

**Documented Categorical Exclusion  
(per SOP No. 5.1, Appendix A and FAA Order 1050.1F)**

**North Ramp Development at  
Salina Regional Airport**

**Prepared By:**

**Coffman Associates**

**Prepared For:**

**Salina Airport Authority  
Saline County**

**June 2022**

**APPENDIX A. DOCUMENTED CATEX**

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

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

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Name of Airport, LOC ID, and location:

Salina Regional Airport (SLN)  
3237 Arnold Avenue  
Salina, KS 67401

Project Title: ***Salina Regional Airport North Ramp Development***

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.

*As the airport sponsor, the Salina Regional Airport (Sponsor) is collaborating with the NIAR-WERX P2F initiative converting 777-ER passenger jets to freight aircraft. The plan is to develop the north ramp area in the vicinity of the existing Maintenance, Repair, and Overhaul (MRO) facility used by 1 Vision Aviation Salina, for additional MRO activity. Salina Airport Authority recently completed a study of the MRO expansion called "SLN North Ramp MRO Hangar Construction Study" that details the layout and provides background for the MRO expansion and its alignment with State of Kansas initiatives to expand this aviation industry sector.*

*The MRO development would make available approximately 80 acres for aeronautical development and leasing to private industry. The development is intended to occur in phases with the southernmost hangars being developed first. Exhibit 1 in Attachment 1 shows the proposed development that will be added to the Airport Layout Plan (ALP) and submitted to FAA for approval. The proposed development includes construction of the following:*

- 1. 4 - 130,000 square foot dual entry hangars*
- 2. A warehouse building (approximately 123,000 square feet)*
- 3. A machine shop (approximately 99,000 square feet)*
- 4. Parking lots for the MRO facilities (approximately 250,000 square feet)*

*The depth of excavation for the hangar footings and foundations will be a maximum of three feet. There will be no excavation for the aircraft parking apron or vehicle parking lots. These project components will occur on existing pavement which will be milled and overlaid with new asphalt.*

*Additional changes include marking a 695,000 square foot area on the existing apron for aircraft parking and staging. The following changes will be made to enhance safety in the MRO area:*

- Closing and removing the pavement for all connector taxiways between the ramp and the A taxiway within the last 3,500 feet of the Runway 17 end except for taxiways G and H.*
- Closure and removal of approximately 260,000 square feet of pavement north of Taxiway H and east of the Runway 17 blast pad.*
- Straightening of Taxiway A from Taxiway F to the end of Runway 17. Removal of all pavement related to the previous alignment of Taxiway A and the connector taxiways.*

*The maximum depth of excavation for these project components is 18 inches.*

*Hangars 1-4 would be constructed on existing apron and are designed as pairs of dual entry hangars. A taxilane would be designated on the west edge of the ramp, and the area east of the taxilane would be designated as a tow only zone. The ALP is being updated to show the North Ramp MRO development.*

*The Sponsor is currently in discussions with the proponent to begin development of the site. All construction staging will occur onsite. There are existing utilities in the vicinity of the site. Some new utility lines may need to be run to the site through existing ramp. The hangars are a dual entry design with flat roofs with a maximum height of 76 feet above ground level (AGL). They will be constructed in phases as demand increases.*

*The sponsor's objective for the project is to support the long-term viability of the airport by providing additional revenues that would be used for the airport's share of the funds needed for important airport capital improvement projects and airport operating costs and help the Sponsor meet its FAA Grant Assurance 24 for self-sustainability. The MRO project could provide a substantial economic impact to the community by bringing jobs and enhancing training opportunities in Salina. To meet this objective, the Sponsor has partnered with a private company with experience in MRO services. The Sponsor has been identified in the NIAR-WERX initiative as one of the three sites for the P2F conversion. The Sponsor will lease the land to the private MRO companies. The private companies will redevelop the site providing direct improvements. The project will also generate revenue for the airport according to the terms of the lease.*

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

*The proposed project site is the north ramp area of Salina Regional Airport. The north ramp is defined as the ramp and landside facilities to the east of Runway 17 and extending from the fire station and the Kansas State University facilities. The area contains approximately 380,000 square yards of ramp space, as well as a few assorted hangar buildings. 1 Vision Aviation Salina is located off Taxiway G and straddles a large pass-through ramp area where aircraft can essentially taxi in and out without having to turn around. Undeveloped areas adjacent to the project site have been graded and are regularly maintained as part of the airport.*

*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.*

5-6.4(e). Federal financial assistance, licensing, or Airport Layout Plan (ALP) approval for the following actions, provided the action would not result in significant erosion or sedimentation, and will not result in a significant noise increase over noise sensitive areas or result in significant impacts on air quality.

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

5-6.4(i). Demolition and removal of FAA buildings and structures, or financial assistance for or approval of an Airport Layout Plan (ALP) for the demolition or removal of non-FAA owned, on-airport buildings and structures, provided no hazardous substances or contaminated equipment are present on the site of the existing facility.

5-6.4(h). *Federal financial assistance, licensing, Airport Layout Plan (ALP) approval, or FAA construction or limited expansion of accessory on-site structures, including storage buildings, garages, hangars, t-hangars, small parking areas, signs, fences, and other essentially similar minor development items.*

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

5-2.b(1) National Historic Preservation Act (NHPA) resources	YES	NO
<p>Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required.</p> <p><i>There are two NRHP properties within three miles of the proposed project: the H.D. Lee Company Complex and the John H. Prescott House, both of which are located more than two miles northeast of the project site. The nearest NHRP districts are Coronado Heights (11 miles from the airport) and Naroma Court (24 miles from the airport).</i></p> <p>Source: <a href="https://www.nps.gov/subjects/nationalregister/database-research.htm">https://www.nps.gov/subjects/nationalregister/database-research.htm</a></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p> <p><i>The Kansas State Historic preservation Office (SHPO) has determined that the proposed project will not adversely affect any property listed or determined eligible for listing in the National register. (Attachment 2).</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



<i>The proposed project will occur in areas that are currently developed with an aircraft parking ramp or taxiways.</i>		
<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 long with the SHPO may be required.</p> <p><i>The proposed project will not affect tribes or tribal land. The north ramp project is on previously developed airport property.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>5-2.b(2) Department of Transportation Act Section 4(f) and 6(f) resources</b>	<b>YES</b>	<b>NO</b>
<p>Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1F) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state, or local significance or land from a historic site of national, state, or local significance.</p> <p><i>There are two known NRHP properties within three miles of the proposed project: the H.D. Lee Company Complex and the John H. Prescott House. The nearest NHRP districts are Coronado Heights (11 miles from the airport) and Naroma Court (24 miles from the airport). There are several public parks located within three miles of the proposed project. The nearest public park is 1.6 miles southeast of the proposed project, called Schilling Park. The nearest wildlife area is 279 miles from the airport. The nearest wildlife refuge is located 57 miles from the airport.</i></p> <p>Source: Google Earth Aerial Imagery (June 2022)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project construction or operation physically or constructively “use” any Section 4(f) resource? If yes, describe the nature and extent of the use and /or impacts, and why there are no prudent and feasible alternatives. See 5050.4B Desk Reference Chapter 7.</p> <p><i>Neither construction of, nor the continued long-term use of the proposed improvements will directly or indirectly affect Section 4(f) resources. The proposed project will be located entirely within airport property, and no physical use of Section 4(f) properties will occur. In addition, there are no direct lines-of-sight between the airport and any of the public recreation areas in proximity to the airport, and the proposed project will not change the ambient noise environment in the general area.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.</p> <p><i>There are no recreation or land parks purchased with Section 6(f) Land and Water Conservation Funds within the direct vicinity of the proposed project.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(3) Threatened or Endangered Species****YES****NO**

<p>Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle.</p> <p><i>According to an official species list for this project from the United States Fish and Wildlife Service (USFWS) via its Information for Planning, and Consultation (IPaC) website, there are three proposed, candidate, threatened, or endangered species under the Endangered Species Act that should be considered as part of an effect analysis for the project (Attachment 3): Northern Long-eared Bat (Threatened), Whooping Crane (Endangered), and Monarch Butterfly (Candidate). There is no habitat to support these species located within the proposed project site.</i></p> <p>Source: IPaC Information and Planning Consultation: Explore Location  <a href="https://ipac.ecosphere.fws.gov/location/5PZ3NXK37NHYZOXYHRQPZRFSSI/resources">https://ipac.ecosphere.fws.gov/location/5PZ3NXK37NHYZOXYHRQPZRFSSI/resources</a></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish &amp; Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated. Provide the Biological Assessment and Biological Opinion, if required.</p> <p><i>See previous response</i></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 &amp; Wildlife Service).</p> <p><i>The project area is devoid of natural vegetation, developed with pavement, and is used regularly for airport-related activities. There is no habitat for migratory birds.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(4) Other Resources**

Items to consider include:

<b>a. Fish and Wildlife Coordination Act</b>	<b>YES</b>	<b>NO</b>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b. Wetlands and Other Waters of the U.S.</b>	<b>YES</b>	<b>NO</b>
Are there any wetlands or other waters of the U.S. in or near the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>There are no wetlands located within the proposed project area.</i>		

Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corp 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.  <i>The entire project area is currently paved. Based on a review of aerial photography, there are no wetlands or potential wetlands in the project area.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>c. Floodplains</b>	<b>YES</b>	<b>NO</b>
Will the project be located in, encroach upon, or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.  <i>The airport, including the project area, is mapped by Federal Emergency Management Agency (FEMA). The airport is mapped as Zone – X, Area outside of the 100- and 500-year floodplain (FIRM Panels 20169C0216C, 20169C0236C, 20169C0218C, 20169C0219C eff. 4/18/2018) (Attachment 4).</i>  Source: FEMA's National Flood Hazard Layer (NFHL) <a href="https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&amp;extent=-97.65006877372056,38.774506944651236,-97.62931920478078,38.78287083382963">https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&amp;extent=-97.65006877372056,38.774506944651236,-97.62931920478078,38.78287083382963</a>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>d. Coastal Resources</b>	<b>YES</b>	<b>NO</b>
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?  <i>This project is in the State of Kansas, which is not located in a coastal zone. The airport is located 660 miles northwest from the Gulf of Mexico.</i>  Source: Google Earth Aerial Imagery (May 2022)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish & Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>e. National Marine Sanctuaries</b>	<b>YES</b>	<b>NO</b>
Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource.  <i>The closest National Marine Sanctuary is named Flower Garden Bank National Marine Sanctuary, located 760 miles away.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Google Earth Aerial Imagery (May 2022)		
<b>f. Wilderness Areas</b>	<b>YES</b>	<b>NO</b>
<p>Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p><i>The nearest wilderness area is named Wichita Mountains Wilderness, located 279 miles from the airport.</i></p> <p>Source: Google Earth Aerial Imagery (May 2022)</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>g. Farmland</b>	<b>YES</b>	<b>NO</b>
<p>Is there prime, unique, state, or locally important farmland in/near the project area? Describe any significant impacts from the project.</p> <p><i>Soils at the proposed project site are designated as prime farmland, by the U.S. Department of Agriculture, Natural Conservation service (USDA-NRCS) Web Soil Survey (Attachment 5). However, the project area is already covered with pavement.</i></p> <p>Source: NRCS Web Soil Survey (<a href="https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx">https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx</a>)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US National Resources Conservation and attach the completed Form AD-1006.</p> <p><i>See previous response</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>h. Energy Supply and Natural Resources</b>	<b>YES</b>	<b>NO</b>
<p>Will the project change energy requirements or use consumable natural resources either during construction or during operations?</p> <p><i>Implementation of the proposed project will use consumable natural resources (e.g., fossil fuel) during the construction process. In the long-term, energy requirements and the use of consumable natural resources is likely to increase following completion of the proposed improvements. Impacts to this resource will be minor. Resources are readily available and will not result in any shortage. Impacts will not be significant.</i></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><i>Vehicle traffic will increase at the site due to the addition of employees working at the proposed facilities. Temporary increases in traffic will also occur during construction. Aircraft traffic patterns will not change as a result of the proposed project.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>i. Wild and Scenic Rivers</b>	<b>YES</b>	<b>NO</b>
<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><i>The nearest wild and scenic river is named Niobrara River 260 miles from the airport. The nearest National Inventory feature is named Lyon Creek, located 37 miles from the airport.</i></p> <p>Source: Google Earth Aerial Imagery (May 2022)</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><i>See previous response</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>j. Solid Waste Management</b>	<b>YES</b>	<b>NO</b>
<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><i>Temporary construction waste will be generated and disposed of using a local landfill facility that accepts construction waste.</i></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><i>The proposed project is within the boundaries of the airport and will not change the overall existing land uses of the airport/or project site. No changes to off-site land use or planned development within the surrounding community will occur as a result of the proposed project.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are residents or businesses being relocated as part of the project?</p> <p><i>No residences or businesses will be relocated as part of the proposed improvements.</i></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><i>There are minority populations located within one mile of the airport. SLN is within Federal Opportunity Zone #20169000600. Opportunity Zones are economically distressed communities defined by individual census tract. The proposed improvements will spur private and public investment in this underserved community.</i></p>	<input checked="" type="checkbox"/>	<input 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><i>No disproportionately high or adverse impacts to minority and/or low-income populations will occur as a result of the proposed project. Within a one-mile radius, including the airport, 37 percent of the population is considered minority and 38 percent below the poverty line (Attachment 6). However, since the proposed project does not involve construction or new activity outside of the existing airport, existing communities would not be adversely impacted by the Proposed Project. The closest residential neighborhood is located 0.6 miles east of the proposed project site.</i></p> <p>Source: EPA EJSCREEN ACS Summary Report (2015-2019)  <a href="https://ejscreen.epa.gov/mapper/demogreportpdf.aspx?report=acs2019">https://ejscreen.epa.gov/mapper/demogreportpdf.aspx?report=acs2019</a></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>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<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><i>No permanent road relocations or closures will occur as a result of the proposed project.</i></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 in aircraft fleet mix?</p> <p><i>As previously discussed, the proposed facility will be used to convert Boeing 777-ER passenger jets to freight aircraft. It is expected that additional 777-ER operations will occur at the airport and consist of arrival and departure of jets in and out of the MRO hangars and post conversion flight test. The SLN conversion facility will accommodate up to four production lines (4 aircraft per year).</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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<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><i>The proposed project will not require either a short-term or long-term closure of the runway. No changes will occur to airfield configuration or flight patterns.</i></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><i>The airport enplanes approximately 20,000 passengers annually and averages over 70,000 aircraft operations each year of which more than 700 are by jet aircraft.</i></p>	<input checked="" type="checkbox"/>	<input 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 the documentation.</p> <p><i>Noise contours were prepared for the master plan which was approved in 2014. The existing condition (2013) and long-range (2033) noise exposure contours extend off airport property. In both the existing and long-range condition, the 65 DNL noise exposure contours extend over three residences located west of the airport. In both scenarios, the same three houses are located within the noise exposure contours. As outlined in the master plan update for Salina Regional Airport, operations at the airport are anticipated to increase during the next twenty years. This growth will occur with or without the proposed terminal improvements. See Attachment 7.</i></p>	<input checked="" type="checkbox"/>	<input 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><i>See previous response</i></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?</p> <p><i>The airport is located in Saline County. Saline County is in attainment for all criteria pollutants.</i></p> <p>Sources: Kansas Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants   Green Book   US EPA <a href="https://www3.epa.gov/airquality/greenbook/anayo_ks.html">https://www3.epa.gov/airquality/greenbook/anayo_ks.html</a>,</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).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation.		
Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?  <i>Vehicle traffic will increase at the site due to the addition of employees working at the proposed facilities. Temporary increases in traffic will also occur during construction. Aircraft traffic patterns will not change as a result of the proposed project.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Could the project impact air quality or violate local, state, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations?  <i>Both the State of Kansas and Saline County have regulations regarding lead in soil, water, air, and waste and cleanup. Implementation of the proposed project will comply with these regulations, as well as FAA Advisory Circular (AC) 150/5371-10G, Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water Pollution, Soil Erosion and Siltation Control.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(10) Water Quality****YES NO**

Are there water resources within or near the project area? These include ground water, surface water (lakes, rivers, etc.) sole source aquifers, and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.).  <i>The proposed project area is within Dry Creek-Mulberry Creek watershed. There are no water resources including lakes, rivers, or aquifers within the project area.</i>  Source: EPA How's My Waterway – Community <a href="https://mywaterway.epa.gov/community/3237%20Arnold%20Ave,%20Salina,%20KS%2067401/overview">https://mywaterway.epa.gov/community/3237%20Arnold%20Ave,%20Salina,%20KS%2067401/overview</a>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction.  <i>The airport is separated from surrounding water bodies including Dry Creek. The City of Salina, Kansas' Stormwater Management Program (SWMP/SMP), dated February 2021 outlines the city's Water Pollution Prevention Plan (SWPPP) including stormwater drainage collection facilities and procedures. The SWMP outlines the measures it will take to reduce the discharge of pollutants from the Municipal Separate Storm Sewer System (MS4) to the maximum extent practicable (MEP), to protect water quality, and to satisfy the appropriate water quality requirements and goals of the Clean Water Act, and the City's National Pollutant Discharge Elimination System (NPDES) Permit.</i>  Source: Stormwater Management Program 2021-2024 City of Salina, Kansas February 2021 <a href="http://www.salina-ks.gov/filestorage/18394/18540/20977/Stormwater%20Management%20Plan%202021-2024..pdf">http://www.salina-ks.gov/filestorage/18394/18540/20977/Stormwater Management Plan 2021-2024..pdf</a>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



<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><i>As previously noted, the site is currently paved. Changes in the stormwater runoff would be negligible.</i></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>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are any water quality related permits required? If yes, list the appropriate permits.</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 risk of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action.</p> <p><i>There has been no indication that the proposed project is controversial.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**5-2.b(12) Inconsistent with Federal, State, Tribal or local Law****YES****NO**

<p>Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located?</p> <p><i>The proposed project is entirely on airport property and will not disrupt any existing land uses off airport property.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project incompatible with surrounding land uses?</p> <p><i>The project is on airport property and surrounded with compatible land uses. The project area is surrounded by other airport facilities, an airport business park, and off-airport light industrial, office, and commercial land uses.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

<b>a. Light Emissions and Visual Effects</b>	<b>YES</b>	<b>NO</b>
<p>Will the proposed project produce light emission impacts?</p> <p><i>Building security and streetlights will be similar to what currently exist at the airport.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts?</p> <p><i>The proposed structures are steel hangars and warehouse buildings. They will be located on the airfield and have a similar height and mass to the other airport-related structures on the airfield.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b. Hazardous Materials</b>	<b>YES</b>	<b>NO</b>
<p>Does the project involve or affect hazardous materials?</p> <p><i>Construction of the proposed project will involve common hazardous materials such as fossil fuels for construction equipment and vehicles. All construction activity will be subject to existing permit procedures for the handling, transporting, and disposal of such materials. The contractor will follow standard hazardous materials containment procedures and BMPs should an inadvertent spill occur. If previously unknown contaminants are discovered during construction, or a spill occurs during construction, work will be halted, and the National Response Center notified.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will construction take place in an area that contains or previously contained hazardous materials?</p> <p><i>Based on U.S. Environmental Protection Agency's (EPA) EJScreen online environmental review tool, the project site does not have locations reporting the use of hazardous materials or toxic releases, nor are there Superfund sites or Brownfields in the area (Attachment 8).</i></p> <p><i>The closest superfund site is located in Hutchinson, Kansas, 45 miles southwest of the proposed project site. The closest Hazardous waste facility is located in Solomon, Kansas, 16.5 miles northeast of the proposed project site.</i></p> <p>Source: EPA's Environmental Justice Screening and Mapping Tool <a href="https://ejscreen.epa.gov/mapper/">https://ejscreen.epa.gov/mapper/</a></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If the project involves land acquisition, is there a potential for this land to contain hazardous materials or containments?</p> <p><i>This project does not require land acquisition.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled?</p> <p><i>The proposed project would involve the use of fossil fuel to power construction vehicles. All construction activities for the project at the airport are subject to existing permit procedures for the handling, transporting, and disposal of such materials. The contractors shall follow standard hazardous materials containment procedures and best management practices (BMPs) should an inadvertent spill occur. If previously unknown contaminants are discovered during construction, or a spill occurs during construction, work would be halted, and the National Response Center notified.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**5-2.b(14) Public Involvement****YES****NO**

<p>Was there any public notification or involvement? If yes, provide documentation.</p> <p><i>As a priority for Salina Regional Airport, MRO development has been discussed regularly during the course of Board Meeting business. All Salina Airport Authority meetings are open to the public, and agendas are published. Meeting notices are delivered to local elected officials and news media. Salina Airport Authority board meetings can be attended in person or online. Meeting documents are available to the public as public information via the airport website. The project's CATEx application was reviewed and discussed during a Salina Airport Authority board meeting (open to the public involvement) on July 20, 2022. See Attachment 9.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**5-2.b(15) Indirect/Secondary/Induced Impacts****YES****NO**

<p>Will the project result in indirect/secondary/induced impacts?</p> <p><i>The proposed project will not induce growth or changes in land use, population density, or growth rate. The Salina Area Technical College (SATC) at SLN provides training for construction trades. The project provides new high wage job opportunities for SATC students.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact?</p> <p><b><u>Projects Completed in the Past Three Years</u></b></p> <ul style="list-style-type: none"> <li>• Taxiway Echo rehabilitation – FAA AIP</li> <li>• Taxiway Bravo reconstruction – FAA AIP</li> <li>• Runway 17/35, south 1,100 feet mill and overlay – KDOT KAIP</li> <li>• Runway 17/35 rehabilitation, north 4,800 feet – KDOT KAIP</li> <li>• Runway 17/35 rehabilitation, south 7,500 feet – FAA AIP (current)</li> </ul>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p><b><u>Projects Planned in the Next Three Years</u></b></p> <ul style="list-style-type: none"><li>• Fuel farm construction – FAA MAP</li><li>• Runway 12/30 rehabilitation – FAA BIL</li><li>• Taxiway Alpha rehabilitation – FAA AIP and BIL</li><li>• H626 rehabilitation – SLN leasehold revenue bonds</li><li>• SLN terminal building parking lot rehabilitation – FAA MAP</li></ul> <p><i>The proposed improvements, when considered with the improvements listed above, will not cause significant cumulative impacts. All project activities would be contained on airport property, and cumulative impacts in conjunction with other projects will not occur.</i></p> <p><i>With regards to cumulative climate change, the proposed project will not result in a substantial increase in greenhouse gases (GHGs).</i></p>		
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**Permits**

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

*Coverage under a NPDES General Construction permit is required. This includes preparation of a SWPPP and filing a Notice of Intent.*

**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.

*If, during construction, cultural resources are unearthed, all activities in the vicinity of the find will cease until a determination can be made as to its/their significance, in accordance with federal law and FAA policy. If further on-site investigation is required, all subsequent recommendations shall conform to Section 106 of the National Historic Preservation Act.*

*The Sponsor will ensure that the project contractor follows BMPs during construction including those identified in FAA AC 150/5370-10G, Item P-156 and measures contained in the airport and project-specific SWPPPs.*

*The contractor will follow standard hazardous materials containment procedures and BMPs should an inadvertent spill occur. If previously unknown contaminants are discovered during construction, or a spill occurs during construction, work will be halted, and the National Response Center notified.*

**Preparer Information**

<b>Point of Contact:</b> Kory Lewis		
<b>Address:</b> 12920 Metcalf Avenue, Suite 200		
<b>City:</b> Overland Park	<b>State:</b> KS	<b>Zip Code:</b> 66213
<b>Phone:</b> 816-524-3500	<b>Email Address:</b> klewis@coffmanassociates.com	

Signature: *Kory Lewis* Date: 7/21/2022

**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.

<b>Point of Contact:</b> Timothy F. Rogers, A.A.E.		
<b>Address:</b> Salina Regional Airport, 3237 Arnold Avenue		
<b>City:</b> Salina	<b>State:</b> KS	<b>Zip Code:</b> 67401
<b>Phone Number:</b> (785) 827-3914	<b>Email Address:</b> trogers@salair.org	
<b>Additional Names:</b>	<b>Additional Email Address(es):</b>	

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

Signature: *Timothy F. Rogers* Date: 7/21/2022

**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:

Salina Regional Airport (SLN)  
3237 Arnold Avenue  
Salina, KS 67401

Project Title: ***Salina Regional Airport North Ramp Development***

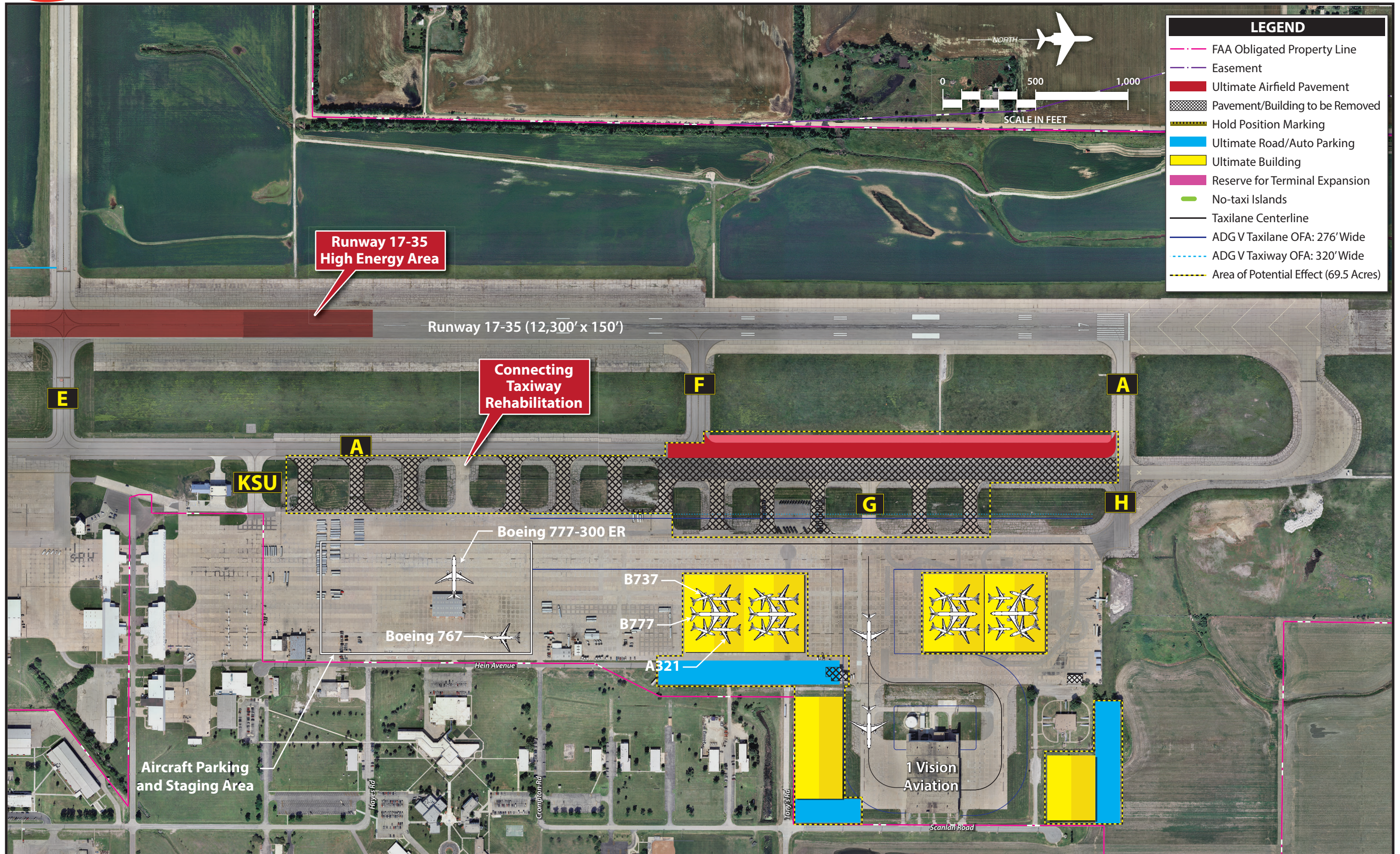
- ☒ No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1.F CATEX that applies): *5-6.4(e, i, h)*
- ☐ An Environmental Assessment (EA) is required.
- ☐ An Environmental Impact Statement (EIS) is required.
- ☐ The following additional documentation is necessary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

Name: Scott Tener Title: Environmental Specialist

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

Attachment 1  
Proposed Project Exhibits







Attachment 2  
State Historical Preservation Office  
(SHPO)

Cultural Resources Division  
State Historic Preservation Office  
6425 SW 6th Avenue  
Topeka KS 66615-1099



785-272-8681  
fax 785-272-8682  
kshs.shpo@ks.gov  
kshs.org

Patrick Zollner, Acting Executive Director

Laura Kelly, Governor

KSR&C # 22-06-032  
June 30, 2022

Kory Lewis  
Principal  
Coffman Associates  
Via Email

Re: Salina Regional Airport, North Ramp MRO Hangar Construction, 3237 Arnold Ave, Salina – Saline County

The Kansas State Historic Preservation Office (SHPO) has reviewed the materials received June 1, 2022 regarding the above-referenced project in accordance with 36 CFR Part 800. In reviews of this nature, the SHPO determines whether a federally funded, licensed, or permitted project will adversely affect properties that are listed or determined eligible for listing in the National Register of Historic Places. The SHPO has determined that the proposed project will not adversely affect any property listed or determined eligible for listing in the National Register. As far as this office is concerned, the project may proceed.

Thank you for giving us the opportunity to comment on this proposal. Please refer to the Kansas State Review & Compliance number (KSR&C#) listed above on any future correspondence. Please submit any comments or questions regarding this review to Lauren Jones at [lauren.jones@ks.gov](mailto:lauren.jones@ks.gov).

Sincerely,

Patrick Zollner  
Director, Cultural Resources Division  
State Historic Preservation Officer

Attachment 3  
Biological Information

# IPaC resource list

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

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

## Location

Saline County, Kansas



## Local office

Kansas Ecological Services Field Office

☎ (785) 539-3474

🏠 (785) 539-8567

2609 Anderson Avenue  
Manhattan, KS 66502-2801

<https://fws.gov/office/kansas-ecological-services>

NOT FOR CONSULTATION

# Endangered species

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

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

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

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

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

Listed species<sup>1</sup> and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries<sup>2</sup>).

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

- 
1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).

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

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

## Mammals

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> Wherever found No critical habitat has been designated for this species. <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Threatened

## Birds

NAME	STATUS
Whooping Crane <i>Grus americana</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. <a href="https://ecos.fws.gov/ecp/species/758">https://ecos.fws.gov/ecp/species/758</a>	Endangered

## Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> Wherever found No critical habitat has been designated for this species. <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a>	Candidate

## Critical habitats

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

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

## Migratory birds



Certain birds are protected under the Migratory Bird Treaty Act<sup>1</sup> and the Bald and Golden Eagle Protection Act<sup>2</sup>.

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

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

Additional information can be found using the following links:

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

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

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

NAME

BREEDING SEASON (IF A  
BREEDING SEASON IS  
INDICATED FOR A BIRD ON  
YOUR LIST, THE BIRD MAY  
BREED IN YOUR PROJECT AREA  
SOMETIME WITHIN THE  
TIMEFRAME SPECIFIED, WHICH

IS A VERY LIBERAL ESTIMATE  
OF THE DATES INSIDE WHICH  
THE BIRD BREEDS ACROSS ITS  
ENTIRE RANGE. "BREEDS  
ELSEWHERE" INDICATES THAT  
THE BIRD DOES NOT LIKELY  
BREED IN YOUR PROJECT  
AREA.)

---

**Black Tern** *Chlidonias niger*

Breeds May 15 to Aug 20

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/3093>

**Willet** *Tringa semipalmata*

Breeds Apr 20 to Aug 5

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

## Probability of Presence Summary

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

### Probability of Presence (■)

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

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

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

at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is  $0.25/0.25 = 1$ ; at week 20 it is  $0.05/0.25 = 0.2$ .

3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

### Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

### Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

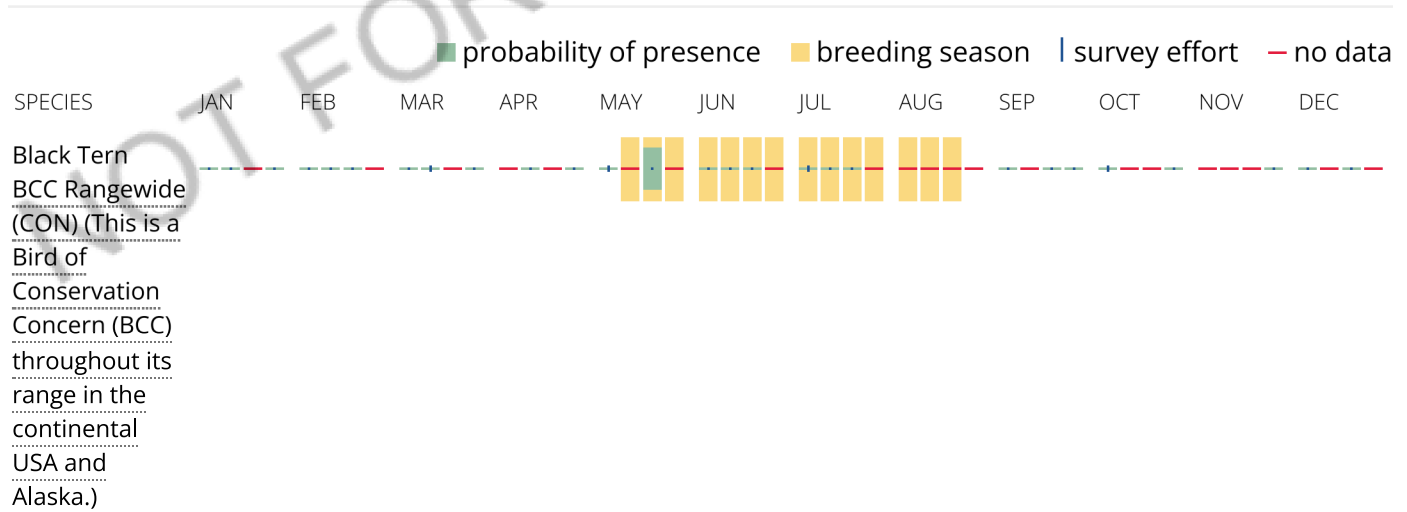
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

### No Data (—)

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

### Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Willet  
BCC Rangewide  
(CON) (This is a  
Bird of  
Conservation  
Concern (BCC)  
throughout its  
range in the  
continental  
USA and  
Alaska.)



**Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.**

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

**What does IPaC use to generate the migratory birds potentially occurring in my specified location?**

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

**What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?**

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

**How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?**

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

### **What are the levels of concern for migratory birds?**

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

### **Details about birds that are potentially affected by offshore projects**

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

### **What if I have eagles on my list?**

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

### **Proper Interpretation and Use of Your Migratory Bird Report**



The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

## Coastal Barrier Resources System

Projects within the [John H. Chafee Coastal Barrier Resources System](#) (CBRS) may be subject to the restrictions on federal expenditures and financial assistance and the consultation requirements of the Coastal Barrier Resources Act (CBRA) (16 U.S.C. 3501 et seq.). For more information, please contact the local [Ecological Services Field Office](#) or visit the [CBRA Consultations website](#). The CBRA website provides tools such as a flow chart to help determine whether consultation is required and a template to facilitate the consultation process.

THERE ARE NO KNOWN COASTAL BARRIERS AT THIS LOCATION.

### Data limitations

The CBRS boundaries used in IPaC are representations of the controlling boundaries, which are depicted on the [official CBRS maps](#). The boundaries depicted in this layer are not to be considered authoritative for in/out determinations close to a CBRS boundary (i.e., within the "CBRS Buffer Zone" that appears as a hatched area on either side of the boundary). For projects that are very close to a CBRS boundary but do not clearly intersect a unit, you may contact the Service for an official determination by following the instructions here: <https://www.fws.gov/service/coastal-barrier-resources-system-property-documentation>

### Data exclusions

CBRS units extend seaward out to either the 20- or 30-foot bathymetric contour (depending on the location of the unit). The true seaward extent of the units is not shown in the CBRS data, therefore projects in the offshore areas of units (e.g., dredging, breakwaters, offshore wind energy or oil and gas projects) may be

subject to CBRA even if they do not intersect the CBRS data. For additional information, please contact [CBRA@fws.gov](mailto:CBRA@fws.gov).

## Facilities

### National Wildlife Refuge lands

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

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

### Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

### Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

WETLAND INFORMATION IS NOT AVAILABLE AT THIS TIME

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the [NWI map](#) to view wetlands at this location.

#### Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

### **Data exclusions**

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

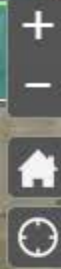
### **Data precautions**

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.



## Attachment 4

### Floodplains



Salina Rgnl Airport, Salina, KS, U X



Show search results for Salina Rgnl Ai...

SALINE COUNTY  
SALINE COUNTY  
Saline County  
200316

20169C0215C  
eff. 4/18/2018

20169C0216C  
eff. 4/18/2018

20169C0217C  
eff. 4/18/2018

20169C0236C  
eff. 4/18/2018

SALINA, CITY OF  
SALINA  
City of Salina  
200319

SALINE COUN  
SALINE COUNTY  
Saline County  
200316

20169C0218C  
eff. 4/18/2018

20169C0219C  
eff. 4/18/2018

20169C0237C  
eff. 4/18/2018

0.4mi

-97.678 38.811 Degrees

USGS The National Map: Orthoimagery

POWERED BY  
**esri**

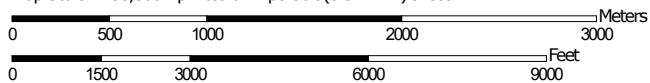
Attachment 5  
Soil Classification



97° 37' 13" W




97° 41' 22" W



97° 37' 13" W









## MAP LEGEND








### Area of Interest (AOI)






 Area of Interest (AOI)








### Soils



#### Soil Rating Polygons

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season









-  Prime farmland if subsoiled, completely removing the root inhibiting soil layer
-  Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
-  Prime farmland if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance
-  Farmland of statewide importance, if drained
-  Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated

-  Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated and drained
-  Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer
-  Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60

-  Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough
-  Farmland of statewide importance, if thawed
-  Farmland of local importance
-  Farmland of local importance, if irrigated

-  Farmland of unique importance
-  Not rated or not available

### Soil Rating Lines

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season

# Farmland Classification—Saline County, Kansas

	Prime farmland if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium		Farmland of unique importance		Prime farmland if subsoiled, completely removing the root inhibiting soil layer
	Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if irrigated and drained		Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season	<b>Soil Rating Points</b>			Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
	Prime farmland if irrigated and reclaimed of excess salts and sodium		Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season		Not prime farmland		Prime farmland if irrigated and reclaimed of excess salts and sodium
	Farmland of statewide importance		Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if thawed		Prime farmland if protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance
	Farmland of statewide importance, if drained		Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of local importance		Prime farmland if irrigated		Farmland of statewide importance, if drained
	Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season				Farmland of local importance, if irrigated		Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
	Farmland of statewide importance, if irrigated						Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated



# Farmland Classification—Saline County, Kansas

<p> Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season</p> <p> Farmland of statewide importance, if irrigated and drained</p> <p> Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season</p> <p> Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer</p> <p> Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60</p>	<p> Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium</p> <p> Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season</p> <p> Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season</p> <p> Farmland of statewide importance, if warm enough</p> <p> Farmland of statewide importance, if thawed</p> <p> Farmland of local importance</p> <p> Farmland of local importance, if irrigated</p>	<p> Farmland of unique importance</p> <p> Not rated or not available</p> <p><b>Water Features</b></p> <p> Streams and Canals</p> <p><b>Transportation</b></p> <p> Rails</p> <p> Interstate Highways</p> <p> US Routes</p> <p> Major Roads</p> <p> Local Roads</p> <p><b>Background</b></p> <p> Aerial Photography</p>	<p>The soil surveys that comprise your AOI were mapped at 1:24,000.</p> <p>Please rely on the bar scale on each map sheet for map measurements.</p> <p>Source of Map: Natural Resources Conservation Service Web Soil Survey URL: Coordinate System: Web Mercator (EPSG:3857)</p> <p>Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.</p> <p>This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.</p> <p>Soil Survey Area: Saline County, Kansas Survey Area Data: Version 18, Sep 14, 2021</p> <p>Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.</p> <p>Date(s) aerial images were photographed: Oct 11, 2011—Aug 3, 2017</p> <p>The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.</p>
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## Farmland Classification

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
2266	Tobin silt loam, occasionally flooded	All areas are prime farmland	176.7	2.2%
2347	McCook silt loam, rarely flooded	All areas are prime farmland	49.7	0.6%
2366	New Cambria silty clay, rarely flooded	All areas are prime farmland	295.5	3.7%
3250	Bavaria-Detroit complex, rarely flooded	Not prime farmland	511.5	6.4%
3350	Edalgo clay loam, 3 to 7 percent slopes	Farmland of statewide importance	50.4	0.6%
3396	Lancaster-Hedville complex, 3 to 20 percent slopes	Not prime farmland	99.8	1.3%
3401	Longford silt loam, 1 to 3 percent slopes	All areas are prime farmland	351.8	4.4%
3402	Longford silt loam, 3 to 7 percent slopes	All areas are prime farmland	511.7	6.4%
3633	Sutphen silty clay, occasionally flooded	All areas are prime farmland	42.2	0.5%
3715	Cozad silt loam, rarely flooded	All areas are prime farmland	131.0	1.6%
3725	Detroit silty clay loam, rarely flooded	All areas are prime farmland	1,114.5	14.0%
3755	Hord silt loam, rarely flooded	All areas are prime farmland	28.4	0.4%
3800	Crete silt loam, 0 to 1 percent slopes, loess plains and breaks	All areas are prime farmland	2,763.5	34.8%
3826	Crete silt loam, 3 to 7 percent slopes	All areas are prime farmland	1,323.1	16.7%
3843	Geary silt loam, 1 to 3 percent slopes	All areas are prime farmland	135.5	1.7%
3918	Smolan silt loam, 0 to 1 percent slopes	All areas are prime farmland	46.3	0.6%
4671	Irwin silty clay loam, 1 to 3 percent slopes	All areas are prime farmland	101.2	1.3%
4673	Irwin silty clay loam, 3 to 7 percent slopes	All areas are prime farmland	35.8	0.5%
9989	Orthents, clayey	Not prime farmland	170.4	2.1%
<b>Totals for Area of Interest</b>			<b>7,939.1</b>	<b>100.0%</b>



## Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

## Rating Options

*Aggregation Method:* No Aggregation Necessary

*Tie-break Rule:* Lower

## Attachment 6

United States Census Bureau  
American Community Survey Data  
(U.S. EPA EJScreen Website)

Location: User-specified polygonal location

Ring (buffer): 1-miles radius

Description:

Summary of ACS Estimates		2015 - 2019	
Population		9,754	
Population Density (per sq. mile)		527	
People of Color Population		3,536	
% People of Color Population		36%	
Households		3,529	
Housing Units		3,721	
Housing Units Built Before 1950		364	
Per Capita Income		27,113	
Land Area (sq. miles) (Source: SF1)		18.49	
% Land Area		100%	
Water Area (sq. miles) (Source: SF1)		0.00	
% Water Area		0%	
		2015 - 2019 ACS Estimates	Percent MOE (±)
<b>Population by Race</b>			
Total		9,754	100% 487
Population Reporting One Race		9,255	95% 1,140
White		7,855	81% 440
Black		358	4% 154
American Indian		11	0% 81
Asian		209	2% 149
Pacific Islander		0	0% 10
Some Other Race		822	8% 306
Population Reporting Two or More Races		498	5% 173
Total Hispanic Population		2,569	26% 373
Total Non-Hispanic Population		7,184	
White Alone		6,217	64% 381
Black Alone		343	4% 154
American Indian Alone		11	0% 81
Non-Hispanic Asian Alone		209	2% 149
Pacific Islander Alone		0	0% 10
Other Race Alone		0	0% 10
Two or More Races Alone		404	4% 173
<b>Population by Sex</b>			
Male		4,629	47% 262
Female		5,124	53% 288
<b>Population by Age</b>			
Age 0-4		701	7% 113
Age 0-17		2,486	25% 206
Age 18+		7,268	75% 320
Age 65+		1,107	11% 127

**Data Note:** Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019

Location: User-specified polygonal location

Ring (buffer): 1-miles radius

Description:

	2015 - 2019 ACS Estimates	Percent	MOE (±)
<b>Population 25+ by Educational Attainment</b>			
Total	6,066	100%	282
Less than 9th Grade	161	3%	86
9th - 12th Grade, No Diploma	595	10%	111
High School Graduate	2,354	39%	178
Some College, No Degree	1,612	27%	164
Associate Degree	349	6%	94
Bachelor's Degree or more	996	16%	154
<b>Population Age 5+ Years by Ability to Speak English</b>			
Total	9,053	100%	441
Speak only English	7,000	77%	339
Non-English at Home <sup>1+2+3+4</sup>	2,052	23%	318
<sup>1</sup> Speak English "very well"	1,316	15%	255
<sup>2</sup> Speak English "well"	521	6%	139
<sup>3</sup> Speak English "not well"	166	2%	103
<sup>4</sup> Speak English "not at all"	49	1%	56
<sup>3+4</sup> Speak English "less than well"	215	2%	111
<sup>2+3+4</sup> Speak English "less than very well"	736	8%	153
<b>Linguistically Isolated Households*</b>			
Total	89	100%	63
Speak Spanish	73	82%	62
Speak Other Indo-European Languages	0	0%	10
Speak Asian-Pacific Island Languages	16	18%	29
Speak Other Languages	0	0%	10
<b>Households by Household Income</b>			
Household Income Base	3,529	100%	172
< \$15,000	267	8%	83
\$15,000 - \$25,000	501	14%	120
\$25,000 - \$50,000	1,098	31%	146
\$50,000 - \$75,000	944	27%	122
\$75,000 +	718	20%	139
<b>Occupied Housing Units by Tenure</b>			
Total	3,529	100%	172
Owner Occupied	2,104	60%	137
Renter Occupied	1,425	40%	142
<b>Employed Population Age 16+ Years</b>			
Total	7,492	100%	328
In Labor Force	4,954	66%	285
Civilian Unemployed in Labor Force	231	3%	77
Not In Labor Force	2,539	34%	197

**Data Note:** Detail may not sum to totals due to rounding. Hispanic population can be of anyrace.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)

\*Households in which no one 14 and over speaks English "very well" or speaks English only.

Location: User-specified polygonal location

Ring (buffer): 1-miles radius

Description:

	2015 - 2019 ACS Estimates	Percent	MOE (±)
<b>Population by Language Spoken at Home*</b>			
Total (persons age 5 and above)	9,259	100%	498
English	7,172	77%	621
Spanish	1,831	20%	369
French	0	0%	17
French Creole	N/A	N/A	N/A
Italian	N/A	N/A	N/A
Portuguese	N/A	N/A	N/A
German	73	1%	82
Yiddish	N/A	N/A	N/A
Other West Germanic	N/A	N/A	N/A
Scandinavian	N/A	N/A	N/A
Greek	N/A	N/A	N/A
Russian	N/A	N/A	N/A
Polish	N/A	N/A	N/A
Serbo-Croatian	N/A	N/A	N/A
Other Slavic	N/A	N/A	N/A
Armenian	N/A	N/A	N/A
Persian	N/A	N/A	N/A
Gujarathi	N/A	N/A	N/A
Hindi	N/A	N/A	N/A
Urdu	N/A	N/A	N/A
Other Indic	N/A	N/A	N/A
Other Indo-European	12	0%	17
Chinese	50	1%	70
Japanese	N/A	N/A	N/A
Korean	0	0%	15
Mon-Khmer, Cambodian	N/A	N/A	N/A
Hmong	N/A	N/A	N/A
Thai	N/A	N/A	N/A
Laotian	N/A	N/A	N/A
Vietnamese	16	0%	26
Other Asian	63	1%	54
Tagalog	21	0%	33
Other Pacific Island	N/A	N/A	N/A
Navajo	N/A	N/A	N/A
Other Native American	N/A	N/A	N/A
Hungarian	N/A	N/A	N/A
Arabic	11	0%	16
Hebrew	N/A	N/A	N/A
African	N/A	N/A	N/A
Other and non-specified	0	0%	15
Total Non-English	2,087	23%	796

**Data Note:** Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019.

\*Population by Language Spoken at Home is available at the census tract summary level and up.

Location: User-specified polygonal location  
 Ring (buffer): 1-miles radius  
 Description:

Summary	Census 2010
Population	9,748
Population Density (per sq. mile)	527
People of Color Population	3,203
% People of Color Population	33%
Households	3,653
Housing Units	3,892
Land Area (sq. miles)	18.48
% Land Area	100%
Water Area (sq. miles)	0.00
% Water Area	0%

Population by Race	Number	Percent
Total	9,748	-----
Population Reporting One Race	9,335	96%
White	7,599	78%
Black	390	4%
American Indian	60	1%
Asian	472	5%
Pacific Islander	4	0%
Some Other Race	809	8%
Population Reporting Two or More Races	413	4%
Total Hispanic Population	1,994	20%
Total Non-Hispanic Population	7,754	80%
White Alone	6,545	67%
Black Alone	367	4%
American Indian Alone	45	0%
Non-Hispanic Asian Alone	468	5%
Pacific Islander Alone	4	0%
Other Race Alone	15	0%
Two or More Races Alone	310	3%

Population by Sex	Number	Percent
Male	4,835	50%
Female	4,913	50%

Population by Age	Number	Percent
Age 0-4	891	9%
Age 0-17	2,810	29%
Age 18+	6,938	71%
Age 65+	1,007	10%

Households by Tenure	Number	Percent
Total	3,653	
Owner Occupied	2,377	65%
Renter Occupied	1,276	35%

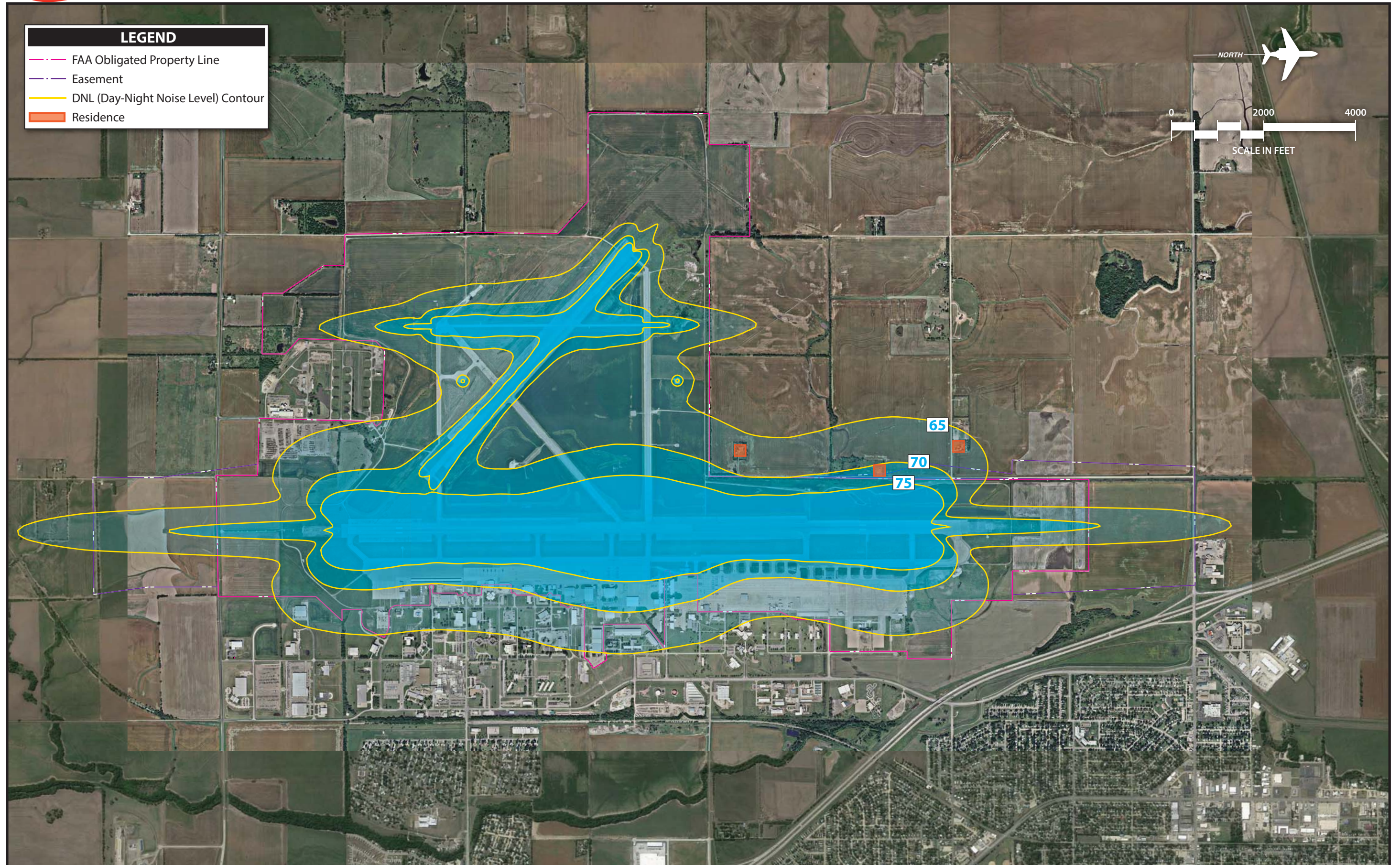
**Data Note:** Detail may not sum to totals due to rounding. Hispanic population can be of any race.

**Source:** U.S. Census Bureau, Census 2010 Summary File 1.

## Attachment 7

### Noise Exposure Contours







Attachment 8  
Hazardous Materials



Attachment 9  
Meeting Minutes

**EXCERPT OF MINUTES OF A MEETING  
OF THE GOVERNING BODY OF  
SALINA AIRPORT AUTHORITY (SALINA, KANSAS)  
HELD ON JULY 20, 2022**

The governing body met in regular session at the usual meeting place of the Authority, at 8:00 a.m., the following members being present and participating, to-wit:

Present: Chair Kent Buer, Vice Chair Tod Roberg, Past Chair Kristin Gunn, Treasurer Stephanie Carlin and Secretary Alan Eichelberger

Absent: none

The Chairman declared that a quorum was present and called the meeting to order.

\* \* \* \* \*

(Other Proceedings)

Executive Director Rogers provided an update of status of SLN North Ramp Development Plan project and let board members know that there has been no scope of development changes since his February 16, 2022, board meeting report. The next step is FAA approval of changes to the SLN Airport Layout Plan (ALP).

Rogers reported that an application for a National Environmental Policy Act (NEPA) Categorical Exclusion (CATEX) from the need to prepare an Environmental Assessment (EA) report of an even more extensive Environmental Impact Statement (EIS) report for the SLN North Ramp Project has been prepared. Rogers review the contents of the application. Rogers reported that the CATEX application will be submitted to the FAA for a decision that no further NEPA review is required.

Rogers also reported following a favorable FAA CATEX decision, the updated Salina Regional Airport (SLN) Airport Layout Plan (ALP) showing the SLN North Ramp Development can be approved by the FAA. The FAA CATEX and ALP approvals are required before SLN North Ramp construction can start.

Rogers reviewed the plans for the new North Ramp MRO hangar construction.

Chair Buer asked for public comment concerning the North Ramp Development Plan and NEPA CATEX application.

Mitch Robinson, Executive Director, Salina Community Economic Development Organization (SCEDO), addressed the board, commenting that the Salina Airport is the number one asset to the Salina community. Director Robinson went on, saying that the Airport property is the prime location for aviation projects; the Airport is the ideal location for expansion; and that the expansion itself is ideal as it occurs on existing property, limiting additional environmental impact. Director Robinson stated that the expansion has the support of SCEDO.

No other public comments were received by the board.

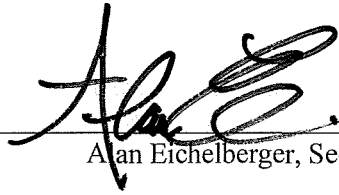
(Other Proceedings)

On motion duly made, seconded and carried, the meeting thereupon adjourned.

**CERTIFICATE**

I hereby certify that the foregoing Excerpt of Minutes is a true and correct excerpt of the proceedings of the governing body of the Salina Airport Authority (Salina, Kansas), held on the date stated therein, and that the official minutes of such proceedings are on file in my office.

(SEAL)



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Alan Eichelberger, Secretary

