.DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 436TH AIRLIFT WING (AMC)

MEMORANDUM FOR 436 CES/CEV

FROM: 436 MSG/CC

SUBJECT: Finding of No Significant Impact (FONSI)-Relocate Oil/Water Separator and Lift Station, Facility 583

1. DAFB is proposing to relocate the 1,430 square foot Oil/Water Separator and Lift Station, Facility 583. A new 355K square foot Air Freight Terminal is going to built and the current facility is within the footprint of the new Air Freight Terminal. The proposed site location is 60 feet north-west of Facility 706.

2. An environmental assessment, which is attached, was drafted and demonstrates that there are no significant environmental impacts from the proposed action. An environmental assessment was available for public review and comment from 16 May through 29 May 2004. No comments were received.

3. This document was prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality (CEQ) regulations of 1978, and Air Force Instruction (AFI) 32-7061, *The Environmental Impact Analysis Process*. AFI 32-7061 addresses implementation of the NEPA and directs Air Force officials to consider the environmental consequences of any proposal as part of the decision-making process. This instruction has been recently amended and appears, as amended, in 32 CFR Part 989. It was determined that neither an environmental impact statement nor a formal environmental assessment is necessary. No further environmental documentation is necessary.

4. I have evaluated the attached environmental assessment and find no significant impacts on the quality of the human or natural environment from the proposed action.

ROBERT J. KING, Colonel, USAF
Commander, 436th Mission Support Group

Attachments:
1. AF Form 813
2. Environmental Assessment

Report Documentation Page

Form Approved
OMB No. 0704-0188

1. REPORT DATE	2. REPORT TYPE	3. DATES COVERED
JUN 2004		**00-00-2004 to 00-00-2004**

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Environmental Assessment Relocation of the Aircraft Oil/Water Separator and Lift Station	5b. GRANT NUMBER
	5c. PROGRAM ELEMENT NUMBER
6. AUTHOR(S)	5d. PROJECT NUMBER
	5e. TASK NUMBER
	5f. WORK UNIT NUMBER
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13. SUPPLEMENTARY NOTES

14. ABSTRACT

15. SUBJECT TERMS

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ENVIRONMENTAL ASSESSMENT
RELOCATION OF THE AIRCRAFT OIL/WATER SEPARATOR AND LIFT STATION

1.0 INTRODUCTION AND PROJECT DESCRIPTION

1.1 ENVIRONMENTAL SETTING

Dover Air Force Base (DAFB) is located in Kent County, Delaware. The base is situated 3.5 miles southeast of the center of Dover, Delaware, the state capital. The base covers approximately 3,902 acres of land area including annexes, easements, and leased property.

DAFB has two active airfields. The north-south airfield at DAFB divides the main Base into two primary sections. Open space, recreational areas, and limited amounts of industrial uses are located east of the airfield. The land uses west of the airfield and east of U.S. Route 113 are industrial, airfield operations, administrative, community, medical, and some unaccompanied personnel housing. Eagle Heights Military Family House (MFH), temporary lodging quarters, a golf course, and additional unaccompanied personnel housing are located west of U.S. Route 113 and east of St. Jones River. The surrounding areas consist primarily of cropland and wetlands, with the Saint Jones River running adjacent to the southwestern corner of the base.

1.2 PROJECT PURPOSE and NEED. The proposed project identified in the AF Form 813 would relocate the 1,430 square foot Oil/Water Separator and Lift Station, Facility 583. A new 355K square foot Air Freight Terminal is going to built and the facility is within the footprint of the new Air Freight Terminal. The structure is located on impervious surface (asphalt) and is located just west of the Facility 582. The proposed site location is 60 feet north-west of the facility 706 and is asphalted.

2.0 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES

2.1 NATIONAL ENVIRONMENTAL POLICY ACT

The National Environmental Policy Act, commonly known as NEPA, is a Federal statute requiring the identification and analysis of potential environmental impacts of proposed Federal actions before those actions are taken. NEPA established the Council on Environmental Quality (CEQ) that is charged with the development of implementing regulations and ensuring agency compliance with NEPA. CEQ regulations mandate that all Federal agencies use a systematic interdisciplinary approach to environmental planning and the evaluation of actions that may affect the environment.

This process evaluates potential environmental consequences associated with a proposed action and considers alternative courses of action. The intent of NEPA is to protect, restore, or enhance the environment through well-informed Federal decisions.

The process for implementing NEPA is codified in Title 40 Code of Federal Regulations (CFR) Parts 1500-1508, *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act*. CEQ regulations specify the following must be accomplished when preparing an environmental assessment (EA):

- Briefly provide evidence and analysis for determining whether to prepare an environmental impact statement (EIS) or a finding of no significant impact (FONSI)
- Aid in an agency's compliance with NEPA when an EIS is unnecessary
- Facilitate preparation of an EIS when one is necessary

Air Force Policy Directive (AFPD) 32-70, *Environmental Quality*, states that the U.S. Air Force (USAF) will comply with applicable Federal, state, and local environmental laws and regulations, including NEPA. The USAF's implementing regulation for NEPA is *The Environmental Impact Analysis Process (EIAP)*, 32 CFR Part 989, as amended.

2.2 INTEGRATION OF OTHER ENVIRONMENTAL STATUTES AND REGULATIONS

To comply with NEPA, the planning and decision-making process for actions proposed by Federal agencies involves a study of other relevant environmental statutes and regulations. The NEPA process, however, does not replace procedural or substantive requirements of other environmental statutes and regulations. It addresses them collectively in the form of an EA or EIS, which enables the decision-maker to have a comprehensive view of major environmental issues and requirements associated with the Proposed Action. According to CEQ regulations, the requirements of NEPA must be integrated "with other planning and environmental review procedures required by law or by agency so that all such procedures run concurrently rather than consecutively."

The EA examines potential effects of the Proposed Action and alternatives on seven resource areas including air quality, biological resources, cultural resources, geological resources, hazardous materials and waste, safety, and water resources. Four resource areas that have been omitted from analysis include infrastructure, noise, land use, and socioeconomics and environmental justice. The basis for the omissions is described in section 4.0. The following paragraphs present examples of relevant laws, regulations, and other requirements that are often considered as part of the analysis.

2.2.1 Air Quality

The Clean Air Act (CAA) establishes Federal policy to protect and enhance the quality of the nation's air resources to protect human health and the environment. The CAA requires that adequate steps be implemented to control

the release of air pollutants and prevent significant deterioration in air quality. The 1990 amendments to the CAA require Federal agencies to determine the conformity of proposed actions with respect to State Implementation Plans (SIPs) for attainment of air quality goals.

2.2.2 Biological Resources

The Endangered Species Act (ESA) requires Federal agencies that fund, authorize, or implement actions to avoid jeopardizing the continued existence of federally listed threatened or endangered species, or destroying or adversely affecting their critical habitat. Federal agencies must evaluate the effects of their actions through a set of defined procedures, which can include preparation of a Biological Assessment and formal consultation with the U.S. Fish and Wildlife Service (USFWS).

EO 11990, Protection of Wetlands, requires that Federal agencies provide leadership and take actions to minimize or avoid the destruction, loss, or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands.

The CWA, under Section 404, contains provisions for protection of wetlands and establishes a permitting process for activities having potential effects in wetland areas. Wetlands, riverine, and open water systems are considered waters of the United States and, as such, fall under the regulatory jurisdiction of the U.S. Army Corps of Engineers (USACE).

2.2.3 Cultural Resources

The National Historic Preservation Act of 1966 (NHPA) provides the principal authority used to protect historic properties, establishes the National Register of Historic Places (NRHP), and defines, in Section 106, the requirements for Federal agencies to consider the effect of an action on properties on or eligible for the NRHP.

Protection of Historic and Cultural Properties (36 CFR 800 [1986]) provides an explicit set of procedures for Federal agencies to meet their obligations under the NHPA, including inventorying of resources and consultation with State Historic Preservation Office (SHPO).

The Archeological Resources Protection Act of 1979 ensures that Federal agencies protect and preserve archeological resources on Federal or Native American lands and establishes a permitting system to allow legitimate scientific study of such resources.

EO 13007, Indian Sacred Sites, requires that, to the extent practicable, Federal agencies accommodate access to and ceremonial use of Indian sacred sites by Indian religious practitioners and avoid adversely affecting the physical integrity of such sacred sites.

EO 13084, Consultation and Coordination with Indian Tribal Governments, requires that each Federal agency shall have an effective process to permit elected officials and other representatives of Indian tribal governments to provide meaningful and timely input in the development of regulatory policies or matters that uniquely affect their communities.

2.2.4 Safety

Air Force Instruction (AFI) 91-301, *Air Force Occupational and Environmental Safety, Fire Protection, and Health (AFOSH) Program*, implements AFPD 91-3, *Occupational Safety and Health*, by outlining the AFOSH Program. The purpose of the AFOSH Program is to minimize loss of USAF resources and to protect USAF personnel from occupational deaths, injuries, or illnesses by managing risks. In conjunction with the USAF Mishap Prevention Program (AFI 91-202), these standards ensure all USAF workplaces meet Federal safety and health requirements. This instruction applies to all USAF activities.

2.2.5 Water Resources

The Clean Water Act (CWA) of 1977 (33 United States Code [USC] 1344) and the Water Quality Act of 1987 (33 USC 1251, et seq., as amended) establish Federal policy to restore and maintain the chemical, physical, and biological integrity of the nation's waters, and where attainable, to achieve a level of water quality that provides for the protection and propagation of fish, shellfish, and wildlife, and recreation in and on the water.

Executive Order (EO) *11988, Floodplain Management*, requires Federal agencies to take action to reduce the risk of flood damage; minimize the impacts of floods on human safety, health, and welfare; and restore and preserve the natural and beneficial values served by floodplains. Federal agencies are directed to consider the proximity of their actions to or within floodplains. Where information is unavailable, agencies are encouraged to delineate the extent of floodplains at their site.

Coastal Zone Management Act (CZMA) establishes goals for and a mechanism for states to control use and development of their coastal zones. CZMA applies to actions on federal lands only when state's coastal zone is affected. CZMA requires that federal agencies be consistent with enforceable policies of state coastal zone management programs when conducting or supporting activities within or outside the coastal zone that affect land use, water use, or natural resources of the coastal zone.

2.2.6 Infrastructure

Infrastructure consists of the systems and physical structures that enable a population in a given area to sustain itself. Consideration of infrastructure is applicable to a proposed action or alternative where there may be an issue with respect to local capacities (e.g., utilities, transportation networks, energy) to provide the required support.

2.2.7 Noise

Federal Aviation Administration (FAA) Part 150, *Airport Noise Compatibility Planning,* provides guidance to measure noise at airports and surrounding areas and determine exposure of individuals to noise that result from the operations of an airport. FAA Part 150 identifies those land uses which are normally compatible with various levels of exposure to noise by individuals. It also provides technical assistance to airport operators, in conjunction with other local, state, and Federal authorities, to prepare and execute appropriate noise compatibility planning and implementation programs (14 CFR 150).

2.2.8 Socioeconomics and Environmental Justice

EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, directs Federal agencies to assess the effects of their actions on minority and low-income populations within their region of influence. Agencies are encouraged to include demographic information related to race and income in their analysis of the environmental and economic effects associated with their actions.

3.0 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES

3.1 PROPOSED ACTION

The relocation of the oil/water separator and lift station to a new area is the only feasible way to allow for the construction of the new 355K square foot Air Freight Terminal, Facility 505. The footprint of the new Air Freight Terminal incorporates the area of the existing structure. There is no other feasible location for the Air Freight Terminal; therefore, this ancillary facility needs to be relocated.

3.2 ALTERNATIVE ACTION

There were no alternative actions being considered for this project. Only the proposed action and the no-action alternative were practical.

3.3 NO-ACTION ALTERNATIVE

The no-action alternative would maintain the status quo. With the no-action alternative, the damaged Air Freight Terminal can only process 30 percent of all the

cargo. This alternative would cause productivity to be inefficient and backlogs in cargo processing will continue to grow. Due to inadequate bay size and poor layout, it is not uncommon for a pallet of cargo to be handled as many as four separate times before it is dispatched to an aircraft. There is no other feasible location for the new Air Freight Terminal.

4.0 ENVIRONMENTAL CONSEQUENCES

Section 4.0 describes the environmental and socioeconomic resources and conditions most liked to be affected by the proposed action.

In compliance with NEPA, CEQ guideline, and 32 CFR Part 989, as amended, the description of the affected environment focuses on those resources and conditions potentially subject to impacts. Some environmental resources and conditions that are often analyzed in an EA have been omitted from this analysis. The following details the basis for such exclusions:

- Infrastructure. The proposed action or the alternative action would not involve any activities that would contribute to major changes with respect to local capacities (e.g., utilities, transportation networks, energy) to provide the required support. The existing utilities would be utilized. The traffic patterns would not change in MFH. Accordingly, the detailed examination of the infrastructure has been omitted.

- Noise. Implementation of the proposed action or the alternative action would not involve permanent alterations to aircraft inventories, operations, or missions. No new permanent ground-based heavy equipment operations would be included in the proposed action or the alternative action. No activity included in the proposed action or the alternative action would result in a situation where residences would be impacted by an increase in present ambient noise levels. Furthermore, noise produced by construction activities associated with the proposed action or the alternative action would be temporary and would not significantly affect sensitive receptors. Accordingly, the detailed examination of noise has been omitted.

- Land Use. All activities associated with the proposed action or the alternative action would be consistent with present and foreseeable land use patterns at DAFB. Implementation of the proposed action or the alternative action would not alter the existing land use at DAFB. The surrounding land is not considered prime farmland. Accordingly, the detailed examination of land use has been omitted.

- Socioeconomics and Environmental Justice. The proposed action or the alternative action would not involve any activities that would contribute to changes in socioeconomic resources. There would be no change in the number of personnel assigned to DAFB, therefore there would be no changes in area population or associated changes in demand for housing and services. Accordingly, the detailed examination of socioeconomics has been omitted.

Environmental Justice addresses the potential for a proposed federal action to cause disproportionate and adverse health effects on minority or low-income populations. Adverse health effects are not expected, therefore minority and low-income population data is not analyzed in this assessment. There would be no environmental justice concerns associated with the proposed action or the alternative action. Accordingly, the detailed examination of environmental justice has been omitted.

4.1 AIR QUALITY

Proposed Action

DAFB is an area of severe non-attainment for ozone. The priority air pollutants of concern are nitrogen oxides (NOx) and Volatile Organic Compounds (VOCs). No long-term air quality impacts are expected from the proposed action. The proposed action would generate air pollutant emissions as a result of grading, filling, compacting, and paving operations, but these emissions would be temporary and would not be expected to generate any off-site impacts. Therefore, a Clean Air Act amendment section 176(c) conformity determination is not required.

No-Action Alternative

Air quality would not be impacted by the no-action alternative.

4.2 BIOLOGICAL RESOURCES

Proposed Action

After reviewing the 1998 Wetland Survey, it was determined that the proposed project will not impact wetlands or the 100-year floodplain. The proposed action will be in an industrial area on improved land. (Figure 1)

According to the Biological/Ecological Inventory, dated 1993, there are no known occurrences of federally listed threatened and endangered animal or plant on DAFB. There is one animal that is of State Endangered on the DAFB, and it is located south of the proposed site. This animal will not be impacted by the proposed action. (Figure 2).

There is one plant of State Concern on the main base and it is located extremely far south of the proposed site. This plant will not be impacted by the proposed action. (Figure 3).

No-Action Alternative

Rare and endangered species would not be impacted by the no-action alternative.

4.3 CULTURAL RESOURCES

Proposed Action

There is one potential cultural resource site on the main base, according to the Cultural Resources Management Plan prepared in 2000. The site is far south of the proposed site. This potential cultural resource site will not be impacted by the proposed action.

Facility 1301, a former World War II Hangar, which is now the AMC Museum is listed on the NRHP. The Museum is far south of the proposed site. Facility 1303, part of the Cold War Strategic Air Command readiness infrastructure, is eligible for listing on the NRHP. Neither of these facilities will be impacted by the proposed action. (Figure 4).

No-Action Alternative

Cultural resources would not be impacted by the no-action alternative.

4.4 GEOLOGY

Proposed Action

Slopes in the proposed areas are shallow to flat and the proposed action would not cause or create significant changes to the topography of the DAFB area.

No-Action Alternative

Topography would not be impacted by the no-action alternative.

4.5 HAZARDOUS MATERIALS/HAZARDOUS WATER

Proposed Action

The excavation of the oil/water separator and lift station will be handled with the same procedures as an underground storage tank. The contents will be evacuated and tested. All associated plumbing and potential electronic devices will be disconnected before the excavation. Appropriate Personal Protection Equipment shall be used during the excavating process.

The relocation and excavation activities associated with the proposed action could potentially create hazardous material. There are residual contaminants in the soil that may not allow for unrestricted disposal of excavated soils. Any excavated soil that is not suitable for use on site must be stockpiled on site and tested to determine proper

disposal requirements. A full TCLP scan including metals, organics (volatiles and semi-volatiles), pesticides, ignitability, reactivity, and corrosivity must be done

The sample results must be submitted to CES/CEV for interpretation. CEV will use the hazardous waste limitations in the CFRs when evaluating the TCLP results to determine if the soil must be disposed of as hazardous waste. The other remaining parameters are required for disposal at a Delaware Solid Waste Authority (DSWA) facility and have associated DSWA limitations. Those limitations will be compared to the results to determine if the soil can be disposed of within the State of Delaware, only if the soil is not a hazardous waste. If soil is hazardous waste, it must be disposed of accordingly at a disposal facility permitted to accept hazardous waste. If the soil is non-hazardous waste but does not meet the limitations of the DSWA, the soil must be disposed of at a disposal facility permitted to accept such waste.

No-Action Alternative

Hazardous materials would not be impacted by the no-action alternative.

4.6 OCCUPATIONAL SAFETY AND HEALTH

Proposed Action

An asbestos & lead paint sampling will be conducted prior to disturbing any existing structures that would be relocated. Any asbestos or lead based paint encountered would be handled in accordance with, State law and established Air Force policies, rules, and regulations.

No-Action Alternative

Occupational safety and health would not be impacted by the no-action alternative.

4.7 WATER RESOURCES

Proposed Action

There is a stormwater piping system under the asphalt and structures that could be impacted by the proposed action. A sediment and erosion control plan will be developed and implemented during construction of the new drainage system and demolition of the existing drainage system to ensure that the stormwater inlet is protected to ensure that nothing enters into the stormwater system.

There are groundwater monitoring wells located within the proposed area that must be protected or replaced if damaged. These wells are DM309S and DM309D. (Figure 5). These monitoring wells must be protected.

There will be no net loss or increase in impervious surface, since the facility is just being relocated.

No-Action Alternative

No water resources will be impacted by the no-action alternative.

5.0 CONCLUSION

Two alternatives were evaluated with regards to this proposed project. With the no-action alternative, the Air Freight Terminal would process only 30 percent of all the cargo. This alternative would cause productivity to be inefficient and backlogs in cargo processing will continue to grow. Due to inadequate bay size and poor layout, it is not uncommon for a pallet of cargo to be handled as many as four separate times before it is dispatched to an aircraft. There is not adequate space/facilities to safely store hazardous materials in accordance with regulations without moving cargo from one bay to another. The inordinate level of cargo transfer and handling creates an inflated manpower requirement. The second alternative is the proposed action that will allow the relocation of the Oil/Water Separator and Lift Station to enable the construction of the new Air Freight Terminal. Additionally, allowing the Air Freight Terminal to be built will assist in DAFB in meeting updated federal requirements and fire restrictions.

6.0 LIST OF PREPARERS

Benner, Rayanne, 436 CES/CEV
Contribution: Author

7.0 LIST OF CONTACTS

Lavender, Gina
436 CES/CECP
Purpose of Contact: Proponent

DiSalvo, Lee
436 CES/CEV
Purpose of Contact: Water information

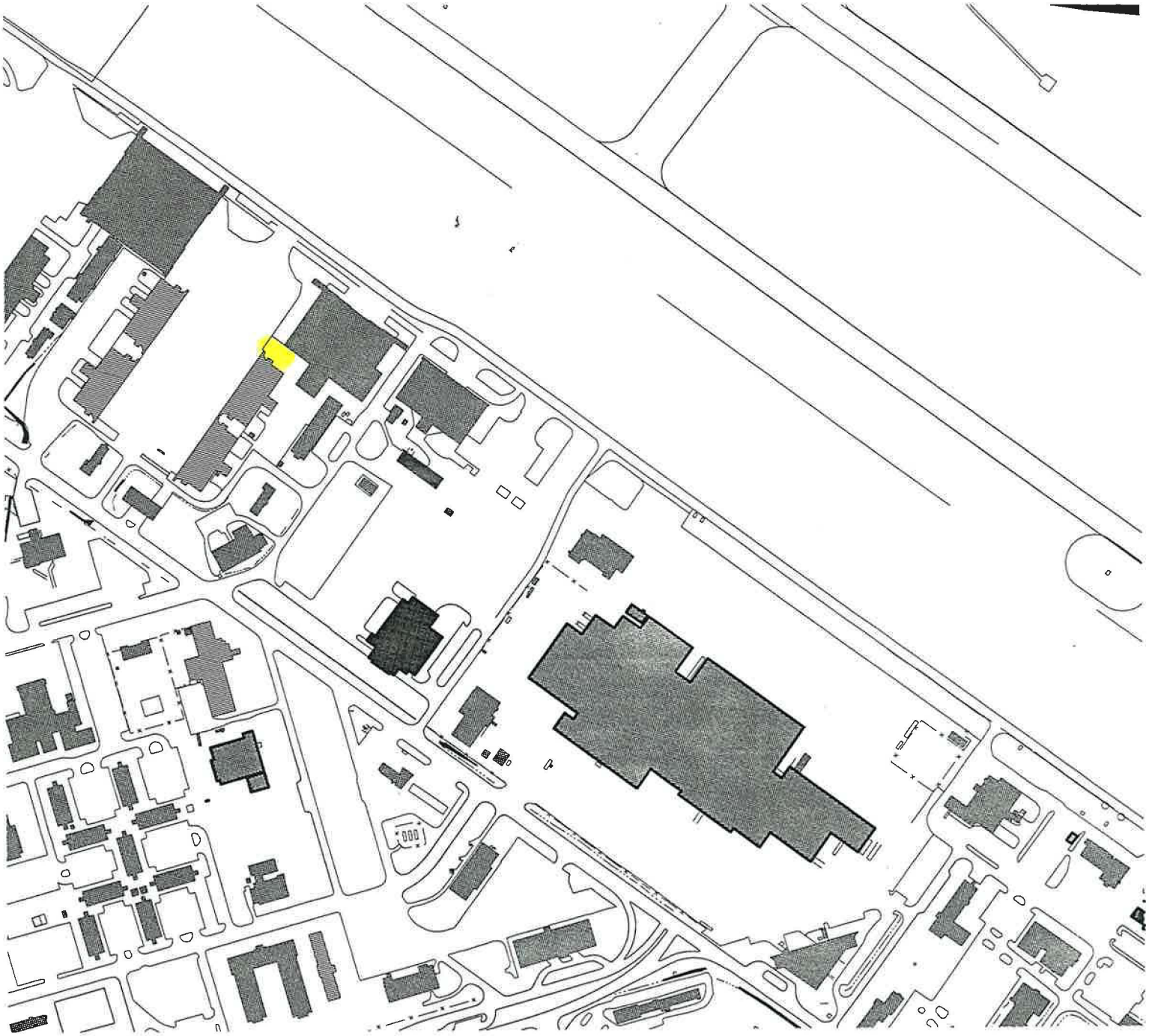
Deramo, Joanne
436 CES/ CEV
Purpose of Contact: ERP information

8.0 REFERENCES

"*Dover Air Force Base, Cultural Resources Management Plan*", October 2000
"Biological and Ecological Inventory of Dover Air Force Base, Delaware", November 1993

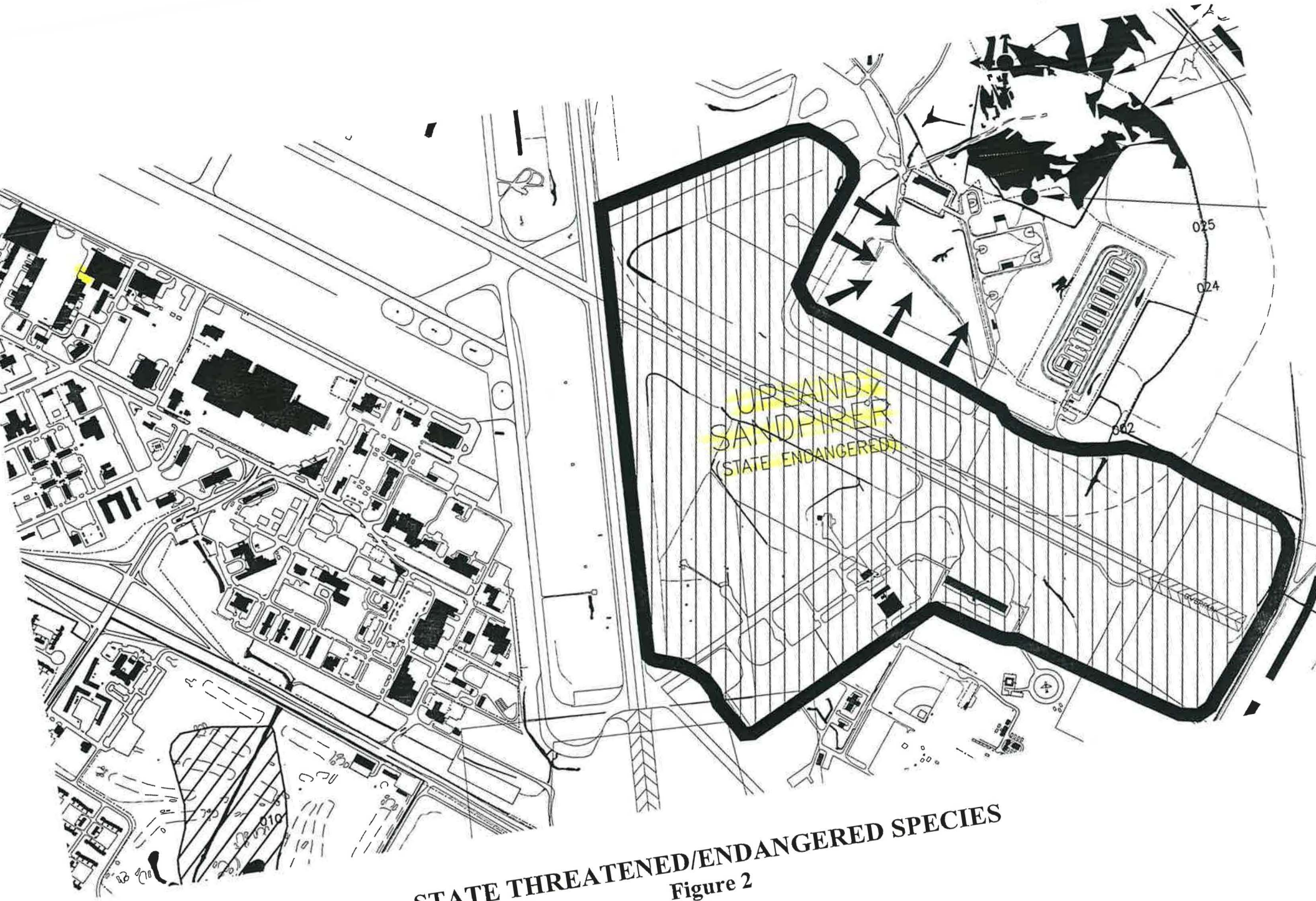
ABBREVIATIONS AND ACRONYMS

AFI - Air Force Instruction
AFOSH - Air Force Occupational and Environmental Safety, Fire Protection, and Health
AFPD - Air Force Policy Directive
CAA - Clean Air Act
CEQ - Council on Environmental Quality
CES/CEV – Civil Engineering Squadron/Civil Environmental Flight
CFR - Code of Federal Regulations
CWA - Clean Water Act
CZMA – Coastal Zone Management Act
DAFB – Dover Air Force Base
DSWA - Delaware Solid Waste Authority
EA - Environmental Assessment
EIAP - Environmental Impact Analysis Process
EIS - Environmental Impact Statement
EO - Executive Order
ESA - Endangered Species Act
FAA - Federal Aviation Administration
FONSI - Finding of No Significant Impact
MFH - Military Family Housing
NEPA - National Environmental Policy Act
NHPA - National Historic Preservation Act
NOx - Nitrogen Oxide(s)
NRHP - National Register of Historic Places
SHPO - State Historic Preservation Office
SIP - State Implementation Plan
SR - State Route
TCLP – Toxic Characteristics Leaching Procedure
USC - United States Code
USACE - U.S. Army Corps of Engineers
USAF - U.S. Air Force
VOC - Volatile Organic Compound



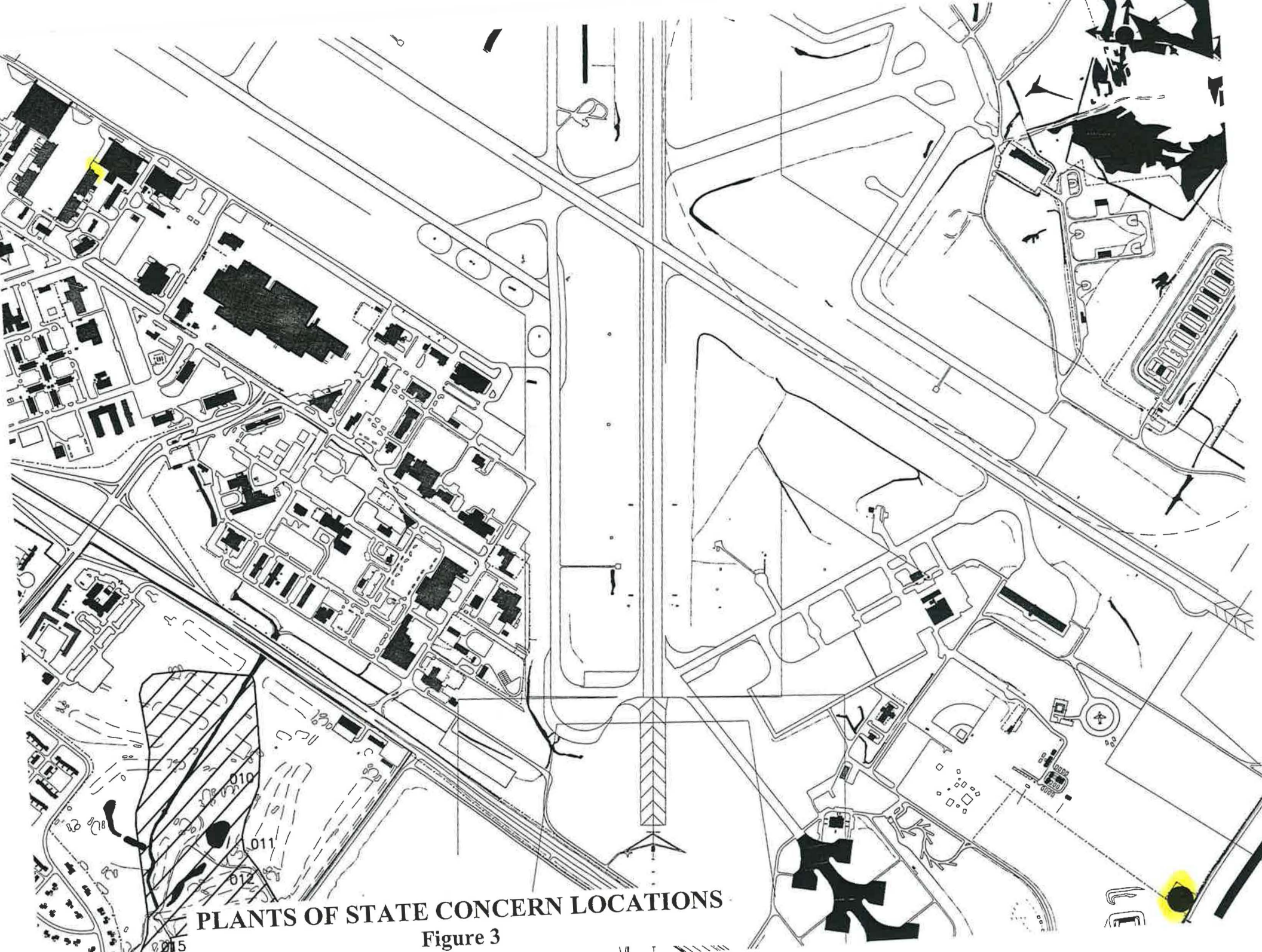
PROPOSED ACTION LOCATION

Figure 1



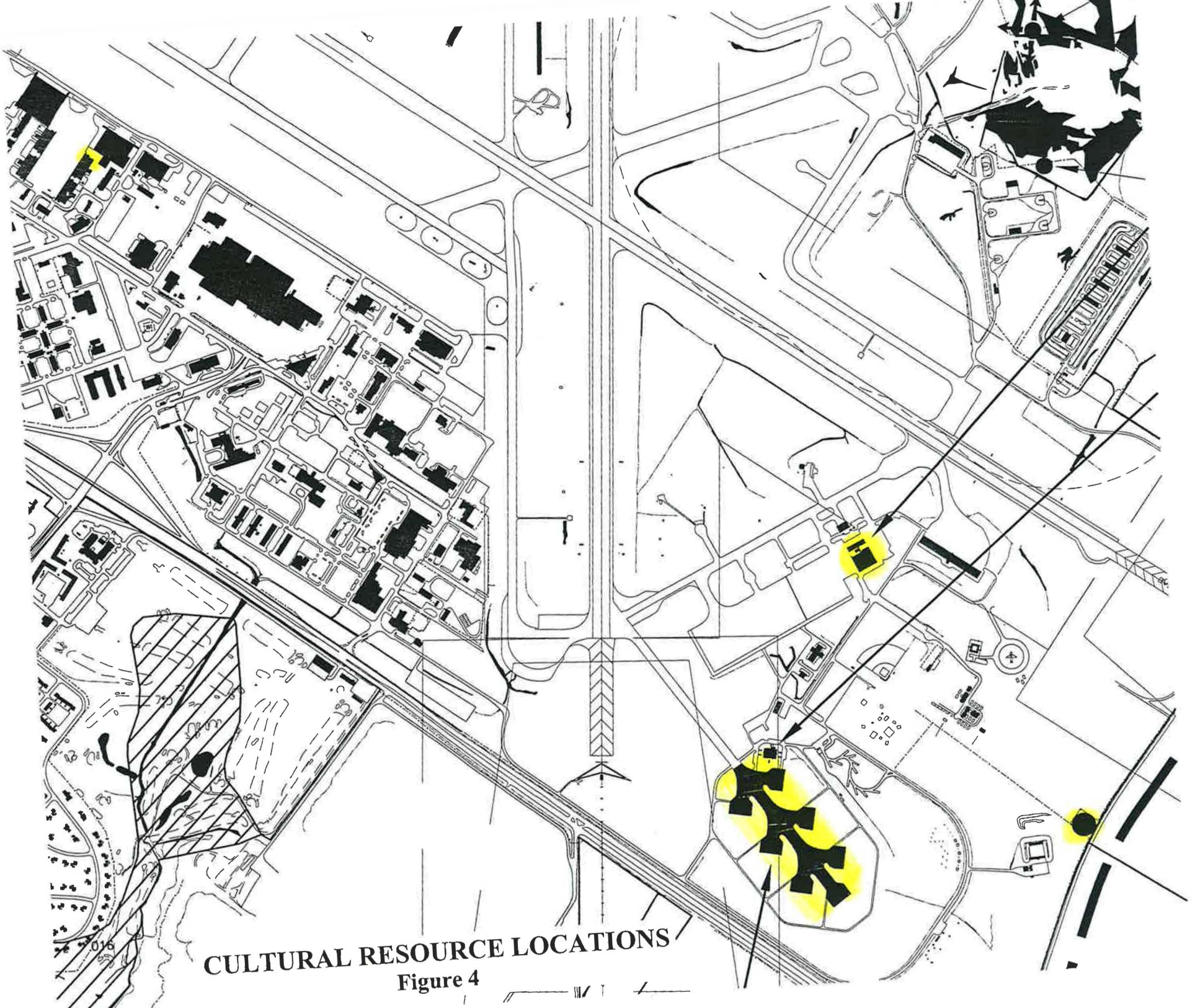
STATE THREATENED/ENDANGERED SPECIES

Figure 2



PLANTS OF STATE CONCERN LOCATIONS

Figure 3



CULTURAL RESOURCE LOCATIONS

Figure 4

Monitoring Wells and Fuel Recovery Wells Located in Aerial Port Construction Area

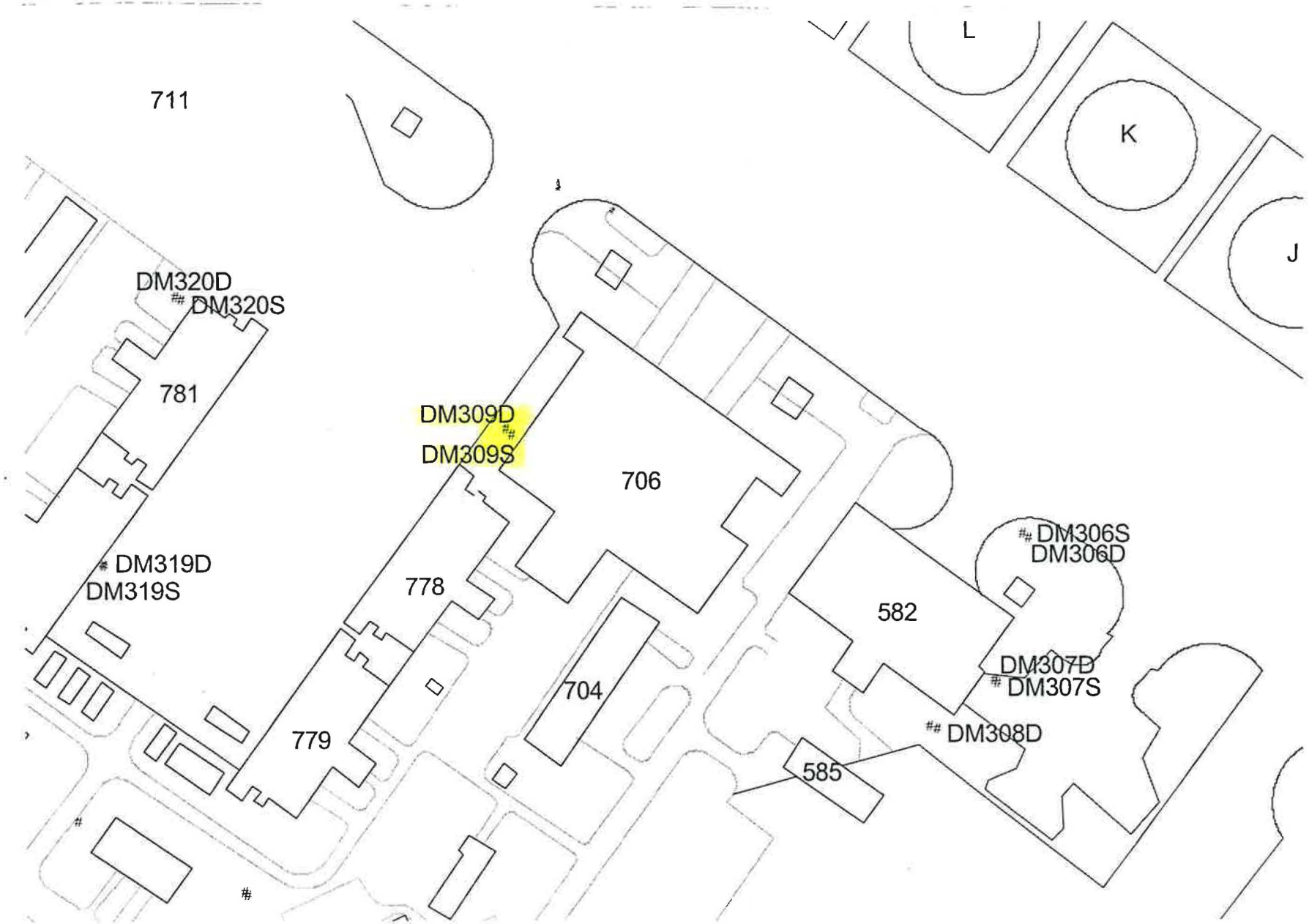


Figure 5

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 436TH AIRLIFT WING (AMC)

2 June 2004

MEMORANDUM FOR 436 MSG/CC

FROM: 436 AW/JA

SUBJECT: FONSI for Relocation of Oil/Water Separator

1. I have reviewed the Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) to relocate the oil/water separator and lift station to 60 feet northwest of facility 760. I find both documents to be in compliance with 40 CFR 1501.3 and 1508.9, as implemented by AFI 32-7061, paragraph 3.3. Additionally, the EA was made available for public review and comment and no comments were received.

2. **RECOMMENDATION:** Sign the FONSI.

Marc A. Jones

MARC A. JONES, Maj, USAF
Deputy Staff Judge Advocate

1st Ind, 436 AW/JA

MEMORANDUM FOR 436 MSG/CC

Concur/~~Non-concur~~

DONNA MARIE VERCHIO, Lt Col, USAF
Staff Judge Advocate

STAFF SUMMARY SHEET

	TO	ACTION	SIGNATURE (Surname), GRADE AND DATE		TO	ACTION	SIGNATURE (Surname), GRADE AND DATE
1	AW/JA	Coord		6			
2	MSG/CC	Sign		7			
3	CES/CEV	Action		8			
4				9			
5				10			

SURNAME OF ACTION OFFICER AND GRADE	SYMBOL	PHONE	TYPIST'S INITIALS	SUSPENSE DATE
Mikula, GS-13	CEV	6849	rb	

SUBJECT	DATE
Finding of No Significant Impact (FONSI) for the Relocation of the Oil/Water Separator and Lift Station, Facility 583.	20040601

SUMMARY

1. PURPOSE. To request MSG/CC to sign the Finding of No Significant Impact (FONSI) for the Relocation of the Oil/Water Separator and Lift Station, Facility 583 (tab 1).

2. A Request for an Environmental Impact Analysis, AF Form 813, is enclosed (tab 2).

3. An environmental assessment (EA) for the Relocation of the Oil/Water Separator and Lift Station, Facility 583 (tab 3). The EA indicates there are no significant environmental impacts from the proposed action.

4. RECOMMENDATION: MSG/CC sign the enclosed FONSI.

M.A. PERZA
Deputy Base Civil Engineer

3 Tabs
1. FONSI, for the Oil/Water Separator and Lift Station
2. AF Form 813
3. Environmental Assessment and Supporting Documentation

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 436TH AIRLIFT WING (AMC)

10 May 2004

MEMORANDUM FOR 436 MSG/CC

FROM: 436 AW/JA

SUBJECT: FONSI for Relocation of Oil/Water Separator and Lift Station

1. I have reviewed the Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) to relocate the oil/water separator and lift station to 60 feet northwest of facility 706. I find both documents to be in compliance with 40 CFR 1501.3 and 1508.9, as implemented by AFI 32-7061, paragraph 3.3.

2. **RECOMMENDATION:** Sign the FONSI after publication of the EA and a reasonable amount of time for public comment on the EA.

Marc A. Jones

MARC A. JONES, Maj, USAF
Deputy Staff Judge Advocate

1st Ind, 436 AW/JA

MEMORANDUM FOR 436 MSG/CC

Concur/~~Non-concur~~

Nancy E. Griffin

NANCY E. GRIFFIN, Lt Col, USAFR
Acting Staff Judge Advocate

STAFF SUMMARY SHEET

	TO	ACTION	SIGNATURE (Surname), GRADE AND DATE		TO	ACTION	SIGNATURE (Surname), GRADE AND DATE
1	AW/JA	Coord	Lt Col Griffin 11 May 04	6			
2	CES/CEV	Action		7			
3				8			
4				9			
5				10			

SURNAME OF ACTION OFFICER AND GRADE	SYMBOL	PHONE	TYPIST'S INITIALS	SUSPENSE DATE
Mikula, GS-13	CEV	6849	rb	

SUBJECT	DATE
Environmental Assessment and Finding of No Significant Impact (FONSI) for the Relocation of the Oil/Water Separator and Lift Station, Facility 583.	20040505

SUMMARY

1. PURPOSE. To request 436 AW/JA concurrence with the Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for the Relocation of the Oil/Water Separator and Lift Station, Facililty 583.

2. A Request for an Environmental Impact Analysis, AF Form 813, is enclosed (tab 1).

3. An EA with a FONSI is enclosed (tab 2 and tab 3). The EA indicates there are no significant environmental impacts from the proposed action.

4. RECOMMENDATION: 436 AW/JA concur with the EA and FONSI.

M.A.PERZA
Deputy Base Civil Engineer

3 Tabs
1. AF Form 813
2. EA
3. FONSI

CEV Office 6 may 04

PUBLIC NOTICE
DOVER AIR FORCE BASE

Dover Air Force Base (DAFB) is providing a public comment period regarding an environmental assessment associated with:

A. The Demolition of the Golf Clubhouse, Facility 827.
B. The Demolition of 8 facilities.
C. The Relocation of the Aircraft Outdoor Washrack.
D. The Relocation of the Oil/Water Separator and Lift Station.
E. The Construction of a New Youth Center Facility.

A copy of the environmental assessment is available for review at the Dover Public Library, 45 State Street, Dover, DE 19901. Comments may be submitted in writing no later than May 29, 2004 to Mr. Charles Mikula, 436 CES/CEV, 600 Chevron Avenue, Dover AFB, DE 19902-5600. All comments received prior to May 29, 2004 will be considered in the final decision.
469757 DSN 05/16-19

Delaware State
Maryland State News

State of Delaware:
:ss.
County of Kent :

Before me, a Notary Public, for the County and State aforesaid, personally appeared Tamra Brittingham, known to me to be such, who being sworn according to law deposes and says that she is Publisher of the Delaware State News, a daily newspaper published at Dover, County of Kent and State of Delaware, and that the notice, a copy of which is hereto attached, was published in the Delaware State News in its issue of

May 16 & 19, 2004

Tamra Brittingham

Publisher

Sworn to and subscribed before me this 24th day of May A.D. 2004

Janet E. Kelly

Notary Public