid Waste, and Pollution Prevention; Historical, Architectural, Archaeological, and Cultural Resources; Land Use; Natural Resources and Energy Supply; Noise and Noise-Compatible Land Use; Socioeconomics; Environmental Justice; Children's Environmental Health and Safety Risks; Visual Effects; Wetlands; Floodplains; Surface Waters; Groundwater; Wild and Scenic Rivers; and Cumulative Impacts.

-
- 6) The proposed project would involve any of the following analyses or documentation:
 - a. The development of a Section 4(f) Report for coordination with the Department of the Interior,
 - b. The use of any Native American lands or areas of religious or cultural significance,
 - c. The project emissions exceed any applicable *de minimis* thresholds for criteria pollutants under the National Ambient Air Quality Standards, or
 - d. The project would require noise modeling with AEDT 2b (or current version).

Complete the following information:**Project Location**

Airport Name: Ontonagon County Airport Schuster Field Identifier: OGM
Airport Address: 35932 Airport Rd
City: Ontonagon County: Ontonagon State: MI Zip: 49953

Airport Sponsor Information

Point of Contact: Lisa Linna
Address: 35932 Airport Rd
City: Ontonagon County: Ontonagon State: MI Zip: 49953
Telephone: 906-390-0027
Email: airportmgr@ontonagoncounty.org

Evaluation Form Preparer Information

Point of Contact: William Ballard
Address: 2605 Port Lansing Rd
City: Lansing State: MI Zip: 48906
Telephone: 517-321-8334
Email: william.ballard@meadhunt.com

1. Introduction/Background:

Ontonagon County Airport (Airport or OGM), also known as Schuster Field, is a county-owned, public-use airport that supports general aviation activity in Michigan's western Upper Peninsula. OGM is located one-half mile south of Lake Superior and three miles southwest of the Village of Ontonagon along Michigan Highway 64 (M-64) in Ontonagon Township, Ontonagon County, Michigan.

The Airport is included in the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems for 2023–2027, in which it is categorized as a Basic General Aviation facility. The State of Michigan designated OGM as a Tier 1, B-II facility in the 2017 Michigan Aviation System Plan. **Figure 1.0 Regional Map** shows OGM's location within the western Upper Peninsula region, and **Figure 1.1 Local Area Map** provides an overview of the local area surrounding OGM.

Aircraft operations at OGM are supported by a single runway. Runway 17/35 is 3,503 feet long by 75 feet wide and has an asphalt surface. The runway is oriented in a north-northwest, south-southeast direction. Runway 17/35 has no parallel taxiway with only a small connector taxiway that connects the apron to the approach end of Runway 17. For an aircraft to take-off using Runway 35, the pilot is required to taxi down the full length of the runway. **Figure 1.2 Airport Layout Plan** illustrates the Airport's configuration.

There are several navigational aids (NAVAIDs) that exist on the airfield. These NAVAIDS include a rotating beacon, lighted wind indicator, segmented circle, medium intensity runway lights (MIRL), and a two-box precision approach path indicator (PAPI) at each end of Runway 17/35. To help pilots navigate in inclement weather, a global positioning system (GPS) based approach can be used on Runway 35.

Figure 1.0 Regional Map



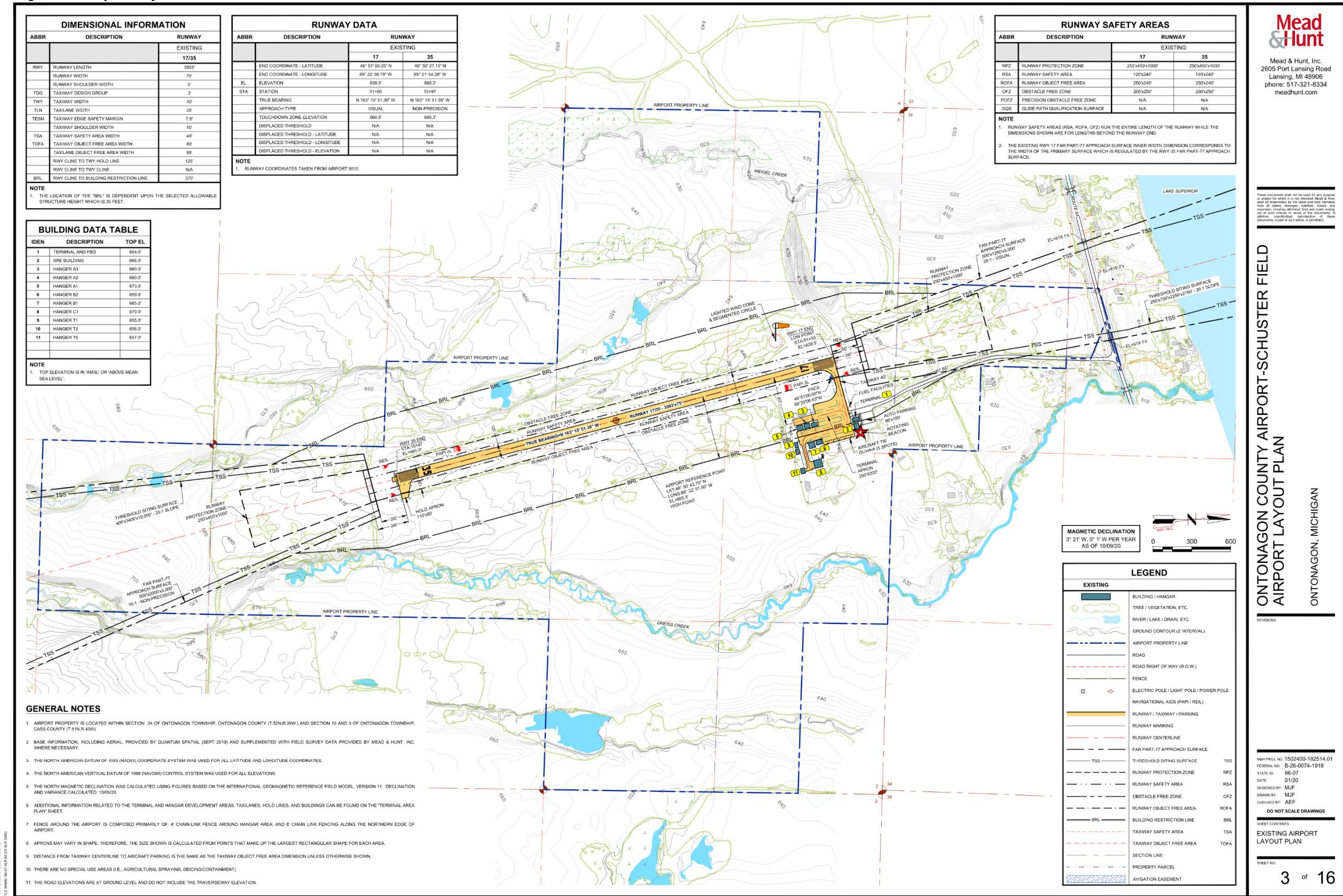
Source: Google Earth, 2021

Figure 1.1 Local Area Map



Source: Google Earth, 2021

Figure 1.2 Airport Layout Plan



Source: Mead & Hunt

Resource agencies and Native American tribes with potential jurisdiction over, or interest in the proposed action were contacted at the beginning of the project and given the opportunity to provide comment on the proposed action. A copy of the early coordination letters received are found in **Appendix A - Early Agency Coordination**.

An onsite agency scoping meeting was held on October 1, 2019. The purpose of the meeting was to explain the purpose and need of the project, review preliminary alternatives, discuss findings to date, and obtain input from the various federal, state, and local resource agencies and municipalities regarding the proposed project, expected impacts, and anticipated mitigation.

Upon issuance of the Draft Short Form EA, the document will be made available for public and agency review and comment for a minimum of 30 days. A public hearing will be advertised during this time and held if requested.

2. Project Description (List and clearly describe **ALL** components of project proposal including all connected actions). **Attach a map or drawing of the area with the location(s) of the proposed action(s) identified:**

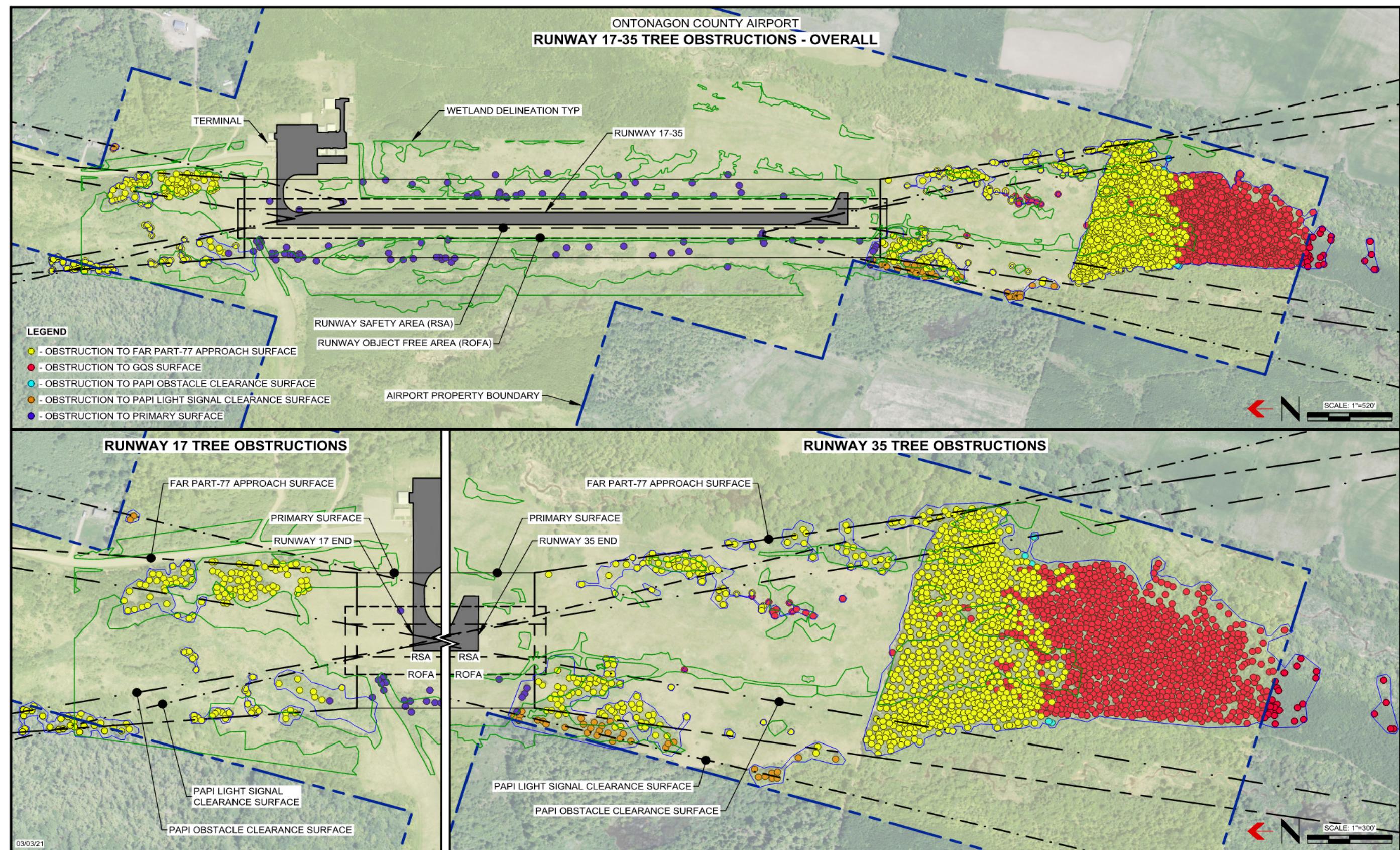
To address existing and potential obstructions located in the approach areas at both ends of Runway 17/35, OGM proposes to selectively clear land to create a surface that can be maintained by the Airport to manage the vegetation more easily in this area.

Currently, trees and brush at both ends of Runway 17/35 are considered obstructions. The current obstructions are required to be removed, and the Airport needs a way to maintain the approaches, so vegetation does not regrow to become penetrations in the future. Removal and maintenance are difficult tasks due to uneven topography, wetlands, and dense vegetation found within the boundaries of these surfaces. Existing Airport equipment is unable to navigate the large holes and ground depressions that characterize the rough terrain of the area; as such, the Airport is seeking a long-term solution to address existing obstructions and ongoing vegetation maintenance issues. Unmaintained vegetation has the potential to become obstructions in the future.

As illustrated in **Figure 1.3 Proposed Tree Clearing**, OGM is proposing to remove obstructions in the approaches of Runway 17/35. In addition, to address potential obstructions associated with the recently implemented FAA Localizer Performance with Vertical Guidance (LPV) precision approach to Runway 35, the Airport proposes to clear obstructions identified as penetrations to the transitional and Glidepath Qualification Surface (GQS) surfaces.

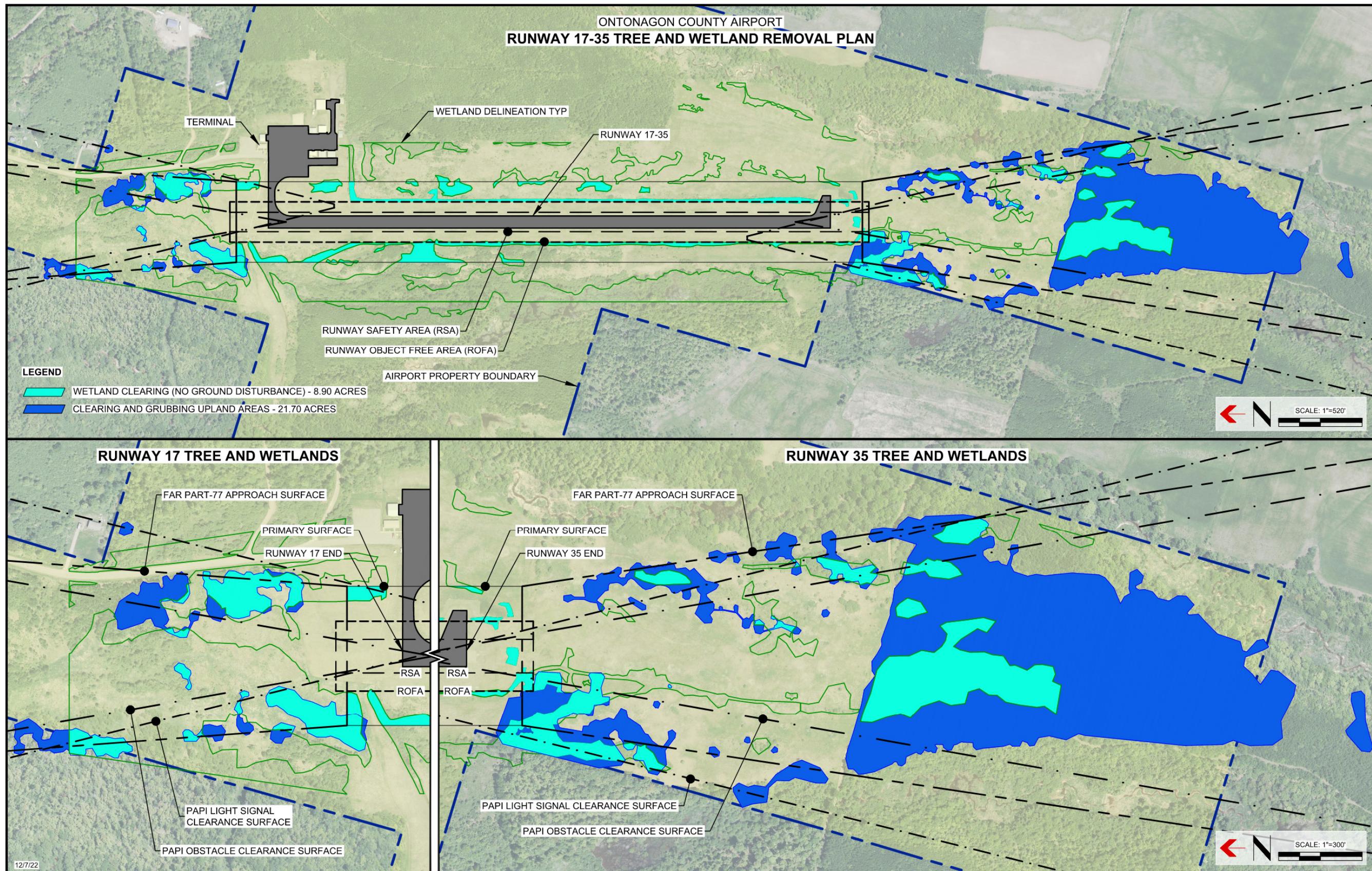
Of the required tree removals, the Airport is proposing to selectively clear and grub the stumps of approximately 21.70 acres of obstructions in upland areas. To address obstructions in wetland areas, the Airport is proposing to selectively clear 8.90 acres of wetlands with no ground disturbance or grubbing of stumps. Trees and vegetation will be cut to ground level only in wetland areas. The total area proposed for obstruction clearing is 30.60 acres. All proposed obstruction removals are within existing Airport property. No obstruction clearing is proposed off Airport property. See **Figure 1.4 Proposed Clearing in Wetland and Upland Areas** for a graphical layout of proposed tree clearing in wetland and upland areas.

Figure 1.3 Proposed Tree Clearing



Source: Mead & Hunt

Figure 1.4 Proposed Clearing in Wetland and Upland Areas



Source: Mead & Hunt

Effective 11/19/2015

3. Project Purpose and Need:

The purpose and need of the proposed project is to enhance safety and utility of OGM by eliminating obstruction hazards to air navigation near the Airport. The need for the proposed project was identified as part of a 2020 LiDAR survey that identified tree obstructions within the runway primary surface and transitional surface in both approaches to Runway 17/35. These obstructions require removal to comply with FAA guidance and to enhance safe operations at the Airport.

Currently, the Airport cannot meet FAA safety standards outlined in FAA Order 5190.6B, *Airport Compliance Manual*, FAA Advisory Circular (AC) 150/5300-13A, *Airport Design*, and Federal Aviation Regulation (FAR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace* due to trees that have grown over time to now become penetrations to the approach, primary, and transitional surfaces of Runway 17/35.

Although the new LPV precision approach greatly enhances the utility of the Airport, it is likely that the new approach will be suspended by the Michigan Department of Transportation, Office of Aeronautics (MDOT AERO) during their next Airport inspection unless the obstructions to the approaches, the primary surface, and the transitional surface are addressed with a removal project.

In addition, existing Airport equipment, such as mowers and tractors, are unable to navigate the large holes and ground depressions which complicate the ability of the Airport to maintain the rough terrain of the area; as such, the Airport is seeking a long-term solution to address ongoing vegetation maintenance issues.

4. Describe the affected environment (existing conditions) and land use in the vicinity of project:

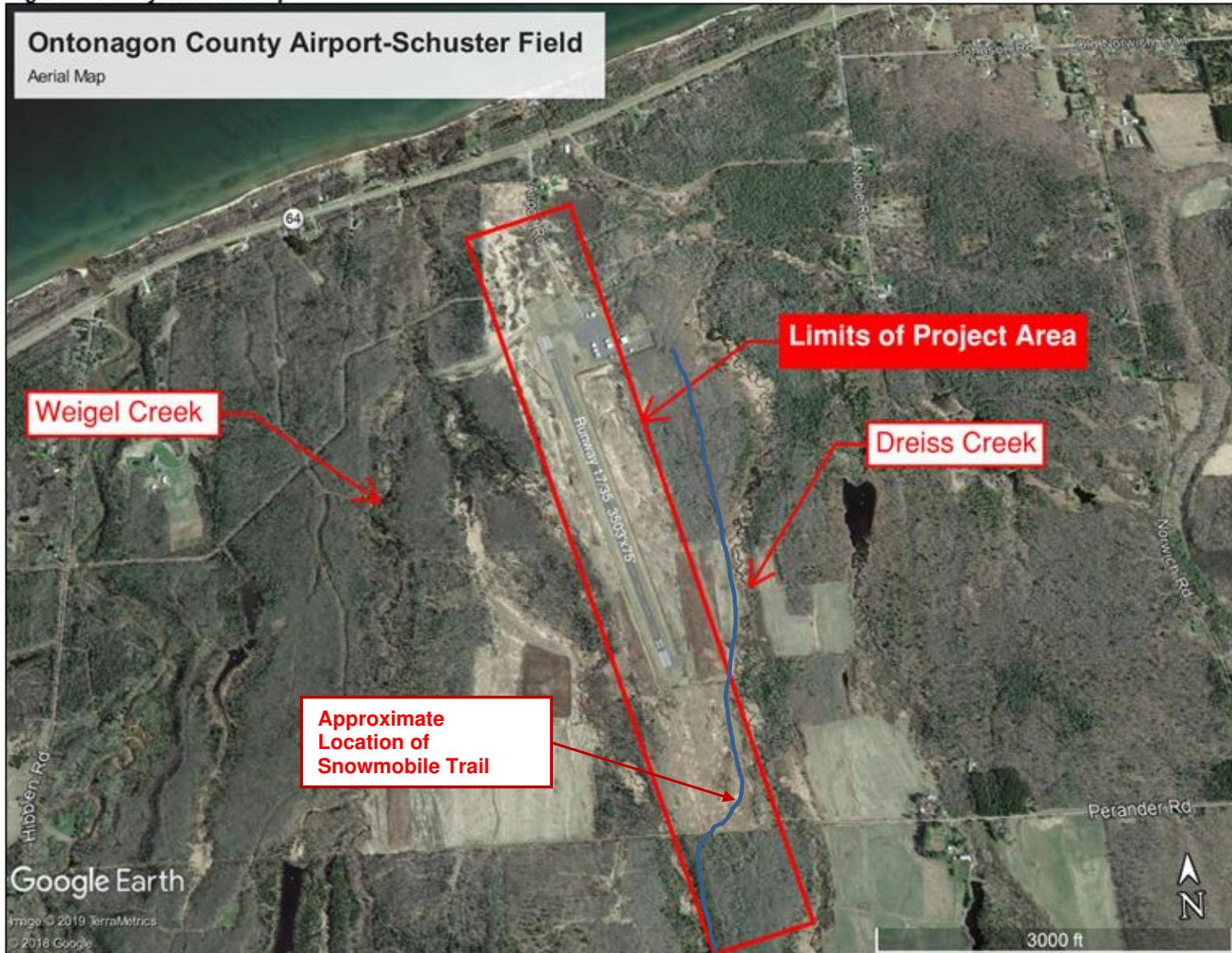
OGM property covers approximately 450 acres within the Floodwood River – Frontal Lake Superior Watershed, which drains to Lake Superior to the north. The surrounding land uses consist primarily of undeveloped forest lands, some farmland, and low-density rural residential properties.

The existing topography of the project area is very uneven, characterized by deep holes and large depressions with intermittent wetlands and dense vegetation surrounding the Airport. The project area covers approximately 148 acres on Airport property. The project area dimensions are approximately 1,000 feet wide and 5,910 feet long, covering the approach surfaces for both runway ends, the primary surface, and the transitional surface.

Wetlands, streams, trees, and fields are found throughout the vicinity of the Airport. However, only those resources within the 148-acre project limits, likely to be impacted, were field delineated (**Figure 1.5 Project Area Map**). Detailed wetland, cultural, biological, and hazardous materials investigations, and field surveys were conducted by scientists and biologists as part of the proposed project. Resources outside of the project area were investigated through various databases and published technical documents.

The runway safety areas at both ends of Runway 17/35 as well as areas on either side of the runway are regularly maintained where existing terrain allows. A mix of turf grasses and other graminoid vegetation and forbs cover these managed areas. Outside of the actively maintained areas surrounding the runway, the dominant vegetation is a mixture of shrubs and trees. Wetter areas support alders and willows among a mixture

Figure 1.5 Project Area Map



Source: Google Earth, 2018

of graminoid and forb vegetation indicative of northern shrub thicket habitat. Upland trees primarily consist of paper birch and sugar maple.

The Airport is located on a narrow plateau between two perennial creeks, Weigel Creek on the west and Dreiss Creek on the east, both of which flow north (**Figure 1.5 Project Area Map**). An unnamed tributary to Weigel Creek flows within the project area near the end of Runway 35. Steep topographic drops are associated with the narrow floodplains of both creeks.

A state-maintained, public snowmobile trail also crosses the Runway 35 approach at the southern end of the project area (**Figure 1.5 Project Area Map**).

An agricultural field lies at the southeastern end of the project area. At the Runway 35 end, a long narrow meadow, consisting of upland forbs and grasses, is situated on the western side. To the west of this meadow, the plant community transitions to a shrub and forested wetland associated with the tributary to Weigel Creek.

Two ditches parallel the runway and drain to the north. On the western side of the runway, the ditch ultimately drains to Weigel Creek; on the eastern side, the ditch parallels the runway and makes an easterly turn just south of the hangar apron to drain to the east. Flows eventually reach Dreiss Creek off Airport property.

A total of 37 separate wetland boundaries encompassing 39.390 acres were delineated within the project area at OGM during field visits conducted in 2018 and 2019 (**Figure 1.6 Wetland Delineation Map**).

Agency coordination indicates that the forested areas within the project area may provide habitat for the Northern Long-eared Bat (NLEB). Upland forested landscapes generally seem to be preferred by the NLEB for both roosting and foraging. In the larger landscape surrounding the Airport, many areas remain in mature forest habitat, especially along the two stream corridors on either side of the Airport.

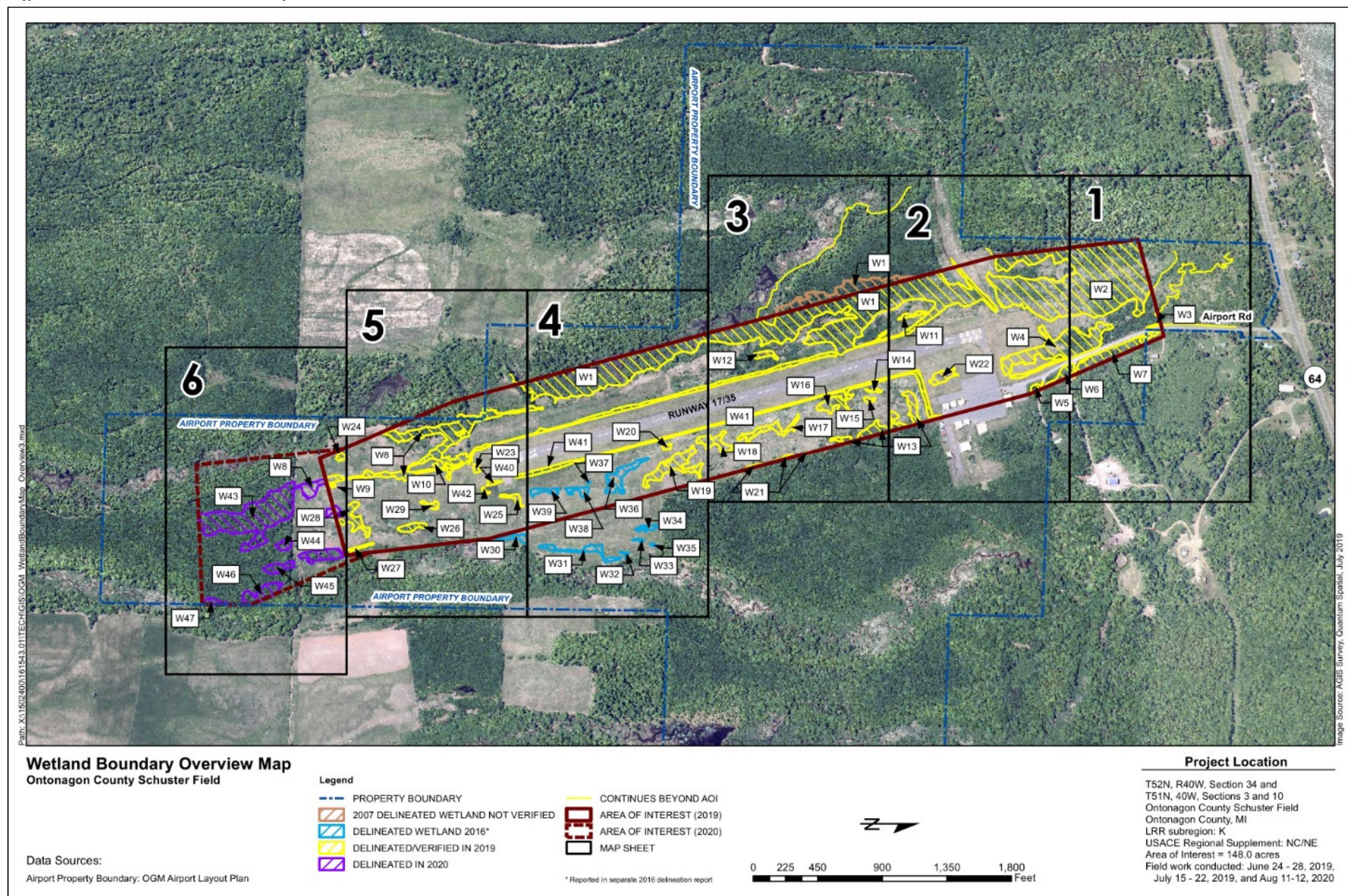
5. Alternatives to the Project: Describe any other reasonable actions that may feasibly substitute for the proposed project, and include a description of the “No Action” alternative. If there are no feasible or reasonable alternatives to the proposed project, explain why (attach alternatives drawings as applicable):

This section identifies potential alternatives that were evaluated for their feasibility to meet the proposed project's purpose and need. These alternatives were developed through discussions with the Airport, MDOT AERO, and various regulatory agencies. A No Action alternative is also provided, as required by the NEPA and FAA regulations. It should be noted that preliminary costs are provided for the build alternatives; however, more refined costs will be developed during final design.

No Action Alternative

The No Action Alternative assumes that no work would be undertaken to address the identified obstructions in the approaches, primary, and transitional surfaces of Runway 17/35. Under this alternative, OGM would remain in its current state with no plans to remove obstructions. As such, the No Action Alternative does not meet the project's purpose and need of providing an air transportation facility that complies with FAA guidance requiring clear approaches and State of Michigan licensing standards. An airport that is not in compliance is at risk of reduced or no federal or state funding.

Figure 1.6 Wetland Delineation Map



Source: Wetland Delineation Report, Ontonagon County-Schuster Field, Runway 17/35 Approach Clearing, prepared by Mead & Hunt, Inc., February 2021

Although the No Action Alternative does not meet the purpose and need of the proposed project, it does serve as a baseline of comparison for environmental impacts associated with other build alternatives and is, therefore, retained for analysis and carried forward for review.

Alternative 1 - Clear / Grub / Grade Project Area

This alternative proposes to clear, grub, and grade the entire 30.60 acres of the project area containing obstructions to create a manageable surface for routine and regular maintenance of vegetation by common use equipment (mowers and tractors). Under this alternative, all obstructions would be removed, and the stumps would be grubbed in both wetland and upland areas. The project area would be graded to create a level surface, and replacement turf grass would be planted.

Alternative 1 would have considerable wetland and floodplain impacts. Anticipated wetland impacts of 8.90 acres will likely require 13.35 acres (1:1.5 ratio) or more of mitigation. An Environment, Great Lakes, and Energy (EGLE) Part 303 Wetland Protection permit would also be required. Cost of mitigation would be extreme given that no EGLE-approved wetland mitigation banks are available in the same watershed. Likely mitigation would be the creation of a 13.35-acre wetland complex. Estimated costs of wetland mitigation including purchase of property, design, earthwork, permits, and monitoring is \$2.0 million or more (\$150,000+ per acre).

In addition, expected grading and filling in the Weigel Creek and the Dreiss Creek floodplains would require an EGLE Part 31 Floodplain Permit and compensating mitigation.

Potential habitat for the NLEB will be impacted under this alternative. However, consultation with the U.S. Fish and Wildlife Service (USFWS) indicates appropriate mitigation is tree removal restrictions (tree removals will only be allowed from October 1 through March 31).

Initial coordination with regulatory agencies also indicates that this alternative is viewed unfavorably given that a more feasible and less environmentally impactful alternative is available. It is expected that it would be difficult to obtain a Part 303 Wetland Permit from EGLE.

The total cost of this alternative is estimated to be \$3.65 million (\$1.0 million for earthwork, \$650,000 for initial tree clearing, and \$2.0 million for wetland mitigation). This alternative is considered the most expensive due to the cost of expected wetland mitigation and the extensive grubbing, grading, and earthwork required to create a surface that can easily be maintained by the Airport.

Advantages of this alternative:

- Clearing, grubbing, and grading of the approximately 30.60 site would significantly reduce the need to maintain vegetation within the project area.
- Existing Airport equipment would be capable of accessing the project area to address any vegetation maintenance needs.
- Purchase of new specialized equipment would not be needed.

Disadvantages of this alternative:

- Considerable environmental impacts are expected since wetland areas within the project area would be eliminated.
- A wetland permit would be required from the EGLE.
- Wetland mitigation of 13.35 acres (1:1.5 ratio) for the 8.90 acres of impacts.
- A floodplain permit for grading and filling impacts within the floodplain of Weigel Creek.
- Considerably more expensive to implement than Alternative 2.
- Most environmental impacts of all the alternatives being considered.
- Potential impacts to NLEB species.
- Permits may be difficult to obtain.

Alternative 2 – Purchase of Specialized Equipment (Preferred Alternative)

Under this alternative, the entire 30.60 acres of the project area containing obstructions in both wetland and upland areas would be cut to the ground with all tree and vegetation debris removed. In upland areas, stumps would be removed. No ground disturbance or grading is proposed in wetland areas.

This alternative also proposes the purchase of specialized equipment able to navigate the ruts, holes, and depressions of the project area so that vegetation can be maintained after initial clearing activities. Specifically, a tracked skid steer with a forestry disc mulching attachment is proposed. The specialized equipment would allow the Airport to traverse the rough terrain in the runway approaches and transitional surfaces for routine and regular maintenance of vegetation. This alternative allows the Airport to maintain vegetation in the future without filling and grading of the project area. Purchase of this equipment would need to be Airport Improvement Program (AIP) eligible and funded to be implemented.

Alternative 2 would have no wetland or floodplain impacts, and only minor biological impacts. Given no ground disturbance is proposed in wetland areas, wetland and floodplain impacts are not anticipated and no regulatory permits from EGLE are expected. As with Alternative 1, this alternative will potentially impact habitat for the NLEB. However, consultation with the USFWS indicates appropriate mitigation will be tree removals from October 1 through March 31.

Initial coordination with regulatory agencies indicates that this alternative is viewed positively and is preferred given that it has considerably less environmental impacts when compared to Alternative 1.

The total cost of this alternative is estimated to be \$870,000 (\$650,000 for initial tree clearing and \$220,000 for the purchase of equipment). Alternative 2 is considered the least expensive alternative because wetland mitigation and grubbing, grading, and earthwork activities are not required.

Advantages of this alternative:

- This alternative is a cost-efficient option to maintaining the vegetation in the project area without significant environmental impacts.
- Wetland mitigation would not be necessary.
- A wetland permit from EGLE would not be necessary
- No floodplain impacts to the Weigel Creek floodplain are expected.
- This alternative is favored by the regulatory agencies.

-
- Least expensive of the alternatives.

Disadvantages of this alternative:

- Specialized equipment would need to be AIP funded
- Specialized equipment would require periodic routine maintenance, which would be a local cost.
- Potential impacts to NLEB species.

Selection of the Preferred Alternative

After analysis of the advantages and disadvantages of each alternative, the alternative that best meets the project's purpose and need, while minimizing impacts to natural environment, is Alternative 2 – Purchase of Specialized Equipment.

No wetland or floodplain impacts are anticipated with Alternative 2. Although Alternative 2 would remove trees that may provide habitat for the NLEB, impacts can be easily addressed through implementing tree clearing restriction dates.

Given the rough and uneven topography in the project area, the purchase of a piece of equipment designed to operate in this environment allows the Airport an opportunity to maintain the vegetation in the future without causing substantial environmental impacts through grading and grubbing activities in wetlands.

Alternative 2 is considered the most reasonable alternative when compared to Alternative 1. Alternative 2 is also anticipated to be considerably less costly than Alternative 1. As a result, Alternative 2 is carried forward for additional analysis, public comment, and agency review.

6. Environmental Consequences – Special Impact Categories (refer to the Instructions page and corresponding sections in 1050.1F, the 1050.1F Desk Reference, and the Desk Reference for Airports Actions for more information and direction. Note that when the 1050.1F Desk Reference and Desk Reference for Airports Actions provide conflicting guidance, the 1050.1F Desk Reference takes precedence. The analysis under each section must comply with the requirements and significance thresholds as described in the Desk Reference).

(A) AIR QUALITY

(1) Will the proposed project(s) cause or create a reasonably foreseeable emission increase? Prepare an air quality assessment and disclose the results. Discuss the applicable regulatory criterion and/or thresholds that will be applied to the results, the specific methodologies, data sources and assumptions used; including the supporting documentation and consultation with federal, state, tribal, or local air quality agencies.

Air quality impacts are not expected with construction of the Preferred Alternative. As shown in **Appendix B - Air Quality Map**, Ontonagon County is in attainment for all air quality pollutants. Given that the nature of the project is a one-time removal of trees with periodic maintenance, increases in permanent air emissions are unlikely.

Any air quality impacts, such as the creation of dust from tree clearing activities, would be temporary. Impacts to air quality during construction can be mitigated through the use of Best Management Practices (BMPs). The following BMPs are recommended during construction where feasible:

- Use low-sulfur diesel fuel (less than 0.05 percent sulfur).
- Retrofit engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site.
- Position the exhaust pipe so that the diesel fumes are directed away from the operator and nearby workers, thereby reducing the fume concentration to which personnel are exposed.
- Use catalytic convertors to reduce carbon monoxide, aldehydes, and hydrocarbons in diesel fumes. These devices must be used with low sulfur fuels.
- Use climate-controlled cabs that are pressurized and equipped with high efficiency particulate air (HEPA) filters to reduce the operator's exposure to diesel fumes. Pressurization ensures that air is moved from the inside to the outside. HEPA filters ensure that any incoming air is filtered first.
- Regularly maintain diesel engines, which is essential to keeping exhaust emissions low, and follow the manufacturer's recommended maintenance schedule. For example, blue/black smoke indicates that an engine requires servicing or tuning.
- Reduce exposure through work practices and training, such as turning off engines when vehicles are stopped for more than a few minutes, training diesel operators to perform routine inspections, and maintaining filtration devices.
- Purchase new vehicles that are equipped with the most advanced emission control systems available.
- With older vehicles, use electric starting aids as block heaters to warm the engine to reduce diesel emissions.

(2) Are there any project components containing unusual circumstances, such as emissions sources in close proximity to areas where the public has access or other considerations that may warrant further analysis? If no, proceed to (3); if yes, an analysis of ambient pollutant concentrations may be necessary. Contact your local ADO regarding how to proceed with the analysis.

No. All construction activities are considered routine. The surrounding land uses consist primarily of undeveloped forest lands, some farmland, and low-density rural residential properties.

(3) Is the proposed project(s) located in a nonattainment or maintenance area for the National Ambient Air Quality Standards (NAAQS) established under the Clean Air Act?

No. According to the EGLE attainment status map for the state of Michigan, Ontonagon County is in attainment for all air quality standards. See EGLE air quality map found in **Appendix B - Air Quality Map** for more information.

4) Are all components of the proposed project, including all connected actions, listed as exempt or presumed to conform (See FRN, vol.72 no. 145, pg. 41565)? If yes, cite exemption and go to (B) Biological Resources. If no, go to (5).

Yes. Federal Register, Volume 72, Number 145, page 41577, "Presumed to Conform Item #9 Airport Safety".

(5) Would the net emissions from the project result in exceedances of the applicable *de minimis* threshold (reference 1050.1F Desk Reference and the *Aviation Emissions and Air Quality Handbook* for guidance) of the criteria pollutant for which the county is in non-attainment or maintenance? If no, go to (B) Biological Resources. If yes, stop development of this form and prepare a standard Environmental Assessment.

N/A

(B) BIOLOGICAL RESOURCES

Describe the potential of the proposed project to directly or indirectly impact fish, wildlife, and plant communities and/or the displacement of wildlife. Be sure to identify any state or federal species of concern (Candidate, Threatened or Endangered).

- 1) Are there any candidate, threatened, or endangered species listed in or near the project area?

The USFWS and EGLE provided information regarding threatened and endangered species in the vicinity of the project area as shown in **Table 1-1 Threatened and Endangered Species**. For detailed information on protected species in the project area, see **Appendix C - Biological Resources**.

| Table 1-1 Endangered and Threatened Species | | |
|--|-------------------------|-----------------------|
| Species Name | Common Name | Status |
| <i>Myotis septentrionalis</i> | Northern Long-eared Bat | Threatened |
| <i>Lynx canadensis</i> | Canada Lynx | Threatened |
| <i>Calidris canutus rufa</i> | Red Knot | Threatened |
| <i>Bomus affinis</i> | Rusty Patched Bumblebee | State Special Concern |

Source: USFWS and EGLE Consultation

Northern Long-eared Bat (NLEB)

The NLEB hibernates during winter in caves and mines, preferring the constant temperatures, high humidity, and absence of air currents in these landscape features. Summer finds them roosting individually or in colonies underneath bark, in cavities, or in crevices of both live trees and snags. Potential roosts can be varied but suitable roost trees exhibit loose or exfoliating bark and/or dead or dying trees that contain cracks and crevices. The NLEB seems to be flexible in selecting roost trees, with the suitability of bark or presence of cavities or crevices being most important. No known NLEB hibernacula or roost trees are documented in Ontonagon County where the project area is located (USFWS, 2016).

Consultation provided by the USFWS indicates that the proposed action “May Affect” the NLEB. However, the proposed action complies with the incidental take covered by the USFWS’s January 5, 2016, Intra-Service Programmatic Biological Opinion on the final 4(d) rule for the NLEB addressing “Activities Excepted from Take Prohibitions.” As such, no further consultation was required for NLEB.

Since the proposed project activities include tree removals at both ends of Runway 17/35 and within the primary, and transitional surfaces, tree removals will be accomplished during recommended time periods appropriate for minimizing impacts to any potential bat populations. Any tree removals will be consistent with recommended conservation measures designed to take place outside of the summer roosting period (April

through September). Tree removals will only be allowed during the late fall / winter months (October 1 through March 31).

Canada Lynx

This medium-sized cat with its long legs and large paws makes it highly adapted to areas with deep snow such as those found in the boreal forests of Canada and extensions of these forests into the contiguous United States. Lynx generally require large expanses of boreal forest to support their home ranges (USFWS, 2014). The lynx's principal prey is snowshoe hare. No lynx occurrences have been reported in Ontonagon County according to the MNFI.

The project area likely does not support habitat for the lynx. While human population is sparse in the general area, airport operations are a constant presence in the project area. Since most of the project area is covered by grasses, forbs, and shrubs, the lynx would find potential suitable habitat only in the forested areas associated with Weigel and Dreiss creeks. The northern portion of the project area contains only small copses of trees and is near a busy roadway where human intrusion is likely high. Therefore, the project area provides limited potential habitat for the lynx.

Consultation with the USFWS indicates the proposed action "may affect, not likely to adversely affect" (NLAA) the Canada lynx. According to USFWS, they have 30 days to review submitted information and request additional consultation. If the USFWS does not request additional information within the 30-day review period, the proposed project may proceed with USFWS concurrence. Additional requests for information were not received from the USFWS during the review period so no additional consultation is required.

Rufa Red Knot

This shorebird is in the Sandpiper family. It nests in the far north, mostly well above the Arctic Circle, and migrates to its winter range along shorelines around the world such as Australia, and southern South America. The red knot forages on tidal flats and sandy areas for mollusks, insects, green vegetation, and seeds.

The project area provides limited habitat potential for this species. The project area consists of wet meadow, shrub, forest land, and forested wetland habitats that do not support the red knot's biological needs for food and nesting.

Consultation provided by the USFWS concurs that the proposed action will have "No effect" on the Rufa Red Knot. No further consultation is required for this species.

Rusty Patched Bumblebee

The project area is located within the historical range of the rusty patched bumble bee (*Bombus affinis*) (RPBB). The RPBB historically is associated with grasslands and tallgrass prairies of the Upper Midwest. This type of habitat provides nesting sites, overwintering sites, and nectar and pollen from an abundant array of forbs. No Low or High Potential Occurrence Zones are identified for Ontonagon County.

The MNFI lists the RPBB as a Special Concern species. Most documented occurrences of the bumble bee in Michigan are confined to lower Michigan and although much of the state has not been surveyed, there are no documented occurrences of the species in Ontonagon County.

The project area is within the historical range of the RPBB. Therefore, the project area could provide potential habitat for the RPBB. However, Section 7 Consultation and incidental take permits are not needed in the historical range of the bumble bee where none have been observed since before the year 2000.

(2) Will the action have any long-term or permanent loss of unlisted plants or wildlife species?

The Preferred Alternative is not expected to result in long-term or permanent loss of unprotected species. The project area will remain available for use by plant and wildlife species. It is likely that the species that prefer open areas will benefit from the project.

(3) Will the action adversely impact any species of concern or their habitat?

See the discussion of the RPBB above.

(4) Will the action result in substantial loss, reduction, degradation, disturbance, or fragmentation of native species habitats or populations?

The forested areas on the edges of the site may provide roosting and breeding habitat for the NLEB; however, trees will be removed during recommended time periods appropriate for minimizing impacts to any potential bat populations.

Most of the project area is covered by grasses and forbs and only in the forested areas surrounding the Airport would the Canada lynx find suitable habitat. Therefore, the project area provides limited potential habitat for the lynx.

The project area provides limited habitat potential for the Rufa Red Knot. USFWS concurs with the assessment that the proposed action will have “No effect” on the bird.

The project area could provide potential habitat for the RPBB and is within its historical range. However, Section 7 Consultation and incidental take permits are not needed in the historical range of the bumble bee where none have been previously observed.

EGLC indicates no further actions or coordination for state-listed species are needed. See **Appendix C - Biological Resources** for additional information on the species in the project including maps and agency consultation.

(5) Will the action have adverse impacts on a species’ reproduction rates or mortality rate or ability to sustain population levels?

See responses above.

(6) Are there any habitats, classified as critical by the federal or state agency with jurisdiction, impacted by the proposed project?

No critical habitat under USFWS jurisdiction was found in the project area.

(7) Would the proposed project affect species protected under the Migratory Bird Act? (If Yes, contact the local ADO).

No migratory birds protected by the Migratory Bird Act were identified in the vicinity of the project area.

If the answer to any of the above is “Yes”, consultation with the USWFS and appropriate state agencies is required and attach all correspondence and documentation, including IPaC.

(C) CLIMATE

(1) Would the proposed project or alternative(s) result in the increase or decrease of emissions of Greenhouse gases (GHG)? If neither, this should be briefly explained and no further analysis is required and proceed to (D) Coastal Resources.

Climate change and greenhouse gases are a growing concern for the aviation industry. The primary source of greenhouse gas emissions at an airport are associated with aircraft operations and the short-term emissions from construction equipment activity. Climate change is generally governed by the Clean Air Act (42 U.S.C. §§ 7408, 7521, 7571, 7661 et seq.).

Although there are no federal standards for aviation-related greenhouse gas emissions, it is well established that greenhouse gas emissions affect climate. Where a proposed action would result in an increase in greenhouse gas emissions, the emissions should be assessed either qualitatively or quantitatively. There are no significance thresholds for aviation greenhouse gas emissions, and it is not required for a NEPA analysis to attempt to link specific climate impacts to a proposed action or alternative(s) given the small percentage of emissions that aviation projects contribute annually.

In terms of relative U.S. contribution, the U.S. General Accounting Office (GAO) reports that aviation accounts “for about 3% of total U.S. greenhouse gas emissions from human sources, according to USEPA data” compared with other industrial sources such as the country’s transportation sector (20 percent) and power generation (41 percent). The International Civil Aviation Organization (ICAO) estimates that greenhouse emissions from aircraft account for roughly three 3 percent of all anthropogenic greenhouse gas emissions globally. Climate change due to greenhouse gas emissions is a global phenomenon, so the affected environment is global.

Based on FAA data, the current and forecasted operations activity (100 operations per year) at the Airport relative to aviation throughout the United States is insignificant when compared to overall national aviation activity. Therefore, assuming that greenhouse gases occur in proportion to the level of activity, construction of the Preferred Alternative and subsequent operational activity in future years at the Airport, relative to aviation throughout the United States, is negligible when compared to overall national aviation activity. Climate impacts are not expected from the construction or operation of the Preferred Alternative or implementation of the No Action Alternative.

(2) Will the proposed project or alternative(s) result in a net decrease in GHG emissions (as indicated by quantitative data or proxy measures such as reduction in fuel burn, delay, or flight operations)? A brief statement describing the factual basis for this conclusion is sufficient.

No, see response to item 1 above.

(3) Will the proposed project or alternative(s) result in an increase in GHG emissions? Emissions should be assessed either qualitatively or quantitatively as described in 1050.1F Desk Reference or Aviation Emissions and Air Quality Handbook.

No, see response to item 1 above.

(D) COASTAL RESOURCES

(1) Would the proposed project occur in a coastal zone, or affect the use of a coastal resource, as defined by your state's Coastal Zone Management Plan (CZMP)? Explain.

The Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451-1466) established the Federal Coastal Zone Management Program to encourage and assist states in preparing and implementing management programs to “preserve, protect, develop, and where possible, to restore or enhance the resources of the nation’s coastal zone.” In addition, the Coastal Barrier Resources Act of 1982 requires that no new federal expenditures or financial assistance may be made available for construction projects within the boundaries of the Coastal Barriers Resource System. Executive Order 13089, Coral Reef Protection requires federal agencies to “identify any actions that might affect coral reef ecosystems, protect and enhance the conditions of these ecosystems, and ensure that the actions carried out, authorized, or funded by federal agencies will not negatively impact or degrade coral reef ecosystems.”

The project is not located within or near any protected coastal resources. Impacts to coastal resources are not expected from the construction or implementation of the Preferred Alternative or the No Action Alternative.

(2) If Yes, is the project consistent with the State's CZMP? (If applicable, attach the sponsor's consistency certification and the state's concurrence of that certification).

N/A

(3) Is the location of the proposed project within the Coastal Barrier Resources System? (If Yes, and the project would receive federal funding, coordinate with the FWS and attach record of consultation).

According to the USFWS Coastal Barrier Resource Mapper, the project area is not located within or near a coastal barrier resource.

(E) SECTION 4(f) RESOURCES

(1) Does the proposed project have an impact on any publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or an historic site of national, state, or local significance? Specify if the use will be physical (an actual taking of the property) or constructive (i.e. activities, features, or attributes of the Section 4 (f) property are substantially impaired.) If the answer is “No,” proceed to (F) Farmlands.

Although all proposed development would be completely on OGM-owned property, a review of the study area indicates the presence of a snowmobile trail at the southern end of the project area at the Runway 35 end. See **Figure 1.5 Project Area Map** for the location of the snowmobile trail in the project area. Also see

Appendix D - DOT Section 4(f) Resources for additional maps showing the location of snowmobile trails in Ontonagon County and in the greater project area.

The Preferred Alternative involves clearing activities to remove obstructions only. Despite the presence of the snowmobile trail in the project area, no direct or constructive use of the trail is expected. The trail is simply in the vicinity of the proposed project and will remain open during construction. However, if it is determined for safety reasons the trail should be temporarily relocated away from clearing activities, coordination with the Michigan Department of Natural Resources will take place and the trail will be detoured and remain open. Short-term signage on the snowmobile trail indicating that tree removals are in progress will also be implemented as mitigation during construction activities.

No Section 4(f) impacts are expected from the Preferred Alternative or the No Action Alternative.

(2) Is a *De Minimis* impact determination recommended? If “yes”, please provide; supporting documentation that this impact will not substantially impair or adversely affect the activities, features, or attributes of the Section 4 (f) property; a Section 106 finding of “no adverse effect” if historic properties are involved; any mitigation measures; a letter from the official with jurisdiction concurring with the recommended *de minimis* finding; and proof of public involvement. (See Section 5.3.3 of 1050.1F Desk Reference). If “No,” stop development of this form and prepare a standard Environmental Assessment.

N/A

(F) FARMLANDS

Does the project involve acquisition of farmland, or use of farmland, that would be converted to non-agricultural use and is protected by the Federal Farmland Protection Policy Act (FPPA)? (If Yes, attach record of coordination with the Natural Resources Conservation Service (NRCS), including form AD-1006.)

According to mapping information from the NRCS Web Soil Survey Soil Data Explorer, the project area is almost exclusively classified as “Not Prime Farmland.” Only a small section of the project area is classified as “Farmland of Local Importance” at the far north end in the Runway 17 approach.

As previously stated, the Preferred Alternative involves only clearing activities. Clearing activities are not considered impacts to protect farmland. In addition, no tree removals are anticipated in the area considered Farmland of Local Importance. Therefore, no farmland impacts are expected with the construction of the Preferred Alternative or the implementation of the No Action Alternative. See **Appendix E - Farmland** for the NRCS maps and documentation.

(G) HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

(1) Would the proposed project involve the use of land that may contain hazardous materials or cause potential contamination from hazardous materials? (If Yes, attach record of consultation with appropriate agencies). Explain.

Hazardous materials are those which can pose a risk to health, safety, and property, including hazardous wastes and hazardous substances as well as other materials. Hazardous materials are regulated under several

statutes, including the Comprehensive Environmental Response, Compensation, and Liability Act (42 U.S.C. §§ 9601-9675), the Resource Conservation and Recovery Act (RCRA) described in 42 U.S.C. §§ 6901-6992k, and the Toxic Substance Control Act (15 U.S.C. §§ 2601-2697). Solid waste is discarded material that falls into specific regulatory definitions; solid waste is regulated under RCRA. Pollution prevention refers to efforts to avoid, prevent, or reduce discharges and emissions of pollutants.

The FAA has not established a significance threshold for hazardous waste, solid waste, or pollution prevention. However, the FAA 1050.1F Desk Reference offers guidance to consider whether the proposed project could:

- Violate any laws or regulation regarding hazardous waste
- Involve a contaminated site, or if actions within a contaminated site are appropriately mitigated
- Produce an appreciable amount of hazardous waste
- Generate a different quantity or type of solid waste that could exceed local capacity or use different methods of collection and disposal.

In 2020, a Phase I Environmental Site Assessment (ESA), in conformance with the scope and limitations of the American Society for Testing and Materials (ASTM) Designation: E1527-13, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*, was completed for the project area, as well as the greater Airport property. For details of the hazardous materials investigations and findings, see **Appendix F - Hazardous Materials**.

The Phase I ESA found no known hazardous waste contamination or Recognized Environmental Conditions within the project area. Hazardous material impacts are not expected from the construction or operation of the Preferred Alternative or implementation of the No Action Alternative.

(2) Would the operation and/or construction of the project generate significant amounts of solid waste? If Yes, are local disposal facilities capable of handling the additional volumes of waste resulting from the project? Explain.

Construction activities associated with the Preferred Alternative have the potential to create solid waste material (tree debris). Tree debris will be removed from any wetland area and preferably sold for firewood or burned on site, as necessary.

The contractor will be required to have a Spill Prevention, Control, and Countermeasure (SPCC) plan in place to be implemented if a spill occurs during construction operations. An approved erosion control plan is also required to provide a collection area for non-recyclable waste. Any waste generated will be disposed of in compliance with all federal, state, and local regulations.

(3) Will the project produce an appreciable different quantity or type of hazardous waste? Will there be any potential impacts that could adversely affect human health or the environment?

The proposed project is not anticipated to produce any impactful amounts of hazardous and/or solid waste during construction. Any hazardous and solid waste generated during construction will be managed and disposed of in accordance with applicable regulations and BMPs.

(H) HISTORIC, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES

(1) Describe any impact the proposed project might have on any properties listed in, or eligible for inclusion in the National Register of Historic Places. (Include a record of consultation and response with the State or Tribal Historic Preservation Officer (S/THPO)).

Historical, architectural, archeological, and cultural resources include a variety of sites, properties, and facilities related to activities and societal and cultural institutions. Such resources express past and present elements of human culture and are important to a community. Section 106 of the National Historic Preservation Act (NHPA) (Section 106 of the National Historic Preservation Act, 54 U.S.C. § 300101) requires federal agencies to consider the effects their actions may have on these properties.

In 2021, a reconnaissance-level historic resources survey was conducted for both above-ground and below-ground resources to identify, document, and evaluate historic-age properties within the project area. The Area of Potential Effect (APE) included areas of the Airport that may be directly or indirectly impacted by project activities. Consideration was given to indirect effects where the project may have physical, visual, and auditory impacts off Airport property. The investigation found no historic properties present in the APE.

A Section 106 Report summarizing the cultural resources findings was submitted to the State Historic Preservation Office (SHPO) for review and concurrence. The SHPO provided a letter of concurrence dated May 24, 2022 (found in **Appendix G - Section 106 Report**). In the letter SHPO stated that it concurred that no historic properties (architecture/history and archeology) will be affected within the APE for the proposed project and issued a "No historic properties affected" determination.

Cultural resources impacts are not expected from the construction of the Preferred Alternative or implementation of the No Action Alternative.

(2) Describe any impacts to archeological resources as a result of the proposed project. (Include a record of consultation with persons or organizations with relevant expertise, including the S/THPO, if applicable).

A Phase I archaeological survey for the proposed project was completed. A literature review did not indicate previously recorded archaeological resources within or adjacent to the project area. Archaeologists tested the area through shovel test unit excavation and visual inspection. No archaeological material was encountered in any of the shovel test units. No further archaeological studies were recommended for the project.

For details of the historic and archaeological investigations including the SHPO concurrence letter, see **Appendix G - Section 106 Report**.

(I) LAND USE

(1) Would the proposed project result in other (besides noise) impacts that have land use ramifications, such as disruption of communities, relocation of residences or businesses, or impact natural resource areas? Explain.

OGM is located one-half mile south of Lake Superior and three miles southwest of the Village of Ontonagon along Michigan Highway 64 (M-64) in Ontonagon Township, Ontonagon County, Michigan. The Airport is

owned and operated by Ontonagon County. The proposed action would not alter or otherwise impact any political boundaries or cause a change in county jurisdiction or ownership of OGM.

Land use and development in the region surrounding OGM is directed by zoning regulations in Ontonagon Township and the Village of Ontonagon. The Western Upper Peninsula Planning & Development Region (WUPPDR) is a regional planning commission that provides planning assistance to the western six counties of Michigan's Upper Peninsula, including Ontonagon County. The WUPPDR's 2011 land use map for Ontonagon County shows that OGM is in an area classified as "Urban or Built-up Land." Land uses surrounding OGM are compatible and classified as "Forest Land" and "Agricultural Land." The Preferred Alternative is consistent with Ontonagon Township and Village of Ontonagon zoning and future planning for the project area. No land use classification changes would occur with the Preferred Alternative. The proposed action would not alter or otherwise impact any political boundaries or cause a change in county jurisdiction or ownership of OGM. All construction will take place on existing Airport property and existing land use patterns will remain unchanged.

The Preferred Alternative is not expected to increase congestion, cause degradation of level of service, or permanently close any surface roads within, or adjacent to, the project area. Traffic from construction vehicles would be managed to avoid or minimize any impacts to local roads by defining haul routes and by scheduling the arrival and departure times of construction traffic so that normal traffic patterns are not interrupted. Any potential construction impacts would be temporary in nature.

Outside of the project area, land use would remain the same; therefore, land use compatibility would remain unchanged with the Preferred Alternative, and no adverse impacts are anticipated. No impacts or changes to land use are expected with the No Action Alternative.

(2) Would the proposed project be located near or create a wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards On and Near Airports"? Explain.

The Preferred Alternative would not increase wildlife attractants or introduce new wildlife hazards to aircraft. It is anticipated that the Preferred Alternative may decrease wildlife attractants by removing existing wildlife habitat and trees.

(2) Include documentation to support sponsor's assurance under 49 U.S.C. § 47107 (a) (10), of the 1982 Airport Act, that appropriate actions will be taken, to the extent reasonable, to restrict land use to purposes compatible with normal airport operations.

The Airport has committed to restrict non-compatible land uses through the ALP process and land use and zoning controls at the township and county level.

(J) NATURAL RESOURCES AND ENERGY SUPPLY

What effect would the project have on natural resource and energy consumption? (Attach record of consultations with local public utilities or suppliers if appropriate)

Electrical or gas use required to operate Airport facilities is not expected to increase because of the proposed project. The nature of the project does not lend itself to increased energy or natural resource use beyond

temporary energy consumption associated with construction of the Preferred Alternative. Therefore, the Preferred Alternative or the No Action Alternative will have no adverse energy supply and natural resources impacts.

(K) NOISE AND NOISE-COMPATIBLE LAND USE

Will the project increase noise by DNL 1.5 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? (Use AEM as a screening tool and AEDT 2b as appropriate. See FAA Order 1050.1F Desk Reference, Chapter 11, or FAA Order 1050.1F, Appendix B, for further guidance). Please provide all information used to reach your conclusion. If yes, contact your local ADO.

Compatible land use is described in FAA Order 5050.4B, *NEPA Instructions for Implementing Airport Actions*, as “*the compatibility of existing and planned land uses in the vicinity of an airport is usually associated with the extent of the noise impacts related to that airport.*” Noise is considered unwanted sound which disturbs or interrupts routine activities. Aviation noise includes sounds made by aircraft during departure, arrival, flight, taxiing, and other activities. The compatibility of land use around an airport is typically determined based on the level of aircraft noise. The degree of annoyance which people suffer from aircraft noise varies depending upon their activities at any given time.

The FAA uses the Day Night Average Sound Level (DNL) as its primary noise metric. DNL accounts for the levels of aircraft events, the number of times those events take place, and the timeframe in which they occur (day or night). Noise levels greater than 65 DNL are considered a potential impact.

Noise sensitive areas are those where noise interferes with normal activities and include residential, educational, health, religious structures and sites, parks, recreational areas, wilderness areas, wildlife refuges, and cultural and historical sites. In the context of airport noise, such facilities or areas within the 65 DNL contour are considered noise sensitive.

Per FAA Order 1050.1F and the *Environmental Desk Reference for Airport Actions* any airport that exceeds 90,000 annual piston-powered aircraft operations or 700 annual jet-powered aircraft operations, 10 or more daily helicopter operations, or any project that includes the construction of a new airport, a runway relocation, runway strengthening, or a major runway expansion requires a noise analysis. A noise analysis is performed for actions that result in a general overall increase in daily aircraft operations or the use of larger/noisier aircraft. FAA’s noise analysis primarily focuses on how proposed airport actions would change the cumulative noise exposure of individuals to aircraft noise in areas surrounding the airport.

According to the FAA 2020 *Terminal Area Forecast* (most recent non-forecasted data available), OGM’s total operations are forecasted to remain flat at 100 annual operations through 2045, which is below 90,000 operations. Therefore, the propeller aircraft activity levels are below the stated threshold for a noise analysis. Also, the Airport Master Record for OGM indicates there are no based helicopters at the Airport, which means it is unlikely the 10 daily helicopter operations threshold for a noise analysis will be exceeded. Lastly, data from the FAA’s Traffic Flow Management System Counts (TFMSC) shows there were no Instrument Flight Rules (IFR) jet operations at OGM in 2020, which is less than the 700 annual jet operations threshold.

Given that the nature of the project is to clear obstructions, it is unlikely the Preferred Alternative will cause an increase in noise levels over existing conditions or change existing air traffic patterns. Therefore, a noise analysis was not completed, and noise impacts are not expected from implementation of the Preferred Alternative or the No Action Alternative.

(L) SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, and CHILDREN'S HEALTH and SAFETY RISKS

(1) Would the project cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion or decrease in Level of Service?

No residential, business, or farm relocations are required as part of this proposed project. All development will take place on existing OGM property; therefore, no alteration of surface transportation patterns, community disruptions, or disruptions of orderly, planned development are expected. In addition, no appreciable changes in employment or population shifts in Ontonagon County are anticipated. It is assumed that the Preferred Alternative and the No Action Alternative would have no adverse socioeconomic impacts.

(2) Would the project cause induced, or secondary, socioeconomic impacts to surrounding communities, such as changes to business and economic activity in a community; impact public service demands; induce shifts in population movement and growth, etc.?

See response above.

(3) Would the project have a disproportionate impact on minority and/or low-income communities? Consider human health, social, economic, and environmental issues in your evaluation. Refer to DOT Order 5610.2(a) which provides the definition for the types of adverse impacts that should be considered when assessing impacts to environmental justice populations.

The purpose of Executive Order 12898 - *Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations*, is to identify, address, and avoid disproportionately high and adverse human or environmental effects on minority and/or low-income populations. Environmental justice is defined as the right to a safe, healthy, productive, and sustainable environment for all, where "environment" is considered in its totality to include the ecological, physical, social, political, aesthetic, and economic environments.

In compliance with Executive Order 12898, U.S. Census data was reviewed to determine the characteristics of people living in proximity to OGM. Based on this data, no minority or low-income populations are expected to be disproportionately affected by the Preferred Alternative or the No Action Alternative.

(4) Would the project have the potential to lead to a disproportionate health or safety risk to children?

All construction under the proposed action would occur on OGM-owned property, and access to the site would be restricted. It is unlikely that the development of either the Preferred Alternative or the No Action Alternative will include products or substances a child is likely to encounter. Based on the evaluation of impacts described in these sections, it is unlikely that either the No Action Alternative or the Preferred Alternative will result in any environmental health or safety risks that could disproportionately affect children.

If the answer is “YES” to any of the above, please explain the nature and degree of the impact. Also provide a description of mitigation measures which would be considered to reduce any adverse impacts.

N/A

(M) VISUAL EFFECTS INCLUDING LIGHT EMISSIONS

(1) Would the project have the potential to create annoyance or interfere with normal activities from light emissions for nearby residents?

Airport lighting is required for security, obstruction identification, and navigation. The essential lighting systems required to safely operate an airport and its components can contribute to light emissions. When projects introduce new or relocated existing airport lighting facilities that may affect residential or other light-sensitive areas in proximity to an airport, an analysis of these impacts is necessary. FAA guidance states that the level of light emissions considered sufficient to warrant a special study is unusual, for example, occurring when a high-intensity strobe would be shining into a residential area or when apron, parking, or streetlights create a visual impact to pilots.

The proposed project will not introduce new or relocate existing airport lighting facilities that may affect residential or other light-sensitive areas in proximity to OGM. Limited residential areas or other properties susceptible to light emissions are found within or near the project area.

(2) Would the project have the potential to affect the visual character of nearby areas due to light emissions?

A project can also have impacts on the visual resources and visual character of the surrounding area. Visual resources and visual character impacts are typically related to a decrease in the aesthetic quality of an area resulting from development, construction, or demolition. FAA guidance states that an analysis of visual impacts is necessary when the proposed action would affect, obstruct, substantially alter, or remove visual resources including buildings, historic sites, or other landscape features, such as topography, water bodies, or vegetation, which are visually important or have unique characteristics.

Although the proposed project will remove trees, impacts on resources that are visually important or have unique characteristics are not anticipated. The project area is comprised of a large portion of the Airport itself, with surrounding land uses being forested land and agricultural land.

(3) Would the project have the potential to block or obstruct views of visual resources?

If the answer is “YES” to any of the above, please explain the nature and degree of the impact using graphic materials. Also provide a description of mitigation measures which would be considered to reduce any adverse impacts.

Given the nature of the project being the removal of trees, the potential to block or obstruct visual resources is unlikely. Therefore, the Preferred Alternative nor the No Action Alternative is not expected to have visual effects (including light emissions) impacts.

(N) WATER RESOURCES (INCLUDING WETLANDS, FLOODPLAINS, SURFACE WATERS, GROUNDWATER, AND WILD AND SCENIC RIVERS)

(1) WETLANDS

(a) Does the proposed project involve federal or state regulated wetlands or non-jurisdictional wetlands? (Contact USFWS or appropriate state natural resource agencies if protected resources are affected) (Wetlands must be delineated using methods in the US Army Corps of Engineers 1987 Wetland Delineation Manual. Delineations must be performed by a person certified in wetlands delineation Document coordination with the resource agencies).

To determine the locations and limits of area wetlands, appraise their types and functions, assess their regulatory status, and evaluate potential impacts from the proposed project, a United States Army Corps (USACE) of Engineers-compliant wetland delineation was conducted by a qualified wetland biologist within the 148.0-acre Area of Interest (AOI) on OGM property in October 2018 and June 2019. All wetland delineations conformed to the Routine Onsite Method of the *1987 U.S. Army Corps of Engineers' (USACE) Wetland Delineation Manual*, as enhanced by the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region*.

A total of 37 separate wetland boundaries encompassing 39.390 acres were delineated within the project area at OGM during field visits (**Figure 1.6 Wetland Delineation Map**). Wetland boundaries were verified by MDOT AERO and EGLE on October 1, 2019.

The Preferred Alternative will require trees and vegetation be removed in 8.90 acres of regulated wetlands. Tree debris will be removed from any wetland area as to not constitute fill resulting in a wetland impact. Since no ground disturbance, filling, or grubbing is proposed in wetland areas with the Preferred Alternative, no wetland impacts are expected. The full wetland delineation report is provided in **Appendix H - Wetland Delineation**.

(b) If yes, does the project qualify for an Army Corps of Engineers General permit? (Document coordination with the Corps).

A Part 303, PA451 wetland fill permit from the EGLE is not anticipated. Final authority over permitting requirements is the responsibility of EGLE.

(c) If there are wetlands impacts, are there feasible mitigation alternatives? Explain.

Wetland impacts are not expected with the construction of the Preferred Alternative or the implementation of the No Action Alternative.

(d) If there are wetlands impacts, describe the measures to be taken to comply with Executive Order 11990, Protection of Wetlands.

There are no anticipated wetland impacts with selection of the Preferred Alternative (Alternative 2). When compared to Alternative 1, the Preferred Alternative is the most feasible alternative with the least amount of expected environmental impacts.

(2) FLOODPLAINS

(a) Would the proposed project be located in, or would it encroach upon, any 100-year floodplains, as designated by the Federal Emergency Management Agency (FEMA)?

Federal Emergency Management Agency (FEMA) flood maps were reviewed to determine if the proposed project would result in 100-year floodplain impacts. According to FEMA, the project falls within an area where digital information is unavailable. As such, it could not be determined based upon FEMA maps if the proposed project area is located within a known floodplain. However, coordination with various regulatory agencies at the start of the project indicates that there are narrow floodplains associated with Weigel Creek and Dreiss Creek on the east and west side of the project area, respectively (**Figure 1.5 Project Area Map**).

Since no grading or fill material is proposed with the Preferred Alternative, floodplain impacts are not expected with the Preferred Alternative or the No Action Alternative.

(b) If Yes, would the project cause notable adverse impacts on natural and beneficial floodplain values as defined in Paragraph 4.k of DOT Order 5620.2, *Floodplain Management and Protection*?

No floodplain impacts are expected.

(c) If Yes, attach the corresponding FEMA Flood Insurance Rate Map (FIRM) and describe the measures to be taken to comply with Executive Order 11988, including the public notice requirements.

N/A

(3) SURFACE WATERS

(a) Would the project impact surface waters such that water quality standards set by Federal, state, local, or tribal regulatory agencies would be exceeded or would the project have the potential to contaminate a public drinking water supply such that public health may be adversely affected?

The Clean Water Act, in conjunction with the Fish and Wildlife Coordination Act (16 U.S.C. §§ 661-667d), Rivers and Harbors Act (33 U.S.C. § 401 and 403), the Safe Drinking Water Act (SDWA) found in 42 U.S.C. §§ 300(f)-300j-26, and other local statutes, establishes regulations that protect the Nation's water resources. Surface waters are typically lakes, rivers, streams, creeks, and wetlands. Surface waters collect the water from precipitation that does not infiltrate the soil and instead flows across the land. Surface waters can be hydrologically connected to groundwater.

Surface waters in the project area include Weigel Creek on the west and Dreiss Creek on the east (**Figure 1.5 Project Area Map**). The Ontonagon River is approximately two miles east of the Airport. All surface waters flow to Lake Superior which is located one-half mile to the north of the Airport.

Initially, it appeared that navigable waters protected by Section 10 of the Rivers and Harbors Act of 1899 may be impacted. Subsequent coordination with the USACE determined that no navigable waters were in the project area and Section 10 impacts are not expected. See **Appendix A – Early Agency Coordination** for Section 10 correspondence from the USACE.

The proposed construction of the Preferred Alternative will not increase impervious surface areas and it is unlikely to increase storm water runoff. However, soil erosion is a source of concern due to potential impacts to surface waters from construction. Since the Airport site is generally flat, there is not expected to be a high risk of soil erosion during obstruction removal activities; however, some amount of erosion may occur during construction. The following list of BMPs represents common erosion control measures that may be considered during construction and applied where applicable:

- Sediment traps
- Temporary cement ponds
- Temporary grassing of disturbed areas
- Vegetation cover replaced as soon as possible
- Erosion mats and mulch
- Silt fencing and drainage check dams
- Settling basins for storm water treatment

All staging areas for construction equipment will be placed in non-sensitive upland areas with all disturbed areas replanted as soon as possible to reduce the likelihood of erosion.

Mitigation measures prepared under an erosion control plan, in accordance with FAA AC 150/5370-10H, *Standards for Specifying Construction of Airports*, will help minimize long-term impacts to area water quality and to the existing drainage system.

In accordance with Part 91, Michigan Soil Erosion and Sedimentation Control of the Natural Resources and Environmental Protection Act, 1994 Public Act 451, as amended, a soil erosion permit and a storm water runoff control permit are required from Ontonagon Township.

Surface water impacts from the construction of the Preferred Alternative or implementation of the No Action Alternative are not anticipated.

(b) Would the water quality impacts associated with the project cause concerns for applicable permitting agencies or require mitigation in order to obtain a permit?

Since no water quality impacts are expected, it is unlikely permitting agencies will be concerned with the proposed project. Coordination with various regulatory agencies indicate that the Preferred Alternative is viewed very favorably over Alternative 1 due to its limited environmental impacts.

If the answer to any of the above questions is “Yes”, consult with the USEPA or other appropriate Federal and/or state regulatory and permitting agencies and provide all agency correspondence.

N/A

(4) GROUNDWATER

(a) Would the project impact groundwater such that water quality standards set by Federal, state, local, or tribal regulatory agencies would be exceeded or would the project have the potential to contaminate an aquifer used for public water supply such that public health may be adversely affected?

Groundwater is water that is below the surface of the ground within the spaces between soil and rock formations. Groundwater quality is primarily governed under the SDWA administered by the U.S. Environmental Protection Agency (USEPA). The study area for groundwater includes all areas where the ground could be disturbed by construction of the Preferred Alternative, where impervious surfaces could change rates of groundwater infiltration, where airport operations could increase spills or leaks, and where construction vehicles and other equipment could potentially impact groundwater due to staging, machinery, storage, and spills.

In evaluating groundwater resources in the project area, the following databases were reviewed:

- USEPA Sole Source Aquifer for Drinking Water Database and Mapping Tool
- EGLE Open Data GIS dataset for water wells in south central and southeastern Michigan
- EGLE Open Data GIS dataset for wellhead protection areas in Michigan

The USEPA maintains a database of groundwater sources that serve as the sole source of drinking water for a population. According to this database, the proposed project is not within a Sole Source Aquifer for Drinking Water.

The EGLE maintains several databases of water wells and wellhead protection areas in Michigan. According to EGLE's Open Data water wells GIS dataset, there are no water wells on OGM property.

Wellhead protection areas represent the land surface area that contributes groundwater to wells serving public water supply systems throughout Michigan. The wellhead protection areas define a landscape in which management strategies are employed to protect public water supply from groundwater contamination. According to EGLE's Open Data wellhead protection dataset, the Airport is not located within any wellhead protection area.

In addition, the proposed construction of the Preferred Alternative will not increase impervious surfaces, thus the rate of groundwater recharge will not change.

Groundwater impacts from the construction or operation of the Preferred Alternative or implementation of the No Action Alternative are not anticipated.

(b) Would the groundwater impacts associated with the project cause concerns for applicable permitting agencies or require mitigation in order to obtain a permit?

Since no increases in impervious surface areas are proposed, groundwater impacts are not expected. It is unlikely permitting agencies will be concerned with the proposed project.

(c) Is the project to be located over an EPA-designated Sole Source Aquifer?

No. See responses above.

If the answer to any of the above questions is “Yes”, consult with the USEPA or other appropriate Federal and/or state regulatory and permitting agencies and provide all agency correspondence as an attachment to this form.

N/A

(5) WILD AND SCENIC RIVERS

Would the proposed project affect a river segment that is listed in the Wild and Scenic River System or Nationwide River Inventory (NRI)? (If Yes, coordinate with the jurisdictional agency and attach record of consultation).

Wild and Scenic Rivers are those resources that have extraordinary scenic, recreational, geologic, ecosystem, historic, or cultural value as defined in the Wild and Scenic Rivers Act. The Wild and Scenic Rivers Act (16 U.S.C. §§ 1271-1287) creates a national system intended to preserve certain rivers in a free-flowing condition for current and future enjoyment. The national system is administered by the Bureau of Land Management (BLM), the National Park Service (NPS), the USFWS, and the United States Forest Service (USFS). The land surrounding a protected river or river segment determines the agency that administers the national system.

The NRI is a list maintained by the NPS that identifies river segments that possess remarkable natural or cultural values and are of more than local or regional importance. All federal agencies are required to avoid or mitigate impacts to NRI segments.

There are no Wild and Scenic Rivers located at or within proximity of the project area. The closest NRI river (Ontonagon River) is located more than two (2.0) miles from the Airport, well outside the project area. Impacts to Wild and Scenic Rivers and NRI resources are not anticipated with the construction or operation of the Preferred Alternative or implementation of the No Action Alternative.

(O) CUMULATIVE IMPACTS

Discuss impacts from past, present, and reasonably foreseeable future projects both on and off the airport. Would the proposed project produce a cumulative effect on any of the environmental impact categories above? Consider projects that are connected and may have common timing and/or location. For purposes of this Form, generally use 3 years for past projects and 5 years for future foreseeable projects.

According to FAA Order 5050.4B, reasonably foreseeable actions include those “on or off-airport that a proponent would likely complete and that has been developed with enough specificity to provide meaningful information to decision makers and the interested public.” In some cases, the individually minor impact of separate projects can have substantial effects when considered together over time.

Very few improvement projects have been completed at OGM over the last few years beyond routine maintenance activities. The Airport’s efforts have been directed at completing the needed Runway 17/35 approach clearing covered in this Short Form EA. No projects have been completed in the last three years that

would contribute to cumulative impacts. However, the Airport is planning various improvement projects in the coming years. According to the Airport Capital Improvement Program (ACIP) prepared for OGM in January 2022, the following projects are planned at the Airport over the next five years:

- 2023 - Design Runway 17 Approach Clearing
- 2023 - Design Runway 35 RNAV Approach Clearing
- 2023 - Acquire SRE Tractor Carrier Vehicle
- 2024 - Execute Runway 17 Approach Clearing
- 2024 - Execute Runway 35 RNAV Approach Clearing
- 2025 - Design Apron Rehabilitation
- 2025 - Airfield Pavement Marking & Crack Sealing
- 2026 - Acquire Aviation Easements - Runways 17 & 35
- 2028 - Design and Construct Fuel Farm Expansion
- 2025 - Acquire Snow Removal Equipment Plow with Material Spreader
- 2025 - Acquire Snow Removal Equipment Front End Loader

Other federal or federally assisted transportation improvement activities in Ontonagon County are conducted by the Michigan Department of Transportation (MDOT). The Airport exists within the MDOT Superior Region, which includes the entirety of Michigan's Upper Peninsula. According to the 2021-2025 Five-Year Transportation Program, MDOT is planning to complete a road capital preventative maintenance project on U.S. Highway 45 from M-26 to Greenland Road in the Village of Ontonagon in 2022. This project will occur approximately 2.6 miles east of OGM at its nearest point. This project is not expected to have any impacts on the Airport or the proposed project.

The above-described projects are not expected to result in cumulative impacts when considered with the construction of the Preferred Alternative or implementation of the No Action Alternative. Given the minor related impacts of the current project, it is unlikely the construction of the Preferred Alternative, when viewed in light of past, current, and future planned actions, would result in significant cumulative impacts. All future actions on or off Airport property will be subject to avoidance and minimization studies and will undergo agency review and permitting, as required.

7. PERMITS

List all required permits for the proposed project. Has coordination with the appropriate agency commenced? What feedback has the appropriate agency offered in reference to the proposed project? What is the expected time frame for permit review and decision?

In accordance with Part 91, Michigan Soil Erosion and Sedimentation Control of the Natural Resources and Environmental Protection Act, 1994 Public Act 451, as amended, a soil erosion permit and a storm water runoff control permit are required from Ontonagon Township.

8. MITIGATION

Describe those mitigation measures to be taken to avoid creation of significant impacts to a particular resource as a result of the proposed project and include a discussion of any impacts that cannot be mitigated.

Projects should take care to avoid permanent adverse impacts on the environment. It is important that all adverse environmental impacts be minimized or mitigated if avoidance is not possible. The various impacts of the Preferred Alternative and the means to mitigate them to the greatest extent possible are summarized below.

Air Quality

Impacts to air quality during construction can be easily mitigated through the use of Best Management Practices (BMPs). The following BMPs are recommended during construction where feasible:

- Use low-sulfur diesel fuel (less than 0.05% sulfur).
- Retrofit engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site.
- Position the exhaust pipe so that the diesel fumes are directed away from the operator and nearby workers, thereby reducing the fume concentration to which personnel are exposed.
- Use catalytic convertors to reduce carbon monoxide, aldehydes, and hydrocarbons in diesel fumes. These devices must be used with low sulfur fuels.
- Use climate-controlled cabs that are pressurized and equipped with high efficiency particulate air (HEPA) filters to reduce the operator's exposure to diesel fumes. Pressurization ensures that air is moved from the inside to the outside. HEPA filters ensure that any incoming air is filtered first.
- Regularly maintain diesel engines, which is essential to keeping exhaust emissions low, and follow the manufacturer's recommended maintenance schedule. For example, blue/black smoke indicates that an engine requires servicing or tuning.
- Reduce exposure through work practices and training, such as turning off engines when vehicles are stopped for more than a few minutes, training diesel operators to perform routine inspections, and maintaining filtration devices.
- Purchase new vehicles that are equipped with the most advanced emission control systems available.
- With older vehicles, use electric starting aids as block heaters to warm the engine to reduce diesel emissions.

Biological Resources

To minimize impacts to the NLEB, tree removals will be consistent with recommended conservation measures designed to take place outside of the summer roosting period (April through September). Any tree removals will only be allowed during the late fall / winter months (October 1 through March 31).

Section 4(f) Resources

If it is determined the existing snowmobile trail should be temporarily relocated away from clearing activities, coordination with the Michigan Department of Natural Resources will take place and the trail will be detoured and remain open. Short-term signage on the snowmobile trail indicating that tree removals are in progress will also be implemented as mitigation.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction activities associated with the Preferred Alternative have the potential to create solid waste material (tree debris). Tree debris will be removed from any wetland area and preferably sold for firewood or burned on site as necessary.

The contractor will be required to have a Spill Prevention, Control, and Countermeasure (SPCC) plan in place to be implemented if a spill occurs during construction operations. An approved erosion control plan is also required to provide a collection area for non-recyclable waste. Any waste generated will be disposed of in compliance with all federal, state, and local regulations.

Any hazardous and solid waste generated during construction would be managed and disposed of in accordance with applicable regulations and BMPs.

Land Use

Traffic from construction vehicles would be managed to avoid and minimize any impacts to local roads by defining haul routes and by scheduling the arrival and departure times of construction traffic so that normal traffic patterns are not interrupted. Any potential construction impacts would be temporary in nature.

Surface Waters

Since the Airport site is generally flat, there is not a high risk of soil erosion during obstruction removals and other construction activities. However, some amount of erosion may occur during construction. The following list of BMPs represents common erosion control measures that should be considered during construction and applied where applicable:

- Sediment traps
- Temporary cement ponds
- Temporary grassing of disturbed areas
- Vegetation cover replaced as soon as possible
- Erosion mats and mulch
- Silt fencing and drainage check dams
- Settling basins for storm water treatment

All staging areas for construction equipment will be placed in non-sensitive upland areas with all disturbed areas replanted as soon as possible to reduce the likelihood of erosion.

Mitigation measures prepared under an erosion control plan, in accordance with FAA AC 150/5370-10H, *Standards for Specifying Construction of Airports*, will help minimize long-term impacts to area water quality and to the existing drainage system.

9. PUBLIC INVOLVEMENT

Describe the public review process and any comments received. Include copies of Public Notices and proof of publication.

Resource agencies and Native American tribes were contacted at the beginning of the project and given the

opportunity to provide comment on the proposed action. A copy of the early coordination letters received are found in **Appendix A - Early Agency Coordination**. Specific information and direction received from responding agencies is noted and addressed in the appropriate resource sections above where appropriate.

Upon issuance of the Draft Short Form EA, the document will be made available for public and agency review and comment for a minimum of 30 days. The opportunity to request a public hearing will be advertised and held if requested. Written comments from the regulatory agencies and the public will be considered and incorporated into the Final EA where applicable.

10. LIST OF ATTACHMENTS

The following appendices represent supporting technical studies and field work used to evaluate the potential impacts of the Preferred Alternative. The appendices were incorporated in various sections of this Short Form EA and include:

- Appendix A - Early Agency Coordination
- Appendix B - Air Quality Map
- Appendix C - Biological Resources
- Appendix D - DOT Section 4f Resources
- Appendix E – Farmland
- Appendix F - Hazardous Materials
- Appendix G - Section 106 Report
- Appendix H - Wetland Delineation Report

Project Title: RUNWAY 17/35 APPROACH CLEARING Identifier: OGM

11. PREPARER CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct.

William Ballard

Signature

12/20/2022

Date

William Ballard

Name

Project Manager

Title

Mead & Hunt, Inc.

Affiliation

989-908-3105

Phone #

12. AIRPORT SPONSOR CERTIFICATION

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

Signature

Date

Lisa Linna

Name

Airport Manager

Title

Ontonagon County Airport

Affiliation

908-884-6214

Phone #