

Environmental Assessment

Relocation and Construction of the Panama City-Bay County International Airport (PFN) Doppler Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC) to Tyndall Air Force Base (TAFB)



Department of the Air Force
Air Education and Training Command
325th Fighter Wing
Tyndall Air Force Base, Florida

April 2010
Final

Report Documentation Page				Form Approved OMB No. 0704-0188	
Public reporting burden for the collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to a penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.					
1. REPORT DATE APR 2010		2. REPORT TYPE		3. DATES COVERED 00-00-2010 to 00-00-2010	
4. TITLE AND SUBTITLE Environmental Assessment: Relocation and Construction of the Panama City-Bay County International Airport (PFN) Doppler Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC) to Tyndall Air Force Base (TAFB)				5a. CONTRACT NUMBER	
				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) PBS&J,120 Beckrich Road Ste 230,Panama City Beach,FL,32407				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 Same as Report (SAR)	18. NUMBER OF PAGES 112	19a. NAME OF RESPONSIBLE PERSON
a. REPORT unclassified	b. ABSTRACT unclassified	c. THIS PAGE unclassified			

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Department of the Air Force
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Finding of No Significant Impact

for

Relocation and Construction of the Panama City-Bay County International Airport (PFN) Doppler Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC) to Tyndall Air Force Base (TAFB)

AGENCY: Department of the Air Force, Air Education and Training Command, 325th Fighter Wing, Tyndall Air Force Base, Florida.

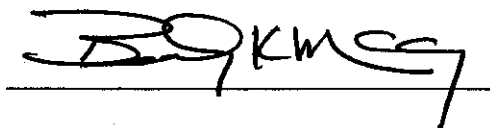
PROPOSED ACTION AND ALTERNATIVES: The Proposed Action involves the construction and operation of a VORTAC facility and associated access road with underground utilities in an area known as Redfish Point, on TAFB. The VORTAC facility is a radio navigation system that will service aircraft for FAA arriving and departing the new ECP airport, in addition to aircraft from TAFB, Eglin Air Force Base, and other regional airports. The VORTAC will also provide general navigation to planes traveling throughout the Gulf coast. The VHF (very high frequency) signal generated by the VORTAC facility allows aircraft receiving the signal to determine their bearing to the facility. Since the existing PFN airport is relocating and the site decommissioned, the current VORTAC must be relocated to provide continued service to the VORTAC airspace service area. The site of the new airport, ECP, was found unsuitable for VORTAC siting due to airspace requirements. A number of other potential VORTAC relocation sites were rigorously evaluated and rejected during project siting. As a result, no reasonable alternatives were found that met the defined Purpose and Need of the Proposed Action. Under the No Action Alternative, the proposed VORTAC would not be constructed.

SUMMARY OF FINDINGS: Based on the findings of the EA, the Proposed Action would have no significant adverse direct, indirect, or cumulative impacts on aircraft operations, noise, air quality, geology, topography, soils, surface water, ground water, stormwater management, transportation system, electricity, hazardous materials and waste, vegetation, wildlife, threatened and endangered species, wetlands, floodplains, cultural resources, and socioeconomic resources. Construction of the VORTAC would have minor temporary impacts that typically occur during construction, such as noise, air quality, topography, soils, stormwater management, transportation system, electricity, hazardous materials and waste, vegetation, wildlife, threatened and endangered species, floodplains, and socioeconomic resources. The foot print of the access road right-of-way and VORTAC facility location, approximately 2.05 acres, will be cleared of vegetation during the construction process. All areas except the VORTAC facility and the 12 foot wide access road, a total of approximately 0.76 acres, would be allowed to naturally regenerate with native species. This former upland pine forest habitat is abundant on TAFB and not considered an ecologically sensitive habitat. As such, the proposed impacts to vegetation and habitat would be minor. Some temporary displacement of wildlife could result during construction related activities and the associated noise onsite, but the overall impacts to wildlife should be minor. Because disturbance on the site is relatively small in size, short-term in duration, and located adjacent to large portions of undeveloped land, the proposed impact to wildlife on the site would be minor. No federally listed species were observed on the site during site assessment surveys conducted for

this EA. The state listed threatened plant, Gulf coast lupine, was documented on-site. The impact on these individuals will be offset by the long-term vegetation management that will occur in the area surrounding the VORTAC facility, which will serve to increase the density of the entire population within the 1,500 foot vicinity of the VORTAC. The presence of state listed plant species does not typically require relocation or mitigation, relative to construction activities per Florida Rule 5B-40.005. No additional listed species or species of concern were observed during site assessment surveys therefore, the Proposed Action would have minor impacts on threatened and endangered species. Construction of the VORTAC would have no impact on aircraft operations, geology, surface water, ground water, wetlands, and cultural resources.

SUMMARY OF PUBLIC REVIEW AND INTERAGENCY COORDINATION: A 30-day public review period was held to solicit public comments on the draft EA. The public review period was announced in a public notice published in the *Panama City News Herald* on February 7, 2010. Copies of the draft EA were made available for public review at the Bay County Public Library and the TAFB Library. Copies of the draft EA along with TAFB's own FCMP consistency determination were sent to the Florida State Clearinghouse to obtain the state's FCMP consistency determination for the Proposed Action. Correspondence letters and copies of the draft EA were sent to the U.S. Fish & Wildlife Service, and the Native American tribes that have expressed an interest in Tyndall AFB for their ancestral ties. These letters and proof of publication are included in Appendix C and all responses are included in Appendix D.

FINDING OF NO SIGNIFICANT IMPACT: Based on my review of the facts and analysis in the EA, I conclude that the Proposed Action will not have a significant impact either by itself or considering cumulative impacts. Accordingly, the requirements of the National Environmental Policy Act, the Council on Environmental Quality Regulations, and 32 Code of Federal Regulations 989 have been fulfilled, and an Environmental Impact Statement is not required and will not be prepared.



BRADLEY K. MCCOY, Colonel, USAF
Vice Commander, 325th Fighter Wing

11 MAY 10

Date

COVER SHEET

Responsible Agency: 325th Fighter Wing (325 FW), Tyndall Air Force Base (TAFB), Florida

Proposed Action: VORTAC relocation and construction at TAFB, Bay County, Florida

Points of Contact: TAFB Environmental: Mr. Jose Cintron, 325 CES/CEANC, 119 Alabama Avenue, Tyndall Air Force Base, Florida 32403, (850) 283-4341

Report Designation: Environmental Assessment

Abstract: The purpose of the proposed action is to relocate the Doppler Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC) located at the current Panama City-Bay County International Airport (PFN) to Tyndall Air Force Base (TAFB). As a result of the construction of the new Northwest Florida Beaches International Airport (ECP) and subsequent opening in May 2010, flight operations will be transferred from PFN and the existing facility closed. The VORTAC at PFN must therefore be removed from its current location due to site decommissioning. A number of other potential VORTAC relocation sites were rigorously evaluated and rejected during project siting. As a result, no reasonable alternatives were found that met the defined Purpose and Need of the Proposed Action. This EA evaluates the Proposed Action, the No Action Alternative, and the cumulative impacts of other actions at TAFB.

The Proposed Action involves the construction and operation of a VORTAC facility and associated access road with underground utilities in an area known as Redfish Point, on TAFB. The VORTAC facility is a radio navigation system that will service aircraft for the Federal Aviation Administration (FAA) at the new ECP airport, TAFB, Eglin Air Force Base, and other regional airports, in addition to aircraft enroute across northwest Florida. The VORTAC will also provide general navigation to planes traveling throughout the Gulf coast. The foot print of the access road right-of-way and VORTAC facility location, approximately 2.05 acres, will be impacted during the construction process. Long-term land use impacts will only be associated with the VORTAC facility and the 12 foot wide access road (approximately 0.76 acres). The remaining area (approximately 1.29 acres) would be impacted only during the construction process and allowed to naturally regenerate with native species. Under the No Action Alternative, the proposed VORTAC would not be constructed on TAFB.

The following biophysical resource areas were identified for analysis in this EA: aircraft operations; noise; air quality; safety and occupational health; earth resources (including geology, topography, soil); water resources; infrastructure/utilities (including transportation systems and electrical utilities); hazardous materials and wastes; socioeconomic resources; biological resources (including wetlands, floodplains, vegetation, wildlife, and threatened and endangered species); and cultural resources.

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Acronyms and Abbreviations

AFB	Air Force Base
AFI	Air Force Instruction
AFPD	Air Force Policy Directive
TACAN	Air Force Tactical Air Navigation
ANSI	American National Standards Institute
ARPA	Archaeological Resources Protection Act
Leq	Average noise level
dBA	A-weighted sound level measured in decibels
BGEPA	Bald and Golden Eagle Protection Act
bls	Below land surface
BMP	Best Management Practice
BTU	British Thermal Units
CO	Carbon monoxide
CAA	Clean Air Act
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
CFR	Code of Federal Regulations
DNL	Day-night average sound level
DoD	Department of Defense
	Doppler Very High Frequency Omni-Directional Radio Range Tactical Air Navigation
VORTAC	Aid
ESA	Endangered Species Act
EA	Environmental Assessment
EIAP	Environmental Impact Analysis Process
EIS	Environmental Impact Statement
ERP	Environmental Resource Permitting
EO	Executive Order
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FONPA	Finding of No Practicable Alternative
FONSI	Finding of No Significant Impact
FIRM	Flood Insurance Rate Maps
FCMP	Florida Coastal Management Plan
FDACS	Florida Department of Agriculture & Consumer Services
DEP	Florida Department of Environmental Protection
FWC	Florida Fish and Wildlife Conservation Commission
FLUCCS	Florida Land Use Land Cover Classification System
FNAI	Florida Natural Areas Inventory

GIS	Geographic Information System
GPS	Global Positioning System
HAZMO	Hazardous Materials Management Office
ICRMP	Integrated Cultural Resources Management Plan
KwH	Kilowatt-hours
Pb	Lead
msl	Mean sea level
MOA	Military Operational Areas
MSA	Metropolitan Statistical Area
mmBTU/hr	Million British thermal units per hour
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOAA	National Oceanic and Atmospheric Administration
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
NRCS	Natural Resources Conservation Service
NO ₂	Nitrogen oxide
NLR	Noise level reduction
ECP	Northwest Florida Beaches International Airport
NWFLWMD	Northwest Florida Water Management District
O ₃	Ozone
PCMSA	Panama City Metropolitan Statistical Area
PFN	Panama City-Bay County International Airport
PM ₁₀	Particulate matter less than 10 microns in aerodynamic matter
PM ₂₅	Particulate matter less than 25 microns in aerodynamic matter
PBS&J	Post, Buckley, Schuh, and Jernigan
CEQ	President's Council on Environmental Quality
RCRA	Resource Conservation and Recovery Act
ROW	Right-of way
spp.	Species
ft ²	Square feet
SO ₂	Sulfur dioxide
SO _x	Sulfur oxides
TAFB	Tyndall Air Force Base
U.S.	United States
USAF	United States Air Force
USDOT	United States Department of Transportation

EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
VHF	Very high frequency
VOC	Volatile organic compounds

CHAPTER 1: PURPOSE OF AND NEED FOR THE PROPOSED ACTION

1.1 Purpose of and Need for the Proposed Action

The purpose of the proposed action is to relocate the Doppler Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC) located at the current Panama City-Bay County International Airport (PFN) to Tyndall Air Force Base (TAFB). As a result of the construction of the new Northwest Florida Beaches International Airport (ECP) and subsequent opening in May 2010, flight operations will be transferred from PFN and the existing facility closed. The VORTAC at PFN must therefore be removed from its current location due to site decommissioning. Airspace requirements at ECP make the site unsuitable for the relocation of the VORTAC to this location. The newly constructed VORTAC should meet or exceed the current level of service provided by the existing and operational PFN VORTAC. A siting study completed on December 15, 2008 identified the proposed relocation area on TAFB as a suitable site for potential relocation.

1.2 Location of the Proposed Action

TAFB is located on the Gulf of Mexico, in Bay County, Florida, approximately 13 miles east of Panama City and the current VORTAC location (Figure 1). TAFB is located on a peninsula bisected by U.S. Highway 98 and is roughly 18 miles long by 3 miles wide. It is surrounded by water to the north, south, and west in the form of East Bay, the Gulf of Mexico, and St. Andrews Bay, respectively. Crooked Island West and East, in addition to Shell Island, are barrier islands on the gulf side of the peninsula. The VORTAC relocation area is found on the western end of the base within an area known as Redfish Point at approximately 30° 07' 10.77" N, 85° 45' 40.08" W (Figure 2).

1.3 Scope of the Environmental Review

The National Environmental Policy Act (NEPA) of 1969, as amended, requires federal agencies to consider environmental consequences in the decision-making process. The President's Council on Environmental Quality (CEQ) issued regulations to implement NEPA. The Air Force Environmental Impact Analysis Process (EIAP) is accomplished through adherence to the procedures set forth in CEQ regulations (40 Code of Federal Regulations [CFR] Sections 1500-1508) and 32 CFR 989 (*Air Force Environmental Impact Analysis Process*), July 15, 1999, and amended March 28, 2001. Air Force Instruction (AFI) 32-7061 directs United States Air Force (USAF) officials to follow these federal regulations which establish both the administrative process and substantive scope of the EIAP. The EIAP is designed to ensure that

deciding authorities have a proper understanding of the potential environmental consequences of a contemplated course of action. The CEQ requires that an EA:

- Briefly provide sufficient evidence and analysis to determine whether an environmental impact statement (EIS) or Finding of No Significant Impact (FONSI) should be prepared;
- Aid in agency's compliance with NEPA when no EIS is required; or
- Facilitate preparation of an EIS, when required.

32 CFR 989.14(g) requires preparation of a Finding of No Practicable Alternative (FONPA), which must be submitted to the Major Command Environmental Planning Function when the alternative selected is located in jurisdictional wetlands/surface waters or floodplains. The preparation of a Coastal Zone Management Determination is also required by the CZMA for federal activity occurring within or affecting a coastal zone (Appendix A).

This Environmental Analysis (EA) will analyze the potential environmental impacts that could result from implementation of the Proposed Action or alternative actions, taking into consideration possible cumulative impacts from other actions in the area. The EA also will identify required environmental permits relevant to the Proposed Action or alternative actions. As appropriate, the affected environment and environmental consequences of the No Action Alternative, Proposed Action, and Alternative Actions, may be described in terms of site-specific descriptions or regional overview. Finally, the EA will identify mitigation measures to prevent or minimize environmental impacts, if required.

The following biophysical resource areas were identified for analysis at TAFB: aircraft operations; noise; air quality; safety and occupational health; earth resources (including geology, topography, soil); water resources; infrastructure/utilities (including transportation systems and electrical utilities); hazardous materials and wastes; socioeconomic resources; biological resources (including wetlands, floodplains, vegetation, wildlife, and threatened and endangered species); and cultural resources.

1.4 Applicable Regulatory Requirements

This EA has been conducted in accordance with the following regulations:

- Title 40, CFR, Parts 1500-1508
- Title 42, U.S. Code, Sections 4321-4370f
- Title 32 CFR Part 989, *Environmental Impact Analysis Process*
- Executive Order (EO) 11988, Floodplain Management, May 24, 1977
- EO 11990, *Protection of Wetlands*, May 24, 1977
- EO 13175, *Consultation and Coordination With Indian Tribal Governments*, November 6, 2000

- Department of Defense (DoD) Instruction 4715.9, *Environmental Planning and Analysis*
- AFI 32-7064, *Integrated Natural Resources Management*
- AFI 32-7065, *Cultural Resources Management*
- *Integrated Natural Resources Management Plan*, Tyndall Air Force Base

Regulations relevant to the biophysical resources assessed in this EA include, but are not limited to, the following:

- Noise Control Act
- Clean Air Act (CAA)
- Clean Water Act (CWA)
- Rivers and Harbors Act
- National Historic Preservation Act (NHPA)
- Archaeological Resources Protection Act (ARPA)
- Endangered Species Act (ESA)
- Coastal Zone Management Act (CZMA)
- Resource Conservation and Recovery Act (RCRA)

1.5 Introduction to the Organization of the Document

This EA is organized into seven chapters.

- | | |
|------------------|---|
| <i>Chapter 1</i> | Contains a statement of purpose and need for the proposed action; location of the proposed action; scope of environmental review including the resource categories under consideration; applicable regulatory requirements; and an introduction to the organization of the document. |
| <i>Chapter 2</i> | Contains a history of the formulation of alternatives; identification of alternatives eliminated from further consideration; a description of the proposed action; a description of the no-action alternative; identification of the preferred alternative, and identification of necessary mitigation. |
| <i>Chapter 3</i> | Contains a description of the existing/baseline conditions of each biophysical resource for which the Proposed Action and No Action Alternative are assessed. |
| <i>Chapter 4</i> | Discusses the potential effects on the resources described in Chapter 3 of implementing the Proposed Action and No Action Alternative. |
| <i>Chapter 5</i> | Provides information on the individuals who prepared the EA. |

- Chapter 6* Provides a list of persons and agencies consulted during the preparation of the EA.
- Chapter 7* Provides a list of bibliographical information about the sources used to prepare this document.

CHAPTER 2: DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

2.1 History of the Formulation of Alternatives

NEPA and 32 CFR Part 989 require consideration of reasonable alternatives to the Proposed Action. Only alternatives that would reasonably meet the defined need for the Proposed Action require detailed analysis in this EA.

The selection of the suitable location for construction of a VORTAC facility is primarily a function of performance, cost, and feasibility. The primary performance goal for this facility is minimally, the level of service provided by the existing VORTAC at PFN. Additionally, the cost and feasibility of site construction and maintenance should be commensurate with the level of benefits received. The VORTAC relocation site must satisfy the navigational requirements of the Military Operational Areas (MOAs) in place for Tyndall and Eglin Air Force Base (AFB), the flight corridor between them and along the oceanic coastline, and provide flight procedures into and out of ECP.

On April 19th 2006, FAA NavAids Engineering Center began to define an initial search area for the eventual relocation of the existing PFN VORTAC facility (FAA 2008). The location of VORTAC facilities is generally onsite at the airports being served, however all sites on ECP were deemed unsuitable due to the geometry of the Tyndall and Eglin AFB MOAs. Following the investigation and determination of these onsite locations as unsuitable, the search area was widened to encompass a larger area that included TAFB. TAFB was contacted and potential VORTAC relocation sites were again evaluated relative to nearby obstruction height and type, existing and future infrastructure, and storm surge levels. Initial feasibility assessments on TAFB focused on the construction of the relocated VORTAC facility to be collocated with the Air Force's Tactical Air Navigation (TACAN) located on the airfield. However, it was determined that the Federal Aviation Administration's (FAA) maintenance response time was insufficient at this location for the purposes of the Air Force for a collocated facility.

A second site on TAFB had recently been cleared of vegetation through timber harvest and was suggested by the Air Force as an alternative to the airfield location. This clearcut location on the western side of TAFB was in an area known as Redfish Point. FAA NavAids identified this area as suitable for use by FAA for the relocation of the current PFN VORTAC within the VORTAC Relocation Siting Study, completed December 15, 2008. Previous studies indicated this area met the needs for Aircraft Operations and Air Traffic Control.

2.2 Identification of Alternatives Eliminated From Further Consideration

A number of other potential VORTAC relocation sites were rigorously evaluated and rejected during project siting, as described in Section 2.1 above. As a result no reasonable

alternatives were found that met the defined Purpose and Need of the Proposed Action. Factors considered for the site included, but were not limited to, proximity to the current VORTAC, suitability for aircraft operations and air traffic control, the feasibility of construction given geographic and physical constraints of the site, availability of necessary utilities for operation, cost effectiveness of the site, nearby obstructions that cause irregularities to the VORTAC signal, existing and future infrastructure, environmental suitability, and storm surge potential. Relocation of the VORTAC from PFN to the airport relocation site (ECP) was determined to not be a feasible alternative due to the airspace requirements needed for successful operation of the VORTAC. All sites on ECP were deemed unsuitable due to the geometry of the Tyndall and Eglin AFB MOAs. Due to its proximity to existing VORTAC, as well as the physical geometry of the site, TAFB was then selected for evaluation of possible relocation sites. Initial evaluations focused on a site collocated with the TACAN on the TAFB airfield. However, it was determined that the FAA's maintenance response time was insufficient at this location for the purposes of the Air Force for a collocated facility. The functionality and environmental requirements of siting the VORTAC facility, evaluated under the aforementioned rigorous standards, eliminated all potential relocation areas, with the exception of Redfish Point. Due to the fact that potential construction sites on the ECP airport relocation site and TAFB were rigorously evaluated and rejected during project siting, they do not require reexamination in this EA. Therefore, only the Proposed Action and the No Action Alternative are evaluated within this EA.

2.3 Detailed Description of the Proposed Action

The Proposed Action involves the construction and operation of a VORTAC facility and associated access road with underground utilities in an area known as Redfish Point, on TAFB. Construction siting alternatives were evaluated, as described in Section 2.1 and 2.2, and were determined insufficient to meet the Purpose and Need of the Proposed Action. The VORTAC facility is a radio navigation system that services aircraft for FAA arriving and departing the new ECP airport, in addition to aircraft from TAFB, Eglin AFB, and other regional airports. The VORTAC would also provide general navigation to planes traveling throughout the Gulf coast. The VHF (very high frequency) signal generated by the VORTAC facility allows aircraft receiving the signal to determine their bearing to the facility. Photographic representations of a VORTAC facility are shown in Figure 3.

The current VORTAC facility is located at PFN. The FAA rents the space for the VORTAC from the Panama City Bay County International Airport Authority. The Airport Authority requested FAA's approval of the relocation of PFN. In September 2006, the FAA issued its Record of Decision recommending and approving relocation PFN to the airport relocation site in West Bay, now known as ECP. Due to the relocation of PFN, the FAA completed a siting study in order to relocate the VORTAC. The ECP site was found to be unsuitable due to airspace requirements. A site on TAFB was found by the FAA to be suitable for a VORTAC. The FAA requested the Air Force to undertake an action, outleasing Air Force property for a VORTAC

facility. This federal action requires NEPA review. Air Force decisions on such proposals must take into consideration the potential environmental impacts of the FAA's proposed activity insofar as the proposed action involves Air Force property and requires Air Force approval (CFR Title 32: Part 989.7 Requests from Non-Air Force agencies or entities). Therefore, the Air Force is the lead federal agency for this EA with cooperation from FAA and the Panama City-Bay County International Airport Authority.

As shown clearly in Figure 2, the VORTAC facility itself would be approximately 50 feet in height and, including the gravel parking/turn around area, would measure approximately 15,000 square feet (ft^2 ; 100 feet x 150 feet) or ± 0.34 acres. Two monitoring poles would be installed adjacent to the VORTAC at 65 (Doppler pole) and 200 (TACAN) feet. The access road constructed to the VORTAC facility would be an approximately 12 foot wide gravel road, with a 50 foot total right-of-way (ROW), 1,491 feet in length (± 0.41 acres). The total area impacted during the construction process, including the entire ROW (± 1.71 acre = 1,491 feet x 50 feet) and VORTAC facility construction zone (± 0.34 acre = 150 feet x 100 feet), would be approximately 89,500 ft^2 or ± 2.05 acres. A fire hydrant would be installed within 350 feet of the VORTAC facility. The water line to this hydrant and all other utilities would be buried underground within the access road ROW to the VORTAC facility and obtained from the nearby Pelican Point Golf Course (Figure 4). All vegetation within the footprint of the access road, ROW, and VORTAC facility would be replaced with the constructed amenities and future vegetation would be maintained below 3 feet. The environmental study area for this site also included buffer surrounding the proposed facility and access road for an approximate total of ± 11.87 acres (Figure 2). All vegetation within 1500 feet of the constructed VORTAC facility would be maintained and managed in its current state, with vegetation height remaining less than the VORTAC tower height.

2.4 Description of the No Action Alternative

The No Action Alternative is to maintain the existing conditions at Redfish Point. The proposed relocation of the existing PFN VORTAC would not occur and a new VORTAC would not be constructed under the No Action Alternative. Airport operations at PFN are currently being relocated to ECP and the facility shall be closed. As the VORTAC is FAA property, FAA will remove the VORTAC as part of the decommissioning process for PFN.

2.5 Identification of the Preferred Alternative

The Preferred Alternative endorsed by this EA is to implement the Proposed Action as described in Section 2.3 and construct the VORTAC at Redfish Point.

2.6 Mitigation Requirements Matrix

No mitigation is anticipated and none would be required for the Proposed Action.

CHAPTER 3: AFFECTED ENVIRONMENT

3.1 Introduction

This chapter describes the existing environmental or biophysical resources that could be affected by or could affect the No Action Alternative or the Proposed Action. Only those specific resources relevant to potential impacts are described in detail.

3.2 Installation Location, History, and Current Mission

Humans have occupied this region of Florida beginning 12,000 years ago. Historical occupation began with Native Americans, and also included the French, English, and Spanish. The region was finally purchased by the United States in 1821. Old Town St. Andrew (present-day Panama City) was first occupied by American settlers in the 1820s. During the Civil War era, the area was used by both Union and Confederate forces and following the war it became a retirement community for veterans. Beginning at this point and into the 20th century, the region was home to many industries, including lumber, ranching, naval stores, turpentine stills, seafood, and tourism (USAF 2004). Residential homes sites were located in the region that supplied the labor for these industries.

The peninsula currently occupied by TAFB was originally known as the East Peninsula. Over time the lumber and turpentine industries began to fail, the population of East Peninsula subsided. In 1941, the U.S. Government acquired title to the East Peninsula and began demolishing the remaining settlements. Large fires occurred in the region during subsequent years due to minimum fire protection and limited access to the peninsula. Much of the timber not consumed during the fires was logged and milled through the TAFB-operated sawmill from 1944 to 1954. No reforestation program was in effect during this time period on the peninsula (TAFB 1998).

TAFB began as a gunnery school, called Tyndall Field, and officially opened on December 6, 1941 (one day before the attack on Pearl Harbor). Tyndall Field was named after Frances B. Tyndall, a World War I fighter pilot and Silver Star recipient. In 1947, upon the Air Force's designation a separate branch of the military, Tyndall Field became TAFB. In the 1950s, TAFB primarily served as a weapons deployment center. In the 1970s, TAFB became home to the Air Force Civil Engineering Support Agency. Tactical Air Command was also transferred to TAFB, which was tasked to help defend the southeastern United States. The 325th Fighter Weapons Wings, later redesignated as the 325th Tactical Training Wing, began at TAFB in 1981. The primary mission of the 325th included training in the F-101, F-106, F-15, and T-33 aircraft. The 475th Weapons Evaluation Group was also activated during the 1980s thereby consolidating the weapons system evaluation program. The 1st Air Force and Continental United States North American Aerospace Defense Command Region (CONR) moved to TAFB from Langley AFB,

Virginia in the 1990s. The sector of CONR stationed at TAFB is the Southeast Air Defense Sector. The 325th Tactical Training Wing at TAFB was again redesignated in the 1990s, this time as the 325th Fighter Wing. It was also transferred from the Air Combat Command to AETC. TAFB was selected to host the F/A-22 Pilot Training mission, which began in 2003 (USAF 2004).

In addition to these military detachments, TAFB is home to a variety of other non-Air Force organizations such as the Canadian Forces Detachment and numerous civilian contractors. DoD located on TAFB, include the Defense Accounting Office, Army and Air Force Exchange Services, and the Defense Commissary Agency.

TAFB activities have been grouped into areas based on commonality of function and land use category resulting in efficient clustering of commercial, administrative, and maintenance areas. TAFB housing areas have been separated from TAFB functions incompatible with residential activities.

3.3 Aircraft Operations

The Panama City – Bay County International Airport (PFN), located in Bay County, FL, averaged 353,992 commercial flight passengers per year between 1998 and 2008. The airport's highest annual passenger volume was 386,661 in 2004 and lowest was 335,583 in 1998. Volume for 2008 was 335,668 passengers. There are an estimated 11 commercial passenger arrival and 11 departure flights daily or approximately 8,008 commercial flights annually into the facility. Currently, the airport is being serviced by two commercial carriers: Atlantic Southeast Airlines and Northwest Airlink. Various private and commercial service aircraft use the airport also. The current VORTAC at PFN services all flights to PFN by providing in-flight heading and bearing information via VHF transmission. The relocation of all flight operations from PFN to ECP is anticipated to occur in May 2010. The new airport at ECP will have the potential to accommodate more commercial flights annually and a runway length expansion would allow for larger aircraft to use the airport also. Southwest Airlines recently announced it will begin operations serving ECP following the opening in May 2010.

3.4 Noise

Different sounds have different frequency contents and since the human ear is not equally sensitive to sound at all frequencies, a frequency-dependent adjustment (*i.e.*, dBA) has been devised to measure sound similar to the way the human hearing system responds. The adjustments in amplitude, established by the American National Standards Institute (ANSI) (ANSI 1983), are applied to the frequency content of the sound.

Air traffic and airfield operations are the primary sources of noise at TAFB. Noise exposure from the most recent aircraft noise modeling at TAFB ranges from a day-night average sound

level (DNL) 80 dBA near the runways to 65 dBA on the outskirts of the Base. The Felix Lake, Wood Manor, Bay View, Shoal Point, and Redfish Point military housing neighborhoods are the primary noise-sensitive areas at TAFB. The Felix Lake, Wood Manor, and Redfish Point neighborhoods are located more than 1 mile from the aircraft operation areas and the modeled DNL is 65 dBA or less. Portions of the Felix Lake and Redfish Point neighborhoods are within the DNL 65-70 dBA noise exposure zone, but given their recent construction, were built to appropriate noise level reduction (NLR) standards of indoor noise levels at a DNL of 45dBA or less. The guidelines established for TAFB are consistent with those published by the Federal Interagency Committee on Urban Noise in *Guidelines for Considering Noise in Land-Use Planning and Control* (1980). The maximum level of noise for residential areas is considered to be in the DNL 65 dBA zone. As a measure of reference, 65 dBA is equivalent to normal speech at a distance of 3 feet.

Other sources of noise on the base include vehicular traffic, training activities, and intermittent construction. Typical outdoor construction noise levels range from 79 to 89 dBA at approximately 50 feet from a construction site, according to the Environmental Protection Agency (EPA 1971). Table 1 depicts average noise level (Leq) expressed in terms of dBA for various construction sources at ground level as distance increases from a construction site. All of the aforementioned primary noise-sensitive areas on TAFB are well over 1,500 feet from the VORTAC installation area (Figure 4).

TABLE 1. REVISED CONSTRUCTION NOISE LEVELS

<u>Construction Stage</u>	AVERAGE NOISE LEVEL AT VARIOUS DISTANCES ^a			
	<u>100 ft.</u>	<u>200 ft.</u>	<u>500 ft.</u>	<u>1,000 ft</u>
Clearing	77	72	66	60
Excavation	79	74	68	63
Foundation	79	74	68	62
Erection	77	72	66	60
Finishing	77	72	66	60

^a - The average noise level (Leq) produced during a construction stage is shown at various distances (with an obstructed, clear line-of-sight) from the approximate center of construction activities. Noise levels are expressed in dBA. Background noise will increase the above noise levels as follows: when the background noise is equal to or within 1 dBA of the construction noise, the overall noise level is 3 dBA higher than those shown above; background within 2-3 dBA, an increase of 2 dBA; within 4-9 dBA, an increase of 1 dBA; and a background 10 dBA or more less than the construction noise below will not increase the overall noise level.

Source: Parsons Engineering Science 1997.

3.5 Air Quality

The CAA of 1970 directed the EPA to establish develop concentration-based standards called National Ambient Air Quality Standards (NAAQS), pursuant to Sections 109 and 301(a). These standards, expressed as micrograms per cubic meter, were implemented and are enforced to

protect public health and welfare by ensuring cleaner air for all Americans. They establish safe concentration levels for each of six “criteria” pollutants: carbon monoxide (CO); nitrogen dioxide (NO₂); ozone (O₃); sulfur oxides (SO_x), measured as sulfur dioxide (SO₂); lead (Pb); and two types of particulate matter. These two types of particulate matter are particulate matter less than 10 microns in aerodynamic diameter (PM₁₀) and particulate matter less than or equal to 2.5 microns in aerodynamic diameter (PM_{2.5}). The CAA also divides the US into attainment and non attainment areas, relative to meeting NAAQS. These areas are usually designated by county or Metropolitan Statistical Area (MSA), of which Bay County (and by location TAFB) is currently designated as an attainment area (60 Federal Register 62748, December 7, 1995). An attainment area is classified as an area that meets the air quality standards for all the aforementioned “criteria” pollutants.

The typical emission sources at TAFB includes boilers, fuel storage tanks, fuel dispensing, fuel loading racks, fuel system repair, fuel spills, furnaces, jet engine testing, abrasive blasting, aerospace ground equipment, welding, woodworking, fire training, entomology, solvent recovery, printed circuit lab, and propane usage (USAF 2000b). In September 1999, TAFB submitted an application to DEP to begin operating as a minor source under a Federally Enforceable State Operating Permit, limiting emissions to below that of a major source. The Federally Enforceable State Operating Permit was originally issued to TAFB in May 2000 (TAFB 2003b). Air emissions regulated under this permit at TAFB include: fuel fill stands (aircraft refueler truck fill), paint booths (seven separate units), bulk fuel storage tanks (6000 and 400 areas), jet engine testing (hush houses and engine shop), and boilers (all units ≥ 1.0 million BTU per hour [mmBTU/hr]). TAFB air emissions are included in the Bay County emissions data shown in Table 2.

TABLE 2. BASELINE EMISSIONS INVENTORY, BAY COUNTY, FLORIDA

Criteria Air pollutant	CO (tpy)	VOC (tpy)	NO _x (tpy)	SO _x (tpy)	PM ₁₀ (tpy)
Bay County Emissions ^a	5,123.00	2,618.00	9,478.00	59,306.00	4,022.00

Note: Volatile organic compound (VOC) is not a criterion pollutant. However, VOC is reported because as an ozone precursor, it is a controlled pollutant.

CO=carbon monoxide

NO_x=nitrogen oxides

SO_x=sulfur oxides

PM₁₀=particulate matter less than 10 microns in diameter

^a - Summarized from EPA AirData Emissions for Bay County, Florida (AirData 2004).

3.6 Earth Resources

3.6.1 Geology

Unconsolidated sands and clayey sands from the Pliocene age (10 million years ago) to a more recent age extend to approximately 110 feet below land surface (bls) on TAFB. These sands are considered moderately permeable and capable of transmitting water readily, although clayey sands and hardpan layers (found within the formation impede at variable depths) limit the downward movement of groundwater (TAFB 1999).

This material lies on top of the Intracoastal Formation, which is comprised of poorly cemented shell beds containing abundant fossils, quartz sand, and calcium carbonate grains cemented by crystalline calcite and clay. The upper portion of this formation (and the deeper portions of the sand layer) are relatively impermeable and of the Pliocene age, while the lower portions are highly permeable and of the Miocene age (greater than 10 million years ago). The Intercoastal Formation extends to approximately 330 feet bls and overlays a highly permeable limestone formation of the Miocene age, which extends to 600 feet bls (TAFB 1999).

3.6.2 Topography

TAFB is located in the East Gulf Coastal Plain physiographic province, within the Coastal Lowland section. TAFB is relatively flat in topography with elevations ranging from the maximum elevation of approximately 30 feet above mean sea level (msl) on a ridge that generally follows U.S. Highway 98 to sea level on the coastline. Approximate topographic elevations range between 15 and 20 feet above msl at the VORTAC relocation area.

3.6.3 Soils

The primary soils found at TAFB are generally considered sandy and acidic. The Natural Resources Conservation Service (NRCS) Soil Survey for Bay County, Florida identified the general soil associations and detailed soil types on TAFB (USDA 1984). Following analysis of GIS shapefiles based on these surveys, it was determined the soil underlying the VORTAC relocation areas is primarily Kureb Sand with 0 to 5% slopes and Resota Fine Sand with 0 to 5% slopes (Figure 5). A negligible portion of the access road and survey area is classified as Mandarin Sand. This Kureb-Resota-Mandarin soil slopes gently (less than 5%) to the coastline and is generally sandy to a depth of 80 inches (USAF 2004). Drainage of this soil association ranges from excessively drained to somewhat poorly drained, however, onsite evaluations indicate the VORTAC relocation area is excessively to moderately well-drained. Additionally, no soils within the VORTAC relocation area or the environmental study area contain any hydric soils.

3.7 Water Resources

3.7.1 Groundwater

The approximate average depth to groundwater at TAFB is the surficial aquifer, the uppermost hydrostatigraphic unit, from just below land surface to 15 feet bls. The general flow direction of the surficial aquifer is moving northeast and southwest following the overall topographical slope of TAFB. This aquifer is comprised of unconsolidated, poorly indurated, siliciclastic deposits and ranges in thickness from 50 to 100 feet bls (TAFB 2008). Percolated precipitation is the primary source of recharge for this non-artesian aquifer and it is not used as a source of potable water for the base.

A low permeability layer known as the Intermediate Confining Unit is a low permeability layer that separates the surficial aquifer with the deeper Floridian Aquifer. Primarily fine-grained siliciclastic deposits interlaid with carbonate strata compose this confining layer which ranges in thickness from 200 to 250 feet (TAFB 2008).

The second aquifer, known as the Floridian Aquifer, is composed of primarily limestone and dolomite with an approximate thickness of 1,100 feet thick. Most of the Florida panhandle uses the upper portion of this aquifer as a source for potable water. Potable water within the Floridian Aquifer underlying TAFB exists only between depths of 250 to 500 feet (TAFB 1999). Permitted wells on TAFB pump water from this aquifer, which is then filtered and chlorinated prior to use as potable. However, Bay County Utilities uses Deer Point Lake to provide most of the potable water used on TAFB.

3.7.2 Surface Water

TAFB is located within the Choctawhatchee River Basin which eventually drains into the Gulf of Mexico, by way of the Choctawhatchee River and Choctawhatchee Bay. As previously discussed, TAFB is surrounded by East Bay to the north, St. Andrew's Bay to the west and the Gulf of Mexico to the South. All these systems share hydrological connectivity with Choctawhatchee Bay to the west. No surface water is located at the VORTAC relocation area or within the environmental study area. The nearest surface water to the site is St. Andrew's sound, which is located less than 800 feet (across TAFB golf course) from the southwestern terminus of the access road (Figure 1 and 2).

3.8 Infrastructure/Utilities

3.8.1 Stormwater Management

Generally, TAFB stormwater flows primarily southward in areas south of US 98 (including the VORTAC relocation site) and northward in areas north of US 98. Stormwater collection on TAFB is accomplished through primarily surface drainage and drainage ditches in undeveloped areas and underground piping in developed areas. The VORTAC relocation site is located within a recently clearcut and undeveloped portion of Redfish point. Currently, rain falling on the proposed VORTAC site is intercepted by the vegetation (and ultimately the subsequent interception loss) then percolates through the well-drained, sandy soils found onsite. Additionally, as mentioned in 3.6.3, the environmental study area for the VORTAC relocation site did not contain any hydric soils and contained no water during field visits associated with this EA. TAFB has a Municipal Separate Storm Sewer System Permit (Permit Number FLR04E004) and TAFB meets current Florida Chapter 62-346 Environmental Resource Permitting (ERP) rules and Northwest Florida Water Management District (NWFLWMD) standards, which also satisfy local and federal stormwater permit requirements (TAFB 2003a). Stormwater pollution prevention plans for the construction occurring on the VORTAC relocation site would also meet these standards.

3.8.2 Transportation Systems

US highway 98 bisects the TAFB peninsula and serves as the primary transportation system for those traveling to and from Panama City to the northwest and Port St. Joe to the east. The Tyndall Gate provides access to TAFB north property and the Sabre and Illinois Gates provide access to TAFB south property (and the VORTAC relocation site). The limited access road created on the VORTAC relocation site would intersect the infrequently used, western end of Sabre Drive, adjacent to Pelican Point Golf Course.

3.8.3 Electricity

Electrical service to TAFB is supplied and regulated by Gulf Power Company from a field substation west of TAFB which is fed by two 44 kiloVolt lines (TAFB 2005). Average annual electrical usage on TAFB is 99,091,262 kilowatt-hours (kWH), or 271,483 kWH per day (USAF 2004). All overhead lines have either been relocated underground or are currently in the process of being relocated. The nearest source of electrical service to the VORTAC relocation site is the Pelican Point Golf Course Maintenance Facility. It is proposed that three-phase electrical power service and telephone service would be obtained from this location.

3.9 Hazardous Materials and Waste

The United States Department of Transportation (USDOT) (49 CFR 105.5), the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act (RCRA) (42 USC 6901, *et seq.*); and the Hazardous and Solid Waste Amendments; states hazardous materials and waste include substances that, because of their quantity, concentration, physical, chemical, or infectious characteristics, may present substantial danger to public health or welfare or to the environment when released or improperly managed. Management of hazardous materials at Air Force installations, including TAFB, is established primarily by AFI 32-7086, *Hazardous Materials Management*. The TAFB Hazardous Materials Management Office (HAZMO) is responsible for the management of all hazardous materials on TAFB. Hazardous waste generated onsite is temporarily stored at hazardous waste accumulation points on TAFB. This waste is then transported off TAFB by a contractor who disposes of it in accordance with applicable regulations.

3.10 Biological Resources

3.10.1 Vegetation

Historically, much of the upland areas within Bay County consisted of fire maintained longleaf pine (*Pinus palustris*) and wiregrass ecosystem. Over time this native vegetation was impacted by anthropogenic use such as agriculture and silviculture. Slash (*Pinus elliottii*) and sand pine (*Pinus clausa*) plantations have replaced much of the original longleaf pine land as timber production became an increasingly popular land use objective. In fact, the predominant tree species on TAFB, and likely within Bay County, are now slash, sand, and longleaf pine. The increased urbanization of the area also resulted in increased suppression of wildfires which historically maintained the understory vegetation in herbaceous plants and grasses. The forestry management program at TAFB currently focuses on restoring these historical vegetative conditions and natural processes through the use of prescribed fire, selective thinning, and natural regeneration of native species (TAFB 2008). All natural resources on TAFB are managed under the *Integrated Natural Resources Management Plan* (2006).

All overstory tree species were harvested on the proposed VORTAC relocation site prior to project siting on TAFB. During on-site environmental assessment surveys conducted on November 30 and December 14, 2009, ecologists characterized the site as containing significant vegetative regeneration of slash and sand pine in the understory and shrub layer. Live oak (*Quercus virginiana*), sand live oak (*Quercus germinata*), and southern magnolia (*Magnolia grandiflora*) comprised the overstory near the southern end of the environmental study area (adjacent to Sabre Drive and the Pelican Point Golf Course), where timber harvesting did not occur. A lack of observed evidence of prescribed fire was likely responsible for the numerous

occurrences of shrub species on the site, including winged sumac (*Rhus copallinum*), yaupon holly (*Ilex vomitoria*), and gallberry (*Ilex glabra*). The presence of deer lichen (*Cladonia* spp.) is also an indication of the lack of prescribed fire or wildfire events on the site. The understory on the site was comprised of saw palmetto (*Serenoa repens*), runner oak (*Quercus margarettae*), wiregrass (*Aristida stricta*), panic grass (*Dicanthelium* spp.), bluestem grass (*Andropogon* spp.), and muscadine (*Vitis rotundifolia*). Appendix B provides photographic representation of the site conditions.

3.10.2 Wildlife

Wildlife species found on TAFB typically include generalist and omnivore species which often occupy the wildland-urban interface. These species include, but are not limited to, raccoon (*Procyon lotor*), rabbit (*Sylvilagus* spp.), armadillo (*Dasypus novemcinctus*), opossum (*Didelphis virginiana*), skunk (*Mephitis mephitis*), bobcat (*Lynx rufus*), gray fox (*Urocyon cinereoargenteus*), otter (*Lontra canadensis*), and various songbirds, wading birds, shorebirds, reptiles, and amphibians. Wildlife game species at TAFB also include white-tailed deer (*Odocoileus virginianus*), squirrel (*Sciurus* spp.), eastern wild turkey (*Meleagris gallopavo silvestris*), bobwhite quail (*Colinus virginianus*), and various waterfowl (TAFB 1998). Sport freshwater and saltwater fish species in the vicinity of TAFB include largemouth bass (*Micropterus salmoides*), bluegill (*Lepomis macrochirus*), red-breasted sunfish (*Lepomis auritus*), catfish (*Ictalurus* spp.), speckled trout (*Cynoscion nebulosus*), redfish (*Sciaenops ocellatus*), and mackerel (*Scomberomorus* spp.; TAFB 1999).

An on-site environmental assessment survey was conducted on November 30, 2009 and December 14, 2009 by Post, Buckley, Schuh, and Jernigan, Inc. (PBS&J) ecologists. Approximately nine, round burrows were observed onsite, presumably occupied by small mammals and armadillos, as evidenced by tracks observed at the burrow entrances. The environmental assessment was performed under an Florida Fish and Wildlife Conservation Commission (FWC) approved Authorized Agent Assistant for surveying gopher tortoise burrows, who determined the burrows were not gopher tortoise burrows. The only wildlife species observed during the environmental assessment survey was a Gulf Coast box turtle (*Terrapene carolina major*). Appendix B provides photographic representation of the wildlife observations made on the environmental study area.

3.10.3 Threatened and Endangered Species

To determine the presence of threatened and endangered plant and animal species, PBS&J ecologists conducted an on-site environmental assessment survey on November 30, 2009 and December 14, 2009. Prior to conducting the survey, PBS&J conducted an in-depth desktop analysis of threatened and endangered species, as well as those in need of special consideration,

that could potentially occur within the project area using existing location data for TAFB (Figure 6) and Florida Natural Areas Inventory (FNAI) data (Figure 7). Table 3 presents the 22 plant species and 31 animal species of interest that have been observed in the immediate vicinity or on TAFB. The listing status on the state, FWC, and Florida Department of Agriculture & Consumer Services (FDACS), and federal, United States Fish and Wildlife Service (USFWS), level and habitat types that generally contain each species, are also included in Table 3. Many of these species are found along the coastline, in wetlands, or in the waters surrounding TAFB. Using this data the ecologists then surveyed the area for all potential listed species; however, increased attention was attributed to species located in the habitat conditions on the proposed VORTAC relocation site. Surveys were focused predominately on the presence of gopher tortoise (*Gopherus polyphemus*) burrows, black bear (*Ursus americanus floridanus*) sign, eastern indigo snake (*Drymarchon couperi*), Florida pine snake (*Pituophis melanoleucus mugitus*), osprey (*Pandion hillaetus*), bald eagle (*Haliaeetus leucocephalus*), Southeastern American kestrel (*Falco sparverius paulus*), gulf coast lupine (*Lupinus westianus*) and large-leaved jointweed (*Polygonella macrophylla*). Ecologists surveyed the project area using belt transects that varied between ½ and 1 chain (66 feet) apart in order to cover the entire environmental study area. The only threatened or endangered species encountered on the site was the state threatened plant, gulf coast lupine. All occurrences of gulf coast lupine within the project area were recorded using GPS equipment and marked with flagging tape in the field. Each flag was marked with a unique ID and the surveyor's initials. Representative photos of the species are located in Appendix B. Figure 8 illustrates the locations of the gulf coast lupine observed on the VORTAC relocation study area.

TABLE 3. LISTED PLANTS AND ANIMAL SPECIES DOCUMENTED AT TAFB OR IN ITS IMMEDIATE VICINITY, BAY COUNTY, FLORIDA

Common Name	Scientific Name	Federal Status (USFWS)	State Status (FWC or FDACS*)	Habitat Type
PLANTS*				
Apalachicola dragonhead	<i>Physostegia godfreyi</i>		T	Wet prairie
Bog Tupelo	<i>Nyssa ursine</i>	CE		Wet prairie
Chapman's butterwort	<i>Pinguicula planifolia</i>	CE	T	Wet prairie
Chapman's crownbeard	<i>Verbasine chapmani</i>		T	Wet prairie
Curtiss' sandgrass	<i>Calamovilfa curtissii</i>		T	Wet prairie, flatwoods
Decumbent pitcher plant	<i>Sarracenia purpurea</i>		T	Wet prairie, bogs
Dew thread sundew	<i>Drosera filiformis</i>		E	wet prairie
Drummond's yellow-eyed grass	<i>Xyris drummondii</i>	CE		Wet prairie, flatwoods
Florida Flame Azalea	<i>Rhododendron austrinum</i>		E	Sandhill, flatwoods
Florida skullcap	<i>Scutellaria floridana</i>	T	E	Wet pine flatwoods
Florida waxweed	<i>Cuphea aspera</i>		E	Flatwoods, wet parries
Giant water dropwort	<i>Oxypolis greenmanii</i>		E	Wet prairie, ditches
Godfrey's golden aster	<i>Chrysopsis godfreyi</i>	CE	E	Dunes
Gulf coast lupine	<i>Lupinus westianus</i>	CE	T	Scrubs, dunes
Harper's yellow-eyed grass	<i>Xyris scabrifolia</i>		T	Wet prairie
Henry's spider lily	<i>Hymenocallis henryae</i>	CE	E	Cypress stringers
Hummingbird flower	<i>Macranthera flammea</i>		E	Seepages, bay-gum ponds
Karst pond yellow-eyed grass	<i>Xyris longisepala</i>		E	Upland lake margin
Large-leaved jointweed	<i>Polygonella macrophylla</i>	CE	T	Scrubs, dunes
Panhandle meadow-beauty	<i>Rhexia salicifolia</i>		T	Marshes, flatwoods ponds, karst ponds
Parrot pitcher plant	<i>Sarracenia psittacina</i>		T	Wet prairie, bogs
Pine-woods aster	<i>Aster spinulosus</i>		E	Flatwoods, sandhills, seepages

Primrose-flowered butterwort	<i>Pinguicula primuliflora</i>		E	
Quillwort yellow-eyed grass	<i>Xyris isoetifolia</i>	CE	E	Wet prairie
Small-flowered Meadowbeauty	<i>Rhexia parviflora</i>		E	Seepages, ponds, wet prairie
Southern milkweed	<i>Asclepias viridula</i>	CE	T	Wet prairie
Southern red lily	<i>Lilium catesbaei</i>		T	Wet prairie
Spoon-leafed sundew	<i>Drosera intermedia</i>		T	Wet prairie
Telephus spurge	<i>Euphorbia telephioides</i>	T	E	Sandhills, flatwoods, coastal scrub
Thick-leaved water willow	<i>Justice crassifolia</i>	CE	E	Wet prairie
Godfrey's butterwort	<i>Pinguicula ionantha</i>	T	E	Cypress domes
West Florida cowlily	<i>Nuphar lutea ssp. Ulvacea</i>			Ponds
West's flax	<i>Linum westii</i>		E	Flatwoods, ponds, cypress domes
White birds-in-a-nest	<i>Macbridea alba</i>	T	E	Hydric and mesic pine flatwoods
White-flowered wild petunia	<i>Ruellia noctiflora</i>		E	Wet prairie
White-top pitcher plant	<i>Sarracenia leucophylla</i>		E	Seepages, wet prairies, flatwoods
Yellow fringeless orchid	<i>Platanthera integra</i>		E	Flatwoods

BIRDS

American oystercatcher	<i>Haematopus palliatus</i>		SSC	Shoreline
Bachman's sparrow	<i>Aimophila aestivalis</i>			Mature pine forests
Bald eagle	<i>Haliaeetus leucocephalus</i>	BGEPA		Coastline, lakes
Black skimmer	<i>Rhychops niger</i>		SSC	Shoreline
Brown pelican	<i>Pelecanus occidentalis</i>		SSC	Barrier island, bays
Florida clapper rail	<i>Rallus longirostris scottii</i>			Coastline, marshes, estuarine
Great Egret	<i>Ardea alba</i>			Marshes, ponds, rivers, shorelines, forested wetlands
Least tern	<i>Sterna antillarum</i>		T	Barrier island, shoreline
Little blue heron	<i>Egretta caerulea</i>		SSC	Marshes, ponds, lakes
Osprey	<i>Pandion haliaetus</i>		SSC	Coastline, lakes
Peregrine falcon	<i>Falco peregrinus tundrius</i>	CE		Open habitats
Piping plover	<i>Charadrius melodus</i>	T/CH	T	Barrier island

Red-cockaded woodpecker	<i>Picoides borealis</i>	E	SSC	Mature pine forests
Reddish egret	<i>Egretta rufescens</i>		SSC	Brackish marsh, shallow coastline
Royal tern	<i>Sterna maxima</i>			Coastline, bays, estuarine
Sandwich tern	<i>Sterna sandvicensis</i>			Coastline, bays, estuarine
Scott's seaside sparrow	<i>Ammodramus maritimus peninsulae</i>		SSC	Coastline
Snowy egret	<i>Egretta thula</i>		SSC	Marshes, lakes, ponds, shallow coastline
Snowy plover	<i>Charadrius alexandrinus tenuirostris</i>	CE	T	Barrier island
Southeastern American kestrel	<i>Falco sparverius paulus</i>	CE	T	Open , partly open habitat
Tricolor heron	<i>Egretta tricolor</i>		SSC	Marshes, ponds
White ibis	<i>Eudocimus albus</i>		SSC	Marshes, lakes
REPTILES				
Alligator snapping turtle	<i>Macrolemys temmincki</i>	CE	SSC	Freshwater lakes
American alligator	<i>Alligator mississippiensis</i>	T (S/A)	SSC	Lakes, marshes
Eastern Indigo Snake	<i>Drymarchon couperi</i>	T	T	Sandhill, scrub, wet prairies, mangrove
Florida Pine Snake	<i>Pituophis melanoleucus mugitus</i>		SSC	Sandhill, pine scrub
Gopher tortoise	<i>Gopherus polyphemus</i>	CE	T	Long leaf pine, sand pine scrub
Green sea turtle	<i>Chelonia mydas mydas</i>	E	E	Marine, barrier island
Gulf salt marsh snake	<i>Nerodia clarkia clarkii</i>	CE		Needle grass, estuaries
Kemp's Ridley sea turtle	<i>Lepidochelys kemp</i>	E	E	Marine, barrier island
Leatherback sea turtle	<i>Dermochelys coriacea</i>	E	E	Marine, barrier island
Loggerhead sea turtle	<i>Caretta caretta</i>	T	T	Marine, barrier island
Southern Hognose Snake	<i>Heterodon simus</i>			Sandhill, pine flatwood, dunes
MAMMALS				
Choctawhatchee beach mouse	<i>Peromyscus polionotus allophrys</i>	E / CH	E	Barrier island
Florida black bear	<i>Ursus americanus floridanus</i>	CE	T	Swamps, forested areas
Gulf Coast lupine	<i>Lupinus westainus</i>		T	Scrub
Manatee	<i>Trichechus mantus</i>	E	E	Marine
St. Andrews beach mouse	<i>Peromyscus polionotus peninsularis</i>	E	E	Barrier island

FISH				
Gulf sturgeon	<i>Acipenser oxyrinchus desotoi</i>	T / CH	SSC	Marine, large rivers
Bluenose Shiner	<i>Pteronotropis welaka</i>		SSC	Marine, large rivers
INVERTABRATES				
Barrier Island Hesperapis Bee	<i>Hesperapis oraria</i>			Mesic flatwoods
Underfoot tiny sand-loving scarab	<i>Geopsammodius subpedalis</i>			Coastal dunes
Woodruff's Polyphylian Scarab Beetle	<i>Polyphylia woodruff</i>			Scrub
E	Endangered Species			
T	Threatened			
T(S/A)	Threatened by similarity of appearance			
SSC	Species of Special Concern			
CH	Critical Habitat Designated			
CE	Consideration Encouraged			
BGEPA	Bald and Golden Eagle Protection Act			
USFWS	U.S. Fish & Wildlife Service			
FFWCC	Florida Fish & Wildlife Conservation Commission			
FDACS	Florida Department of Agriculture & Consumer Services			

Source: 2009 FNAI Biodiversity Matrix Results for matrices 5894, 5895, 5896, 5897, 5965, 5966, 5967 and Bay County Element Tracking List (www.fnai.org); 2009 State and Federal Threatened, Endangered, and Other Species of Concern likely to occur in Bay County (<http://www.fws.gov/panamacity/resources/pdf/Species%20Lists/Bay%20County.pdf>); and, 2009 TAFB Listed Species Occurrence Data.

3.10.4 Wetlands

Wetlands, primarily palustrine-forested wetlands, characterize approximately 40 percent of the land use found on TAFB. These wetlands were mapped and classified in accordance with USFWS's National Wetlands Inventory (NWI) classification system (Cowardin et al 1979). NWI maps should not be used as a sole source for wetland determination, as they often do not show the precise location of each wetland. Using this data, in conjunction with Northwest Florida Water Management District (NWFLWMD) Florida Land Use Land Cover Classification System (FLUCCS) Data for Bay County (1995), GIS analysis indicates that the VORTAC relocation site and associated environmental study area is not within any of the designated wetland boundaries (Figure 9). Furthermore, as discussed in Section 3.6.3, no soils on the site are classified as hydric in nature. The absence of wetlands within the study area was also confirmed through site reconnaissance for wetland indicators on November 30 and December 14, 2009. Appendix B provides photographic representation of the site conditions.

3.10.5 Floodplains and Storm Surge

Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) indicate portions of TAFB occur within 100-year floodplain areas (TAFB 2008). Much of the 100-year floodplain area occurs in proximity to the shoreline, including areas on Redfish Point and is especially prone to flooding as a result of heavy tidal storm surges. The site of the proposed VORTAC relocation and the associated environmental study area is not within the 100-year floodplain (Figure 10).

The 100-year floodplain affects the areas associated with the shorelines, but does not account for all tidal surge flood areas (USAF 2004). While floodplain could play a role in flooding as a result of heavy tidal surges and high water tables, many areas on TAFB outside of the 100-year floodplain are also prone to tidal surge. The southeastern gulf coast of the United States in general, including Bay County (and TAFB), is prone to receive strong tropical storms such as hurricanes from the Gulf of Mexico. Planning and development of structures on TAFB is done with respect to the potential for storm surge at the given location. The site of the proposed VORTAC relocation area is located outside the area of a Category 4 storm surge (Figure 11), except for the southwestern portion of the access road.

3.11 Cultural Resources

Cultural resources are prehistoric and historic sites, structures, districts, artifacts, or any other physical evidence of human activity considered important for scientific, traditional, religious, or any other reason. Cultural resources can either be classified as archaeological (prehistoric, historic, or traditional) or historic (historic buildings and structures) resources. Air Force

installations are bound to cultural resources management compliance requirements established in AFI 32-7065, *Cultural Resources Management*, including the development of an Integrated Cultural Resources Integrated Management Plan (ICRMP). TAFB developed an ICRMP in 2003 to provide assistance on identification, evaluation, and treatment of cultural resources in compliance with DoD and state regulations (TAFB 2003c). The Air Force Policy Directive (AFPD) 32-70, *Environmental Quality*, includes development and approval requirements for the TAFB ICRMP.

Over the last 100 years, 96 cultural resource sites have been identified of which 22 have been recommended as eligible or potentially eligible for listing in the National Register of Historic Places (NRHP; TAFB 2008). An archaeological site is found to the west of the VORTAC relocation site, along the western coast of the peninsula, however no known archaeological sites were previously found on the proposed location (Figure 12).

In December 2009, PBS&J conducted a Phase I level cultural resources assessment for the VORTAC tower relocation project on TAFB. A total of 24 shovel tests were excavated in the approximately 11.77 acre project site. No cultural material or intact cultural deposits were encountered. Ten shovel tests were excavated in the segment of hardwood hammock and no evidence of 8BY9 or any other archaeological site was encountered. The stratigraphy of these shovel tests consistently presented a 20-25cm zone of gray sand, a 65-70 cm zone of creamy white sand which graded to a zone of pale orange to orange sand. In the area of the tower and outside the hardwood hammock the zone of gray sand was between 8-1 cm in depth. Based on the results of this assessment, the construction of the VORTAC relocation facility and access road would have no effect on historic properties listed or eligible for listing in the NRHP, or other historical or archaeological values.

3.12 Socioeconomic Resources

The Panama City Metropolitan Statistical Area (PCMSA) is comprised of Bay County, including the cities of Panama City, Panama City Beach, Lynn Haven, and TAFB. According to the 2000 census, the population of Bay County was approximately 148,217 or a 16.7 percent increase from the 1990 census (US Bureau of the Census). The estimated population in 2003 was 154,827 or roughly a 4 percent increase from the 2000 census. The TAFB on-base daytime population is approximately 10,000 individuals, including 4,400 military personnel, 3,400 dependents, and 2,000 civilian employees on base at any given time (USAF 2004). An additional 9,000 military retirees reside near TAFB.

The total number of individuals in the civilian labor force in PCMSA as of October 2009 was approximately 87,500 (US Bureau of Labor Statistics). The October 2009 unemployment rate in PCMSA was approximately 9.6 percent, or 8,400 individuals, compared to the rate of 11.3 percent in the entire state of Florida. Approximately 39,100 individuals or 45 percent of all employment in the PCAM during October 2009 was found within three employment sectors:

government (including TAFB); trade, transportation, and utilities; and leisure and hospitality (US Bureau of Labor Statistics 2009).

On a yearly basis the economy in Bay County is partially fueled by tourism which generates approximately \$1.5 billion in annual revenues from the leisure and hospitality sector. The seasonal variances in this sector's influence on employment are often seen during the summer months. The largest contributor to the economy in this area is the government sector, either through federal civilian or military employment. TAFB, the Bay County School Board, and the US Navy's Coastal Systems Station are examples of employers in this sector. The total estimated annual impact of TAFB is approximately \$471 million, within a 50 mile radius of the base (USAF 2004). The annual payrolls for the military and civilian employees on TAFB are approximately \$225 million and \$186 million, respectively. An additional \$110 million is awarded annually to local enterprises.

The issuance of EO 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, by the President on February 11, 1994 required federal agencies to address disproportionate environmental and human health impacts from federal actions on minority and low-income populations. The Air Force subsequently issued the *Guide for Environmental Justice Analysis with the Environmental Impact Analysis Process (EIAP)* to provide assistance in analyzing the environmental, human health, social, and economic effects of a project on minority and low-income communities, in accordance with NEPA regulations (USAF 1997). The EIAP states that minority and low-income populations existing within the vicinity of the Proposed Action should be identified and the impacts of the Proposed Action on these communities analyzed. If the determination is made that the Proposed Action would adversely impact human populations, then environmental justice analysis, as outlined in the EIAP, should be conducted to determine if such impacts would disproportionately affect the minority and low-income populations. Table 4 illustrates 2000 census data demographics relative to race, ethnicity, and poverty for populations in the immediate vicinity of TAFB (US Census Bureau).

TABLE 4. RACE, ETHNICITY, AND POVERTY DEMOGRAPHICS BY PERCENTAGE OF POPULATION

Percentage	Census Tract 7, Block Group 9 ^a	Census Tract 6, Block Group 1	Census Tract 5, Block Group 2	Census Tract 8.02, Block Group 2	Census Tract 8.02, Block Group 3	Census Tract 9, Block Group 2	Census Tract 9, Block Group 3	Census Tract 10, Block Group 2	Census Tract 19, Block Group 2	Census Tract 19, Block Group 3	Census Tract 20, Block Group 2	Census Tract 26.02, Block Group 1	Census Tract 26.02, Block Group 2	Bay County Florida	Florida
White	74.8	95.70%	93.27%	84.20%	73.40%	77.50%	87.90%	62.30%	94.90%	96.00%	79.00%	94.00%	95.20%	84.20%	77.90%
African American	14.2	1.30%	3.55%	7.60%	16.90%	13.80%	6.30%	28.80%	1.90%	1.40%	16.90%	1.00%	0.90%	10.60%	14.61%
American Indian/ Alaskan native	0.50%	0.50%	0.75%	0.20%	0.80%	1.20%	0.70%	1.50%	0.90%	0.50%	0.50%	0.90%	0.70%	0.80%	0.34%
Asian	3.10%	0.80%	1.12%	4.90%	4.00%	2.90%	2.20%	3.70%	1.60%	40.00%	1.00%	1.70%	0.40%	1.70%	1.67%
Native Hawaiian/ Other Pacific Islander	0.00%	0.40%	0.00%	0.10%	0.00%	0.00%	0.10%	0.10%	0.00%	0.00%	0.20%	0.10%	0.00%	0.10%	0.05%
Some other race	2.80%	0.00%	0.00%	1.20%	1.50%	1.10%	0.80%	0.20%	0.00%	0.40%	1.10%	0.70%	0.20%	0.70%	2.99%
Two or more races	4.60%	1.40%	1.31%	1.70%	3.40%	3.50%	2.00%	350.00%	0.70%	1.30%	1.30%	1.60%	2.60%	1.90%	2.00%
Subtotal One Race	95.40%	98.60%	98.70%	98.30%	96.60%	96.50%	98.00%	96.50%	99.30%	98.70%	98.70%	98.40%	97.40%	98.10%	97.65%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Hispanic ^b	8.30%	1.20%	1.40%	2.60%	4.40%	1.90%	2.90%	1.90%	0.40%	1.40%	4.50%	2.20%	5.50%	2.40%	16.79%
Poverty Status	3.10%	11.50%	8.70%	9.61%	8.51%	17.23%	10.65%	25.96%	15.22%	3.52%	28.70%	10.18%	18.69%	12.70%	12.50%
Children under 17	37.90%	11.10%	21.31%	26.53%	27.72%	25.49%	18.28%	29.14%	13.54%	21.64%	10.25%	22.90%	13.51%	24.00%	22.70%

^a

Includes most of TAFB.

^b

Hispanic or Latino (of any race). For Census 2000 and the American Community Survey, People who identify with the terms "Hispanic" or "Latino" are those who classify themselves in one of the specific Hispanic or Latino categories listed on the Census 2000 or ACS questionnaire - "Mexican," "Puerto Rican," or "Cuban" - as well as those who indicate that they are "other Spanish, Hispanic, or Latino." Origin can be viewed as the heritage, nationality group, lineage, or country of birth of the person or the person's parent or ancestors before their arrival in the United States. People who identify their origin as Spanish, Hispanic, or Latino may be of any race.

Source U.S. Bureau of the Census 2000, <http://factfinder.census.gov>

CHAPTER 4: ENVIRONMENTAL CONSEQUENCES

4.1 Aircraft Operations

4.1.1 Proposed Action

The relocation of PFN to ECP in May 2010 and the decommissioning of PFN necessitates the relocation of the existing PFN VORTAC, as further defined in the Purpose and Need for the Proposed Action as described in Section 1.1. The VORTAC is a necessary flight navigation tool and its construction on TAFB is necessary for continued commercial and private aircraft operations in the VORTAC service area, mentioned in Section 2.3. Flight plans and air traffic volume on ECP, TAFB, and the remaining VORTAC service area would not be affected by the construction of the facility at Redfish Point. Following the completion of the sale contract for PFN, negotiations would be undertaken to continue operation of the existing VORTAC on PFN under a 6 to 8 month lease agreement with the new owner. The intent of such an agreement would be the postponement of decommission of the existing VORTAC. This postponement would insure no outage in VORTAC service would occur during the construction of the VORTAC on TAFB. In the event VORTAC construction was not be completed prior to decommissioning of the current VORTAC on PFN, the resulting service outage would result in air traffic controllers experiencing a heavier workload until the VORTAC becomes operational.

Therefore, the Proposed Action would have no effect on aircraft operations in the region, yet is vital to continued safe operations within the VORTAC service area.

4.1.2 No Action Alternative

The current PFN VORTAC must be closed and removed from the site due to the relocation and decommissioning of PFN. Under the No Action Alternative, the proposed VORTAC relocation site would not be constructed and therefore, no operational VORTAC would be available for use by ECP and others in the VORTAC service area. This option does not meet the Purpose and Need of the Proposed Action as detailed in Section 1.1. Without an operational VORTAC, safety issues could potentially arise for commercial flights as they would not have the assistance provided by the VORTAC navigational aid.

The No Action Alternative would have significant effects on the safety and ability to continue aircraft operations at ECP and the VORTAC service area.

4.2 Noise

4.2.1 Proposed Action

As described in Section 4.1.1, the VORTAC relocation would not result in any changes to flight procedures and paths; therefore no additional noise related to aircraft would be generated as a result of the VORTAC relocation. The completed VORTAC facility would generate no sound and would therefore have no effect on the long-term noise levels in the nearby communities of Felix Lake, Redfish Point, and Wood Manor. The construction processes are expected to temporarily increase the ambient noise levels in the immediate vicinity of the VORTAC relocation site. As discussed in Section 3.4, the maximum noise level in these communities is in the DNL 65 dBA zone. Table 1 presents data indicating that while construction related activities exceed this threshold at distances less than 500 feet, noise levels below 65 dBA would occur at 1,000 feet or greater from the source. All residential neighborhoods are greater than 1,500 feet from the VORTAC Facility. Additional structural and vegetative obstructions would also serve to further reduce the DNL (as a result of construction) in these areas. Portions of the Pelican Point Golf Course would encounter increased noise levels during the access road construction; however, the construction of the VORTAC facility would occur over 1,500 feet away. Any potential noise related impacts from the VORTAC would be minor, occur within a limited area of the golf course, and only occur during the short duration of the access road construction process.

Therefore, the Proposed Action would have a minor effect on noise.

4.2.2 No Action Alternative

Under the No Action Alternative, the proposed VORTAC relocation site would not be constructed; therefore, no effect would be made on noise.

4.3 Air Quality

4.3.1 Proposed Action

The construction of the VORTAC relocation facility and access road would result in short-term, minor impacts to air quality in the form of fugitive dust (particulate matter) and construction vehicle exhaust emissions. These impacts would be created daily during the construction process, but the volume would depend on the intensity and type of work being performed. Vehicle and equipment traffic during the construction process would be responsible for the largest portions of the fugitive dust. A secondary source of this dust would result from

wind action upon stockpiled nontoxic particulate matter. In accordance with Best Management Practices (BMPs), periodic watering of stockpiled materials would be used to control this secondary source. Vehicle exhaust emissions would include pollutants such as NO_x, CO, PM₁₀, and volatile organic compounds (VOCs). These emissions would be generated in low quantities and would be only temporary in nature, as they would occur primarily during the construction process. The combination of fugitive dust and vehicle exhaust would not collectively have a significant impact on air quality and therefore not require a modification of the minor air operation permit at TAFB. Additionally, operation of the VORTAC facility would not result in any new source of air emission that would require permit modification.

Therefore, the Proposed Action would have a minor effect on air quality.

4.3.2 No Action Alternative

Under the No Action Alternative, the proposed VORTAC relocation site would not be constructed; therefore, no effect would be made on air quality.

4.4 Earth Resources

4.4.1 Geology

4.4.1.1 Proposed Action

The subsurface geological formations found onsite would not be impacted by the construction of the VORTAC facility.

Therefore, the Proposed Action would have no effect on the geology.

4.4.1.2 No Action Alternative

Under the No Action Alternative, the proposed VORTAC relocation site would not be constructed; therefore, no effect would be made on geology.

4.4.2 Topography

4.4.2.1 Proposed Action

Due to the small size of the construction area and the relatively flat topography of the site, significant land contouring would not be required for construction of the VORTAC facility and access road.

Therefore, the Proposed Action would have a minor effect on the topography.

4.4.2.2 No Action Alternative

Under the No Action Alternative, the proposed VORTAC relocation site would not be constructed; therefore, no effect would be made on topography.

4.4.3 Soils

4.4.3.1 Proposed Action

Construction activities would have a minor impact on the soils and sediment on the site. Erosion control practices, like the use of hay bales and silt fences, would be implemented prior to and during construction to prevent indirect impacts to adjacent areas. All activities would meet DEP ERP Stormwater and NWFLWMD standards, which also meet or exceed local and federal standards. The stormwater pollution prevention plan for the construction occurring on the VORTAC relocation site would also meet these standards.

Therefore, the Proposed Action would have a minor impact on soils.

4.4.3.2 No Action Alternative

Under the No Action Alternative, the proposed VORTAC relocation site would not be constructed; therefore, no effect would be made on soils.

4.5 Water Resources

4.5.1 Surface Water

4.5.1.1 Proposed Action

No direct impacts are expected to surface waters as a result of the VORTAC construction because none are located in the vicinity of the VORTAC site. The distance between the VORTAC construction site and the closest surface water (Gulf of Mexico) is greater than 800 feet and across Sabre Road and Pelican Point Golf Course. As discussed in Section 4.4.3.1, very little soil disturbance would be generated by the construction activities that could result in indirect sedimentation to surface water. Erosion control practices, like the use of hay bales and silt fences, would be implemented prior to and during construction to prevent indirect impacts to adjacent areas. All activities would meet ERP and NWFLWMD standards, which also meet or exceed local and federal standards. The stormwater pollution prevention plan for the construction occurring on the VORTAC relocation site would also meet these standards. The Individual Stormwater permit for this project, as authorized by NWFLWMD, was issued on March 15, 2010.

Therefore, the Proposed Action would have no impact on surface water.

4.5.1.2 No Action Alternative

Under the No Action Alternative, the proposed VORTAC relocation site would not be constructed; therefore, no effect would be made on surface water.

4.5.2 Ground Water

4.5.2.1 Proposed Action

The construction of the VORTAC facility under the Proposed Action should have no impact on the surficial groundwater table during construction. Dewatering would not take place onsite. Additionally, operation of the VORTAC facility would not require discharges to, or withdrawals from, the groundwater.

Therefore, the Proposed Action would have no impact on ground water.

4.5.2.2 No Action Alternative

Under the No Action Alternative, the proposed VORTAC relocation site would not be constructed; therefore, no effect would be made on ground water.

4.6 Infrastructure/Utilities

4.6.1 Stormwater Management

4.6.1.1 Proposed Action

The VORTAC facility and access road would both be constructed of a gravel base that allows some percolation of precipitation through rock to the sandy, well-drained soil below. Dry retention facilities are designed to provide treatment of any runoff to meet ERP and NWFLWMD standards. The total impervious surface on the site would be less than 850 ft² and thereby exempt from the stormwater attenuation permitting requirements of the NWFLWMD. As mentioned in Section 3.8.1, stormwater pollution prevention plans for construction occurring on the VORTAC relocation site would meet ERP and NWFLWMD standards, which also meet or exceed local and federal standards. The Individual Stormwater permit for this project, as authorized by NWFLWMD, was issued on March 15, 2010.

Therefore, the Proposed Action would have a minor impact on stormwater management.

4.6.1.2 No Action Alternative

Under the No Action Alternative, the proposed VORTAC relocation site would not be constructed; therefore, no effect would be made on stormwater management.

4.6.2 Transportation Systems

4.6.2.1 Proposed Action

The Proposed Action includes the construction of a gravel access road from the western portion of Sabre Road (near the Pelican Point Golf Course Maintenance Facility) to the VORTAC facility. Short-term congestion associated with construction of the VORTAC facility and access road would likely occur on this infrequently traveled portion of Sabre Road. The

short-term nature of this congestion would reduce the potential for resultant impacts. Following the completion of construction, traffic levels in the area would return to current levels. The completed access road would not change the net overall number of personnel assigned to TAFB, vehicles entering or existing TAFB onto regional roadways, nor would the TAFB transportation system be impacted. Use of this access road would be solely for access to the VORTAC facility and would not noticeably increase traffic over the long-term.

Therefore, the Proposed Action would have minor impacts on transportation systems.

4.6.2.2 No Action Alternative

Under the No Action Alternative, the proposed VORTAC relocation site would not be constructed; therefore, no effect would be made on transportation systems.

4.6.3 Electricity

4.6.3.1 Proposed Action

Electrical service and a telephone line would be supplied to the VORTAC facility from the Pelican Point Golf Course maintenance facility through buried conduit in the 50 foot ROW of the access road. The VORTAC facility would have an average daily baseline electrical consumption of 1,710 kWh. The addition of this facility would result in less than a 0.61% increase in average daily baseline electrical consumption, which is currently 271,843 kWh per day TAFB (USAF 2004). This increase in daily electrical consumption would have negligible impacts on TAFB as would not increase the need to enhance current energy capacity.

Therefore, the Proposed Action would have minor effects on electricity.

4.6.3.2 No Action Alternative

Under the No Action Alternative, the proposed VORTAC relocation site would not be constructed; therefore, no effect would be made on electricity.

4.7 Hazardous Materials and Wastes

4.7.1 Proposed Action

Hazardous waste products that could be used and generated during the construction of the VORTAC facility include materials for equipment operation (e.g. fuel, hydraulic fluid, etc.),

paint products, stripping elements, solvents, and pesticides. Although the completed VORTAC does generate any hazardous waste products or use fuel to operate, the remainder of these materials could potentially be used during maintenance and repairs of the facility. All contractors are required to use and store hazardous materials on TAFB with the guidelines established in AFI 32-7086. The process for storage and removal of hazardous waste generated onsite is found in Section 3.9. Hazardous materials used and hazardous waste generated as a result of the VORTAC construction, maintenance, and repair is anticipated to be negligible and a plan to manage all such materials falls under the supervision of the TAFB HAZMO.

Therefore, the Proposed Action would have minor impacts relative to hazardous materials and waste.

4.7.2 No Action Alternative

Under the No Action Alternative, the proposed VORTAC relocation site would not be constructed; therefore, no effect would be made on hazardous materials and waste.

4.8 Biological Resources

4.8.1 Vegetation

4.8.1.1 Proposed Action

As described in Section 3.10.1, all overstory planted pine tree species were harvested on the proposed VORTAC relocation site prior to project siting on TAFB. The only overstory tree species remaining are found within the access road ROW, near the intersection of Sabre Road. In general, the site contains primarily woody shrub species, overstory tree regeneration, and herbaceous understory below a height of 3 feet. The foot print of the access road ROW and VORTAC facility location, approximately 2.05 acres or 89,500 ft², would be cleared of vegetation during the construction process. All areas except the VORTAC facility and the 12 foot wide access road, a total of 32,892 ft² or +/- 0.76 acres, would be allowed to naturally regenerate with native species. This former upland pine forest habitat is abundant on TAFB and not considered an ecologically sensitive habitat. Sediment and erosion controls as described in Section 4.6.1.1 would be implemented during construction to ensure impacts to adjacent vegetation would be negligible.

The 1,500 foot area immediately surrounding the VORTAC would be managed under the guidelines established in the *Integrated Natural Resources Management Plan* (2006). Overstory vegetation height in this area would be maintained at less than 50 feet (the height of the VORTAC tower) in order to eliminate obstructions that could interfere with the VORTAC

signal (FAA 2008). Current forestry management practices used on TAFB to restore native vegetation and mimic natural processes like prescribed burning, selective thinning, and natural regeneration of native species, would be used to maintain this scrub-prairie ecosystem. The construction of the VORTAC facility at this location would not significantly alter the vegetative communities found on the site.

Therefore, the Proposed Action would have minor impacts on the vegetation of the site.

4.8.1.2 No Action Alternative

Under the No Action Alternative, the proposed VORTAC relocation site would not be constructed; therefore, no effect would be made on vegetation.

4.8.2 Wildlife

4.8.2.1 Proposed Action

The foot print of the access road ROW and VORTAC facility location, approximately 2.05 acres or 89,500 ft², would be cleared of vegetation during the construction process. All areas except the VORTAC facility and the 12 foot wide access road, a total of 32,892 ft² or +/- 0.76 acres, would be allowed to naturally regenerate with native species. Some temporary displacement of wildlife could result during construction related activities and the associated noise onsite (Section 4.2.1), but the overall impacts to wildlife should be minor. The remote location of the VORTAC facility ensures numerous areas of refugia are available for wildlife displaced during the construction process. No noise would be generated by the operation of the VORTAC, therefore no long term impacts are expected. Future traffic on the access road would be limited and restricted solely to personnel authorized access to the VORTAC, resulting in minimal wildlife impacts. Because disturbance on the site is relatively small in size, short-term in duration, and located adjacent to large portions of undeveloped land, the proposed impact to wildlife on the site would be minor.

Therefore, the Proposed Action would have minor impacts on wildlife.

4.8.2.2 No Action Alternative

Under the No Action Alternative, the proposed VORTAC relocation site would not be constructed; therefore, no effect would be made on wildlife.

4.8.3 Threatened and Endangered Species

4.8.3.1 Proposed Action

As discussed in Section 3.10.3, no federally listed species were observed on the site during site assessment surveys conducted for this EA. The only state listed species observed on the site was a threatened plant, Gulf coast lupine. Figure 8 illustrates 34 Gulf coast lupine plants that would be impacted by the construction of the VORTAC facility. The majority of the impacted individuals (27) occur in areas that would be temporarily impacted and allowed to naturally regenerate with native species following construction. The impact on these individuals would be offset by the long-term management that would occur in the area surrounding the VORTAC facility. The vegetation management practices described in section 4.8.1 would serve to increase the density of the entire population within the 1,500 foot vicinity of the VORTAC. An additional 13 individuals were observed in the surrounding environmental assessment area and numerous historical and ancillary individuals have been observed in the recently harvested areas adjacent to the VORTAC relocation site. The presence of state listed plant species does not typically require relocation or mitigation, relative to construction activities with landowner consent per Florida Rule 5B-40.005, as handled by the Florida Department of Agriculture and Consumer Services (FDACS).

No additional listed species or species of concern were observed during site assessment surveys or found on historical records within the VORTAC relocation site. As discussed above in Section 4.8.2.1, temporary disturbance of listed species or species of concern might result from the activities and noise associated with the construction period. Because this disturbance would be short-term in duration and located adjacent to large portions of undeveloped land that act as refugia, the proposed impact to these species would be minor.

Therefore, the Proposed Action would have minor impacts on threatened and endangered species.

4.8.3.2 No Action Alternative

Under the No Action Alternative, the proposed VORTAC relocation site would not be constructed; therefore, no effect would be made on threatened and endangered species.

4.8.4 Wetlands

4.8.4.1 Proposed Action

As discussed in Section 3.10.4, there are no jurisdictional wetlands or non-jurisdictional depressions found on or adjacent to the VORTAC relocation site. Desktop analysis using NWI, soils, and FLUCCS data was used in conjunction with onsite assessments to confirm the construction process would have no impacts on wetlands. Sediment and erosion controls, as described in Section 4.6.1.1, would be implemented during construction to prevent any indirect impacts to wetlands.

Therefore, the Proposed Action would have no impacts on wetlands.

4.8.4.2 No Action Alternative

Under the No Action Alternative, the proposed VORTAC relocation site would not be constructed; therefore, no effect would be made on wetlands.

4.8.5 Floodplains

4.8.5.1 Proposed Action

The site of the proposed VORTAC relocation and the associated environmental study area is not within the 100-year floodplain (Figure 10). The site of the proposed VORTAC relocation area is located outside the area of a Category 4 storm surge, except for the southwestern portion of the access road (Figure 11). The anticipated impacts from this portion of the road occurring within the Category 4 storm surge area would be negligible. Operation of the VORTAC and access road use would have no impact on adjacent floodplains or storm surge areas.

Therefore, the Proposed Action would have minor impacts on floodplains.

4.8.5.2 No Action Alternative

Under the No Action Alternative, the proposed VORTAC relocation site would not be constructed; therefore, no effect would be made on floodplains.

4.9 Cultural Resources

4.9.1 Proposed Action

As discussed in Section 3.11, TAFB cultural resources records indicate an archaeological site is found to the west of the VORTAC relocation site, along the western coast of the peninsula, however no known archaeological sites are found on the proposed location (Figure 12). A Phase I level cultural resources assessment was performed on the VORTAC relocation site and no cultural material or intact cultural deposits were encountered. Based on the results of this assessment, it was determined the construction of the VORTAC relocation facility and access road would have no effect on historic properties listed or eligible for listing in the NRHP, or other historical or archaeological values.

Therefore, the Proposed Action would have no impacts on cultural resources.

4.9.2 No Action Alternative

Under the No Action Alternative, the proposed VORTAC relocation site would not be constructed; therefore, no effect would be made on cultural resources.

4.10 Socioeconomic Resources

4.10.1 Proposed Action

Due to the proximity of the VORTAC relocation site to the PFN VORTAC, the VORTAC on TAFB is anticipated to be operated and repaired using existing personnel. The Proposed Action would not require personnel hires or relocations of individuals, relative to operation and repair. Demographics in the area would not be significantly impacted by the VORTAC relocation. A negligible, beneficial impact on the local economy would result from the construction operations associated with the Proposed Action due to the short-term duration and minimal labor force requirements. The labor force within the PCMSA is capable of providing the needed workers to perform the task without requiring personnel relocation. Increased construction-related supplies and materials expenditures, including fuel and food on or near TAFB, would likely result in a short-term beneficial effect for the region.

As discussed throughout Chapter 4, the Proposed Action would not result in any significant adverse impacts to ground water, surface water, air quality, noise, or hazardous materials and waste. Since human populations would not be adversely affected by the Proposed Action, and in accordance with EO 12898, minority and low-income communities within the vicinity of TAFB would not be impacted disproportionately.

Therefore, the Proposed Action would have a minimal, beneficial impact on socioeconomic resources.

4.10.2 No Action Alternative

The current PFN VORTAC must be closed and removed from the site due to the relocation and decommissioning of PFN. Under the No Action Alternative, the proposed VORTAC relocation site would not be constructed and therefore, no operational VORTAC would be available for use by ECP and the VORTAC service area. This option does not meet the Purpose and Need of the Proposed Action as detailed in Section 1.1. Without an operational VORTAC, the regional airspace would not have this important navigational aid. The potential for VORTAC service interruption during the construction process, would likely result increase workloads for existing FAA employees (as mentioned in Section 4.1.1), however such workloads would likely not require the hiring of additional personnel.

The No Action Alternative would have significant effects on the current socioeconomic resources of the region.

4.11 Cumulative Impacts

40 CFR 1508.7 defines cumulative impacts as impacts on the environment resulting from the incremental impact of actions when added to other actions in the past, present, and reasonably foreseeable future actions, regardless of what person or agency undertakes those actions. Analysis of cumulative impacts is imperative, since individually minor impacts can collectively become significant impacts over time.

All of the environmental impacts that have occurred recently within the vicinity of the VORTAC relocation site on TAFB are discussed in the *EA for Military Housing Privatization* (2005). No cumulative impacts were recognized within the *EA for Military Housing Privatization* relative to nine other projects occurring during the same timeframe as the Military Housing Privatization Proposed Action. No additional development activities are currently being carried out or planned for the reasonably foreseeable future in the vicinity of the VORTAC relocation site. As a result, the combination of the potential minor impacts resulting from the VORTAC relocation with the past actions would not result in adverse cumulative impacts to any biophysical resource described in Chapter 3.

Since no noise would be generated by the VORTAC and any noise associated with construction would be brief and negligible in the neighborhoods of Redfish Point addressed in the *EA for Military Housing Privatization*, cumulative impacts of the two areas would remain minor. The minor impacts the Proposed Action would have on air quality, coupled with the impacts generated by the Redfish Point neighborhoods, cumulatively generate minor impacts relative to the “major sources” of air quality issues under Title V permitting. Impacts resulting

from the Proposed Action on topography, soils, floodplains, stormwater management, and hazardous materials and waste would be minor as result of guidelines and regulations established on TAFB and through other regulatory agencies. These guidelines and regulations apply to the same biophysical resources impacted by other projects in the vicinity of the VORTAC relocation. The cumulative effect of these impacts, due in large part to adherence to the guidelines and regulations, remains minor. The Proposed Actions on both projects (VORTAC and the *EA for Military Housing Privatization*) do not pose significant adverse cumulative impacts to the vegetation and wildlife on TAFB, due to the type and amount of habitat not impacted or impacted only temporarily. Cumulative impacts relative to threatened and endangered species are negligible in the vicinity surrounding the VORTAC relocation site, since federally listed species were absent from both sites. Minor positive cumulative impacts from the Proposed Action, relative to socioeconomic resources, could result from short-term increases in employment and construction-related expenditures in the region. While impacts to transportation systems and electricity were significantly greater on the *EA for Military Housing Privatization* than the Proposed Action in this EA, the cumulative effect of these impacts is still minor. Since the Proposed Action has no impact on aircraft operations, geology, water resources, cultural resources, and wetlands, then no adverse cumulative impact of these biophysical resources can be attributed to the construction and operation of VORTAC relocation site.

Therefore, no cumulative impacts would occur as a result of the Proposed Action.

4.13 Mitigation

As a result of the findings in this EA, the Proposed Action would not significantly impact any of the biophysical resources discussed. Previously established guidelines and the implementation of BMPs would minimize potential indirect impacts on TAFB. Additionally, sedimentation and erosion control methods would be implemented prior to initiation of all construction activities.

Therefore, no mitigation measures are required for the Proposed Action.

CHAPTER 5: LIST OF PREPARERS

Name	Organization	Primary Responsibility
Rebecca Berzinis	PBS&J	Task Manager / Reviewer
Austin Carroll	PBS&J	Task Manager / Document Preparation
Dale Cronwell	PBS&J	Civil Engineer
Laura Ford	PBS&J	Maps and Figures
Hal Fravel	PBS&J	Biological Resources
Craig Hedman	PBS&J	Senior Reviewer
Frank Keel	PBS&J	Cultural Resources
Darrin Larson	PBS&J	Project Manager
Terilynn Lewis	PBS&J	Administrative Support
Nika Parker	PBS&J	Administrative Support
Mark Register	PBS&J	Biological Resources

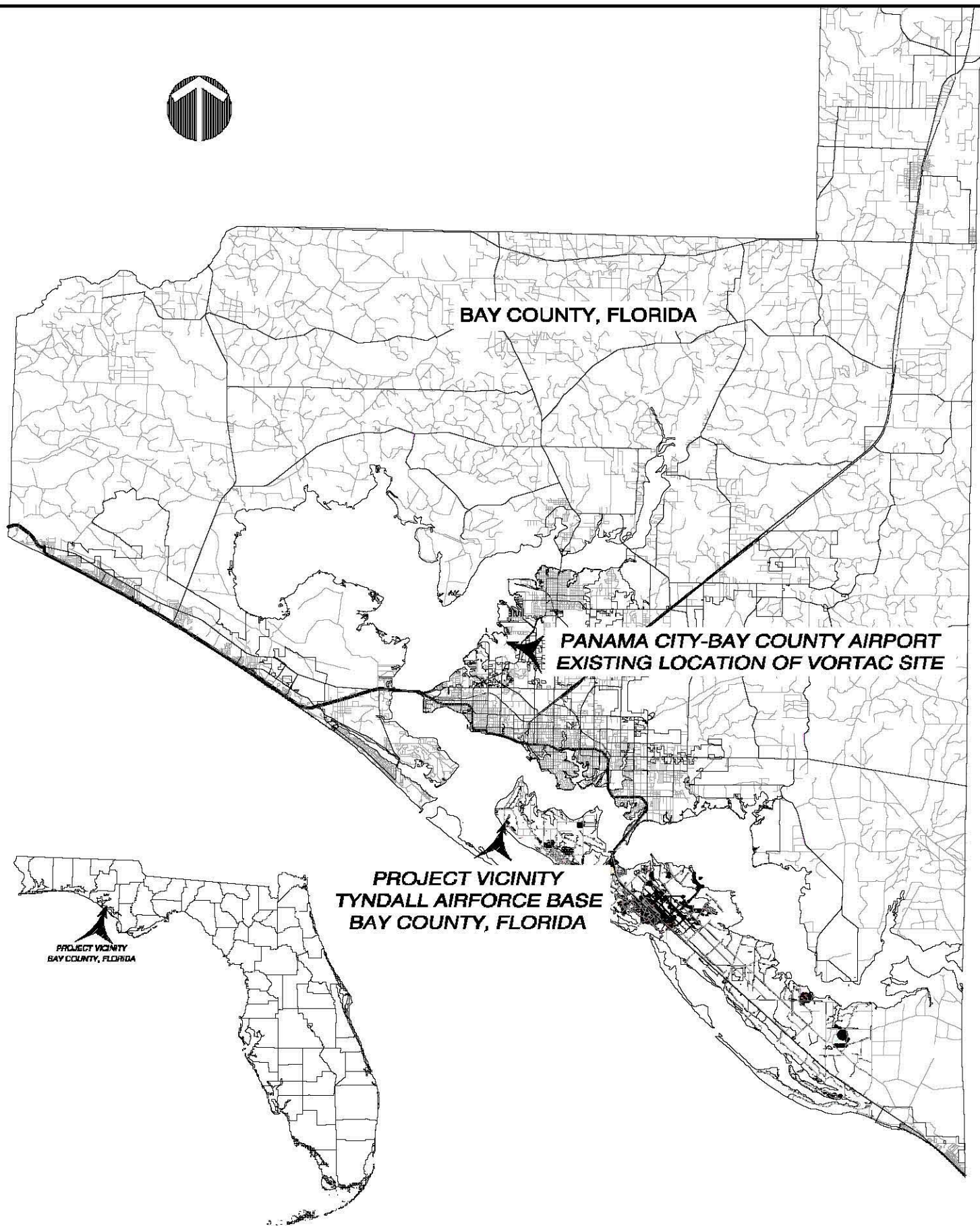
CHAPTER 6: LIST OF PERSONS AND AGENCIES CONSULTED

Name	Organization	Title
Joyce A. Bear	Muscogee (Creek) Nation	Manager, Cultural Preservation
Kenneth Carleton	Mississippi Band of Choctaw Indians	Tribal Historic Preservation Officer
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Terry Cole	Choctaw Nation of Oklahoma	Tribal Historic Preservation Officer
Natalie Deere	Seminole Nation of Oklahoma	Tribal Historic Preservation Officer
Angela Freeman	Federal Aviation Administration	ATO Eastern Service Center
Wendy Gierhart Jones	Tyndall AFB	Biological Resources Lead
Ted Martin	United States Fish and Wildlife Service	Ecologist
Lauren Milligan	Florida Department of Environmental Protection	Clearinghouse Administrator
Gingy Nail	Chickasaw Nation of Oklahoma	Tribal Historic Preservation Officer
David O'Brien, III	Tyndall AFB	Cultural Resources Lead, 325 CES / CEV
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Steven Terry	Miccosukee Tribe of Indians of Florida	Tribal Historic Preservation Officer
Mark Thompson	National Marine Fisheries Service	Habitat Conservation Division
Robert Thrower	Porch Band of Creek Indians	Tribal Historic Preservation Officer
Jay Waldron	Federal Aviation Administration	NAVAIDS Engineering Center

CHAPTER 7: REFERENCES

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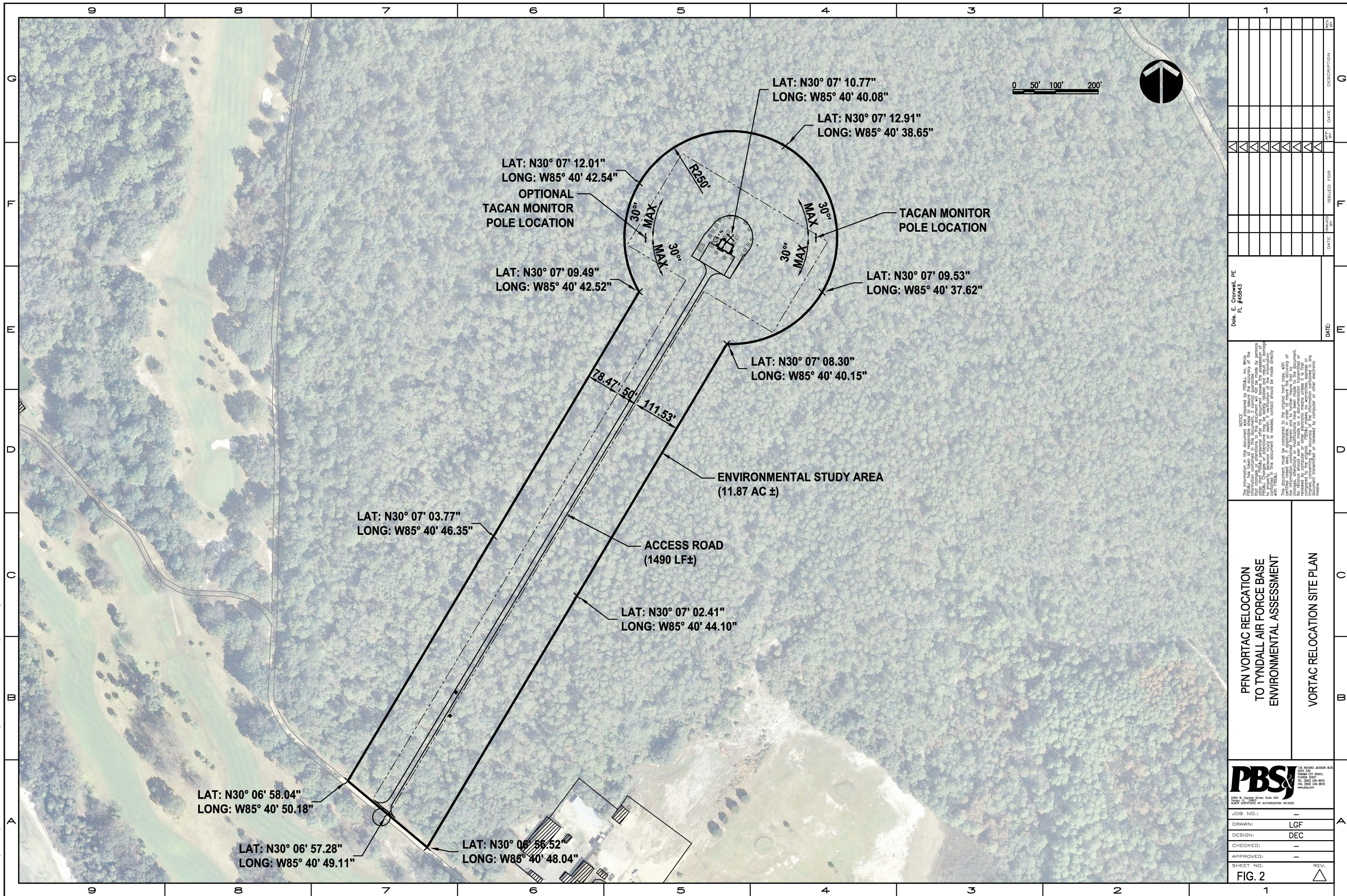
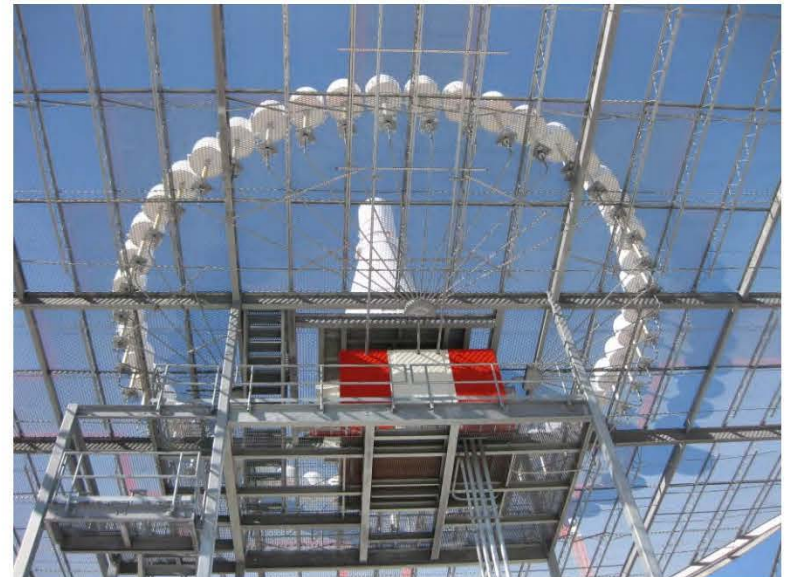
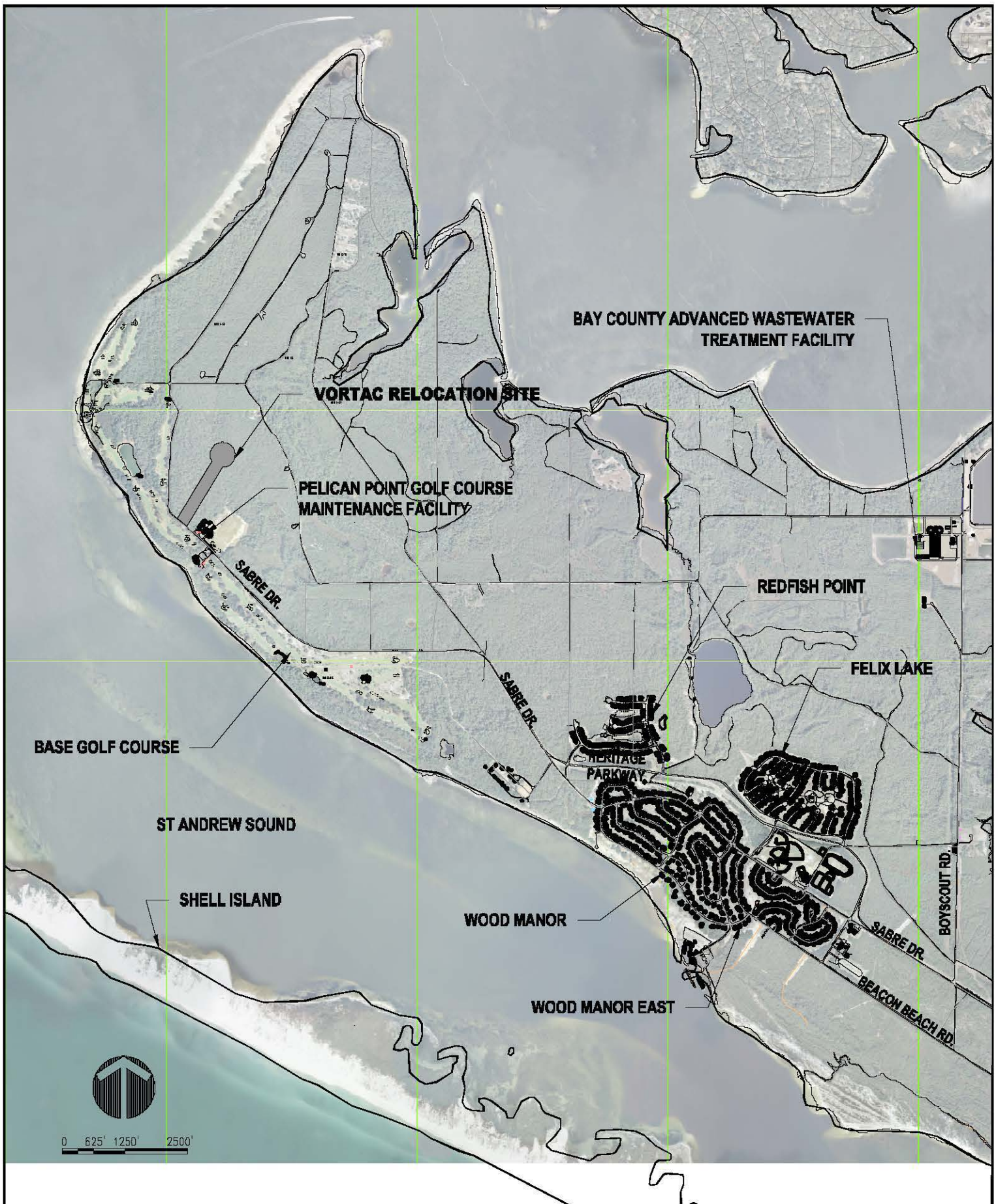


Figure 3. Photographic Representation of a VORTAC facility.





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Pensacola, Florida 32507
(850) 224-6772
License Number: 120-0000014

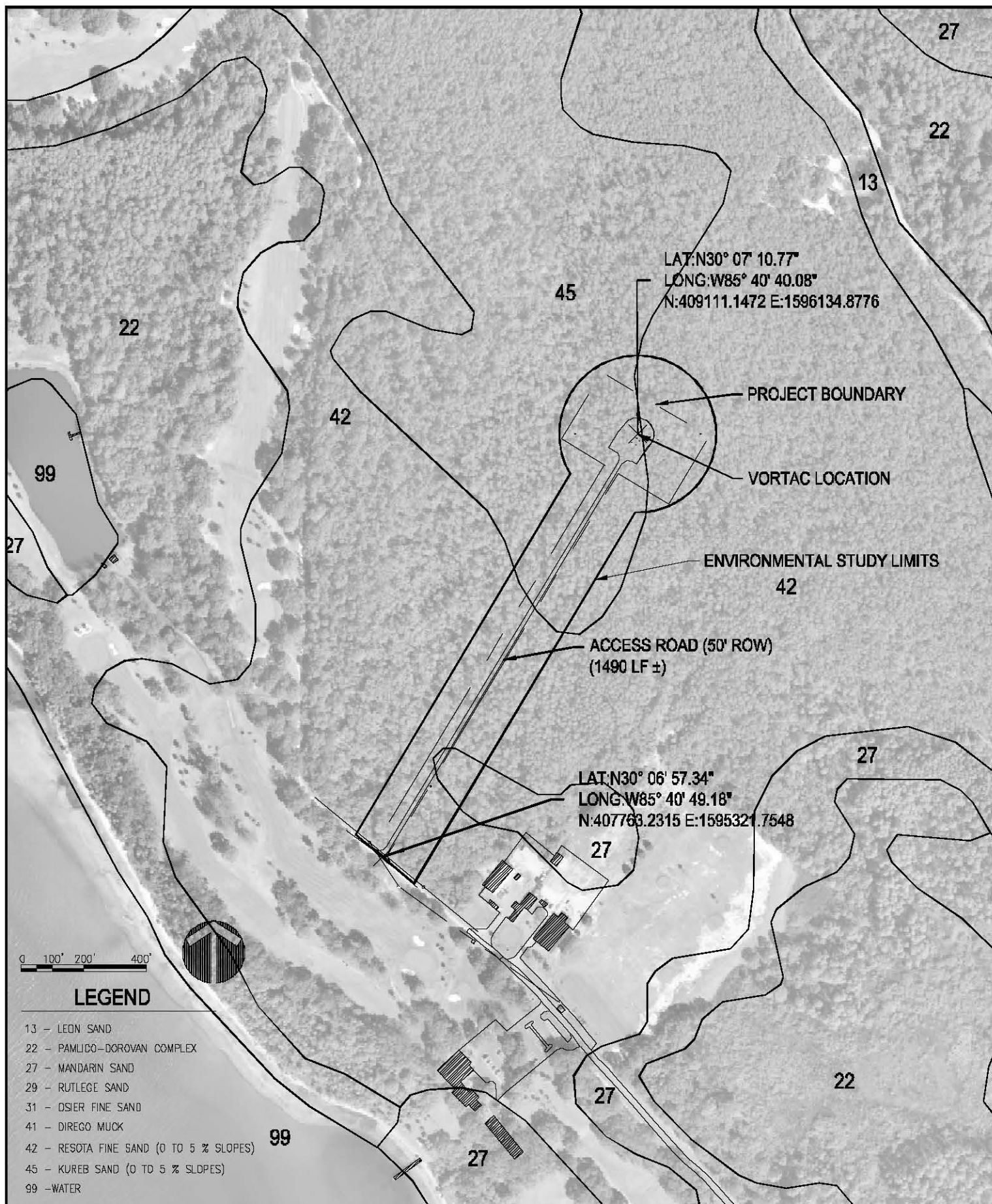
PROJECT
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 TO TYNDALL AIR FORCE BASE
 ENVIRONMENTAL ASSESSMENT**

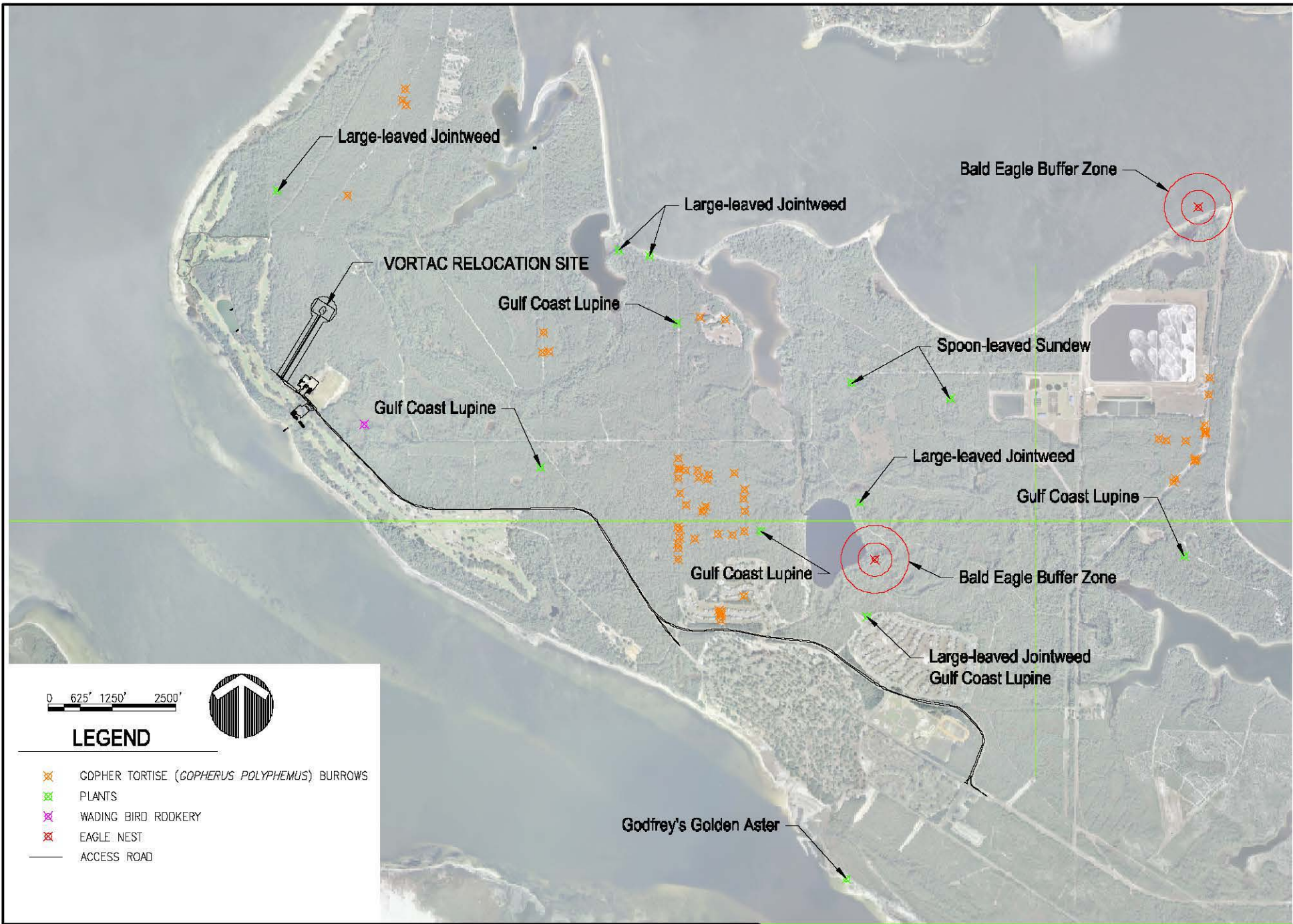
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**EXISTING PROJECTS
 SURROUNDING VORTAC
 RELOCATION SITE**

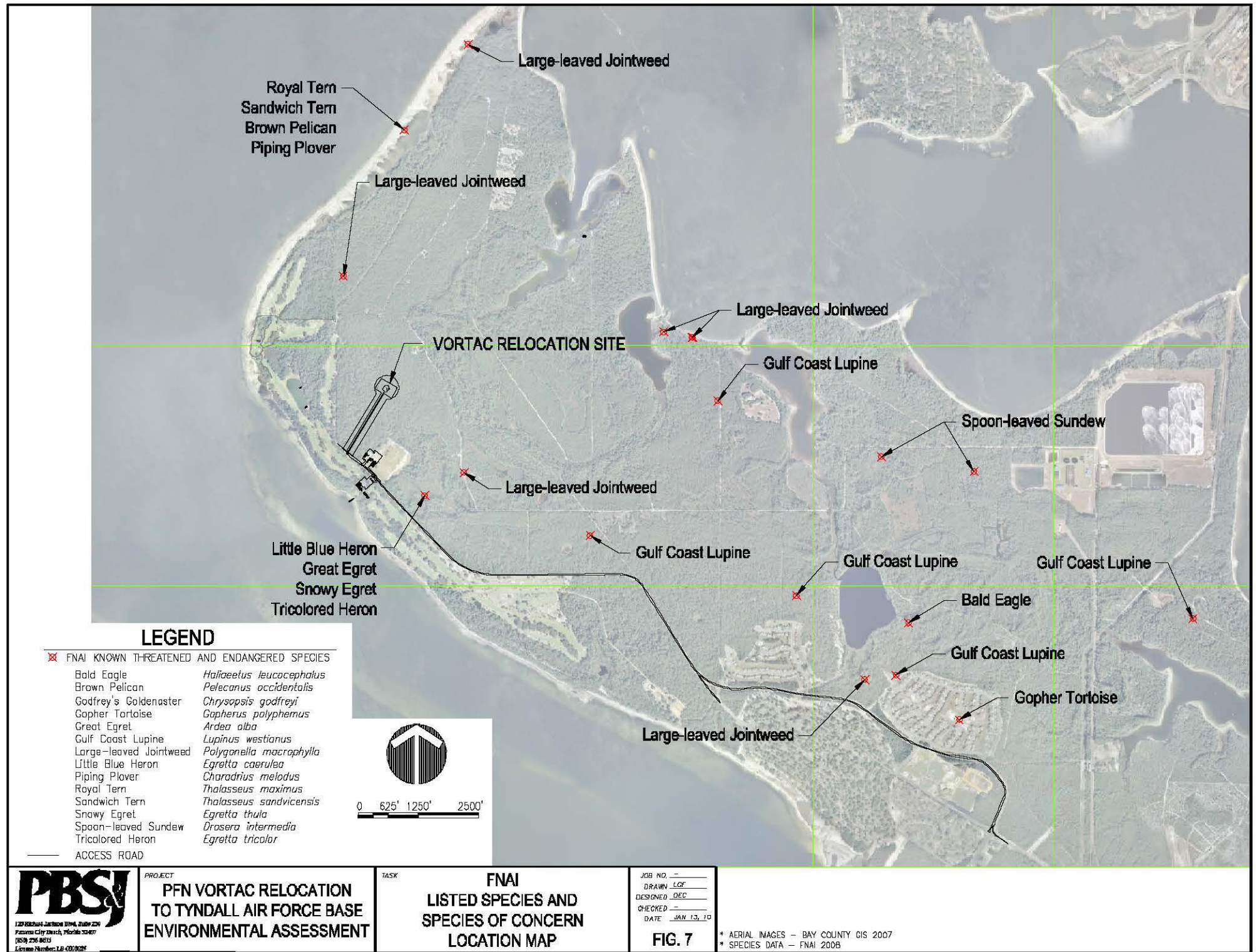
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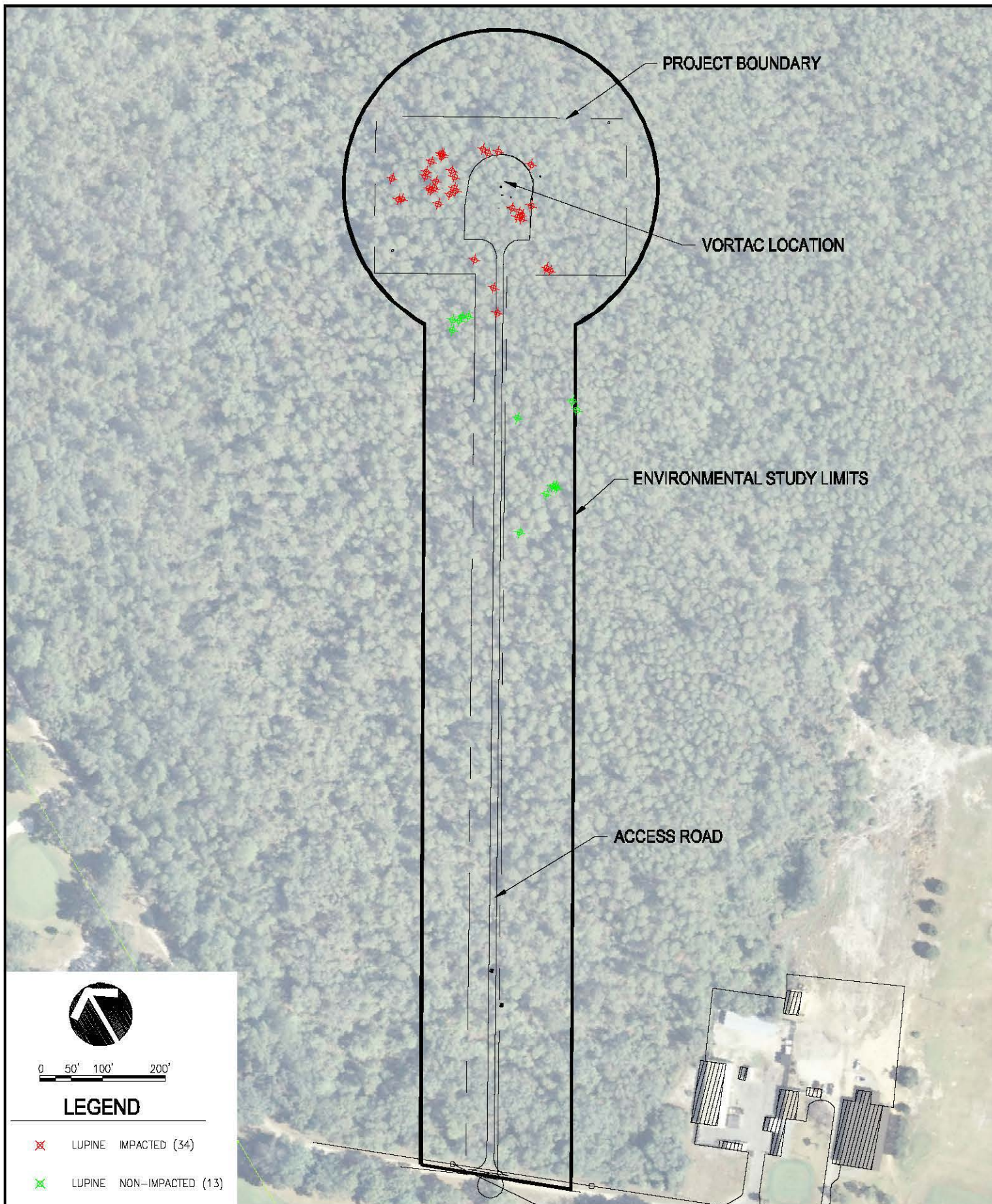
FIG. 4

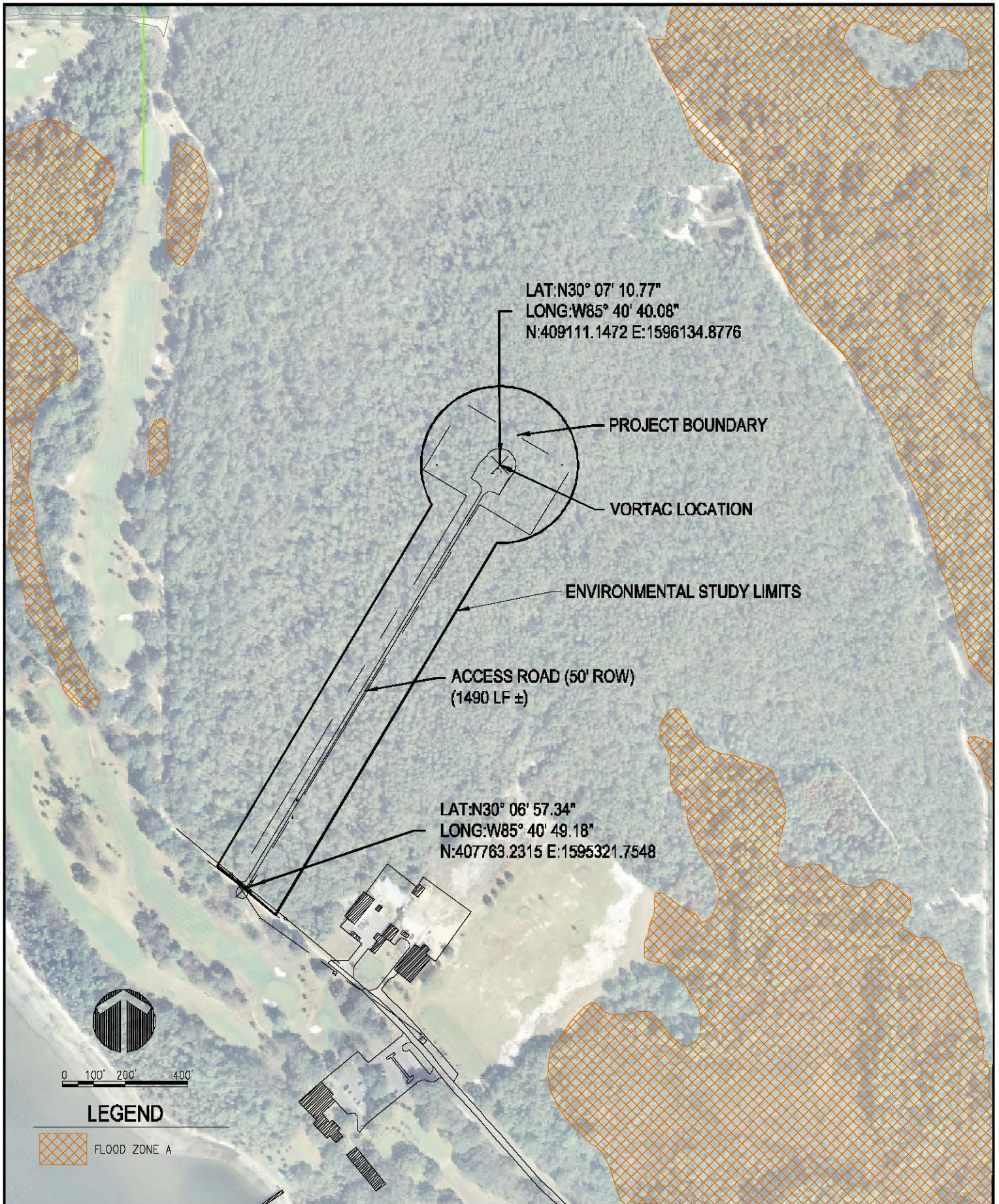
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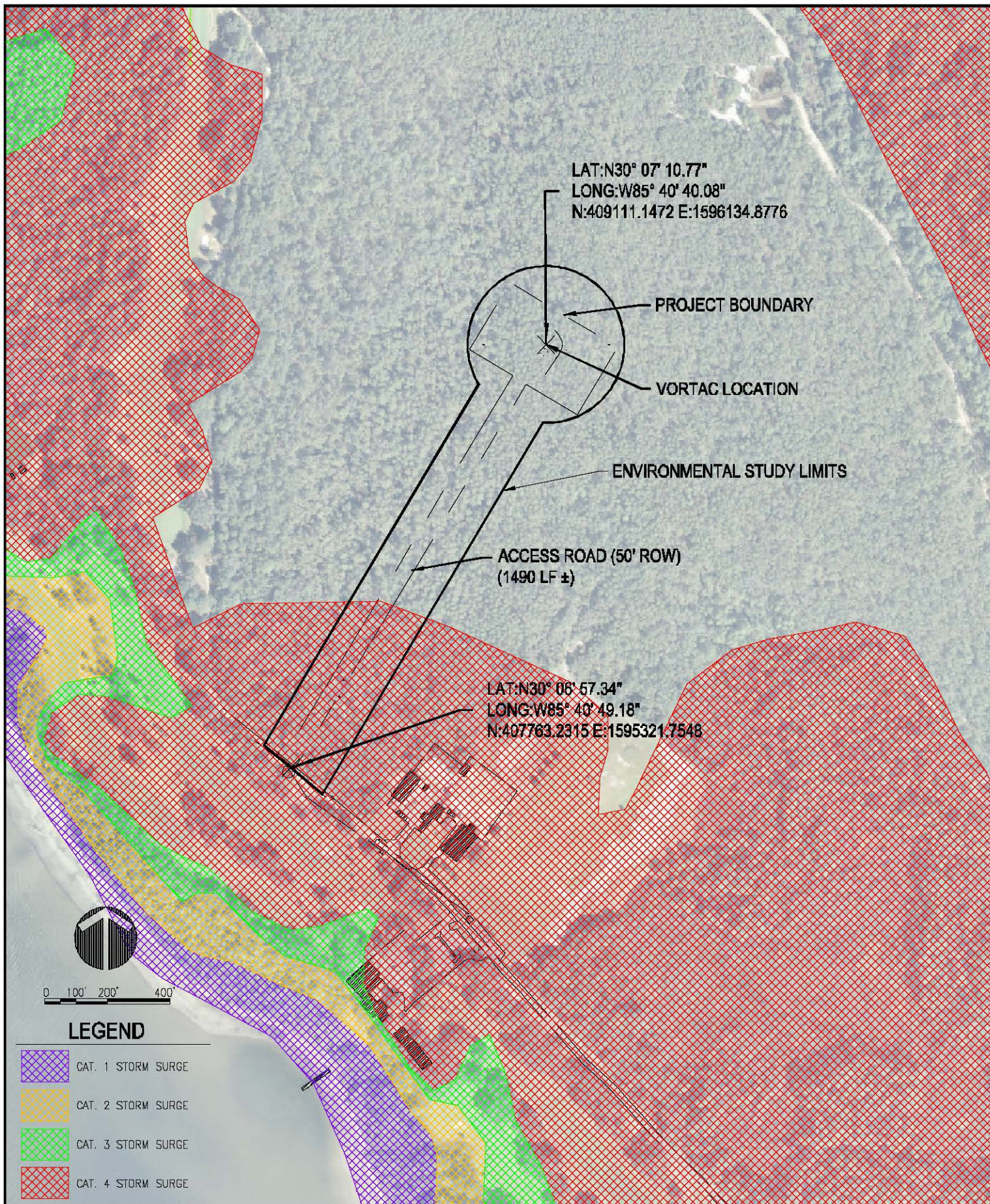






1201 Redwood Avenue, Suite 200 Panama City Beach, Florida 32407 (850) 234-4973 License Number: 120000014	PROJECT PFN VORTAC RELOCATION TO TYNDALL AIR FORCE BASE ENVIRONMENTAL ASSESSMENT	TASK FLOOD ZONE MAP	JOB NO. _____ DRAWN: LBF DESIGNED: DEC CHECKED: _____ DATE: JAN 13, 10 FIG. 10	* AERIAL IMAGES - BAY COUNTY GIS 2007 * FLOOD ZONES - DFIRM OCT. 2009
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PROJECT
 PFN VORTAC RELOCATION
 TO TYNDALL AIR FORCE BASE
 ENVIRONMENTAL ASSESSMENT

TASK

STORM SURGE MAP

JOB NO. —
 DRAWN LBF
 DESIGNED DEC
 CHECKED —
 DATE JAN 13, 10

FIG. 11

* AERIAL IMAGES — BAY COUNTY GIS 2007
 * STORM SURGE — USACE NWF HES JULY 1999



Appendix A:

Coastal Zone Management Consistency Determination

APPENDIX A: COASTAL ZONE MANAGEMENT CONSISTENCY DETERMINATION

The CZMA of 1972 was implemented by National Oceanic and Atmospheric Administration (NOAA) to preserve protect, develop, and where possible, restore or enhance the natural coastal zone resources by providing assistance to states for developing water and land use programs in these coastal areas. The preparation of a Coastal Zone Management Determination is required by the CZMA for federal activity occurring within or affecting a coastal zone. The management of coastal zone development is mandatory under the CZMA to prevent the loss of life and property caused by improper development in this zone. Each coastal state has been designated to develop state specific guidelines, requirements and enforceable policies as a coastal management program. Each state is also required to administer the coastal zone management program in that state based upon these enforceable policies. All federal projects in a state's coastal zone that effect land uses, water uses, or coastal resources are required to be consistent, to the maximum extent possible, with the coastal zone management plan approved by NOAA for that state (TAFB 2008).

The Florida Coastal Management Program (FCMP) was approved in 1981 by NOAA (TAFB 2005). It is based upon 23 statutes, under the direction of 11 state agencies and four of the five water management districts, to protect, develop, and enhance the natural, cultural, and economic coastal resources of Florida (DEP 2009). DEP serves as the stated lead coastal agency, pursuant to the CZMA, and is responsible for administering the FCMP and coordinates the federal consistency review for the State of Florida. This review is conducted. Final coastal zone management consistency determinations made by the USAF (and TAFB) and reviewed jointly by the FCMP member agencies, which will either agree or disagree with consistency determination.

A coastal zone management consistency determination is required for the Proposed Action and No Action Alternative within this EA because TAFB is located within the coastal zone of Florida. Consistency determination for this EA is found below in Table A-1.

TABLE A-1. COASTAL ZONE MANAGEMENT CONSISTENCY DETERMINATION FOR THE RELOCATION AND CONSTRUCTION OF THE PFN VORTAC TO TAFB

Statute ¹	Consistency Determination for Proposed Action	Consistency Determination for No Action Alternative
Chapter 161 <i>Beach and Shore Preservation - Coastal Construction</i>	Consistent. The Proposed Action would not involve any activity inconsistent with this statute. The Proposed Action would be in compliance with all State beach and shoreline preservation and construction policies and regulations.	Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

Chapter 163, Part III
*Local Government
Comprehensive
Planning and Land
Development Regulation
Act*

Not Applicable. This statute is not applicable to the Proposed Action.

Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

Chapter 186
*State and Regional
Planning*

Not Applicable. This statute is not applicable to the Proposed Action.

Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

Chapter 252
*Emergency
Management*

Not Applicable. This statute is not applicable to the Proposed Action.

Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

Chapter 253
State Lands

Not Applicable. This statute is not applicable to the Proposed Action.

Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

Chapter 258
*State Parks and
Preserves*

Not Applicable. This statute is not applicable to the Proposed Action.

Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

Chapter 259
*Land Conservation Act
of 1972*

Not Applicable. This statute is not applicable to the Proposed Action.

Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

Chapter 260
*Recreational Trails
System*

Not Applicable. This statute is not applicable to the Proposed Action.

Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

Chapter 267
*Archives, History, and
Records Management -
Historical Resources*

Consistent. The Proposed Action would not involve any activity inconsistent with this statute. The Proposed Action (*Section 4.9.1*) would be in compliance with all State cultural resource preservation policies and regulations, and would not impact any resource eligible for NHRP.

Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

Chapter 288
*Commercial
Development and
Capital Improvements*

Not Applicable. This statute is not applicable to the Proposed Action.

Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

Chapter 334
*Transportation
Administration*

Not Applicable. This statute is not applicable to the Proposed Action.

Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

Chapter 339
Transportation Finance

Not Applicable. This statute is not applicable to the Proposed Action.

Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

Chapter 370
Saltwater Fisheries

Not Applicable. This statute is not applicable to the Proposed Action.

Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

Chapter 372
Wildlife

Consistent. The Proposed Action would not involve any activity inconsistent with this statute. The Proposed Action (*Section 4.8.2.1*) would not result in adverse impacts on wildlife resources.

Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

Chapter 373
Water Resources

Consistent. The Proposed Action would not involve any activity inconsistent with this statute. The Proposed Action would not result in adverse impacts to surface water (*Section 4.5.1.1*), ground water (*Section 4.5.2.1*), stormwater management (*Section 4.6.1.1*), wetlands (*Section 4.8.4.1*), or floodplains (*Section 4.8.5.1*). Compliance with all State water resource policies and regulations will occur.

Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

Chapter 375
Outdoor Recreation and Conservation

Not Applicable. This statute is not applicable to the Proposed Action.

Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

Chapter 376
Pollutant Discharge, Prevention, and Removal

Consistent. The Proposed Action would not involve any activity inconsistent with this statute. The Proposed Action would not result in adverse impacts to stormwater management (*Section 4.6.1.1*) and hazardous materials and waste (*Section 4.7.1*). The proposed VORTAC construction and operation would be in compliance with all State pollutant prevention, discharge, and removal regulations.

Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

Chapter 377
Energy Resources

Not Applicable. This statute is not applicable to the Proposed Action.

Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

Chapter 380
*Land and Water
Management*

Not Applicable. This statute is not applicable to the Proposed Action.

Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

Chapter 381²
*Public Health; General
Provisions*

Not Applicable. This statute is not applicable to the Proposed Action.

Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

Chapter 388
Mosquito Control

Not Applicable. This statute is not applicable to the Proposed Action.

Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

Chapter 403
Environmental Control

Consistent. The Proposed Action would not involve any activity inconsistent with this statute. The Proposed Action would not result in adverse impacts to air quality (4.3.1), stormwater management (Section 4.6.1.1), and hazardous materials and waste (Section 4.7.1). Compliance with all State environmental control policies and regulations will occur.

Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

Chapter 582
*Soil and Water
Conservation*

Consistent. The Proposed Action would not involve any activity inconsistent with this statute. The Proposed Action would not result in adverse impacts to earth resources (4.4) and stormwater management (Section 4.6.1.1). The proposed VORTAC construction and operation would be in compliance with all State soil and water conservation policies and regulations.

Not Applicable. Under the No Action Alternative, the VORTAC would not be constructed or operated on TAFB; therefore, no impacts would be made in the coastal zone.

¹ - Enforceable policies of Florida Coastal Management Plan (DEP 2004)

² - Applicable Sections: 381.001, 381.006, 381.011, 381.012, 381.061, 381.065, 381.066, and 381.067

Appendix B: VORTAC Relocation Environmental Assessment Field Photos

Field Work Conducted
11/30/09 & 12/14/09

VORTAC Relocation Environmental Assessment Field Photos



Southern Terminus of Access Road and Proposed Impact
Area - Forested Strip and Sabre Road



Southern Terminus of Access Road and Proposed Impact
Area - Forested Strip and Sabre Road

VORTAC Relocation Environmental Assessment Field Photos



Southern Terminus of Access Road and Proposed Impact
Area - Forested Strip



Southern Terminus of Access Road and Proposed Impact
Area - Forested Strip

VORTAC Relocation Environmental Assessment Field Photos



Southern End of Proposed Impact Area



Southern End of Proposed Impact Area

VORTAC Relocation Environmental Assessment Field Photos



General Landscape – Proposed Impact Area



General Landscape – Proposed Impact Area

VORTAC Relocation Environmental Assessment Field Photos



General Landscape – Proposed Impact Area



General Landscape – Proposed Impact Area

VORTAC Relocation Environmental Assessment Field Photos



General Landscape – Proposed Impact Area



General Landscape – Proposed Impact Area

VORTAC Relocation Environmental Assessment Field Photos



Northern End of Proposed Impact Area



Northern End of Proposed Impact Area

VORTAC Relocation Environmental Assessment Field Photos



Gulf Coast Lupine (*Lupinus westianus*)



Gulf Coast Lupine (*Lupinus westianus*)

VORTAC Relocation Environmental Assessment Field Photos



Gulf Coast Lupine (*Lupinus westianus*)



Gulf Coast Lupine (*Lupinus westianus*)

VORTAC Relocation Environmental Assessment Field Photos



Mammal Hole 1 with nine banded armadillo (*Dasypus novemcinctus*)
tracks at entrance



Mammal Hole 2

VORTAC Relocation Environmental Assessment Field Photos



Mammal Hole 3 with nine banded armadillo (*Dasypus novemcinctus*)
tracks at entrance



Mammal Hole 4

VORTAC Relocation Environmental Assessment Field Photos



Mammal Hole 5



Mammal Hole 6 with nine banded armadillo (*Dasypus novemcinctus*) tracks at entrance

VORTAC Relocation Environmental Assessment Field Photos



Mammal Hole 7



Mammal Hole 8

VORTAC Relocation Environmental Assessment Field Photos



Mammal Hole 9



Gulf Coast Box Turtle -*Terrapene carolina major*

Appendix C:
Public Comment,
Regulatory Agency, and
Native Tribal
Correspondence

Florida Freedom Newspapers, Inc.

PUBLISHERS OF THE NEWS HERALD
Panama City, Bay County, Florida
Published Daily

State of Florida County of Bay

Before the undersigned authority appeared JoAnn Greenlee, who on oath says that she is Legal Advertising Representative of The News Herald, a daily newspaper published at Panama City, in Bay County, Florida; that the attached copy of advertisement, being a Legal Advertisement # 5828 in the matter of PUBLIC NOTICE - TAFB (Vortac) in the Bay County Court, was published in said newspaper in the issue of February 7, 2010.

Affiant further says that The News Herald is a direct successor of the Panama City News and that this publication, together with its direct predecessor, has been continuously published in said Bay County, Florida, each day (except that the predecessor, Panama City News, was not published on Sundays), and that this publication together with its said predecessor, has been entered as periodicals matter at the post office in Panama City, in said Bay County, Florida, for a period of 1 year next preceding the first publication of the attached copy of advertisement; and affiant further says that he or she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.



State of Florida
County of Bay

Sworn and subscribed before me this 8th day of February, A.D., 2010, by JoAnn Greenlee, Legal Advertising Representative of The News Herald, who is personally known to me or has produced N/A as identification.



Notary Public, State of Florida at Large

5828 PUBLIC NOTICE

NOTICE OF AVAILABILITY

DRAFT ENVIRONMENTAL ASSESSMENT AND PROPOSED FINDING OF NO SIGNIFICANT IMPACT FOR RELOCATION AND CONSTRUCTION OF THE PANAMA CITY-BAY COUNTY INTERNATIONAL AIRPORT (PFN) DOPPLER VERY HIGH FREQUENCY OMNI-DIRECTIONAL RADIO RANGE TACTICAL AIR NAVIGATION AID (VORTAC) TO TYNDALL AIR FORCE BASE (TAFB), FLORIDA

An Environmental Assessment (EA) has been prepared to analyze the proposed relocation and construction of the Panama City-Bay County International Airport (PFN) Doppler Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC) to Tyndall Air Force Base (TAFB), Florida. The EA, prepared in accordance with the National Environmental Policy Act (NEPA), Council on Environmental Quality regulations, and Air Force instructions implementing NEPA, evaluates potential impacts of the proposed and alternative actions on the environment including the No-action Alternative. Based on the EA, the Air Force has prepared a proposed Finding of No Significant Impact (FONSI).

Copies of the EA and proposed FONSI are available at Bay County Public Library, located at 898 West 11th Street Panama City, FL 32401, Phone: (850) 522-2100, and the Tyndall AFB Library, Building 916, Tyndall AFB Library, 640 Suwannee Road Tyndall AFB, Florida 32403, Phone: (850) 283-4287.

Comments may be submitted through (9-March-2010) and should be provided to Mr. Jose Cintron, 325 CES/CEANC, 119 Alabama Ave, Tyndall AFB, FL 32403, (850) 283-4341.

PRIVACY ADVISORY NOTICE

Public comments on this Draft EA are requested pursuant to NEPA, 42 United States Code 4321, et seq. All written comments received during the comment period will be made available to the public and considered during the final EA preparation. Providing private address information with your comment is voluntary and such personal information will be kept confidential unless release is required by law. However, address information will be used to compile the project mailing list and failure to provide it will result in your name not being included on the mailing list.

February 7, 2010



DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

Mr. Joseph V. McLernan
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Adele Head
Bay County Public Library
25 West Government Street
Panama City, Florida 32401

SUBJECT: Public Review of 325th Fighter Wing Draft Environmental Assessment and Finding of No Significant Impact

Please find enclosed the Draft Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for the proposed *Relocation and Construction of the Panama City-Bay County International Airport (PFN) Doppler Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC) to Tyndall Air Force Base (TAFB)*. The 325th Fighter Wing, TAFB requests that the Draft EA and FONSI be kept in your library and made available for review to any interested party upon request during its 30-day public review period from February 8 – March 9, 2010. At the end of the review period, we will pick up the documents.

Please direct any questions regarding this request to Mr. Jose J. Cintron at (850) 283-4341.
Thank you very much for your assistance.

A handwritten signature in cursive script, reading "Joseph V. McLernan", is positioned above the typed name.

Joseph V. McLernan
Chief, Asset Management Flight

Attachment:
325th Fighter Wing Draft EA and FONSI



DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

Mr. Joseph V. McLernan
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Robert Thrower
Tribal Historic Preservation Officer
Poarch Band of Creek Indians
5811 Jack Springs Road
Atmore, AL 36502

Dear Mr. Thrower,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for the proposed *Relocation and Construction of the Panama City-Bay County International Airport (PFN) Doppler Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC) to Tyndall Air Force Base (TAFB)*, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

The draft EA addresses the Proposed Action and the No Action Alternative. The Proposed Action involves the relocation and construction of the VORTAC on PFN to TAFB. Under the No Action Alternative, the VORTAC would not be relocated from PFN and a VORTAC would not be constructed on TAFB.

A list of federal, state, and local agencies, and Native American Tribes asked to comment on the draft documents is also attached. Comments should be submitted within 30 days after receipt of this letter to Mr. Jose J. Cintron, 325 CES/CEANC, 119 Alabama Ave., Tyndall AFB, FL, 32403; email: jose.cintron@tyndall.af.mil.; telephone: (850) 283-4341.

Sincerely,

A handwritten signature in black ink that reads "Joseph V. McLernan".

Joseph V. McLernan
Chief, Asset Management Flight

Attachments:

1. Draft EA and FONSI
2. List of Agencies Contacted



DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

Mr. Joseph V. McLernan
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Joyce A. Bear
Manager, Cultural Preservation
Muscogee (Creek) Nation
P.O Box 580
Okmulgee, OK 74447

Dear Ms. Bear,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for the proposed *Relocation and Construction of the Panama City-Bay County International Airport (PFN) Doppler Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC) to Tyndall Air Force Base (TAFB)*, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

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A list of federal, state, and local agencies, and Native American Tribes asked to comment on the draft documents is also attached. Comments should be submitted within 30 days after receipt of this letter to Mr. Jose J. Cintron, 325 CES/CEANC, 119 Alabama Ave., Tyndall AFB, FL, 32403; email: jose.cintron@tyndall.af.mil.; telephone: (850) 283-4341.

Sincerely,

A handwritten signature in cursive script, reading "Joseph V. McLernan", is positioned above the typed name.

Joseph V. McLernan
Chief, Asset Management Flight

Attachments:

1. Draft EA and FONSI
2. List of Agencies Contacted



DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

Mr. Joseph V. McLernan
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Kenneth Carleton
Tribal Historic Preservation Officer
Mississippi Band of Choctaw Indians
101 Industrial Road
Choctaw, Mississippi 39350

Dear Mr. Carleton,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for the proposed *Relocation and Construction of the Panama City-Bay County International Airport (PFN) Doppler Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC) to Tyndall Air Force Base (TAFB)*, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

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A list of federal, state, and local agencies, and Native American Tribes asked to comment on the draft documents is also attached. Comments should be submitted within 30 days after receipt of this letter to Mr. Jose J. Cintron, 325 CES/CEANC, 119 Alabama Ave., Tyndall AFB, FL, 32403; email: jose.cintron@tyndall.af.mil.; telephone: (850) 283-4341.

Sincerely,

A handwritten signature in cursive script, reading "Joseph V. McLernan", is positioned above the typed name.

Joseph V. McLernan
Chief, Asset Management Flight

Attachments:

1. Draft EA and FONSI
2. List of Agencies Contacted



DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

Mr. Joseph V. McLernan
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Terry Cole
Tribal Historic Preservation Officer
Choctaw Nation of Oklahoma
P.O. Box 1210
Durant, OK 74702

Dear Terry Cole,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for the proposed *Relocation and Construction of the Panama City-Bay County International Airport (PFN) Doppler Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC) to Tyndall Air Force Base (TAFB)*, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

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A list of federal, state, and local agencies, and Native American Tribes asked to comment on the draft documents is also attached. Comments should be submitted within 30 days after receipt of this letter to Mr. Jose J. Cintron, 325 CES/CEANC, 119 Alabama Ave., Tyndall AFB, FL, 32403; email: jose.cintron@tyndall.af.mil.; telephone: (850) 283-4341.

Sincerely,

A handwritten signature in cursive script that reads "Joseph V. McLernan".

Joseph V. McLernan
Chief, Asset Management Flight

Attachments:

1. Draft EA and FONSI
2. List of Agencies Contacted



DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

Mr. Joseph V. McLernan
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Natalie Deere
Tribal Historic Preservation Officer
Seminole Nation of Oklahoma
Post Office Box 1498
Wewoka, Oklahoma 74884

Dear Ms. Deere,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for the proposed *Relocation and Construction of the Panama City-Bay County International Airport (PFN) Doppler Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC) to Tyndall Air Force Base (TAFB)*, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

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A list of federal, state, and local agencies, and Native American Tribes asked to comment on the draft documents is also attached. Comments should be submitted within 30 days after receipt of this letter to Mr. Jose J. Cintron, 325 CES/CEANC, 119 Alabama Ave., Tyndall AFB, FL, 32403; email: jose.cintron@tyndall.af.mil; telephone: (850) 283-4341.

Sincerely,

A handwritten signature in black ink, reading "Joseph V. McLernan", is positioned above the typed name.

Joseph V. McLernan
Chief, Asset Management Flight

Attachments:

1. Draft EA and FONSI
2. List of Agencies Contacted



DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

Mr. Joseph V. McLernan
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Mr. Ted Martin
US Fish and Wildlife Service
1601 Balboa Avenue
Panama City, FL 32405

Dear Mr. Martin,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for the proposed *Relocation and Construction of the Panama City-Bay County International Airport (PFN) Doppler Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC) to Tyndall Air Force Base (TAFB)*, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

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A list of federal, state, and local agencies, and Native American Tribes asked to comment on the draft documents is also attached. Comments should be submitted within 30 days after receipt of this letter to Mr. Jose J. Cintron, 325 CES/CEANC, 119 Alabama Ave., Tyndall AFB, FL, 32403; email: jose.cintron@tyndall.af.mil.; telephone: (850) 283-4341.

Sincerely,

A handwritten signature in black ink, reading "Joseph V. McLernan", is positioned above the typed name.

Joseph V. McLernan
Chief, Asset Management Flight

Attachments:

1. Draft EA and FONSI
2. List of Agencies Contacted



DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

Mr. Joseph V. McLernan
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Lauren Milligan
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Boulevard
Mail Station 47
Tallahassee, Florida 32399-3000

Dear Ms. Milligan,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for the proposed *Relocation and Construction of the Panama City-Bay County International Airport (PFN) Doppler Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC) to Tyndall Air Force Base (TAFB)*, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

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Sincerely,

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Joseph V. McLernan
Chief, Asset Management Flight

Attachments:

1. Draft EA and FONSI
2. List of Agencies Contacted



DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

Mr. Joseph V. McLernan
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Gingy Nail
Tribal Historic Preservation Officer
Chickasaw Nation of Oklahoma
P.O. Box 1548
Ada, OK 74821

Dear Gingy Nail,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for the proposed *Relocation and Construction of the Panama City-Bay County International Airport (PFN) Doppler Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC) to Tyndall Air Force Base (TAFB)*, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

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Sincerely,

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Joseph V. McLernan
Chief, Asset Management Flight

Attachments:

1. Draft EA and FONSI
2. List of Agencies Contacted



DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

Mr. Joseph V. McLernan
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Bill Steele
Tribal Historic Preservation Officer
Seminole Tribe of Florida
Ah-tah-thi-ki Museum
34725 West Boundary Road
Clewiston, FL 33440

Dear Mr. Steele,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for the proposed *Relocation and Construction of the Panama City-Bay County International Airport (PFN) Doppler Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC) to Tyndall Air Force Base (TAFB)*, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

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Sincerely,

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Joseph V. McLernan
Chief, Asset Management Flight

Attachments:

1. Draft EA and FONSI
2. List of Agencies Contacted



DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

Mr. Joseph V. McLernan
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Steven Terry
Tribal Historic Preservation Officer
Miccosukee Tribe of Indians of Florida
P.O. Box 440021
Miami, Florida 33144

Dear Mr. Terry,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for the proposed *Relocation and Construction of the Panama City-Bay County International Airport (PFN) Doppler Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC) to Tyndall Air Force Base (TAFB)*, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

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A list of federal, state, and local agencies, and Native American Tribes asked to comment on the draft documents is also attached. Comments should be submitted within 30 days after receipt of this letter to Mr. Jose J. Cintron, 325 CES/CEANC, 119 Alabama Ave., Tyndall AFB, FL, 32403; email: jose.cintron@tyndall.af.mil.; telephone: (850) 283-4341.

Sincerely,

A handwritten signature in cursive script, reading "Joseph V. McLernan", is positioned above the typed name.

Joseph V. McLernan
Chief, Asset Management Flight

Attachments:

1. Draft EA and FONSI
2. List of Agencies Contacted



DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

Mr. Joseph V. McLernan
325th Civil Engineer Squadron
119 Alabama Ave
Tyndall AFB, FL 32403-5014

Mark Thompson
National Marine Fisheries Service
3500 Delwood Beach Road
Panama City, FL 32408

Dear Mr. Thompson,

The draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) for the proposed *Relocation and Construction of the Panama City-Bay County International Airport (PFN) Doppler Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC) to Tyndall Air Force Base (TAFB)*, Florida are attached for your review and comment. The draft EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended. Your comments are requested in accordance with Executive Order 12372, Intergovernmental Review of Federal Programs.

The draft EA addresses the Proposed Action and the No Action Alternative. The Proposed Action involves the relocation and construction of the VORTAC on PFN to TAFB. Under the No Action Alternative, the VORTAC would not be relocated from PFN and a VORTAC would not be constructed on TAFB.

A list of federal, state, and local agencies, and Native American Tribes asked to comment on the draft documents is also attached. Comments should be submitted within 30 days after receipt of this letter to Mr. Jose J. Cintron, 325 CES/CEANC, 119 Alabama Ave., Tyndall AFB, FL, 32403; email: jose.cintron@tyndall.af.mil.; telephone: (850) 283-4341.

Sincerely,

A handwritten signature in black ink, reading "Joseph V. McLernan", is positioned above the typed name.

Joseph V. McLernan
Chief, Asset Management Flight

Attachments:

1. Draft EA and FONSI
2. List of Agencies Contacted

Appendix D: Public Comment, Regulatory Agency, and Native Tribal Responses



Florida Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Charlie Crist
Governor

Jeff Labrecque
Lt. Governor

Michael W. Smith
Attorney General

March 5, 2010

Mr. José J. Cintron
Department of the Air Force
325 CES/CEANC
119 Alabama Avenue
Tyndall AFB, FL 32403-5014

RE: Department of the Air Force - Draft Environmental Assessment for Relocation and Construction of the Panama City-Bay County International Airport Doppler Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC) to Tyndall Air Force Base - Bay County, Florida.
SAI # FL201002055104C

Dear Mr. Cintron:

The Florida State Clearinghouse has coordinated a review of the Draft Environmental Assessment (EA) under the following authorities: Presidential Executive Order 12372; Section 403.061(40), *Florida Statutes*; the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended; and the National Environmental Policy Act, 42 U.S.C. §§ 4321-4347, as amended.

The Florida Department of Environmental Protection's (DEP) Northwest District Branch Office staff in Panama City has reviewed the Draft EA and indicates that the proposed project impacts appear to be below the thresholds for stormwater permitting and no wetlands will be affected, so an environmental resource permit will not be required. Additionally, since water and sewer service are not proposed for this project, DEP domestic wastewater and collection transmission system and water main extension permits are not required.

Based on the information contained in the Draft EA and comments provided by our reviewing agencies, the state has determined that, at this stage, the proposed federal activities are consistent with the Florida Coastal Management Program (FCMP). The state's continued concurrence will be based on the activity's compliance with FCMP authorities, including federal and state monitoring of the activity to ensure its continued conformance, and the adequate resolution of any issues identified during this and

Mr. José J. Cintron
March 5, 2010
Page 2 of 2

subsequent reviews. The state's final concurrence of the project's consistency with the FCMP is determined during the environmental permitting process, if applicable.

Thank you for the opportunity to review the proposed project. Should you have any questions regarding this letter, please contact Ms. Lauren P. Milligan at (850) 245-2170.

Yours sincerely,



Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/lm
Enclosures

cc: Sally Cooley, DEP, Panama City Branch Office



Florida

Department of Environmental Protection

"More Protection, Less Process"



Categories

[DEP Home](#) | [QIP Home](#) | [Contact DEP](#) | [Search](#) | [DEP Site Map](#)

Project Information	
Project:	FL201002055104C
Comments Due:	03/15/2010
Letter Due:	04/05/2010
Description:	DEPARTMENT OF THE AIR FORCE - DRAFT ENVIRONMENTAL ASSESSMENT FOR RELOCATION AND CONSTRUCTION OF THE PANAMA CITY-BAY COUNTY INTERNATIONAL AIRPORT DOPPLER VERY HIGH FREQUENCY OMNI-DIRECTIONAL RADIO RANGE TACTICAL AIR NAVIGATION AID (VORTAC) TO TYNDALL AIR FORCE BASE - BAY COUNTY, FLORIDA.
Keywords:	USAF - RELOCATE PFN AIRPORT DOPPLER VORTAC TO TYNDALL AFB - BAY CO.
CFDA #:	12.200
Agency Comments:	
WEST FLORIDA RPC - WEST FLORIDA REGIONAL PLANNING COUNCIL	
No Comments - Generally consistent with the West Florida Strategic Regional Policy Plan.	
FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION	
NO COMMENT BY JOE WALSH ON 2/12/10.	
STATE - FLORIDA DEPARTMENT OF STATE	
No Comment/Consistent	
ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION	
The DEP's Northwest District Branch Office staff in Panama City has reviewed the project and indicates that the proposed impacts appear to be below the thresholds for stormwater permitting and no wetlands will be affected, so an environmental resource permit will not be required. Additionally, since water and sewer service are not proposed for this project, DEP domestic wastewater and collection transmission system and water main extension permits are not required.	
NORTHWEST FLORIDA WMD - NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT	
No Comment/Consistent	

For more information or to submit comments, please contact the Clearinghouse Office at:

3900 COMMONWEALTH BOULEVARD, M.S. 47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

Visit the [Clearinghouse Home Page](#) to query other projects.

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COUNTY: BAY
SCH-100-USAF-TY
2010-553

DATE: 2/4/2010
COMMENTS DUE DATE: 3/15/2010
CLEARANCE DUE DATE: 4/5/2010
SAI#: FL201002055104C

MESSAGE:

STATE AGENCIES ENVIRONMENTAL PROTECTION FISH and WILDLIFE COMMISSION X STATE	WATER MNGMNT. DISTRICTS NORTHWEST FLORIDA WMD	OPB POLICY UNIT	RPCS & LOC GOVS
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The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- X Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

DEPARTMENT OF THE AIR FORCE - DRAFT ENVIRONMENTAL ASSESSMENT FOR RELOCATION AND CONSTRUCTION OF THE PANAMA CITY-BAY COUNTY INTERNATIONAL AIRPORT DOPPLER VERY HIGH FREQUENCY OMNI-DIRECTIONAL RADIO RANGE TACTICAL AIR NAVIGATION AID (VORTAC) TO TYNDALL AIR FORCE BASE - BAY COUNTY, FLORIDA.

To: Florida State Clearinghouse

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

EO. 12372/NEPA Federal Consistency

- | | |
|--|---|
| ☒ No Comment | ☒ No Comment/Consistent |
| ☐ Comment Attached | ☐ Consistent/Comments Attached |
| ☐ Not Applicable | ☐ Inconsistent/Comments Attached |
| | ☐ Not Applicable |

From:

Division/Bureau:

Division of Historical Resources
Bureau of Historic Preservation

Reviewer:

Edwards, S.

Laura A. Kammerer
Deputy S&PO

Date:

FEB. 12, 2010

2.12.2010

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2010 FEB - 8 P 2:29

RECEIVED

FEB 22 2010

DEP Office of
Intergov't Programs



Choctaw Nation of Oklahoma

P.O. Box 1210 • Durant, OK 74702-1210 • (580) 924-8280

Gregory E. Pyle
Chief

Gary Batton
Assistant Chief

February 24, 2010

Mr. Jose J. Cintron
325 CES/CEANC, 119 Alabama Ave.
Tyndall AFB, FL 32403

Dear Cintron:

We have reviewed the following proposed project (s) as to its effect regarding religious and/or cultural significance to historic properties that may be affected by an undertaking of the projects area of potential effect.

Project Description: Relocation and Construction of the panama City-Bay County International Airport PFN

Comments: After review of the above-mentioned project(s), to the best of our knowledge, it will have no adverse effect on any historic properties in the project's area of potential effect. However, should construction activities exposed human remains, buried archaeological materials such as chipped stone, tools, pottery, bone, glass or metal items, or should it uncover evidence of buried historic building materials such as rock foundations, brick, or hand-poured concrete, this office should be contacted immediately at 1-800-522-6170 ext. 2137.

Sincerely,

Terry D. Cole
Tribal Historic Preservation Officer
Choctaw Nation of Oklahoma

By: _____

Caren A. Johnson
Administrative Assistant

CAJ:vr

SEMINOLE TRIBE OF FLORIDA
TRIBAL HISTORIC PRESERVATION OFFICE

TRIBAL HISTORIC
PRESERVATION OFFICE
SEMINOLE TRIBE OF FLORIDA
AH-TAH-THI-KI MUSEUM

HC-61, BOX 21A
CLEWISTON, FL 33440

PHONE: (863) 983-6549
FAX: (863) 902-1117



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MICHAEL D. TIGER

Jose J. Cintron
325 Civil Engineer Squadron/CEANC
119 Alabama Avenue
Tyndall AFB, FL 32403

THPO: 005308

March 2, 2010

Subject: Relocation and Construction of the Panama City-Bay County International Airport Doppler Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC) to Tyndall Air Force Base

Dear Mr. Cintron,

The Seminole Tribe of Florida's Tribal Historic Preservation Office (STOF-THPO) has received the Department of the Air Force's correspondence concerning the aforementioned project. The STOF-THPO has no objection to your findings at this time. However, the STOF-THPO would like to be informed if cultural resources that are potentially ancestral or historically relevant to the Seminole Tribe of Florida are discovered during the construction process. We thank you for the opportunity to review the information that has been sent to date regarding this project. Please reference **THPO-005308** for any related issues.

We look forward to working with you in the future.

Sincerely,

Direct routine inquiries to:

Willard Steele,
Tribal Historic Preservation Officer
Seminole Tribe of Florida

Anne Mullins,
Compliance Review Supervisor
annemullins@semtribe.com

Ah- Tah- Thi- Ki Museum, HC-61, Box 21-A, Clewiston, Florida 33440
Phone (863) 902-1113 ♦ Fax (863) 902-1117

From: Harold_Mitchell@fws.gov [mailto:Harold_Mitchell@fws.gov]
Sent: Friday, February 26, 2010 8:50 AM
To: Cintron, Jose J Civ USAF AETC 325 CES/CEANC
Subject: VORTAC Re-deployment draft EA and FONSI

Jose,

Thank you for taking the time to speak with me this morning. I have read the EA document prepared by your office regarding the proposed re-deployment of the VORTAC from PFN to TAFB. The USFWS has no substantive comments for the draft EA. It is a well written and clear document.

Normally, the USFWS will concur after comments from other state and federal agencies have been incorporated into a final draft document. While we foresee no problems with concurring with TAFB's FONSI determination, we would need to concur with a final document, after other comments have been incorporated. Since we have reviewed the draft document, a review of a final draft would be turned around in short order.

We appreciate the opportunity to make comments on this matter and look forward to working with TAFB staff on future endeavors.

Regards,
Harold

Pax vobiscum

Harold Mitchell, Ecologist
USFWS
Office 850 769-0552 x246