

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 01/27/2022	APWS Task ID: 7EFB5B1249A8480097D4AE02659258D6	APWS Project ID: A8705E856C8F4278B8EBDF6D270131F5
Procedure: RNAV (GPS) RWY 31 AMDT 1		Enroute: NO	Specialist: Buntin, Karlie		Agreement Number:
Airport ID: KMBY			Airport City: MOBERLY		State: MO
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: PENDING AIRPORT DATA USED</div> <div>CLEARs FDC NOTAM 1/6716</div> <div>CRC REMAINDER CODE CHANGED FROM 4728F485 TO A2204F0F</div> <div>CONTACT LONNIE EVERHART: 405-954-4576.</div> <div><div>Digitally signed by</div><div><b>JON DENTON</b></div><div>Oct 25, 2021</div></div> <div><div>QUALITY 10 CHECKED</div><div>QUALITY 38 CHECKED</div></div>					

<b>FIPC BASIC FORM</b>							
<b>PROCEDURE:</b> RNAV (GPS) RWY 31 AMDT 1			<b>AIRPORT NAME:</b> OMAR N BRADLEY		<b>AIRPORT ID:</b> KMBY	<b>SPECIAL CONTROL NO:</b> OG-09-343-21	
<b>FAC ID:</b> KMBY31.01		<b>CITY:</b> MOBERLY			<b>ST:</b> MO	<b>ORIG CHART DATE:</b> 01/27/2022	
<b>DFL TYPE:</b> PROC/S	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b>		<b>PTS TASK ID:</b>		
<b>PREFLIGHT NOTES</b>							
<b>REVIEWER:</b>					<b>DATE:</b>		
<b>COMMENTS:</b>					<b>CHECK ONE:</b>		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							<b>YES</b>
					<b>CPV COMPLETE?</b>		<b>X</b>
<b>PROCEDURE RESULTS</b>							
<b>INSPECTION DATE:</b> 10/22/2021		<b>CREW #:</b> VN400	<b>N #:</b> N75	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> michael s miller @ 10/22/2021 15:05			<b>PRINTED NAME:</b> MILLER, MICHAEL SCOTT				<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b>							
<b>IN-FLIGHT OBSTACLE REPORT</b>							
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>		<b>GNSS ALTITUDE (MSL):</b>		<b>BAROMETRIC ALTITUDE (MSL):</b>		<b>HEIGHT ABOVE GROUND LEVEL:</b>

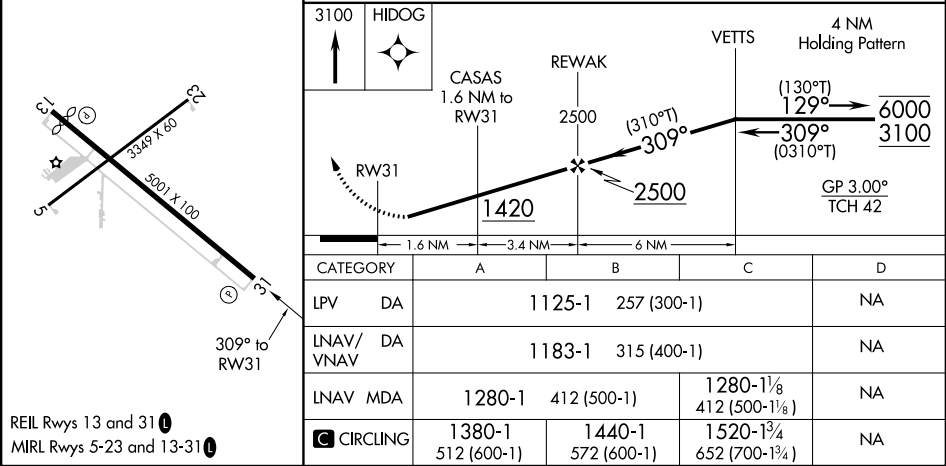
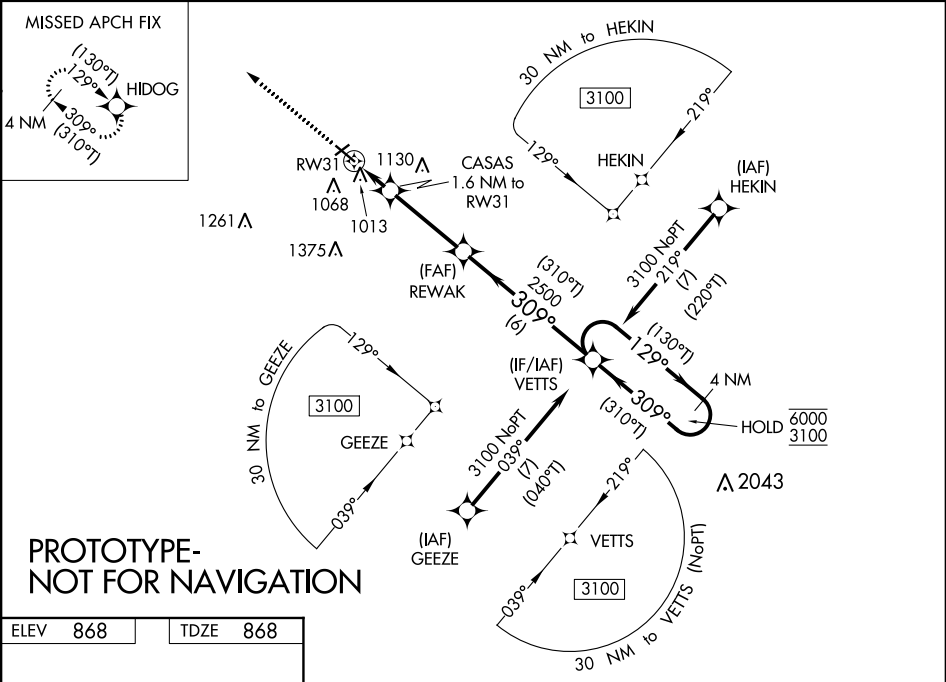
WAAS CH <b>61321</b> <b>W31A</b>	APP CRS <b>309°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>868</b> <b>868</b>
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RNAV (GPS) RWY 31

OMAR N BRADLEY (MBY)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3100 direct H1DOG and hold.
<div><div></div><div>Circling Rwy 5, 23, 31 NA at night. Rwy 31 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Straight-in minimums NA at night.</div></div>	

AWOS-3PT <b>120.025</b>	KANSAS CITY CENTER <b>125.25 235.975</b>	UNICOM <b>122.7(CTAF) 0</b>
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WAAS CH <b>61321</b> <b>W31A</b>	APP CRS <b>309°</b>	Rwy Idg <b>5001</b> TDZE <b>867</b> Apt Elev <b>867</b>
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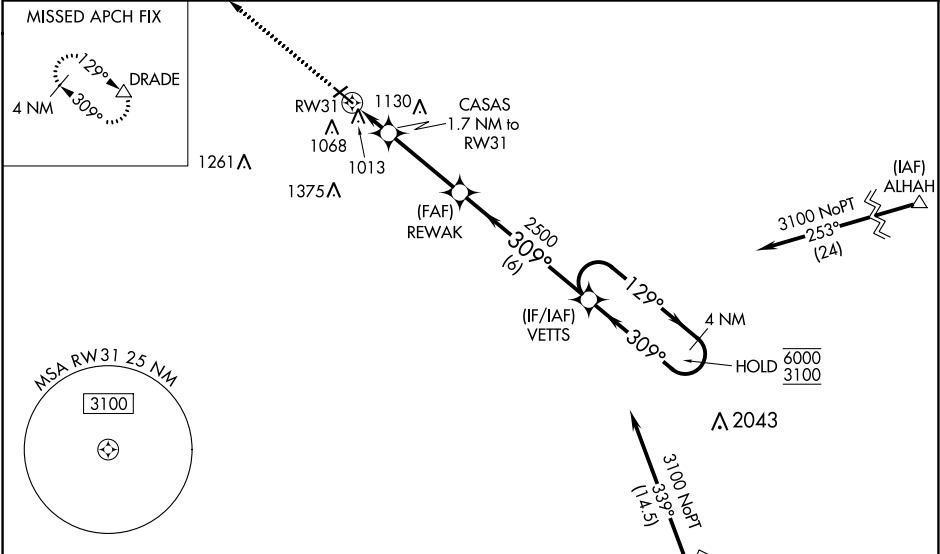
OLD

RNAV (GPS) RWY 31

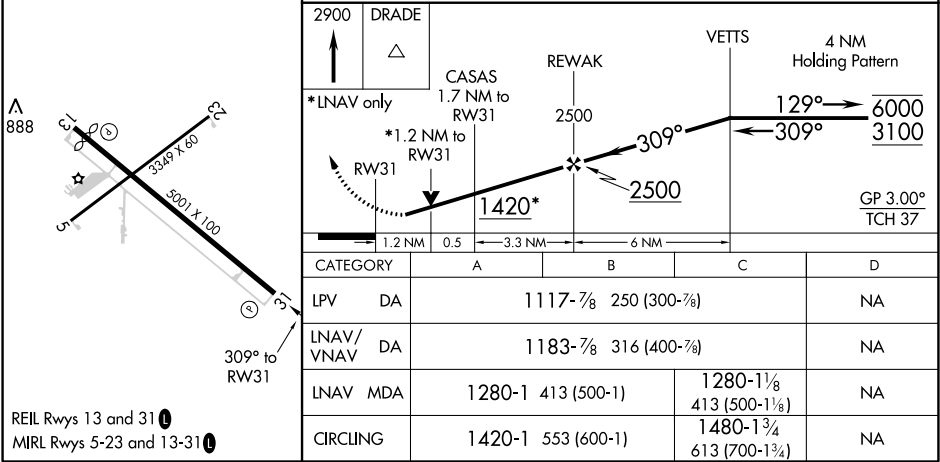
OMAR N BRADLEY (MBY)

RNP APCH.	<p>⚠ NA</p> <p>Circling to Rwy 5, 23 NA at night. Rwy 31 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. Baro-VNAV NA when using Columbia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. VDP NA when using Columbia altimeter setting: increase LPV DA to 1212 feet and all visibilities <math>\frac{1}{8}</math> SM; increase LNAV/VNAV DA to 1278 feet and all visibilities <math>\frac{1}{4}</math> SM; increase all MDA 100 feet and visibility Cat C <math>\frac{1}{4}</math> SM.</p>	MISSED APPROACH: Climb to 2900 direct DRADE and hold.
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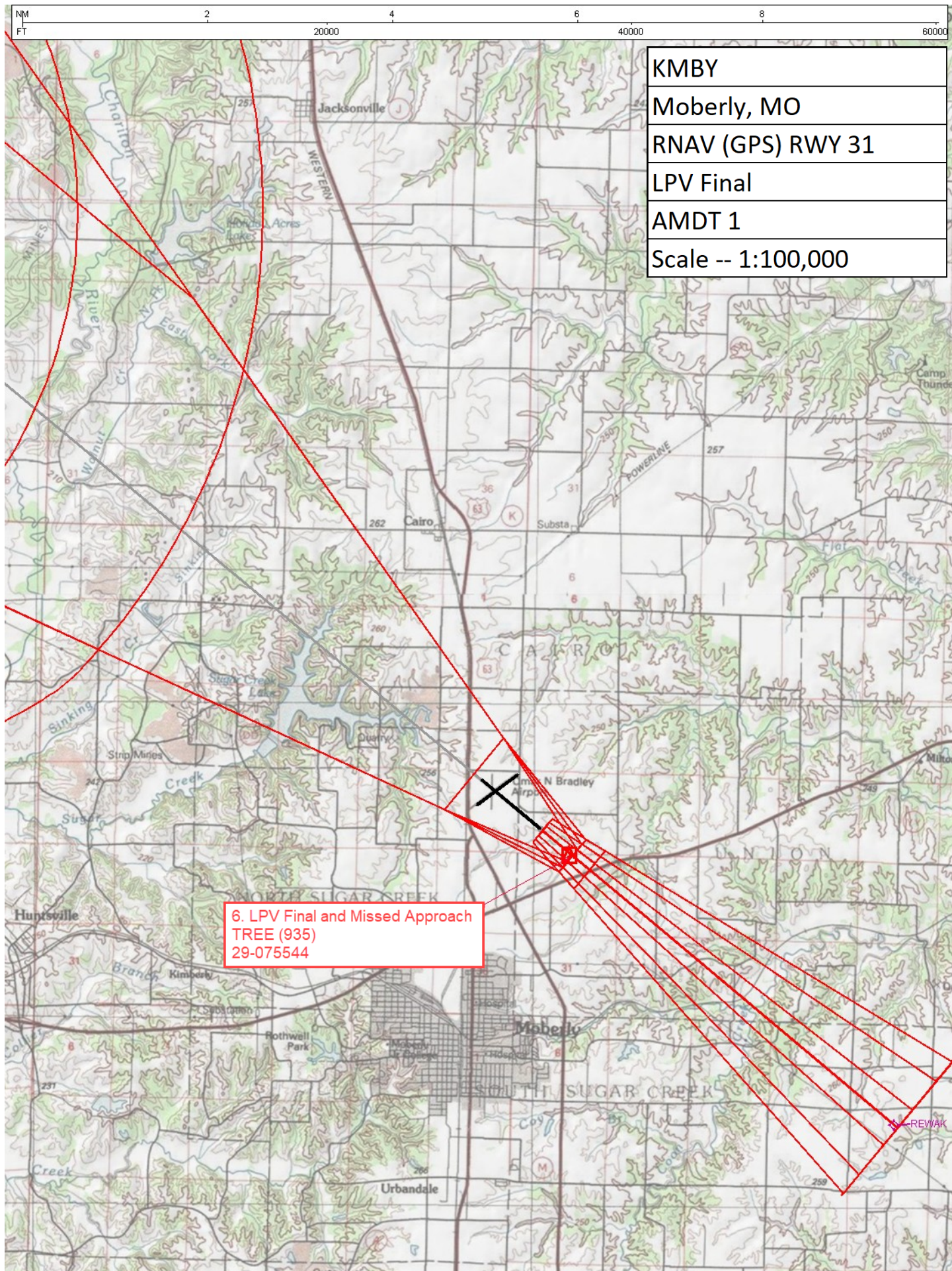
AWOS-3PT <b>120.025</b>	KANSAS CITY CENTER <b>125.25 235.975</b>	UNICOM <b>122.7 (CTAF) 0</b>
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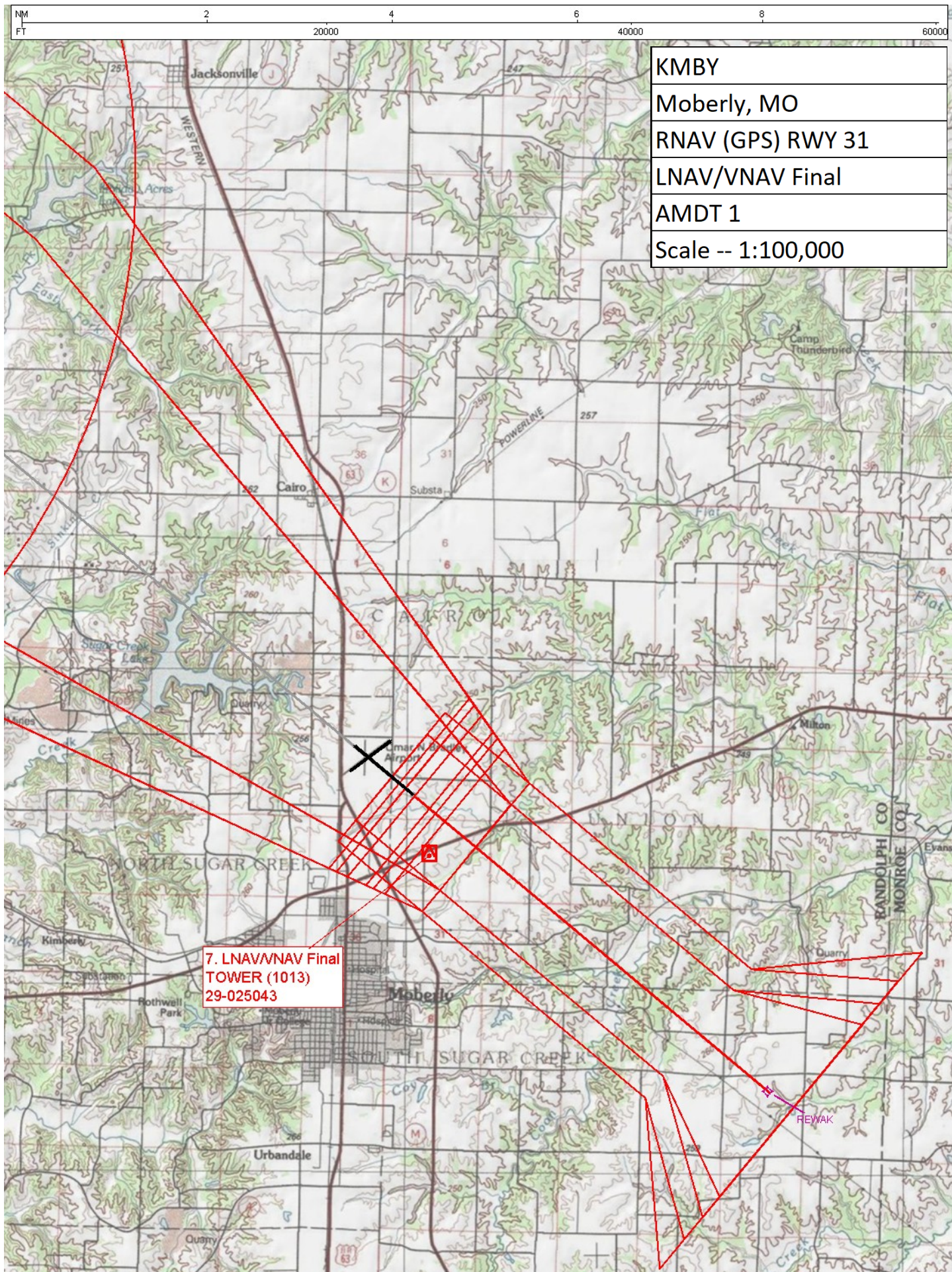
ELEV <b>867</b>	TDZE <b>867</b>
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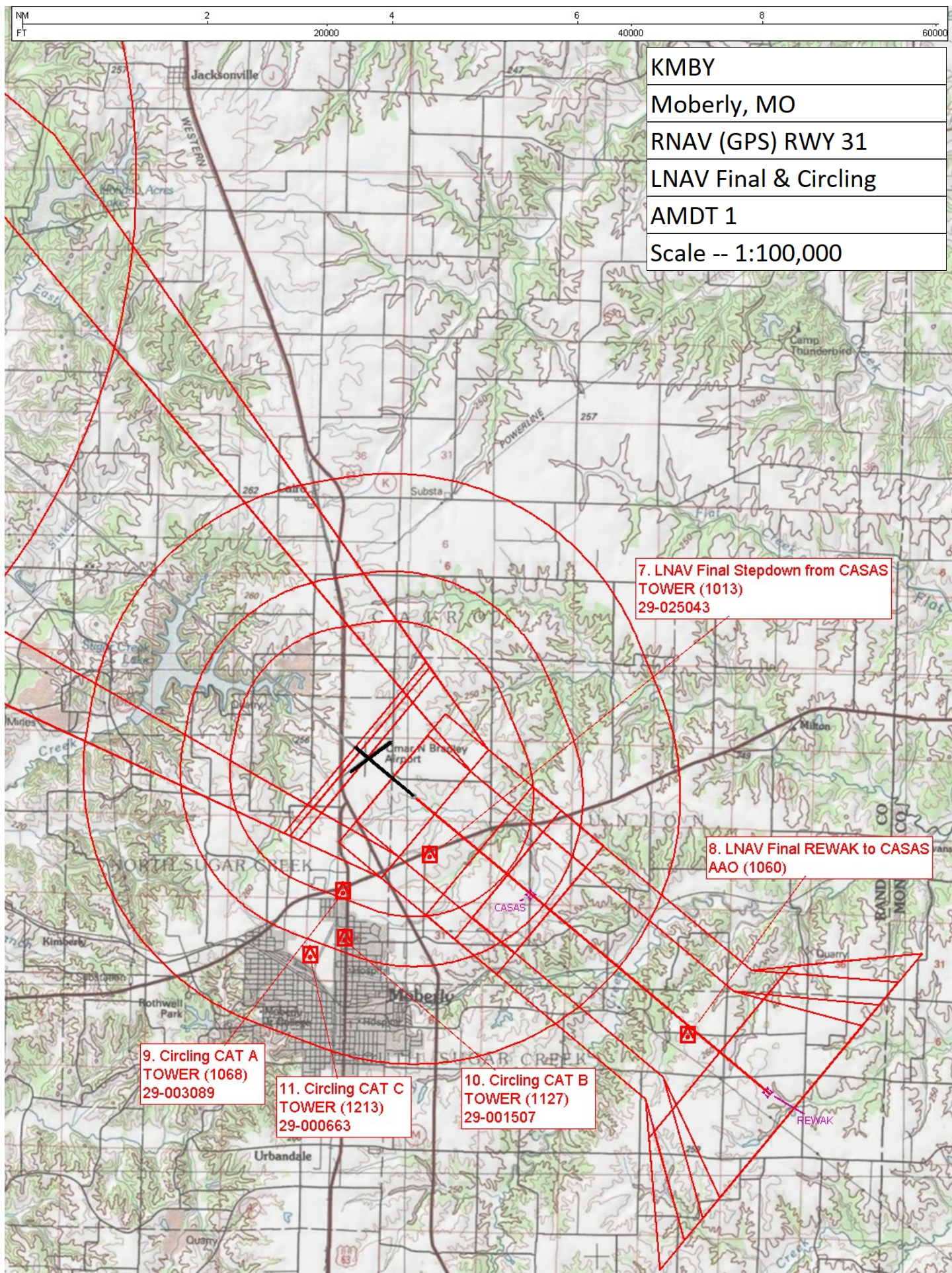




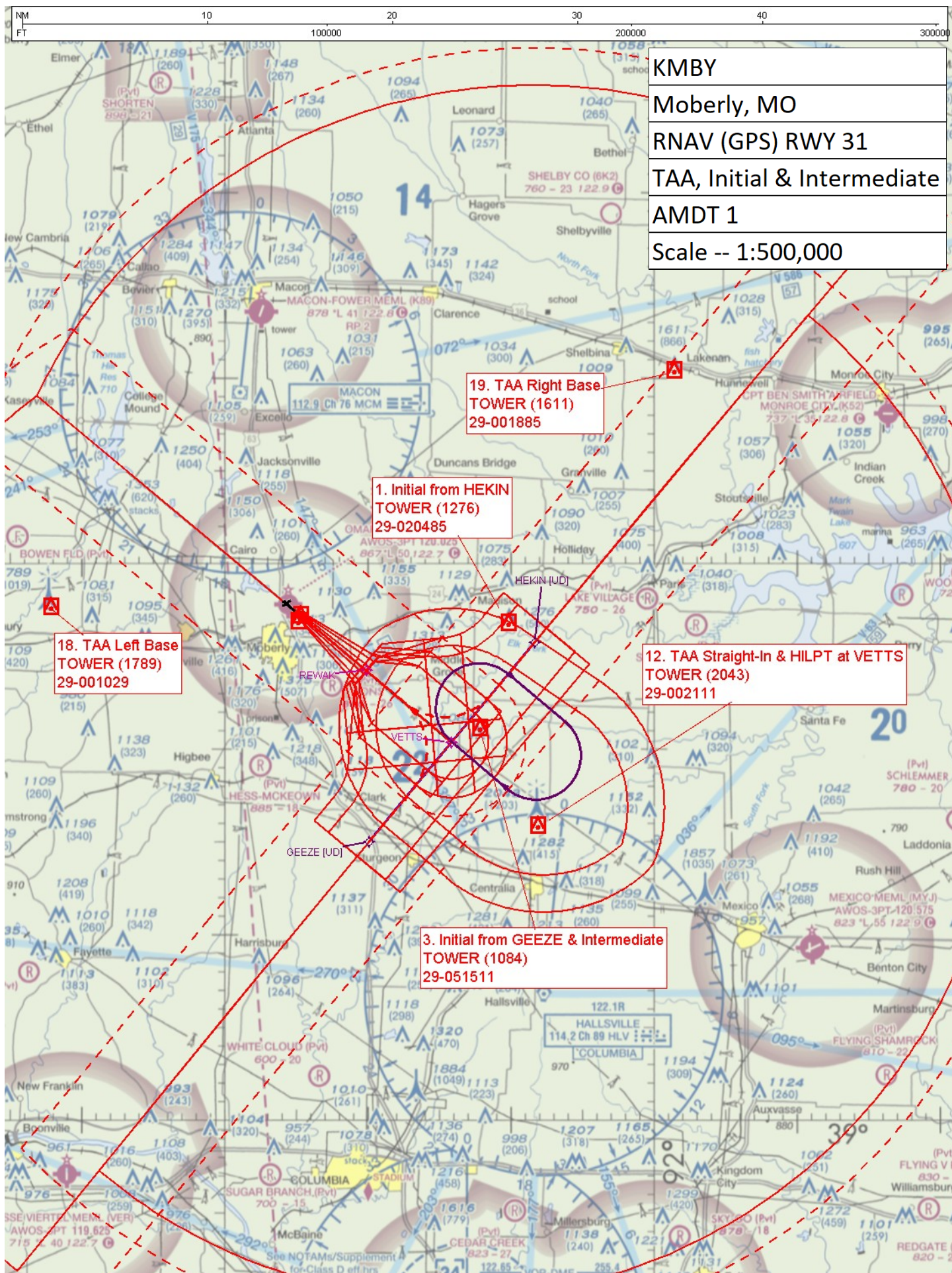














## APPENDIX A. DOCUMENTED CATEX

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:

Omar N. Bradley, MBY, Moberly, Missouri

Project Title:

Reconstruct Runway 13-31 (75' x 5,000')

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.

The Proposed Action would involve the reconstructing Runway 13-31 at Omar N. Bradley Airport (MBY) in Moberly, Missouri approximately 40 feet northeast of its existing alignment. This would entail removal of the existing pavement of Runway 13-31, removal of a portion of the existing taxiway connectors (eliminating two taxiway connectors altogether), regrading of approximately 56 acres of land, paving a new 75' x 5,000' runway approximately 40 feet northeast of the original runway location, and extending the existing parallel taxiway to the new runway end, and reconstruction a portion of the taxiway connectors to reconnect the parallel taxiway to the new runway alignment.

The purpose of the Proposed Action is to improve safety at MBY, as the existing pavement for Runway 13-31 has exceeded its useful life. The 5,000' x 75' runway length was justified in a memo approved by MoDOT in October 2019. These sub-components of the runway length justification memo included the narrowing of the runway from 100 feet to 75 feet, shifting the runway approximately 40 feet to the northeast to maintain existing hangars outside of the Runway Visibility Zone, and shifting Runway 13-31 and the parallel taxiway approximately 288 feet to the southeast to eliminate the displaced threshold of Runway 13.

During construction, two staging areas would be utilized by the contractor. The first staging area would be located near the northwest corner of the airport property, north of Runway 13-31, and would be accessed via County Road 1415. The second staging area would be located near the



southern side of airport property, south of the existing aiming points of Runway 31, and would be accessed via Outer Road to Airport Road. Soil is currently stockpiled in those locations; that soil would be predominantly brought to the southeast end of Runway 13-31 to provide fill to optimize the gradient of the runway.

Construction for the Proposed Action is anticipated to begin in fall of 2020, and conclude in fall 2021. The Proposed Action is depicted on an exhibit within Appendix A.

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

The Proposed Action would entail construction on the existing airport property. An unnamed intermittent tributary to Sugar Creek Lake is located on the airport property, adjacent to the northernmost portion of the parallel taxiway. Preliminary design of this project has ensured that no fill material will be placed within this tributary, and that the existing drainage culvert conveying the tributary will not be modified or impacted. Best Management Practices (BMPs) will be utilized to minimize erosion via stormwater runoff into this tributary. There are no other wetlands, ponds, rivers, or other unique or natural features of concern within this project site.

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); or
- Reconstruction, resurfacing, extending, strengthening, or widening of an existing runway.

This CATEX includes marking, grooving, fillets and jet blast facilities associated with any of the above facilities. (ARP, AST).

and

5-6.4.b.: Acquisition of land and relocation associated with a categorically excluded action. (ATO, ARP).

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>According to the Missouri Department of Natural Resources, there are no known historic/ cultural resources listed or eligible for listing on the National Register of Historic Places within the vicinity of the Proposed Action area or Area of Potential Effect.</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>As there are no known National Historic Preservation Act resources located within the vicinity of the Proposed Action, the project does not have the potential to cause effects.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available)</p> <p>The following improvements have taken place at MBY in the past 10 years:</p> <p>-2008: Extension fo Runway 13-31 730 feet to the southeast. The parallel taxiway was also reconstructed with concrete. These two action reuired significant land disturbance and grading in the vicinity of the current Proposed Action area.</p> <p>-2012: The aircraft apron was reconstructed. This entailed significant grading in the vicinity of the apron.</p> <p>-2017: Runway 5-23 was reconstructed with concrete; medium-intensity runway lights (MIRL) were replaced. This action entailed significant disturbance in the vicinity of Ruway 5-23.</p> <p>-2018: A corporate hangar was constructed adjacent to the apron.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO or a tribal representative along with the SHPO may be required.</p> <p><b>The Proposed Action does not require any land acquisition, and entails modification of land previously disturbed on existing airport property.</b></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



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

	YES	NO
<p>Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1F) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance.</p> <p>No properties protected under the Section 4(f) are known to be located in the vicinity of the Proposed Action area. The Proposed Action area is surrounded by agricultural land to the north, east, south, and west.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will project construction or operation physically or constructively “use” any Section 4(f) resource? If yes, describe the nature and extent of the use and/or impacts, and why there are no prudent and feasible alternatives. See 5050.4B Desk Reference Chapter 7.</p> <p>No Section 4(f) resources are known to exist in the vicinity of the Proposed Action area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.</p> <p>The Proposed Action area is located entirely on airport property. As such, no land purchased with Section 6(f) funds will be directly affected.</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>The US Fish and Wildlife Service (USFWS) lists the gray bat and Indiana bat as endangered mammals, the Northern long-eared bat as a threatened mammal, and the Red-headed Woodpecker as Birds of Conservation Concern. There are no other habitats or animals listed for this area. USFWS species list for this project can be found in Appendix B.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	NO
<p>Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish &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>The gray bat, Indiana bat, and Northern long-eared bat utilize caves for hibernation, and roosts in crevices or beneath the bark of live trees or in crevices of dead trees. The Proposed Action does not require any removal or disruption to any tree located on the site, therefore will not disturb any of these bat species should they be present.</p> <p>The Red-headed Woodpecker is predicted to be present in this area in parts of January and December, which is not in the construction period of this project. The preferred habitat of the Red-headed Woodpecker is open woodlands and forest edges and clearings; ranging from deciduous woodlands, river bottoms, open woods, orchards, parks, open country, savannas, and grasslands with scattered trees. This habitat needed to support the Red-headed Woodpecker is not located on this project site, therefore it is not anticipated to affect this species.</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>The Proposed Action does not entail the removal or disturbance of any trees that may be present in the area.</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>
<p>Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize, or mitigate impacts.</p> <p>No jurisdictional waterbodies would be impacted as part of the Proposed Action.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b. Wetlands and Other Waters of the U.S.</b>	<b>YES</b>	<b>NO</b>
<p>Are there any wetlands or other waters of the U.S. in or near the project area?</p> <p>An unnamed tributary to Sugar Creek Lake is located on airport property, approximately sixty feet from the taxiway on the southwest side of Runway 13-31.</p> <p>In the construction phase of this project, there would be no fill material placed within the Ordinary High Water Mark of the stream, nor would the drainage structure be impacted. A project topographic map, wetlands map, and FEMA map are included in Appendix C.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination. If delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands.</p> <p>A formal wetland delineation was not completed as part of this CATEX. A field check was conducted by a qualified wetlands biologist to confirm the absence of wetlands within the vicinity of the Proposed Action area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If wetlands are present, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact.</p> <p>The Proposed Action would not result in direct impacts to the unnamed intermittent tributary to Sugar Creek Lake. No tree clearing would occur as part of the Proposed Action.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit?</p> <p>As the Proposed Action will not impact a jurisdictional waterbody, a Clean Water Act Section 404 permit is not required.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>c. Floodplains</b>	<b>YES</b>	<b>NO</b>
<p>Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.</p> <p>The Proposed Action area is not located near or within a floodplain. The FEMA Map is attached in Appendix B. The FEMA panel number for this area is 2903050001B, dated 11/09/1982.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>d. Coastal Resources</b>	<b>YES</b>	<b>NO</b>
<p>Will the project occur in or impact a coastal zone as defined by the State's Coastal Zone Management Plan? If yes, discuss the project's consistency with the State's CZMP. Attach the consistency determination if applicable.</p> <p>The Proposed Action area is not located near or within and coastal resources.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?</p> <p>The Proposed Action area is not located near or within and coastal resources.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>e. National Marine Sanctuaries</b>	<b>YES</b>	<b>NO</b>
<p>Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>The Proposed Action area is not located near or within and coastal resources.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<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>The Proposed Action area is not located near or within and coastal resources.</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>In a map acquired through WebSoilSurvey, it was determined that only 10% of the Proposed Action area is rated as prime farmland; the rest is rated as 'not prime farmland.' The Proposed Action would not affect any land currently, or expected to be, used for agricultural purposes.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006.  The Proposed Action would not include the acquisition of farmland.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>h. Energy Supply and Natural Resources</b>	<b>YES</b>	<b>NO</b>
Will the project change energy requirements or use consumable natural resources either during construction or during operations?  The Proposed Action area would be consistent with existing airport operations, and would not significantly increase operations or energy requirements associated with increased operations. Additionally, use of consumable natural resources would not significantly increase during construction or operations at the airport.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during construction or operations?  The Proposed Action would not impact aircraft or vehicle traffic patterns.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>i. Wild and Scenic Rivers</b>	<b>YES</b>	<b>NO</b>
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?  A Nationwide Rivers Inventory resource is not located within the vicinity of the Proposed Action area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>j. Solid Waste Management</b>	<b>YES</b>	<b>NO</b>
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.  The solid waste generated by this project would entail remnants of pavement from the existing runway. This material is proposed to be recycled as base aggregate as part of the Proposed Action.	<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>As the Proposed Action is located on existing airport property and does not significantly modify flight procedures or add airport capacity, it would not would not disrupt a community or planned development.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are residents or businesses being relocated as part of the project?</p> <p>No relocations are planned as part of the Proposed Action.</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>The majority of the Proposed Action is located on existing airport property and the remaining is not located in a low-income or minority area. The land needed to be acquired does not have any residences located on it; therefore no minorities or low-income populations would be affected.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause any disproportionately high and adverse impacts to minority and/or low-income populations? Attach census data if warranted.</p> <p>The Proposed Action is not anticipated to negatively impact any minorities or low-income populations in the area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(7) Surface Transportation**

	YES	NO
<p>Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided?</p> <p>The Proposed Action is not likely to directly or indirectly impact surface transportation at the airport or in the vicinity of the airport.</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>No road closures are anticipated as part of the Proposed Action.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



**5-2.b(8) Noise**

	YES	NO
<p>Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?</p> <p>The Proposed Action is not anticipated to result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented?</p> <p>The Proposed Action would not result in a change in airfield configuration, runway use, or flight patterns either during or after construction.</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>The Proposed Action would not result in a change in operations at Omar N. Bradley Regional Airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method. If yes, provide that documentation.</p> <p>A noise analysis has not been conducted for the purpose of this project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour?</p> <p>The Proposed Action would not have a significant impact on the noise levels at the airport.</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>According to the EPA, Moberly and Randolph County, Missouri are not located in a non-attainment or maintenance area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels (provide the paragraph citation for the exemption or presumed to conform list below, if applicable) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?  The Proposed Action does not have the potential to increase landside or airside capacity.	<input type="checkbox"/>	<input checked="" 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?  The Proposed Action is not anticipated to impact air quality.	<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 groundwater, surface water (lakes, rivers, etc.), sole source aquifers, and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.).  The Proposed Action area is located within the Northeast Missouri Groundwater Province. The surface water located near the site is that of the aforementioned unnamed tributary of Sugar Creek Lake.	<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.  The Proposed Action is not anticipated to impact the unnamed intermittent tributary to Sugar Creek Lake. Best Management Practices, such as installation of silt fencing, would be in place prior to the commencement of construction, in an effort to minimize indirect impacts on the water resources.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
A significant increase in stormwater runoff would not be anticipated as part of this project, as sediment basins would be utilized to capture runoff and allow sediment to drop out before stormwater percolated out of the basin. The Proposed Action area would also be re-vegetated to ensure that the amount or rate of stormwater runoff is not significantly increased as a result of the project.		
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?  The Proposed Action is not anticipated to violate federal, state, tribal, or local water quality standards.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are any water quality related permits required? If yes, list the appropriate permits.  No water quality-related permits are anticipated to be required as part of the Proposed Action.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

	YES	NO
Is the project highly controversial? The term “highly controversial” means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project’s risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action.  As the Proposed Action is primarily located on existing airport property or within the aviation easement and is consistent with the long-term growth plans for the airport, it is not known to be controversial.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

	YES	NO
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?  The Proposed Action is located on existing airport property or within an aviation easement and is consistent with the long-term growth plans for the airport.	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	YES	NO
Is the project incompatible with surrounding land uses? The Proposed Action is compatible with the growth and safety goals of the airport and is compatible with surrounding land uses.	<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>	YES	NO
Will the proposed project produce light emission impacts? The Proposed Action is not anticipated to produce light emission impacts, even during construction.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts? The Proposed Action does not anticipate to impact the visual or aesthetic setting of the site.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b. Hazardous Materials</b>	YES	NO
Does the project involve or affect hazardous materials? The Proposed Action is not known to involve or affect hazardous materials.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will construction take place in an area that contains or previously contained hazardous materials? The Proposed Action is not known to involve or affect hazardous materials.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants? The Proposed Action does not involve land acquisition in fee simple.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2 .b (14) Public Involvement**

	YES	NO
Was there any public notification or involvement? If yes, provide documentation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
No public involvement was completed as part of the Proposed Action development.		

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

	YES	NO
Will the project result in indirect/secondary/induced impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The Proposed Action is not anticipated to result in indirect, secondary, or induced impacts.		
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The Proposed Action is not anticipated to result in a significant cumulative impact.		

**Permits**

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

A Notice of Intent has been filed with the Missouri Department of Natural Resources. It is included in Attachment D. This is the only required permit as part of the Proposed Action.

**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.

A Stormwater Pollution Prevention Plan (SWPPP) has been developed for the Proposed Action. Measures to avoid/minimize environmental impacts such as sedimentation of waterbodies in the vicinity of the project include the use of silt fencing and, ultimately, re-seeding and sodding, to slow down stormwater traveling across the project area.



**Preparer Information**

<b>Point of Contact:</b> Sadie Robb - Environmental Planner, Lochner		
<b>Address:</b> 16105 W. 113 <sup>th</sup> Street, Suite 107		
<b>City:</b> Lenexa	<b>State:</b> KS	<b>Zip Code:</b> 66219
<b>Phone:</b> 816-945-5868	<b>Email Address:</b> srobb@hwlochner.com	

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

Date: 16 April 2020

**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> Tom Sanders, Director of Public Works		
<b>Address:</b> 101 W. Reed		
<b>City:</b> Moberly	<b>State:</b> MO	<b>Zip Code:</b> 65270
<b>Phone Number:</b> 660-269-7644		<b>Email Address:</b> tsanders@cityofmoberly.com
<b>Additional Name(s):</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: \_\_\_\_\_

Date:

**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:

**Omar N. Bradley, MBY, Moberly, Missouri**

Project Title:

**Reconstruct Runway 13-31 (75' x 5,000')**

☒ No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1.F CATEX that applies: ) **5-6.4e, 5-6.4b, 5-6.5l**

☐..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**

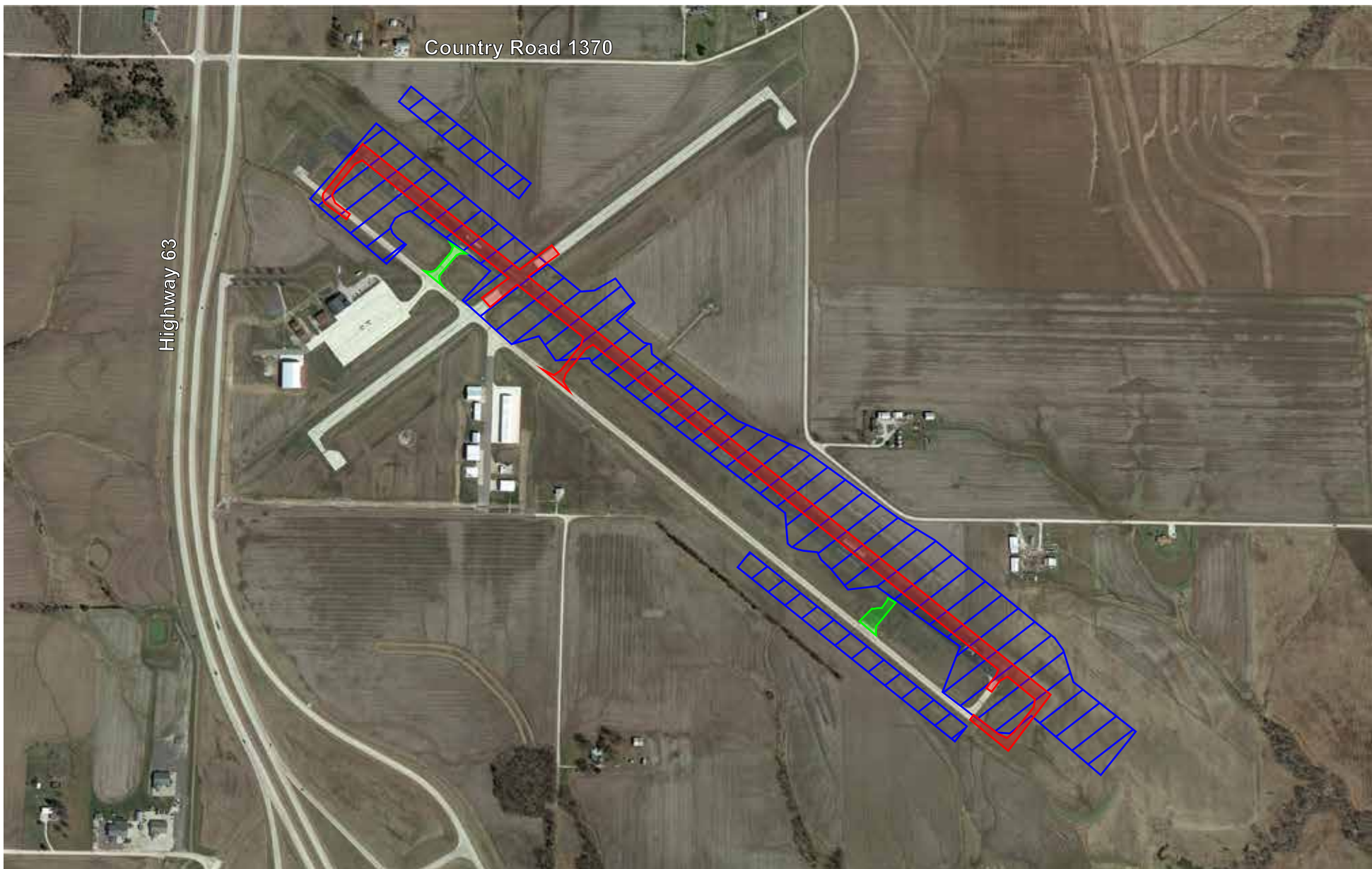
Responsible FAA Official

Title: **Environmental Specialist**

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

**APPENDIX A:**  
**PROJECT LOCATION MAP**





**LOCHNER**

## Project Location Map

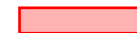
NEPA Documentation

Omar N. Bradley Runway 13-31 Reconstruction

*Scale: Not to Scale*

*Source: Google Earth*

## Legend



New Runway Location



Construction Extent



Pavement Removal

**APPENDIX B:**  
**THREATENED & ENDANGERED SPECIES**



## United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Missouri Ecological Services Field Office  
101 Park Deville Drive  
Suite A  
Columbia, MO 65203-0057  
Phone: (573) 234-2132 Fax: (573) 234-2181



In Reply Refer To:

August 31, 2019

Consultation Code: 03E14000-2019-SLI-2909

Event Code: 03E14000-2019-E-06762

Project Name: Omar N. Bradley (MBY) Runway 13-31 Extension

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

To Whom It May Concern:

This response has been generated by the Information, Planning, and Conservation (IPaC) system to provide information on natural resources that could be affected by your project. The U.S. Fish and Wildlife Service (Service) provides this response under the authority of the Endangered Species Act of 1973 (16 U.S.C. 1531-1543), the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d), the Migratory Bird Treaty Act (16 U.S.C. 703-712), and the Fish and Wildlife Coordination Act (16 U.S.C. 661 *et seq.*).

### Threatened and Endangered Species

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and may be affected by your proposed project. The species list fulfills the requirement for obtaining a Technical Assistance Letter from the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. **Note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days.** The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.



## Consultation Technical Assistance

Refer to the Midwest Region [S7 Technical Assistance](#) website for step-by-step instructions for making species determinations and for specific guidance on the following types of projects: projects in developed areas, HUD, pipelines, buried utilities, telecommunications, and requests for a Conditional Letter of Map Revision (CLOMR) from FEMA.

### Federally Listed Bat Species

Indiana bats, gray bats, and northern long-eared bats occur throughout Missouri and the information below may help in determining if your project may affect these species.

*Gray bats* - Gray bats roost in caves or mines year-round and use water features and forested riparian corridors for foraging and travel. If your project will impact caves, mines, associated riparian areas, or will involve tree removal around these features particularly within stream corridors, riparian areas, or associated upland woodlots gray bats could be affected.

*Indiana and northern long-eared bats* - These species hibernate in caves or mines only during the winter. In Missouri the hibernation season is considered to be November 1 to March 31. During the active season in Missouri (April 1 to October 31) they roost in forest and woodland habitats. Suitable summer habitat for Indiana bats and northern long-eared bats consists of a wide variety of forested/wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees and/or snags 5 inches diameter at breast height (dbh) for Indiana bat, and 3 inches dbh for northern long-eared bat, that have exfoliating bark, cracks, crevices, and/or hollows), as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Tree species often include, but are not limited to, shellbark or shagbark hickory, white oak, cottonwood, and maple. Individual trees may be considered suitable habitat when they exhibit the characteristics of a potential roost tree and are located within 1,000 feet (305 meters) of other forested/wooded habitat. Northern long-eared bats have also been observed roosting in human-made structures, such as buildings, barns, bridges, and bat houses; therefore, these structures should also be considered potential summer habitat and evaluated for use by bats. If your project will impact caves or mines or will involve clearing forest or woodland habitat containing suitable roosting habitat, Indiana bats or northern long-eared bats could be affected.

Examples of unsuitable habitat include:

- Individual trees that are greater than 1,000 feet from forested or wooded areas;
  - Trees found in highly-developed urban areas (e.g., street trees, downtown areas);
  - A pure stand of less than 3-inch dbh trees that are not mixed with larger trees; and
  - A stand of eastern red cedar shrubby vegetation with no potential roost trees.
-

## Using the IPaC Official Species List to Make No Effect and May Affect Determinations for Listed Species

1. If IPaC returns a result of “There are no listed species found within the vicinity of the project,” then project proponents can conclude the proposed activities will have **no effect** on any federally listed species under Service jurisdiction. Concurrence from the Service is not required for **No Effect** determinations. No further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records. An example ["No Effect" document](#) also can be found on the S7 Technical Assistance website.

2. If IPaC returns one or more federally listed, proposed, or candidate species as potentially present in the action area of the proposed project other than bats (see #3 below) then project proponents can conclude the proposed activities **may affect** those species. For assistance in determining if suitable habitat for listed, candidate, or proposed species occurs within your project area or if species may be affected by project activities, you can obtain [Life History Information for Listed and Candidate Species](#) through the S7 Technical Assistance website.

3. If IPaC returns a result that one or more federally listed bat species (Indiana bat, northern long-eared bat, or gray bat) are potentially present in the action area of the proposed project, project proponents can conclude the proposed activities **may affect** these bat species **IF** one or more of the following activities are proposed:

- a. Clearing or disturbing suitable roosting habitat, as defined above, at any time of year;
- b. Any activity in or near the entrance to a cave or mine;
- c. Mining, deep excavation, or underground work within 0.25 miles of a cave or mine;
- d. Construction of one or more wind turbines; or
- e. Demolition or reconstruction of human-made structures that are known to be used by bats based on observations of roosting bats, bats emerging at dusk, or guano deposits or stains.

If none of the above activities are proposed, project proponents can conclude the proposed activities will have **no effect** on listed bat species. Concurrence from the Service is not required for **No Effect** determinations. No further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records. An example ["No Effect" document](#) also can be found on the S7 Technical Assistance website.

If any of the above activities are proposed in areas where one or more bat species may be present, project proponents can conclude the proposed activities **may affect** one or more bat species. We recommend coordinating with the Service as early as possible during project planning. If your project will involve removal of over 5 acres of suitable forest or woodland habitat, we recommend you complete a Summer Habitat Assessment prior to contacting our office to expedite the consultation process. The Summer Habitat Assessment Form is available in Appendix A of the most recent version of the [Range-wide Indiana Bat Summer Survey Guidelines](#).

## Other Trust Resources and Activities

---

*Bald and Golden Eagles* - Although the bald eagle has been removed from the endangered species list, this species and the golden eagle are protected by the Bald and Golden Eagle Act and the Migratory Bird Treaty Act. Should bald or golden eagles occur within or near the project area please contact our office for further coordination. For communication and wind energy projects, please refer to additional guidelines below.

*Migratory Birds* - The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Service. The Service has the responsibility under the MBTA to proactively prevent the mortality of migratory birds whenever possible and we encourage implementation of recommendations that minimize potential impacts to migratory birds. Such measures include clearing forested habitat outside the nesting season (generally March 1 to August 31) or conducting nest surveys prior to clearing to avoid injury to eggs or nestlings.

*Communication Towers* - Construction of new communications towers (including radio, television, cellular, and microwave) creates a potentially significant impact on migratory birds, especially some 350 species of night-migrating birds. However, the Service has developed [voluntary guidelines for minimizing impacts](#).

*Transmission Lines* - Migratory birds, especially large species with long wingspans, heavy bodies, and poor maneuverability can also collide with power lines. In addition, mortality can occur when birds, particularly hawks, eagles, kites, falcons, and owls, attempt to perch on uninsulated or unguarded power poles. To minimize these risks, please refer to [guidelines](#) developed by the Avian Power Line Interaction Committee and the Service. Implementation of these measures is especially important along sections of lines adjacent to wetlands or other areas that support large numbers of raptors and migratory birds.

*Wind Energy* - To minimize impacts to migratory birds and bats, wind energy projects should follow the Service's [Wind Energy Guidelines](#). In addition, please refer to the Service's [Eagle Conservation Plan Guidance](#), which provides guidance for conserving bald and golden eagles in the course of siting, constructing, and operating wind energy facilities.

### Next Steps

Should you determine that project activities **may affect** any federally listed species or trust resources described herein, please contact our office for further coordination. Letters with requests for consultation or correspondence about your project should include the Consultation Tracking Number in the header. Electronic submission is preferred.

If you have not already done so, please contact the Missouri Department of Conservation (Policy Coordination, P. O. Box 180, Jefferson City, MO 65102) for information concerning Missouri Natural Communities and Species of Conservation Concern.

We appreciate your concern for threatened and endangered species. Please feel free to contact our office with questions or for additional information.

---

Karen Herrington

Attachment(s):

- Official Species List
  - USFWS National Wildlife Refuges and Fish Hatcheries
  - Wetlands
-



## Official Species List

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

This species list is provided by:

**Missouri Ecological Services Field Office**

101 Park Deville Drive

Suite A

Columbia, MO 65203-0057

(573) 234-2132

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## Project Summary

Consultation Code: 03E14000-2019-SLI-2909

Event Code: 03E14000-2019-E-06762

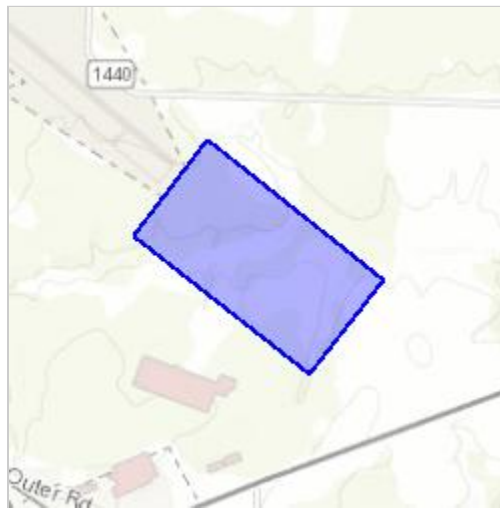
Project Name: Omar N. Bradley (MBY) Runway 13-31 Extension

Project Type: LAND - CLEARING

Project Description: NEPA documentation for proposed extension of Runway 13-31 to the southeast.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/39.45500008573768N92.41495515196458W>



Counties: Randolph, MO

---

## Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

## Mammals

NAME	STATUS
Gray Bat <i>Myotis grisescens</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/6329">https://ecos.fws.gov/ecp/species/6329</a>	Endangered
Indiana Bat <i>Myotis sodalis</i> There is <b>final</b> critical habitat for this species. Your location is outside the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/5949">https://ecos.fws.gov/ecp/species/5949</a>	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Threatened

## Critical habitats

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

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# USFWS National Wildlife Refuge Lands And Fish Hatcheries

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

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

---

# Wetlands

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](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

## FRESHWATER POND

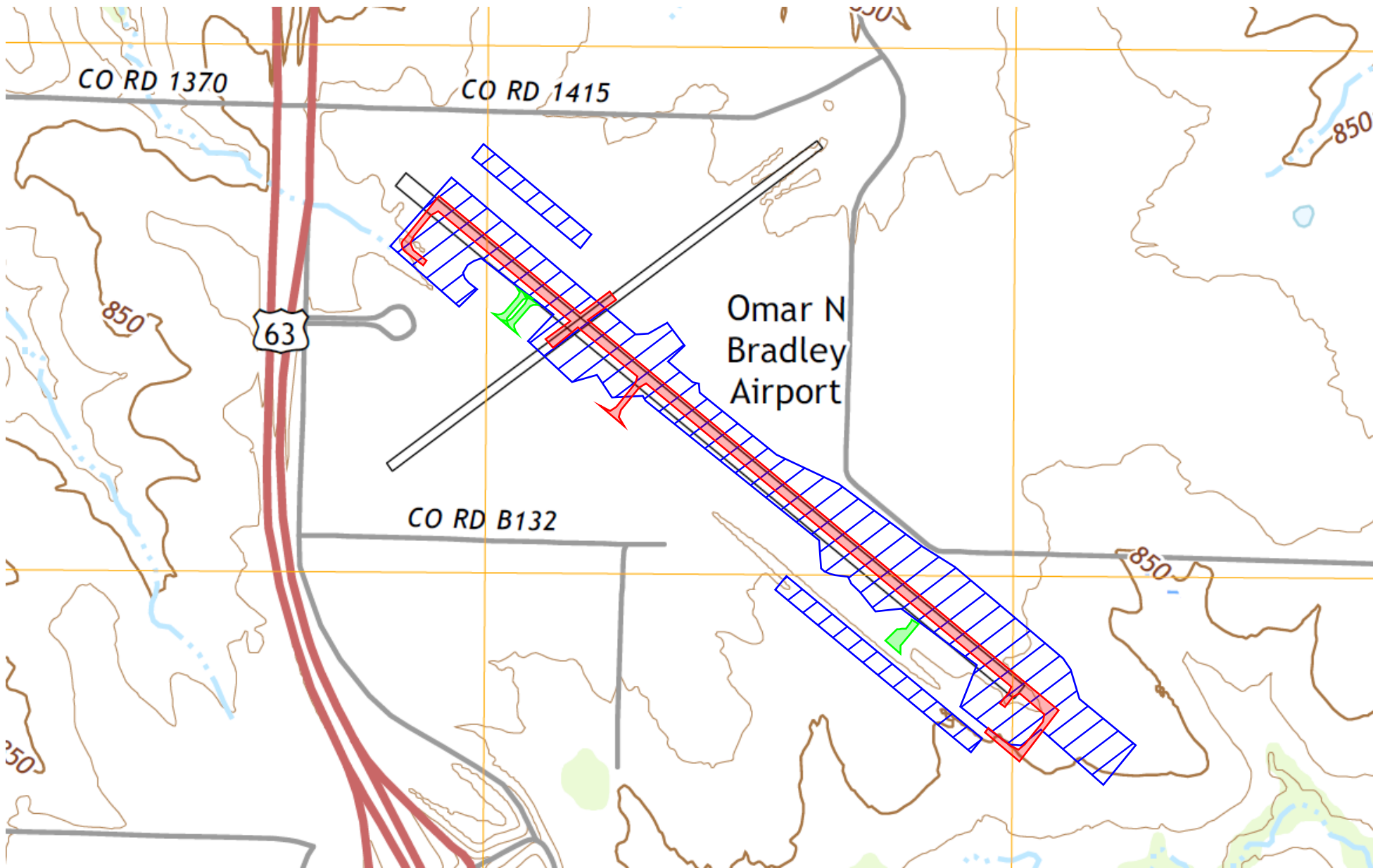
- [PUBFh](#)

## RIVERINE

- [R4SBC](#)
  - [R5UBH](#)
-



**APPENDIX C:**  
**PROJECT TOPOGRAPHIC MAP, PROJECT WETLAND MAP,**  
**& PROJECT FEMA MAP**



**LOCHNER**

### Project Topographic Map



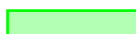
NEPA Documentation

Omar N. Bradley Runway 13-31 Reconstruction

Scale: Not to Scale

Source: USGS

### Legend

-  New Runway Location
-  Construction Extent
-  Pavement Removal



Highway 63



**LOCHNER**

## Project Wetland Map

NEPA Documentation

Omar N. Bradley Runway 13-31 Reconstruction

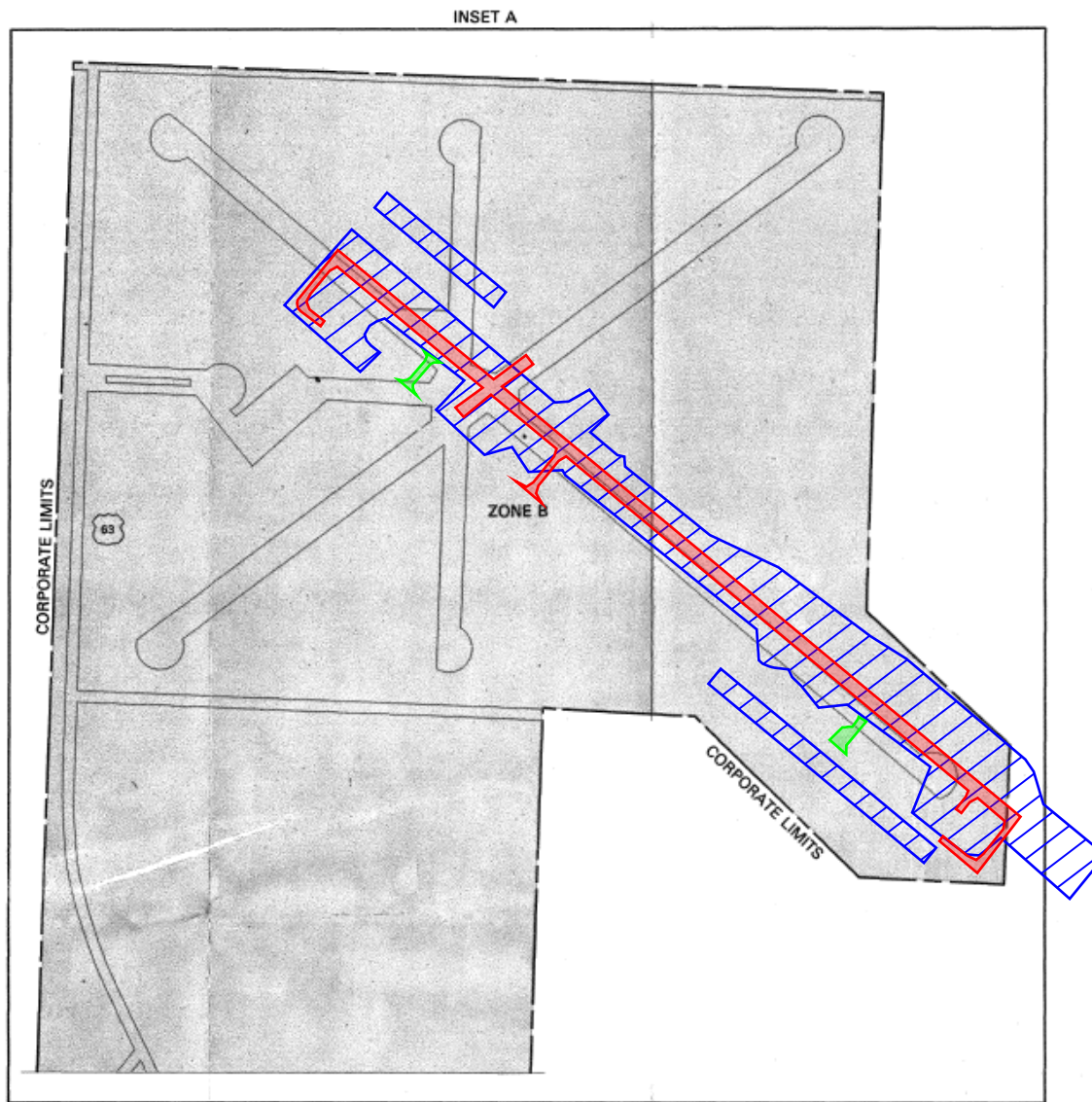
*Scale: Not to Scale*

*Source: National Wetland Inventory*

## Legend

-  New Runway Location
-  Construction Extent
-  Pavement Removal





NATIONAL FLOOD INSURANCE PROGRAM

**FIRM**  
FLOOD INSURANCE RATE MAP

CITY OF  
**MOBERLY,  
MISSOURI**  
RANDOLPH COUNTY

PANEL 1 OF 2  
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER  
290305 0001 B

MAP REVISED:  
NOVEMBER 9, 1982

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using FIRM On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at [www.msc.fema.gov](http://www.msc.fema.gov)



**Project FEMA Map**  
NEPA Documentation  
Omar N. Bradley Runway 13-31 Reconstruction

Scale: Not to Scale

Source: FEMA

**Legend**

-  New Runway Location
-  Construction Extent
-  Pavement Removal