

APPENDIX A. DOCUMENTED CATEX

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

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

Name of Airport, LOC ID, and location:

Wilbur Airport, 2S8, Wilbur, Washington

Project Title:

Tiedown Apron Project

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

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The project is the construction of a tiedown apron at the Wilbur Airport. Currently there is not sufficient apron space to accommodate the larger aircraft using the airfield. The new apron will be located near the existing fuel facility as shown on the attached sketch (Attachment 1). The apron construction will require grubbing of an approximately 190 x 290-foot area, excavation to a depth of about 2 feet to construct the pavement section, and asphalt paving with aircraft tie downs.

The project is anticipated to be constructed during the 2023 construction season, and is not expected take longer than 45 calendar days to construct. A portion of the parallel taxiway adjacent to the construction area will need to be closed when work is being done within the taxiway safety area, however much of the construction can occur without impacting operations on the parallel taxiway. During a partial closure of the parallel taxiway, aircraft will need to use the runway to taxi as the airport has only one full-length parallel taxiway. The construction will have no impact to runway operations or NAVAIDs.

Wilbur Airport Rd E provides access to the airport from State Route 2 to the north. A contractor staging area will be established adjacent to the project site in the infield area between Wilbur Airport Rd E and the fuel facility.

New material expected to be hauled to the construction site includes gravel base material, crushed rock surfacing material, and hot mix asphalt. Waste material generated by the site grading will be hauled offsite, no material is anticipated to be wasted on the Airport.

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

The project area is located southwest of the fuel apron and adjacent to parallel Taxiway A. The site is flat with a surface of grass.

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

FAA Order 1050.1F 5-6.4 Categorical Exclusions for Facility Siting, Construction, and Maintenance

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

- Construction, repair, reconstruction, resurfacing, extending, strengthening, or widening of an apron.

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

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

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

	YES	NO
<p>Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required.</p> <p>There are no known archaeological or historic properties that intersect the Project Area. A Cultural Resources Report was completed by Plateau Archaeological Investigations, LLC (see Attachment 7). The finding of Plateau's report was that the proposed project will result in No Historic Properties Affected. Concurrence of No Historic Properties Affected was received from DAHP on April 27, 2022 (see Attachment 8).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p> <p>The project will include surface preparation and construction of a new asphalt pavement section. The depth of disturbance is anticipated to be approximately 1 to 2 feet. The Cultural Resources Report for the project made a determination of No Historic Properties Affected. This determination received DAHP concurrence on April 27, 2022.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available)</p> <p>The project area has been previously disturbed when adjacent taxiways/taxilanes and aprons were constructed, however the extent and depth of prior disturbance is unknown.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO or a tribal representative along with the SHPO may be required.</p> <p>The project is not anticipated to impact tribal land or land of interest to the tribes. Along with the Section 106 consultation, tribal Government-to-Government consultation was initiated on 4/20/2022. Project concurrence was received from the Spokane tribe on 4/20/2022 with no other comments received from tribal entities.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(2) Department of Transportation Act Section 4(f) and 6(f) resources

	YES	NO
<p>Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1F) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance.</p> <p>No parks, recreation areas, refuges, or historic sites are located on or near the project area, therefore the proposed action will not affect any protected DOT Section 4(f) lands or resources.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will project construction or operation physically or constructively “use” any Section 4(f) resource? If yes, describe the nature and extent of the use and/or impacts, and why there are no prudent and feasible alternatives. See 5050.4B Desk Reference Chapter 7.</p> <p>No, all aspects of the project will be on site and will not physically or constructively use any Section 4(f) resource.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.</p> <p>The project will not affect any recreational or park land as all aspects of the project will stay on site.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

	YES	NO
<p>Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle.</p> <p>There are no known listed species or critical habitat within the project area or on the airport property. The following information is a summary from the US and WA State Fish and Wildlife Services:</p> <p>A search of US Fish and Wildlife Services IPaC resource list revealed three species -- the Yellow-billed Cuckoo is listed as Threatened bird species; the Monarch Butterfly is listed as a Candidate insect species; and the Spalding's Catchfly is listed as a threatened flowering plant. No critical habitats were identified in the project area. (See Attachment 2.)</p> <p>A search of the WA Dept Fish and Wildlife website for Priority Habitats and Species did not contain information for the project area (see Attachment 3). Shrub-Steppe Habitat and Eastside Steppe Habitat are identified to the west of the airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish & Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated. Provide the Biological Assessment and Biological Opinion, if required.</p> <p>The project is not anticipated to affect a federal or state listed or candidate species, or critical habitat. The project area has been previously graded, and it's location adjacent to existing taxiways/taxilanes and the fuel apron does not provide ideal habitat compared to the many open areas surrounding the airport. The project will not change the number of operations at the airport or use patterns of those operations. During construction, the haul routes will use established roadways and taxiways.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish & Wildlife Service).</p> <p>The project is not anticipated to take birds protected by the Migratory Bird Treaty Act. There is no known habitat appropriate for use of migratory birds in the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b (4) Other Resources

Items to consider include:

a. Fish and Wildlife Coordination Act	YES	NO
<p>Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize, or mitigate impacts.</p> <p>The project will not have a significant impact on game, fur-bearing animals, or fish of any kind. The project area is within the current airport property and there are no waterways, large game for hunting, and limited fur-bearing animals within the airport property.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Wetlands and Other Waters of the U.S.	YES	NO
<p>Are there any wetlands or other waters of the U.S. in or near the project area?</p> <p>There are no wetlands within the project area. Goose Creek flows to the south about 500 feet east of the airport to its confluence with Wilson Creek approximately 2 miles south of the airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination. If delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands.</p> <p>A check of the National Wetlands Inventory verified no wetlands are within the project area. See Attachment 4.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If wetlands are present, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact.</p> <p>Wetlands are not present within the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit?</p> <p>The project will not discharge any dredged or general fill material into US waters or wetlands.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Floodplains	YES	NO
<p>Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.</p> <p>The project site is not located in, and will not encroach or impact a floodplain according to the FEMA Flood Insurance Rate Map for Lincoln County Washington, effective September 30, 1988 (See Attachment 5 - FEMA FIRM Map Number 53043C0140C.)</p>		
<p>d. Coastal Resources</p>	<p>YES</p>	<p>NO</p>
<p>Will the project occur in or impact a coastal zone as defined by the State's Coastal Zone Management Plan? If yes, discuss the project's consistency with the State's CZMP. Attach the consistency determination if applicable.</p> <p>Lincoln County is not in a Coastal Zone jurisdiction. Lincoln County has a Shoreline Master Program that includes shoreline along four rivers and streams and 37 lakes, however this project will not impact the shoreline or access to any of these waterbodies.</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p>Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?</p> <p>The project does not occur within and will not impact any Coastal Barrier Resource System.</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p>e. National Marine Sanctuaries</p>	<p>YES</p>	<p>NO</p>
<p>Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>The project area is not located in or near any National Marine Sancturaries.</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p>f. Wilderness Areas</p>	<p>YES</p>	<p>NO</p>
<p>Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>The project area is not located in or near a National Wilderness Area.</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p>g. Farmland</p>	<p>YES</p>	<p>NO</p>
<p>Is there prime, unique, state, or locally important farmland in/near the project area? Describe any significant impacts from the project.</p> <p>There are locally important farmlands surrounding the airport, and the NRCS Web Soil Survey shows the soil type within the project area as Benco cobbly silt loam, 0 to 7 percent slopes, which is classified as "farmland of statewide importance." (See Attachment 6.) However, the Airport currently does not, and will not, use the soil for agricultural purposes, therefore there are no impacts from the proposed project.</p>	<p><input checked="" type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>

<p>Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006.</p> <p>The project does not include any land acquisition.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>h. Energy Supply and Natural Resources</p>	<p>YES</p>	<p>NO</p>
<p>Will the project change energy requirements or use consumable natural resources either during construction or during operations?</p> <p>The consumption of natural resources for this project will be limited to construction activities and the potential for increased fuel use for construction operations. The construction equipment will use gas, oil, and diesel. The construction will consist of providing new asphalt which will use aggregate and oil. The project is not anticipated to change energy requirements at the airport.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during construction or operations?</p> <p>There will be no change in fuel usage during or after project construction.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>i. Wild and Scenic Rivers</p>	<p>YES</p>	<p>NO</p>
<p>Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project?</p> <p>There are no designated state or federal wild or scenic rivers in the project vicinity.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark?</p> <p>There are no designated state or federal wild or scenic rivers in the project vicinity.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>j. Solid Waste Management</p>	<p>YES</p>	<p>NO</p>
<p>Does the project (either the construction activity or the completed, operational facility) have the potential to generate significant levels of solid waste? If so, discuss how these will be managed.</p> <p>Solid waste impacts are not expected to be significant due to the small amount of waste to be produced. Solid waste may be produced during construction from grading operations in the form of unsuitable excavated rock and dirt material that cannot be re-used in the embankment. This material will be disposed of offsite at a location determined by the contractor at the time of construction. If feasible, recycling will be completed in accordance with local requirements.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

	YES	NO
<p>Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community?</p> <p>No, the project area is within airport property.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are residents or businesses being relocated as part of the project?</p> <p>No, the project area is within airport property.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(6) Environmental Justice

	YES	NO
<p>Are there minority and/or low-income populations in/near the project area?</p> <p>According to the US Census Bureau, the population of Lincoln County was 10,570 in 2010. The Census Bureau estimates by 2019 the population of Lincoln County was 10,939, and in 2019 the Town of Wilbur population was estimated to be 779. Wilbur represents just over 7 percent of Lincoln County population.</p> <p>In 2019 the 5 largest ethnic groups in Odessa were White (Non-Hispanic) (89.6%), Native American (4.49%), Asian (2.31%), Pacific Islander (1.28%) and Two+(Non-Hispanic) (1.28%).</p> <p>In 2019 the median household income in Wilbur was \$46,923. 8.87% of the population were below the poverty line.</p> <p>The project is not anticipated to impact minority or low-income populations as the project area is within airport property.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause any disproportionately high and adverse impacts to minority and/or low-income populations? Attach census data if warranted.</p> <p>The project will not have any impacts due to the project location being within the airport property.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(7) Surface Transportation

	YES	NO
<p>Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided?</p> <p>The project will not cause a significant increase in surface traffic congestion. Traffic during construction will be temporary and is not expected to significantly increase traffic congestion or impact the level of service of roads surrounding the airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred.</p> <p>The project will not require a permanent road relocation or closure.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(8) Noise

	YES	NO
<p>Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?</p> <p>No increase in aircraft operations, nighttime operations, or change in the aircraft fleet mix is anticipated as a result of this project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented?</p> <p>This project will not cause a change in runway use or flight patterns at the airport. There will be a brief period during construction when work is being done in the Taxiway Safety Area so a detour around the construction area will be required.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations.</p> <p>No, the level of operations identified above are not exceeded.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method. If yes, provide that documentation.</p> <p>A noise analysis has not been conducted.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour?</p> <p>The project will not have a significant impact on noise levels, no change in the current level is anticipated.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(9) Air Quality

	YES	NO
<p>Is the project located in a Clean Air Act non-attainment or maintenance area? Lincoln County has no non-attainment areas for national air quality criteria.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels (provide the paragraph citation for the exemption or presumed to conform list below, if applicable) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation. Lincoln County has no non-attainment areas for national air quality criteria.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles? No, this project will not increase total annual air operations or surface traffic.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations? The project will not have any impacts due to the project location being within airport property.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b (10) Water Quality

	YES	NO
<p>Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers, and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.). There are no identified water sources within the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction. All project activities will be within the airport property and the current airport footprint will not change. During construction adequate Temporary Erosion and Sediment Control measures as required by the permitting jurisdiction will be in place and maintained.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Will the project increase the amount or rate of stormwater runoff either during construction or during operations? Describe any steps that will be taken to ensure it will not impact water quality.</p> <p>The project will create a net gain in impervious surface at the airport by up to 1 acre, however, stormwater runoff leaving the airport will not change as runoff from the project area will infiltrate before leaving the airport property.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts?</p> <p>The project will be monitored and will be within the airport property. There are no drinking water sources within or near the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are any water quality related permits required? If yes, list the appropriate permits.</p> <p>National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(11) Highly Controversial on Environmental Grounds

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

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

	YES	NO
<p>Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located?</p> <p>The project is consistent with, and identified in, the airport's approved master plan and Airport Layout Plan.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
Is the project incompatible with surrounding land uses? The project is located within the existing airport and is compatible with current land use and zoning.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

a. Light Emissions and Visual Effects	YES	NO
Will the proposed project produce light emission impacts? This project will not produce light emission impacts as there will be no change to the current lighting in the project area or on the airport as a result of this project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts? There will be no adverse impacts related to the project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Hazardous Materials	YES	NO
Does the project involve or affect hazardous materials? The project is not anticipated to involve or affect hazardous materials.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will construction take place in an area that contains or previously contained hazardous materials? There are no known contaminated sites at the airport. Construction of this project is not expected to encounter any hazardous materials or contaminated soils. If hazardous materials are identified during construction, the FAA will be notified and the materials will be disposed of properly at a permitted location.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants? The project does not involve land acquisition.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled? No hazardous waste will be produced.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2 .b (14) Public Involvement

	YES	NO
Was there any public notification or involvement? If yes, provide documentation. The project as identified during the Master Plan development was open to public comment. The project is consistent with the existing aeronautical land use at the Airfield, therefore no further public involvement is anticipated.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

	YES	NO
Will the project result in indirect/secondary/induced impacts? No indirect/secondary/induced impacts are anticipated as a result of this project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact? No significant cumulative impact is anticipated for any resource.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Permits

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

National Pollution Discharge Elimination System Construction Stormwater General Permit, and a grading permit are anticipated for this project.

A pre-design permitting consultation meeting with Lincoln County is anticipated to identify any other permitting requirements.

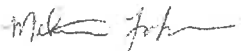
Environmental Commitments

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

The proposed project is consistent with, and identified in, the airport's approved master plan and Airport Layout Plan. This project is not anticipated to present any individual or cumulative significant effect, or present any extraordinary circumstances or impacts to the human environment.

Preparer Information

Point of Contact: Melanie Johansen, PE		
Address: 22232 17 TH Ave. SE, Suite 206		
City: Bothell	State: WA	Zip Code: 98021
Phone: 425-286-6602	Email Address: mjohansen@centurywest.com	


Signature:  2022.05.20 09:33:06-07'00' Date: 5/20/2022

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

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

Point of Contact: Erica Hearrean, Mayor		
Address: PO Box 214		
City: Wilbur	State: WA	Zip Code: 99185
Phone Number: 509-647-5821	Email Address: mayor@wilburwa.com	
Additional Name(s): Melissa Bulger, Treasurer/Cleark	Additional Email Address(es): tow@wilburwa.com	

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

Signature:  Date: 5.20.22

FAA Decision

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

Name of Airport, LOC ID, and location: Wilbur Airport, 2S8, Wilbur, Washington

Project Title: Tie-Down Apron Project

- No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1.F CATEX that applies:5-6.4 e,o)
- ..An Environmental Assessment (EA) is required.
- ..An Environmental Impact Statement (EIS) is required.
- ..The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Name: Kate Glassey (Key)

Responsible FAA Official

Title: Project Manager and Acting Environmental Protection Specialist

KATHRYN KEY

Digitally signed by KATHRYN KEY
Date: 2022.05.23 07:21:49 -07'00'

Signature: _____

Date: May 23, 2022