

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 10/07/2021	APWS Task ID: FE1B9004615F4DE7BDF1F0424E58B93C	APWS Project ID: 4A1DD0089A9744B185643DEC1139F071
Procedure: RNAV (GPS) RWY 36 AMDT 1		Enroute: NO	Specialist: Feronti, Tia		Agreement Number:
Airport ID: K57			Airport City: TARKIO		State: MO
Facility ID:	Facility Type:	Flight Inspection Remark Type: Hold FC Slot			
<p>Procedure Comments: FULL AMENDMENT COMPLETED USING PENDING DATA. RELOCATION OF RUNWAY 18/36. THIS CANCELS T-NOTAM 1/1731. CONTACT DON LANIER 405-954-8242.</p> <p>7/26/2021: THIS IS AN CORRECTED COPY OF THE FORM APPROVED ON: 7/8/2021: 1. ADDED PAT 1 TO RNAV GPS RWY 18 AND RNAV GPS RWY 36 IN FIX USE ON IDOYE AND JAKOK 8260-2.</p>					



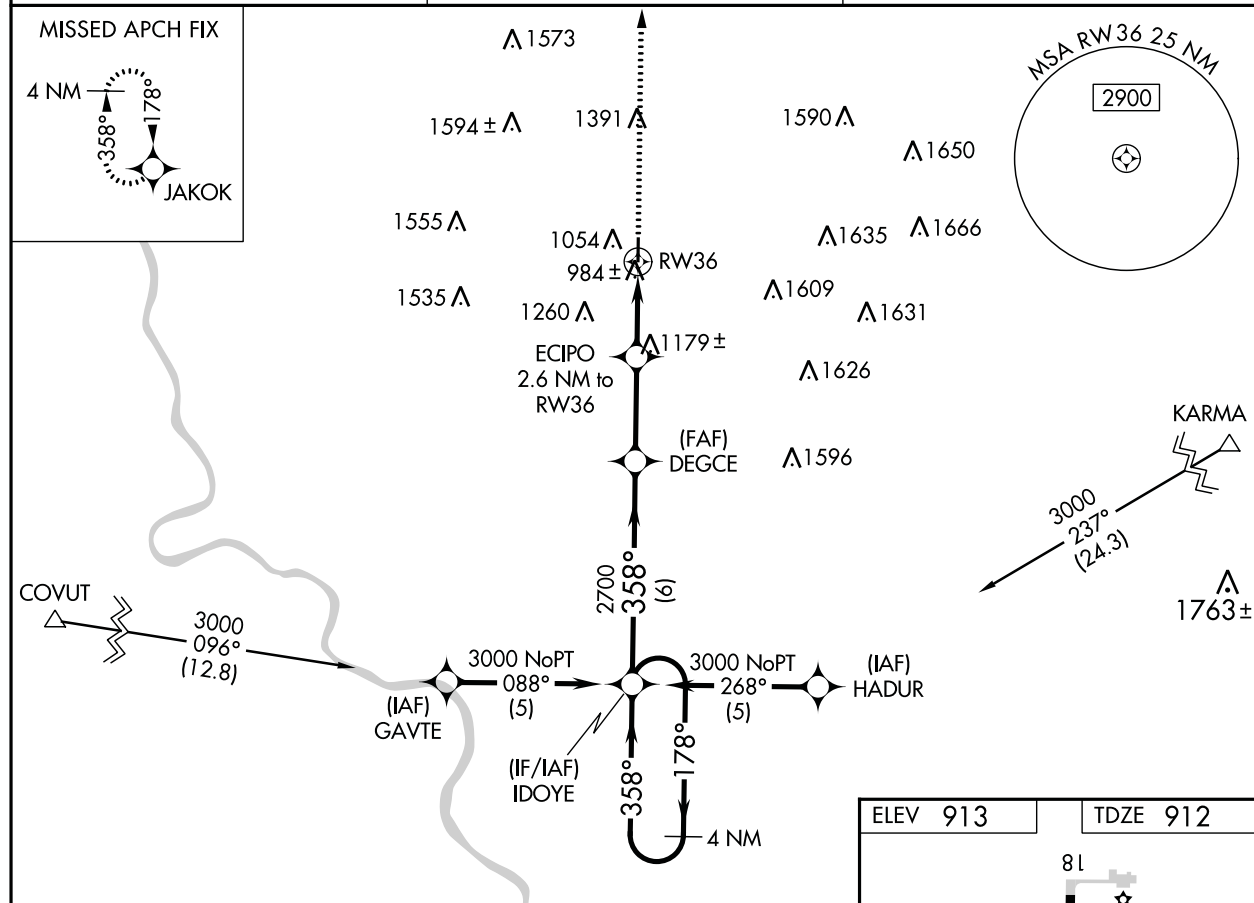
WAAS CH 50206 W36A	APP CRS 358°	Rwy Idg 3564 TDZE 912 Apt Elev 913
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RNAV (GPS) RWY 36

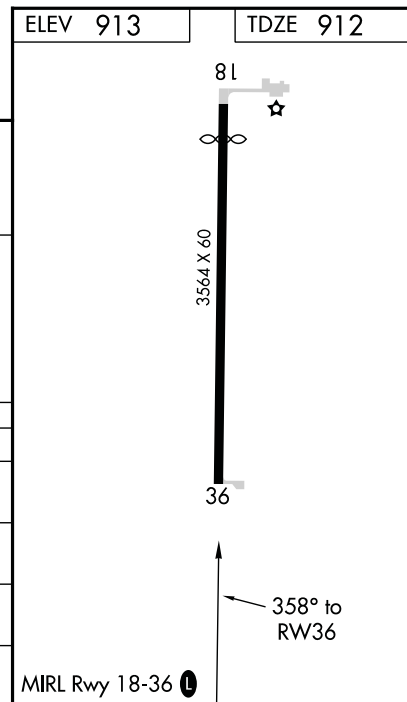
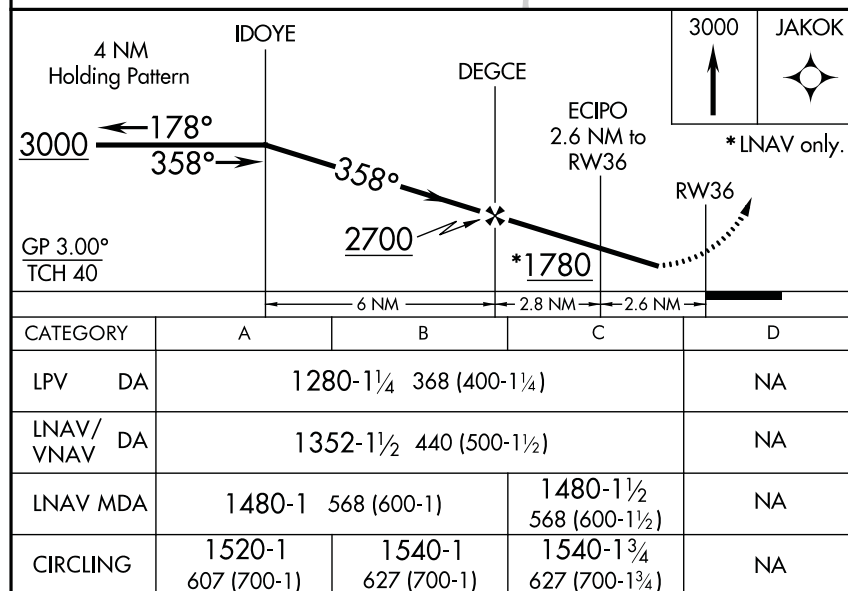
T Baro-VNAV NA. Visibility reduction by helicopters NA.
A NA DME/DME RNP-0.3 NA. Use Shenandoah altimeter setting; if not received, use Clarinda altimeter setting and increase all DAs 13 feet/MDAs 20 feet, and LNAV/VNAV Cats A/B/C visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 3000 direct JAKOK and hold.

SDA AWOS-3 125.525	MINNEAPOLIS CENTER 119.6 290.4	CTAF 122.9 0
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NC-3, 25 MAR 2021 to 22 APR 2021



TARKIO, MISSOURI
Orig 25SEP08

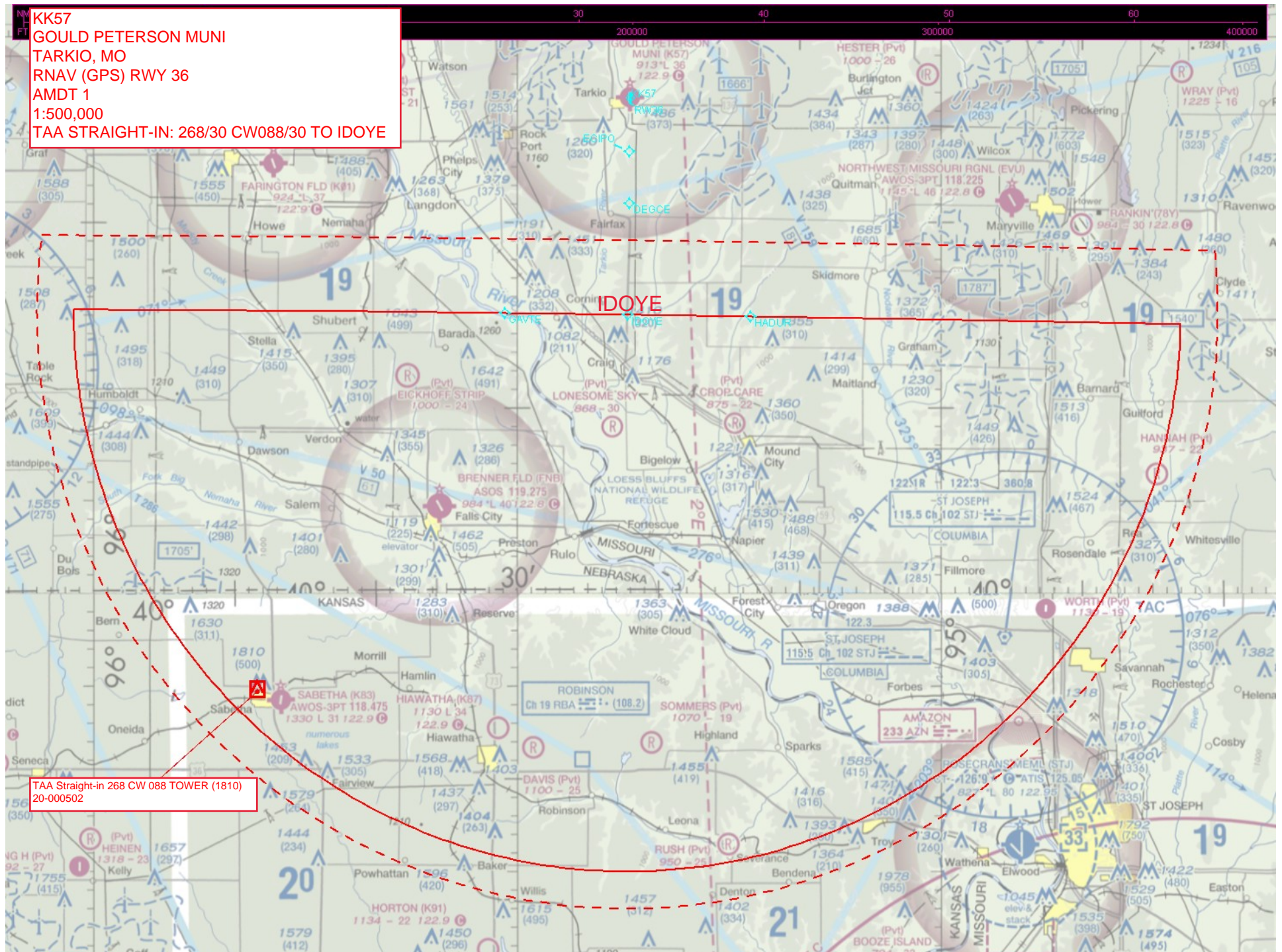
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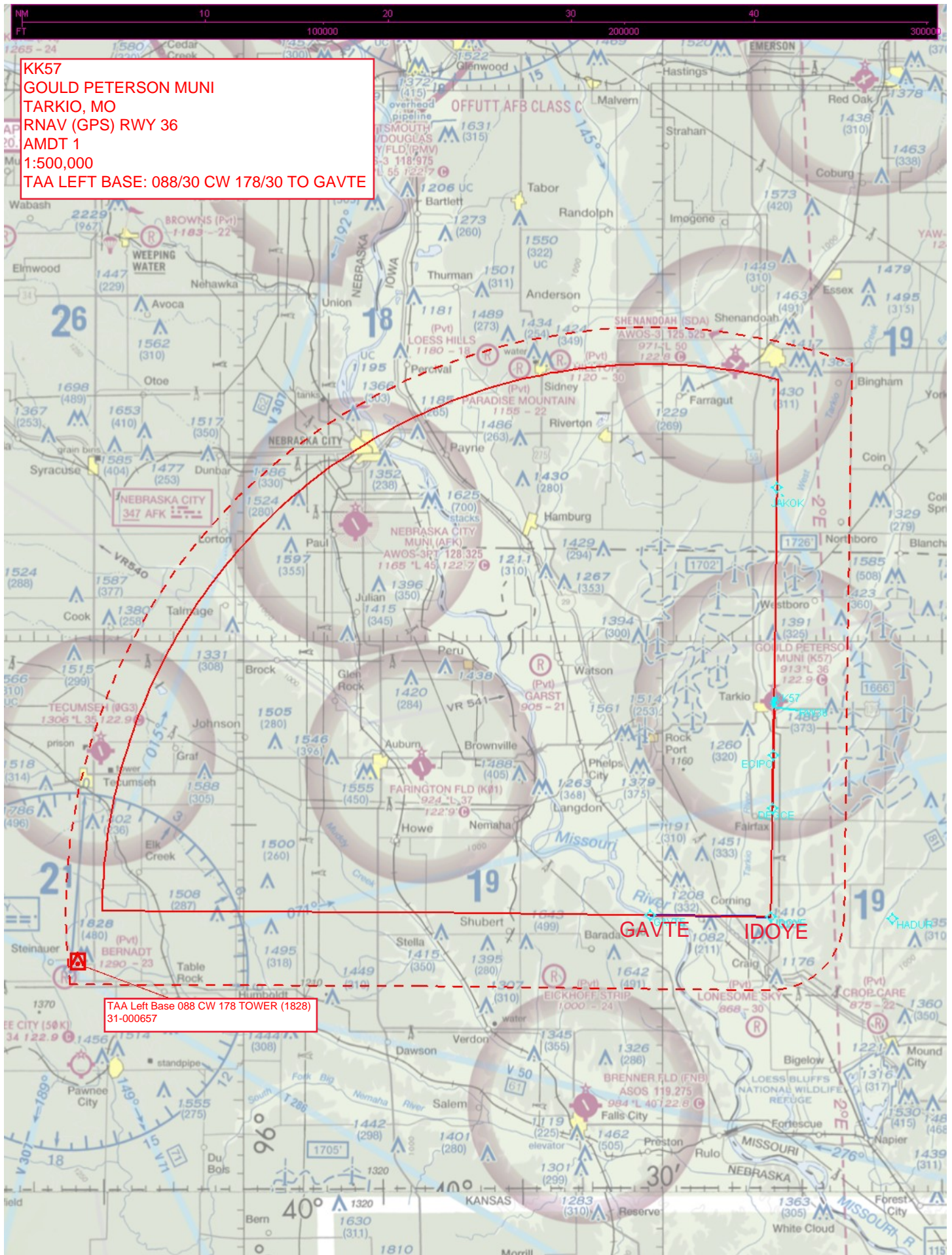
GOULD PETERSON MUNI (K57)
RNAV (GPS) RWY 36

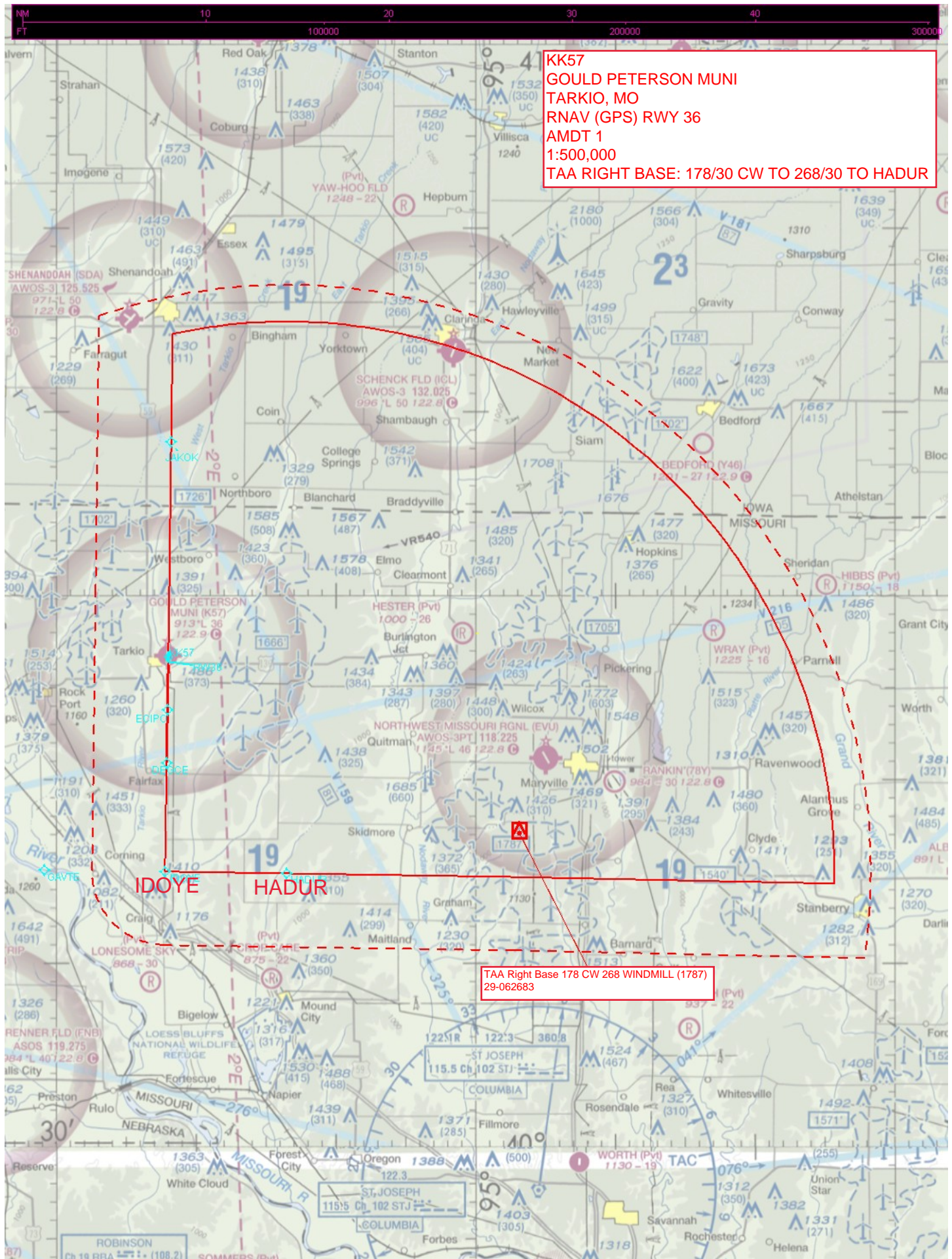
OLD

TAA STRAIGHT-IN: 268/30 CW088/30 TO IDOYE

TAA Straight-in 268 CW 088 TOWER (1810)
20-000502

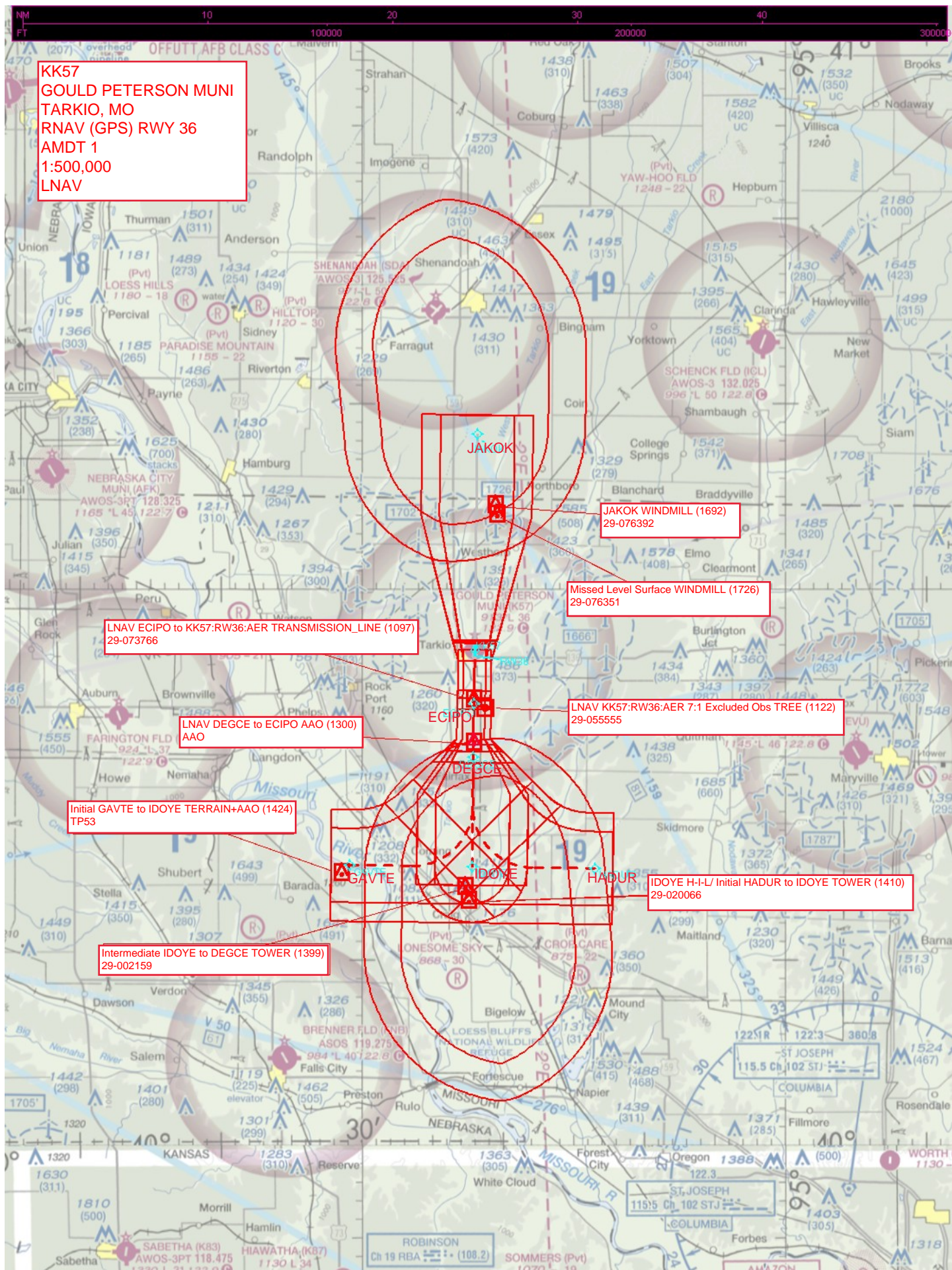


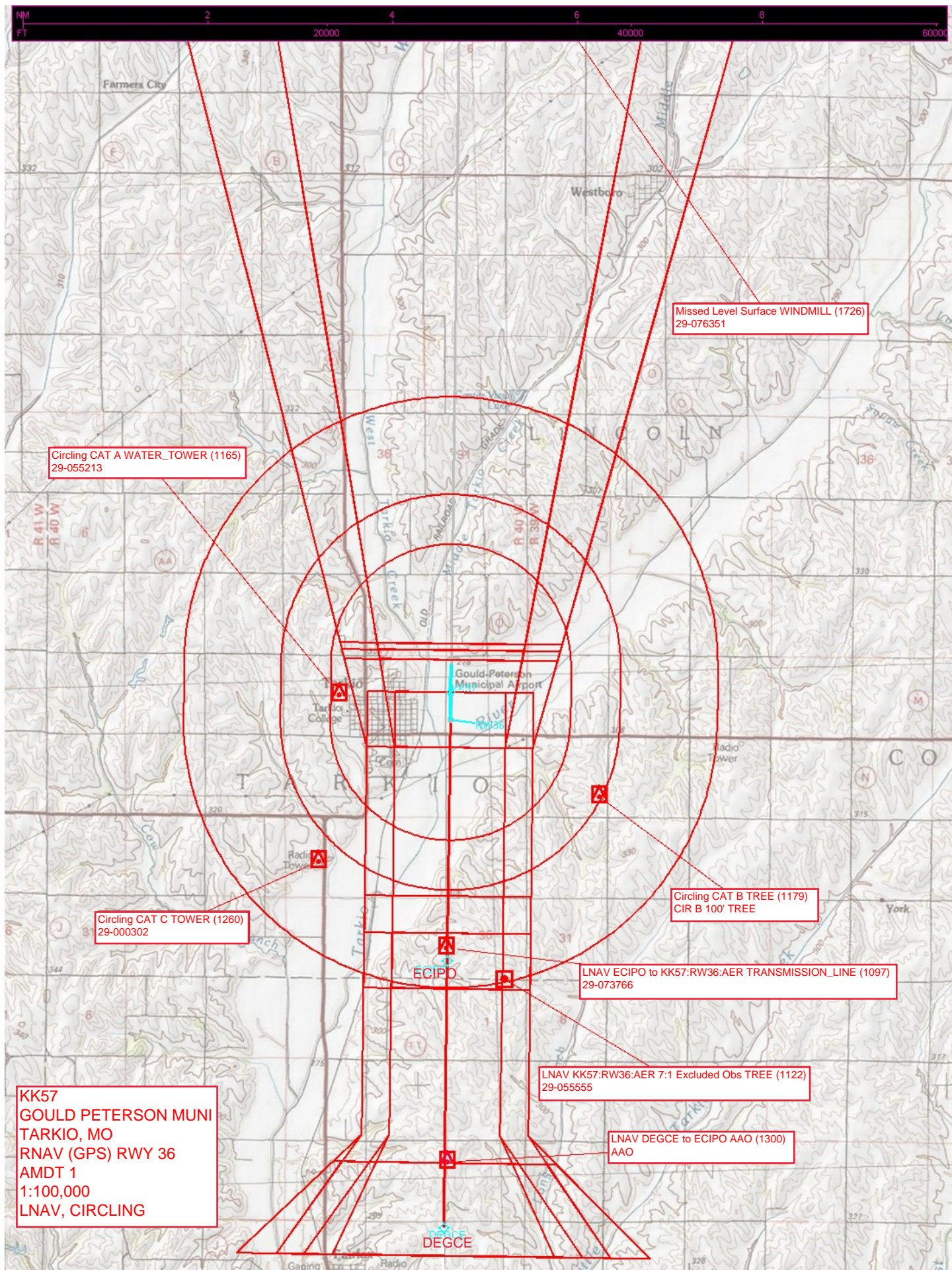




KK57
GOULD PETERSON MUNI
TARKIO, MO
RNAV (GPS) RWY 36
AMDT 1
1:500,000
TAA RIGHT BASE: 178/30 CW TO 268/30 TO HADUR

TAA Right Base 178 CW 268 WINDMILL (1787)
29-062683





APPENDIX A. DOCUMENTED CATEX

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

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

Name of Airport, LOC ID, and location:

Gould Peterson Municipal Airport (K57), City of Tarkio, Missouri

Project Title:

K57 Master Plan Airfield Improvements

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 projects (see Exhibit 1) include the following, as well as associated supporting and enabling projects such as earthwork, drainage improvements, and erosion control:

- Reconstruct and widen runway to 3600' x 75', including extending the pavement south and relocating both thresholds south.
- Reconstruct and reconfigure taxiways and turnaround.
- Reconstruct apron as needed due to taxiway reconfiguration.
- Install edge lights on the runway, taxiways and turnaround (medium intensity).
- Install PAPIs and REILs on both runway ends.
- Construct new electrical vault.
- Revise instrument approach procedures including: RNAV (GPS) RWY 18; RNAV (GPS) RWY 36; and Special Take-Off Minimums/Departure Procedures that apply.

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

The project site is on the 93 acre existing airport property, located just east of the City of Tarkio in northwestern Missouri in Atchison County. The surrounding land use is primarily farmland/

openland. The proposed airfield improvements will be completed entirely on existing airport property. The construction of the taxiways and runways will be completed in the grass area that is currently mowed and maintained by the Airport.

Appendix I- Project/Tribal Coordination Letters to U.S. Army Corps of Engineers, Missouri Department of Conservation, U.S. Fish and Wildlife Services, and Missouri Department of Natural Resources, USDA-Natural Resources Conservation Services, and the potentially impacted tribes.

Appendix II- Agency/Tribal Responses- A response was not received from the U.S. Army Corps of Engineers, the USDA. and the various tribes.

Appendix III- Floodplain Coordination and Permit

Appendix IV - Public Involvement

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.

- Reconstruct and widen runway to 3600' x 75', including extending the pavement south and relocating both thresholds south: Order 5010.1F Paragraph 5-6.4 (e)
- Reconstruct and reconfigure taxiways and turnaround: Order 5010.1F Paragraph 5-6.4 (e)
- Reconstruct apron as needed due to taxiway reconfiguration: Order 5010.1F Paragraph 5-6.4 (e)
- Install edge lights on the runway, taxiways and turnaround (medium intensity): Order 5010.1F Paragraph 5-6.3 (b)
- Install PAPIs and REILs on both runway ends: Order 5010.1F Paragraph 5-6.3 (b)
- Construct new electrical vault: Order 5010.1F Paragraph 5-6.4 (aa)
- Revise (or Implement New) Instrument Approach Procedures: Order 5010.1F Paragraph 5-6.5 (i)

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

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

	YES	NO
<p>Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required.</p> <p>There are no historic/cultural resources listed on the National Register of Historic Places on or near the airport property. A Cultural Resources Identification and Evaluation for Gould Peterson Municipal Airport was prepared as part of the Airport Layout Plan (report dated September 2018). This report meets the requirements of historic property identification under Section 10. This report recommends that the airport is not a National Register eligible resource and concludes that the archeological survey identified no potential for historic sites within the area of potential effect. Therefore, the findings of the report recommend that there will be "No Historic Properties Affected" under Section 106 of the National Historic Preservation Act of 1966 as amended and implementing regulations at 36 CFR Part 800. In addition, this report was shared with the Missouri Department of Natural Resources, State Historic Preservation Office (SHPO). Since there are no buildings being altered or constructed as part of this project, SHPO's Cultural Resource Assessment Section 106 Review, dated February 10, 2020 noted that no properties are affected and the existing properties are not eligible for listing in the National Register of Historic Places. (See Appendix II)</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p> <p>The Proposed Action will not affect any historic/cultural resources. The Missouri SHPO provided a "no historic properties affected" determination for the project on February 10, 2020 (See Appendix II).</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 Proposed Action area has been previously disturbed by airport development activities.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO or a tribal representative along with the SHPO may be required.</p> <p>The Proposed Action will not impact tribal land or land of interest to tribes. Tribal input was solicited to determine if the proposed project had affect on properties of cultural or religious significance. Several tribes were asked to comment on the Section 106 consultation process regarding the project. Letters were sent by the FAA via certified mail and received on September 17, 2018. (See Appendix I) The following tribes were asked to provide input: Iowa Tribe of Oklahoma, Kaw Nation, Miami Tribe of Oklahoma, Omaha Tribe, Osage Nation, Ponca Tribe of Nebraska, and the Yankton Sioux Tribe of South Dakota. The tribes were given 30 days to respond. A reponse dated November 13, 2018 was received from the Osage Nation indicating no concerns with the project (See Appendix II). The FAA recieved no addiitonal comments or responses and it can be assumed that the project will not impact tribal land.</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>An online review found that there is no Section 4(f) land on or near the airport and the airport is predominantly surrounded by land uses that do not fall under the purview of Section 4(f) regulations.</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>The Proposed Action will not physically or constructively "use" any Section 4(f) resources.</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 will not affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds.</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>According to the U.S. Fish and Wildlife Service response, "federally listed species, proposed species, candidate species, and designated and proposed critical habitat are not likely to be impacted by the proposed project action." (See Appendix II)</p> <p>The Missouri Department of Conservation (MDC) conducted a Natural Heritage Review for the Proposed Action. In the report dated November 14, 2017 (see Appendix II), they noted NO Level 3 issues (federal-listed species or critical habitats) and NO Level 2 issues (state-listed endangered species and/or state-ranked species and natural communities of conservation concern) on or near the project site.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish & Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated. Provide the Biological Assessment and Biological Opinion, if required.</p> <p>According to the Natural Heritage Review conducted by MDC, the project does not have the potential to affect any federal or state-listed, threatened, endangered or candidate species, or designated habitat located on or near the project site. However, the Missouri Department of Conservation encourages voluntary stewardship for the species and habitats to minimize the risk of further decline that could lead to listing. MDC identified a potential impact of the project on several species. The actions that will be taken to avoid, minimize, or mitigate impacts are described:</p> <ul style="list-style-type: none"> - Indiana bats (federal and state-listed endangered) and Northern long-eared bats (federal-listed threatened) hibernate in caves and mines in winter months and roost and raise young under the bark of trees in riparian and upland forests near perennial streams. During construction, efforts will be taken to maintain stream quality. There is no tree removal associated with project. -The greater prairie chicken (state-listed endangered) has been historically found near the project area. Efforts will be taken during construction to conserve as much of the native prairie habitats and grasslands in the project area for the prairie chicken as well as other native species. The consultant/engineer will utilize the best management practices recommended by MDC. -Construction will also be managed to minimize erosion and runoff to nearby streams and lakes and will adhere to all "Clean Water Permit" conditions. Construction will include stormwater management practices. Any disturbed areas will be revegetated to minimize erosion using native plant species compatible with local landscape and wildlife needs. Construction equipment will be inspected for invasive species (seeds, eggs, larvae) prior to commencement. 	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish & Wildlife Service).</p> <p>The project does not have the potential to take birds protected by the Migratory Bird Treaty Act.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b (4) Other Resources

Items to consider include:

a. Fish and Wildlife Coordination Act	YES	NO
<p>Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize, or mitigate impacts.</p> <p>The Proposed Action will not impact resources protected by the Fish and Wildlife Coordination Act.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Wetlands and Other Waters of the U.S.	YES	NO
<p>Are there any wetlands or other waters of the U.S. in or near the project area?</p> <p>A wetland delineation report was prepared as part of the Gould Peterson Municipal Airport Layout Plan. According the results, there are approximately 4.38 acres of wetlands within the project area. No stream channels or other water bodies have been identified.</p> <p>The U.S. Fish and Wildlife Service noted "With respect to wetlands and other important fish and wildlife habitat, it appears that the proposed action will not significantly impact these resources." (See Appendix II)</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 wetland delineation was completed in June 2018 (report dated September 2018). The wetlands in the vicinity of any proposed improvements were detremined to be jurisdictional.</p>	<input checked="" type="checkbox"/>	<input 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 project is likely to impact approximately ≤0.5 acres of Palustrine Emergent Temporarily/Seasonally Flooded (PEMA/C) wetland. Project elements have been relocated, and grading limits have been minimized to the extent feasible to minimize wetland impacts. There are no forested wetlands within the project area. Tree clearing is not anticipated.</p>	<input checked="" type="checkbox"/>	<input 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>A USACE Clean Water Act Section 404 permit will be required. The project should qualify for a nationwide permit no. 14, permitting unavoidable impacts to wetland for transportation purposes. The project is likely to impact ≤0.5 acres of Palustrine Emergent Temporarily/Seasonally Flooded (PEMA/C) wetland. As a result, mitigation for wetland impacts will be required.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

c. Floodplains	YES	NO
<p>Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.</p> <p>This airport is located in and the project will take place within an existing approximate FEMA-designated Zone A floodplain, areas within the 100-year floodplain, as shown on the Flood Hazard Boundary Map for Atchison County, Missouri Unincorporated Areas (Community Panel Number 290009 0125 A, effective date 5 January 1984). The affected floodplain's existing natural and beneficial values include providing flood storage and conveyance; and providing an area for airport operations to benefit the traveling public.</p> <p>A hydrologic and hydraulic investigation was conducted to determine if the proposed project meets or exceeds local, state, and federal environmental and floodplain regulations. Peak discharges along West Tarkio Creek and Tarkio River were calculated and the impact of the project on the 100-year water surface elevations were computed. The analysis noted that the the placement of fill associated with project will have no impact on the 100-year water surface elevations of West Tarkio Creek or the Tarkio River due to the two embankments surrounding the airport site which form an ineffective flow area.</p> <p>A floodplain development application and permit was submitted by Olsson to Atchison County on October 26, 2018. (See Appendix III). The application includes the results from the hydrologic and hydraulic investigation and validates that the project poses no impact to the natural or beneficial floodplain values. The permit was approved by the County on November 11, 2018.</p> <p>A Notice of Opportunity for a Public Hearing regarding the proposed improvements at the airport was advertised by the City of Tarkio and the FAA. (See Appendix IV). No requests for a public hearing were received.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Coastal Resources	YES	NO
<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 State of Missouri has no coastal zone management programs in effect and there are no coastal resources in the region.</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>Not applicable; there are no Coastal Barrier Resource Systems in Missouri.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. National Marine Sanctuaries	YES	NO
<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>A National Marine Sanctuary is not located in the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

f. Wilderness Areas	YES	NO
Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource. There are no Wilderness Areas located in the project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Farmland	YES	NO
Is there prime, unique, state, or locally important farmland in/near the project area? Describe any significant impacts from the project. The NRCS's Web Soil Survey was consulted to identify soil types on the airport property. All areas of the property are considered prime farmland, if drained. The majority of the land adjacent to the airport is classified by the US Department of Agriculture Natural Resources Conservation Service (NRCS) as being prime farmland.	<input checked="" type="checkbox"/>	<input 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 project does not include the acquisition and conversion of farmland.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Energy Supply and Natural Resources	YES	NO
Will the project change energy requirements or use consumable natural resources either during construction or during operations? Energy requirements and consumable natural resources will be slightly increased during construction and daily operations. Existing utility systems appear to be adequate and will not be significantly impacted by the development. The slight increase in energy requirements will not lead to significant changes in use of consumable natural resources.	<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 will not change traffic patterns that could alter fuel usage during construction or operations.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Wild and Scenic Rivers	YES	NO
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? The Tarkio River and West Tarkio Creek are located 1/4 mile from the the Proposed Action area. However, these are not included on a federal list or under state jurisdiction.	<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? The project will not affect any wild and scenic rivers.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

j. Solid Waste Management	YES	NO
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 Proposed Action will not generate a significant level of solid waste. All construction-related waste will be disposed of properly.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

	YES	NO
Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community? The Proposed Action is consistent with community development and goals. The land use surrounding the airport is primarily farmland and the proposed project does not affect existing land uses, as it remains on airport property.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are residents or businesses being relocated as part of the project? No residents or businesses will be relocated as part of the Proposed Action.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(6) Environmental Justice

	YES	NO
Are there minority and/or low-income populations in/near the project area? There are no minority or low-income populations near the Proposed Action area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project cause any disproportionately high and adverse impacts to minority and/or low-income populations? Attach census data if warranted. The Proposed Action will not adversely impact these populations.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(7) Surface Transportation

	YES	NO
Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided? The Proposed Action will not cause a significant increase in surface traffic congestion nor will it cause a degradation of level of service provided.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

5-2.b(8) Noise

	YES	NO
<p>Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?</p> <p>Due to the limited operational levels and fleet mix anticipated at the airport, noise is not to be considered of significance, nor will it be significantly increased as a result of the Proposed Action.</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 will change the airfield configuration slightly by widening the runway and adding a turnaround and taxiway. Runway use will change briefly when runway is closed during construction. All efforts will be made to ensure all closures are reported appropriately and completed in an expeditious fashion.</p>	<input checked="" type="checkbox"/>	<input 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 forecast does not exceed the noted operations.</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>No noise analysis has been conducted for the airport, due to the limited aircraft operations.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour?</p> <p>The project will not have significant impact on noise levels over noise sensitive areas.</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>The airport is located in Atchison County, Missouri, which is not currently listed as being in a nonattainment area for all criteria pollutants under the Clean Air Act. The operational levels at the airport are well below the minimum operations needed to initiate an air quality analysis.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels (provide the paragraph citation for the exemption or presumed to conform list below, if applicable) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation.</p> <p>Not applicable.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?</p> <p>The project does not have the potential to measurably increase capacity.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations?</p> <p>The project will not impact air quality or violate local, State, Tribal, or Federal air quality standards during construction or operations.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b (10) Water Quality

	YES	NO
<p>Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers, and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.).</p> <p>The Tarkio River and West Tarkio Creek are located 1/4 mile from the project area. The Missouri Department of Natural Resources indicated that there are no jurisdictional waterbodies located within the vicinity of the airport that would be impacted during airport development. Best Management Practices must be incorporated in to plans to protect the watershed. Appropriate groups and officials will be contacted and permits will be obtained to ensure water quality is not impacted during airport development.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction.</p> <p>No, the Proposed Action will not impact water resources during construction or operations.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Will the project increase the amount or rate of stormwater runoff either during construction or during operations? Describe any steps that will be taken to ensure it will not impact water quality.</p> <p>A stormwater pollution prevention plan (SWPPP), including the installation of temporary sediment and erosion control devices, will be put in place to reduce runoff during construction to ensure water quality will not be impacted. All impervious surfaces will be conveyed into vegetative shoulders, swales, and level spreaders before being discharged.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts?</p> <p>No, the project does not have the potential to violate 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> <p>The project will require Section 401 Water Quality Certification. The project will be precertified pending issuance of the USACE Section 404 nationwide permit no. 14. Individual Section 401 Water Quality Certification will not need to be obtained.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

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

	YES	NO
<p>Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located?</p> <p>The Proposed Action is consistent with local plans, goals, policy, zoning, and controls.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project incompatible with surrounding land uses?</p> <p>The Proposed Action is compatible with surrounding land uses.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

a. Light Emissions and Visual Effects	YES	NO
Will the proposed project produce light emission impacts? The Proposed Action will entail installation of runway and taxiway edge lights; however, there are no anticipated impacts to the surrounding areas.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts? There will be no major visual or aesthetic impacts as the result of the Proposed Action and no concerns have been expressed regarding the project's aesthetics.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Hazardous Materials	YES	NO
Does the project involve or affect hazardous materials? There are no hazardous materials involved with the Proposed Action.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will construction take place in an area that contains or previously contained hazardous materials? Construction will not take place in an area that contains or previously contained 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 project does not involve land acquisition.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled? The project will not produce hazardous or solid waste during construction or after. Any construction related waste will be disposed of at an approved waste site and there will be no significant change to the existing production of municipal solid waste after completion of the project.	<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. A floodplain permit application was submitted for the project (Appendix III). An opportunity for the public to request a public hearing and/or submit comments was also made available (public notice and affidavit of publication included in Appendix IV). No request for a public hearing or comments were received.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

	YES	NO
Will the project result in indirect/secondary/induced impacts? The Proposed Action will not result in indirect/secondary/induced impacts. While an increase in operational activity is anticipated, there will be no change to the population of the area or disruption to the community from construction on the existing airport property.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact? The Proposed Action will not result in a significant cumulative impact and the airport development is consistent with the Master Plan and FAA-approved ALP.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Permits

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

Prior to construction a Land Disturbance Permit will be obtained through the Missouri Department of Natural Resources.

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.

Every effort will be taken to minimize the environmental impact on the on-airport and off- airport land. Construction impacts will be mitigated through best management practices and construction waste will be disposed of at an appropriate site.

Preparer Information

Point of Contact: Tony Baumert, Olsson		
Address: 601 P Street, #200		
City: Lincoln	State: NE	Zip Code: 68508
Phone: 402.458.5669	Email Address: tbaumert@olsson.com	

Signature: Anthony J Baumert

Digitally signed by Anthony J Baumert
 DN: C=US,
 E=tbaumert@olssonassociates.com,
 CN=Anthony J Baumert
 Date: 2020.03.11 16:34:51-0500

Date: March 10, 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.

Point of Contact: Becky Jones, City Clerk, City of Tarkio		
Address: 602 Main Street		
City: Tarkio	State: MO	Zip Code: 64491
Phone Number: 660.736.4821	Email Address: tarkioch@tarkio.net	
Additional Name(s): Brooks Hurst, Airport Manager	Additional Email Address(es): blyd@tarkio.net	

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: Rebecca Jones

Date: 3-13-2020

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:

Gould Peterson Municipal Airport (K57), Tarkio, Missouri

Project Title:

Airfield Development

- ☒ No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1.F CATEX that applies:) **5-6.3b, 5-6.4e, 5-6.4f, 5-6.4k, 5-6.4l, 5-6.4o, and 5-6.5i**
- ☐..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**

Responsible FAA Official

Signature: **SCOTT D TENER**  Digitally signed by SCOTT D TENER
Date: 2020.03.17 16:40:00 -05'00'

Date: