2003-02

FINDING OF NO SIGNIFICANT IMPACT

1.0 NAME OF ACTION: Construction of a new Hazardous Cargo Pad for loading of dangerous items on aircraft at Davis-Monthan Air Force Base (DMAFB), Arizona.

2.0 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES: The 355 OSS/OSAA proposes construction of a Hazardous Cargo Pad for loading and unloading of materials with potential for explosion or other hazard. The 355 OSS/OSAA designated a preferred alternative site and two additional sites for the same project as meeting the above specifications, identified as Options 1, 2, and 3, for consideration.

3.0 SUMMARY OF ANTICIPATED ENVIRONMENTAL IMPACTS: Implementing the proposed action at Option 1, the preferred location, would have the following impacts on the local environment:

3.1 Land Use. The project will occupy a total of 24,302 square meters. The lands are currently unoccupied.

3.2 Air Quality. The proposed action will have minimal impacts on air quality during construction. Long-term use of the new facilities will not impact overall air emissions since the functions of the existing Hazardous Cargo Pad will simply be transferred.

3.3 Health and Safety. During construction, the project will present a slight possibility of construction accidents, but no more than any similar project of this magnitude. After construction, the improved facilities and their locations will greatly improve safety for personnel by placing transfer of munitions and other dangerous materials at a location more remote from the actual flightline.

3.3 Geology and Soils. The proposed action will have no impacts on geology below the level of soils since the proposed facilities will not require construction below the level of soils (4-5 feet). Approximately 24,302 square meters of lands now undeveloped will be covered by pavement.

3.4 Water. The proposed action will have no impacts on surface or groundwater resources.

3.5 Solid Waste. Construction activities will produce a temporary increase in waste materials, which will be disposed in approved landfills.

3.6 Cultural Resources. The proposed action will have no impacts on cultural resources (items of historical or archaeological significance).

Report Documentation Page

Form Approved
OMB No. 0704-0188

1. REPORT DATE	2. REPORT TYPE	3. DATES COVERED
07 NOV 2002		**00-00-2002 to 00-00-2002**

4. TITLE AND SUBTITLE	5a. CONTRACT NUMBER
Environmental Assessment Construction of a New Hazardous Cargo Pad Davis-Monthan AFB	5b. GRANT NUMBER
	5c. PROGRAM ELEMENT NUMBER
6. AUTHOR(S)	5d. PROJECT NUMBER
	5e. TASK NUMBER
	5f. WORK UNIT NUMBER
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) **355th Civil Engineer Squadron (CES/CEVA),710 Third Street,Davis-Monthan AFB,AZ,85707**	8. PERFORMING ORGANIZATION REPORT NUMBER
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)	10. SPONSOR/MONITOR'S ACRONYM(S)
	11. SPONSOR/MONITOR'S REPORT NUMBER(S)

12. DISTRIBUTION/AVAILABILITY STATEMENT
Approved for public release; distribution unlimited

13. SUPPLEMENTARY NOTES

14. ABSTRACT

15. SUBJECT TERMS

16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT	18. NUMBER OF PAGES	19a. NAME OF RESPONSIBLE PERSON
a. REPORT **unclassified**	b. ABSTRACT **unclassified**	c. THIS PAGE **unclassified**	**Same as Report (SAR)**	**34**	

3.7 Biological Resources. Construction of the Hazardous Cargo Pad will require removal of native vegetation typical of the region from an area of 24,302 square meters. Most of this vegetation consists of common species including prickly pear cactus, chollas, creosote, and mesquite trees. However, a number of barrel cactus are present and would require replanting at another location. Birds, animals, and reptiles would naturally relocate to nearby areas, which are similar in native vegetation to that vegetation to be removed.

3.8 Social, Economic, and Quality of Life. The project is not associated with any increase in personnel; hence there should be no additional demands on housing, schools, and other social services.

4.0 CONCLUSION: Based on the findings of the Environmental Assessment, "Construction of a New Hazardous Cargo Pad, Davis-Monthan AFB" (2002), and adherence to standard operating procedures with regard to site preparation and construction, operation, and maintenance, no significant impacts are expected from the proposed action. No negative cumulative impacts are identified with this project as associated with any other nearby activities. This project will make loading and unloading of hazardous cargo safer. An issuance of a Finding of No Significant Impact (FONSI) is thus warranted. This action does not constitute a major federal action of sufficient magnitude to warrant preparation of an Environmental Impact Statement.

MARVIN T. HERSHEY, Colonel, USAF
Vice Commander, 355th Wing

16 Jan 03
Date

ENVIRONMENTAL ASSESSMENT

CONSTRUCTION OF A NEW HAZARDOUS CARGO PAD

DAVIS-MONTHAN A.F.B.

7 NOVEMBER 2002
C.W. Miller, Ph.D.

SUMMARY OF ENVIRONMENTAL ASSESSMENT BY SECTION

1.0 Outlines the purpose of and need for action and the process of identifying relevant environmental issues.

2.0 Provides a description of the Proposed Action and reasonable alternatives that have been identified and provides a comparative summary table of the effects of the alternatives on the environment.

3.0 Presents the affected environment under baseline conditions, providing a basis for analyzing the impacts of alternatives.

4.0 Presents the results of the environmental analysis (summary in section 2.0 derives from this).

Appendix A includes maps of the general locale of the project within Davis-Monthan A.F.B. (DMAFB) and more detailed maps of the particular project.

Appendix B includes documentation of authority for undertaking the project and other items of importance for coordination of the effort among various entities.

ENVIRONMENTAL ASSESSMENT

1.0 PURPOSE AND NEED FOR ACTION

The National Environmental Policy Act of 1969 (NEPA) requires preparation of an Environmental Assessment (EA) by the responsible federal agency for certain projects. Details of the preparation of this EA are mandated by the Council of Enviromental Quality (CEQ) in the series of regulations 40 CFR 1500-1508 as mandated by NEPA. This project is sufficient to require an EA, which will be available for inspection in Room 223, Bldg 4300 at DMAFB, 355 CES/CEVA. Notice of this availability will be made by 355 WG/PA through the *Desert Airman*, through the DMAFB intranet web site, and possibly other sources as well.

The USAF proposes to construct a new Hazardous Cargo Pad adjacent to the major runway (true bearing S43 09'06"E) to replace an existing Hazardous Cargo Pad, which is in violation of airfield criteria. The new pad will occupy approximately 7,442 square meters with an additional 6,340 square meters for a taxiway and 10,520 square meters for paved shoulders along the taxiway and pad itself. The existing pad is within the primary surface, and the new pad will be far enough outside the primary surface to meet requirements now being implemented under United Facilities Criteria (UFC) 3-260-1.

1.1 PURPOSE AND NEED

The existing Hazardous Cargo Pad is immediately adjacent to the runway and is thus in violation of United Facilities Criteria (UFC) 3-260-1. The new Hazardous Cargo Pad will correct this violation.

Replacement of the Hazardous Cargo Pad is significant to safe loading and unloading of hazardous cargo to and from aircraft, currently EC-130 type aircraft. Thus such a new Hazardous Cargo Pad is crucial to the primary function of the USAF.

1.2 DECISIONS TO BE MADE

After considering this EA and other pertinent information, the Chairperson of the Environmental Protection Committee (EPC) at DMAFB will decide if the environmental consequences resulting from the proposed action at Option 1 (the preferred alternative), Option 2, or Option 3, and the No Action alternative, qualify for a Finding of No Significant Impact (FONSI) or if an Environmental Impact Statement (EIS) will be required.

At the DMAFB level a final decision will determine the location of the facilities, though a tentative decision has already identified the preferred alternative. Further, the No Action alternative could still be selected.

1.3 LOCATION OF PROPOSED ACTION

The preferred alternative location of the Hazardous Cargo Pad is annotated as Option 1 on the maps of the project. Under Option 1, the new Pad would be located approximately 1,000 feet south of the runway at the locale of the existing Hazardous Cargo Pad in the flightline area of west central DMAFB. The Hazardous Cargo Pad itself would occupy a total of 7,442 square meters. A taxiway which extends from the runway to the loading area would occupy 6,340 square meters and paved shoulders around both pad and taxiway would occupy 10,520 square meters. Total area would be 24,302 square meters. An existing gravel road would be paved and lighting installed.

However, two alternatives for siting, designated Option 2 and Option 3, as well as an alternative of "No Action" are also on record. Under Option 2, the USAF would add the same type of Hazardous Cargo Pad as proposed for Option 1, but approximately 6,000 feet northwest of that site. The entry to the taxiway to Cargo Pad Option 2 is immediately opposite existing Taxiway A3 on the runway. Under Option 3, the USAF would construct the same type of Hazardous Cargo Pad as at the other options, but opposite existing Taxiway A2, approximately 4,000 feet farther northwest of Option 2. Options 1 and 3 would be located on lands which are generally covered with native vegetation, which would have to be removed. Approximately 4,000 square meters of the total area to be paved of 24,302 square meters under Option 2 is already cleared and occupied by an existing paved helicopter-landing pad.

1.4 SCOPING AND ENVIRONMENTAL ISSUES

1.4.1 SCOPING PROCESS

An interdisciplinary team conducted a scoping process for this project to identify relevant environmental issues. An environmental issue is defined as the effect of an unresolved conflict on a physical, biological, social or economic resource. The team identified a range of environmental issues potentially relevant to the decision to be made. The team examined these issues and eliminated the non-relevant items from detailed study while analyzing all relevant environmental issues in detail for potential environmental impacts.

1.4.2 RELEVANT ENVIRONMENTAL ISSUES

The team identified the following issues to be applicable to this particular project: land use, air quality, soils, health and safety, and solid waste. Socio-economic and quality-of-life issues are identified as marginally applicable and are included.

1.4.3 NON-RELEVANT ENVIRONMENTAL ISSUES

The team considered other environmental issues, but determined that they are associated with limited or no impact in this particular case. The planned construction will have no effect on geology since construction at Options 1, 2, or 3 will not be below the depth of soils. The project will have no effect on water resources, either groundwater or surface streams. The project will have some effect on biological resources, plants, and animals, since the preferred location and Option 3 are occupied by a very typical local community of plants and animals. A portion of the area of Option 2 is cleared, but much of that area would still require removal of considerable vegetation. The project will have no effect on cultural resources since no items of historical or archaeological significance are in the area. The project will have no impact on socio-economic resources since no staff increases are anticipated.

1.5 PERMITS, ENTITLEMENTS, AND LICENSES

A Pima County Air Quality Permit is required for ground disturbances during construction. If Option 3 is chosen, a certificate of clearance would be required since the site has a history of use as a firing range.

2.0 ALTERNATIVES INCLUDING THE PROPOSED ACTION

2.1 DESCRIPTION OF ALTERNATIVES INCLUDING NO ACTION AND PROPOSED ACTION

In this section alternatives that have been identified as legitimate are compared to the alternative of No Action. Option 1 (the preferred alternative) is readily identified because of the presence of the existing Hazardous Cargo Pad. However, Options 2 and 3 are logistically feasible since they are still relatively close to support facilities.

2.1.1 NO ACTION

Under the No Action alternative, the USAF would not install this particular project. Hence usage of the existing Hazardous Cargo Pad would subject personnel to occupational hazards and slow completion of tasks because of crowded conditions. Further, the USAF would be in violation of its own regulations. DMAFB has a Permanent Airfield Waiver granted by Air Combat Command but is supposed to correct waived conditions under the Airfield Obstruction Reduction Initiative.

2.1.2 PROPOSED ACTION

Under Options 1, 2, or 3, the USAF would construct the Hazardous Cargo Pad. Choice of Option 2 would use space already occupied by an existing helicopter landing area. Choice of Option 3 would require inspection and clearing of scraped asphalt on the surface and possible buried remains of a firing range. Under all three Options, the new Hazardous Cargo Pad would require removal of some areas of

vegetation. A portion of an existing gravel road will be paved to provide access to the pad. And lighting equipment will be installed.

2.2 SUMMARY OF ENVIRONMENTAL IMPACTS

The following matrix summarizes probable effects of the preferred alternative, the two siting alternatives, and the No Action alternative on the existing baseline environmental issues, if any of the alternatives are implemented.

COMPARATIVE MATRIX

RELEVANT ISSUES	NO ACTION	PROPOSED ACTION at Options 1, 2, and 3
LAND USE	The site of Option 1 remains covered by native vegetation. Option 2 retains native vegetation and a helicopter landing pad. Native vegetation and scrapped asphalt remains on the site of Option 3.	Options 1 and 3 will cover areas of 24,302 square meters with pavement. Option 2 will cover 20,000 square meters with pavement in addition to approximately 4,000 already paved.
AIR QUALITY	No increase in air emissions.	Short-term increases in carbon monoxide, particulate, and nitrogen oxide emissions.
SOILS	No impact since sites are covered by vegetation with Option 2 partially paved.	After construction, additional soils covered by asphalt and concrete.
SOLID WASTE	No increase in current volumes.	Waste generated, collected, and disposed off base by contractor in local municipal/county-approved or contractor-operated landfill. Scrapped asphalt and debris from historic firing range to be removed if Option 3 is chosen.
HEALTH and SAFETY	Existing Hazardous cargo Pad remains overcrowded by aircraft and subject to accident, and is in violation of USAF regulations.	Brief increase in possibility of accidents during construction. Availability of more space in the long term will reduce possibility of accidents in regular use of facility.
SOCIO-ECONOMIC	No impact.	Temporary increase in employment through local contractor.

3.0 AFFECTED ENVIRONMENT

3.1 LAND USE

Options 1, 2, and 3 are in an area of DMAFB devoted to the aircraft flightline and support activities.

3.2 AIR QUALITY

DMAFB is part of an air quality district managed by Pima County. Pima County is currently in attainment for all National Ambient Air Quality Standards.

Vehicles, aircraft, and other urban sources of pollution locally impact the air quality at all the alternative locations. Typical air pollutants in the flightline area are carbon monoxide and nitrogen oxides from fuel combustion, and volatile organic compounds from fueling/defueling operations. Construction activities will cause minor, short-term, emissions increases of carbon monoxide, nitrogen oxides, and particulates.

3.3 HEALTH and SAFETY

Options 1 and 3 are undeveloped and are not associated with any functions or activities that have current bearing on health and safety. However, Option 3 is on the site of a historic firing range which has been identified in a major survey. Option 2 includes the site of a helicopter landing pad which presents some ongoing possibility of accident. All three sites are in a noise zone of approximately 80 Ldn from nearby runways.

3.4 GEOLOGY and SOILS

The soils in this area are of the Mojave type consisting of sand-sized particles weathered from the surrounding exposed rocks in several mountain ranges fringing the Tucson Valley. Mojave soils are very deep (60 inches) but are not particularly fertile and when exposed, are subject to wind and water erosion. Mojave soils are of low to moderate permeability of 3×10^{-4} to 3×10^{-3}.

3.5 BIOLOGICAL

The sites of Options 1 and 3 are undeveloped land covered with typical native vegetation of Southern Arizona. The site of Option 2 is occupied by approximately 4,000 square meters of a helicopter landing pad, and approximately 20,000 square meters of lands covered with typical native vegetation. Approximately 46 percent (4,741 acres) of the land at DMAFB is unimproved and inhabited by native plant communities. The remaining 54 percent (5,892 acres) is devoted to mission activities and consists of graded and developed land.

DMAFB lies within the biotic region known as the Sonoran Desert. This region is uniquely characterized by an unreliable and uneven bi-seasonal rainfall pattern

separated by periods of spring and fall drought and short-duration freezing temperatures. The Sonoran Desert reaches its northern limits in central Arizona, where it contains two distinctive subdivisions: (1) the Lower Colorado River Valley, and (2) the Arizona Upland.

The Lower Colorado River Valley subdivision is the driest of the Sonoran subdivisions because of the combination of high temperature and low rainfall. Plant growth is typically both open and simple, reflecting the intense competition between plants for the scarce water resource.

The Arizona Upland subdivision has been described as the best watered and least desert-like desert scrub in North America. The vegetation in this subdivision is more varied than in the Lower Colorado River Valley subdivision and consists of more succulent species among the leguminous trees. More than 12 species of cholla (Opuntia spp.) cacti are represented in and are largely confined to this subdivision in addition to the abundant Saguarro (Carnegia gigantea), barrel (Ferocactus spp.), and various pincushion (Mammillaria spp.) cacti.

The vegetation habitat of DMAFB represents an overlap area for the Lower Colorado River Valley subdivision and the Arizona Upland subdivision. The ecotone between the two subdivisions is a common feature along the margins of the valleys in this area. This ecotone contains a unique variety of both species from the drier valleys and the lower bajada. Some of the species contributing to the diversity of this community included ocotillo (Iouquieria splendens), jojoba (Simmondsia chinensis), desert Christmas cactus (Opuntia leptocaulis), Engelmann prickly pear (Opuntia phaecantha var. discata), fishhook pincushion (Mammillaria microcarpa), and Fendler hedgehog (Echinocereus fendleri). Dominant species along drainages include western honey mesquite (Prosoperis glandulosa var. torreyanna), cat claw acacia (Acacia greggii), and blue palo verde (Cercidium floridum). Lesser species are present but too numerous to enumerate (USAF, November 1992).

A brief inspection revealed the presence of various chollas, prickly pear, creosote, and mesquite trees in the areas addressed under all three Options. However, those varieties are quite common. A number of barrel cacti are also present; thus one species which falls under some protection is identified in the area.

The creosote bush (Larrea tridentata) - white bursage (Ambrosia dumosa) vegetation association of DMAFB supports a wide variety of animal life including the coyote (Canis latrans), jackrabbit (Lepus spp.), desert cottontail (Sylvilagus audubonni), mule deer (Odocoileus hemionus), cactus wren (Canpylorhynchus brunneicapillus), curve billed thrasher (Taxostoma curvirostre), Gambel's quail (Callipepla gambelii), Inca dove (Columbina inca), and numerous rodents. More than 120 species of birds are present or use the desert scrub community of the base. These species include hawks, owls, doves, quail, thrashers, wrens, roadrunners, buntings, sparrows, warblers, and crows. Common reptiles indigenous to the base include the regal horned lizard (Phrynosoma solaris), eastern fence lizard (Sceloporus undulatus),

gopher snake (Pituophis melanoliucus), and western diamondback rattlesnake (Crotalus atrox).

The common reptiles and amphibians are usually found only in undeveloped areas. Invertebrate wildlife, including insects, spiders, and snails, probably total in excess of 1,000 species in the area.

The current DMAFB Fish/Wildlife Management Plan is dated 2001. It is a component plan of the base's Integrated Natural Resources Management Plan (INRMP) dated April 1998.

Under the Arizona Native Plant Law, several species, including barrel cactus (Ferocactus spp.) can legally be moved from a locale, but must be replanted elsewhere.

Although a large number of federally and state-listed threatened, endangered, protected, and status review (i.e., species under review for possible listing) plant and animal species occur in the vicinity of DMAFB, little evidence exists to indicate their presence on base. In September and October 1990, all undeveloped areas of the base were surveyed for three species with a reasonable potential for occurring: (1) the Federally endangered-Tumamoc globeberry (Tumamoca macdougalli), (2) the Federal candidate category 1-muley cactus (Coryphantha scheeri var. robustispina), and (3) the desert tortoise (Gopherus agassizii), the Sonoran population of which is currently under petition for listing as threatened or endangered. No signs of any of these species were found nor are they thought to occur on base. Threatened or endangered plant and animal species residing or transient within a 10-mile radius of DMAFB are listed as follows (USAF, November 1992).

PLANTS	
Pima pineapple cactus (Coryphantha scheeri var. robustispina)	Proposed endangered
Tumamoc globeberry (Tumamoca macdougalii)	Endangered
AMPHIBIANS	
Lowland leopard frog (Rana yavapaiensis)	Candidate 2
REPTILES	

Mexican garter snake (Thamnophis eques)	Candidate 2
Canyon spotted whiptail (Cnemidophorus burti)	Candidate 2
BIRDS	
Cactus ferruginous pygmy-owl (Glaucidium brasiliarum cactorum)	Endangered
MAMMALS	
California leaf-nosed bat (Macrotus californicus)	Candidate 2
Lesser long-nosed bat (Leptonycteris curasoae yerbabuenae)	Endangered

3.6 SOLID WASTE

The site of Option 1 is undeveloped land. The site of Option 2 is primarily undeveloped land with a portion occupied by a helicopter landing pad. The site of Option 3 has some scrapped asphalt evident on the surface, and is historically known to have been a firing range. Specific analysis of possible buried materials is not yet available, but the area of Option 3 is designated as subject to the Environmental Restoration Program (ERP) and is noted in the relevant document (USRS, 2001).

3.7 SOCIAL, ECONOMIC, and QUALITY OF LIFE

The preferred alternatives are all near the flightline in an area of DMAFB devoted to light industrial and service of aircraft and equipment.

4.0 ENVIRONMENTAL IMPACTS

4.1 NO ACTION

The sites of Options 1 and 3 would remain primarily covered with native vegetation, with a scattering of scrapped asphalt present on the site of option 3. The site of Option 2 would remain covered by a helicopter landing pad and native vegetation.

4.2 PROPOSED ACTION

4.2.1 LAND USE

At the sites of Options 1 or 3, the Hazardous Cargo Pad will cover a total of 24,302 square meters of undeveloped lands, which are adjacent to the flightline. Under Option 2, approximately 20,000 square meters of undeveloped land would be covered by the Hazardous Cargo Pad. Approximately 4,000 square meters of land, now an existing helicopter landing pad, would be utilized as a portion of the Hazardous Cargo Pad.

4.2.2 AIR QUALITY

Some particulates and vehicle emissions would be generated during construction at any of the possible sites. After construction, no additional emissions will be associated with the improvement since the same number of aircraft will be in operation.

4.2.3 HEALTH AND SAFETY

The construction stage under Option 1 or 2 would present more possibilities of accident or other problems then will routine use of the completed facility. However, construction would not present any greater danger then that of any equivalent project. Use of the completed Hazardous Cargo Pad at any of the possible locations would markedly improve health and safety. The noise level from nearby runways places all three Options in an area of approximately 80 Ldn. Personnel would be restricted to certain ear protection measures when working in the area. Some danger of bird collision with aircraft could be reduced.

4.2.4 GEOLOGY AND SOILS

The project will have no impact on geology since construction will not be below the level of soils. Under Options 1 and 3 some 24,302 square meters of soils would be covered by pavement, while under Option 2 approximately 20,000 square meters would be covered.

4.2.5 BIOLOGICAL

Construction of a Hazardous Cargo Pad would require clearing of desert vegetation on approximately 24,302 square meters of land under Option 1 (the preferred alternative) or Option 3. Construction at Option 2 would require clearing of desert vegetation on approximately 20,000 square meters. Since the only species which requires protection in the area is barrel cactus, relocation of members of that species to other locations would be required. No threatened or endangered species of birds, mammals, or reptiles are present in the area. Common species resident in the area would naturally relocate to other similar nearby areas.

4.2.6 SOLID WASTE

The construction phase will temporarily generate additional solid waste which will be removed and disposed of in accordance with appropriate regulations. After completion, the facility should generate no more waste than from the existing Hazardous Cargo Pad. Construction at Option 3 would require removal of some scattered scrapped asphalt as well as survey and, if necessary, clearance of potential debris from the period the area was used as a firing range. This area would require a survey and, if necessary, clearance of potential debris from the area. This action would be necessary since the area has been designated as an ERP site (USRS, 2001).

4.2.7 SOCIAL, ECONOMIC, AND QUALITY OF LIFE

Since this action is not associated with any increases in personnel, no additional housing, schools or other public services will be needed.

5.0 CONCLUSION

A review of this document and coordination with the appropriate agencies indicate that the project, as proposed, would have no significant impacts upon the existing environment. No differences are evident between Option 1 (the preferred action) and Option 3 in environmental impacts; the only difference being the better logistical function of the project at the preferred location. Option 2 would utilize an area for the project which includes an existing helicopter landing area and has been paved, but would otherwise be the same as Options 1 and 2. It is recommended that a Finding of No Significant Impact (FONSI) be signed.

Therefore, preparation of an EIS is not required.

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INTERDISCIPLINARY TEAM

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Gwen Lisa, Natural/Cultural resources

David Sumner, Community Planning

Janie McLaury, Public Affairs

Lt. G. Boone, Bioenvironmental

Maj. Christopher Colclasure, Legal Issues

Mike Barnes, Safety

Patrick Ross, Air Pollution Issues

Appendix A

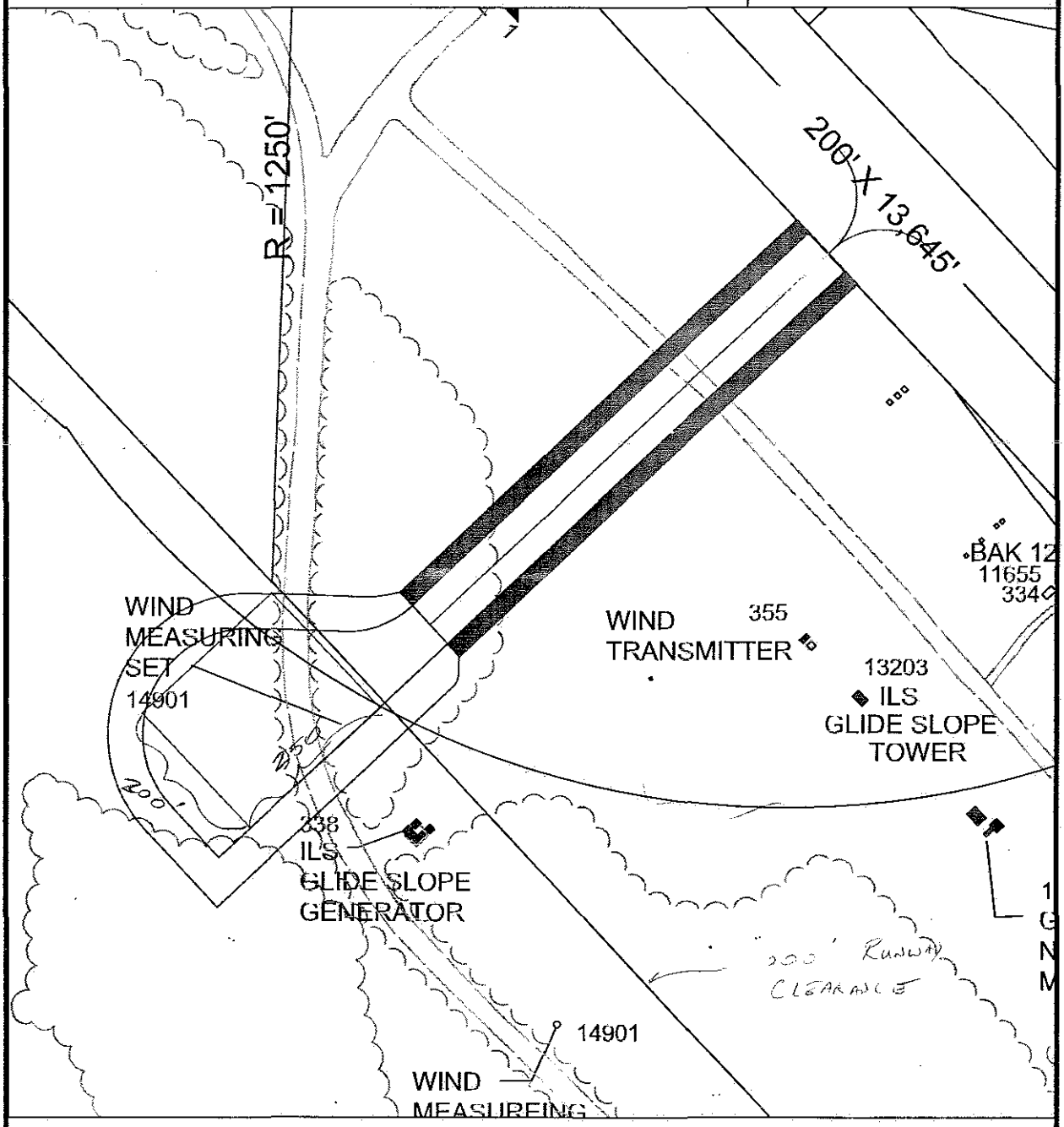
Maps

1. COMPONENT	FY 2005 MILITARY CONSTRUCTION PROJECT DATA	2. DATE
AIR FORCE		

3. INSTALLATION AND LOCATION

DAVIS–MONTHAN AIR FORCE BASE, ARIZONA (ACC)

4. PROJECT TITLE	5. PROJECT NUMBER
HAZARDOUS CARGO PAD	FBNV 073001



SITE PLAN

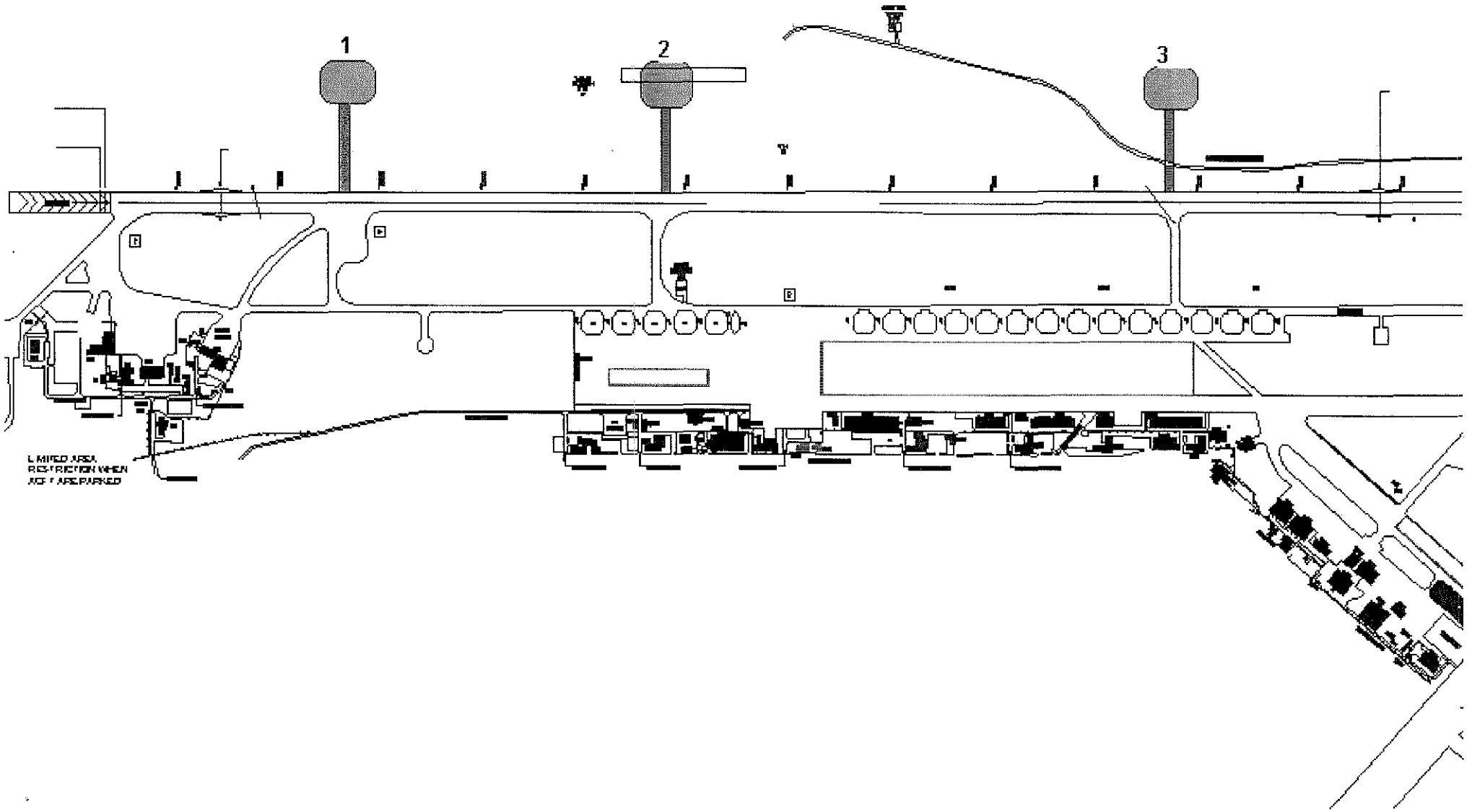
NOT TO SCALE

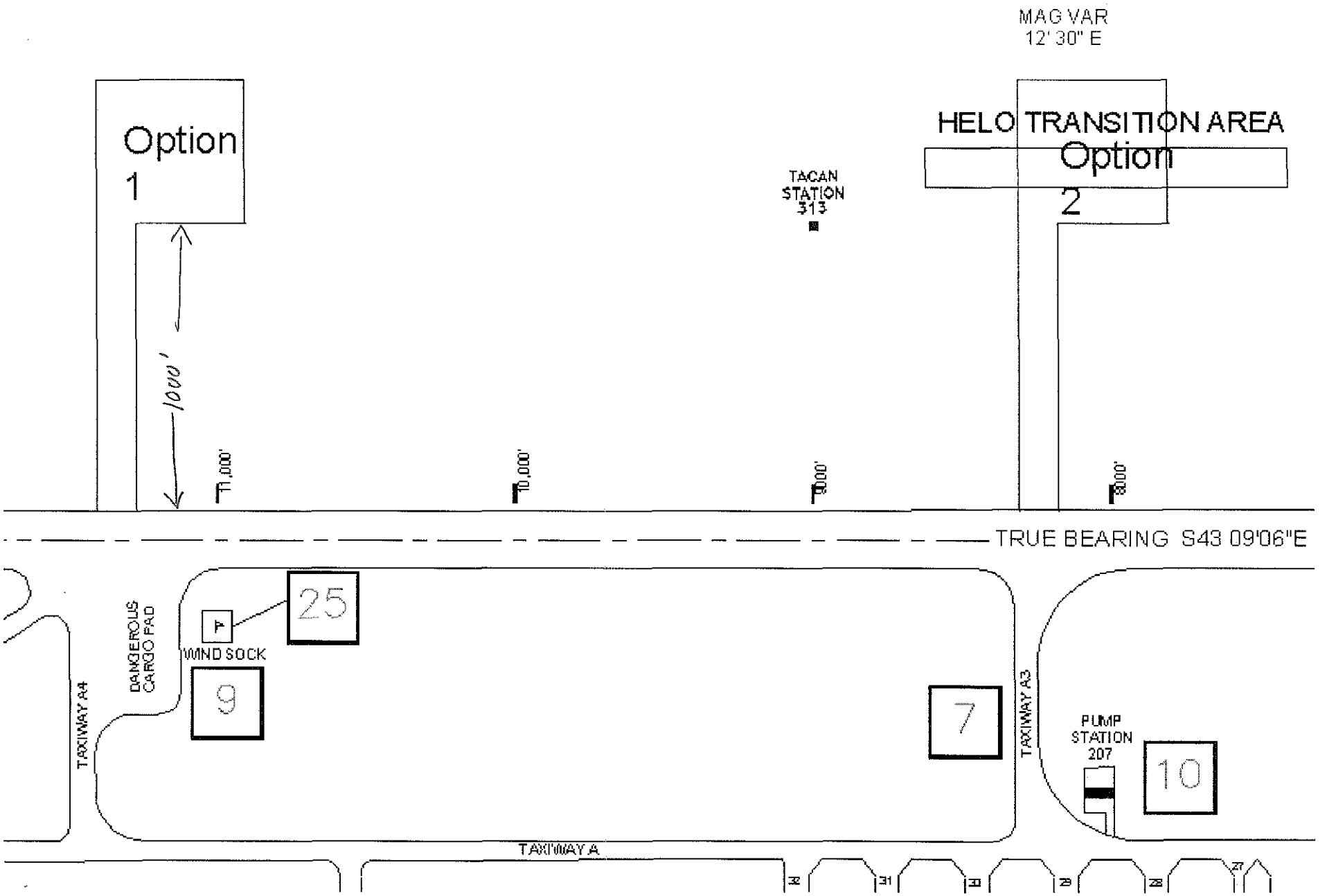
DD FORM 1 DEC 76 1391c PREVIOUS EDITION IS OBSOLETE IN THE USAF. PAGE NO.

C-17 Winglets 170' x 174'

C-5 " 223' x 248'

DAVIS-MONTHAN AIR FORCE BASE




MAG VAR
12° 30" E
Option
1
HELO TRANSITION AREA
Option
2
TACAN
STATION
313
1000'
11,000'
10,000'
9000'
8000'
TRUE BEARING S43 09'06"E
25
WIND SOCK
9
DANGEROUS
CARGO PAD
TAXIWAY A4
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STATION
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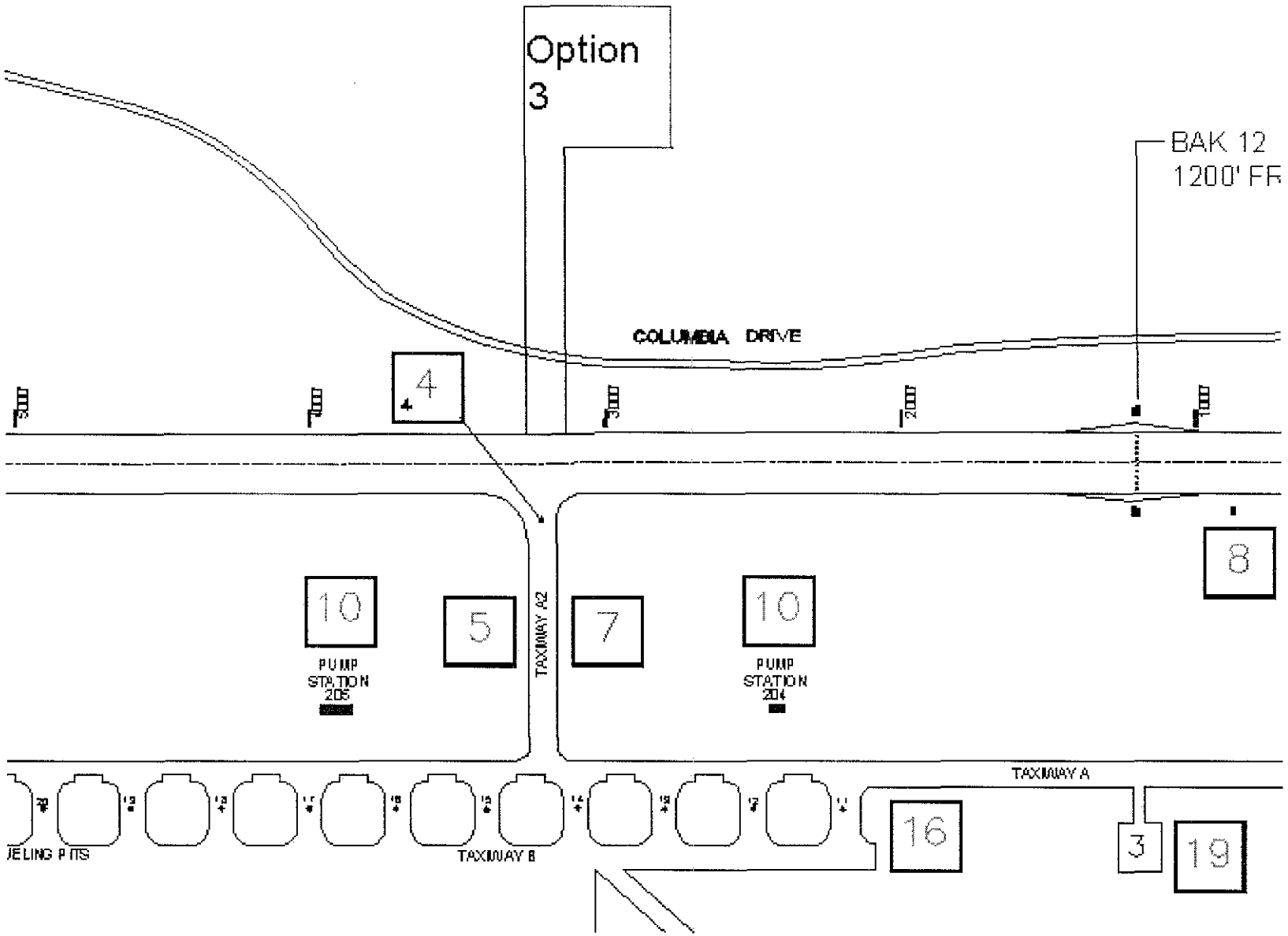
Option
3
BAK 12
1200' FR
COLUMBIA DRIVE
4
10
PUMP
STATION
205
5
TAXIWAY A2
7
10
PUMP
STATION
204
8
TAXIWAY A
16
3
19
TAXIWAY B

Appendix B
Documentation and Coordination

REQUEST FOR ENVIRONMENTAL IMPACT ANALYSIS

Report Control Symbol
RCS:

INSTRUCTIONS: *Section I to be completed by Proponent; Sections II and III to be completed by Environmental Planning Function. Continue on separate sheets as necessary. Reference appropriate item number(s).*

SECTION I - PROPONENT INFORMATION

1. TO *(Environmental Planning Function)*	2. FROM *(Proponent organization and functional address symbol)*	2a. TELEPHONE NO.
355 CES/CEVA	355 OSS/OSAA	228-4697

3. TITLE OF PROPOSED ACTION
Build new hazardous cargo pad

4. PURPOSE AND NEED FOR ACTION *(Identify decision to be made and need date)*
Current hazardous cargo pad is in violation of airfield criteria and must be located outside of the runway clear zone and primary surface.

5. DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES *(DOPAA) (Provide sufficient details for evaluation of the total action.)*
See Diagram

6. PROPONENT APPROVAL *(Name and Grade)*	6a. SIGNATURE	6b. DATE
Edward B. Leuty, GS-12		20021001

SECTION II - PRELIMINARY ENVIRONMENTAL SURVEY. *(Check appropriate box and describe potential environmental effects including cumulative effects.) (+ = positive effect; 0 = no effect; - = adverse effect; U = unknown effect)*	+	0	-	U
7. AIR INSTALLATION COMPATIBLE USE ZONE/LAND USE *(Noise, accident potential, encroachment, etc.)*		X		
8. AIR QUALITY *(Emissions, attainment status, state implementation plan, etc.)*		X		
9. WATER RESOURCES *(Quality, quantity, source, etc.)*		X		
10. SAFETY AND OCCUPATIONAL HEALTH *(Asbestos/radiation/chemical exposure, explosives safety quantity-distance, bird/wildlife aircraft hazard, etc.)*	X			
11. HAZARDOUS MATERIALS/WASTE *(Use/storage/generation, solid waste, etc.)*		X		
12. BIOLOGICAL RESOURCES *(Wetlands/floodplains, threatened or endangered species, etc.)*			X	
13. CULTURAL RESOURCES *(Native American burial sites, archaeological, historical, etc.)*		X		
14. GEOLOGY AND SOILS *(Topography, minerals, geothermal, Installation Restoration Program, seismicity, etc.)*		X		
15. SOCIOECONOMIC *(Employment/population projections, school and local fiscal impacts, etc.)*		X		
16. OTHER *(Potential impacts not addressed above.)*		X		

SECTION III - ENVIRONMENTAL ANALYSIS DETERMINATION

17.
- [ ] PROPOSED ACTION QUALIFIES FOR CATEGORICAL EXCLUSION (CATEX) # _____ ; OR
- [X] PROPOSED ACTION DOES NOT QUALIFY FOR A CATEX; FURTHER ENVIRONMENTAL ANALYSIS IS REQUIRED.

18. REMARKS
Major construction.

19. ENVIRONMENTAL PLANNING FUNCTION CERTIFICATION *(Name and Grade)*	19a. SIGNATURE	19b. DATE
Charles W. Miller Ph.D.	Charles W. Miller Ph.D.	18 Oct. 2002

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 355TH WING (ACC)
DAVIS-MONTHAN AIR FORCE BASE, ARIZONA

JAN 14 2003

MEMORANDUM FOR 355 WG/CV

FROM: 355 WG/JA

SUBJECT: Legal Review -- Environmental Assessment and Finding of No Significant Impact for New Hazardous Cargo Pad

1. To comply with United Facilities Criteria (UFC) 3-260-1, the 355th Wing proposes construction of a new Hazardous Cargo Pad. I have reviewed the attached Environmental Assessment (EA) and Finding of No Significant Impact (FONSI), and find them to be legally sufficient.

2. The National Environmental Policy Act (NEPA) requires the Air Force to incorporate environmental impacts into the decision making process. This requirement is met by accomplishing a Categorical Exclusion, an EA, or an Environmental Impact Statement (EIS). When a proposed action is not large enough to require an EIS but cannot be categorically excluded, an EA must be prepared. Every EA must lead to either a FONSI, a decision to prepare an EIS, or disapproval of the proposal. The attached EA and FONSI meet the requirements of NEPA.

3. In this case, an EA is required because no categorical exclusion applies. The proposed Hazardous Cargo Pad would be built approximately 3,000 feet from the southeastern end of the runway, near the ILS glide slope generator and ILS glide slope tower. The total area of the cargo pad, taxiway, and paved shoulders would be 24,302 square meters. An existing gravel road would be paved and lighting installed. The site is currently covered by native vegetation, including barrel cactus which must be relocated. Paving the site would have no impact on geology, cultural resources, or socio-economic resources. Some solid waste would be generated during construction, but it would be properly disposed of. Accordingly, it is reasonable to find construction of the buildings would result in no significant impact to the environment.

4. I recommend approval of the EA and FONSI. My point of contact for this matter is Maj Colclasure, 8-5242/3733.

W. THOMAS CUMBIE, Lt Col, USAF
Staff Judge Advocate

WG #0016

STAFF SUMMARY SHEET

	TO	ACTION	SIGNATURE (Surname), GRADE AND DATE		TO	ACTION	SIGNATURE (Surname), GRADE AND DATE
1	355 MSG/CC	Coord	Coc 310	6	355 WG/CV	Sign	GQ1 16 Jan 03
2	355 WG/JA	Coord	Lt Col, USAF 17 JAN 03	7			
3	355 WG/CCA	Process	Watson TSgt 15 Jan 03	8			
4	355 WG/CCE	Coord	Maj 15 JAN	9			
5	355 WG/CS	Coord	LTC, 1/16	10			

SURNAME OF ACTION OFFICER AND GRADE	SYMBOL	PHONE	TYPIST'S INITIALS	SUSPENSE DATE
C.W. Miller, GS-11	355 CES/CEVA	8-4035	cwm	

SUBJECT
Environmental Assessment (EA)/Finding of No Significant Impact (FONSI) for Hazardous Cargo Pad at Davis-Monthan AFB (DMAFB)

DATE
DEC 26 2002

SMMARY

1. The purpose of this Staff Summary Sheet is to obtain 355 WG/CV signature on the EA and FONSI documents on a proposed new Hazardous Cargo Pad.

2. BACKGROUND: To comply with United Facilities Criteria (UFC) 3-260-1, which requires 1000 feet of clearance in the primary surface along flightlines, the USAF proposes construction of a new Hazardous Cargo Pad at DMAFB. A preferred alternative for the new Hazardous Cargo Pad is identified as Option 1 in the EA and would replace the existing Hazardous Cargo Pad immediately adjacent to the flightline. However, two other sites, designated Options 2 and 3, are also identified as part of the discussion in the EA.

3. DISCUSSION: The National Environmental Policy Act of 1969 requires preparation of an EA for each project (Tab 2). A FONSI document is also included for the project (Tab 1). The FONSI document summarizes the EA document and states that the project is too small to constitute a "major federal action resulting in significant impacts to the environment," and does not require preparation of an Environmental Impact Statement (EIS).

4. RECOMMENDATION: 355 WG/CV sign the FONSI document at Tab 1.

KARL S. BOSWORTH, Lt Col, USAF
Commander, 355 CES
909-8670

2 Tabs
1. FONSI on Hazardous Cargo Pad
2. EA on Hazardous Cargo Pad

MSG 14.1