

Focused Environmental Assessment



Lexington County Airport (6J0) Runway Extension and Terminal Area Development

Lexington County, South Carolina

February 2024



Prepared for:
Lexington County
440 Ball Park Road
Lexington, SC 29072

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The background of the page features the official seal of the Federal Aviation Administration. It is a circular emblem with a blue outer ring containing the words "FEDERAL AVIATION ADMINISTRATION" in white, uppercase letters. Inside the ring is a white circle containing a green globe with a yellow compass rose. A large, stylized yellow wing is superimposed over the globe and compass rose. The text "FOCUSED ENVIRONMENTAL ASSESSMENT FORM FOR AIRPORT DEVELOPMENT ACTIONS" is centered over the top half of the seal.

**FOCUSED
ENVIRONMENTAL ASSESSMENT FORM
FOR
AIRPORT DEVELOPMENT ACTIONS**

**FEDERAL AVIATION ADMINISTRATION
ATLANTA AIRPORTS DISTRICT OFFICE
SOUTHERN REGION AIRPORTS DIVISION**

Airport Name: Lexington County Airport (6J0)

Proposed Action: Runway Extension and Terminal Area Expansion

This Environmental Assessment becomes a Federal document when evaluated and signed by the responsible FAA official.

Responsible FAA Official: _____

Date: _____



This Environmental Assessment (EA) Form is intended for use in the Federal Aviation Administration (FAA) Atlanta Airports District Office (ATL/ADO) only, and with the approval of an ATL/ADO Environmental Protection Specialist (EPS). The Airport Sponsor must discuss the use of this EA Form with an ATL/ADO EPS before beginning the EA scoping and environmental analysis process. An electronic version of this EA Form is available upon request from an ATL/ADO EPS.

APPLICABILITY

The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment (see FAA Order 1050.1F, Paragraph 4-3 for more information on determining significance). An EA is a concise public document that briefly provides sufficient evidence and analysis for determining whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significance (FONSI). An EA, at a minimum, must be prepared when the proposed action does not normally require an EIS (see Paragraph 3-13, Actions Normally Requiring an Environmental Impact Statement) and:

- 1) Does not fall within the scope of a Categorical Exclusion (CATEX) (see FAA Order 1050.1F, Paragraph 5-6 *The Federal Aviation Administration’s Categorical Exclusions*);
- 2) Falls within the scope of a CATEX, but there are one or more Extraordinary Circumstances (see FAA Order 1050.1F, Paragraph 5-2 *Extraordinary Circumstances*).

See FAA Order 1050.1F, Paragraph 3-1.2. Actions Normally Requiring an Environmental Assessment.



INSTRUCTIONS

Introduction: This EA Form is based upon the guidance in FAA Order 1050.1F – *Environmental Impacts: Policies and Procedures*, and the related publication FAA Order 1050.1F Desk Reference (1050.1F Desk Reference). The Order provides the FAA policies and procedures to ensure agency compliance with the National Environmental Policy Act (NEPA) (42 United States Code [U.S.C.] §§ 4321-4335), the requirements set forth in the Council on Environmental Quality (CEQ), Title 40, Code of Federal Regulations (CFR), parts 1500-1508, *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act* (CEQ Regulations), and Department of Transportation (DOT) Order 5610.1C, *Procedures for Considering Environmental Impacts*. The CEQ Regulations establish procedures for complying with NEPA. In accordance with 40 CFR § 1507.3 of the CEQ Regulations, the Order contains the FAA’s implementing procedures, which supplement those regulations. The 1050.1F Desk Reference provides details on current guidance and updated technical information. This includes information about permits, licenses, consultations, and other forms of approval or review; up-to-date details on technical information such as FAA-approved tools for analyzing noise and air emissions; overviews of special purpose laws and requirements; and specific responsibilities and guidance for gathering data, assessing impacts, consulting other agencies, and involving the public.

Early Planning: Environmental issues should be identified and considered early in a proposed action’s planning process to ensure efficient, timely, and effective environmental review. Preparation for any applicable permit application and other review process requirements should be part of the planning process to ensure that necessary information is collected and provided to the permitting or reviewing agencies in a timely manner. The Airport Sponsor should identify known environmental impact categories that the Action and alternatives (if any) could affect, including specially protected resources. These tasks should be completed at the earliest possible time during Action planning to ensure full consideration of all environmental impact categories and facilitate the FAA’s NEPA process. Sufficient planning and Action justification must be available to support the environmental review.

*****IMPORTANT*****

The Airport Sponsor must contact their ATL/ADO Program Manager if the Proposed Action is not depicted on the Airport’s conditionally-approved ALP. The ATL/ADO will determine if an update to the ALP is required. If an interim ALP update is required, coordination and approval can take up to 90 days and must be finalized prior to an environmental decision.

A Proposed Action’s pre-application for federal funding (design or construction) must include an environmental finding in accordance with NEPA. Pre-applications are normally due in the ATL/ADO in January in order to receive a grant for the following fiscal year. The Airport Sponsor should allow 6-12 months prior to submitting a pre-application to the ATL/ADO for federal funding to complete the EA process.



1. PROPOSED ACTION LOCATION

Airport Name and Identifier:	Lexington County Airport (6J0)		
Airport Address:	106 Airport Road		
City:	Pelion	County:	Lexington
State:	South Carolina	Zip Code:	29123

2. AIRPORT SPONSOR INFORMATION

Point of Contact:	Tim Shumpert		
Address:	440 Ball Park Road, Lexington, SC 29072		
Business Phone:	803-785-8205	Cell:	
FAX:		EMAIL:	tshumpert@lex-co.com

3. PREPARER INFORMATION

Point of Contact:	Edward Smail		
Address:	3820 Faber Place Drive, Suite 100, North Charleston, SC 29409		
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4. PROPOSED ACTION

Describe the Proposed Action with sufficient detail in terms that are understandable to individuals who are not familiar with aviation or commercial aerospace activities. List and describe all components of the Proposed Action including all connected actions. Summarize how the Proposed Action fits into the Airport’s ALP. Attach an exhibit of the Airport’s conditionally approved ALP depicting the Proposed Action, and an exhibit of the Proposed Action on a recent airport aerial. Summarize costs, including any mitigation costs, if applicable. Discuss how the Proposed Action will be funded. Provide a timeframe identifying when the Proposed Action is to be constructed and operational.



The Lexington County Airport (Airport) is located in Lexington County, South Carolina, approximately two miles north of Pelion, east of State Route 302 (refer to **Figure 1**). The Airport is proposing to extend the existing 4,337-foot Runway 18-36 to the north by approximately 1,165 feet for a total length of 5,500 feet and expand the existing hangar area to the north (refer to **Figure 2**). The multi-hangar development would include the addition of a common-use taxiway to connect to the existing parallel taxiway and associated common-use aprons. The proposed box hangars would accommodate approximately four additional aircraft. The runway extension would include the addition of a new full-length parallel taxiway.

The Proposed Action would implement the proposed ultimate runway length of 5,500 feet as shown on the Airport Layout Plan (ALP) (refer to **Appendix A**). The runway extension would include associated edge lighting and relocation of the Precision Approach Path Indicator (PAPI). The new hangar area would also meet the Airport’s plan to add additional hangar areas and their associated parking/roadway access as shown on the ALP. The proposed hangar area development would not include all the proposed terminal development as shown on the ALP but would provide the current needed hangar space while allowing for future expansion of the terminal area and hangar areas.

In order to comply with Airport design requirements, FAA Advisory Circular AC 150/5300-13B, Airport Design requires siting of runway ends that provide clear surfaces for United States Standard for Terminal Instrument Procedures (TERPS) and airport design surfaces outlined in paragraph 3.6 of the advisory circular, the Proposed Action includes the select removal of obstructions (trees) on approximately 4.46 acres on a total of six off-airport parcels within the controlling surface, which is defined as the 40:1 Departure Surface (Type 7). Detailed surveys to identify individual trees for removal on the 4.46-acre area will occur at a later date.

The Proposed Action also includes land acquisition on three off-airport parcels to resolve incompatible land use within the proposed Runway Protection Zone (RPZ). This acquisition would occur as either fee-simple acquisition of all the parcels (6.02 acres), fee-simple acquisition of the area where the RPZ overlaps off-airport parcels (1.5 acres), and/or avigation easements for the area where the RPZ overlaps off-airport parcels (1.5 acres). A determination on the action for each parcel will be made by the Sponsor pending comments received from scoping letters sent to each landowner (refer to **Section 13** and **Appendix J**) and comments received during the Public Notice Period for the EA, which would include a Public Meeting. The final proposed action for each parcel will be documented in the Final EA/Finding of No Significant Impact (FONSI), if appropriate.

Currently, the Proposed Action would be funded entirely by Lexington County. Project costs are anticipated to be approximately \$5.44 million.

Construction of the runway and taxiway is scheduled to be completed in 2024, and operational soon thereafter.

5. PURPOSE AND NEED

(1) Describe the underlying purpose and need for the Proposed Action. Present the problem being addressed, describe what the Airport Sponsor is trying to achieve with the Proposed Action, and take into account the FAA’s primary mission to provide the safest, most efficient aerospace system in the world. The purpose and need of the Proposed Action must be clearly explained and stated in terms that are understandable to individuals who are not familiar with aviation or commercial



aerospace activities. The purpose and need must be supported by recent data. To keep this section brief, incorporate by reference any supporting data, inventories, assessments, analyses, or studies. This can include but is not limited to FAA compliance or standard changes, letters from users showing need per FAA design standards, letters of commitment from current or prospective tenants, based aircraft data, fuel data, scheduled service, critical aircraft needs, TAF and Master Plan forecasts, capacity issues (actual use/need of aircraft or airline, or scheduled commercial service. **IMPORTANT: If the Airport Sponsor intends to request Federal funding, the purpose and need for the Proposed Action must be justified by recent airport planning analysis and concurred with by ADO management before initiating the EA.**

At 4,337 feet, Runway 18-36 is currently not long enough to support corporate jet activity. The existing runway length is a limiting factor in attracting corporate users. Meeting these demands would promote economic development at the Airport and benefit the local economy. The improvements are needed to satisfy a growing demand for corporate users at the Airport that require the use of corporate turboprop and jet traffic.

The Airport currently has 27 users on a waiting list for additional hangar space. These future tenants will also result in employment and economic growth for the Airport and the surrounding community. In its existing condition, the Airport does not have sufficient corporate hangar space or runway length to serve potential corporate users. Currently the runway extension does not meet operational justification based on FAA standards; however, the County of Lexington is fully funding the extension of the runway in an effort to position itself to become a small corporate airport. The runway extension will enhance operational safety, accommodate a much wider range of corporate turboprop and jet traffic, make the Airport more attractive to private developers, and significantly increase the airports overall economic impact in the County by stimulating airport and non-airport related economic development through its provision of aviation services and transportation infrastructure. Increasing the functionality of the facilities at the Airport to meet today's corporate standards would help to draw the desired commercial and industrial businesses the region is seeking. The Airport plays a significant role in contributing to the economy of the region. The Airport's economic role is anticipated to grow just as aviation related activity is forecasted to grow over the next 20-year period.

Companies considering new locations and expansions would likely have interest in the availability of aviation transportation facilities. With a global economy, business travel is conducted at greater distances requiring larger aircraft with greater range. Just in time manufacturing requires timely delivery of raw materials and subcomponents in order to keep inventory and supply chain costs low. The proposed improvements would allow for additional growth of corporate aircraft utilizing the facility. Large international companies within Lexington County

include:

- Amazon;
- Husqvarna;
- Michelin;
- UPS; and,
- Nucor Buildings Group.¹

Additionally, based on a 2018 South Carolina Aeronautics Association study, the Lexington County Airport currently has an annual economic impact of approximately 1.8 million dollars.² Development of the runway and additional corporate facilities at the Airport would continue to drive this economic improvement. Construction of the proposed facilities would require material and services from businesses within the local economy, and as the Airport grows,



employment opportunities at the Airport would increase as aircraft and aircraft related businesses expand. Potential industrial/commercial development planned by Lexington County would benefit from increased runway length and hanger capacity at the Airport. These improvements will help support industrial parks in Lexington County and will be an asset for economic development within the County. In turn, the region would benefit from employment and economic benefit provided by additional industrial and commercial development.

Most large companies utilize corporate aircraft in their day-to-day operations. A community without adequate airport facilities is at a disadvantage in the corporate marketplace. Communities offering well-designed and attractive airports can better accommodate the needs of corporate users.

The purpose of this project is to strengthen the economic role of the Airport by supporting the existing users as well as attracting future users in need of corporate hangar space and runway length. The Airport represents a stable economic provider within the region. The Airport directly provides jobs, wages, and production to the economy. This in turn would boost the economic market in the Pelion area and southern portion of Lexington County.

(2) Identify the Airport Sponsor’s requested FAA Federal action in the space below. For the FAA Office of Airports (ARP), a Federal action may include one or more actions (See FAA Order 5050.4B, Paragraph 9.g.). Note: *The information provided in this EA Form allows the FAA to determine if a Finding of No Significant Impact (FONSI) can be issued because the proposed action’s environmental impacts, with no additional mitigation, would not be significant, or a mitigated FONSI can be issued because the proposed action’s environmental impacts, with additional mitigation, would not be significant (see FAA Order 1050.1F, Paragraph 6-2.3a). FAA environmental findings on an Action do not constitute FAA decisions or approvals regarding Federal funding of the Action.*

This Environmental Assessment (EA) has been prepared to comply with the requirements of the National Environmental Policy Act (NEPA) and other applicable environmental regulations.

6. ALTERNATIVES (INCLUDING THE PROPOSED ACTION)

There is no requirement for a specific number of alternatives or a specific range of alternatives to be included in an EA. Alternatives are to be considered to the degree commensurate with the nature of the proposed Action and agency experience with the environmental issues involved. The Sponsor’s preferred alternative, if one has been identified, should be indicated. For alternatives considered but eliminated from further study, the EA should briefly explain why these were eliminated. Note: *An EA may limit the range of alternatives to the proposed action and no action when there are no unresolved conflicts concerning alternative uses of available resources. This means that you may limit the range of alternatives to the proposed action and no action if you can establish consensus based on input from interested parties that there are no unresolved conflicts, or if there are no reasonable alternatives that would be substantially different in design or effects. If you are able to do this, you must document the basis for concluding consensus and identify the parties that participated; and, you must discuss why there are no reasonable alternatives that would be substantially different in design or effects. This is why the Purpose and Need is important in helping define the range of alternatives.*

(1) Discuss in comparable format to that listed below the Proposed Action and alternatives. Discuss how the Proposed Action and alternatives were developed e.g. recent planning study or Master Plan Update. Attach figures for the Proposed Action



and alternatives to aid in understanding the physical layout and differences in the alternative configurations.

For each alternative:

a. Discuss to what extent an alternative meets the Purpose and Need.

b. Discuss if an alternative is technically and economically feasible e.g. operational considerations/regulations, safety considerations, constructability, infrastructure requirements, property acquisition requirements, and costs.

c. Discuss potential social, socioeconomic, and/or environmental resource impacts for each alternative e.g. business or residential relocations, road relocations or closures, environmental resources protected under federal statutes (wetlands, floodplains, and listed species, and Section 4(f), or Section 106 resources).

d. For each alternative considered but eliminated from further study, summarize why it is not considered reasonable. Note: *To be reasonable, an alternative must respond to the purpose and need, be technically and economically feasible, and be reasonably consistent with the land use plan for management of the area.*

Based on the process detailed in the instructions above, the following Alternatives were identified (refer to **Figures 2 and 3**):

- **Alternative 1:** No-Action Alternative: Under this alternative, the Proposed Action would not be constructed.
- **Alternative 2:** Use a nearby airport to meet documented demand for additional aircraft usage and storage.
- **Alternative 3** (Proposed Action): Extend the existing 4,337-foot runway to the north by 1,165 feet for a total length of 5,500 feet with a full-length parallel taxiway and construct a new hangar area adjacent to the existing terminal area. The multi-hangar development would include the addition of a common-use taxilane to connect to the existing parallel taxiway and associated common-use aprons. The proposed box hangars would accommodate approximately four additional aircraft. An access road and parking area to permit entry to the new hangars would be constructed off of Old Charleston Road.

In order to comply with Airport design requirements, FAA Advisory Circular AC 150/5300-13B, Airport Design requires siting of runway ends that provide clear surfaces for United States Standard for Terminal Instrument Procedures (TERPS) and airport design surfaces outlined in paragraph 3.6 of the advisory circular, the Proposed Action includes the select removal of obstructions (trees) on approximately 4.46 acres on a total of six off-airport parcels within the controlling surface, which is defined as the 40:1 Departure Surface (Type 7). The Proposed Action also includes land acquisition on three off-airport parcels to resolve incompatible land use within the proposed Runway Protection Zone (RPZ). This acquisition would occur as either fee-simple acquisition of all the parcels (6.02 acres), fee-simple acquisition of the area where the RPZ overlaps off-airport parcels (1.5 acres), and/or avigation easements for the area where the RPZ overlaps off-airport parcels (1.5 acres).

- **Alternative 3A** (Southern Runway Extension/Alternate Hangar Location): Extend the existing 4,337 foot runway to the south by 1,165 feet for a total length of 5,500 feet with a taxiway turnaround at the runway end and construct a new hangar area on the east side of the airfield. The multi-hangar development would include the addition of a common-use taxilane to connect to the existing runway and associated common-use



aprons. The proposed box hangars would accommodate approximately four additional aircraft. A new access road would be required to provide vehicle access to the hangar area on the east side of the Airport. This alternative would also require the relocation of the existing Old Charleston Road to accommodate the runway length and the Runway Protection Zone (RPZ).

In order to comply with Airport design requirements, FAA Advisory Circular AC 150/5300-13B, Airport Design requires siting of runway ends that provide clear surfaces for United States Standard for Terminal Instrument Procedures (TERPS) and airport design surfaces outlined in paragraph 3.6 of the advisory circular, the Proposed Action also includes the acquisition of off airport parcels to extinguish incompatible land use within the proposed Runway Protection Zone (RPZ) for the runway extension and additional acquisitions for the relocation of Old Charleston Road and for the hangar area access road (addition detail is included below).

6.1. Alternatives Eliminated from Further Consideration

6.1.1. Alternative 2 – Use of Another Airport

Implementing Alternative 2 would assume available aircraft facilities at another airport in the central South Carolina region or the ability to construct new aircraft facilities at another airport rather than providing a longer runway and additional hangar space at Lexington County Airport. A radius of 20 nautical miles (nm) was considered comparable to a 30-minute drive time radius typically applied in demand-centric models for SC airport development analysis. Therefore, public use airports within 20 nm of the Airport were assessed relative to suitability to meet the stated Purpose and Need of the Proposed Project.

6.1.1.1. Alternative 2 Analysis

The nearest public use airport is the Columbia Metropolitan Airport approximately 10.7 nautical miles northeast of Lexington County Airport and Pelion, South Carolina.

The next nearest public use facility is the Augusta Regional Airport at Augusta, Georgia which is approximately 44.5 nautical miles east of Lexington County Airport which would be more than the required limit of 20 nautical miles.

The use of an alternative airport would not address the current and future economic demands at the Airport, would not promote economic development at the Airport, and would not satisfy a growing demand for corporate users at the Airport. Therefore, use of an alternative airport does not fully support the stated Purpose and Need of the Proposed Action at Lexington County Airport, and consequently Alternative 2 was eliminated from further evaluation in this EA.

6.1.2. Alternative 3A – Southern Runway Extension/Alternative Location for Hangar Area

Implementing this alternative would extend the existing 4,337-foot runway to the south by 1,165 feet for a total length of 5,500 feet with taxiway turnaround at the runway end and construct a new hangar area on the east side of the airfield. The multi-hangar development would include the addition of a common-use taxiway to connect to the existing runway and associated common-use aprons. The proposed box hangars would accommodate approximately four additional aircraft. An access road and parking area to permit entry to the new hangar would be constructed off Old Charleston Road.

6.1.2.1. Alternative 3A Analysis

This alternative would meet the purpose and need of the Proposed Action, however, extending the runway extension to the south would require the relocation of Old Charleston Road and the purchase of approximately 37.7 acres of land to the south and east of the existing Airport



property. The alternative would require approximately 37.7 acres of land acquisition resulting in approximately 8 relocations (refer to **Figure 4**). More habitat would also be impacted for the construction of the new hangar area, access road/parking and taxilane. Approximately 14.7 acres of agricultural land, 3.4 acres of mowed/maintained habitat, and 11.6 acre of Pine-Mixed Hardwood forest would also be impacted.

Alternative 3a was eliminated from further study due to the impacts to the adjacent community that would occur. Extending the runway to the south and locating the hangars on the east side of the Airport would require approximately 37.7 acres of land acquisition resulting in approximately 8 relocations. In addition, the relocation of Old Charleston Road, associated infrastructure to provide access to an eastern hangar area, and land acquisition would make this alternative cost prohibitive and not economically feasible when compared to Alternative 2, which can be constructed within existing Airport property.

6.2. Alternatives Retained for Detailed Analysis

6.2.1. Alternative 3 (Proposed Action)

Alternative 3 represents the sponsor's Proposed Action, which is shown on **Figures 2 and 3** and described in detail within **Section 4**.

6.2.1.1. Alternative 3 Analysis

The Proposed Action satisfies the stated Purpose and Need by providing a 5,500 foot long runway capable of use by turboprop and jet aircraft and adding additional aircraft storage to accommodate current and future economic demands, which would promote economic development at the Airport and benefit the local economy. Alternative 3 best meets the Purpose and Need, while minimizing the impacts to the surrounding community when compared to Alternative 3A. While both alternatives would require off-airport land acquisitions, Alternative 3 would require approximately 6.02 acres of land acquisition (2 relocations) , while Alternative 3A would require approximately 37.7 acres of land acquisition (8 relocations). Therefore, this Alternative was selected to represent the Sponsor's Proposed Action. A comparison of the alternatives can be found in Table 1 (refer to **Section 6.3**).

6.2.1.2. Potential Environmental Impact

A preliminary environmental review of the Project Study Area (PSA) reveals the following information:

Fish, Wildlife and Plants: The PSA, shown in **Figure 2** and discussed in **Section 7.2**, was evaluated for potential occurrences of federal and state listed plant and animal species in accordance with Section 7 of the Endangered Species Act (ESA) of 1973, as amended. The evaluation included literature review, database searches, and field assessments of the PSA to identify the potential occurrence of listed species and/or presence of federally designated critical habitat. Based on this evaluation, no listed federally protected species, or their suitable habitats are located within the PSA. No individuals or evidence of federally listed species were observed as well.

The U.S. Fish and Wildlife Service (USFWS) responded on May 18, 2020 and June 6, 2022 stating that the Service had no concerns on the project as currently proposed (refer to Correspondence in **Appendix B**). See **Section 8.2** for further discussion and evaluation of these resources.

Department of Transportation (DOT) Act Section 4(f) Resources: No Section 4(f) or Section 6(f) properties were identified within the PSA, or a one-half mile buffer around the Airport, as discussed in detail in **Section 7.5**. The closest park/recreation area is Pelion Park. This municipal park consists of a football field, a soccer field, two baseball fields, canteens, restrooms, walking trail, and a playground. The park is located approximately 1.5 miles south



of the Proposed Action in the Town of Pelion. Implementation of either the Proposed Action or the No Action Alternative will not require use or a taking of a DOT Section 4(f) resource. The Proposed Action will not necessitate a change in flight paths and would not result in a significant increase in activity to the airport, thus, the Proposed Action will not result in a constructive use of a DOT Section 4(f) resource. See **Section 8.5** for further discussion and evaluation of these resources.

As discussed further in **Section 7.8**, Historical, Architectural, Archaeological, and Cultural Resources, the Proposed Project will have no effect on any historical, architectural, archaeological, or cultural resources that are listed, determined eligible, or considered potentially eligible for listing in the National Register of Historic Places (NRHP). The State Historic Preservation Office (SHPO) concurred with these findings and their concurrence is included in **Appendix C**. See **Section 8.8** for further discussion and evaluation of these resources.

As further discussed in **Section 7.14**, there are no 100-year floodplains, defined by the Federal Emergency Management Agency (FEMA) as an area subject to inundation by the 1-percent-annual-chance flood event, within or adjacent to the PSA.

As further discussed in **Section 7.14**, no wetlands or other Waters of the U.S. (WOUS) are located within the PSA. A Jurisdictional Determination from the U.S. Army Corps of Engineers (USACE) was received on February 9, 2021. A copy of a Jurisdictional Determination is included in **Appendix D**. An additional request was submitted to the USACE on August 1, 2022 for additional PSA added to the project since the February 9, 2021 approval. This request is approved on September 28, 2022, and is also included in **Appendix D**. See **Section 8.14** for further discussion and evaluation of these resources.

(2) Although the No Action alternative does not meet the purpose and need, NEPA, and it's implementing regulations requires consideration of the No Action alternative. The No Action alternative, when compared with other alternatives, enables the identification of the potential environmental impacts of the Proposed Action and alternatives. Describe the consequences of the No Action alternative e.g. what are the operational, safety, efficiency, economic effects, and environmental effects of taking no action.

The No-Action Alternative would not meet current and future economic demands at the Airport. Therefore, this alternative would not meet the specified Purpose and Need. Airfield facility changes associated with the Proposed Action would not occur if the No-Action Alternative was implemented. Therefore, there would be no factors to consider (positive or negative) with respect to operations or constructability. The No-Action Alternative would not involve any construction and would have no impact on wetlands, historic and archaeological resources, fish and wildlife, floodplains, farmlands or DOT Act Section 4(f) resources. While impact levels of the No-Action Alternative would be similar to the Proposed Action, the No-Build Alternative would not provide the economic benefits afforded by the Proposed Action.

(3) You must provide a summary table depicting the alternatives analysis that compares the Proposed Action, alternatives considered, and the No Action alternative based on the screening criteria discussed in (1) a. through d.

Provide summary table of alternative analysis



Table 1 Alternatives Screening Summary				
Screening Criteria	1- No-Action	2- Alternate Airport	3 – Proposed Action	3A- South Extension and East Hangar Area
Meet Purpose and Need	No	No	Yes	Yes
Constructability	None	N/A	No Unique Issues	No Unique Issues
Economically Feasible?	Yes	N/A	Yes	No
Infrastructure Requirements	None	N/A	No: Utility service will be extended from existing service lines	No: Utility service will be extended from existing service lines
Operational and Safety Considerations	None	N/A	No: Proposed Project will be constructed to current FAA design standards for safety and operational regulations	No: Proposed Project will be constructed to current FAA design standards for safety and operational regulations
Requires Land Acquisition?	No	N/A	Yes, approximately 6.02 acres	Yes, approximately 37.7 acres
Compatible Land Use?	Yes	N/A	No: The construction would require 2 residential relocations*	No: The construction would require 8 relocations and relocation of Old Charleston Road*
DOT Section 4(f) Resources?	No	N/A	No: The Proposed Project would not result in the physical use or constructive use of a Section 4(f) or Section 6(f) property.	No: The Proposed Project would not result in the physical use or constructive use of a Section 4(f) or Section 6(f) property.
Fish, Wildlife and Plants?	No	N/A	No: No protected species or their habitat would be impacted by the Proposed Action	No: No protected species or their habitat would be impacted by the Proposed Action
Floodplains?	No	N/A	No: No 100-yr floodplain would be impacted	No: No 100-yr floodplain would be impacted
Historic Resources?	No	N/A	No: The Proposed Action would have no effect on any archaeological sites or historic resources that are listed, determined eligible, or considered potentially eligible for listing in the NRHP. No further archaeological	No: The Proposed Action would have no effect on any archaeological sites or historic resources that are listed, determined eligible, or considered potentially eligible for listing in the NRHP. No further archaeological



			work is recommended for the study area	work is recommended for the study area
Wetlands?	No	N/A	No	No
<p>Source: Michael Baker International, 2023</p> <p>Red-shaded cells indicate reason(s) for eliminating a given alternative from further consideration in the EA. The No-Action Alternative is retained for evaluation regardless of the screening evaluation results as required by NEPA and the Council of Environmental Quality (CEQ).</p> <p>Green-shaded cells indicate resources that will be impacted but are the least environmentally detrimental alternative for that resource.</p> <p>*For purposes of the alternative comparison, full fee-simple acquisition was assumed to address incompatible land use within the proposed RPZ.</p>				

7. AFFECTED ENVIRONMENT

Succinctly describe the existing conditions in the Proposed Action’s direct impact area (construction footprint) and airport vicinity (land use and cover, terrain features, level and type of urbanization, biotic resources, noise sensitive sites (residential, churches, schools, parks, recreational facilities, etc.)). This indirect impact area should be large enough to include the area within the composite DNL 65 dB noise contour for the Proposed Action and retained alternatives (if any). The discussion of the affected environment should be no longer than is necessary to understand the impacts of the alternatives; data and analyses should be presented in detail commensurate with the importance of the impact. Discuss any actions taken or issues raised by the local community or citizen groups pertinent to the Proposed Action. If not already provided, attach a graphic and recent aerial of the area with the Proposed Action’s and retained alternatives direct and indirect impact areas clearly identified.

For the purposes of the affected environment and environmental consequences discussion of direct impacts, the PSA was defined as the approximately 116-acre area of potential development. A copy of an aerial showing the proposed site is included as **Figure 2**. The study area was expanded to 1-mile buffer area for evaluating potential noise, air quality, and hazardous material effects due to the search distances defined in ASTM 1527-13 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*. A ½-mile buffer was also used for Section 4(f) Resources, National Wetland Inventory (NWI) Wetlands, and Land Use Cover Types.

Surrounding Area – The Airport operates on approximately 189.27 acres in rural Lexington County, approximately 2.5 miles north of Pelion, SC. (refer to **Figure 1**). The Airport is categorized as a general aviation airport within the National Plan of Integrated Airport Systems (NPIAS). The runway at the Airport is currently 4,335 feet long by 60 feet wide.

The area surrounding the Airport is rural with primarily agricultural and residential land uses. The Airport is bordered on the south by Old Charleston Road.

7.1 Air Quality
 Lexington County is in attainment for the National Ambient Air Quality Standards (NAAQS) six criteria air pollutants including carbon monoxide (CO), nitrogen dioxide (NO2), ozone (O3), particulate matter (PM6 and PM2.5), sulfur dioxide (SO2) and lead (Pb) based upon the U.S. EPA NEPAassist EnviroMapper. A copy of the report is available in **Appendix E**.

7.2 Biological Resources



The Lexington County Airport is located in a rural area of Lexington County. The area around the airport is largely agricultural and rural residential areas with some development such as convenience stores, churches, schools and public service facilities. The remaining areas are mostly undeveloped forested habitat. **Table 2** below shows the land use cover types for the PSA and a 1/2 mile buffer area. Land use cover types are shown on **Figure 5**.

Table 2 Land Cover Use Types			
Type	Project Area	1/2 mile Buffer	Total
Agricultural	0.0	421.96	422
Mowed/Maintained	48.63	120.22	169
Pine-Mixed Hardwood Forest	39.18	430.61	470
Planted Pine Forest	3.33	0.0	3
Residential	0.00	330.51	331
Scrub-Shrub	0.00	2.13	2
Transportation	2.78	33.23	36
Other Urban	0.00	1.4	1.4
Utilities	0.00	0.19	0.2
Total	94	1,340	1,434

Source: Michael Baker International, 2022

The forested areas provide the highest quality of natural habitat for numerous bird species as well as reptiles, amphibians, and small mammals such as rabbits, rodents, foxes, squirrels, opossums, raccoons, and skunks. Some larger mammals such as deer and coyotes as well as larger birds such as turkeys, owls, and hawks might be present in the larger forested tracts if there is sufficient forage and cover to maintain them. The other undeveloped areas such as the agricultural fields, mowed/maintained areas (i.e., road shoulders, utility corridors, residential yards, and other maintained open areas) and the scrub-shrub habitat may provide suitable habitat for some species particularly if they are adjacent to forested habitat or movement corridors for easy access and quick retreat from predators. The developed areas such as transportation and utilities do not provide much natural habitat although they may provide valuable movement corridors to link up several smaller tracts of suitable habitats. Utility line corridors are often natural "highways" for foraging or migrating animals of all sizes. Seed eating species such as birds and small rodents often benefit from mowed and maintained areas where woody species would crowd out seed forming grasses and other forbs if not artificially maintained by mowing or other maintenance activities. Birds anticipated to utilize the Airport would include species such as crows, vultures, starlings, and meadowlarks. While the Airport is fenced in, various mammal species such as white-tailed deer, fox, coyote, and small rodents are likely to be present.

7.3 Climate

Lexington County is located in the central portion of the state, which is referred to as the Midlands. South Carolina's climate is classified as temperate. Seasonal weather patterns are controlled by the interaction of the subtropical jet stream with a semi-permanent high-pressure system situated off the Atlantic Coast known as the Bermuda High. Passing over the Gulf Stream, it brings warm, moist air inland from the ocean. As the air comes inland, it rises, and forms localized thunderstorms. The driest portion of the state, on the average, is the Midlands, where annual rainfall totals are mostly between 42 to 47 inches. Annual average precipitation totals 48.2 inches. The area experiences less than 70 days per year with precipitation exceeding 0.1 inch and less than 30 days per year with precipitation exceeding 0.5 inches.³



Pelion, South Carolina, currently experiences an annual average maximum temperature of 75.1 degrees Fahrenheit (°F) and an annual average minimum temperature of 50.4 °F, with summer maxima averaging 91.3 °F and winter minima averaging 32.6 °F. The maximum temperature exceeds 90 °F for 65.9 days on average in a given year, and temperatures are below 32 °F for 62.6 days on average within a given year.⁴

7.4 Coastal Resources

Lexington County is not a coastal county and does not have any coastal resources. No coastal resources will be impacted by the proposed project.

7.5 Department of Transportation Act, Section 4(f)

Section 4(f) of the US DOT Act of 1966 protects significant publicly owned parks, recreational areas, wildlife and waterfowl refuges, and public and private historic sites. There are no potential Section 4(f) resources in the PSA or the ½ mile Buffer Area.

7.6 Farmlands

The study area is disturbed and was historically developed for civil aviation purposes. There are no prime or unique farmlands within the study area. One soil type, Fuquay loamy sand, 0 to 6 percent slopes (FaB), is classified as a Farmland of Statewide Importance.

7.7 Hazardous Materials

A comprehensive environmental database report was obtained from GeoSearch, LLC (GeoSearch Radius Report, May 19, 2020 – Order No. 146097) to identify known hazardous waste and/or petroleum sites. Site reconnaissance was conducted in May 2020 and July 2022. No obvious signs of contamination were observed during the site reconnaissance. The GeoSearch Report is included in **Appendix F**. A Phase 1 Environmental Site Assessment was also completed for the off-airport parcel acquisition and is also included in **Appendix F** and no Recognized Environmental Conditions (RECs) were noted.

A total of seven sites all associated with the Airport were found in the database review. Two sites are underground storage tanks (UST's) owned by the Airport to supply aviation fuel. One tank has a capacity of 10,000 gallons and is still in use. The other has a capacity of 12,000 gallons and is listed as abandoned. There are also two leaking underground storage tanks (LUST's) listed, but both are classified as "No Further Action Required" as of June 21, 1993. There are also two hazardous materials/wastes sites listed in the Federal Registry System (FRSSC) for the airport. These would be designated hazardous materials/waste areas associated with aircraft maintenance at the airport. Lastly there is a Brownfield and Voluntary Cleanup Site (BFVCP) listed as associated with the airport. As part of the due diligence performed by Lexington County for a prior land acquisition to the east and west of the Airport Environmental Site Assessments (ESAs) were performed.⁵ The parcel acquired (TMS 010800-03-025) is located along the western and eastern sides of the Airport and the western side includes the PSA. The ESAs identified a potential contamination site east of the Airport at the former C.E. Taylor Septage Application Site, which consisted of the large area shown as an agricultural area east of the Airport on **Figure 2**. The contamination consisted of elevated nitrates in groundwater samples. The contract for the BFVCP was not executed, and to date Lexington County did not participate in a voluntary clean-up of the contaminated site. The permit for the C.E. Taylor Site was not renewed by the South Carolina Department of Health and Environmental Control (SCDHEC) and a 30-year requirement of groundwater monitoring was placed on the site, which is currently ongoing.⁶ Coordination with SCDHEC is included in **Appendix F**.

There is one additional site that is not locatable by the system due to incomplete information. It is listed in the Air Permitted Facilities (AIRS) database as Summers Concrete Contracting Incorporated with an address of State Road S-32-625, Pelion, 29123. Since this database is related to air quality, it is not likely to have an adverse impact on the Airport property.



7.8 Historical, Architectural, Archeological and Cultural Resources

New South Associates, Inc. (New South) completed a Phase I cultural resources survey of the PSA. The survey included both archaeological and historic architecture surveys. The Area of Potential Effects (APE) was defined as the PSA plus a one-half mile buffer around the project area. Prior to the site visit, the surveys included a literature review and records searches using the Archsite GIS database maintained by the South Carolina SHPO. The review identified one previously known archaeological site and one architectural resource. The archaeological site was outside the one-half mile buffer and was not considered eligible for the NRHP, so it was dropped from further consideration. The architectural resource, a 1962 compact ranch house, was revisited during the site survey completed on June 9-11, 2020. It was previously deemed not eligible, and the site visit did not find any reason to change that assessment.

New South also conducted an archaeological survey by systematic shovel testing in the southern portion of the PSA and by pedestrian survey with judgmental shovel testing in the northern portion. A total of 220 shovel tests were completed of which five were not excavated due to various circumstances and fourteen exhibited disturbed soils. No archaeological or isolated finds were identified.

An addendum survey was completed in July of 2022 to survey additional PSA that was added after the 2020 survey. No additional resources were noted in the addendum survey.

Based upon these results, there are no resources recommended as eligible for the NRHP within the PSA or APE. SHPO has concurred with these findings and correspondence can be found in **Appendix C**.

7.9 Land Use

The existing land use for the study area as described above consists of disturbed lands, existing Airport infrastructure (runway, taxiway, aprons, parking lot and roads) and undeveloped woodlands. Planned and future land use includes the proposed action. The surrounding area is proposed for future land side and airside development.

7.10 Natural Resources and Energy Supply

The FAA considers an action to have a significant impact on natural resources and energy when an action's construction, operation, or maintenance would cause demands that exceed available or future natural resource or energy supplies. When proposed actions necessitate the expansion of utilities, power companies or other suppliers would need to be contacted to determine if the proposed project demands can be met by existing or planned facilities. The Proposed Action is not expected to require expansion of utilities to meet the demands.

The use of energy and natural resources will occur both during construction and operation of the proposed action (e.g., electric power and aviation fuels and lubricants). However, the proposed action is not anticipated to result in substantial increases in demand for natural resources or energy consumption beyond what is readily available by service providers. The use of energy and natural resources will be limited to only those necessary to meet the regulatory construction and safety requirements for users and local populations.

7.11 Noise

Based on FAA Order 1050.1F, a noise analysis does not need to be conducted for the proposed project if the forecasted airport operations are (1) less than 90,000 annual or 247 average daily, piston-powered aircraft (Design Group I and II) operations in Approach Categories A through D that have a landing speed of less than 166 knots; or, (2) there are less than 700 annual, or two average daily, jet-powered aircraft operations that occur at the Airport. Based



on review of the FAA’s Terminal Area Forecast, for the Year 2023, the number of projected aircraft annual operations is a total of 6,513 operations. For the No-Action Alternative the projected aircraft annual operations for the year 2030 would be a total of 6,660 annual operations and for the year 2045, a total of 6,963 annual operations.

7.12 Socioeconomics, Environmental Justice and Children’s Health and Safety Risk

The proposed project occurs on existing Airport property. Housing relocations (2) and fee simple acquisition of approximately six acres of land would be required for the incompatible use with the proposed Runway Protection Zone (RPZ). The project does not result in disruption of established communities or disruption of planned development but enhances the landside development opportunities in the west side area of the airport. The proposed action is anticipated to result in job creation, both during construction (temporary) and operation of the facility (permanent).

The project has been developed in accordance with Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994) and DOT Order 5610.2, Environmental Justice. These orders require FAA to provide meaningful public involvement by minority and low-income populations, as well as an analysis that identifies and addresses disproportionately high and adverse potential impacts on these populations. An analysis of minority and low-income populations (Environmental Justice or EJ populations) was conducted through a review of Census data and field reconnaissance.

PSA demographics are shown in the following tables:

Table 3 Minority Statistics			
Unit (Tract)	Total Population	Total Minority	Percent Minority
Lexington Co.	293,991	81,290	27.65
209.10	2,381	413	17.34

Source: 2020 DEC Redistricting Data (PL 94-171)

Table 4 Poverty Statistics			
Unit (Tract)	Total Population	Total below Poverty Level	Percent below poverty limit
Lexington Co.	291,516	34,355	11.8
209.10	2,165	273	12.6

Source: 2020 American Community Survey Five-Year Estimates (Table S1701)

Based on the above results, the area surrounding the Airport is not composed of a significantly higher percentage of minorities and low-income residents than that of Lexington County as a whole. Therefore, Environmental Justice Communities are not present adjacent to the Airport.

The proposed project would be beneficial both temporarily and permanently to the local economy through the construction period and later during operations of the longer jet-capable runway and additional hangar space.

There are no schools, daycares, parks, or children’s health clinics adjacent to or near the study area.

7.13 Visual Effects



The visual resource and visual character of the study area is rural in nature and largely agricultural or undeveloped with the exception of the Airport and scattered low density commercial and residential developments.

There are no unique features, such as historic resources, light sensitive wildlife species, or parks near the study area that would be affected by light emissions from the proposed action.

7.14 Water Resources (Wetlands, Floodplains and Surface Waters, Groundwater and Wild and Scenic Rivers)

Waters of the US including Wetlands and Surface Waters

Based on review of National Wetland Inventory maps, aerial photograph and field reconnaissance conducted in May 2020 and July 2022, WOUS, including wetlands, are not present on-site. A Jurisdictional Determination from the U.S. Army Corps of Engineers (USACE) was received on February 9, 2021, which confirmed that no jurisdictional resources are present. A copy of a Jurisdictional Determination is included in **Appendix D**. An additional request was submitted to the USACE on August 1, 2022 for additional PSA added to the project since the February 9, 2021 approval, and approved was received on September 28, 2022 (refer to **Appendix D**). No jurisdictional resources were identified in the request and the entire PSA consists of uplands.

Wild and Scenic Rivers

Based on a review of the National Park Service's National Wild and Scenic Rivers System on-line database (www.nps.gov/rivers), there are no listed Wild and Scenic rivers or river segments in Lexington County.

Floodplain and Floodway

There are no regulatory floodways on or near the study area. Based on FEMA Flood Insurance Rate Map (FIRM) #45063C0390J, all of the site lies outside the 100-year floodplain and is mapped as Zone X (refer to **Figure 6**).

Groundwater

The Airport is located in the inner (or upper) coastal plain geographic province of the state. Ground water aquifers in the coastal plain are primarily unconsolidated sediments such as sands, silts, and clays. Some sedimentary rock such as limestone is also present. To protect groundwater resources, SCDHEC has divided the coastal plain region of the state into Groundwater Capacity Use Areas. The Airport is located in Lexington County which is in the Western Capacity Use area along with Aiken, Allendale, Bamberg, Barnwell, Calhoun, and Orangeburg counties. Groundwater use in any of the five capacity use areas requires a permit for any facility that withdraws and uses 3 million gallons or more in any month of the year. Typically, only public water supply utilities, industry, golf courses and farming operations would require a permit. The closest permitted groundwater well to the Airport in Lexington County is the CWS LEXINGTON FARMS (3250069) Well off of Irby Court. Public water supply wells have a Groundwater Well Protection Zone which restricts any use with the potential for causing groundwater contamination within the area of the protection zone. The Airport is not within the protection zone for any permitted groundwater wells and, therefore, would not cause any impacts to any groundwater wells in the vicinity.

Soils within the study area are mapped as Lakeland Soils, undulating. All the soils have been changed from their natural state by plowing, filling and grading associated with past agricultural practices and construction of the airport.

The study area is connected to the Lexington County municipal water and sewer systems and two private potable wells occur within the study area associated with the private residents along the west side of the project study area.



8. ENVIRONMENTAL CONSEQUENCES –IMPACT CATEGORIES

Environmental impact categories that may be relevant to FAA actions are identified below in sections (1) through (14). Construction and secondary (induced) impacts should be addressed within the relevant environmental impact category.. FAA-specific requirements for assessing impacts are highlighted in FAA Order 1050.1F, Appendix B *Federal Aviation Administration Requirements for Assessing Impacts Related to Noise and Noise-Compatible Land Use and Section 4(f) of the Department of Transportation Act (49 U.S.C. § 303)*. Methodologies for conducting the analyses are discussed in detail in the 1050.1F Desk Reference. The latest FAA-approved models must be used for both air quality and noise analysis. A list of approved models for each type of analysis is available in the 1050.1F Desk Reference.

Note: *The Desk Reference may be cited only as a reference for the methodologies and processes it contains, and may not be cited as the source of requirements under laws, regulations, Executive Orders, DOT or FAA directives, or other authorities. It further notes that you should cite the original source when citing requirements from laws, regulations, or other authorities.*

FAA Order 1050.1F, paragraph 4-3.3, Significance Thresholds and Exhibit 4-1, provide a significance determination table for the Proposed Action and retained alternatives (if any) based on the analysis in sections (1) through (14) below. Note: Quantitative significance thresholds do not exist for all impact categories; however, consistent with the CEQ Regulations, the FAA has identified factors that should be considered in evaluating the context and intensity of potential environmental impacts.

*****IMPORTANT*****

Environmental impacts for the following categories must be calculated for the year of project implementation and the planning horizon year in this EA Form. The implementation year represents the first year in which the Proposed Action would be fully operational. The planning horizon year typically represents the implementation year plus five years. Sometimes if appropriate due to project phasing or if requested by a reviewing agency, impact analysis may need to be conducted for intermediate years. Coordinate with an FAA ATL-ADO environmental specialist before conducting an intermediate year impact analysis.

Significance determination table

Table 5 Impact Significance Summary		
Environmental Impact Category	FAA Significance Thresholds	Summary of Findings
Air Quality	The action would cause pollutant concentrations to exceed one or more of the NAAQS, as established by the US EPA under the Clean Air Act (CAA), for any of the time periods analyzed, or to increase the frequency or severity of any such existing violations.	The Proposed Action would cause a reasonably foreseeable temporary increase in construction-related emissions and an increase in operational emissions; however, these emissions do not exceed any applicable thresholds that would indicate a significant impact. See Section 8.1



<p>Biological Resources (Including fish, wildlife and plants)</p>	<p>The FWS or the National Marine Fisheries Service determines that the action would be likely to jeopardize the continued existence of a federally-listed threatened or endangered species or would result in the destruction or adverse modification of federally designated critical habitat.</p> <p>The FAA has not established a significance threshold for non-listed species.</p>	<p>The USFWS indicated that the Service had no concerns with the project as proposed.</p> <p>See Section 8.2 and Appendix B</p>
<p>Climate</p>	<p>The FAA has not established a significance threshold for Climate.</p>	<p>The Proposed Action would cause a temporary and nominal increase in construction-related greenhouse gas (GHG) emissions. The Proposed Action would result in an increase of GHG operational emissions.</p> <p>See Section 8.3</p>
<p>Coastal Resources</p>	<p>The FAA has not established a significance threshold for Coastal Resources.</p>	<p>The Draft EA will be distributed to SCDHEC for review and comment.</p> <p>See Section 8.4</p>
<p>DOT Section 4(f)</p>	<p>The action involves more than a minimal physical use of a Section 4(f) resource or constitutes a “constructive use” based on an FAA determination that the aviation project would substantially impair the Section 4(f) resource.</p> <p>Resources that are protected by Section 4(f) are publicly-owned land from a public park, recreation area or wildlife and waterfowl refuge of national, state or local significance; and publicly- or privately-owned land from an historic site of national, state or local significance. FAA defines a “substantial impairment” to occur when the activities, features or attributes of the resource that contribute to its significance or enjoyment are substantially diminished.</p>	<p>Neither the No-Action Alternative nor the Proposed Action would result in the physical use or constructive use of a Section 4(f) resource.</p> <p>See Section 8.5</p>



Farmlands	The total combined score on Form AD-1006, "Farmland Conversion Impact Rating," ranges between 200 and 260 points.	The Proposed Action would not convert any designated prime farmland or farmland of unique importance. Form AD-1006 is therefore not required for the Proposed Project. See Section 8.6
Hazardous Materials, Pollution Prevention and Solid Waste	The FAA has not established a significance threshold for Hazardous Materials, Pollution Prevention and Solid Waste.	The Proposed Action would not intervene with any documented hazardous materials or environmental contamination that would pose a hazard to the proposed action, nor would it alter hazardous materials generation, storage or transport characteristics in its vicinity. Construction activities would generate construction and demolition debris that would be managed in accordance with FAA regulation and state/local waste management requirements. See Section 8.7
Historical, Architectural, Archaeological and Cultural Resources	The FAA has not established a significance threshold for Historical, Architectural, Archaeological and Cultural Resources	The Phase I Cultural Resources Survey and associated addendum report for the Proposed Action revealed no standing resources eligible for listing on the NRHP in the direct Project area. The Proposed Project would have no adverse effects on known archaeological sites. Operation of the Proposed Project would not compromise the historic or visual character of any nearby eligible historic architectural resources. See Section 8.8 and Appendix C
Land Use	The FAA has not established a significance threshold for Land Use.	Per FAA Advisory Circular AC 150_5300-13A, the Proposed Action also includes land acquisition on three off-airport parcels to resolve incompatible land use within the proposed Runway Protection Zone (RPZ) for the runway extension. See Section 8.9
Natural Resources and Energy Supply	The FAA has not established a significance threshold for Natural Resources and Energy Supply.	The Proposed Action would not utilize rare resources or resources that are in short supply. Existing utilities and energy supplies in the



		<p>vicinity of the Proposed Project would not be substantially stressed by the Project's implementation.</p> <p>See Section 8.10</p>
Noise and Noise Compatible Land Use	<p>The action would increase noise by DNL 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the No-Action alternative for the same timeframe.</p> <p>For example, an increase from DNL 65.5 dB to 67 dB is considered a significant impact, as is an increase from DNL 63.5 dB to 65 db.</p>	<p>As per FAA Order 1050.1F, current and future Airport aircraft operations do not trigger the need for a noise analysis.</p> <p>See Section 8.11</p>
Socioeconomics, Environmental Justice, Children's Health and Safety	<p>The FAA has not established significance thresholds for Socioeconomics, Environmental Justice, Children's Health and Safety</p>	<p>The No-Action Alternative would not result in the acquisition and relocation of residents or community businesses. The Proposed Action would result in the acquisition of approximately six acres of land and the relocations of two residences. Neither the No-Action Alternative nor the Proposed Action would disrupt local traffic patterns. There would be no disproportional environmental justice impacts or impacts to the health and safety of children as a result of the No-Action Alternative or from the development of the Proposed Action.</p> <p>See Section 8.12</p>
Surface Transportation	<p>The FAA has not established a significance threshold; however, substantial impacts would occur if an action would degrade Levels-of-Service at any off-airport roadways or intersections to unacceptable levels.</p>	<p>The Proposed Action would not induce substantial traffic on surrounding roadways nor would it degrade existing levels-of-service.</p> <p>See Section 8.12</p>
Visual Effects and Light Emissions	<p>The FAA has not established significance thresholds for</p>	<p>The Proposed Action would not cause substantial light emissions</p>



	Light Emissions and Visual Effects	or visual emissions that would disturb surrounding light sensitive land uses. See Section 8.13
Wetlands	<p>The action would:</p> <ol style="list-style-type: none"> 1. Adversely affect a wetland’s function to protect the quality or quantity of municipal water supplies, including surface waters and sole source and other aquifers; 2. Substantially alter the hydrology needed to sustain the affected wetland system’s values and functions or those of a wetland to which it is connected; 3. Substantially reduce the affected wetland’s ability to retain floodwaters or storm runoff, thereby threatening public health, safety or welfare; 4. Adversely affect the maintenance of natural systems supporting wildlife or fish habitat or economically important timber, food or fiber resources of the affected or surrounding wetlands; 5. Promote development of secondary activities or services that would cause the circumstances listed above to occur; or <p>Be inconsistent with applicable state wetland strategies.</p>	<p>The Proposed Action would not directly encroach upon, indirectly alter the hydrology, or indirectly deteriorate the functional value of any nearby wetlands.</p> <p>See Section 8.14</p>
Floodplains	6. The action would cause notable adverse impacts on natural and beneficial floodplain values as defined in Paragraph 4.k of DOT Order 5650.2, <i>Floodplain Management and Protection</i>	<p>The Proposed Action would not impact any of Zone A - 100-year floodplain.</p> <p>See Section 8.14</p>
Surface/Ground Water Resources	<p>The action would:</p> <ol style="list-style-type: none"> 1. Exceed water quality standards established by Federal, state, local and tribal regulatory agencies; or <p>Contaminate public drinking water supplies (or aquifers</p>	<p>The Proposed Action would not exceed established thresholds or standards of impact.</p> <p>See Section 8.14</p>



	used for these supplies) such that public health may be adversely affected.	
Wild and Scenic Rivers	The FAA has not established a significance threshold for Wild and Scenic Rivers	The nearest water bodies classified as Wild and Scenic Rivers are more than 130 miles from the Proposed Action. The nearest waterbody listed on the National Rivers Inventory (NRI) is the North Fork of the Edisto River approximately 6.8 miles from the Proposed Action. See Section 8.14
Source: Michael Baker International, 2023.		

Table 6 Significance Determination Summary		
ENVIRONMENTAL CONSEQUENCES	NO ACTION	PROPOSED ACTION
Air Quality	No Impact	No Significant Impact
Biological Resources	No Impact	No Significant Impact
Climate	No Impact	No Significant Impact
Coastal Resources	No Impact	No Impact
Farmlands	No Impact	No Impact
Hazardous Materials	No Impact	No Impact
Historic Resources	No Impact	No Impact
Land Use	No Impact	No Significant Impact
Natural Resources and Energy	No Impact	No Impact
Noise	No Impact	No Significant Impact
Socioeconomic	No Impact	No Significant Impact
Surface Transportation	No Impact	No Significant Impact
Visual and Lighting Effects	No Impact	No Significant Impact
Wetlands	No Impact	No Impact
Surface Waters	No Impact	No Impact
Floodplain	No Impact	No Impact
Wild and Scenic Rivers	No Impact	No Impact
Source: Michael Baker International, 2023.		

(1) AIR QUALITY

The FAA has a responsibility under NEPA to include in its EA’s sufficient analysis to disclose the extent of a project’s impact on the attainment and maintenance of the National Ambient Air Quality Standards (NAAQS) and any applicable state air quality standards. Thus, a project’s impact on air quality is assessed by evaluating whether it would cause a new violation of a NAAQS or contribute to a new violation in a manner that would increase the frequency or severity of the new violation. Very small projects sometimes can be evaluated qualitatively or by comparison to a previous project for which a quantitative air quality analysis is available. However, if a project requires the preparation of an EA, it is likely that a quantitative, project-



specific air quality assessment would be needed. This can be accomplished by first identifying the emissions sources associated with a project, and then estimating the emissions for each retained alternative. Knowing the emissions may help to characterize a project’s impact for the EA. The FAA’s *Air Quality Handbook* provides information on how to conduct an air quality analysis.

https://www.faa.gov/regulations_policies/policy_guidance/envir_policy/airquality_handbook/

(a) Compared to the No Action alternative, will the Proposed Action or any of the retained alternatives cause or create a reasonably foreseeable increase in air emissions due to implementation? If the action will not cause a reasonably foreseeable emission increase, a *qualitative* air quality assessment is justifiable for disclosure purposes under NEPA. Provide an explanation of the conditions and rationale upon which this finding is based along with any supporting data, reasoning and/or justification. The assessment should explain how or why implementation of the Proposed Action or any of the retained alternatives will not cause or create a reasonably foreseeable increase in air emissions. **Note:** *Examples of projects and actions that will likely cause or create a reasonably foreseeable increase in emissions include those that will cause or create an increase in aircraft operations and/or ground access vehicle trips. Other projects such as runway/taxiway improvements, roadway modifications, and/or parking facility expansions, may cause or create reasonably foreseeable increases in emissions by changing aircraft and vehicle travel patterns. By comparison, examples of projects and actions that will not likely cause or create increases in emissions include land acquisition programs or the upgrading of airfield lighting systems.*

Discuss the potential for a reasonably foreseeable increase in air emissions:

Guidance for air quality evaluation in the Aviation Emissions and Air Quality Handbook Version 3, Update 1, dated January 2015, indicates that areas possessing monitored outdoor air concentrations within the NAAQS are considered “attainment” areas. Areas possessing outdoor air concentrations in excess of the NAAQS are considered “nonattainment.” When a nonattainment area complies with the NAAQS and Clean Air Act (CAA) re-designation requirements, the EPA will classify those areas as a “maintenance area.” EPA 40 CFR Parts 51 and 93 [EPA-HQ-OAR-2006-0669; FRL-9131-7] RIN 2060-AH 93, Revisions to General Conformity Regulations notes that “only actions which cause emissions in designated nonattainment and maintenance areas are subject to the regulations.”

An Air Quality and Climate Report was compiled to document the potential for a reasonably foreseeable increase in air emissions due to the Proposed Action. A copy of the report is included in **Appendix E**. The Proposed Action would cause a reasonably foreseeable increase in air emissions from both construction activities and from the new use by corporate jet flights to and from the Airport after construction is complete.

Construction activities would be temporary and dependent on the types of equipment used, the duration of construction activities, and the specific types of activities at the time. Using a combination of the Airport Construction Emissions Inventory Tool (ACEIT)¹ and EPA’s Motor Vehicle Emission Simulator (i.e., MOVES)² model, estimates of the short-term construction emissions were calculated (for details of the analysis, see **Appendix E**). This analysis also considered the increase in motor vehicles used by workers traveling to and from the Airport and those delivering supplies for construction as well as use of construction equipment. The following table summarizes these results.

¹ TRB, ACRP Report 102, Guidance for Estimating Airport Construction Emissions, <http://www.trb.org/ACRP/Blurbs/170234.aspx>.

² EPA’s MOVES2014a is the latest version of MOVES, which includes the NONROAD model. Additional information on MOVES2014a is available at <https://www.epa.gov/moves/moves2014a-latest-version-motor-vehicle-emission-simulator-moves>.



TABLE 7 – CONSTRUCTION EMISSIONS (TONS)							
Year	Source	CO	NO _x	SO _x	PM ₁₀	PM _{2.5}	VOC
2022	Off-Road Equipment/Vehicles	5.3	13.4	0.006	0.99	0.95	1.38
	On-Road/Worker Vehicles	8.2	0.42	0.005	0.12	0.02	0.09
	Fugitives	--	--	--	0.91	0.09	0.16
	Total:	13.5	13.8	0.011	2.0	1.1	1.6
2023	Off-Road Equipment/Vehicles	4.1	10.4	0.005	0.75	0.72	1.04
	On-Road/Worker Vehicles	6.9	0.32	0.004	0.10	0.02	0.07
	Fugitives	--	--	--	0.81	0.08	0.13
	Total:	10.9	10.8	0.009	1.7	0.8	1.2

Notes: Totals may reflect rounding. Lead emissions associated with construction activities are negligible and therefore not presented in the table. Source: Crawford, Murphy & Tilly, Air Quality and Climate Report, May 2022.

Construction emissions could be minimized by using standard best management practices such as, but not limited to, limiting exposed soils, mobile watering, reducing idle times for standing equipment, reducing equipment speeds, using covered haul trucks, requiring contractors to know and instruct workers in dust control and exhaust protocols, keeping equipment properly repaired and maintained to reduce exhaust emissions, and suspending operations in high wind conditions.

Potential reasonably foreseeable increases in air emissions from operational activities including the use of jet aircraft at the Airport after the completion of construction were also estimated. This analysis included potential emissions from aircraft, auxiliary power units (APU's), ground support equipment, and motor vehicles. Aviation emissions were calculated using the latest version of the FAA's Aviation Environmental Design Tool (AEDT).³ Motor vehicle emissions were calculated using MOVES emission factors and vehicle-miles-travelled (VMT). The total emissions were calculated for the future (2023) No Action and Proposed Action for CO, NO_x, SO_x, PM_{10/2.5}, VOC and lead (Pb) (for details of the analysis, see **Appendix E**). The following table summarizes these results.

TABLE 8 – OPERATIONAL EMISSIONS (TONS)										
Year	Alternative	Source	Modes	CO	NO _x	SO _x	PM ₁₀	PM _{2.5}	VOC	Pb
2023	No Action	Aircraft	Startup/Taxi-Out	1.7	<0.01	<0.01	<0.01	<0.01	0.08	<0.01
			Takeoff	14.5	0.01	0.01	0.01	0.01	0.15	0.01
			Arrival	29.5	0.03	0.03	0.02	0.02	0.31	0.02
			Taxi-in	1.7	<0.01	<0.01	<0.01	<0.01	0.08	<0.01
		GSE	<0.01	0.01	<0.01	<0.01	<0.01	<0.01	--	
		Motor Vehicles	2.0	0.06	<0.01	0.03	<0.01	0.02	--	
			Total (No Action):	49.4	0.10	0.04	0.06	0.04	0.64	0.03
	Proposed Action	Aircraft	Startup/Taxi-Out	2.6	0.01	<0.01	<0.01	<0.01	0.15	<0.01
			Takeoff	14.5	0.11	0.02	0.02	0.02	0.15	0.01
			Arrival	29.6	0.05	0.03	0.02	0.02	0.31	0.02
			Taxi-in	2.6	0.01	<0.01	<0.01	<0.01	0.12	<0.01
		GSE	0.1	0.01	<0.01	<0.01	<0.01	0.01	--	
		Motor Vehicles	2.0	0.06	0.001	0.03	<0.01	0.02	--	
				Total (Proposed Action):	51.4	0.25	0.06	0.07	0.04	0.76

Source: Crawford, Murphy & Tilly, Air Quality and Climate Report, May 2022

As expected, due to the increase of approximately 200 additional aircraft operations due to the addition of jet aircraft, air emissions from the Proposed Action would increase over that of the No Action alternative. While any increase in Greenhouse Gases would seem problematic

³ AEDT 3d is the current release version of AEDT. Additional information on AEDT is available at: <https://aedt.faa.gov/>.



and undesirable, the calculated increase would be minor compared to other larger facilities in the region with many more aircraft operations, such as Columbia Metropolitan Airport.

For the purposes of total disclosure, a total Greenhouse Gases inventory was calculated for the Proposed Action. The GHG emissions are presented in metric tons of CO₂ equivalent (CO₂e) using the Global Warming Potential (GWP) values of 1 for CO₂, 28 for CH₄, and 265 for N₂O (based on a 100 year period) as presented in the IPCC’s Fifth Assessment Report (AR5). The following table summarizes the results.

TABLE 9 – CO ₂ e EMISSIONS (METRIC TONS)		
Year	Construction / Operational	Total CO ₂ e
2022	Construction	2,343
2023	Construction	1,927
	Operational	2,199

Note: Construction emissions modelled using ACEIT and MOVES3 modeling tools. Operational emissions modelled using AEDT 3d. Table reflects the change in operational emissions due to the proposed project only.
Source: Crawford, Murphy & Tilly, Air Quality and Climate Report, May 2022

(b) Is the Proposed Action located in a nonattainment or maintenance area for any of the NAAQS established under the Clean Air Act? **If the Proposed Project is in a nonattainment or maintenance area, identify for what pollutant(s), and do not complete this EA Form without first contacting an ATL-ADO EPS for further guidance. Note:** To review the current list of areas designated nonattainment, see the U.S. Environmental Protection Agency reference book, *The Green Book Nonattainment Areas for Criteria Pollutants* at www.epa.gov/oaqps001/greenbk/.

Document area status:

Lexington County is not in a nonattainment or maintenance area for any of the NAAQS established under the Clean Air Act (See **Appendix E**, EPA NEPAassist Report).

(c) If the action is located in an attainment area and will cause a reasonably foreseeable emission increase, you must prepare an emissions inventory for NAAQS priority pollutants and Green House Gases (GHG’s) and disclose the results. **You must contact an ATL-ADO EPS before conducting an air quality analysis. Note:** As the *Aviation Emissions and Air Quality Handbook* explains, there are different types or components of an air quality analysis that can be undertaken depending on project/action type, the change(s) to the emission sources affected, and other relevant factors. There is no single, universal criterion for determining what type of analysis is appropriate for FAA-supported projects or actions. As an aid in selecting the appropriate air quality assessment methodology, see Figure 4-5 (*Air Quality Assessment Examples*) in the *Aviation Emissions and Air Quality Handbook*. Figure 4-5 identifies the types of air quality analyses (i.e., emissions inventory, dispersion modeling, etc.) that may be appropriate for FAA-supported projects and actions. Listed by project/action type, each assessment method is generally symbolized as High, Medium or Low in terms of the likely applicability of the analysis to the project/action type. Review the *Aviation Emissions and Air Quality Handbook* to understand how to prepare the analysis (including selecting the analysis years, identifying the emission types and emission sources of interest, obtaining and/or developing the necessary input data, and running the appropriate models and/or supplemental analyses.

****IMPORTANT****



As of May 29, 2015, the FAA accepted modeling tool for predicting air emissions is the Aviation Environmental Design Tool (AEDT). The most current version of this model, currently AEDT2b *must* be used for any new analysis started after that date. Please contact an ATL-ADO Environmental Specialist if you have any questions regarding the emissions analysis or the current version of the model to use in your analysis.

Provide the emissions inventory for the No Action Alternative, Proposed Action and Retained Alternatives for the EA Study Years including both direct and indirect emissions that are reasonably foreseeable which includes operational as well as construction emissions.

Discuss the results of the emissions inventory and make a determination if the impacts are considered significant.

Based upon the calculations above, the Proposed Action would cause an increase in air emissions from both construction activities and operation activities. However, compared to other larger facilities in the region (i.e., Columbia Metropolitan Airport), the increase would be minor and not expected to impact the Attainment Status for Lexington County. In addition, the Airport's location in a largely rural area with little to no other air emission sources nearby would not add to existing sources of greenhouse gases such as an industrial complex to cause a significant source.

The emissions inventory is included above in **Section 8.1.a**

(2) BIOLOGICAL RESOURCES (INCLUDING FISH, WILDLIFE, AND PLANTS)

(a) Using the Georgia Land Use and Cover Classification System (FLUCCS), provide an assessment of the Proposed Action's and retained alternatives (if any) direct impact area (construction footprint) and indirect impact area (area indirectly impacted through facility lighting, noise contours, air emissions, and changes to water quality or quantity caused by construction equipment or facility operations). Attach a figure and table (for direct and indirect impact areas) with acreages per land use cover type to assist in the explanation.

Quantitatively discuss potential direct and indirect impacts:

The Proposed Action would impact approximately 2.46 acres of Mowed/Maintained land use and approximately 12.0 acres of Pine-Mixed Hardwood forest for the new hangar area (refer to **Figure 5**). No indirect impacts to the surrounding area are anticipated; however, increasing the runway length could result in the need for more hangar space as more corporate clients transfer to the airport. This would result in more of the Pine-Mixed hardwood forest being cleared for more area (taxilane, aprons, and hangars) to be developed. Approximately an additional 24 acres of Pine-Mixed Hardwood forest adjacent to the proposed new hangar area would be available for future development (refer to **Figure 2**).

The Proposed Action also includes select removal of tree obstructions on approximately 4.5 acres of forested land. The select removal of the trees would partially convert the existing forested land to scrub/shrub or mowed/maintained land use. Removal of the tree obstructions would require periodic maintenance to prevent the regrowth of the trees so these areas would be permanently converted to scrub/shrub or mowed/maintained land use.

(b) Describe the potential for the Proposed Action and retained alternatives (if any) to result in long-term or permanent loss of plant or wildlife species, to directly or indirectly affect plant communities, and/or involve the displacement of wildlife. Cross reference Category (14) Water Resources, if jurisdictional water bodies or wetlands are present.



Quantitatively discuss potential direct and indirect impacts:

As stated above approximately 12.0 acres of Pine-Mixed Hardwood Forest would be cleared for the construction of the new hangar area under the Proposed Action. This plant community is extremely common in the area and across the state. It is anticipated that some wildlife, particularly deer, turkey, and small mammals, would be displaced by the loss of this habitat. However, the surrounding area has much of the same type of land use cover and the displaced animals should be able to move into the areas surrounding the airport. No other direct impacts to either plant or wildlife species are anticipated. There is a potential for future development adjacent to the new hangar area which would require the additional clearing of approximately 24 acres of the Pine-Mixed Hardwood forest to the west of the taxiway. Impacts to this plant community would be negligible as it is common in the area and across the state. In addition, impacts to the wildlife species would be negligible because those species present are also common in the area and across the state.

The Proposed Action would also require the removal of tree obstructions on approximately 4.5 acres of Pine-Mixed Hardwood forest in perpetuity. The area of the select tree removal would not be further developed but would be maintained in a scrub/shrub or mowed/maintained plant community for the foreseeable future. Wildlife using the forested areas would be forced to relocate or adapt to the new plant community. As above, impacts to this plant community would be negligible as it is common in the area and across the state. In addition, impacts to the wildlife species would be negligible because those species present are also common in the area and across the state.

There are no jurisdictional water bodies or wetlands present in the PSA or on Airport property.

(c) Using U.S. Fish and Wildlife (FWS) and National Marine Fisheries Service (NMFS) flora and fauna species lists for the Action vicinity, describe the potential for the Proposed Action and retained alternatives (if any) to directly or indirectly affect any federally-listed or candidate species of flora or fauna or designated critical habitat protected under the Endangered Species Act (ESA), the Marine Mammal Protection Act (MMPA), or affect Essential Fish Habitat (EFH) identified under the Magnuson-Stevens Act. You must attach records of consultation with FWS and NMFS, as appropriate, in an appendix to the EA. **Note:** *If the Proposed Action and retained alternatives (if any) would potentially affect federally protected or candidate species, or designated critical habitat, **do not complete this EA** and contact an FAA ATL-ADO EPS.*

Quantitatively discuss the potential for the Proposed Action and retained alternatives to directly or indirectly impact federally-protected species and designated critical habitat:

A list of possible federally-protected species and designated critical habitat was obtained from the US Fish and Wildlife Service IPAC website. A copy of the report is included in **Appendix G**. There are only two listed federally protected species, the red-cockaded woodpecker (*Picoides borealis*) and the smooth coneflower (*Echinacea laevigata*) in Lexington County for the project study area.

The Monarch Butterfly (*Danaus plexippus*) is also listed as a Candidate Species and the tricolored bat (*Perimyotis subflavus*) is listed as Proposed Endangered. Neither species currently has regulatory protections under the Endangered Species Act.

The previously mentioned Pine-Mixed Hardwood Forest would not be likely habitat for the red-cockaded woodpecker which prefers mature open-canopy longleaf pine stands which are maintained by fire to exclude woody undergrowth. While individual pine trees in the area may be of sufficient size for these birds to construct nests, the presence of the hardwood mid-story would prevent long-term foraging and/or nesting. No birds or evidence of this species such as tree cavities were seen during the site visit. No critical habitat has been designated for this species.



The smooth coneflower prefers full sun in open canopy areas with some disturbance to prevent growth of woody shrubs. The mowed and maintained areas along the Pine-Mixed Hardwood forest would not be likely habitat for the coneflower due to both the presence of the hardwood mid-story and the continuous mowing and maintenance (herbicide application) activities of the airport. No plants or evidence of this species was seen during the site visit. No critical habitat has been designated for this species.

Based upon the information above, the Proposed Action would have **no effect** to listed Federally protected species. The USFWS indicated that the Service had no concerns with the project as proposed (refer to correspondence in **Appendix B**).

There are no coastal, estuarine, or marine habitats in Lexington County, therefore, the Proposed Action would have no impacts on any species or resources under the management and/or protection of the National Marine Fisheries Service (NMFS). In addition, the Proposed Action would not impact any resources protected under the Marine Mammal Protection Act (MMPA). The Proposed Action would not affect any Essential Fish Habitat (EFH) as identified under the Magnuson-Stevens Act because there are no streams or other water bodies within the PSA identified as EFH.

(d) Using South Carolina Department of Natural Resources (DNR) flora and fauna species lists for the Action vicinity, describe the potential for the Proposed Action and retained alternatives (if any) to directly or indirectly affect any state-listed species protected in the State of South Carolina. You must attach records of consultation with state jurisdictional agencies such as DNR, as appropriate, in an appendix to the EA.

Quantitatively discuss the potential for the Proposed Action and retained alternatives to directly or indirectly impact state-protected species and designated critical habitat:

The South Carolina Department of Natural Resources (SCDNR) website was accessed to obtain a copy of the state-listed species for Lexington County, South Carolina. These are shown in the table below.

Table 10 State Listed Species					
Scientific Name	Common Name	Federal Status	State Status	Global Rank	State Rank
<i>Acipenser brevirostrum</i>	Shortnose Sturgeon	LE: Federally Endangered	SE: State Endangered	G3	S3
<i>Clemmys guttata</i>	Spotted Turtle	At Risk Species	ST: Threatened	G5	S5
<i>Gopherus polyphemus</i>	Gopher Tortoise	N/A	SE: State Endangered	G3	S1
<i>Haliaeetus leucocephalus</i>	Bald Eagle	BGEPA*	ST: Threatened	G5	S2
<i>Heterodon simus</i>	Hog-nosed Snake	N/A	ST: Threatened	G2	S1S2
<i>Picoides borealis</i>	Red-cockaded Woodpecker	LE: Endangered	SE: Endangered	G3	S2

Source: South Carolina Department of Natural Resources, 2023

*Bald & Golden Eagle Protection Act



The shortnose sturgeon, spotted turtle, and bald eagle do not have habitat present within or in the vicinity of the Proposed Action, and therefore, there would be no impacts to these species. The red-cockaded woodpecker might have a few individual trees of sufficient size for cavities but the presence of a heavy midstory and lack of sufficient foraging habitat would make it unlikely to be present within or near the vicinity of the Proposed Action. The pine-mixed hardwood forest in the PSA could potentially serve as habitat for hog-nosed snake and gopher tortoise. However, since only a limited amount of clearing would occur in the forested area, displaced species would have replacement habitat immediately adjacent to cleared areas and no direct impacts are anticipated.

Based upon this information, the Proposed Action would have no effect on state-listed species. SCDNR reviewed the project and has offered no objections to this project as proposed (refer to **Appendix B**).

(e) Describe the potential for the Proposed Action and retained alternatives (if any) to directly or indirectly affect species protected under the Migratory Bird Act. You must attach a record of consultation with FWS in an appendix to the EA.

Quantitatively discuss the potential impacts:

A list of possible species protected under the Migratory Bird Act was obtained from the USFWS IPAC website. A copy of the report is included in **Appendix G**. There are eight listed protected species: the American kestrel, brown-headed nuthatch, chimney swift, prothonotary warbler, red-headed woodpecker, rusty blackbird, swallow-tailed kite, and the wood thrush.

Based upon the eBird website (<http://ebird.org/map>), the closest sighting of an American kestrel is to the southeast of the airport off SC 302 that was in 1995. The most recent nearby sighting was also off SC 302 to the northeast of the airport and dated 03-19-2020. The nesting season for this species is early to mid-March through late May to early June. Some pairs may rear two broods in a single year. Nesting habitat may include open woodlands, farmland with scattered trees, and other open communities including cities. Nests are usually natural holes in trees, abandoned woodpecker holes, holes in buildings or cliffs, and other such sites. They will also use nest boxes such as wood duck boxes. Foraging habitat is generally any open or partially open habitat, and they hunt a variety of insects and small vertebrates such as snakes, lizards, birds and mice. There is open habitat in the form of mowed and maintained areas around the airport as well as some open woodlands such as turkey oak-longleaf pine forests in the vicinity of the airport; however, most of the forested areas are planted pines which are not the open habitat foraging that this species prefers, nor the preferred nesting habitat. In general, habitat is not a limiting factor for this species in the area due to presence of agricultural fields and large areas of open turkey oak- longleaf pine forest in western Lexington County. The Proposed Action is anticipated to have **no effect** on the American kestrel.

The most recent and closest sighting of a brown-headed nuthatch was on June, 2, 2022 at 7934 Edmund Highway south of the airport. Nesting season for this species is from late February to early June. It prefers open pine forests of longleaf pine but other pine species and pine-oak forests may be utilized. It may forage in scrub-shrub areas, fence rows, and other open areas, and has been found foraging in cypress swamps. The airport is surrounded by large areas of pine forests, mostly that of planted loblolly pine, but some longleaf pine-turkey oak forest is present. The areas of do not consist of the open understory with standing dead trees preferred for select tree removal nesting. The Proposed Action is anticipated to have **no effect** on the brown-headed nuthatch.

The closest sighting of a chimney swift is southeast of the airport at Rucker Farms on July 23, 2020. There are also sightings at Peachtree Rock Heritage Preserve northeast of the airport on July 31, 2020. Nesting season is from May to early September. Appropriate man-made or



natural structures like chimneys are required for nesting. Foraging habitat is any location with suitable flying insects present in the general vicinity of nesting sites. Nesting sites are generally the limiting factor for presence of this species. Natural nest sites include hollow trees and woodpecker cavities. The large, forested areas surrounding the airport are not likely to provide suitable nesting sites due to the relatively young age of planted pine stands which do not have hollow spaces although woodpecker cavities may be present. Some of the airport buildings such as the hangars may provide some nesting sites, but these are not likely preferred nesting sites. The Proposed Action is anticipated to have **no effect** on chimney swift.

The closest sighting of a prothonotary warbler is at the Shealy's Pond Heritage Preserve to the north of the airport. The most recent reported sighting was June 6, 2021. Its nesting season is from April 1st to July 31st. The prothonotary warbler prefers mature forested floodplains and swamps for nesting. It utilizes cavities and is more successful if over water. There are no mature forests in floodplains or swamps in the PSA or within one-half mile of the project area. The Proposed Action is anticipated to have **no effect** on prothonotary warblers.

The closest sighting of a red-headed woodpecker is at 758-854 Bush Berry Road, Pelion, SC on July 3, 2019; however, the most recent sighting in the vicinity is at Peachtree Rock Heritage Preserve on July 18, 2021. Its nesting season is from May 10th to September 10th. The preferred habitat for the red-headed woodpecker is open, mature, park-like forests, particularly with beech or oak species, having dead trees and snags for nesting and foraging. It will also utilize bottomland forests for both nesting and over-wintering. The forested portion of the PSA is not the open mature forest preferred by red-headed woodpeckers. It is composed of planted/regenerated pines with a dense midstory of shrubs and hardwood species and is not the mature beech-oak community that is preferred. The oak species found are blackjack, turkey, and post oak which tend to grow slowly and remain small in dry habitats such as that found in the project area. Due to the lack of preferred habitat, the Proposed Action is anticipated to have **no effect** on red-headed woodpecker.

The closest and most recent sighting of a rusty blackbird is at 200 Charles Town Road, Pelion southwest of the airport on February 28, 2021. This species is present as a winter migrant in the southeast with nesting occurring in the northern United States and Canada. Wintering habitat is mostly forested wetlands but may include a variety of open forests, scrub areas and agricultural lands. There are no forested wetlands within or in the vicinity of the airport. Due to the lack of suitable habitat, the Proposed Action is anticipated to have **no effect** on rusty blackbird.

The closest and most recent sighting of a swallow-tailed kite was to the south of the airport on the track road above Cedar Creek on July 24, 2021. Nesting season is from early March to early June and nesting is usually in small colonies of less than six nests usually in dominant canopy trees. Various species of pines are the preferred nesting trees but they may also use cypress, cottonwood, and water oak. Foraging habitat may include pine forests, savannas, cypress swamps, cypress-hardwood swamps, and various wetland habitats such as riparian forest, freshwater marshes, and brackish marshes. Pine forests in the general vicinity of the airport are mostly planted pine or pine-mixed hardwood forests that typically do not have dominant canopy trees due to their relatively young age from planting or regeneration after clear-cutting. There are no cypress swamps or other wetland habitats in the vicinity of the airport as well. Due to the lack of suitable habitat, the Proposed Action is anticipated to have **no effect** on swallow-tailed kite.

The wood thrush was most recently seen in Peachtree Rock Heritage Preserve on April 20, 2022. Its nesting season is from May 10th to August 31st. It is found in mesic dense deciduous hardwood forests with well-developed midstory, especially bottomlands and rich hardwood forests. As stated above, the forested areas of the PSA are not the mesic, dense, rich hardwood



forests preferred by this species. They are dry, pine and pine-mixed hardwood forests typical of the sandhills region of South Carolina. Due to the lack of preferred habitat, the Proposed Action is anticipated to have **no effect** on the wood thrush.

(f) Discuss any operational, avoidance, minimization or mitigation measures (including construction mitigation measures) that have been considered in the siting of the Proposed Action and retained alternatives (if any) to mitigate impacts to biological resources. Identify all required federal, state or local permits. **Note:** *Analyses for undisturbed areas including water bodies must be conducted in consultation with FWS, other Federal agencies (NMFS, EPA, USACE), and state agencies (DEP, FWC, and water management districts), having expertise on potentially affected biotic resources and their habitats. Federal and state-listed species lists must be consulted and the potential for occurrence in the Proposed Action area must be documented. Include an analysis of construction impacts and measures to avoid and minimize impacts to ensure that this document properly addresses both permanent and temporary, constructed-related impacts on these resources.*

Quantitatively discuss any operational, avoidance, minimization or mitigation measures:

The Proposed Action has taken into consideration the siting of facilities to have minimal impact on the local area while meeting the stated purpose and need for the project. The runway extension must, of course, be in alignment with the existing runway and therefore, construction at any other location would not be feasible nor would it meet the purpose and need of the project. The proposed new hangar area must be located to allow access to the existing taxiway and runway. It has been designed to be as close to the existing terminal as possible to allow access and to minimize the construction of the new taxiway and access road which also reduces costs of the overall project.

The Proposed Action is anticipated to have no effect on any species with protected status, however, there will be a loss of habitat associated with the removal of the forested area for the construction of the new hangar area and its associated taxiway and aprons, as well as clearing required for obstruction removal. This will cause a permanent displacement of any wildlife utilizing this area. However, this habitat is typical of the area and is common throughout the sandhills region of the state. Displaced wildlife will be able to move into adjacent areas with little difficulty. Consideration will also be given to removal of only the minimum amount of the forested area necessary to facilitate the construction of the new hangar area. This would limit the impact on local wildlife.

Leaving as much as possible of the remaining forested area would also help to mitigate potential noise impacts, lighting impacts, and other operational impacts to local wildlife. While noise impacts are anticipated to be very minor, turboprop and jet aircraft will cause an increase in the noise levels for wildlife in and around the airfield. However, wildlife often becomes habituated to such noise sources and do not alter their behavior or habits, often feeding or grazing alongside runways and taxiways during takeoffs and landings.

Under the Proposed Action the extension of the runway would be in the existing mowed and maintained area north of the existing runway. The removal of this vegetation and subsequent construction of the runway extension would cause the loss of habitat for some wildlife species such as small seed-eating songbirds and small mammals such as mice. However, the area of the proposed runway is a minute percentage of the total available acreage of this type in the area. Recently, the construction of the solar energy farm southwest of the Airport has created a refuge of mowed and maintained grassy habitat suitable for such wildlife.



As part of the Proposed Action, approximately 4.5 acres of tree obstructions would be removed, and the areas maintained as either scrub/shrub or mowed/maintained communities. The removal of the trees would have similar if not the same impacts on wildlife as the removal of the Pine-Mixed hardwoods forested areas for the hangar construction given above. However, the cleared areas would not be developed so some habitat would still be available to the species displaced from the areas of construction. In some cases, the cleared areas may become preferred foraging habitat from the more diverse plant life such as seed producing grasses and berry producing shrubs. Regardless, the loss of only 4.5 acres of the forested area is a very small percentage of such habitat that is locally available to wildlife and would not be expected to impact any species to any great degree.

It is anticipated that the Proposed Action would not require any federal, state or local permits other than an NPDES land disturbance permit.

(3) CLIMATE

(a) Affected Environment - For airport actions, the study area is defined by the extent of the project changes (i.e., immediate vicinity of the airport) and should reflect the full extent of aircraft movements as part of the project changes. Consult the FAA's Air Quality Handbook for more information on defining the study area. As explained in the 1050.1F Desk Reference, analysis of GHG emissions should be quantitatively assessed in certain circumstances, but otherwise may be qualitatively assessed. Where the analysis is quantitative, the affected environment section for climate should provide the quantitative data for the existing condition, which provides the baseline of existing GHG emissions in the study area. The affected environment section should also discuss the current level of preparedness in the study area with respect to the impacts of climate change. This involves describing current measures that are in place within the study area to adapt to the impacts of climate change (e.g., sea level rise, stronger or more frequent storms, etc.). This discussion should be concise and may be quantitative or qualitative, depending on the nature of the project area.

Describe the current Climate and level of preparedness conditions in the Study Area:

Refer to **Section 7.3** for a description of the current climate.

The Lexington County government has not created plans specifically addressing climate change preparedness. However, the County has a Floodplain Management Ordinance and a Flood Management Plan enacted in 2017. Most recently the County presented a report addressing the results of the plan (for a copy of the plan and the report see the County's website: <https://lex-co.sc.gov/departments/community-development/land-development/floodplain-management>).

The report highlights 22 actions as the priority items of the plan. The County has purchased 11 of 19 properties identified as repetitive losses using federal Community Block Grant-Disaster Recovery money. The County has also purchased a remote-controlled pipe camera that is being used to identify clogged or damaged underground stormwater pipes. It has also targeted three bridges for replacement to reduce the future potential of flooding and damage from floods. One of the bridges is complete and the other two are scheduled for construction.

(b) Environmental Consequences - If GHG's and climate are not relevant to the Proposed Action and alternative(s) (i.e., because there would be no GHG emissions), this should be briefly noted and no further analysis is required.



Qualitatively discuss the reasons that the Proposed Action and retained alternatives would not affect GHG's or Climate Change:

Please see response to 8(3)(d).

(c) Where the Proposed Action or alternative(s) would not result in a net increase in GHG emissions (as indicated by quantitative data or proxy measures such as reduction in fuel burn, delay, or flight operations), a brief statement describing the factual basis for this conclusion is sufficient and no further analysis is required.

Describe the basis for "no-effect" conclusion:

Please see response to 8(3)(d).

(d) Where the Proposed Action or alternative(s) would result in an increase in GHG emissions as compared to the No Action alternative for the same study year, the emissions should be assessed either qualitatively or quantitatively using the methodology described in FAA's 1050.1F Desk Reference, Section 3.3.2 (Data Analysis). Note: Contact an ATL-ADO EPS prior to undertaking a quantitative analysis.

Explain

There would be a temporary increase in GHG emissions associated with construction activities to implement the proposed improvements and an annual increase in GHGs due to an increase in aircraft take-offs and landings.

(e) Documentation - When CO2e is quantified, the metric tonnes (MT) CO2e results should be provided in a table or similar format that compares the alternatives directly. When fuel burn is computed, the MT CO2 equal to that fuel content should be documented and discussed. See Section 3.3.3 of 1050.1F. Note: There are no significance thresholds for aviation or commercial space launch GHG emissions, nor has the FAA identified specific factors to consider in making a significance determination for GHG emissions. There are currently no accepted methods of determining significance applicable to aviation or commercial space launch projects given the small percentage of emissions they contribute. CEQ has noted that "it is not currently useful for the NEPA analysis to attempt to link specific climatological changes, or the environmental impacts thereof, to the particular project or emissions, as such direct linkage is difficult to isolate and to understand." Accordingly, it is not useful to attempt to determine the significance of such impacts. There is a considerable amount of ongoing scientific research to improve understanding of global climate change and FAA guidance will evolve as the science matures or if new Federal requirements are established.

Provide a discussion of the analysis including data tables comparing the No Action and retained alternatives for each study year:

Total Greenhouse Gas emissions were calculated for the Proposed Action. The No Action Alternative would not have construction associated air emissions because there would be no construction activities nor would there be any increase in operations emissions because there would be no new aircraft using the facility. The GHG emissions are presented in metric tons of CO2 equivalent (CO2e) using the Global Warming Potential (GWP) values of 1 for CO2, 28 for CH4, and 265 for N2O (based on a 100 year period) as presented in the IPCC's Fifth Assessment Report (AR5).



TABLE 11 – CO ₂ e EMISSIONS (METRIC TONS)		
Year	Construction / Operational	Total CO ₂ e
2022	Construction	2,343
2023	Construction	1,927
	Operational	2,199

Note: Construction emissions modelled using ACEIT and MOVES3 modeling tools. Operational emissions modelled using AEDT 3d. Table reflects the change in operational emissions due to the proposed project only.

Source: Crawford, Murphy & Tilly, Air Quality and Climate Report, May 2022.

(f) Reducing Emissions - Reduction of GHG emissions resulting from FAA actions contributes towards the U.S. goal of reducing aviation’s impacts on climate. For NEPA reviews of proposed FAA actions that would result in increased emissions of GHGs, consideration should be given to whether there are areas within the scope of a project where such emissions could be reduced. GHG emission reduction can come from measures such as changes to more fuel efficient equipment, delay reductions, use of renewable fuels, and operational changes (e.g., performance-based navigation procedures). However, GHG emission reduction is not mandated and will not be possible in all situations.

Discuss measures to reduce emissions associated with the Proposed Action:

Construction emissions could be minimized by using standard best management practices such as, but not limited to, limiting exposed soils, mobile watering, reducing idle times for standing equipment, reducing equipment speeds, using covered haul trucks, requiring contractors to know and instruct workers in dust control and exhaust protocols, keeping equipment properly repaired and maintained to reduce exhaust emissions, and suspending operations in high wind conditions. Construction plans and specifications could include stipulations requiring use of low emission vehicles and requirements that diesel combustion engines not in active use be turned off.

There appear to be no feasible or reasonable methods to reduce the estimated increase in GHG emissions associated with the increase in aircraft operations that would occur with the proposed improvements. However, the increase in aircraft operations would be minimal in comparison to the annual operations at other facilities such as the Columbia Metropolitan Airport.

(g) Climate Adaptation - The environmental consequences section should include a discussion of the extent to which the proposed action or alternatives(s) could be affected by future climate conditions, based on published sources applicable to the study area. For example, a project area’s ability to sustain impacts caused by climate changes should be described (e.g., identify current robustness and height of seawalls for coastal airports). This discussion should include any considerations to adapt to forecasted climate change conditions.

Discuss potential climate conditions relevant to the Proposed Action:

The elevation of the Study Area is approximately 450 feet above mean sea level and would therefore not readily be impacted by a rise in sea level. Additionally, any other potential change to climate (i.e., a change that could result in stronger/more frequent storms) would not exclusively impact the project area.

(4) COASTAL RESOURCES

(a) Is the Proposed Action located within the Coastal Barrier Resources System (CBRS), as delineated by the U.S. Fish and Wildlife Service (FWS) Official CBRS maps? If the Proposed



Action is located within the CBRS, **do not complete this EA** and contact an FAA ATL-ADO EPS.

Explain:

Lexington County is not a coastal county and there are no coastal resources located within the county. The Proposed Action would not impact any Coastal Barrier Resources.

(b) The Georgia Department of Environmental Protection (DEP), Georgia State Clearinghouse, Office of Intergovernmental Programs, will coordinate a consistency review of the Proposed Action under the following authorities: Presidential Executive Order 12372; § 403.061 (42), Georgia 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 ATL-ADO EPS must review the Draft EA prior to submittal to the Clearinghouse for consistency review. The Airport Sponsor then submits the Draft EA to the Clearinghouse. Contact the Clearinghouse (850-245-2161) for the required number of copies and format. The Clearinghouse will make a determination of the Proposed Action’s consistency with Georgia’s Coastal Management Program (FCMP) based on information contained in the Draft EA. **Note:** *The FCMP consistency review process normally takes 30 to 45 days and is conducted during the public and agency review of the Draft EA. The Clearinghouse will send a consistency determination letter with state comments to the Airport Sponsor. The Airport Sponsor must include a copy of the consistency letter and the Airport Sponsor’s responses to any comments received from state agencies in an appendix to the Final EA submitted to the FAA ATL-ADO.*

Ensure that the Proposed Action is consistent with the enforceable policies of the FCMP (<http://www.dep.state.fl.us/cmp/federal/>). Acknowledge submittal of the Draft EA to the Clearinghouse for review.

The Draft EA will be sent to all applicable parties for review.

(5) DOT SECTION 4(f)

(a) Describe and identify on an attached figure all DOT Section 4(f) resources both on-airport and within the airport’s vicinity (or area encompassed by the composite DNL 65 dBA noise contour for the Proposed Action, reasonable alternatives (if any) and No Action alternative). Resources that are protected by Section 4(f) are publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance; and publicly or privately owned land from an historic site of national, state, or local significance. Cross-reference Category (11) Noise and Compatible Land Use, as applicable.

Describe 4(f) resources and attach a figure if applicable:

The closest DOT Section 4(f) resource to the Proposed Action site is Pelion Park. This municipal park consists of a football field, a soccer field, two baseball fields, canteens, restrooms, walking trail, and a playground. The park is located approximately 1.5 miles south of the Proposed Action in the Town of Pelion.

As discussed in **Section 8(8)**, no historically significant properties are located on or within the vicinity of the Proposed Action.

(b) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) have a direct impact (physical use or “taking”) or indirect impact (constructive use) on any of any Section 4(f) sites or facilities? To assess constructive use refer



to "FAR Part 150, Appendix "A", Table 1, Land Use Compatibility With Yearly Day-Night Average Sound Levels" If **YES, do not complete this EA** and contact the FAA ATL-ADO EPS.

Discuss the results of the analysis:

Implementation of either the Proposed Action or the No Action Alternative will not require use or a taking of a DOT Section 4(f) resource. The Proposed Action will not necessitate a change in flight paths and would not result in a significant increase in activity to the airport, thus, the Proposed Action will not result in a constructive use of a DOT Section 4(f) resource.

(6) FARMLANDS--PRIME, UNIQUE OR STATE-SIGNIFICANT FARMLAND

(a) Compared to the No Action alternative does the Proposed Action and retained alternatives (if any) involve the acquisition of Prime, Unique or statewide and locally important farmland, or the conversion/use of these types of farmlands that are protected by the Federal Farmland Protection Policy Act (FPPA)? Contact the Georgia Natural Resources Conservation Service (NRCS). For more information see: <http://www.nrcs.usda.gov/wps/portal/nrcs/main/fl/soils/>

If appropriate, attach record of coordination with the Georgia NRCS, including a completed Form AD-1006. **Note:** *Farmland subject to FPPA requirements does not have to be currently used for cropland. It can be forest land, pastureland, cropland, or other land, but not land used for water storage or urban built-up land. Also, the "Part 523-Farmland Protection Policy Manual" notes that lands identified as "urbanized area" (UA) on Census Bureau maps are not subject to the provisions of the FPPA. See <https://www.census.gov/geo/maps-data/maps/2010ua.html> for Census Bureau maps.*

Discuss analysis and add tables and graphics as appropriate:

According to the US Department of Agriculture (USDA) - Natural Resources Conservation Service (NRCS) Lexington County Soil Survey, the soils within the PSA are comprised of Lakeland soils, which are not classified as Prime, Unique or statewide and locally important farmland. No areas within the PSA are used for agricultural purposes and most of the PSA is located within the existing Airport property. Therefore, neither the No Action Alternative or the Preferred Alternative would involve the acquisition of Prime, Unique, or state or locally significant farmland, or the conversion/use of these types of farmlands that are protected by the Federal Farmland Protection Policy Act (FPPA).

(7) HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

(a) Compared to the No Action alternative, would the Proposed Action and reasonable alternatives (if any) violate applicable Federal, state, tribal or local laws or regulations regarding hazardous materials and/or solid waste management?

Explain:

Implementation of either the No Action Alternative or the Proposed Action would not violate any applicable Federal, state, tribal, or local laws or regulations regarding hazardous materials and/or solid waste management. Any solid waste generated by the construction of the Proposed Action would be disposed of at an approved facility according to all applicable state and local regulations. An approved Stormwater and Pollution Prevention Plan would be in place before the start of construction as required by SCDHEC regulations.

(b) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) involve a contaminated site (including but not limited to a site listed on the National Priorities List)? Describe how the Proposed Action site was evaluated for hazardous



substance contamination. Reference electronic database searches and attach in an appendix any record of consultation with appropriate expertise agencies (e.g., US Environmental Protection Agency (EPA), Georgia DEP).

Explain:

A comprehensive environmental database report was obtained from GeoSearch, LLC (GeoSearch Radius Report, May 19, 2020 – Order No. 146097) to identify known hazardous waste and/or petroleum sites. The database report located a total of seven sites. Two sites were the existing underground storage tanks maintained by the Airport for aircraft fueling. Two sites were older underground storage tanks which are classified as leaking underground storage tanks, which have since been issued No Further Action determinations from SCDHEC. There is also one site with groundwater that was contaminated with elevated levels of nitrates identified east of the Airport. Additional information on this site was obtained from a previously completed Phase II ESA.⁷ There are also two sites associated with the Airport that are on the Federal Registry System (FRSSC). This registry is for all facilities that produce any kind of hazardous waste such as used oil or parts cleaning solution often associated with garages or maintenance areas.

No construction activities associated with the Proposed Action would occur in the vicinity of the underground storage tanks or maintenance facilities. For the area of nitrate groundwater contamination, this property is located at is closest approximately 300 feet east of the PSA. This property is down slope of the PSA, as the area of the runway extension drains towards this property. Nitrate is a groundwater containment that can cause health issues when ingested via drinking water.⁸ Based on the groundwater elevation data provided in the Phase II ESA, depth to groundwater ranges from approximately 50 to 100 feet below existing ground elevation in the vicinity of the Airport. The construction activities related to the Proposed Action are not anticipated to breach the water table and nitrates are a contaminant that is related to the ingestion of drinking water. Therefore, the contamination identified east of the Airport from the former C.E. Taylor Septage Application Site is not anticipated to have an adverse effect on the Proposed Action. In addition, the Land Application Permit for this site was not renewed, septage application was ceased, and it is under a 30-year monitoring requirement per an SCDHEC enforcement action.⁹ Coordination with SCDHEC included in **Appendix F**. Additional coordination occurred with SCDHEC as documented in the Phase 1 Environmental Site Assessment included in **Appendix F**.

Site reconnaissance was conducted in May 2020 and July of 2022. No obvious signs of contamination were observed during the site reconnaissance.

The Radius Report is included in **Appendix F**.

A Phase 1 Environmental Site Assessment was completed for the off-airport property acquisitions and no RECs were identified. An abbreviated copy of the Phase 1 Environmental Site Assessment is included in **Appendix F**.

(c) Does the Proposed Action include land acquisition? A qualified Environmental Professional must prepare an Environmental Due Diligence Audit (EDDA) in accordance with FAA Order 1050.19B, *Environmental Due Diligence Audits in the Conduct of FAA Real Property Transactions*. In particular, a Phase I EDDA must be conducted prior to the acquisition of real property. The Phase I EDDA must be attached to the EA.

Explain:

Implementation of the Proposed Action would require land acquisition on three off-airport parcels to resolve incompatible land use within the proposed Runway Protection Zone (RPZ). This acquisition would occur as either fee-simple acquisition of all the parcels (6.02 acres),



fee-simple acquisition of the area where the RPZ overlaps off-airport parcels (1.5 acres), and/or avigation easements for the area where the RPZ overlaps off-airport parcels (1.5 acres).

As mentioned above, a Phase 1 Environmental Site Assessment was completed for the proposed parcels to be acquired and no RECs were noted. An abbreviated copy of the Phase 1 Environmental Site Assessment is included in **Appendix F**.

(d) Compared to the No Action alternative would the Proposed Action and retained alternatives (if any) produce an appreciably different quantity or type of hazardous waste?

Explain:

The No Action alternative would not produce any hazardous waste. The Proposed Action would be expected to produce only general construction debris which would be disposed of in an approved facility.

(d) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) generate an appreciably different quantity or type of solid waste or use a different method of collection or disposal and/or would exceed local capacity? If **YES**, are local disposal facilities capable of handling the additional volumes of solid waste resulting from the Action? A letter from the local waste management handling facility may be necessary.

Explain:

As stated previously, the Proposed Action would be expected to produce only general construction debris. The contractor would be required to dispose of this solid waste at an approved facility. No additional or unusual method of disposal would be expected.

(e) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) adversely affect human health and the environment with regards to hazardous materials or solid waste?

Explain:

The Proposed Action would not be expected to adversely affect human health and/or the environment with regards to hazardous materials or solid waste.

(f) Is there a sanitary landfill containing municipal solid waste (MSW) located within 10,000 feet of a runway serving turbo-powered aircraft, or 5,000 feet of a runway serving piston-powered aircraft? **Note:** *A sanitary landfill containing municipal solid waste (MSW) is incompatible with airport operations if the landfill is located within 10,000 feet of a runway serving turbo-powered aircraft, or 5,000 feet of a runway serving piston-powered aircraft. Refer to FAA Advisory Circular 150/5200.33 "Hazardous Wildlife Attractants on or Near Airports," and FAA Order 5200.5B, "Guidance Concerning Sanitary Landfills on or Near Airports."*

Explain:



The GIS data maintained by SCDHEC was reviewed for the presence of known municipal solid waste facilities within the vicinity of the existing airport. There are no known municipal solid waste facilities within 10,000 feet of the Airport.

(8) HISTORICAL, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES

(a) Describe and identify on an attached figure any *known* sites listed-in or eligible for listing on the National Register of Historic Places (NRHP) within the Proposed Action’s and retained alternatives (if any) Area of Potential Effect (APE), which is defined as “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties”. The APE includes the direct impact area (limits of ground disturbance) and as applicable the indirect impact area encompassed by the composite DNL 65 dBA noise contour of the Proposed Action, No Action, and retained alternatives (if any). Protected resources include historic sites, districts, objects, archaeological remains, historic structures, public parks, publicly-owned recreation areas, and wildlife or waterfowl refuges. Accomplish this review through searching the NRHP database, consultation with the Georgia State Historic Preservation Officer (SHPO), local historic groups, local jurisdictions, federally recognized tribes in the State of Georgia, and airport staff. Historic airport facilities (50 years or older) must be included. **Note:** *If any known listed or eligible NRHP sites are identified within the Proposed Action’s APE (direct or indirect), you must immediately contact the ATL/ADO Environmental Specialist for further instruction regarding Section 106 of the National Historic Preservation Act (NHPA).*

Describe and identify on attached figure (as applicable) any known sites in the direct and indirect impacts APE:

New South Associates, Inc. (New South) completed a Phase I cultural resources survey and addendum survey of the Proposed Action project study area. This cultural resource investigations included both archaeological and historic architecture surveys and was conducted to assist the client in meeting its obligations under Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800).

No archaeological sites or isolated finds were identified during the cultural resources survey. One previously recorded historic architectural resource (Resource 0937) was in the project’s APE, but outside the project boundary. This resource consists of a compact brick ranch house dating to 1962 that is recommended not eligible for the NRHP. No historic architectural resources were newly identified. An addendum survey was completed in July of 2022 to survey additional PSA that was added after the 2020 survey. No additional resources were noted in the addendum survey.

Based upon these results, there are no resources recommended as eligible for the NRHP within the PSA or APE. SHPO has concurred with this findings and correspondence can be found in **Appendix C.**

(b) Consultation with the SHPO and tribes should be conducted early in the process and prior to submittal of the preliminary Draft EA to the ATL/ADO EPS. Discuss Georgia SHPO and tribal consultation responses below. **Records of consultation with the Georgia SHPO and federally recognized tribes and their responses must be included in an appendix to the EA.** All public out-reach efforts should apply to these groups as well. **Note:** *Letters to the Georgia SHPO and federally recognized tribes must come from the FAA. Draft letters for FAA signature. Discuss the proposed action and attach a figure identifying the area of potential effect (APE) on a recent aerial. Include in the discussion whether a cultural resource assessment study (CRAS) has been done for the APE. Provide a written effects determination*



along with supporting documentation to the SHPO/THPO and the consulting parties (see 36 CFR § 800.5). Make one of the following conclusions: (1) no historic properties present in the APE; (2) no adverse effect on historic properties; or (3) adverse effect on historic properties. You must review <http://www.dot.state.fl.us> for a list of federally recognized tribes, contacts and addresses. If any known listed or eligible NRHP sites are identified within the Proposed Action's APE, you must immediately contact the ATL/ADO Environmental Specialist for further instruction regarding Section 106 of the National Historic Preservation Act (NHPA).

Discuss Georgia SHPO and tribal consultation responses.

The South Carolina SHPO concurred with the findings of the New South Cultural Resources Survey Reports (refer to letter in **Appendix C**).

Letters explaining the Proposed Action and requesting information were sent to THPOs of the Catawba Indian Nation, Eastern Band of Cherokee Indians and the Muscogee Creek Nation. Responses were received from the Muscogee Creek Nation and Catawba Indian Nation, both indicating that no sacred sites or cultural resources are known to occur within the immediate project area. Responses received from the THPOs are included in **Appendix H**.

(c) Compared to the No Action alternative, would the Proposed Action or retained alternatives (if any) result in *direct effects* (physical disturbance or destruction, damage, alteration, isolation of the property from its surroundings, or moving a property from its historic location), or *indirect effects* (introduction of visual, auditory, or atmospheric elements that are out of character with the property or that would diminish the integrity of the property's setting), on any NRHP property or NHRP-eligible property? Cross reference your response with other applicable impact categories such as noise and compatible land use, air quality and Section 4(f)/6(f) resources.

Discuss direct or indirect effects on NRHP or NHRP-eligible properties.

No impacts, either direct or indirect, to any NRHP listed or NRHP-eligible property would occur as a result of the Proposed Action.

If any heretofore unknown archaeological sites were to be discovered during construction, all work in the area would cease immediately and the proper authorities would be notified. Any remedial action or mitigation regarding the newly located resource would be conducted under the direction of the proper authorities.

(9) LAND USE

(a) Compared to the No Action Alternative, would the Proposed Action and retained alternatives (if any) result in any impacts to off-airport land uses and/or require a change to the local comprehensive plan and zoning map?

Discuss any impacts to off-airport land uses or changes to a local comprehensive plan or zoning.

No, the Proposed Action would not result in any impacts to off-airport land uses and/or require a change to the local comprehensive plan and zoning map.

The Proposed Action would require the removal of approximately 4.5 acres of Pine-Mixed Hardwood forest for tree obstructions. The forested areas would be maintained as scrub/shrub or mowed/maintained communities in perpetuity, therefore there would no change in the land use and would not require a change to the local comprehensive plan and zoning map.



The Proposed Action would require the acquisition of approximately six acres of land for an incompatible land use for the proposed runway extension Runway Protection Zone (RPZ). This acreage would become part of the airport property and would not require a change to the local comprehensive plan and zoning map.

(b) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) be located near or create a potential wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards on and Near Airports"?

Discuss potential wildlife hazards.

No, the Proposed Action would not be located near or create a potential wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards on and Near Airports". The Proposed Action would occur entirely on existing Airport property. The development of the new hangar, apron and taxiway area would require the clearing of a mixed pine and hardwood forested area which would reduce the available habitat for deer in the vicinity of the existing taxiway and hangar area.

(c) If the Airport Sponsor is filing a federal Airport Improvement Program (AIP) grant application for construction of the Proposed Action, an executed letter from the Airport Sponsor to the FAA with the land use assurance language noted below must be attached as an appendix to this EA.

"Per 49 USC Section 47107(a)(10), that appropriate action, including adopting zoning laws, has been or will be taken to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including the landing and takeoff of aircraft."

Note: The Sponsor's assurance letter must be related to existing and future planned land uses in the airport vicinity.

Identify Draft EA Appendix that contains the Airport Sponsor's land use assurance letter or explain why one is not required.

Not applicable. There is no grant application associated with the design or construction of the proposed action.

(10) NATURAL RESOURCES AND ENERGY SUPPLY

(a) Identify suppliers of energy resources found in the area such as power plants, water utilities, sewage disposal utilities, and suppliers of natural gas and petroleum, as applicable. Identify the approximate amount of other resources such as water, asphalt, aggregate, and wood a project would use in the construction, operation, and maintenance of a project and identify where the suppliers are located.

Discuss:

The suppliers of energy resources at the Lexington County Airport include:

- Electricity – Duke Energy
- Water – Lexington County Joint Municipal Water and Sewer Commission (LCJMWSC)
- Sewage Disposal – Lexington County Joint Municipal Water and Sewer Commission
- Natural Gas – South Carolina Electric and Gas (Dominion Energy)



The FAA considers an action to have a significant impact on natural resources and energy when an action’s construction, operation, or maintenance would cause demands that exceed available or future natural resource or energy supplies. When proposed actions necessitate the expansion of utilities, power companies or other suppliers would need to be contacted to determine if the proposed project demands can be met by existing or planned facilities. The Proposed Action is not expected to require expansion of utilities to meet the demands.

(b) Compared to the No Action alternative, what effect would the Proposed Action and retained alternatives (if any) have on energy supplies or other natural resource consumption? Would demand exceed supply?

Explain:

The use of energy and natural resources will occur both during construction and operation of the proposed action (e.g., electric power and aviation fuels and lubricants). However, the proposed action is not anticipated to result in substantial increases in demand for natural resources or energy consumption beyond what is readily available by service providers. The use of energy and natural resources will be limited to only those necessary to meet the regulatory construction and safety requirements for users and local populations.

(c) Identify whether the Proposed Action and retained alternatives (if any) would incorporate sustainable design features such as conservation of resources, use of pollution prevention measures, minimization of aesthetic effects, and address public (both local and traveling) sensitivity to these concerns.

Explain:

Final designs are not available at this time. During the final design process, consideration of the above listed sustainable design features will be considered and implemented if determined to be feasible and reasonable to the Proposed Action.

(11) NOISE AND COMPATIBLE LAND USE

(a) Determine if a noise analysis should be conducted per FAA Order 1050.1F, Appendix B . Airport operations must not exceed the threshold for both existing and forecast years (with and without the Proposed Action). If operations exceed the threshold, coordinate with the ATL/ADO EPS prior to conducting a noise analysis. **Note:** *No noise analysis is needed for projects involving Design Group I and II airplanes (wingspan less than 79 feet) in Approach Categories A through D (landing speed less than 166 knots) operating at airports whose forecast operations in the period covered by the NEPA document do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 annual jet operations (2 average daily operations). These numbers of propeller and jet operations result in DNL 60 dB contours of less than 1.1 square miles that extend no more than 12,500 feet from start of takeoff roll. The DNL 65 dB contour areas would be 0.5 square mile or less and extend no more than 10,000 feet from start of takeoff roll. Also, no noise analysis is needed for projects involving existing heliports or airports whose forecast helicopter operations in the period covered by the NEPA document do not exceed 10 annual daily average operations with hover times not exceeding 2 minutes. These numbers of helicopter operations result in DNL 60 dB contours of less than 0.1 square mile that extend no more than 1,000 feet from the pad. Note that this rule applies to the Sikorsky S-70 with a maximum gross takeoff weight of 20,224 pounds and any other helicopter weighing less or producing equal or less noise levels. Airport forecasts must be consistent with the most recent FAA Terminal Area Forecast (TAF).*



Document the most recent TAF for the airport, the existing and forecast annual operations in the EA study years for the No Action alternative, the Proposed Action and any retained alternatives. Discuss whether the thresholds described above would be exceeded or not and whether a quantitative or qualitative noise analysis is appropriate for the Proposed Action.

The most recent TAF report for Lexington County Airport is included in **Appendix I**. Based upon the report, for the Year 2023, the number of projected aircraft annual operations is a total of 6,513 operations. For the No-Action Alternative the projected aircraft annual operations for the year 2030 would be a total of 6,660 annual operations and for the year 2045, a total of 6,963 annual operations.

Table 12 below summarizes the aircraft airframe/engine and number of annual aircraft operations forecast to occur in the year 2023 without and with the proposed improvements.

TABLE 12– AIRCRAFT FLEET MIX AND OPERATIONS			
Airframe	Engine	Number of Operations	
		No Action	Proposed Action
Beech Bonanza 36	TIO540	2,590	2,590
Raytheon Beech Baron 58	TIO540	1,350	1,350
Mooney M20-K	TSIO360	754	754
Cirrus SR20	IO360	620	620
Cessna 150 Series	O200	432	432
Piper PA-28 Cherokee Series	O320	404	404
Cessna 172 Skyhawk	IO360	350	350
Bombardier Challenger 350	01P14HN011	--	200
Total		6,500	6,700

None of the projected annual operations for the No-Action Alternative nor the Proposed Action would exceed the 90,000 annual operation threshold to require a noise analysis study. Note that at this time turboprop and jet aircraft do not utilize the current airport facilities.

(b) Aircraft noise screening may rule out the need for more detailed noise analysis if screening shows no potential for significant noise impacts. The Area Equivalent Method (AEM) can be used in evaluating proposed actions and alternative(s) at an airport which result in a general overall increase in daily aircraft operations or the use of larger/noisier aircraft, as long as there are no changes in ground tracks or flight profiles. If the AEM calculations indicate that the action would result in less than a 17 percent (approximately a DNL 1 dB) increase in the DNL 65 dB contour area, there would be no significant impact over noise sensitive areas and no further noise analysis would be required. If the AEM calculations indicate an increase of 17 percent or more, or if the action is such that use of the AEM is not appropriate, then the noise analysis must be performed using the Aviation Environmental Design Tool (AEDT) to determine if significant noise impacts would result. See the Area Equivalent Method (AEM) Version 7.0c User’s Guide, October 2012 for further information on conducting an AEM screening procedure.

Note: *If more detailed noise analysis is required, the model must be used to determine if significant noise impacts would result from implementation of the Proposed Action.*

Information regarding the FAA’s AEDT 2b can be found in the 1050.1F Desk Reference and at <https://aedt.faa.gov/> .

Explain the results of the AEM analysis if used.

Not applicable.



(c) Describe the affected environment for noise and noise compatible land use. Refer to the 1050.1F Desk Reference section 11.2, Affected Environment, for necessary information. The steps generally required to describe the affected environment for noise and noise compatible land are as follows:

- *Determine the study area for noise analysis.* An airport environs study area must be large enough to include the area within the DNL 65 dB contour, and may be larger.
- *Identify noise sensitive areas in the study area and pertinent land use information;* A noise sensitive area is defined in Paragraph 11-5.b (8) of FAA Order 1050.1F.
- *Describe **current** noise conditions in the study area.* Noise exposure contours must include DNL 65, 70, and 75 dB levels. Identify the number of residences or people residing within each noise contour where aircraft noise exposure is at or above DNL 65 dB. Identify the location and number of noise sensitive uses in addition to residences (e.g., schools, hospitals, nursing homes, parks, recreation areas, historic structures) that could be significantly impacted by noise. Use recent aerial photographs, GIS mapping and other resources to depict land uses within the noise study area.

Not applicable.

(d) Describe the potential noise impacts of the proposed action and alternative(s), if any, for each timeframe evaluated. Use the AEDT to provide noise exposure contours for DNL 5 dB increments for the DNL 65, 70, and 75 dB levels. For all comparisons analyzed, the analysis needs to identify noise increases of DNL 1.5 dB or more over noise sensitive areas that are exposed to noise at or above the DNL 65 dB noise exposure level, **or** that would be exposed at or above the DNL 65 dB level due to a 1.5 dB or greater increase, when compared to the No Action alternative for the same timeframe. For each modeling scenario analyzed, disclose, quantify and discuss:

- number of residences or people residing within each noise contour interval where aircraft noise exposure is at or above DNL 65 dB,
- the net increase or decrease in the number of people or residences exposed to each increment of noise
- location and number of noise sensitive land uses in addition to residences (e.g., schools, hospitals, nursing homes, parks, recreation areas, historic structures) exposed to DNL 65 dB or greater
- when DNL 1.5 dB increases to noise sensitive land uses are documented within the DNL 65 dB contour, also identify the location and number of noise sensitive land uses within the DNL 60 dB contour that are exposed to aircraft noise levels at or above DNL 60 dB but below DNL 65 dB and are projected to experience a noise increase of DNL 3 dB or more
- noise impact on noise sensitive areas within the DNL 65 dB contour.

Use multiple graphics to depict the noise contours and land uses and noise sensitive resources within the noise contours for all alternatives. Include arrival, departure and touch and go flight tracks. Graphics should be scaled and sufficiently large and clear to be readily understood



Not applicable.

(e) Discuss whether there is a significant noise impact for the Proposed Action and retained alternatives (if any) compared to the No Action alternative. FAA Order 1050.1F Exhibit 4-1 provides the FAA’s significance threshold for noise i.e. *The action would increase noise by DNL6 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65dB level due to a DNL 1.5dB or greater increase, when compared to the no action alternative for the same timeframe.* For example, an increase from DNL 65.5 dB to 67 dB is considered a significant impact, as is an increase from DNL 63.5 dB to 65 dB. The determination of significance must be obtained through the use of noise contours and/or grid point analysis along with local land use information and general guidance contained in Appendix “A”, Table 1 of 14 CFR part 150. If there is a potential significant noise impact for the Proposed Action, **do not** complete this EA and contact the ATL ADO/EPS for further guidance.

Explain:

Not applicable.

(e) For some noise analyses, it may be necessary to include noise sources other than aircraft departures and arrivals in the noise analysis. This can be determined by examining the action and determining the potential impacts caused by noise other than aircraft departures and arrivals. Some examples are engine run-ups, aircraft taxiing, construction noise, and noise from related roadway work and roadway noise. The inclusion of these sources should be considered on a case-by-case basis, as appropriate. Discuss whether the Proposed Action and retained alternatives (if any) have the potential to cause noise other than aircraft related noise. See 1050.1F Desk Reference, Section 11.5 for additional information.

Discuss if analysis of other noise sources is warranted. If it is, conduct the analysis and describe the results here.

Not applicable.

(f) Discuss any mitigation measures that are in effect at the time of the proposal or are proposed to be taken to mitigate significant impacts resulting from the Proposed Action and/or the retained alternatives. See 1050.1F Desk Reference, Section 11.6 for common operational measures to mitigate noise, common mitigation measures related to noise and noise-compatible land use, and common construction mitigation measures. Local land use actions are within the purview of local governments. The FAA encourages local governments to take actions to reduce and prevent land uses around airports that are not compatible with airport operations and aircraft noise. Airports receiving federal grant funding have a compatible land use obligation, as described in 1050.1F Desk Reference, Section 11.5.3 Airport Actions. Discuss what is being done regarding compatible land use by the local jurisdiction(s) with land use control authority.

Not applicable.

(12) SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, AND CHILDREN’S ENVIRONMENTAL HEALTH AND SAFETY RISKS

(a) When compared to the No Action alternative, would the Proposed Project and retained alternatives (if any) change business and economic activity in the community; impact public



service demands; induce shifts in population movement and growth, or other factors identified by the public, etc.? If **YES**, describe how these impacts would be minimized or mitigated.

Explain:

Yes, it is anticipated that the Proposed Action would increase usage of the Airport for turboprop and jet aircraft as well as all aircraft currently utilizing the Airport facilities. In the short term, the Proposed Action would provide construction jobs during the construction of the runway extension and the new hangar, apron and taxiway. After completion of the construction, long-term benefits would include new jobs through the stationing of more aircraft at the Airport as well as increased maintenance activities and sales of supplies for those aircraft. Indirect and cumulative benefits might occur from an increased manufacturing presence due to improved access for corporate clients provided by the runway extension and expanded hangar facilities. All of these results would provide increased economic opportunities for the surrounding community.

(b) When compared to the No Action alternative, would the Proposed Project and retained alternatives (if any) result in the need to relocate any homes or businesses? If **YES, do not** complete this EA and contact the ATL/ADO EPS for further guidance.

Explain:

Yes, the Proposed action would require the purchase of approximately six acres of land and cause the relocation of two residences due to incompatible land use associated with the runway extension Runway Protection Zone (RPZ). The two residences are located in the Lexington Farms Community, which consists largely of manufactured homes on individual lots. The two residences consist of single-family manufactured homes situated on 2.0 acre lots. The third parcel is also 2.0 acres in size, but is currently undeveloped. According to Lexington County Tax data, the taxable value on these three parcels is approximately \$15,000 each, which is similar to the surrounding community. The acquisition of the three parcels represents a small percentage of the overall community, so impacts to the community and associated housing is anticipated to be minor in nature. Due to the number of undeveloped parcels and property in the immediate vicinity, adequate relocation housing and/or property (to utilize for a relocated manufactured home) is anticipated to be available. Additional demographic data is included in for the community is included in the tables below.

Table 13 Minority Statistics	
	Block Group 1, Census Tract 209.10, Lexington County, South Carolina
Total Population	2,381
Hispanic or Latino	287
Not Hispanic or Latino	2,094
Population of One Race	1,974
White Alone	1,908
Black or African American Alone	36
American Indian and Alaska Native Alone	19
Asian Alone	6
Native Hawaiian and Other Pacific Islander alone	1
Some Other Race alone	4
Population of two races:	115
White; Black or African American	25



White; American Indian and Alaska Native	67
White; Asian	8
White; Native Hawaiian and Other Pacific Islander	0
White; Some Other Race	14
Black or African American; American Indian and Alaska Native	0
Black or African American; Asian	0
Black or African American; Native Hawaiian and Other Pacific Islander	1
Black or African American; Some Other Race	0
American Indian and Alaska Native; Asian	0
American Indian and Alaska Native; Native Hawaiian and Other Pacific Islander	0
American Indian and Alaska Native; Some Other Race	0
Asian; Native Hawaiian and Other Pacific Islander	0
Asian; Some Other Race	0
Native Hawaiian and Other Pacific Islander; Some Other Race	0
Source: 2020 DEC Redistricting Data (PL 94-171) (Table P1)	

Table 14 General Demographic Characteristics	
	Block Group 1, Census Tract 209.10, Lexington County, South Carolina
Total Population	2,165
Sex and Age	
Male:	1,056
Female:	1,109
Under 5 years	246
5 to 9 years	124
10 to 14 years	96
15 to 17 years	65
18 and 19 years	29
20 years	28
21 years	20
22 to 24 years	93
25 to 29 years	289
30 to 34 years	128
35 to 39 years	115
40 to 44 years	97
45 to 49 years	121
50 to 54 years	142
55 to 59 years	89
60 and 61 years	83
62 to 64 years	167
65 and 66 years	41
67 to 69 years	89



70 to 74 years	66
75 to 79 years	22
80 to 84 years	38
85 years and over	7
Median Household Income	\$42,733
Employment	
In Labor Force	1,091
Employed	1,019
Unemployed	72
Occupancy Status	
Total Units	975
Occupied	870
Vacant	105
Occupied Housing Units	
Owner Occupied	768
Renter Occupied	94
Sources: 2020 DEC Redistricting Data (PL 94-171) (Table B01001) 2020 American Community Survey Five-Year Estimates (Table B19013) 2020 Decennial Census (Table H1) 2020 American Community Survey Five-Year Estimates (Table B25014) 2020 American Community Survey Five-Year Estimates (Table B23025)	

The Sponsor provided adjacent property owners (including those identified for potential acquisition as well as parcels where proposed clearing would occur) letters (via certified mail) giving a brief overview of the project, a description of the potential land acquisition options, as well as details on how to provide comments (refer to **Appendix J**). Comments received from this outreach would be included as part of the Public Notice Period and would be addressed in the Final EA/FONSI, if appropriate.

During the Public Notice Period for the public review of the EA, residents that previously commented on the project would receive a direct notification (via mail or email) that the EA is available for review and comment. The notification would also include the details of the Public Meeting. To reach the surrounding community, the Sponsor would also publish a notice of availability in local newspapers, make announcement on social media channels, and make project information available on the County Website. Formal comments received during the review period would be compiled in a spreadsheet/database detailing each comment. Revisions would occur to the Final EA as needed to address comments received.

In order to mitigate for the property impacts, all relocations would be completed in compliance with the *Uniform Relocation and Real Property Acquisition Policies Act*, 49 CFR Part 24, and FAA Order 5100.37, as outlined in FAA AC 150/5100-17 *Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects*. Special assistance would be granted for the elderly, disabled, or illiterate so that they are sure to take full advantage of all of their benefits during the relocation process and so they are sure to select appropriate replacement housing. The purpose of these regulations is to ensure that owners of real property to be acquired for Federal and federally-assisted projects are treated fairly and



consistently, to encourage and expedite acquisition by agreements with such owner, to minimize litigation and relieve congestion in the courts, and to provide public confidence in Federal and federally-assisted land acquisition programs.

Potentially displaced residents that have occupied a property for 90 days or more immediately prior to the initiation of negotiations, are entitled to moving and related expense payments. For owners, a relocation housing payment of up to \$31,000 necessary to offset additional costs in the purchase of a replacement dwelling, or a payment of up to eligible purchase payment for renting replacement housing. For renters, a payment of up to \$7,200 for purchasing or renting replacement housing.¹⁰

During the land acquisition process, meetings would occur with landowners and relocation specialists to provide an overview of the relocation process (if required). Landowners would have an opportunity to review FAA AC 150/5100-17 *Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects* and the FAAs *Land Acquisition for Public Airports, How and Why your Local Government Acquires Real Property for Public Airports* brochure detailing the acquisition process.

If required, relocation specialists would work with displaced residents to determine their specific needs and preferences while explaining the relocation assistance program and providing, in writing, the required federal benefits available. Relocation specialists would also provide information regarding the availability and costs of comparable housing and other services as detailed in FAA Advisory Circular 150/5100-17, *Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects*.

(c) Cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion or a decrease in Level of Service (LOS) on local roadways?

Explain:

No, there would be no anticipated alteration in surface traffic patterns or noticeable increase in surface traffic congestion or a decrease in Level of Service (LOS) on local roadways as a result of the Proposed Action.

(d) Would the Proposed Action and retained alternatives (if any) have the potential to lead to a disproportionately high and adverse impact to an environmental justice population, i.e., a low-income or minority population? Consider impacts in other environmental impact categories (noise, air); or impacts on the physical or natural environment that affect an environmental justice population in a way that the FAA would determine are unique to the environmental justice population and significant to that population. *See 1050.1F Desk Reference, Chapter 12 for guidance.* If **YES, do not** complete this EA and contact the ATL/ADO EPS for further guidance.

Explain:

No, the Proposed Action would not have any anticipated potential to lead to a disproportionately high and/or adverse impact to an environmental justice population, i.e., a low-income or minority population. As explained in Section 7, the local population is not composed of a predominately minority and/or low-income population as compared to the rest of Lexington County.

While off-airport property acquisition on three parcels would occur, these impacts are not disproportionate as impacts to the community and associated housing is anticipated to be minor in nature. If residential relocations are required, adequate relocation housing and/or property (to utilize for a relocated manufactured home) is anticipated to be available, these



acquisitions are not anticipated to have an adverse impact on community cohesion, would not disrupt availability of public/private services, and Lexington County will be available to provide special assistance as needed to ensure that appropriate replacement housing is realized. In addition, extending the runway to the south (Alternative 3A) would result in a larger amount of community impacts (37.7 acres of acquisition – 8 relocations) when compared to the Preferred Alternative.

Any economic impacts would be anticipated to be beneficial in nature. Other potential impacts would be anticipated to be minor in nature and not either unique or significant to any environmental justice population. Lexington County is currently in attainment for EPA air quality standards and the Proposed Action would not be anticipated to contribute to decreased air quality for the surrounding area.

(e) Would the Proposed Action and retained alternatives (if any) result in any environmental health risks and/or safety risks that may disproportionately affect children? Environmental health risks and safety risks include risks to health or to safety that are attributable to products or substances that a child is likely to come in contact with or ingest, such as air, food, drinking water, recreational waters, soil, or products they might use or be exposed to. It may be beneficial to determine the number of schools, daycares, parks, and children’s health clinics in the study area. Consider impacts to children’s health and safety in the context of other impact categories (air, noise, water quality).

Explain:

No, the Proposed Action would not be anticipated to result in any environmental health risks and/or safety risks that may disproportionately affect children. There are no known schools, daycares, parks, and/or children’s health clinics within one mile of the project study area.

(13) VISUAL EFFECTS INCLUDING LIGHT EMISSIONS

(a) Compared to the No Action alternative, describe any new lighting systems associated with the Proposed Action and retained alternatives (if any). Describe the new types of lighting, their intensity, height and direction of emissions that would be constructed and operational.

Explain:

The Proposed Action would add a new hangar area which would require the same low intensity outdoor and safety lighting as the other hangars in the terminal area. It is not expected that this type of lighting would cause any impacts to the adjacent areas.

The runway extension would include edge and threshold lighting and also include the relocation of the existing PAPI to the edge of the extended runway.

(b) Would the Proposed Action and retained alternatives (if any) have the potential to create annoyance or interfere with normal activities for nearby residential areas or other light-sensitive resources or affect the visual character of the area due to the light emissions, including the importance, uniqueness, and aesthetic value of the affected visual resources? If appropriate, provide a graphic depicting the location of residential areas or other light-sensitive resources in the airport vicinity in relation to the Proposed Action’s and retained alternatives (if any) new lighting system.

Explain:

The Proposed Action would take place on an existing airfield with existing lighting on the



adjacent terminal area as well as the adjacent vehicle parking lot. As there are existing airport functions adjacent to the proposed hangar and apron area expansion, and no residences are in the immediate vicinity, no adverse light emissions impacts are anticipated in the proposed hangar area.

For the runway extension, the additional edge and threshold lighting would only be utilized when an aircraft is actively using the runway. The extension of the runway would locate the runway closer to residences along the western edge of the Airport property. However, since the runway lighting would only be utilized when aircraft is using the runway and the existing runway already utilizes edge lighting in this general vicinity, no adverse light emissions impacts are anticipated as a result of the runway extension.

The relocated PAPI would only be visible at an approximately 30-degree angle by approaching aircraft and would therefore not be in the viewshed for residences adjacent to the airport.

(c) Identify whether a local community, government or jurisdictional agency would consider visual effects from the Proposed Action’s (and retained alternatives) lighting objectionable to people’s properties and people’s use of resources covered by DOT Section 4(f), LWCF Section 6(f), and the National Historic Preservation Act (NHPA) Section 106. Consider the potential extent the proposed action would have to: affect the nature of the visual character of the area, including the importance, uniqueness, and aesthetic value of the affected visual resources; contrast with the visual resources and/or visual character in the study area; and block or obstruct the views of visual resources, including whether these resources would still be viewable from other locations.

Explain:

The local community is a typical rural residential and agricultural community. There are no resources such as DOT Section 4(f), LWCF Section 6(f), or the NHPA Section 106 properties within one mile of the Proposed Action study area, therefore the Proposed Action would have no adverse impacts to any of these resources.

(14) WATER RESOURCES - WETLANDS, FLOODPLAINS SURFACE WATERS, GROUNDWATER, AND WILD AND SCENIC RIVERS

WETLANDS

(a) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) impact federal or state jurisdictional and non-jurisdictional wetlands? If **YES**, provide an assessment of the Proposed Action and retained alternatives (if any) wetland impacts. **Quantify both** acreage and Functional Loss in accordance with U.S. Army Corps of Engineers (USACE) and state agency (water management district (WMD)) or Georgia Department of Environmental Protection (FDEP) requirements. If protected species or habitat resources are affected, USFWS and FWC must be consulted and consultation must be attached as an appendix to this EA. Cross-reference with Category (2) Biotic Resources, as applicable.

Provide assessment of wetland impacts:

No wetlands or other WOUS are located within the PSA boundary. There is one NWI feature classified as riverine toward the northwest within a 1/2-mile buffer; this feature appears to be a man-made drainage feature. There are two NWI features located within a 1-mile buffer to the southeast which appear to be a pond with a non-forested fringe wetland. None of these features would be impacted by the proposed project (refer to **Figure 6**).



A field site visit to the proposed PSA in May 2020 and July 2022 did not locate any other previously unidentified wetland or other WOUS features; therefore, the entire PSA consists of uplands and no impacts to wetlands or WOUS would be expected.

A Jurisdictional Determination from the U.S. Army Corps of Engineers (USACE) was received on February 9, 2021. A copy of a Jurisdictional Determination is included in **Appendix D**. An additional request was submitted to the USACE on August 1, 2022 for additional PSA added to the project since the February 9, 2021 approval. This request was approved on September 28, 2022, and is also included in **Appendix D**.

(b) If the Proposed Action would unavoidably impact a wetland, explain why the wetland is the only practicable location for the Proposed Action. Consider the purpose and need, FAA design standards, engineering, environmental, economic, technical feasibility or any other applicable factor. FAA will consider this information in its independent evaluation of alternatives (see 40 CFR 1506.5.) **Note:** *Federal regulations require "that no discharge shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact to the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences" (per Memorandum of Agreement between The Department of the Army and Environmental Protection Agency, The Determination of Mitigation under the Clean Water Act Section 404 (b)(1) Guidelines, February 1990.*

Discuss:

The Proposed Action would not impact any wetlands.

(c) If the Proposed Action would affect federal and/or state jurisdictional wetlands, discuss all practicable means to avoid and minimize wetland impacts through modifications or permit conditions. FAA will consider this information in its independent evaluation of measures that will be used to minimize harm to wetlands (see 40 CFR 1506.5).

Discuss avoidance and minimization measures evaluated and unavoidable wetland impacts:

The Proposed Action would not impact any wetlands; therefore, avoidance and/or minimization of impacts are not required.

(d) Discuss appropriate and practicable compensatory mitigation for unavoidable adverse impacts which remain after all appropriate and practicable minimization has been provided. Identify the location of proposed compensatory mitigation, including acreage, Functional Gain, and estimated cost. USACE and WMD or FDEP consultation must be attached in an appendix to this EA that includes acknowledgement of required permits and proposed mitigation.

Discuss compensatory mitigation and attach record of jurisdictional agency consultation:

The Proposed Action would not impact any wetlands; therefore, compensatory mitigation is not required.

(e) List all required permits that will be obtained for wetland impacts (USACE Section 404, WMD, FDEP or local). USACE Standard Individual Permits require public notice. For NEPA purposes, this is conducted during public and agency review of the Draft EA. **Note:** Nationwide General Permits authorize a category of activities throughout the U.S., Puerto Rico, and U.S. Virgin Islands that are similar in nature and cause only minimal individual and cumulative environmental impacts. Nationwide General Permits may authorize minor filling, roads, utility lines, maintenance of existing structures and other minor activities; they may require mitigation. Standard Individual Permits are required for activities which may cause more than



minimal adverse effects to the aquatic environment and exceed the terms and conditions of a general permit; they require public notice and review by state and federal resource agencies; most require mitigation.

List all wetland permits:

The Proposed Action would not impact any wetlands; therefore, USACE permits would not be required.

(f) Attach a statement from the Airport Sponsor committing to the implementation of a mitigation plan developed to the satisfaction of the USACE in consultation with state and local agencies having an interest in the affected wetland.

A mitigation plan is not required.

FLOODPLAINS

(a) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) be located in, or encroach upon, any base/100-year floodplains, as designated by the Federal Emergency Management Agency (FEMA)? If YES, you must quantify the encroachment and attach the corresponding FEMA Flood Insurance Rate Map (FIRM) and proceed to (b) and (c).

Explain and quantify the floodplain encroachment and attach FEMA FIRM Map, if applicable:

There are no base/100-year floodplains within 1 mile of the Proposed Action study area; therefore, no impacts to FEMA floodplains are anticipated (refer to Figure 6).

(b) In accordance with Executive Order 11988, explain why the Proposed Action and retained alternatives (if any) must be located in or affect the base/100-year floodplain. Include (1) a description of significant facts considered in making the decision to locate the Proposed Action in or to affect the floodplain, including alternative sites and actions; (2) a statement indicating whether the Proposed Action (and retained alternatives if any) conforms to applicable state or local floodplain protection standards; (3) a description of the design steps taken to modify the Proposed Action to minimize potential harm to or within the floodplain; and (4) a statement indicating how the Proposed Action affects the natural or beneficial values of the floodplain.

Explain:

There are no base/100-year floodplains within 1 mile of the Proposed Action study area; therefore, no impacts to FEMA floodplains are anticipated (refer to Figure 6).

(c) If the Proposed Action or retained alternative would cause an encroachment of a base/100-year floodplain, the Airport Sponsor must provide an opportunity for early public review during the EA process, in accordance with Section 2(a)(4) of Executive Order 11988 and Paragraph 7 of DOT Order 5650.2. For NEPA purposes, this is conducted during public and agency review of the Draft EA.

Discuss what actions were taken to make the Draft EA available for early public review and what notification of floodplain impacts was made.

There are no base/100-year floodplains within 1 mile of the Proposed Action study area; therefore, no public review is required.



SURFACE WATERS AND GROUND WATERS

(a) When compared to the No Action alternative, will the Proposed Action and retained alternatives (if any) require a Section 401 water quality certificate (WQC) for construction activities or impacts to navigable waters, including jurisdictional wetlands? Explain the status of and/or any issues associated with obtaining this certificate. Attach any correspondence from the issuing agency. Cross reference your response with Wetlands, as applicable.

Explain:

There are no navigable waters, and/or jurisdictional wetlands within the Proposed Action study area and no impacts to any are anticipated; therefore, no Section 401 WQC is required.

(b) Is a National Pollutant Discharge Elimination System (NPDES) permit required for the Proposed Action and retained alternatives (if any)? If **YES**, explain the status and attach any comments received from the issuing agency or a copy of the permit.

Explain:

A NPDES permit would be required for land disturbing activities such as clearing and grubbing of the new hangar area and grading for construction of the runway extension and new hangars with their associated apron, taxiway and vehicle parking and access.

A NPDES permit has not been applied for at this time. One will be applied for after all project design is complete.

(c) Would the Proposed Action and retained alternatives (if any) affect a public drinking water supply, a sole source aquifer, or a Comprehensive State Groundwater Protection Program (CSGWPP)? If **YES**, attach records of consultation with EPA and state, local or tribal water quality agencies responsible for protection programs.

Explain:

There are no public drinking water supplies or sole source aquifers within the Proposed Action study area. No impacts to these resources would be anticipated by the construction of the runway extension or new hangar area.

Lexington County is within the Western Capacity Use Area of the SCDHEC Groundwater Capacity Use Areas along with Aiken, Allendale, Bamberg, Barnwell, Calhoun, and Orangeburg counties. Groundwater use in any of the capacity use areas requires a permit for any facility that withdraws and uses 3 million gallons or more in any month of the year. The Proposed Action will not require the construction of a groundwater well so no permits will be required.

Public water supply wells have a Groundwater Well Protection Zone which restricts any use with the potential for causing groundwater contamination within the area of the protection zone. The Airport is not within the protection zone for any permitted groundwater wells and, therefore, would not cause any impacts to any groundwater wells in the vicinity.

(d) Provide sufficient description of the mitigation measures the Airport Sponsor will carry out for the Proposed Action to: meet WQC terms or the conditions of any applicable NPDES permits; protect public drinking water supplies or comply with applicable CSGWPPs; develop response plans to contain any potential spills of oil or oil-based products associated with the



Proposed Action; meet any other substantial water quality concerns that water quality agencies identify; or, use best management practices (BMPs) or best available technologies (BATs).

The contractor will be required to adhere to any and all requirements of the NPDES permit. There may be potentially minor runoff issues during clearing and grading activities, however, all construction activities would be conducted in accordance with the airport’s Spill and Pollution Prevention Plan (SPPP) and applicable FAA regulations, and state and local procedures and regulations.

Furthermore, all contractors will be expected to use best management practices and/or best available technologies to prevent impacts from construction activities.

WILD AND SCENIC RIVERS

(a) Is the Proposed Action’s project study area within any Wild and Scenic Rivers System (WSRS), study rivers, National Rivers Inventory (NRI), or otherwise eligible rivers or river segments under Section 5(d)? If no Wild and Scenic Rivers, study rivers, NRI, or Section 5(d) rivers are found within the study area, no further analysis is needed. If **YES**, contact an FAA ATL/ADO EPS for further guidance. **Note:** *The study area should be defined as the entire geographic area with the potential to be either directly or indirectly impacted by the proposed action and alternative(s). For example, if construction of a new facility is part of the proposed action or alternative(s), the study area should include any areas directly impacted through any visual, audible, or other type of intrusion that is out of character with the river or alters the outstanding features of the river’s setting. The study area should also include any area indirectly impacted by the proposed action and alternative(s), such as rivers or river segments many miles downstream from the construction footprint of a project which may experience changes in water quality or quantity due to the proposed action and alternative(s). In addition, the default boundaries of Wild and Scenic Rivers as defined in the Wild and Scenic Rivers Act extend to a maximum of one-quarter mile from the ordinary high water mark on each side of the river (an average of not more than 320 acres per mile). As a result, be sure to consider any area within this boundary as part of the study area. Georgia has two rivers designated as wild and scenic in accordance with the Wild and Scenic Rivers Act; the Loxahatchee River in southeast Georgia, and the Wekiva River in central Georgia. The NPS’s NRI website at: <http://www.nps.gov/ncrc/programs/rtca/nri/> provides a map which can assist in determining if any rivers in the study area are included on the NRI; and the National Wild and Scenic River’s Designated Wild and Scenic Rivers website at: <http://www.rivers.gov/map.php> provides a list of all designated Wild and Scenic Rivers in the National System as well as all study rivers.*

Explain:

There are no Wild and Scenic Rivers in Lexington County so there would be no impacts to any Wild and Scenic Rivers from the Proposed Action.

9. CUMULATIVE IMPACTS

Cumulative impacts are impacts that a proposed action and retained alternatives (if any) would have on a particular resource when added to impacts on that resource from past, present, and reasonably foreseeable future actions undertaken or proposed by the Airport Sponsor, the FAA, other Federal, state or local agencies, or a private entity. **Note:** *List all sources of information including projects shown on an airport’s ALP or identified in an airport’s master plan, on airport*



projects approved by the FAA, the airport’s 5 year CIP, the local jurisdiction’s approved land use map and long range transportation plan, and substantial locally approved development projects. Identify off-airport projects that are within the same political jurisdiction or within approximately 5 miles of the airport, and the existing and future 65 DNL noise contour. For wetland and biotic resource impacts consider water management district basin boundaries.

(a) In order to determine whether the Proposed Action and retained alternatives (if any) would have a cumulative effect on any of the environmental impact categories discussed above, identify any on-airport projects that may have common timing and/or location; and any off-airport projects in the airport’s vicinity outside of the Airport Sponsor or FAA’s jurisdiction. Generally use 3 years for past projects and 5 years for future foreseeable projects. For each past, present, and future project, you must discuss environmental impacts and any required permits.

Explain:

Future Projects (On-Airport)

- Development of additional hangar areas

Future Projects (Off Airport):

- Edmund Highway Improvements - S. Lake Drive (SC 6) to Old Charleston Road (S-625)¹¹
- Pine Street – Edmunds Highway – Hartley Quarter Road (S-2450 to S-73 (Fish Hatchery Road)¹²
- According to Lexington County GIS Mapping and SCDOT GIS Mapping no additional off-airport projects were identified in the vicinity of the Airport.^{13,14}

In review of the Proposed Action, the measurable impacts taken into consideration for Cumulative Impacts would include the addition of impervious surface (water resources) and habitat conversion (biological resources).

The future hangar area development as shown on the current ALP (refer to **Appendix A**) would also result in the addition of impervious surface and the conversion of habitats from forested areas to maintained area of the airport. These projects would require coordination with SCDHEC for stormwater and land disturbance NPDES permitting and coordination with FAA for compliance with NEPA. NEPA compliance would include coordination with the SCDNR and USFWS.

The future improvements to Edmund Highway would likely also result in additional impervious surfaces and conversion of forested habitats to maintained right-of-way. Since this project would likely have wetland/stream impacts, it would be subject to Section 404 of the Clean Water Act, which would require a Section 404 Permit. This process would include coordination with the USFWS and SCDNR. This project would also likely be subject to SCDHEC stormwater and land disturbance NPDES permitting.

(b) Considering the impacts of the Proposed Action (and retained alternatives if any) together with the environmental impacts of past, present, and future projects discussed in 12(a) above, discuss whether cumulative impacts would exceed a significant impact threshold where one is provided. If no threshold is provided, discuss whether potential cumulative impacts would be considered substantial by any Federal, state, or local agency, or the public. Significant impact thresholds are provided in Exhibit 4-1 of FAA Order 1050.1F and in 5050.4B Table 7-1 for each resource category.

Explain:



Additional impervious surfaces could increase the amount of runoff into nearby surface waters. However, the Proposed Action and other future improvements would be required to complete the NPDES permitting process, which would include the review of a Stormwater Management Plan prior to construction. These efforts would minimize the amount of stormwater runoff entering into surface waters and result in avoidance of cumulative impacts to water quality near the Airport. Since these future projects would be subject to regulations and permitting with regard to water quality, the cumulative impact is not anticipated to surpass the significance thresholds or:

- Exceed water quality standards established by Federal, state, local and tribal regulatory agencies; or,
- Contaminate public drinking water supplies (or aquifers used for these supplies) such that public health may be adversely affected.

A cumulative impact to habitats would occur as a result of the Proposed Action and future on and off-airport projects resulting from the conversion of forested habitats to maintained areas. However, these projects would be subject to federal reviews that would ensure that USFWS and SCDNR have an opportunity to review project impacts. A significant impact threshold is not defined by the FAA for projects with impacts to non-protected biological resources. Due to the rural nature of the Airport and its surrounding area, the loss of habitat types associated with these actions would only represent a very small percentage of forested area and these habitat types in Lexington County and would therefore likely not be considered a significant impact by an agency outside of the FAA. Since the Proposed Action would only impact biological resources without federal protections, it would not contribute as a significant impact when taking into account future projects.

10. MITIGATION MEASURES

(a) As defined in the CEQ Regulations at 40 CFR § 1508.20, mitigation includes avoiding the impact; minimizing the impact; rectifying the impact by repairing, rehabilitating, or restoring the environment; reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and compensating for the impact by replacing or providing substitute resources.

Summarize all mitigation measures discussed in the Environmental Impact Categories of this EA that will be taken to avoid creation of significant impacts to a particular resource as a result of the Proposed Action. Discuss any impacts that cannot be mitigated, or that cannot be mitigated below the threshold of significance. *Significant impact thresholds are provided in Exhibit 4-1 of FAA Order 1050.1F for each resource impact category and in 5050.4B Table 7-1.*

The sections of this Focused EA listed below provide proposed mitigation for the Proposed Action:

- Fish, Wildlife, and Plants: **Section 8(2) (f)**;
- Undiscovered archeological resources: **Section 8(8)(c)**;
- Natural resources, energy, and sustainable design: **Section 8(10)(c)**; and,
- Water Quality: **Sections 8(14) Surface Waters and Ground Waters (a), (b), (d).**

The measures would minimize and mitigate the unavoidable impacts on the affected environmental resources. The Proposed Project would not significantly affect any of the resources evaluated in this Focused EA. The mitigation noted would ensure all unavoidable effects are below applicable significant threshold.



11. PERMITS

List all required permits for the Proposed Action, including the lead agency, status, and responsible entity. Discuss coordination with appropriate agencies and the expected time frame for receiving identified permits. Indicate whether any difficulties are anticipated in obtaining required permits. **Note:** *Even though the Airport Sponsor has/shall obtain one or more permits from the appropriate Federal, state, and local agencies for the Proposed Action, initiation of any construction activities shall **NOT** begin until the FAA has issued its environmental determination based on the information in this EA.*

It is anticipated that the following permits would be required prior to commencement of construction:

- **Stormwater Discharge Permit (Construction):** The County will submit a NOI for coverage of anticipated construction-related stormwater discharges under the NPDES General Permit.
- **Construction Permit(s):** Construction contractors will secure necessary permits for construction activities.

12. CONSISTENCY WITH APPROVED PLANS OR LAWS

(a) Is the Proposed Action consistent with existing environmental plans, laws, and administrative determinations of Federal, state, regional, or local agencies?

Explain:

Yes, the Proposed Action is consistent with existing environmental plans, laws, and administrative determinations of federal, state, regional, and local agencies.

(b) Are there any other Federal approvals or permits required?

Explain:

No other federal approvals or permits are required.

(c) Is the Proposed Action consistent with plans, goals, policies, or controls that have been adopted for the area in which the airport is located?

Explain:

Yes, the Proposed Action is consistent with plans, goals, policies, and controls adopted for the area in which the Airport is located.

13. PUBLIC AVAILABILITY

(a) Discuss whether any public meetings were held during development of the Draft EA. Provide a list of all agencies and persons consulted in the preparation of this EA. Discuss any input from local officials or public groups regarding the Proposed Action. Discuss whether a public hearing is warranted i.e. there is substantial environmental controversy concerning the



Proposed Action or there is substantial interest in holding a hearing or another agency with jurisdiction over the action requests a public hearing.

A public meeting was not held during development of the Draft EA. However, a Notice was published in the Lexington County Chronical on September 17, 2020 and a press release went out to local/social media providing the basic project information and a link to the Lexington County website, where more detailed project information was available (refer to **Appendix J**).¹⁵ The intent of the notice was to inform the public of the project and gauge interest for additional public involvement. Twenty-two responses were received during the notice period (refer to **Appendix K**). None of the responses received requested additional public involvement activities. Once the Draft EA is made available for public review, all the commenters will be sent a notification to review the document and provide further comment.

In addition, during field surveys in July of 2022, residents directly adjacent to the project were contacted to obtain written permission to access their properties for field surveys. During direct coordination with adjacent land owners, no negative feedback was received.

The Sponsor provided adjacent property owners (including those identified for potential acquisition as well as parcels where proposed clearing would occur) letters (via certified mail) giving a brief overview of the project, a description of the potential land acquisition options, as well as details on how to provide comments (**refer to Appendix J**). Comments received from this outreach would be included as part of the Public Notice Period and would be addressed in the Final EA/FONSI, if appropriate.

During the Public Notice Period for the public review of the EA, residents that previously commented on the project would receive a direct notification (via mail or email) that the EA is available for review and comment. The notification would also include the details of the Public Meeting. To reach the surrounding community, the Sponsor would also publish a notice of availability in local newspapers, make announcement on social media channels, and make project information available on the County Website, which would also include the announcement of the Public Meeting. Formal comments received during the review period and during the Public Meeting would be compiled in a spreadsheet/database detailing each comment. Revisions would occur to the Final EA as needed to address comments received.

The following regulatory and tribal entities were provided early notice of the Proposed Project and were solicited for comment: FAA, the USACE, the USEPA, the USFWS, the USDA-NRCS, the US Department of the Interior, NOAA-NMFS, US Housing and Urban Development, the SC Budget and Control Board State Clearinghouse, SC Department of Agriculture, SC SHPO, SCDHEC, SCDNR, SC Department of Commerce, SC Parks, Recreation and Tourism, SC Forestry Commission, S.C. Human Affairs Commission, the Catawba Indian Nation, Eastern Band of Cherokee Indians, and the Muscogee Creek Nation.

Comments on the early notice were received by the SCDHEC Department of Air Quality and the Bureau of Land and Waste Management, SCDNR, USACE, and the USFWS. The Catawba Indian Nation and Muscogee Creek Indian Nation also provided comment. All agency responses are available in **Appendix L** and Tribal responses are available in **Appendix H**. In addition, the USFWS response is located in **Appendix B**.

(b) After review by the FAA ATL/ADO EPS, the EA must be issued by the Airport Sponsor as a Draft EA for a 30-day public and agency review period. Concurrent with the 30-day public review period, the Airport Sponsor must submit the Draft EA to the Georgia State Clearinghouse and to Federal, state and local agencies (as determined by the ATL/ADO EPS). The Airport Sponsor must publish a notice of availability of the Draft EA for public review in the



local newspaper and airport sponsor’s website, if available. **Note:** Certain special purpose environmental laws, regulations, or executive orders require public notice, and must be included as part of the Draft EA notice of availability. These include but are not limited to section 2(1)(4) of E.O. 11988, Floodplain Management, section 2(b) of E.O. 11990, Protection of Wetlands, Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, and Order DOT 5610.2, Environmental Justice.

Discuss and acknowledge submittal of a Draft EA for public and agency review.

The Draft EA will be publicly advertised using a Notice of Availability (NOA) and made available for public and agency review upon direction by the FAA. The County will hold a public meeting during the public and agency review period with the meeting notice advertised along with NOA.

A minimum 30-day public and agency review of the Draft EA will follow the NOA; no notices or early review opportunities as required by special-purpose regulations are required for the EA. This section will be updated as appropriate throughout the EA process.

A notification of the availability of the EA for review will be provided to all of those that previously provided comments.

(c) Comments on the Draft EA received from the Georgia State Clearinghouse, Federal and state agencies, and the public must be attached to the Final EA. The Airport Sponsor must provide draft responses for FAA review by the ATL/ADO EPS.

Summarize comments received and identify an appendix to the EA within which the comments and responses are found.

To be provided upon dissemination of the Draft EA and termination of the public comment period.

14.LIST ALL ATTACHMENTS TO THIS EA

- Figures**
- Figure 1 – Project Location
 - Figure 2 – Proposed Action (Preferred Alternative)
 - Figure 3 – Proposed Action (Preferred Alternative) – RPZ Detail
 - Figure 4 – Proposed Action (Alternative 3A Considered But Eliminated)
 - Figure 5 – Proposed Action Impacts
 - Figure 6 – Waters and Floodplains
- Appendices**
- Appendix A – Airport Layout Plan
 - Appendix B – U.S. Fish and Wildlife and S.C. Department of Natural Resources Coordination
 - Appendix C – State Historic Preservation Office Coordination
 - Appendix D – Jurisdictional Determination
 - Appendix E – Air Quality Information
 - Appendix F – Hazardous Materials Information
 - Appendix G – U.S. Fish and Wildlife Service IPaC Report
 - Appendix H – Tribal Historic Preservation Office Responses
 - Appendix I – Terminal Area Forecast
 - Appendix J – Public Involvement Materials
 - Appendix K – Public Comments
 - Appendix L – Additional Agency Coordination



15. PREPARER CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, true and correct.

Signature:	
Name, Title:	Edward J. Smail, Environmental Specialist
Affiliation:	Michael Baker International
Date:	
Phone Number:	843-745-8808
Email:	esmail@mbakerintl.com

16. AIRPORT SPONSOR CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, true and correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed action(s) until FAA issues a final environmental decision for the proposed action(s), and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred and all appropriate Federal, state and local permits and certifications have been obtained.

Signature:	
Name, Title:	Tim Shumpert, Airport Director
Affiliation:	Lexington County
Date:	
Phone Number:	803-785-8205
Email:	tshumpert@lex-co.com

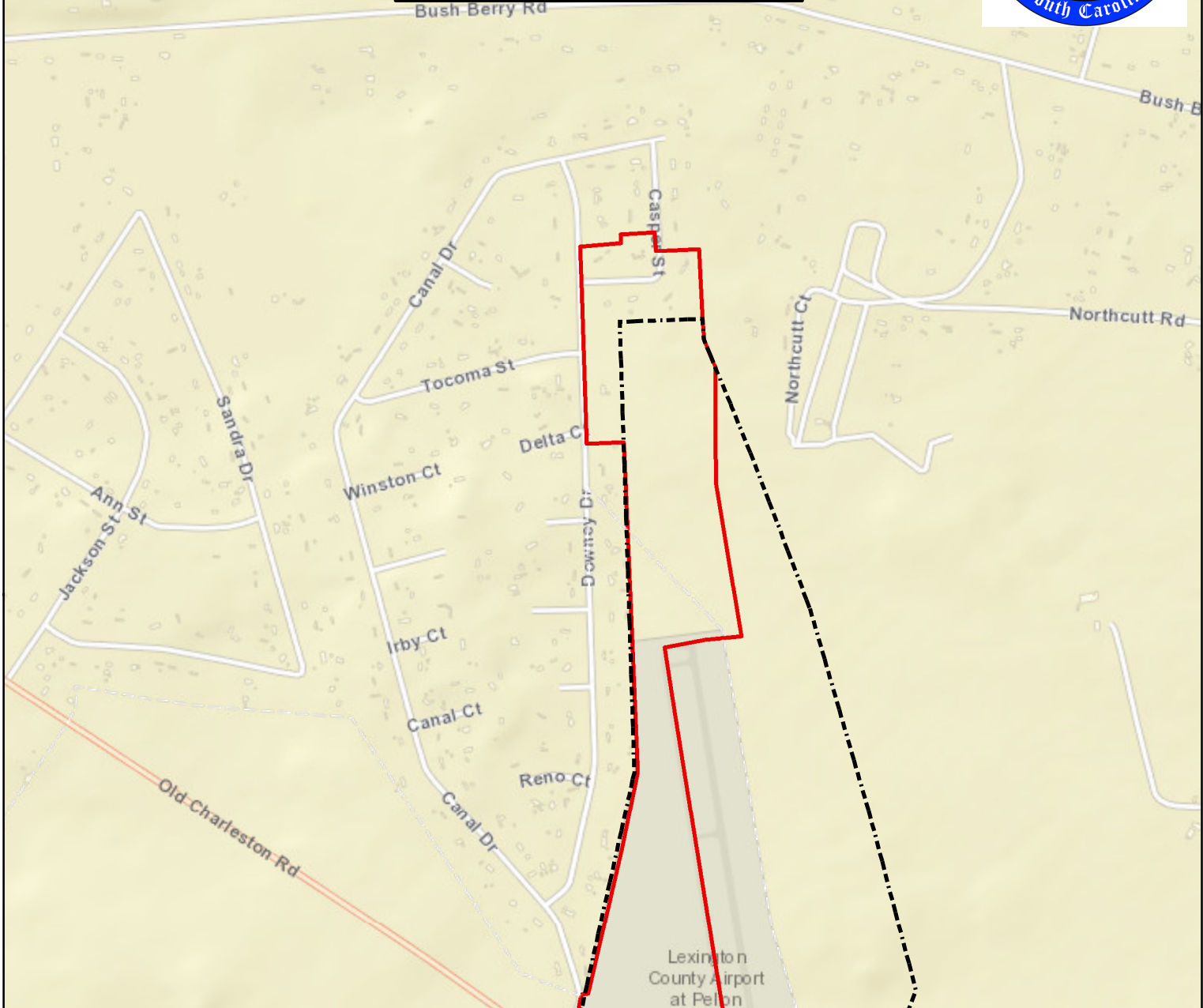


END NOTES:

- ¹ County of Lexington Economic Development. Existing Industry. <https://lexingtoncountyyusa.sc.gov/industry/existing-industry> (December 14, 2023).
- ² South Carolina Aeronautics Commission. South Carolina Statewide Aviation System Plan and Economic Impact Report. <https://scaaonline.com/wp-content/uploads/2019/07/2018-Economic-Impact-study.pdf> (December 14, 2023).
- ³ South Carolina Department of Natural Resources, South Carolina State Climatology Office, South Carolina Climate, https://www.dnr.sc.gov/climate/sco/ClimateData/cli_sc_climate.php (December 14, 2023).
- ⁴ South Carolina Department of Natural Resources, South Carolina State Climatology Office, South Carolina Climate, <https://www.dnr.sc.gov/climate/sco> (December 14, 2023).
- ⁵ Kleen Sites Geoservices, Inc., Phase II Environmental Assessment Report, Former Raceway Property, Old Charleston Rd. & Canal Dr. Pelion, South Carolina, Lexington County TMS #010800-03-025 (September 19, 2011).
- ⁶ S.C. Department of Health and Environmental Control, EQC Enforcement Report, February 14, 2013, Consent Order (12-055-W), Page 12-13, <https://scdhec.gov/sites/default/files/docs/Environment/docs/Enforcement/2013/FebruaryReport.pdf> (December 14, 2023).
- ⁷ Kleen Sites Geoservices, Inc., Phase II Environmental Assessment Report, Former Raceway Property, Old Charleston Rd. & Canal Dr. Pelion, South Carolina, Lexington County TMS #010800-03-025 (September 19, 2011).
- ⁸ South Carolina Department of Health and Environmental Control, Drinking Water, Common Water Quality Problems and Their Treatment, <https://scdhec.gov/sites/default/files/media/document/CR-006453.pdf> (December 14, 2023).
- ⁹ S.C. Department of Health and Environmental Control, EQC Enforcement Report, February 14, 2013, Consent Order (12-055-W), Page 12-13, <https://scdhec.gov/sites/default/files/docs/Environment/docs/Enforcement/2013/FebruaryReport.pdf> (December 14, 2023).
- ¹⁰ Federal Aviation Administration, Land Acquisition for Public Airports, How and Why your Local Government Acquires Real Property for Public Airports, https://www.faa.gov/sites/faa.gov/files/airports/airport_compliance/relocation_assistance/land_acquisition_public_airports.pdf (December 14, 2023).
- ¹¹ Central Midlands Council of Governments, 2045 Long Range Transportation Plan, https://centralmidlands.org/wp-content/uploads/COATS-2045-Draft-LRTP_12-28-21.pdf (December 14, 2023).
- ¹² *Ibid.*
- ¹³ Lexington County GIS One Map, <https://maps-lexco-gis.hub.arcgis.com/app/8040177a8a6c40b0ba562e7402c3d5ca> (December 14, 2023).
- ¹⁴ South Carolina Department of Transportation, Programmed Project Viewer, <https://www.scdot.org/business/projectviewer.aspx> (December 14, 2023).
- ¹⁵ Lexington County Airport, <https://lex-co.sc.gov/departments/airport> (December 14, 2023).

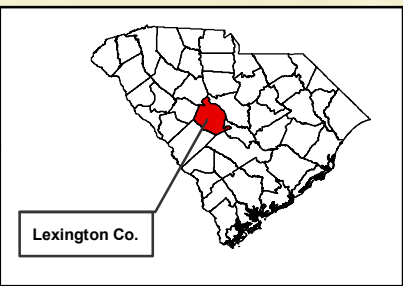


Figure 1
Project Location
Lexington County Airport Runway Extension
and Terminal Area Expansion
Lexington County, SC

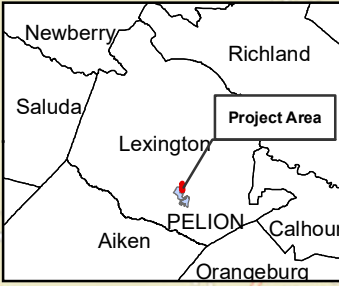
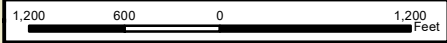


Legend

- Airport Property Line
- Project Study Area



Source: ESRI Open Street Map, http://goto.arcgisonline.com/maps/World_Street_Map



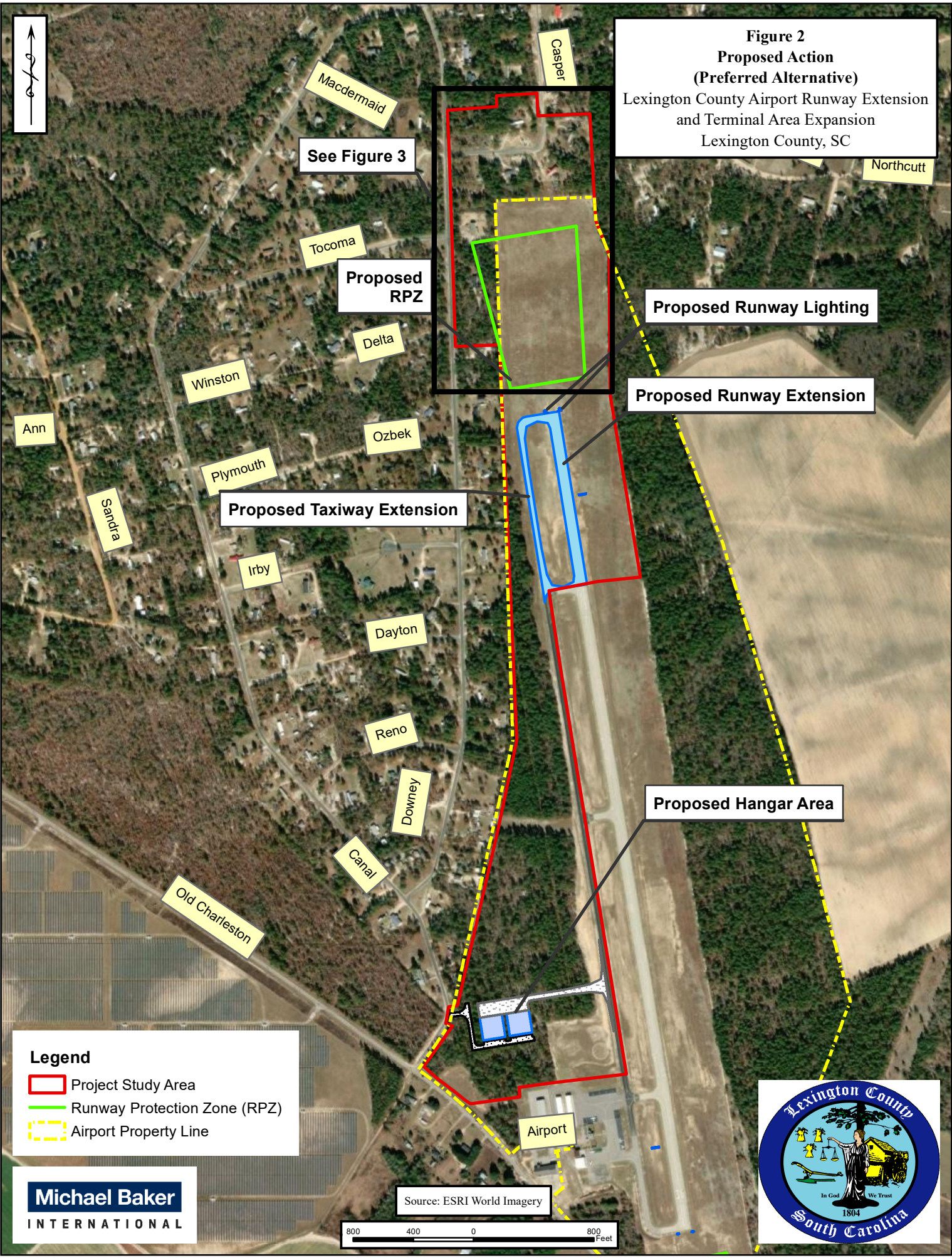


Figure 2
Proposed Action
(Preferred Alternative)
 Lexington County Airport Runway Extension
 and Terminal Area Expansion
 Lexington County, SC

See Figure 3

Proposed
 RPZ

Proposed Runway Lighting

Proposed Runway Extension

Proposed Taxiway Extension

Proposed Hangar Area

Airport

Legend

- Project Study Area
- Runway Protection Zone (RPZ)
- Airport Property Line

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Source: ESRI World Imagery

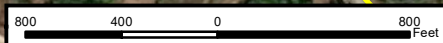
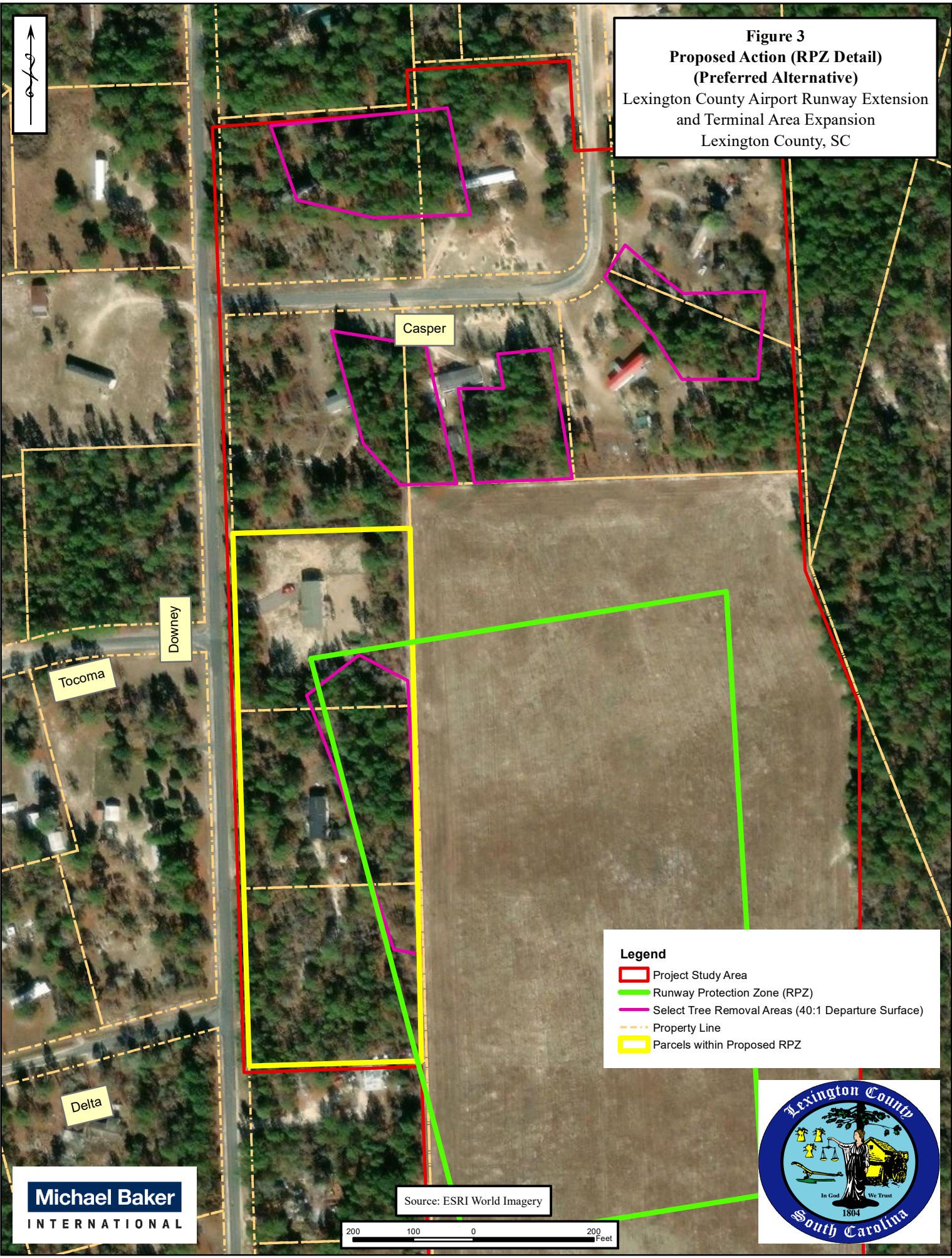


Figure 3
Proposed Action (RPZ Detail)
(Preferred Alternative)
 Lexington County Airport Runway Extension
 and Terminal Area Expansion
 Lexington County, SC



Legend

- Project Study Area
- Runway Protection Zone (RPZ)
- Select Tree Removal Areas (40:1 Departure Surface)
- Property Line
- Parcels within Proposed RPZ

Source: ESRI World Imagery

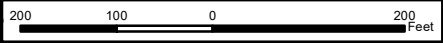
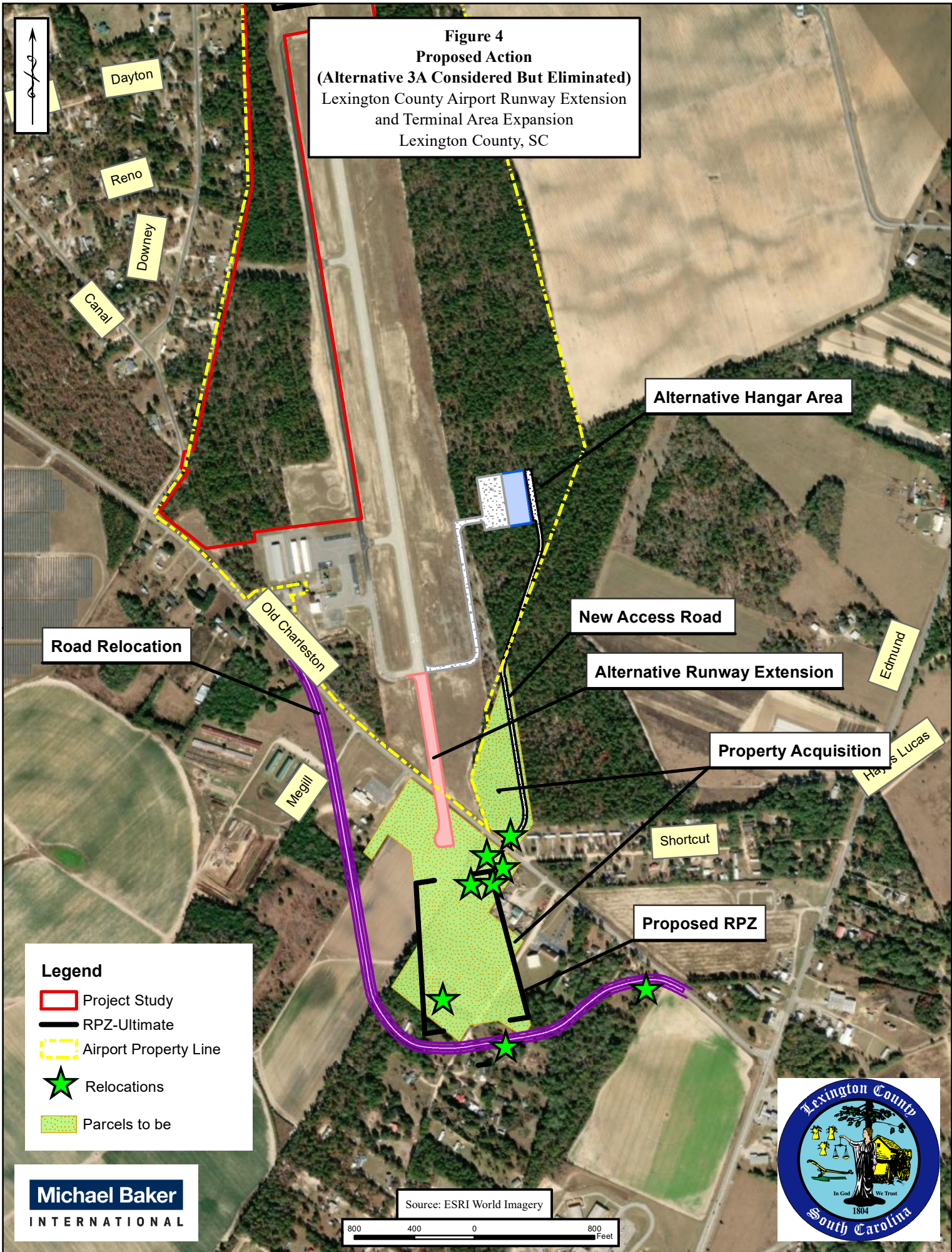


Figure 4
Proposed Action
(Alternative 3A Considered But Eliminated)
 Lexington County Airport Runway Extension
 and Terminal Area Expansion
 Lexington County, SC



Road Relocation

Alternative Hangar Area

New Access Road

Alternative Runway Extension

Property Acquisition

Shortcut

Proposed RPZ

Legend

- Project Study
- RPZ-Ultimate
- Airport Property Line
- ★ Relocations
- Parcels to be



Source: ESRI World Imagery

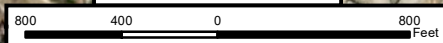
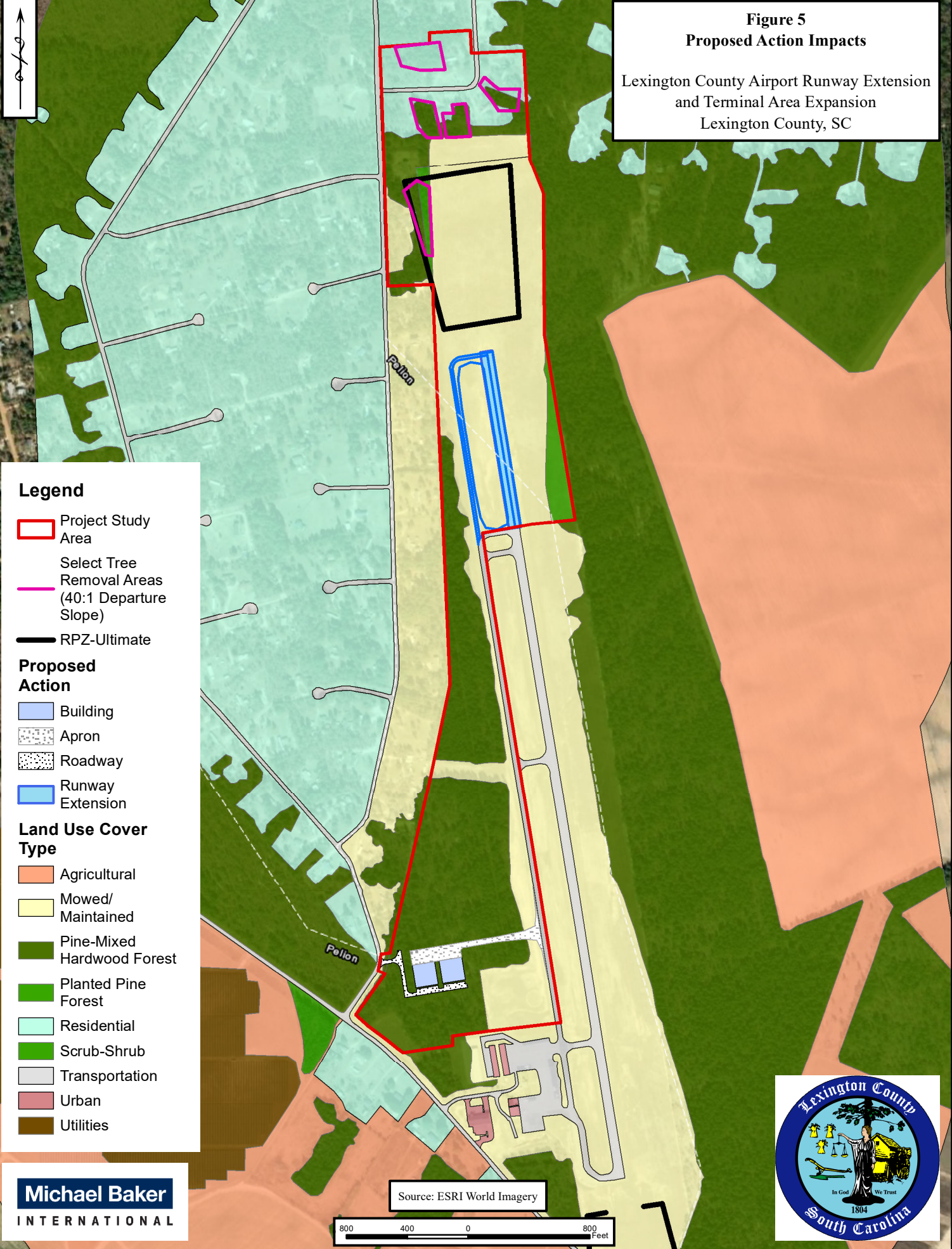


Figure 5
Proposed Action Impacts

Lexington County Airport Runway Extension
and Terminal Area Expansion
Lexington County, SC



Legend

- Project Study Area
- Select Tree Removal Areas (40:1 Departure Slope)
- RPZ-Ultimate

Proposed Action

- Building
- Apron
- Roadway
- Runway Extension

Land Use Cover Type

- Agricultural
- Mowed/Maintained
- Pine-Mixed Hardwood Forest
- Planted Pine Forest
- Residential
- Scrub-Shrub
- Transportation
- Urban
- Utilities



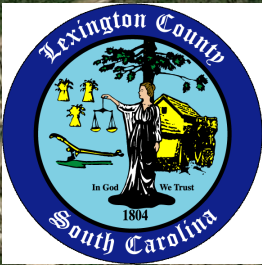


Figure 6
Waters and Floodplains
Lexington County Airport Runway Extension
and Terminal Area Expansion
Lexington County, SC



Legend

- Project Study Area
- RPZ-Ultimate
- Select Tree Removal Areas (40:1 Departure Slope)
- NWI Streams

Wetland Type

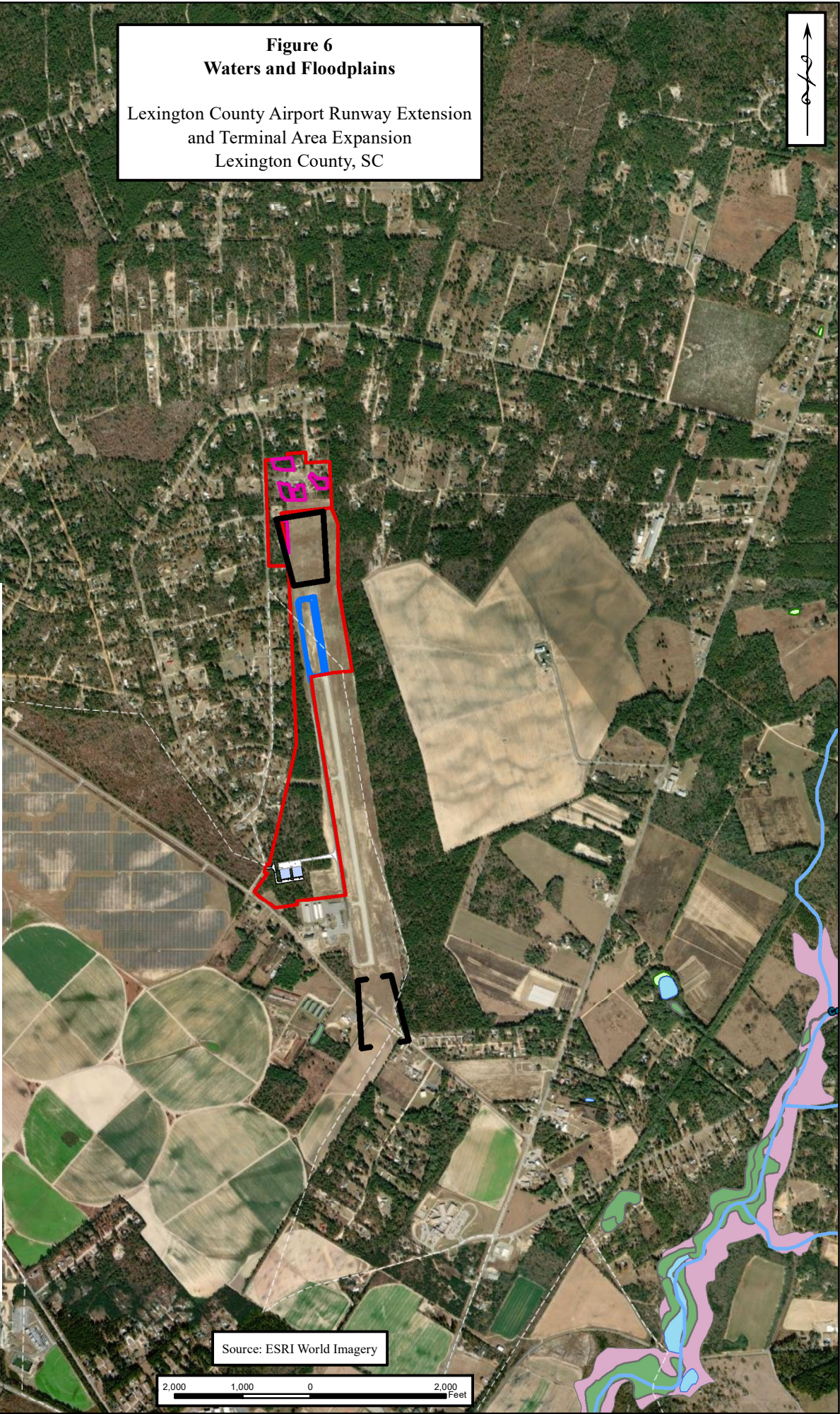
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond; Lake

Flood Zone

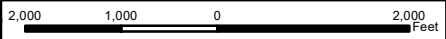
- A

Proposed Action

- Building
- Apron
- Roadway
- Runway Extension



Source: ESRI World Imagery



Appendix A



Airport Layout Plan

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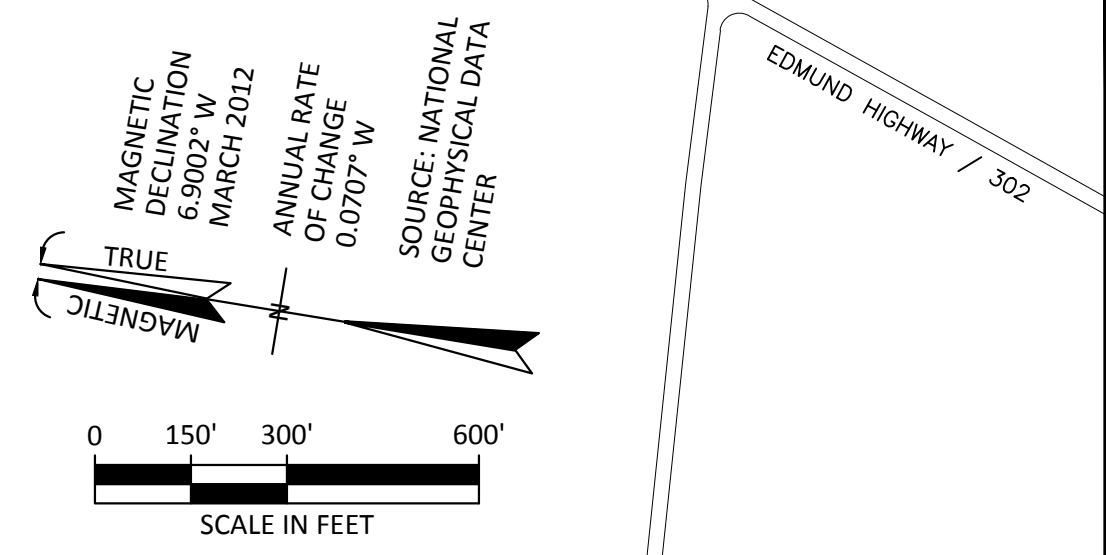
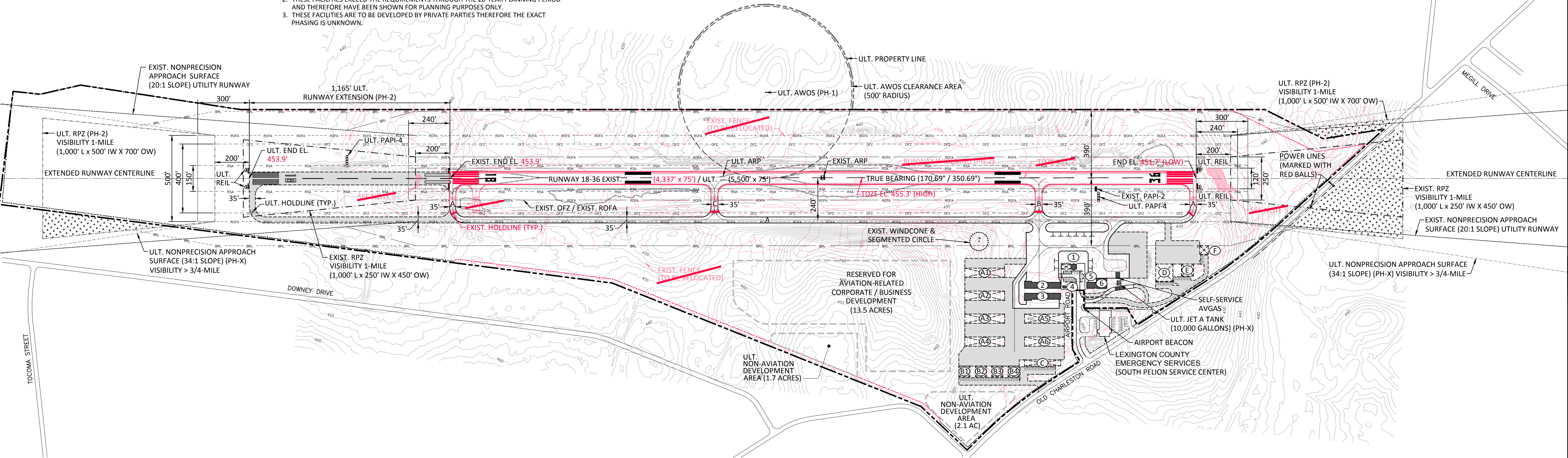
DESCRIPTION	EXISTING	ULTIMATE
PROPERTY LINE	---	---
BUILDINGS	▬	▬
PAVEMENT	▬	▬
RUNWAY MARKINGS	▬	▬
RSA	---	---
ROFA	---	---
OFZ	---	---
BRL	---	---
NAVAIDS / LIGHTING	••••	••••
FENCE	---	---
EASEMENT	---	---
DEVELOPMENT AREAS	N/A	▨
SAFETY AREA DEFICIENCY	▨	N/A

BUILDING NUMBER	DESCRIPTION	± TOP ELEVATION
1	TERMINAL (TO BE EXPANDED)	475.0'
2	T-HANGARS (5-UNIT)	469.0'
3	T-HANGARS (5-UNIT)	469.0'
4	ELECTRICAL VAULT	464.0'
5	CORPORATE HANGAR (1,750 SF)	476.0'
6	CORPORATE HANGAR (3,600 SF)	482.0'

NOTE:
1. EXISTING BUILDING TOP ELEVATIONS TAKEN FROM LPA SITE SURVEY DATA & OTHER HISTORICAL DATA.

BUILDING NUMBER	DESCRIPTION	± TOP ELEVATION	PHASE
A1	10 UNIT NESTED T-HANGAR	483.0'	1
A2	10 UNIT NESTED T-HANGAR	481.0'	2
A3	10 UNIT NESTED T-HANGAR	475.0'	3
A4	10 UNIT NESTED T-HANGAR	471.0'	SEE NOTE 2
A5	10 UNIT NESTED T-HANGAR	465.0'	SEE NOTE 2
A6	10 UNIT NESTED T-HANGAR	463.0'	SEE NOTE 2
B1	4,000 SF BOX HANGAR	477.0'	SEE NOTE 2
B2	4,000 SF BOX HANGAR	477.0'	SEE NOTE 2
B3	4,000 SF BOX HANGAR	477.0'	SEE NOTE 2
B4	4,000 SF BOX HANGAR	477.0'	SEE NOTE 2
C	4-5 UNIT ONE-SIDED HANGAR	460.0'	SEE NOTE 2
D	10,000 SF BOX HANGAR	486.0'	SEE NOTE 3
E	5,000 SF BOX HANGAR	482.0'	SEE NOTE 3
F	2,500 SF BOX HANGAR	472.0'	SEE NOTE 3

NOTE:
1. ULTIMATE BUILDING TOP ELEVATIONS WERE ESTIMATED BASED ON GROUND ELEVATIONS AND TYPICAL BUILDING HEIGHTS.
2. THESE FACILITIES EXCEED THE REQUIREMENTS THROUGH THE 20-YEAR PLANNING PERIOD AND THEREFORE HAVE BEEN SHOWN FOR PLANNING PURPOSES ONLY.
3. THESE FACILITIES ARE TO BE DEVELOPED BY PRIVATE PARTIES THEREFORE THE EXACT PHASING IS UNKNOWN.



LEXINGTON COUNTY AIRPORT AT PELION
Pelion, South Carolina

Michael Baker INTERNATIONAL

Designer: **APN** Checked by: **RWO**
 Technician: **APN** Project Number: **122633**

- NOTES:**
- BASE MAPPING OBTAINED FROM APPROVED ALP, DATED 01/28/2005, AND EXISTING LEXINGTON COUNTY GIS/MAPPING ONLINE RESOURCES.
 - BUILDING RESTRICTION LINES (BRL) PARALLEL TO RUNWAY 18-36 ARE BASED ON A TRANSITIONAL SURFACE ELEVATION OF 20'.
 - ALL ELEVATIONS SHOWN ARE ABOVE MEAN SEA LEVEL (AMSL).
 - EXISTING HOLDLINES ARE LOCATED 300' FROM RUNWAY CENTERLINE AND ULTIMATE HOLDLINES ARE LOCATED 200' FROM RUNWAY CENTERLINE.
 - EXISTING NON-STANDARD RSA TO BE CORRECTED (PH-1).

FAA DISCLAIMER
THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICIES OF THE FAA. THE ACCEPTANCE OF THIS PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH PUBLIC LAWS.

CONSTRUCTION NOTICE REQUIREMENT
TO PROTECT OPERATIONAL SAFETY AND ULTIMATE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA'S REVIEW TAKES APPROXIMATELY 60 DAYS.

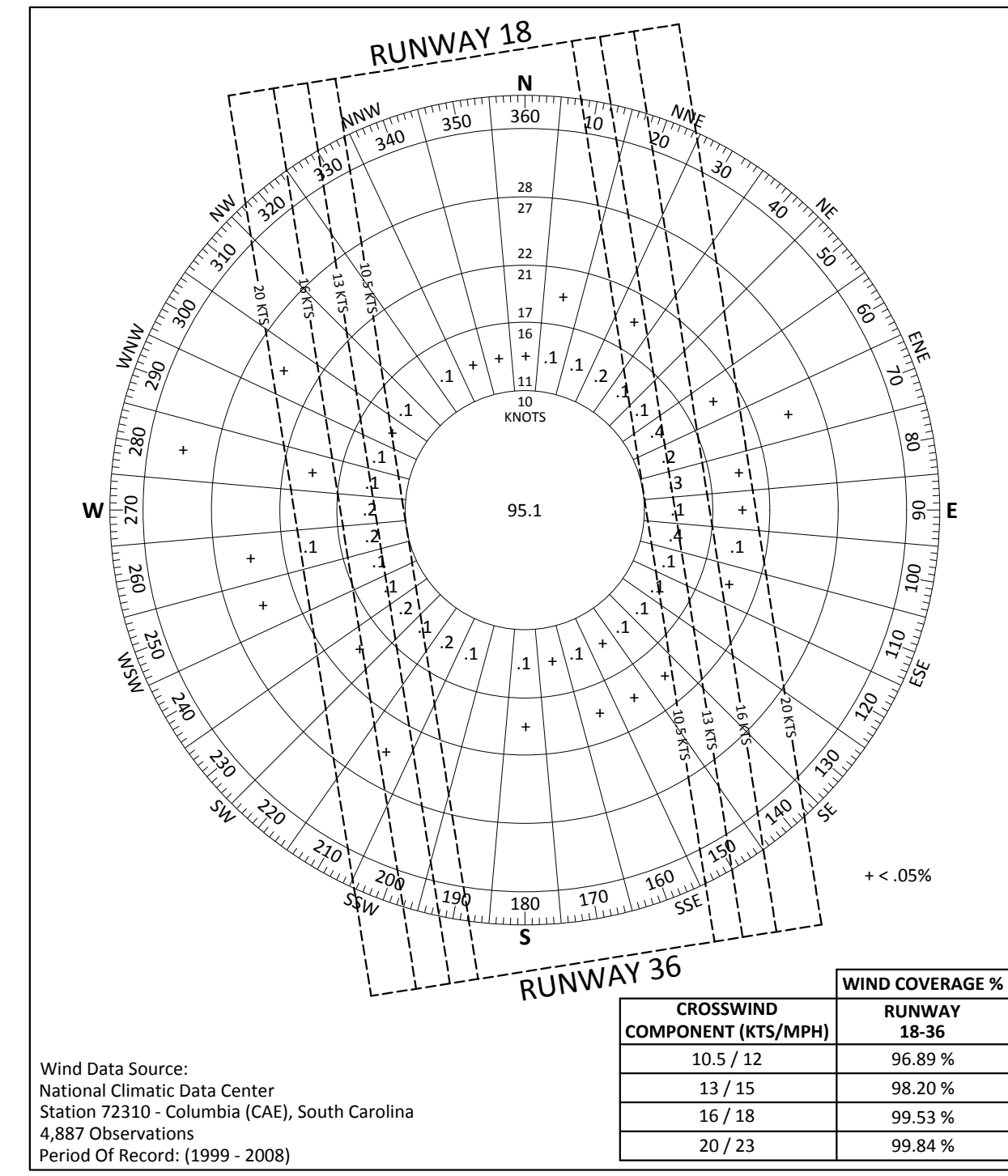
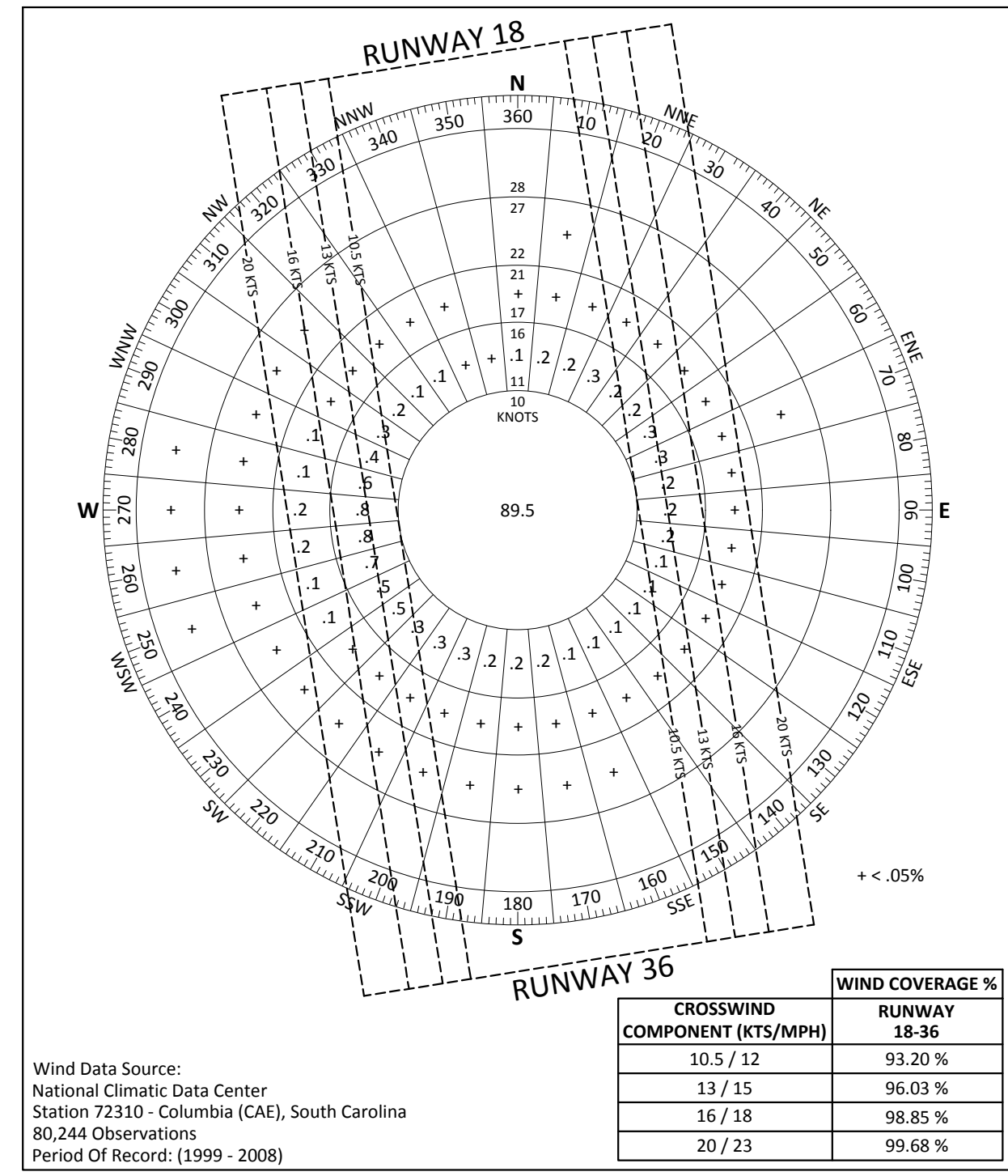
REVISIONS			
No.	Description	Date	By
1	RUNWAY WIDENING, FENCING, TAXIWAY IMPROVEMENTS AND GRADING CHANGES	5/14/2019	TGM

Project Name: **AIRPORT LAYOUT PLAN UPDATE**

Drawing Name: **AIRPORT LAYOUT PLAN DRAWING**

FAA A.I.P. Project Number: **3-45-0067-013-2011**

Date: **JUNE 2012** Division: **PLANNING**
 Scale: (24x36) Drawing Number: **2**



MODIFICATION TO FAA DESIGN STANDARDS			
DESCRIPTION	DESIGN STANDARD	AERONAUTICAL STUDY NUMBER	FAA APPROVAL
	NONE		

AIRPORT SPONSOR APPROVAL

THIS AIRPORT DRAWING IS APPROVED BY:

(SIGNATURE) _____ DATE: _____

NAME: _____

TITLE: _____

AIRPORT DATA		
DESCRIPTION	EXISTING	ULTIMATE
SERVICE LEVEL (NPIAS)	GENERAL AVIATION	SAME
AIRPORT REFERENCE CODE (ARC)	A-I (SMALL AIRPLANES EXCLUSIVELY)	B-II
AIRPORT ELEVATION (MSL)	451.7'	SAME
MEAN MAX. TEMP. (HOTTEST MONTH)	90° JULY	SAME
AIRPORT REFERENCE POINT	LATITUDE 33° 47' 40.68" N LONGITUDE 81° 14' 45.10" W	33° 47' 46.36" N 81° 14' 46.22" W
MAGNETIC DECLINATION	6.9002° W	0.0707° W / YEAR
AIRPORT IDENTIFIER	6J0	SAME
TAXIWAY LIGHTING	MITL	SAME
AIRPORT NAVAIDS	BEACON, PAPI-2, WINDCONE, GPS, SEGMENTED CIRCLE	BEACON, PAPI-4, WINDCONE, GPS, SEGMENTED CIRCLE, REIL

DESCRIPTION	RUNWAY DATA TABLE			
	RUNWAY 18-36		ULTIMATE	
RUNWAY LENGTH	EXISTING 4,337'	ULTIMATE 5,500'	SAME	
RUNWAY WIDTH	EXISTING 75'	ULTIMATE 300'	SAME	
AIRPORT REFERENCE CODE	A-I (SMALL AIRPLANES EXCLUSIVELY)	B-II	SAME	
CRITICAL AIRCRAFT	CESSNA 182	KING AIR 350i	SAME	
TRUE BEARING	170.69° / 350.69°	SAME	SAME	
EFFECTIVE GRADIENT (%)	0.05 %	0.04 %	SAME	
RSA DIMENSIONS (RUNWAY END)	240' x 120'	300' x 150'	SAME	
ROFA DIMENSIONS (RUNWAY END)	240' x 250'	300' x 500'	SAME	
OFZ DIMENSIONS (RUNWAY END)	200' x 250'	200' x 400'	SAME	
RUNWAY LIGHTING	MIRL	SAME	SAME	
PAVEMENT STRENGTH:				
SINGLE WHEEL GEAR (LBS)	12,500	20,000*	SAME	
DOUBLE WHEEL GEAR (LBS)	N/A	40,000*	SAME	
SURFACE COMPOSITION	ASPHALT	SAME	SAME	
FAR PART 77 PRIMARY SURFACE WIDTH	500'	SAME	SAME	
	EXISTING RUNWAY 18	ULTIMATE RUNWAY 18	EXISTING RUNWAY 36	ULTIMATE RUNWAY 36
FAR PART 77 APPROACH CATEGORY	NONPRECISION A	NONPRECISION B(C)	NONPRECISION A	NONPRECISION B(C)
APPROACH SURFACE SLOPE	20:1	34:1	20:1	34:1
APPROACH MINIMUMS	1-MILE	SAME	1-MILE	SAME
TYPE OF APPROACH TO RUNWAY END	GPS	SAME	GPS	SAME
RUNWAY END COORDINATES:				
LATITUDE (NAD 83)	33° 48' 01.85" N	33° 48' 13.21" N	33° 47' 19.51" N	SAME
LONGITUDE (NAD 83)	81° 14' 49.26" W	81° 14' 51.50" W	81° 14' 40.94" W	SAME
RUNWAY END ELEVATION (NAVD 88)	453.9'	SAME	451.7'	SAME
TOUCHDOWN ZONE EL. (NAVD 88)	455.3'	SAME	455.3'	SAME
RUNWAY MARKINGS	NONPRECISION	SAME	NONPRECISION	SAME
NAVAIDS	GPS	GPS, PAPI-4, REIL	GPS, PAPI-2	GPS, PAPI-4, REIL
RUNWAY PROTECTION ZONE:				
LENGTH	1,000'	1,000'	1,000'	1,000'
INNER WIDTH	250'	500'	250'	500'
OUTER WIDTH	450'	700'	450'	700'
ACRES	8.035	13.770	8.035	13.770
DISPLACED THRESHOLD COORDINATES:				
LATITUDE (NAD 83)	N/A	N/A	N/A	N/A
LONGITUDE (NAD 83)	N/A	N/A	N/A	N/A
DISPLACED THRESHOLD ELEVATION	N/A	N/A	N/A	N/A
DISPLACED THRESHOLD DISTANCE	N/A	N/A	N/A	N/A

*ESTIMATED PAVEMENT STRENGTHS TO ACCOMMODATE A RANGE OF ARC B-II AIRCRAFT.

M:\Airport Projects\Pelion\2019 ALP rev 02-20-2019.dwg Modified: May 15, 2019 - 4:20pm tmmall

Appendix B



**USFWS/SCDNR
Coordination**

Michael Baker

I N T E R N A T I O N A L

Smail, Ed

From: Olds, Melanie J <melanie_olds@fws.gov> on behalf of Charleston Regulatory, FW4 <charleston_regulatory@fws.gov>
Sent: Monday, June 6, 2022 4:08 PM
To: Smail, Ed
Subject: EXTERNAL: Re: [EXTERNAL] RE: Lexington County Airport at Pelion (SC) - Runway Extension and Terminal Area Expansion - Scoping Request

Mr. Smail,

The Service has reviewed the minor changes that have been made to the project and continues to have no concerns with the project a proposed.

Thank you,

Melanie

From: Smail, Ed <ESmail@mbakerintl.com>
Sent: Monday, June 6, 2022 10:03 AM
To: Charleston ES, FW4 <charleston@fws.gov>
Cc: Charleston Regulatory, FW4 <charleston_regulatory@fws.gov>
Subject: [EXTERNAL] RE: Lexington County Airport at Pelion (SC) - Runway Extension and Terminal Area Expansion - Scoping Request

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Good Morning,

I just wanted to check in on the status of the request below (confirmation of receipt is attached).

Please let me know if you need any additional information.

Thank you for your assistance!

Ed Smail | Project Manager - Environmental

3820 Faber Place Drive, Suite 100 | North Charleston, SC 29405 | [O] 843-745-8808 | [M] (843) 834-0988
esmail@mbakerintl.com | www.mbakertnl.com     

Michael Baker
INTERNATIONAL

We Make a Difference

From: Smail, Ed

Sent: Tuesday, May 3, 2022 12:23 PM

To: RigginsL@dnr.sc.gov; charleston@fws.gov

Subject: RE: Lexington County Airport at Pelion (SC) - Runway Extension and Terminal Area Expansion - Scoping Request

Good Afternoon,

Since the scoping request in the email below, some minor changes have been made to the project that expanded the Project Study Area. As such, Michael Baker International, Incorporated (Michael Baker) is again writing on behalf of the Lexington County Airport (6J0) regarding proposed improvements at the Airport, in accordance with the National Environmental Policy Act (NEPA), Federal Aviation Administration (FAA) Order 1050.1F, FAA Order 5050.4B, and other applicable federal and state regulations. The Lexington County Airport is located in Lexington County, South Carolina, approximately two miles north of Pelion, east of State Route 302 (refer to Figure 1).

The Lexington County Airport is proposing to extend the existing 4,337-foot Runway 18-36 by approximately 1,165 feet for a total length of 5,500 feet and expand the existing hangar area (refer to Figure 1). The multi-hangar development would include the addition of a common-use taxiway to connect to the existing parallel taxiway and associated common-use aprons. The proposed box hangars would accommodate approximately four additional aircraft. In addition to these improvements, since the original scoping request in the email below, additional analysis and survey identified that in order to comply with Title 14, Code of Federal Regulations (14 CFR) Part 77 Subpart C, 77:13-77:23, the Proposed Action would also need to include the removal of approximately 4.46 acres of obstructions (trees) within the controlling surface, which is defined as the 40:1 Departure Surface (Type 7). The purpose of the proposed improvements is to meet current and future economic demands at the Airport.

We are requesting scoping information from your office as it relates to the proposed project, along with identification of any areas of special concern. All relevant information that your office can provide will be useful in accurately assessing the existing airport environment and evaluating potential impacts for the NEPA document. I have included your agency's original responses for your reference.

Additional responses can be sent to me directly at this email address or mailed to my attention at the address below. We would appreciate a response within 30 days of receipt.

Please do not hesitate to contact me with any questions.

Thank you for your assistance with this important project for Lexington County.

Ed Smail | Project Manager - Environmental

3820 Faber Place Drive, Suite 100 | North Charleston, SC 29405 | [O] 843-745-8808 | [M] (843) 834-0988

esmail@mbakerintl.com | www.mbakerintl.com [f](#) [t](#) [@](#) [in](#) [v](#)



From: Smail, Ed

Sent: Friday, May 15, 2020 2:06 PM

To: pace.wilber@noaa.gov; bonny.anderson@admin.sc.gov; harndt@scda.sc.gov; JSylvest@scdah.sc.gov; info@sccommerce.com; Hightocw@dhec.sc.gov; hathcoam@dhec.sc.gov; thompsrb@dhec.sc.gov; RigginsL@dnr.sc.gov; vlewis@scprt.com; ejohnson@scdah.state.sc.us; information@schac.sc.gov; leaderj@mailbox.sc.edu; scfc@scfc.gov; SAC.RD.Columbia@usace.army.mil; kajumba.ntale@epa.gov; charleston@fws.gov; SC_Webmanager@hud.gov; kellee.melton@sc.usda.gov; dthreath930@yahoo.com; kristine.ryan@usda.gov; kurt.henning@sierraclub.org;

Smail, Ed

From: Wolf, Morgan <morgan_wolf@fws.gov>
Sent: Monday, May 18, 2020 8:20 AM
To: Smail, Ed
Cc: Caldwell, Mark
Subject: EXTERNAL: Lexington County Airport at Pelion Runway Extension

Morning Edward,

The Service has reviewed the information in your May 15, 2020 letter regarding the above-referenced project. After analyzing the information and searching our records, the Service has no concerns with the project as currently proposed. You may use this email as official record of consultation with this office. Please let me know if there is anything else you may need.

Thanks,
Morgan

Morgan Wolf

U.S. Fish and Wildlife Service
South Carolina Ecological Services Field Office
176 Croghan Spur Road, Suite 200
Charleston, SC 29407

Ph. 843-727-4707 ext. 219

"In the end, our society will be defined not only by what we create, but by what we refuse to destroy." - J. C. Sawhill

apowell@nwtf.net

Cc: Michael Spires (MSPIRES@lex-co.com) <MSPIRES@lex-co.com>; Lee.Kyker@faa.gov; 'Gary Siegfried P. E.' <gsiegfried@aero.sc.gov>; Busbee, Andy <ABusbee@mbakerintl.com>; Williams, Lee <Lee.Williams@mbakerintl.com>
Subject: Lexington County Airport at Pelion (SC) - Runway Extension and Terminal Area Expansion - Scoping Request

Good Afternoon,

On behalf of the Lexington County Airport at Pelion, please find attached a Scoping Request for the Runway Extension and Terminal Area Expansion Project. Information received from your agency or organization will be used in the development of a National Environmental Policy Act (NEPA) document for approval by the Federal Aviation Administration (FAA).

As described in the attached letter, responses can be sent to me directly at this email address or mailed to my attention at the address below. We would appreciate a response within 30 days of receipt.

Please do not hesitate to contact me with any questions.

Thank you for your assistance with this important project for Lexington County.

Ed Smail | Project Manager - Environmental

4425 Belle Oaks Drive | North Charleston, SC 29405 | [O] 843-745-8808 | [M] (843) 834-0988

esmail@mbakerintl.com | www.mbakerintl.com [f](#) [t](#) [@](#) [in](#) [v](#)



Smail, Ed

From: Tom Daniel <DanielT@dnr.sc.gov>
Sent: Tuesday, May 3, 2022 2:18 PM
To: Smail, Ed
Cc: Lorianne Riggan; Greg Mixon
Subject: EXTERNAL: RE: Lexington County Airport at Pelion (SC) - Runway Extension and Terminal Area Expansion - Scoping Request

Mr. Smail,

Personnel with the South Carolina Department of Natural Resources (SCDNR) has reviewed the proposed changes to the Lexington County Airport project. The additional changes primarily consist of the removal of approximately 4.46 acres of obstructions (trees) within the controlling surface, which is defined as the 40:1 Departure Surface (Type 7). As these proposed changes are minor in scope, the SCDNR continues to offer no objections to this project as proposed.

Please note these technical comments are submitted to speak to the general impacts of the activities as described through inquiry by parties outside the South Carolina Department of Natural Resources. These technical comments are submitted as guidance to be considered and are not submitted as final agency comments that might be related to any unspecified local, state or federal permit, certification or license applications that may be needed by any applicant or their contractors, consultants or agents presently under review or not yet made available for public review. In accordance with its policy 600.01, Comments on Projects Under Department Review, the South Carolina Department of Natural Resources, reserves the right to comment on any permit, certification or license application that may be published by any regulatory agency which may incorporate, directly or by reference, these technical comments.

Thank you for the opportunity to review this project and provide comments. Please let me know if you have any questions or if you need more information.

Thanks,

Tom Daniel

Inland Project Manager, Office of Environmental Programs
South Carolina Department of Natural Resources
1000 Assembly Street, PO Box 167
Columbia, SC 29202
Office: 803-734-3766
Mobile: 803-240-4826
danielt@dnr.sc.gov
www.dnr.sc.gov/environmental



Empowering South Carolinians to *Live Life Outdoors*

From: Smail, Ed <ESmail@mbakerintl.com>
Sent: Tuesday, May 3, 2022 12:23 PM

To: Lorianne Riggin <RigginL@dnr.sc.gov>; charleston@fws.gov

Subject: RE: Lexington County Airport at Pelion (SC) - Runway Extension and Terminal Area Expansion - Scoping Request

Good Afternoon,

Since the scoping request in the email below, some minor changes have been made to the project that expanded the Project Study Area. As such, Michael Baker International, Incorporated (Michael Baker) is again writing on behalf of the Lexington County Airport (6J0) regarding proposed improvements at the Airport, in accordance with the National Environmental Policy Act (NEPA), Federal Aviation Administration (FAA) Order 1050.1F, FAA Order 5050.4B, and other applicable federal and state regulations. The Lexington County Airport is located in Lexington County, South Carolina, approximately two miles north of Pelion, east of State Route 302 (refer to Figure 1).

The Lexington County Airport is proposing to extend the existing 4,337-foot Runway 18-36 by approximately 1,165 feet for a total length of 5,500 feet and expand the existing hangar area (refer to Figure 1). The multi-hangar development would include the addition of a common-use taxiway to connect to the existing parallel taxiway and associated common-use aprons. The proposed box hangars would accommodate approximately four additional aircraft. In addition to these improvements, since the original scoping request in the email below, additional analysis and survey identified that in order to comply with Title 14, Code of Federal Regulations (14 CFR) Part 77 Subpart C, 77:13-77:23, the Proposed Action would also need to include the removal of approximately 4.46 acres of obstructions (trees) within the controlling surface, which is defined as the 40:1 Departure Surface (Type 7). The purpose of the proposed improvements is to meet current and future economic demands at the Airport.

We are requesting scoping information from your office as it relates to the proposed project, along with identification of any areas of special concern. All relevant information that your office can provide will be useful in accurately assessing the existing airport environment and evaluating potential impacts for the NEPA document. I have included your agency's original responses for your reference.

Additional responses can be sent to me directly at this email address or mailed to my attention at the address below. We would appreciate a response within 30 days of receipt.

Please do not hesitate to contact me with any questions.

Thank you for your assistance with this important project for Lexington County.

Ed Smail | Project Manager - Environmental

3820 Faber Place Drive, Suite 100 | North Charleston, SC 29405 | [O] 843-745-8808 | [M] (843) 834-0988

esmail@mbakerintl.com | www.mbakerintl.com [f](#) [t](#) [@](#) [in](#) [v](#)



From: Smail, Ed

Sent: Friday, May 15, 2020 2:06 PM

To: pace.wilber@noaa.gov; bonny.anderson@admin.sc.gov; harndt@scda.sc.gov; JSylvest@scdah.sc.gov; info@sccommerce.com; Hightocw@dhec.sc.gov; hathcoam@dhec.sc.gov; thompsrb@dhec.sc.gov; RigginL@dnr.sc.gov; vlewis@scprt.com; ejohnson@scdah.state.sc.us; information@schac.sc.gov; leaderj@mailbox.sc.edu; scfc@scfc.gov; SAC.RD.Columbia@usace.army.mil; kajumba.ntale@epa.gov; charleston@fws.gov; SC_Webmanager@hud.gov; kellee.melton@sc.usda.gov; dthreatt930@yahoo.com; kristine.ryan@usda.gov; kurt.henning@sierraclub.org; apowell@nwtf.net

Cc: Michael Spires (MSPIRES@lex-co.com) <MSPIRES@lex-co.com>; Lee.Kyker@faa.gov; 'Gary Siegfried P. E.'

<gsiegfried@aero.sc.gov>; Busbee, Andy <ABusbee@mbakerintl.com>; Williams, Lee <Lee.Williams@mbakerintl.com>

Subject: Lexington County Airport at Pelion (SC) - Runway Extension and Terminal Area Expansion - Scoping Request

Good Afternoon,

On behalf of the Lexington County Airport at Pelion, please find attached a Scoping Request for the Runway Extension and Terminal Area Expansion Project. Information received from your agency or organization will be used in the development of a National Environmental Policy Act (NEPA) document for approval by the Federal Aviation Administration (FAA).

As described in the attached letter, responses can be sent to me directly at this email address or mailed to my attention at the address below. We would appreciate a response within 30 days of receipt.

Please do not hesitate to contact me with any questions.

Thank you for your assistance with this important project for Lexington County.

Ed Smail | Project Manager - Environmental

4425 Belle Oaks Drive | North Charleston, SC 29405 | [O] 843-745-8808 | [M] (843) 834-0988

esmail@mbakerintl.com | www.mbakertnl.com     



EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Smail, Ed

From: Lorianne Riggin <RigginL@dnr.sc.gov>
Sent: Tuesday, June 2, 2020 5:00 PM
To: Smail, Ed
Cc: Greg Mixon
Subject: EXTERNAL: Lexington County Airport at Pelion (6J0) - Runway Extension

Mr. Smail,

Personnel with the South Carolina Department of Natural Resources has reviewed the proposed changes to the Lexington County Airport at Pelion to extend the existing 4,337-foot Runway 18-36 by approximately 1,165 feet for a total length of 5,500 feet and expand the existing hangar area in response to the NEPA scoping request.

According to SCDNR data, there are currently no records of threatened and endangered species or species of conservation concern in the project area. Please keep in mind that this information is derived from existing databases, and do not assume that it is complete. Areas not yet inventoried may contain significant species or communities.

The South Carolina Department of Natural Resources' Heritage Trust Program organizes a database that captures and tracks element of occurrence data for rare, threatened and endangered species, both federal and state. If this project requires the assessment of threatened or endangered species within the project area, the SCDNR asks that you consider entering your data into this database which can be done simply through your mobile phone using the ArcGIS Survey123 app for free, no ArcGIS license is required. If you are interested in contributing to this database, please contact speciesreview@dnr.sc.gov. Any records of species of concern found would greatly benefit the quality and comprehensiveness of the statewide dataset for rare, threatened and endangered species.

Please note these technical comments are submitted to speak to the general impacts of the activities as described through inquiry by parties outside the South Carolina Department of Natural Resources. These technical comments are submitted as guidance to be considered and are not submitted as final agency comments that might be related to any unspecified local, state or federal permit, certification or license applications that may be needed by any applicant or their contractors, consultants or agents presently under review or not yet made available for public review. In accordance with its policy 600.01, Comments on Projects Under Department Review, the South Carolina Department of Natural Resources, reserves the right to comment on any permit, certification or license application that may be published by any regulatory agency which may incorporate, directly or by reference, these technical comments.

Thank you for the opportunity to review this project and provide comments during the NEPA scoping phase. Should you have any questions or need more information, please do not hesitate to contact me.

Thanks,
Lorianne

Lorianne Riggin
Director, Office of Environmental Programs
South Carolina Department of Natural Resources
1000 Assembly Street, PO Box 167
Columbia, SC 29202
Office 803-734-4199
Cell 803-667-2488
www.dnr.sc.gov/environmental

Appendix C



SHPO Coordindation

Michael Baker

INTERNATIONAL



August 8, 2022

Catherine M. Brown
Environmental Protection Specialist
Atlanta Airports District Office
catherine.m.brown@faa.gov

Re: Lexington County Airport at Pelion, Proposed Runway & Taxiway Extension, Development of Existing Terminals, and Tree Removal, Update/Addition of 22 Acres to Undertaking, draft CRS Addendum
Pelion, Lexington County, South Carolina
SHPO Project No. 20-JS0171

Dear Ms. Brown:

Thank you for your letter and project review submittal of August 1, 2022, which we received electronically on August 1, 2022, regarding the additional information provided in support of the above referenced proposed undertaking. We also received the previous SHPO concurrence letter and an addendum to the Cultural Resources Survey of the Proposed Lexington County Airport Expansion, Pelion, Lexington County, South Carolina as supporting documentation for this undertaking. The State Historic Preservation Office is providing comments to the FAA pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR 800. Consultation with the SHPO is not a substitution for consultation with Tribal Historic Preservation Offices, other Native American tribes including those with state recognition, local governments, or the public.

The addendum survey identified no archaeological sites or historic properties. Based on the additional information provided, our office still concurs with the assessment that no properties listed in or eligible for listing in the National Register of Historic Places will be affected by this project.

If archaeological materials are encountered during construction, the procedures codified at 36CFR 800.13(b) will apply. Archaeological materials consist of any items, fifty years old or older, which were made or used by man. These items include, but are not limited to, stone projectile points (arrowheads), ceramic sherds, bricks, worked wood, bone and stone, metal and glass objects, and human skeletal materials. The federal agency or the applicant receiving federal assistance should contact our office immediately.

Our office accepts the addendum survey letter report as final. Due to the minimal size of the letter report we will make and provide the necessary report copies for SCIAA in accordance with our State guidelines.

Please provide GIS shapefiles for the surveyed area. Shapefiles should be compatible with ArcGIS (.shp file format) and should be sent as a bundle in .zip format. For additional information, please see our [GIS Data Submission Requirements](#).

Please refer to SHPO Project Number 20-JS0171 in any future correspondence regarding this project. If you have any questions, please contact me at (803) 896-6129 or at jsylvest@scdah.sc.gov.

Sincerely,

John D. Sylvest

John D. Sylvest

Project Review Coordinator

State Historic Preservation Office



July 23, 2020

Natalie Adams Pope
Executive Vice President, SC Branch Manager
New South Associates, Inc.
nadampope@newsouthassoc.com

Re: Lexington County Airport at Pelion, Proposed Improvements/Expansion/Runway
Extension, draft CRS
Pelion, Lexington County, South Carolina
SHPO Project No. 20-JS0171

Dear Natalie:

Thank you for providing the draft report, *Cultural Resources Survey of the Proposed Lexington County Airport Expansion, Pelion, Lexington County, South Carolina* (dated July 6, 2020), in support of the above referenced proposed undertaking. We received the report electronically on June 15, 2020. Our office previously provided NEPA scoping comments on the proposed undertaking on May 29, 2020.

The State Historic Preservation Office is providing comments to the FAA pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR 800. Consultation with the SHPO is not a substitution for consultation with Tribal Historic Preservation Offices, other Native American tribes, local governments, or the public.

The referenced survey identified no archaeological sites and revisited one previously recorded architectural resource (SHPO Site Number 0937). No National Register eligible properties were identified. The survey recommends no additional work. Our office concurs with these recommendations.

Based on the description of the undertaking's Area of Potential Effect (APE) and the identification of historic properties within the APE, our office concurs with the assessment that no properties listed in or eligible for listing in the National Register of Historic Places will be affected by this project.

If archaeological materials are encountered during construction, the procedures codified at 36 CFR 800.13(b) will apply. Archaeological materials consist of any items, fifty years old or older, which were made or used by man. These items include, but are not limited to, stone projectile points (arrowheads), ceramic sherds, bricks, worked wood, bone and stone, metal and glass objects, and human skeletal materials. The federal agency or the applicant receiving federal assistance should contact our office immediately.

Our office accepts the report as final. To complete the reporting process, please provide at least three (3) hard copies of a final report: one (1) bound hard copy and a digital copy in ADOBE Acrobat PDF format for the SHPO; one (1) bound and one (1) unbound hard copies and a digital copy in ADOBE Acrobat PDF format for SCIAA. Investigators should send all copies directly to the SHPO. The SHPO will distribute the appropriate copies to SCIAA. Please ensure that a copy of our comments letter is included in the Appendices and Attachments of the final report.

Please provide GIS shapefiles for the surveyed area. Shapefiles should be compatible with ArcGIS (.shp file format) and should be sent as a bundle in .zip format. For additional information, please see our [GIS Data Submission Requirements](#).

Please refer to SHPO Project Number 20-JS0171 in any future correspondence regarding this project. If you have any questions, please contact me at (803) 896-6129 or at jsylvest@scdah.sc.gov.

Sincerely,



John D. Sylvest
Project Review Coordinator
State Historic Preservation Office

cc: Lee Kyker, FAA
Ed Smail, Michael Baker International
Keely Lewis-Schroer, SHPO

Appendix D



**Jurisdictional
Determination**

Michael Baker

I N T E R N A T I O N A L



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, CHARLESTON DISTRICT

September 28, 2022

Regulatory Division

Mr. Ed Smail
Michael Baker International
3820 Faber Place Drive
North Charleston, South Carolina 29405
esmail@mbakerintl.com

Dear Mr. Smail:

This is in response to your request for an Approved Jurisdictional Determination (AJD) (SAC-2020-00711) received in our office on August 1, 2022, for a 115.8-acre site located Lexington County Airport in Pelion, Lexington County, South Carolina (Latitude: 33.8000°, Longitude: -81.2483°). An AJD is used to indicate the Corps has identified the presence or absence of wetlands and/or other aquatic resources on a site, including their accurate location(s) and boundaries, as well as their jurisdictional status pursuant to Section 404 of the Clean Water Act (CWA) (33 U.S.C. § 1344) and/or navigable waters of the United States pursuant to Section 10 of the Rivers and Harbors Act of 1899 (RHA) (33 U.S.C. § 403).

The site is shown on the attached map entitled "Figure 2, Project Area" and dated July 2022 prepared by you. Based on a review of aerial photography, topographic maps, National Wetlands Inventory maps, soil survey information, and Wetland Determination Data Form(s), we conclude the site, as shown on the referenced map, does not contain any aquatic resources, including aquatic resources that would be subject to regulatory jurisdiction under Section 404 of the CWA or Section 10 of the RHA.

Attached is a form describing the basis of jurisdiction for the delineated area(s). Note that some or all of these areas may be regulated by other state or local government agencies and you should contact the South Carolina Department of Health and Environmental Control, Bureau of Water, or Department of Ocean and Coastal Resource Management, to determine the limits of their jurisdiction.

This AJD is valid for five (5) years from the date of this letter unless new information warrants revision before the expiration date. This AJD is an appealable action under the Corps of Engineers administrative appeal procedures defined at 33 CFR Part 331. The administrative appeal options, process and appeals request form is attached for your convenience and use.

This AJD was conducted pursuant to Corps of Engineers' regulatory authority to identify the limits of Corps of Engineers' jurisdiction for the particular site identified in

this request. This AJD may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service, prior to starting work.

In all future correspondence, please refer to file number SAC-2020-00711. A copy of this letter is forwarded to State and/or Federal agencies for their information. If you have any questions, please contact, Carl Johnson, at (803) 253-3904, or by email at Carl.A.Johnson@usace.army.mil.

Sincerely,



Carl Johnson
Project Manager

Attachments:
Dry Land Approved Jurisdictional Determination Form
Notification of Appeal Options
Figure 2, Project Area

Copies Furnished:

Mr. Michael Spires
Lexington County
440 Ball Park Road
Lexington, South Carolina 29072
mspires@lex-co.com

SCDHEC – Bureau of Water
2600 Bull Street
Columbia, South Carolina 29201
WQCWetlands@dhec.sc.gov

DRY LAND APPROVED JURISDICTIONAL DETERMINATION FORM¹
U.S. Army Corps of Engineers

This form should be completed by following the instructions provided in Section IV of the JD Form Instructional Guidebook.

SECTION I: BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR APPROVED JURISDICTIONAL DETERMINATION (JD):

B. DISTRICT OFFICE, FILE NAME, AND NUMBER: SAC-2020-00711 Lexington County Airport Runway Extension

C. PROJECT LOCATION AND BACKGROUND INFORMATION:

State: South Carolina County: Lexington County City: Lexington
Center coordinates of site (lat/long in degree decimal format): Lat. 33.8°, Long. -81.2483°
Universal Transverse Mercator:

Name of nearest waterbody: Cedar Creek
Name of watershed or Hydrologic Unit Code (HUC): 0305020302

- Check if map/diagram of review area is available upon request.
 Check if other sites (e.g., offsite mitigation sites, disposal sites, etc...) are associated with this action and are recorded on a different JD form.

D. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

- Office (Desk) Determination. Date:
September 28, 2022
 Field Determination. Date(s):

SECTION II: SUMMARY OF FINDINGS

A. RHA SECTION 10 DETERMINATION OF JURISDICTION.

There are **no** "navigable waters of the U.S." within Rivers and Harbors Act (RHA) jurisdiction (as defined by 33 CFR part 329) in the review area.

B. CWA SECTION 404 DETERMINATION OF JURISDICTION.

There are **no** "waters of the U.S." within Clean Water Act (CWA) jurisdiction (as defined by 33 CFR part 328) in the review area.

SECTION III: DATA SOURCES.

A. SUPPORTING DATA. Data reviewed for JD (check all that apply - checked items shall be included in case file and, where checked and requested, appropriately reference sources below):

- Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant: **Request for Approved Jurisdictional Determination, August 1, 2022**
 Data sheets prepared/submitted by or on behalf of the applicant/consultant.
 Office concurs with data sheets/delineation report.
 Office does not concur with data sheets/delineation report.
 Data sheets prepared by the Corps:
 U.S. Geological Survey Hydrologic Atlas:
 USGS NHD data.
 USGS 8 and 12 digit HUC maps.
 U.S. Geological Survey map(s). Cite scale & quad name: **Figure 1, Project Location, July 2022**
 USDA Natural Resources Conservation Service Soil Survey. Citation: **Figure 3, NRCS County Soil Survey, July 2022**
 National wetlands inventory map(s). Cite name: **Figure 4, NWI Map, July 2022**
 State/Local wetland inventory map(s):
 FEMA/FIRM maps:
 100-year Floodplain Elevation is: (National Geodectic Vertical Datum of 1929)
 Photographs: Aerial (Name & Date):
 Other (Name & Date): **Site Photographs 1-8, July 2022**
 Previous determination(s). File no. and date of response letter: **SAC-2020-00711, February 9, 2021**
 Applicable/supporting case law:
 Applicable/supporting scientific literature:
 Other information (please specify):

B. REQUIRED ADDITIONAL COMMENTS TO SUPPORT JD. EXPLAIN RATIONALE FOR DETERMINATION THAT THE REVIEW AREA ONLY INCLUDES DRY LAND: There are no aquatic resources or potential aquatic resources in the 115.8-acre review area that would warrant the application of a wetland delineation, significant nexus analysis, navigability determination, and/or delineation of the ebb and flow of the tides. There are no features that have lateral limits of jurisdiction (e.g., OHWM).

¹ This form is for use only in recording approved JDs involving dry land. It extracts the relevant elements of the longer approved JD form in use since 2007 for aquatic areas and adds no new fields.

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant:	File Number:	Date:
Attached is:		See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
	PERMIT DENIAL	C
	APPROVED JURISDICTIONAL DETERMINATION	D
	PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at <http://usace.army.mil/inet/functions/cw/cecwo/reg> or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the Division Engineer, South Atlantic Division, 60 Forsyth St, SW, Atlanta, GA 30308-8801. This form must be received by the Division Engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD **is not appealable**. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact the Corps biologist who signed the letter to which this notification is attached. The name and telephone number of this person is given at the end of the letter.

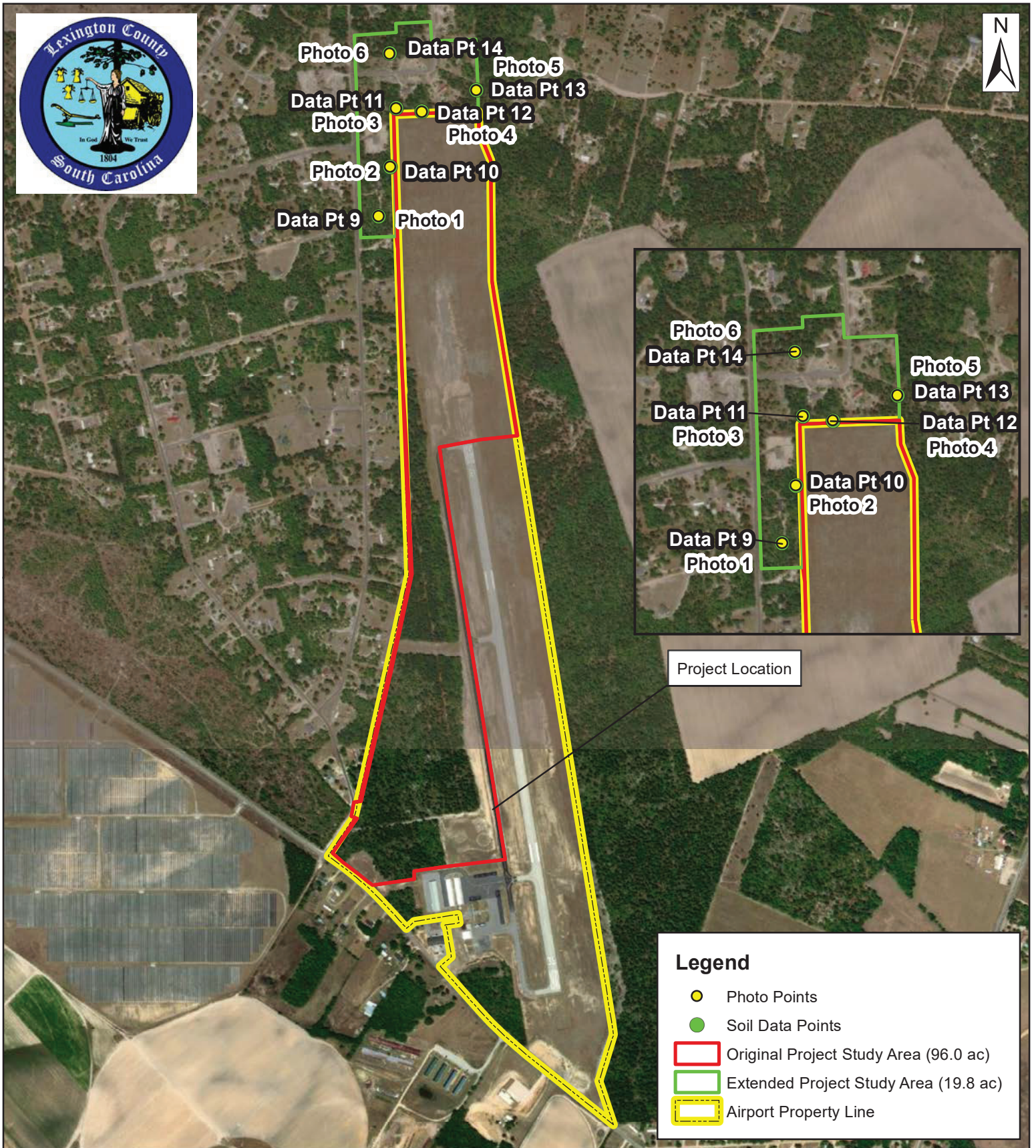
If you only have questions regarding the appeal process you may also contact: Mr. Philip A. Shannin
Administrative Appeal Review Officer
CESAD-PDS-O
60 Forsyth Street Southwest, Floor M9
Atlanta, Georgia 30303-8803

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

Signature of appellant or agent.

Date:

Telephone number:



Michael Baker
INTERNATIONAL

Figure 2
Project Area
Lexington County Airport Runway Extension
And Terminal Area Expansion
Lexington County, SC
July 2022

1,000 500 0 1,000 Feet

Source: ESRI World Imagery & Transportation





DEPARTMENT OF THE ARMY
CHARLESTON DISTRICT, CORPS OF ENGINEERS
1835 ASSEMBLY STREET, RM 865 B1
COLUMBIA, SOUTH CAROLINA 29201

February 9, 2021

Regulatory Division

Mr. Ed Smail
Michael Baker International
4425 Bell Oaks Drive
North Charleston, South Carolina 29409
esmail@mbakerintl.com

Dear Mr. Smail:

This is in response to your request for an Approved Jurisdictional Determination (AJD) (SAC-2020-00711) received in our office on August 25, 2020, for a 95.7-acre site located Lexington County Airport in Pelion, Lexington County, South Carolina (Latitude: 33.8000°, Longitude: -81.2483°). An AJD is used to indicate that the U.S. Army Corps of Engineers (Corps) has identified the presence or absence of wetlands and/or other aquatic resources on a site, including their accurate location(s) and boundaries, as well as their jurisdictional status as waters of the United States pursuant to Section 404 of the Clean Water Act (CWA) (33 U.S.C. § 1344) and/or navigable waters of the United States pursuant to Sections 9 and 10 of the Rivers and Harbors Act of 1899 (RHA) (33 U.S.C. § 401 *et. seq.*). This AJD is issued in accordance with the definition of Waters of the United States in Corps regulations at 33 C.F.R. §328.3, as revised by the Navigable Waters Protection Rule: "Definition of Waters of the United States," 85 Fed. Reg. 22250 (April 21, 2020), which became effective on June 22, 2020.

The site is shown on the attached depiction entitled "Project Area – Lexington County Airport Runway Extension" dated August 2020" and dated August 2020 prepared by Michael Baker International. Based on a review of aerial photography, topographic maps, National Wetlands Inventory maps, and soil survey information, Wetland Determination Data Form(s), and LiDAR data, we conclude the site, as shown on the referenced depiction, does not contain any aquatic resources, including aquatic resources that would be subject to regulatory jurisdiction under Section 404 of the CWA or Sections 9 and 10 of the RHA.

Attached is a form describing the basis of jurisdiction for the delineated area(s). Note that some or all of these areas may be regulated by other state or local government agencies and you should contact the South Carolina Department of Health and Environmental Control, Bureau of Water, to determine the limits of their jurisdiction.


This AJD is valid for five (5) years from the date of this letter unless new information warrants revision before the expiration date. This AJD is an appealable action under the Corps administrative appeal procedures defined at 33 CFR Part 331. The administrative appeal options, process and appeals request form is attached for your convenience and use.

The delineation included herein has been conducted to identify the location and extent of the aquatic resource boundaries and/or the jurisdictional status of aquatic resources for

purposes of the Clean Water Act for the particular site identified in this request. This delineation and/or jurisdictional determination may not be valid for the Wetland Conservation Provisions of the Food Security Act of 1985, as amended. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should discuss the applicability of a certified wetland determination with the local USDA service center, prior to starting work.

In all future correspondence, please refer to file number SAC-2020-00711. A copy of this letter is forwarded to State and/or Federal agencies for their information. If you have any questions, please contact me at (803) 253-3916, or by email at Jarrett.B.Cellini@usace.army.mil.

Sincerely,

 2021.02.09
13:30:47
-05'00'

Jarrett B. Cellini
Project Manager

Attachments:

Approved Jurisdictional Determination Form
Notification of Appeal Options
"Project Area – Lexington County Airport Runway Extension"

Copies Furnished:

Mr. Michael Spires
Lexington County
440 Ball Park Road
Lexington, South Carolina 29072
mspires@lex-co.com

SCDHEC – Bureau of Water
2600 Bull Street
Columbia, South Carolina 29201
WQCWetlands@dhec.sc.gov

Appendix E



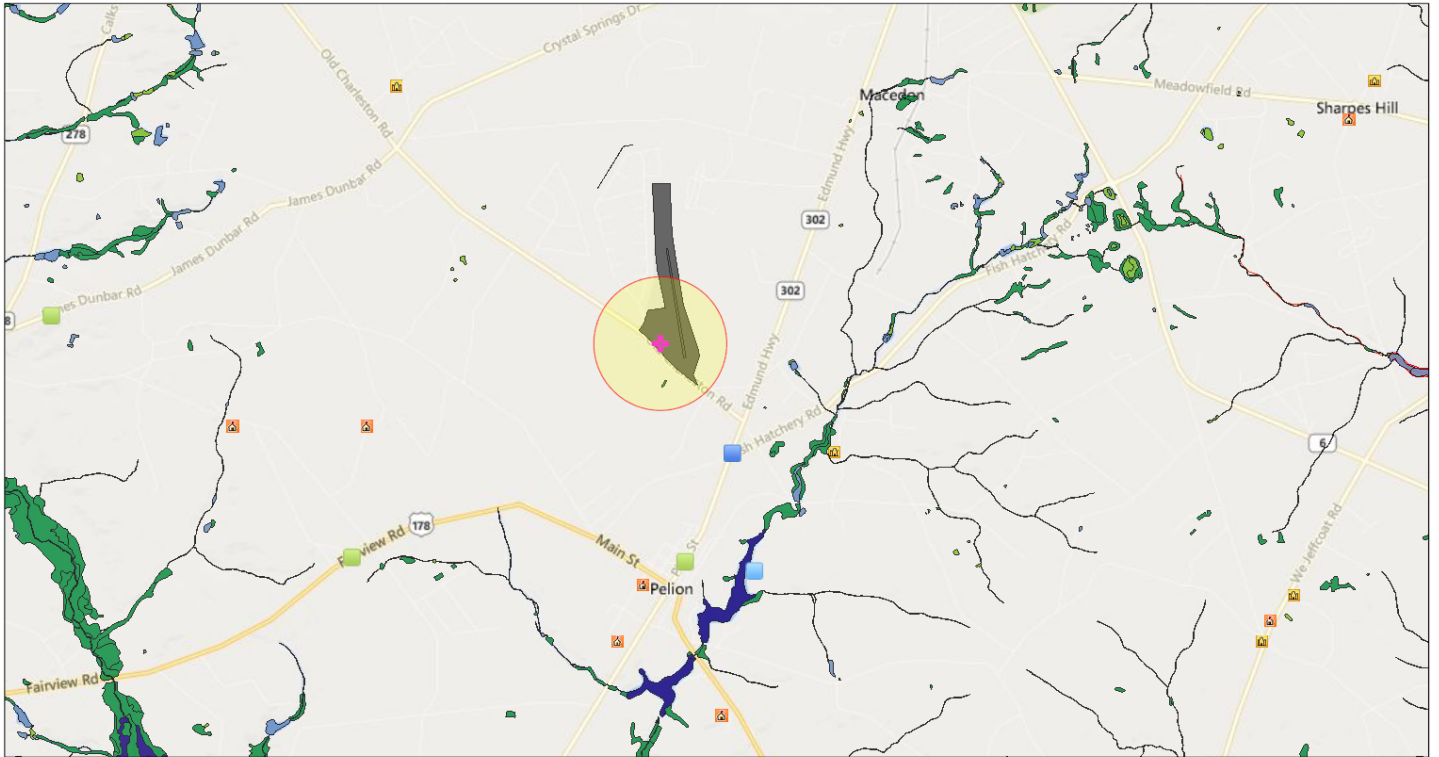
**NEPAssist Report/Air
Quality Assessment**

Michael Baker

I N T E R N A T I O N A L

NEPAssist Report

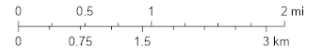
Lex Co. Airport RW Extension



May 22, 2020

1:51,786

- Project Buffer
- Air Pollution (ICIS-AIR)
- Water Dischargers (NPDES)
- Toxic Releases (TRI)
- Hazardous Waste (RCRAInfo)
- Wetlands
- Estuarine and Marine Deepwater



U.S. Fish and Wildlife Service, National Standards and Support Team, wetlands_team@fws.gov, © 2020 Microsoft Corporation © 2020 HERE, U.S. EPA Office of Air and Radiation (OAR) - Office of Air Quality Planning and Standards (OAQPS), EPA OEI, EPA OEI, OFA

Project Location	33.79025,-81.24786
Within 0.5 miles of an Ozone 8-hr (1997 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of an Ozone 8-hr (2008 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a Lead (2008 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a SO2 1-hr (2010 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a PM2.5 24hr (2006 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a PM2.5 Annual (1997 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a PM2.5 Annual (2012 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a PM10 (1987 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a Federal Land?	no
Within 0.5 miles of an impaired stream?	no
Within 0.5 miles of an impaired waterbody?	no
Within 0.5 miles of a waterbody?	no
Within 0.5 miles of a stream?	no
Within 0.5 miles of an NWI wetland?	Available Online
Within 0.5 miles of a Brownfields site?	no
Within 0.5 miles of a Superfund site?	no
Within 0.5 miles of a Toxic Release Inventory (TRI) site?	no
Within 0.5 miles of a water discharger (NPDES)?	no
Within 0.5 miles of a hazardous waste (RCRA) facility?	no
Within 0.5 miles of an air emission facility?	no

Within 0.5 miles of a school?	no
Within 0.5 miles of an airport?	no
Within 0.5 miles of a hospital?	no
Within 0.5 miles of a designated sole source aquifer?	no
Within 0.5 miles of a historic property on the National Register of Historic Places?	no
Within 0.5 miles of a Toxic Substances Control Act (TSCA) site?	no
Within 0.5 miles of a Land Cession Boundary?	no
Within 0.5 miles of a tribal area (lower 48 states)?	no

Created on: 5/22/2020 5:09:23 PM



AIR QUALITY/CLIMATE ASSESSMENT

Lexington County Airport (6J0) Runway Extension
and Terminal Area Expansion

May 9, 2022

Lexington County, South Carolina

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INTRODUCTION

This report documents the methodologies, and presents the findings, of air quality and climate assessments that were conducted to support an Environmental Assessment (EA) that is being prepared for proposed runway and terminal area improvements at Lexington County Airport (6J0), in Pelion, South Carolina.

AIR QUALITY AND CLIMATE

The following provides an overview of the regulatory framework that drives the need for the air quality and climate assessments and describes existing air quality and climate conditions (i.e., the affected environment) within the EA's study area. Potential air quality and climate impacts (i.e., environmental consequences) with the improvements ("Proposed Action") and without the improvements ("No Action") are presented in the **Potential Air Quality and Climate Impacts** section of this report.

Regulatory Agencies

The United States Environmental Protection Agency (EPA) creates the guiding principles and policies for protecting air quality conditions in the study area (and throughout the nation). EPA's primary responsibility is to promulgate and update National Ambient Air Quality Standards (NAAQS) which define outdoor levels of air pollutants that are considered safe for the health and welfare of the public. The EPA's other responsibilities include the approval of State Implementation Plans (SIPs), which are plans that detail how a state will comply with the CAA.

For proposed airport projects, the FAA is responsible for ensuring that the reporting and disclosure requirements of the National Environmental Policy Act (NEPA) and the Clean Air Act (CAA) are met. In areas designated by the EPA to be *nonattainment* or *maintenance* for a NAAQS, the CAA has two rules for which projects must comply—the Transportation Conformity Rule and the General Conformity Rule. The Transportation Conformity Rule is applicable to transportation plans for motor vehicles and rail, transportation improvement programs, and projects funded or approved by the Federal Highway Administration or the Federal Transit Administration. The General Conformity Rule is applicable to all other actions funded or approved by the federal government, including actions by the FAA.

At the state level, the South Carolina Department of Health and Environmental Control (DHEC), along with DHEC's Bureau of Air Quality (BAQ), is responsible for enforcing the CAA including compliance with the NAAQS, issuance of air emission source permits, monitoring of air quality conditions, and preparing a SIP that addresses areas in South Carolina in which air pollutant levels have exceeded the NAAQS.

At the local level, the South Carolina Lexington County Public Works Department informs residents within the area about issues related to air quality, and supports programs and initiatives aimed at improving air quality.

National Ambient Air Quality Standards

The CAA requires the EPA to establish and periodically review the NAAQS. There are NAAQS for six "criteria" air pollutants: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM), and sulfur dioxide (SO₂). There are standards for two sizes of PM—PM_{2.5} which are particles with a diameter of 2.5 microns or less and PM₁₀ which are particles with a diameter of 10 microns or less. There are two sets of standards. Primary Standards provide protection for the health of the public and Secondary Standards provide public welfare protection. The NAAQS and their averaging periods are provided in **Table 1**.

TABLE 1 – NATIONAL AMBIENT AIR QUALITY STANDARDS

Pollutant	Primary/ Secondary	Averaging Period	Standards	Form	
CO	Primary	8-hour	9 ppm	Not to be exceeded more than once per year.	
		1-hour	35 ppm		
Pb	Primary & Secondary	Rolling 3-month average	0.15 µg/m ³	Not to be exceeded.	
NO ₂	Primary	1-hour	100 ppb	98 th percentile of 1-hour daily maximum concentrations, averaged over 3 years.	
	Primary & Secondary	1 year	53 ppb ⁽¹⁾	Annual mean.	
O ₃	Primary & Secondary	8-hour	0.070 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years.	
PM	PM _{2.5}	Primary	1 year	12 µg/m ³	Annual mean, averaged over 3 years.
		Secondary	1 year	15 µg/m ³	Annual mean, averaged over 3 years.
	PM ₁₀	Primary & Secondary	24-hour	35 µg/m ³	98 th percentile, averaged over 3 years.
		Primary & Secondary	24-hour	150 µg/m ³	Not to be exceeded more than once per year on average over 3 years.
SO ₂	Primary	1-hour	75 ppb	99 th percentile of 1-hour daily maximum concentrations, averaged over 3 years.	
	Secondary	3-hour	0.5 ppm	Not to be exceeded more than once per year.	

Notes: ppb = parts per billion, ppm = parts per million, and µg/m³ = micrograms per cubic meter.

⁽¹⁾ The level of the annual NO₂ standard is 0.053 ppm. It is shown here in terms of ppb for the purposes of comparison to the 1-hour standard level.

Source: EPA, National Ambient Air Quality Standards (NAAQS) at <https://www.epa.gov/criteria-air-pollutants/naaqs-table>, May 2022.

Air Quality Designation Status

The EPA designates areas as either attainment, nonattainment, or maintenance. An area with measured pollutant concentrations which are lower than the NAAQS is designated “attainment” and an area with pollutant concentrations that exceed the NAAQS is designated “nonattainment”. Once a nonattainment area meets the NAAQS and the additional re-designation requirements in the CAA, the EPA re-designates the area to be “maintenance”. Areas are designated as “unclassifiable” when there is lack of sufficient data to form the basis of an attainment status determination. Additionally, the EPA classifies the degree to which an area is in nonattainment (in increasing order of seriousness): marginal, moderate, serious, severe, and extreme. 6J0 is in Lexington County which is currently an area that is designated attainment for all the NAAQS.

CAA Conformity Requirements

As previously stated, the General Conformity Rule and the Transportation Conformity Rule of the CAA are applicable to projects in areas that are designed nonattainment or maintenance. Because Lexington County is designated attainment for all the NAAQS, neither rule is applicable to the improvements.

NEPA Requirements

Section 102(2) of the NEPA requires an environmental review of federally funded projects that have the potential to affect the environment regardless of the status of the area with respect to the NAAQS. The emission inventories presented in the **Potential Air Quality and Climate Impacts** section of this report, which disclose project-related emissions of criteria air pollutants and pollutant precursors, as well as Greenhouse Gases (GHGs), were prepared to comply with the NEPA-required environmental review.

Climate

Research has shown that increased atmospheric GHG emissions are significantly affecting the Earth's climate. These conclusions are based on a scientific record that includes substantial contributions from the United States Global Change Research Program (USGCRP), a program mandated by Congress in the Global Change Research Act to "assist the Nation and the world to understand, assess, predict, and respond to human-induced and natural processes of global change."¹ In 2009, based primarily on the scientific assessments of the USGCRP, the National Research Council, and the Intergovernmental Panel on Climate Change (IPCC), the EPA issued a finding deeming it reasonable to assume that changes in climate caused by elevated concentrations of GHG in the atmosphere endanger the health and welfare of current and future generations.² By the summer of 2016, the EPA acknowledged that scientific assessments by that time "highlight the urgency of addressing the rising concentration of carbon dioxide (CO₂) in the atmosphere" and formally announced that GHG emissions from certain classes of aircraft engines contribute to climate change.^{3,4}

Although there are no federal standards for aviation related GHG emissions, it is well established that GHG emissions affect climate.⁵ In 2016, the Council on Environmental Quality (CEQ)⁶ issued the "Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews", which served as the Federal government's official GHG guidance protocol for NEPA analyses. However, in 2017 this guidance was withdrawn for further consideration pursuant to Executive Order (E.O.) 13783, *Promoting Energy Independence and Economic Growth*. Furthermore, in 2019 the CEQ published a draft guidance on how NEPA analysis and documentation should address GHG emissions. However, pursuant to E.O. 13990 of February 2021, *Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis*, the CEQ rescinded its 2019 draft and is currently reviewing, for revisions and updates, the original 2016 Final Guidance.

Following procedures detailed in FAA's 1050.1F Desk Reference, FAA's policy is that GHG emissions should be quantified in a NEPA document when there is a reason to quantify emissions for air quality purposes or when changes in the amount of aircraft fuel used are computed/reported. The FAA does not have a threshold of significance for climate, and thus, the information presented in this section and further in the environmental consequences section of this report are for information purposes.

POTENTIAL AIR QUALITY AND CLIMATE IMPACTS

This section presents and discusses the potential air quality and climate impacts associated with the proposed improvements at 6J0. For the analysis, the short-term air pollutant and pollutant precursor emissions that would result from construction as well as long-term operational emissions that would result with the Proposed Action were derived.

¹ Global Change Research Act of 1990, Pub. L. 101-606, Sec. 103 (November 16, 1990), <http://www.globalchange.gov>.

² Endangerment and Cause or Contribute Findings for Greenhouse Gases under Section 202(a) of the Clean Air Act, 74 Fed. Reg. 66496 (December 15, 2009).

³ EPA, Final Rule for Carbon Pollution Emission Guidelines for Existing Stationary Sources Electric Utility Generating Units, 80 Fed. Reg. 64661, 64677 (October 23, 2015).

⁴ EPA finalized findings that GHG emissions from certain classes of engines used in aircraft contribute to the air pollution that causes climate change endangering public health and welfare under section 231(a) of the Clean Air Act.

⁵ FAA, An Environmental Desk Reference for Airport Actions, October 2007, https://www.faa.gov/airports/environmental/environmental_desk_ref/.

⁶ The CEQ oversees Federal agency National Environmental Policy Act (NEPA) implementation and develops and recommends national policies to the President that promote the improvement of environmental quality and meet the Nation's goals.

Construction Emissions

Air pollutant emissions associated with construction activities are temporary and variable depending on project location, duration and level of activity. These emissions occur predominantly in engine exhaust from the operation of construction equipment and vehicles at the site (e.g., scrapers, dozers, delivery trucks, etc.) and from transporting construction workers to and from the site. Additionally, fugitive dust emissions result from site preparation, land clearing, material handling, equipment movement on unpaved areas; and from evaporative emissions that occur during the application of asphalt paving.

The construction equipment typically utilized in airport projects is comprised both of on-road vehicles (i.e., on-road-licensed) and non-road construction equipment (i.e., off-road). The former category of vehicles are used for the transport and delivery of supplies, material and equipment to and from the site and includes worker vehicles. The latter category of equipment is operated on-site for activities such as soil/material handling, site clearing and grubbing.

The Airport Construction Emissions Inventory Tool (ACEIT)⁷ was used to estimate short-term construction emissions associated with the proposed improvements at 6J0. Project-specific details were used in the ACEIT to estimate construction activities and equipment/vehicle activity data (e.g., equipment mixes/operating times). Because the default emission factors used by ACEIT are outdated and do not reflect the emission rates from the EPA's MOtor Vehicle Emission Simulator (i.e., MOVES)⁸ model, only activity data was extracted from ACEIT. Emission factors were then developed using MOVES, which provides emissions data for both on-road vehicles and off-road construction equipment. Fugitive dust emissions were calculated using emission factors within EPA's Compilation of Air Pollutant Emission Factors (AP-42)⁹ and fugitive evaporative emissions were developed using EPA guidance on asphalt paving.¹⁰

Table 2 lists the construction activities that would be necessary to implement the Proposed Action at 6J0. As also shown, the construction is assumed to begin in the fourth quarter of 2022 and continue through the first quarter of 2023.

TABLE 2 – CONSTRUCTION SCHEDULE AND ACTIVITIES	
Timeframe	Construction Activities
2022-2023	<ul style="list-style-type: none"> - Runway/Taxiway Extension - Construct Hangar Buildings - Construct New Apron/Taxiway - Construct New Road/Parking Area - Tree and Obstruction Removal

Source: Michael Baker International, May 2022.

Estimates of CO, NO_x, sulfur oxides (SO_x), PM_{10/2.5}, and VOC, which would occur to construct the proposed improvements are provided in **Table 3**. As shown, it is anticipated that emissions of pollutants and pollutant precursors would be the greatest in 2022.

⁷ TRB, ACRP Report 102, Guidance for Estimating Airport Construction Emissions, <http://www.trb.org/ACRP/Blurbs/170234.aspx>.

⁸ EPA's MOVES2014a is the latest version of MOVES, which includes the NONROAD model. Additional information on MOVES2014a is available at <https://www.epa.gov/moves/moves2014a-latest-version-motor-vehicle-emission-simulator-moves>.

⁹ EPA, Emissions Factors & AP-42, Compilation of Air Pollutant Emission Factors, <http://www.epa.gov/ttn/chief/ap42/index.html#toc>.

¹⁰ EPA, Emission Inventory Improvement Program, Asphalt Paving, Chapter 17, Volume III, April 2001.

TABLE 3 – CONSTRUCTION EMISSIONS (TONS)							
Year	Source	CO	NO _x	SO _x	PM ₁₀	PM _{2.5}	VOC
2022	Off-Road Equipment/Vehicles	5.3	13.4	0.006	0.99	0.95	1.38
	On-Road/Worker Vehicles	8.2	0.42	0.005	0.12	0.02	0.09
	Fugitives	--	--	--	0.91	0.09	0.16
	Total:	13.5	13.8	0.011	2.0	1.1	1.6
2023	Off-Road Equipment/Vehicles	4.1	10.4	0.005	0.75	0.72	1.04
	On-Road/Worker Vehicles	6.9	0.32	0.004	0.10	0.02	0.07
	Fugitives	--	--	--	0.81	0.08	0.13
	Total:	10.9	10.8	0.009	1.7	0.8	1.2

Notes: Totals may reflect rounding. Lead emissions associated with construction activities are negligible and therefore not presented in the table.
Source: CMT, May 2022.

Emissions from construction activities could be minimized by employing standard construction best management practices such as:

- Reducing exposed erodible surface areas,
- Periodic watering,
- Reducing equipment idling times,
- Reducing vehicles speeds onsite,
- Ensuring contractor knowledge of appropriate fugitive dust and equipment exhaust controls,
- Use of low- or zero-emissions equipment,
- Use of covered haul trucks during materials transportation, and
- Suspending construction activities during high-wind conditions.

Operational Emissions

The operational emissions inventory was prepared for aircraft, auxiliary power units (APUs), ground support equipment (GSE), and motor vehicles. Notably, all the aircraft in the fleet mix are not equipped with APUs. The aircraft, GSE-related emissions were computed using the latest version of the FAA's Aviation Environmental Design Tool (AEDT).¹¹ Emissions from motor vehicles were computed using MOVES emission factors and vehicle-miles-travelled (VMT). The inventories were prepared for emissions of CO, NO_x, SO_x, PM_{10/2.5}, VOC and lead (Pb), for the future (2023) No Action and Proposed Action.

The No Action and Proposed Action conditions include 6,500 and 6,700 annual operations, respectively. The aircraft fleet mix was assumed to remain the same for both actions, except for the additional 200 aircraft operations that would occur with the Proposed Action. To derive the emissions inventory the additional 200 operations were assumed to be performed by Bombardier Challenger 350s. AEDT-default engines were assumed for each aircraft type. For the future Proposed Action, aircraft taxi times were adjusted to reflect the use of the extended taxiway distance of 1,300 feet and an assumed aircraft taxi speed of 20 miles-per-hour. Using this methodology, the average taxi in/out time with the No Action and Proposed Action conditions would be 3.7 and 5.2 minutes, respectively. **Table 4** summarizes the aircraft airframe/engine and number of annual aircraft operations forecast to occur in the year 2023 without and with the proposed improvements.

TABLE 4 – AIRCRAFT FLEET MIX AND OPERATIONS			
Airframe	Engine	Number of Operations	
		No Action	Proposed Action
Beech Bonanza 36	TIO540	2,590	2,590
Raytheon Beech Baron 58	TIO540	1,350	1,350

¹¹ AEDT 3d is the current release version of AEDT. Additional information on AEDT is available at: <https://aedt.faa.gov/>.

TABLE 4 – AIRCRAFT FLEET MIX AND OPERATIONS			
Airframe	Engine	Number of Operations	
		No Action	Proposed Action
Mooney M20-K	TSIO360	754	754
Cirrus SR20	IO360	620	620
Cessna 150 Series	O200	432	432
Piper PA-28 Cherokee Series	O320	404	404
Cessna 172 Skyhawk	IO360	350	350
Bombardier Challenger 350	01P14HN011	--	200
Total		6,500	6,700

Source: Michael Baker International and CMT, May 2022.

As previously stated, emissions from motor vehicles were computed using MOVES and annual VMT. Motor vehicles were assumed to be comprise of gasoline-fueled passenger cars and their emission factors were obtained from MOVES. To be conservative, the default national database that contains data specific to Lexington County (meteorological, speed distribution, vehicle age distribution, etc.) was used and the roadways evaluated were assumed to be urban unrestricted access roadways. VMT data were estimated using yearly trip generation rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual, which are based on the number of aircraft operations.¹² Additionally, vehicle travel distances were estimated in accordance with the methodology presented in Airport Cooperative Research Program (ACRP) Report 180.¹³ The derived annual VMT for the No Action and Proposed Action alternatives are 422,427 and 434,496, respectively.

Table 5 presents the results of the operational emission inventories for the 2023 future No Action and Proposed Action conditions. As shown, operational emissions are estimated to increase with the Proposed Action. This increase is directly attributable to the additional aircraft operations that would occur with the Proposed Action as well as the additional GSE usage associated with the operations, the additional motor vehicle trips to/from the airport, and an increase in the average aircraft taxi distant.

TABLE 5 – OPERATIONAL EMISSIONS (TONS)										
Year	Alternative	Source	Modes	CO	NO _x	SO _x	PM ₁₀	PM _{2.5}	VOC	Pb
2023	No Action	Aircraft	Startup/Taxi-Out	1.7	<0.01	<0.01	<0.01	<0.01	0.08	<0.01
			Takeoff	14.5	0.01	0.01	0.01	0.01	0.15	0.01
			Arrival	29.5	0.03	0.03	0.02	0.02	0.31	0.02
			Taxi-in	1.7	<0.01	<0.01	<0.01	<0.01	0.08	<0.01
		GSE	<0.01	0.01	<0.01	<0.01	<0.01	<0.01	--	
		Motor Vehicles	2.0	0.06	<0.01	0.03	<0.01	0.02	--	
		Total (No Action):	49.4	0.10	0.04	0.06	0.04	0.64	0.03	
	Proposed Action	Aircraft	Startup/Taxi-Out	2.6	0.01	<0.01	<0.01	<0.01	0.15	<0.01
			Takeoff	14.5	0.11	0.02	0.02	0.02	0.15	0.01
			Arrival	29.6	0.05	0.03	0.02	0.02	0.31	0.02
			Taxi-in	2.6	0.01	<0.01	<0.01	<0.01	0.12	<0.01
		GSE	0.1	0.01	<0.01	<0.01	<0.01	0.01	--	
		Motor Vehicles	2.0	0.06	0.001	0.03	<0.01	0.02	--	
		Total (Proposed Action):	51.4	0.25	0.06	0.07	0.04	0.76	0.04	

Source: CMT, May 2022.

¹² ITE, Trip Generation Manual, 8th Edition.

¹³ ACRP Report 180, Guidebook for Quantifying Airport Ground Access Vehicle Activity for Emissions Modeling (2017).

Climate

Although there are no federal standards for aviation related GHG emissions or NEPA requirements for their assessment, a GHG inventory was prepared for the proposed project for disclosure purposes. The GHG emissions associated with the construction and operation of the proposed improvements at 6J0 are presented in **Table 6**. The GHG emissions are presented in metric tons of CO₂ equivalent (CO₂e) using the Global Warming Potential (GWP) values of 1 for CO₂, 28 for CH₄, and 265 for N₂O (based on a 100 year period) as presented in the IPCC's Fifth Assessment Report (AR5).

TABLE 6 – CO ₂ e EMISSIONS (METRIC TONS)		
Year	Construction / Operational	Total CO ₂ e
2022	Construction	2,343
2023	Construction	1,927
	Operational	2,199

Note: Construction emissions modelled using ACEIT and MOVES3 modeling tools. Operational emissions modelled using AEDT 3d. Table reflects the change in operational emissions due to the proposed project only.

Source: CMT, May 2022.

Appendix F



Hazardous Materials

Michael Baker

I N T E R N A T I O N A L

Smail, Ed

From: Smail, Ed
Sent: Friday, December 3, 2021 1:03 PM
To: Leypoldt, Dustin
Cc: Hodges, Jr., Robert F.; Bishop, Karla Y.; Stamps, Jerry
Subject: RE: EXTERNAL: Re: Information on BFVCP Site (Lexington County Airport) (Contract 11-6062-NRP)

Good Afternoon Dustin,
I just wanted to follow up to see if you had any updated information on this site (CE Taylor Site).

Hope you have a great weekend

Thanks!
es

Ed Smail | Project Manager - Environmental
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From: Smail, Ed
Sent: Monday, November 15, 2021 5:00 PM
To: Leypoldt, Dustin <leypoldt@dhec.sc.gov>
Cc: Hodges, Jr., Robert F. <hodgesrf@dhec.sc.gov>; Bishop, Karla Y. <bishopky@dhec.sc.gov>; Stamps, Jerry <stampsjm@dhec.sc.gov>
Subject: RE: EXTERNAL: Re: Information on BFVCP Site (Lexington County Airport) (Contract 11-6062-NRP)

Good Afternoon Dustin,
I wanted to follow back up on the below, which was concerning the well data for the CE Taylor Site. I reattached for reference.

Has there been more recent data since the information that was provided earlier this year?

I have since submitted an Environmental Assessment to the FAA for the Runway Extension at the Lexington County Airport (to comply with NEPA) (refer to attached Figures).

The FAA had requested that I reach out to DHEC for a comment on the CE Taylor Site as it relates to the Runway Extension Project. So, if you could please take a look and let me know your thoughts, I would appreciate it.

Just let me know if you have any questions, or would like to discuss further.

Thank you for your assistance with this matter.

Ed Smail | Project Manager - Environmental

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We Make a Difference

From: Stamps, Jerry <stampsjm@dhec.sc.gov>
Sent: Monday, February 1, 2021 3:19 PM
To: Smail, Ed <ESmail@mbakerintl.com>
Cc: Hodges, Jr., Robert F. <hodgesrf@dhec.sc.gov>; Bishop, Karla Y. <bishopky@dhec.sc.gov>; Leypoldt, Dustin <leypold@dhec.sc.gov>
Subject: Re: EXTERNAL: Re: Information on BFVCP Site (Lexington County Airport) (Contract 11-6062-NRP)

Hi Ed,

I did not review the data. I've copied Dustin as he is the project manager for the CE Taylor site.

Thanks,
Jerry

Jerry Stamps
Project Manager
Brownfields Program

Division of Site Assessment, Remediation, and Revitalization
S.C. Dept. of Health & Environmental Control
Office: (803) 898-0927
Connect: www.scdhec.gov [Facebook](#) [Twitter](#)



From: Smail, Ed <ESmail@mbakerintl.com>
Sent: Monday, February 1, 2021 3:15 PM
To: Stamps, Jerry <stampsjm@dhec.sc.gov>
Cc: Hodges, Jr., Robert F. <hodgesrf@dhec.sc.gov>; Bishop, Karla Y. <bishopky@dhec.sc.gov>
Subject: RE: EXTERNAL: Re: Information on BFVCP Site (Lexington County Airport) (Contract 11-6062-NRP)

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Thanks again Jerry for all of your assistance!

Just one quick question. If I am reading this latest well data correctly, there is still at least one well that still has readings above the maximum contaminant level for nitrate of 10.0 mg/L. Is that correct?

Ed Smail | Project Manager - Environmental

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From: Stamps, Jerry <stampsjm@dhec.sc.gov>
Sent: Monday, February 1, 2021 9:58 AM
To: Smail, Ed <ESmail@mbakerintl.com>
Cc: Hodges, Jr., Robert F. <hodgesrf@dhec.sc.gov>; Bishop, Karla Y. <bishopky@dhec.sc.gov>
Subject: Re: EXTERNAL: Re: Information on BFVCP Site (Lexington County Airport) (Contract 11-6062-NRP)

Hello Ed,

I've attached the latest groundwater monitoring data for the CE Taylor site.

Thank you,
Jerry

Jerry Stamps
Project Manager
Brownfields Program

Division of Site Assessment, Remediation, and Revitalization
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From: Smail, Ed <ESmail@mbakerintl.com>
Sent: Friday, January 29, 2021 10:56 AM
To: Stamps, Jerry <stampsjm@dhec.sc.gov>
Cc: Hodges, Jr., Robert F. <hodgesrf@dhec.sc.gov>; Bishop, Karla Y. <bishopky@dhec.sc.gov>
Subject: RE: EXTERNAL: Re: Information on BFVCP Site (Lexington County Airport) (Contract 11-6062-NRP)

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Thank you so much Jerry...your assistance is greatly appreciated!

Have a great weekend

Ed Smail | Project Manager - Environmental

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From: Stamps, Jerry <stampsjm@dhec.sc.gov>

Sent: Thursday, January 28, 2021 1:46 PM

To: Smail, Ed <ESmail@mbakerintl.com>

Cc: Hodges, Jr., Robert F. <hodgesrf@dhec.sc.gov>; Bishop, Karla Y. <bishopky@dhec.sc.gov>

Subject: Re: EXTERNAL: Re: Information on BFVCP Site (Lexington County Airport) (Contract 11-6062-NRP)

Hi Ed,

Unfortunately I do not have any direct involvement with the CE Taylor site. I believe that order was with the Bureau of Water. I'm working on determining who within the BoW manages the CE Taylor site. I will let you know when I hear back.

Thanks,

Jerry

Jerry Stamps
Project Manager
Brownfields Program

Division of Site Assessment, Remediation, and Revitalization
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From: Smail, Ed <ESmail@mbakerintl.com>

Sent: Thursday, January 28, 2021 10:38 AM

To: Stamps, Jerry <stampsjm@dhec.sc.gov>

Cc: Hodges, Jr., Robert F. <hodgesrf@dhec.sc.gov>; Bishop, Karla Y. <bishopky@dhec.sc.gov>

Subject: RE: EXTERNAL: Re: Information on BFVCP Site (Lexington County Airport) (Contract 11-6062-NRP)

*** Caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. ***

Good Morning Jerry,

Thank you so much for your quick reply and for providing the Phase II. This was exactly the information I was looking for.

I did have one follow up question. The contaminated site named in the Phase II (CE Taylor Septage Application Site) appeared to have had a consent order issued in 2012 (Consent Order 12-055-W). Do you know if any additional information is available with regard to the consent order, such as the closure plan or additional GW monitoring data?

Thank you again – this information has been very helpful.

Ed Smail | Project Manager - Environmental
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esmail@mbakerintl.com | www.mbakertnl.com [f](#) [t](#) [@](#) [in](#) [v](#)



From: Stamps, Jerry <stampsjm@dhec.sc.gov>
Sent: Thursday, January 28, 2021 9:12 AM
To: Smail, Ed <ESmail@mbakerintl.com>
Cc: Hodges, Jr., Robert F. <hodgesrf@dhec.sc.gov>; Bishop, Karla Y. <bishopky@dhec.sc.gov>
Subject: EXTERNAL: Re: Information on BFVCP Site (Lexington County Airport) (Contract 11-6062-NRP)

Hello Mr. Smail,

As I recall, Lexington County pursued a NRP VCC for the property adjoining the airport; however, they took title to the property prior to signing the contract. As a result, they were ineligible for the NRP VCC and the contract was never executed. As far as I know, there has been no other interest in a VCC for this property.

I've attached the Phase II ESA they submitted in support of the VCC.

Please let me know if you need anything else.

Thanks,
Jerry

Jerry Stamps
Project Manager
Brownfields Program

Division of Site Assessment, Remediation, and Revitalization
S.C. Dept. of Health & Environmental Control
Office: (803) 898-0927
Connect: www.scdhec.gov [Facebook](#) [Twitter](#)



From: Smail, Ed <ESmail@mbakerintl.com>
Sent: Wednesday, January 27, 2021 4:03 PM
To: Stamps, Jerry <stampsjm@dhec.sc.gov>
Cc: Hodges, Jr., Robert F. <hodgesrf@dhec.sc.gov>
Subject: Information on BFVCP Site (Lexington County Airport) (Contract 11-6062-NRP)

*** Caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. ***

Good Afternoon Mr. Stamps,

I am currently working on an Environmental Assessment for a project at the Lexington County Airport in Pelion, SC. A record search indicated a BFVCP site at the Airport (104 AIRPORT RD, PELION, SC 29123) (Contract # 11-6062-NRP" – File # 57973). The Contract was mailed on 11/21/2011. This is pretty much all of the information that was provided in the record search.

I reached out to you specifically because you are listed as the Contract Manager in the record search. Is there any additional information that you would be able to provide for this site?

Thank you for assistance and for any info that you may have.

Ed Smail | Project Manager - Environmental
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esmail@mbakerintl.com | www.mbakerial.com     





Phase I Environmental Site Assessment
Lexington County Airport Runway Extension
Three Parcels
Pelion, Lexington Co., South Carolina
S&ME Project No. 22610018

PREPARED FOR:

Michael Baker International
3820 Faber Place Drive, Suite 100
North Charleston, South Carolina 29405

PREPARED BY:

S&ME, Inc.
134 Suber Road
Columbia, South Carolina 29210

September 1, 2022



September 1, 2022

Michael Baker International
3820 Faber Place Drive, Suite 100
North Charleston, South Carolina 29405

Attention: Mr. Ed Smail

Reference: **Phase I Environmental Site Assessment**
Lexington County Airport Runway Extension – Three Parcels
Pelion, Lexington County, South Carolina
S&ME Project No. 22610018

Dear Mr. Smail:

S&ME, Inc. (S&ME) has completed a Phase I Environmental Site Assessment (ESA) for the referenced Property. The attached report presents the findings of S&ME's Phase I ESA performed in general accordance with ASTM E1527-13 and S&ME Proposal Number 22610018, dated January 13, 2022. The purpose of the Phase I ESA was to identify, to the extent feasible, recognized environmental conditions in connection with the Property.

ASTM E1527-13 states that an ESA "meeting or exceeding" this practice and completed less than 180 days prior to the date of acquisition or intended transaction is presumed to be valid if the report is being relied on by the User for whom the assessment was originally prepared and the following components were completed: interviews, the regulatory review, site visit, environmental lien search, and the declaration by the environmental professional responsible for the assessment. Based on this requirement, this Phase I ESA is presumed to be valid for 180 days after April 4, 2022.

S&ME appreciates the opportunity to provide this Phase I ESA for this project. Please contact us with any questions regarding the information contained in this report.

Sincerely,

S&ME, Inc.

Handwritten signature of Travis Knight in black ink.

Travis Knight, CHMM
Environmental Professional
tknight@smeinc.com

Handwritten signature of Tom Behnke in black ink.

Tom Behnke, P.G., CHMM
Environmental Services Manager
tbehnke@smeinc.com



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Executive Summary

S&ME has completed a Phase I Environmental Site Assessment (ESA) of three parcels containing approximately 6-acre property located on Downey Drive and west of the Lexington County Airport runway in Pelion, Lexington County, South Carolina (i.e. "the Property"). This summary is intended as an overview of the Phase I ESA for the convenience of the reader. The complete report must be reviewed in its entirety prior to making decisions regarding the Property.

The information in this report was obtained from a site reconnaissance, environmental records review, interviews, and historical research.

The Property is identified as Lexington County tax parcels 010822-01-002, 010822-01-03, and 010822-01-04 and is approximately 6 acres in area. TMS# 010822-01-002 and 010822-01-003 are owned by Diana Porter and TMS# 018022-01-04 is owned by Mark and Debra Delgado. In summary, the Property has been developed with two residential structures since at least 1994. Prior to development the Property was undeveloped land since at least 1938.

A site reconnaissance was conducted by S&ME environmental professional Travis Knight, CHMM on July 14, 2022 to evaluate the Property for drainage patterns, vegetation patterns, stains, discoloration, surrounding land use, and other visual aspects suggestive of the presence of Recognized Environmental Conditions (RECs).

S&ME contracted Environmental Data Resources (EDR) to prepare a Radius Map Report compiling federal, state, and tribal environmental database information. The review of the EDR Radius Map Report and other public records identified one off-site facility (Lexington County Airport) with listings related to hazardous materials or petroleum products in the vicinity of the Property. Based on current regulatory status, distance from the Property, and topographic relationship, the off-site regulated facility listed on the EDR report is not considered a REC or Vapor Encroachment Condition (VEC) in connection with the Property.

In summary no RECs or vapor encroachment conditions were identified in connection with the subject property.



1.0 Introduction

S&ME conducted a Phase I ESA of three parcels containing approximately 6-acre Property located along on Downey Drive and west of Lexington County Airport runway in Pelion, Lexington County, South Carolina. The Phase I ESA was conducted using the American Society for Testing and Materials (ASTM) *E1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* and in general accordance with S&ME Proposal 22610018, dated January 13, 2022.

1.1 Purpose

The User of this report is Michael Baker International (Client). The purpose of the Phase I ESA is to identify, pursuant to ASTM E1527-13, recognized environmental conditions and controlled recognized environmental conditions in connection with the Property.

ASTM defines the term recognized environmental condition (REC) as the presence or likely presence of hazardous substances or petroleum products in, on, or at a Property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. The term includes hazardous substances or petroleum products even under conditions in compliance with laws.

ASTM defines the term controlled recognized environmental condition (CREC) as “a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, Property use restrictions, activity and use limitations, institutional controls, or engineering controls).”

ASTM defines the term historical recognized environmental condition (HREC) as a past release of any hazardous substances or petroleum products that has occurred in connection with the Property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the Property to any required controls (for example, Property use restrictions, activity and use limitations, institutional controls, or engineering controls).

The terms do not include *de minimis* conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis* are not RECs nor CRECs.



1.2 Detailed Scope of Services

1.2.1 ASTM E1527-13

S&ME's approach to performing this Phase I ESA consisted of four major tasks in accordance with ASTM Standard Practice E1527-13.

Task 1 - A review of reasonably ascertainable public records for the Property and the immediate vicinity was conducted. This review was performed to characterize environmental features of the Property and to identify past and present land use activities, on or in the vicinity of the Property, which may indicate a potential for recognized environmental conditions. The review of the reasonable ascertainable public records included:

1. Examination of federal, state, tribal and reasonably ascertainable local public records for the Property and immediate vicinity.
2. Examination of one or more of the following standard sources: aerial photographs, fire insurance maps, tax files, building department records, zoning/land use records, street directories and topographic maps of the site and vicinity for evidence suggesting past uses that might have involved hazardous substances or petroleum products.
3. Examination of land title records back to 1940, or first developed use - whichever is earlier, as well as a copy of the current deed if the documents are provided to S&ME by the Phase I ESA User.

Task 2 - A site reconnaissance was performed to identify visual signs of past or existing contamination on or adjacent to the Property. This reconnaissance was also performed to evaluate evidence found in our public record review that might indicate activities resulting in hazardous substances or petroleum products being used or deposited on the Property. The site reconnaissance included the following activities:

1. A reconnaissance of the Property and adjacent properties was performed to look for evidence of current and past Property uses, signs of spills, stressed vegetation, buried waste, underground or above ground storage tanks, subsidence, transformers, or unusual soil discoloration which may indicate the possible presence of contaminants on the properties. Photographs are provided to document these conditions.
2. The exterior reconnaissance involved a viewing of the periphery of the Property and a walk-through of accessible areas of the Property interior including the exterior of any on-site structures.
3. Areas of the site were photographed to document the current use(s) of the Property, as well as conditions such as unusually discolored soil, stressed vegetation, or other significant features associated with the Property.

Task 3 - Interviews with past and present Property owners (if available), operators and occupants as well as with appropriate local officials were conducted to consider any local knowledge of hazardous substances or petroleum products on the Property or on adjacent properties.

Task 4 - Report preparation and review.



1.2.2 Exclusions from and Additions to Scope of Services

Unless specifically authorized as an addition to the Phase I ESA work scope, the assessment did not include assessment of environmental conditions not specifically included in the ASTM E1527-13 standard including, but not limited to sampling of materials (i.e., soil, surface water, groundwater or air), or the assessment of business risk issues such as wetlands, lead in drinking water, asbestos-containing materials, mold, fungi or bacteria in on-site buildings, regulatory compliance, cultural/historic risks, industrial hygiene, health/safety, ecological resources, endangered species, indoor air quality, vapor intrusion, radon or high voltage power lines.

1.3 Significant Assumptions

Information obtained from the User, Client, the Client's representatives, individuals interviewed, public record review, and prior environmental reports was considered to be accurate and reliable unless S&ME's reasonable inquiries clearly revealed otherwise.

The groundwater within the local geologic province is typically contained in an unconfined (water table) aquifer. The slope of the water table under static conditions (no pumping interference) often approximates the land surface topography. Thus, the interpreted groundwater flow direction is assumed to be approximately the same as the topography of the ground surface. Perennial surface waters (creeks, streams, rivers, ponds, etc.) are assumed to act as a discharge point for groundwater flow and thus delineate the locations of hydrogeologic barriers for flow within the subsurface groundwater regime.

1.4 Limitations and Exceptions of Assessment

The Phase I ESA was conducted using ASTM E1527-13. The findings of this report are applicable, and representative of conditions encountered at the Property on the date of this assessment and may not represent conditions at a later date. The review of public records was limited to that information which was available to S&ME at the time this report was prepared. Interviews with local and state government authorities were limited to those people whom S&ME was able to contact during the preparation of this report. Information was derived from "reasonably ascertainable" and "practically reviewable" sources in compliance with our understanding of the standards set forth by ASTM E1527-13.

Additional limitations to this Phase I ESA are as follows:

- Standard historical sources were not reasonably ascertainable to trace the historical usage of the Property in five-year intervals back to 1940.
- Due to the small scale and, in some cases poor resolution of historical aerial photographs, only limited review of historic site conditions was feasible.
- The boundaries of the Property were approximated based on user-provided information, tax parcel maps, and field observations.
- The absence of an interview with current or past Property owners.



1.5 Special Terms and Conditions

This Phase I ESA was conducted in general accordance with S&ME Proposal Number 22610018, dated January 13, 2022 and our Agreement for Services (Form AS-071). A copy of the contract between S&ME and Michael Baker International is included in **Appendix VII**.

1.6 User Reliance

The resulting report is provided for the sole use of the Client. Use of this report by any third parties will be at such party's sole risk except when granted under written permission by S&ME.

The additional party's use and reliance on the report will be subject to the rights, obligations, and limitations of S&ME's standard Agreement for Services (AS-071) which can be provided upon third party request for reliance on this report.

According to ASTM E1527-13, certain components of the Phase I ESA will expire 180 days from the date of that component and will require updating if the date of Property acquisition exceeds this time period. The entire report will expire in one year. The following table lists the dates for pertinent components.

<u>Component</u>	<u>Date of Initiation</u>
Environmental Database Search	April 4, 2022
Site Reconnaissance	July 14, 2022
Interviews	August 30, 2022
Environmental Lien Search	Not Performed
Declaration by Environmental Professional	Date of report

2.0 General Site Description

2.1 Site Location

The Property is located on Downey Drive and west of the Lexington County Airport runway in Pelion, Lexington County, South Carolina. The location of the Property is shown on **Exhibits 1-3** in **Appendix I**.

Table 2-1 General Information on Property

Item	Comments
Property Location/Address	Downey Drive and west of Lexington County Airport runway in Pelion, Lexington County, South Carolina.
Tax Parcel	Lexington Co. TMS# 010822-01-002, 010822-01-03, and 010822-01-04
Number of Buildings and Square Footage (sf)	Two residential buildings and wooded land.



Item	Comments
Current Property Use	Residential and wooded land.

2.2 Site and Vicinity Characteristics

The Property is located along Downey Drive and west of the Lexington County Airport runway, in Pelion, Lexington County, South Carolina and comprises of approximately 6-acres. Adjacent properties consist of private residences and Lexington County Airport.

3.0 User Provided Information

Certain information identified in ASTM E1527-13 is typically provided by the User of this report (Client) on a User Questionnaire. Ed Smail with Michael Baker completed a User Questionnaire on July 26, 2022 and is provided in **Appendix VII**.

3.1 Title Records

Title records for the Property were not provided by the User.

3.2 Environmental Liens or Activity and Use Limitations

Review of Activity and Use Limitations (AULs) and environmental liens by the environmental professional can help in determining if a *REC* is associated with the Property. AULs can include both institutional and engineering controls and are often recorded in land title records in the restrictions of record rather than a typical chain-of-title or title abstract. The User has the responsibility of checking land title and judicial (federal, state, tribal, and local) records.

No title records were provided.

3.3 Specialized Knowledge

The User provided a GeoSearch Radius Report dated May 19, 2020. The User indicated that the airport maintains a fueling facility. The User also indicated that known nitrate contamination is located at the C.E. Taylor Sewage site located approximately 1,400 feet southeast from the subject Property and adjoining the Lexington County Airport. The User provided Phase II ESA report for the Lexington County Airport and groundwater sampling data and associated map associated with the C.E. Taylor Sewage site. See section 4.2.4 for additional details.

The User did not provide and other specialized knowledge that is material to potential *RECs* identified in connection with the Property.



3.4 Commonly Known or Reasonably Ascertainable Information

The User indicated that the Property is developed with residential along the road frontage and undeveloped wooded land at the rear of the site. The User did not provide any other commonly known or reasonably ascertainable information regarding the Property.

3.5 Valuation Reduction for Environmental Issues

The User did not indicate that they were aware of a valuation reduction for the Property due to environmental issues.

3.6 Owner, Property Manager, and Occupant Information

The Lexington County Property Cards indicated TMS# 010822-01-002 and 010822-01-003 are owned by Diana Porter and TMS# 018022-01-04 is owned by Mark and Debra Delgado. The Property is developed with two residential structures.

3.7 Reason for Performing the Phase I ESA

It is our understanding that the Phase I ESA is being conducted due to a planned transaction of the Property. The purpose of the ESA is to identify, pursuant to ASTM E1527-13, RECs in connection with the Property. S&ME assumes that this Phase I ESA is being performed to assist the purchaser in qualifying for the innocent landowner, contiguous Property owner, or bona fide prospective purchaser limitations on CERCLA liability.

3.8 Other

The User provided reports and various regulatory documents pertaining the nitrate contamination at the former C.E. Taylor site located east of the airport as discussed in this report. No other information was provided by the User.

4.0 Records Review

4.1 Standard Environmental Record Sources

S&ME reviewed selected federal and state regulatory lists in an attempt to identify recorded information concerning environmental impacts or conditions or concerns associated with the subject property. S&ME reviewed the regulatory lists included in the following table as obtained from Environmental Data Resources (EDR). The database report is presented as **Appendix III**, including a listing of the databases, search radii, explanation of each database, and exhibits depicting the approximate locations of regulated facilities in the vicinity of the Property. The EDR environmental records report contains detailed information regarding the release date and search distance for each database researched.



Regulatory listings are limited and include only those facilities or incidents that are known to the regulatory agencies at the time of publication to be contaminated, in the process of evaluation for potential contamination, or to store/generate potentially hazardous substances, waste, or petroleum.

Facilities with records pertaining to hazardous substance or petroleum products within ASTM-specified search distances were listed including the Property. Sites in proximity to the subject property are summarized in Table 4-1.

Table 4-1 Database Search Results Summary (Standard Records Sources)

Facility	Location Direction/ Distance Topographic Relationship	Record	Comment
Lexington County Airport	104 Airport Rd. Adjoin to E Cross-gradient	SHWS, VCP, Brownfields	Voluntary Cleanup Contract entered November 2011. Refer to Section 4.2.4.

Based on spatial distance, apparent direction of groundwater flow, and regulatory status, this site does not appear to pose a material threat of contamination to the Property.

The EDR report contains an Orphan Summary which are sites that cannot be located by EDR due to incomplete address information. No facilities were identified within the specified search radius.

4.2 Additional Environmental Record Sources

4.2.1 EDR Supplementary Sources

An EDR Zip Code Scan was included in the preparation of this report. This scan was reviewed, and no other sites of potential concern were discovered. The EDR Zip Code Scan Report is included within the EDR Report in **Appendix III**.

The EDR report also included additional environmental records not listed among the standard federal, state, and tribal databases. No additional facilities were listed.

4.2.2 Tribal Record Sources

The review of the public record including the EDR Radius Map Report did not reveal any listings of tribal environmental records (Indian Reservations, Indian UST, or Indian LUST). According to a fact sheet obtained from the National Indian Child Welfare Association, there are no recognized Tribal lands within the vicinity of the Property. According to the U.S. Census, there is one federally recognized tribe in South Carolina, the Catawba Indian Nation.



4.2.3 *Other Record Sources*

- ◆ A search of the Environmental Protection Agency (EPA) Envirofacts database (<http://www.epa.gov/emefdata/em4ef.home>) was conducted. No additional facilities within the applicable search radii were identified.

4.2.4 *State Agency File Review*

Based on information contained in the EDR report, site reconnaissance, topographic map interpretation, and User provided information, the environmental professional in charge of this project submitted a freedom of information (FOI) request to SCDHEC to inquire about additional data for the Lexington County Airport and C.E. Taylor Sewage site. Information discussed below was provided by SCDHEC and the User. Pertinent information is provided in **Appendix V**.

Lexington County Airport

S&ME reviewed a Phase II ESA dated September 19, 2011 performed by Kleen Sites Geoservices, Inc. The Phase II ESA was conducted due to the known nitrate groundwater contamination plume associated with the former C.E. Taylor Site located east of the airport during Lexington County's potential purchase of the Former Palmetto Raceway Property. During the Phase II ESA five temporary monitoring wells were installed on the airport property. The Phase II ESA indicated that no volatile organic compounds (VOCs) were detected in the installed monitoring wells above the maximum contaminant levels (MCLs). Detectable levels of nitrates were identified in each of the five installed monitoring wells. Only temporary monitoring well TW-2 located along the east central property boundary with the C.E. Taylor site exhibited nitrate levels above the nitrate MCL of 10 mg/L.

According to an email dated January 28, 2021 from Mr. Jerry Stamps, SCDHEC, to Mr. Ed Smail, Client, Mr. Stamps indicated that the Non-responsible Party Voluntary Clean-up Contract (NRP VCC) in connection with the Former Palmetto Raceway Property was never executed due to the Lexington County taking the title to the property prior to signing the VCC.

C.E. Taylor Site

A February 2013 report of violation was provided by the client for the former C.E. Taylor site. The report indicates that C.E. Taylor Pumping, Inc. owns and is responsible for proper operation and maintenance of a septage treatment and land application facility. The report indicates that the facility has violated the Pollution Control Act and South Carolina Water Classifications and Standards Regulation due to failing to protect groundwater. The report indicates that the facility is to perform groundwater investigation and monitor the site for thirty years.

S&ME reviewed groundwater data from a March 13, 2020 and January 10, 2019 groundwater sampling events. The January 10, 2019 groundwater sampling data indicates that the collected samples were below the nitrate MCL of 10 mg/L. During the January 10, 2019 sampling event only monitoring wells MW-10, MW-11, MW-12, MW-15, MW-16, MW-20, and MW-19 were sampled. The March 13, 2020 sampling event indicated that the groundwater sample collected from monitoring well MW-5 was above the nitrate



MCL at 21.8 mg/L. Monitoring well MW-5 is located on the western property boundary of the C.E. Taylor Site near the Lexington County Airport Property boundary. All other samples collected on March 13, 2020 were below the nitrate MCL. Monitoring wells MW-1, MW-5, MW-17 and MW-19 were sampled during the March 13, 2020 sampling event. Monitoring wells MW-2 and MW-7 were indicated to be dry.

4.3 Physical Setting Sources

Physical setting sources specified in Section 12.0 of this report were reviewed to provide information about the geology and hydrogeology of the area of the Property.

Surface Drainage and Soil

The subject Property is located on the United States Geological Survey (USGS), 7.5-minute series Topographic Map, *Pelion East, South Carolina* Quadrangle dated 1972 (Revised 1982). The original map has a scale of one-inch equals 2,000 feet. A Topographic Exhibit prepared using a portion of the map is included as **Figure 2** in **Appendix I**.

The map primarily depicts the Property as undeveloped wooded land. Surrounding properties are depicted as undeveloped wooded land. An airport is located further to the southeast. The overall slope of the Property is to the south. Surface elevation is approximately 450 feet above mean sea level.

S&ME reviewed the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey (<http://websoilsurvey.nrcs.usda.gov/app/>), which depict the soil types underlying the Property and its surrounding area. These sources depicted the Property as being underlain by the following soils:

Table 4-2 Site Soils

Soil Series	Drainage	Locations
Lakeland Soils, Undulating (LaB)	Excessively drained	Sandy Upland Woodland

Bedrock

Bedrock was not observed on the Property.

Hydrogeology

According to *The Geology of the Carolinas*, (Horton, Jr. J. Wright and Victor A. Zullo, University of Tennessee Press, 1991), the subject property lies within the Coastal Plain Physiographic Province of South Carolina. The Coastal Plain consists of unconsolidated sands, silts, and clays of the Pleistocene epoch. During this time, the ocean retreated over the land and left formations and terraces indicating former shorelines. The parent material of most of the soils is marine or fluvial deposits. The sedimentary beds of the Coastal Plain overlap each other in the sequence they were laid down and slope gently to the coast.



In the Coastal Plain, the soils typically have moderate to rapid permeability; thus readily transmitting groundwater. The movement of groundwater through the sands and clays is strongly influenced by local topography.

4.4 Historical Use Information on the Property

4.4.1 Discussion

The historical use of the Property was determined by reviewing various historical sources listed below. In summary, the Property has been developed with a residential structure since at least 1933. A second residential structure has been located on the Property since at least 1958. The remainder of the Property has been undeveloped land since at least 1938.

4.4.2 Aerial Photographs

Aerial photographs (1938-2020) were reviewed to observe previous conditions and development of the Property, as well as immediately adjacent properties. A copy of the 2020 aerial photograph is included as **Figure 3** in **Appendix I**. The following table presents the findings of the aerial photograph review.

Table 4-3 Aerial Photographs

Source	Date	Approx. Scale	Comments
Google Earth	2019-2020	1" = 500'	The Property is developed with two residential structures and associated sheds on the north and central portion of the Property. The southern parcel is undeveloped wooded land. Surrounding properties consist of residences (N, S,W) and Lexington County Airport (E).
Google Earth EDR Aerial Photographs	1994-2018	1" = 500'	Similar to 2019 however, the residential structure located on the northern parcel is no longer visible.
EDR Aerial Photographs	1964-1981	1" = 500'	The Property is undeveloped wooded land. Surrounding properties are undeveloped wooded land. The Lexington County Airport is visible further south.
Google Earth EDR Aerial Photographs	1938-1961	1" = 500'	Similar to 1964. The Lexington County Airport is no longer visible.

No evidence of potential hazardous materials uses, or storage was observed at the subject property in the aerial photographs observed. Due to the scale and clarity of most of the aerial photographs, specific details of the Property could not be observed.



4.4.3 *City Directories*

S&ME contracted EDR to conduct a City Directory search of the Property. The Property was listed as residential since at least 1992. A copy of the EDR City Directory Search report is provided in **Appendix II**.

4.4.4 *Sanborn Fire Insurance Maps*

EDR maintains the largest selection of Sanborn Fire Insurance maps available. According to EDR, the area of the Property is not covered by historic Sanborn Maps. A copy of the EDR No Sanborn Coverage letter is presented in **Appendix II**.

4.4.5 *Historical Topographic Maps*

S&ME contracted EDR to a historical topographic map review. Topographic maps were provided for 2020, 2017, 2014, 1986, 1981, 1972, and 1944. The historical topographic maps depict the Property as wooded land. A copy of the EDR Historical Topo Map Report is presented in **Appendix II**.

4.4.6 *Building Records*

S&ME attempted to review building records on the Lexington County GIS/tax assessor website. No structures were reported on the Property Cards.

4.4.7 *Zoning/Land Use Records*

S&ME attempted to review zoning/land records on the Lexington County GIS/tax assessor website. Zoning information was not provided on the Property Cards.

4.4.8 *Land Title Records*

The Lexington County Property Cards indicated TMS# 010822-01-002 and 010822-01-003 are owned by Diana Porter and TMS# 018022-01-04 is owned by Mark and Debra Delgado. Copies of the Property Cards are presented in **Appendix II**.

4.4.9 *Property Tax Files*

S&ME attempted to review property tax records on the Lexington County GIS/tax assessor website. Tax information was not provided on the Property Cards.

4.5 **Historical Use Information on Adjoining Properties**

Historical information including aerial photographs, city directories, topographic maps, and regulatory records were reviewed to assess off-site historical land uses.



Table 4-4 Adjoining Properties

Location/Current Use	Prior Use
<p>North: Residential</p>	<p>The northern adjoining property has been developed with residential since at least 1994. Prior to development the northern adjoining property has been undeveloped land since at least 1938.</p>
<p>South: Residential</p>	<p>The southern adjoining property has been developed with residential since at least 1994. Prior to development the southern adjoining property has been undeveloped land since at least 1938.</p>
<p>East: Lexington County Airport</p>	<p>The eastern adjoining property has been a portion of Lexington County Airport since at least 1994. The Lexington County Airport has been located further south since at least undeveloped land since at least 1964.</p>
<p>West: Residential</p>	<p>The western adjoining property has been developed with residential since at least 1994. Prior to development the western adjoining property has been undeveloped land since at least 1938.</p>

4.6 Vapor Encroachment Screening

The purpose of the Tier 1 Vapor Encroachment Screening (VES) is to identify, to the extent feasible pursuant to the procedures presented in the ASTM E 2600-15 standard guide, if a Vapor Encroachment Condition (VEC) exists at the Property. Due to the lack of documented releases in the Area of Concern (AOC) and on the Property, a VEC does not exist. Refer to **Appendix VI** for copy of the VES report.

5.0 Site Reconnaissance

The site reconnaissance was performed by S&ME Environmental Professional Mr. Travis Knight, CHMM on July 14, 2022. The purpose of the site reconnaissance is to “obtain information indicating the likelihood of identifying RECs in connection with the Property.”

5.1 Methodology and Limiting Conditions

The methodology used during the site reconnaissance consisted of a walk around the available boundaries of the Property and available portions of the Property’s interior. Observation of nearby properties was limited to areas visible in the line of sight from public roadways. S&ME did not enter adjacent properties to view areas not visible from the Property or public property. Following the site reconnaissance, S&ME performed a vehicular survey of the surrounding area by public roads to observe adjoining and nearby properties.



5.2 General Site Setting

5.2.1 *Current Use(s) of the Property*

The Property is currently developed with two residential structures and associated outbuildings located along Downey Drive.

5.2.2 *Past Use(s) of the Property*

No evidence of past uses were observed.

5.2.3 *Current Use(s) of Adjoining Properties*

North Residential (Photograph 3).

South Residential (Photograph 4).

East Lexington County Airport (Photograph 5).

West Residential (Photograph 6).

5.2.4 *Past Use(s) of Adjoining Properties*

No obvious evidence of previous land uses was observed on adjoining and surrounding properties through observations made during the site visit.

5.2.5 *Geologic, Hydrogeologic, Hydrologic, and Topographic Conditions*

The Property is primarily flat with a gentle downward slope to the south. Observable surface soils consisted of sands and sandy loams.

5.2.6 *Description of Structures and Roads*

Two residential structures and associated outbuildings are located along Downey Drive. Ingress and Egress to the Property was via Downey Drive.

5.2.7 *Potable Water Supply and Sewage Disposal System*

Two drinking water wells were observed on the Property.



5.3 Exterior Observations

Table 5-1 Property Exterior Observations

Descriptions	Reported or Observed On-Site (Y/N)	Comments
Hazardous Substances and Petroleum Products in Connection with Identified Uses	N	
Storage Tanks (USTs/ASTs)	N	
Strong, Pungent, or Noxious Odors	N	
Pools of Liquid	N	
Drums	N	
Hazardous Substances and Petroleum Products Containers Not in Connection with Identified Uses	N	
Unidentified Substance Containers	N	
Potential Polychlorinated Biphenyl (PCB)-Containing Equipment	N	
Pits, Ponds, Lagoons, and Surface Waters	N	
Stained Soil or Pavement	N	
Stressed Vegetation	N	
Solid Waste	N	
Utilities and Storm Water Management	N	
Process/Industrial Wastewater Discharges	N	
Wells	Y	Two drinking water wells were observed on the Property (Photographs 7 & 8).
Septic Systems	N	
Hydraulic Equipment	N	
Contracted Maintenance Services	N	
Other	N	

5.4 Interior Observations

The Property was developed with two occupied private residences. Due to the structures being occupied by private owners no interior observations were made.



6.0 Interviews

Interviews were conducted by Travis Knight, CHMM an S&ME Environmental Professional, to obtain information from individuals who have knowledge of current and past activities at the Property and to clarify observations made during the site reconnaissance or data review of the Property. Copies of interview correspondence are located in **Appendix IV**.

6.1 Interview with Past and Present Owner

The Properties are owned by private residents therefore no owner interviews were conducted.

6.2 Interview with Key Site Manager

Refer to Section 6.1.

6.3 Interview with Occupants

The Property is occupied by private owners; consequently, no occupant interviews were conducted.

6.4 Interview with Local Government Officials

Ms. Armani Brown sent S&ME a list of electronic files that SCDHEC has in reference to the C.E. Taylor site on August 30, 2022. Ms. Brown indicated that the latest Groundwater Monitoring Report was dated January 15, 2019.

6.5 Interviews with Others

No other interviews were conducted.

7.0 Findings

7.1 On-Site

No on-site findings of environmental concern were identified on the subject property.

7.2 Off-Site

The following off-site findings were identified during our assessment:

- One off-site facility (Lexington County Airport) was identified on the EDR Radius Map report
- Nitrate contamination in groundwater is documented at the former CE Taylor site located approximately 1,400 feet east of the subject property.



8.0 Opinions

8.1 On-Site

No RECs were identified in connection with the subject property.

8.2 Off-Site

S&ME offers the following opinion concerning the off-site findings:

- A VCC application was initiated for the Lexington County Airport in connection with the purchase of the former Palmetto Raceway property. According to an email dated January 28, 2021 from Mr. Jerry Stamps, SCDHEC, to Mr. Ed Smail, (Michael Baker) Mr. Stamps indicated that the Non-responsible Party Voluntary Clean-up Contract (NRP VCC) was never executed due to the Lexington County Airport taking the title to the property prior to signing the VCC. The Lexington County Airport is not considered a REC in connection with the subject property.
- Based on groundwater monitoring reports, nitrate contamination associated with the former CE Taylor property is not considered a REC in connection with the subject property based on distance and topographic position.

At the request of the client we are providing the following opinion with regard to nitrate groundwater contamination at the CE Taylor property and the Lexington County Airport property:

Nitrate concentrations above regulatory MCLs was reported in monitoring well MW-5 located near the airport's eastern property boundary in March 2020. Because of the proximity of this well to the Lexington County Airport property boundary, the potential for nitrate migration onto the airport property cannot be ruled out.

8.3 Data Gaps

The following data gaps were encountered during the Phase I ESA:

- Failure to document Property use in approximately five-year intervals back to its first developed use, or back to 1940, whichever earlier. Site use could not be documented from prior to 1921, as historical resources were not reasonably ascertainable (data failure).
- Interviews with current and past Property owners were not conducted.

Considering the history of land use as documented on available aerial photographs, topographic map, city directories as well as current site findings, these limitations are not considered significant to our ability to identify recognized environmental conditions in connection with the Property.



9.0 Conclusions

We have performed a Phase I ESA in conformance with the scope and limitations of ASTM E1527-13 of approximately 6-acre property located on Downey Drive and west of the Lexington County Airport runway in Pelion, Lexington County, South Carolina. Any exceptions to, or deviations from, this practice are described in Sections 1.4 and 10.0 of this report. This assessment has revealed no evidence of RECs, HRECs, or CRECs in connection with the Property. Additionally, VEC in relation to the Property does not exist.

10.0 Deviations

S&ME has endeavored to perform this Phase I ESA in conformance with the scope and limitations of ASTM E 1527-13. Deviations from the standard are summarized in Section 1.4 and 8.3.

11.0 Additional Services

No additional services were performed in connection with this Phase I ESA.

12.0 References

- Lexington County GIS website: (<https://lex-co.sc.gov>);
- Aerial photographs obtained from the Google Earth, EDR Aerial Photographs, and World Imagery, dated 1938-2021;
- USGS 7.5-minute series Topographic Map, *Pelion, South Carolina* Quadrangle, dated 1972 Revised 1982;
- USDA Natural Resources Conservation Services (NRCS) Web Soil Survey (<http://websoilsurvey.nrcs.usda.gov/app/>);
- EDR Radius Map Report, *Lexington Airport Runway Ext.*, Inquiry Number 6925377.2s, dated April 4, 2022;
- EDR Certified Sanborn Map Report, *Lexington Airport Runway Ext.*, EDR Inquiry Number 6925377.3, dated April 14, 2022;
- EDR Aerial Photograph Decade Package, *Lexington Airport Runway Ext.*, Inquiry Number 6925377.3, dated April 4, 2022;
- EDR Historical Topo map Report, *Lexington Airport Runway Ext.*, Inquiry Number 6925377.4, dated April 4, 2022.
- EDR City Directory Image Report, *Lexington Airport Runway Ext.*, Inquiry Number 5925377.5, dated April 4, 2022.
- ASTM Standards on Environmental Site Assessments for Commercial Real Estate. E 1527-13, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*. American Society for Testing and Materials (ASTM), Philadelphia, PA, 2013; and,
- ASTM *Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions*. E 2600-15. American Society for Testing and Materials (ASTM), Philadelphia, PA, 2015.



13.0 Signature(s) of Environmental Professional(s)

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in §312.10 of 40 CFR 312 and we have the specific qualifications based on education, training, and experience to assess a Property of the nature, history, and setting of the Property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Handwritten signature of Travis Knight in black ink.

Travis Knight, CHMM
Environmental Professional

Handwritten signature of Tom Behnke in black ink.

Tom Behnke, P.G., CHMM
Senior Reviewer

14.0 Qualification(s) of Environmental Professional(s)

S&ME provides a broad range of environmental services, including site assessments for real estate transactions. S&ME has over 1,100 employees located in 35 offices throughout the Southeast and Midwest. ENR ranked S&ME as one of the 200 largest environmental firms in the country.

The Environmental Professionals who contributed to this project are Mr. Travis Knight, CHMM and Mr. Tom Behnke P.G. CHMM. Mr. Knight and Mr. Behnke meet the qualifications of Environmental Professionals per 312.10 of 40 CFR Part 312. Mr. Knight has a B.S. in Environmental Management and over 14 years relevant work experience in environmental consulting. He has performed numerous environmental assessments for real estate transactions in South Carolina. Mr. Knight has also attended ASTM training for Phase I ESAs.

Mr. Behnke is the Environmental Manager in the S&ME Columbia, South Carolina office and is a Senior Hydrogeologist with over 30 years of experience. Projects he has managed include groundwater contaminant and flow and hazardous waste site evaluations and brownfield projects, and Phase I & Phase II environmental assessments for real estate transactions. Mr. Behnke is a senior reviewer for S&ME and has also attended ASTM training for Phase I ESAs.

Appendices

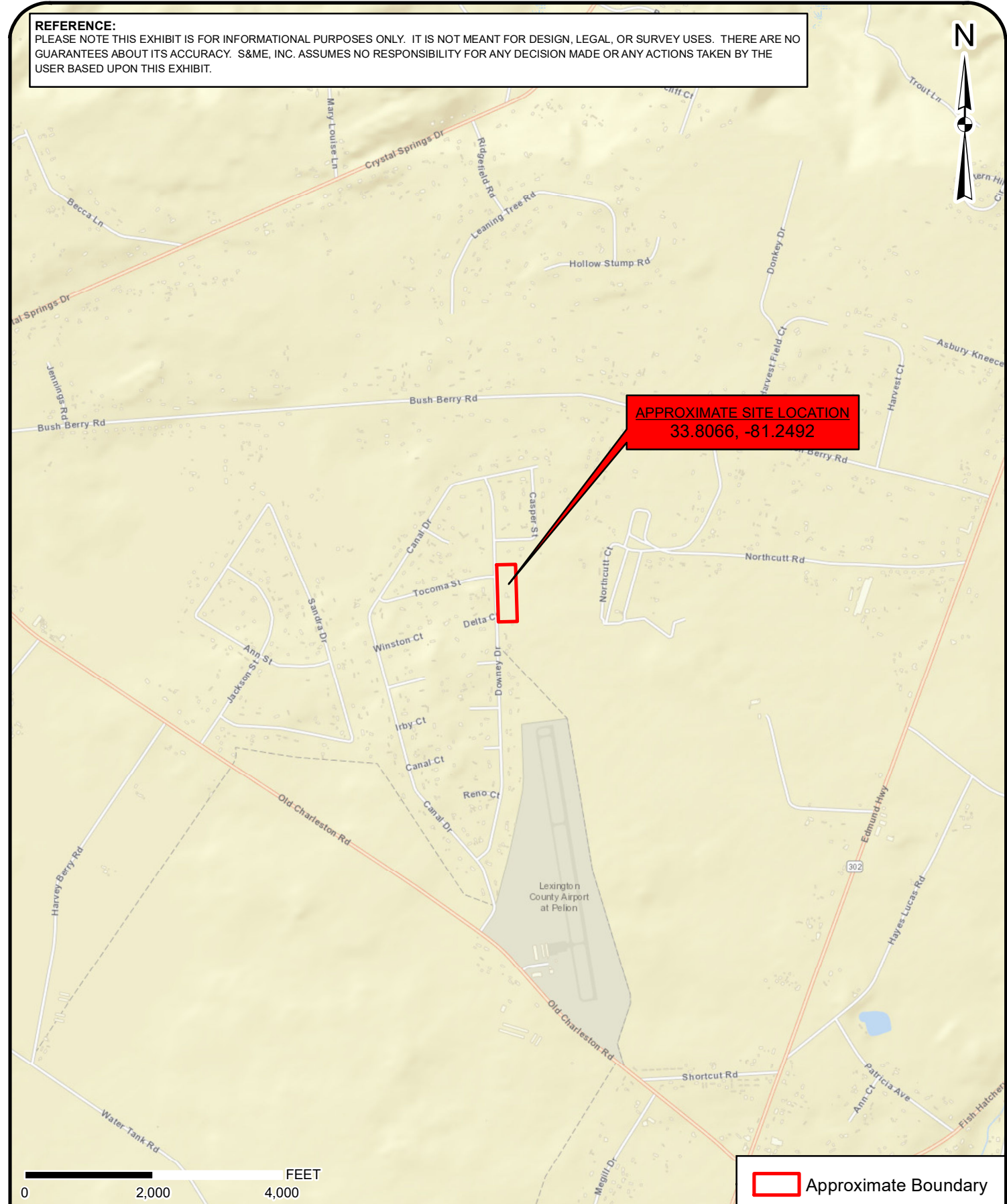
Appendix I – Exhibits and Site Photographs


Drawing Path: T:\ENV\Projects\2022\22610018_Michael Baker International_Lexington County Airport Phase I_Pelion, SC\4 ENV\GIS\mxd\Lexington County Airport Runway Vicinity Exhibit.mxd plotted by chandley 04-05-2022

REFERENCE:
PLEASE NOTE THIS EXHIBIT IS FOR INFORMATIONAL PURPOSES ONLY. IT IS NOT MEANT FOR DESIGN, LEGAL, OR SURVEY USES. THERE ARE NO GUARANTEES ABOUT ITS ACCURACY. S&ME, INC. ASSUMES NO RESPONSIBILITY FOR ANY DECISION MADE OR ANY ACTIONS TAKEN BY THE USER BASED UPON THIS EXHIBIT.



APPROXIMATE SITE LOCATION
33.8066, -81.2492



 Approximate Boundary



Vicinity Exhibit

Lexington County Airport Runway Extension +/- 6 Acres

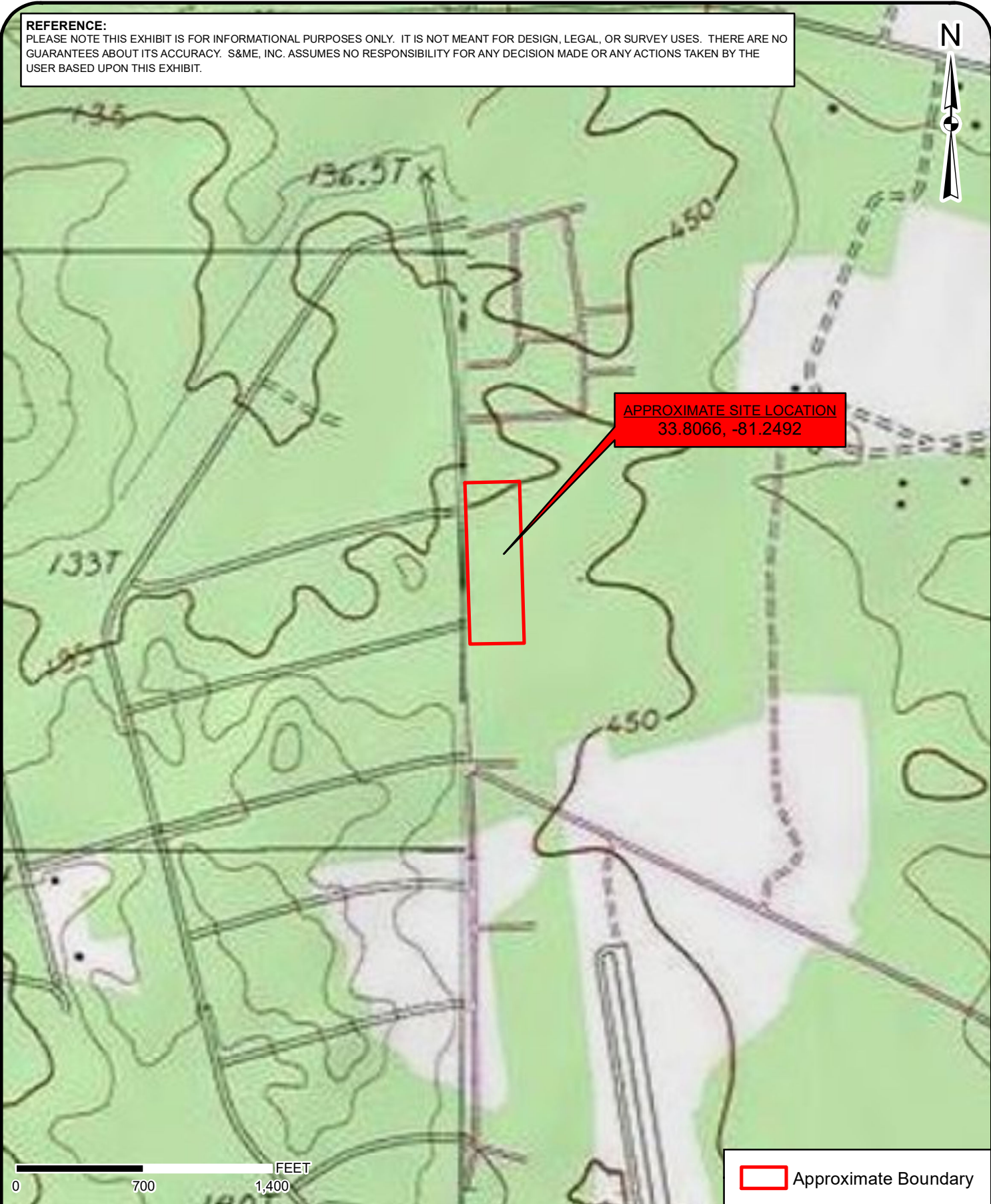
Pelion, Lexington County, South Carolina
Source: World Street Map

SCALE:
1" = 2,000'
DATE:
4-5-22
PROJECT NUMBER
22610018

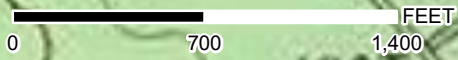
EXHIBIT NO.
1

REFERENCE:

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APPROXIMATE SITE LOCATION
33.8066, -81.2492



 Approximate Boundary



Topographic Exhibit

Lexington County Airport Runway Extension +/- 6 Acres

Pelion, Lexington County, South Carolina

Source: USGS 7.5-Minute Topo Quad Pelion East, SC 1972 (Revised 1982)

SCALE:
1" = 700'

DATE:
4-5-22

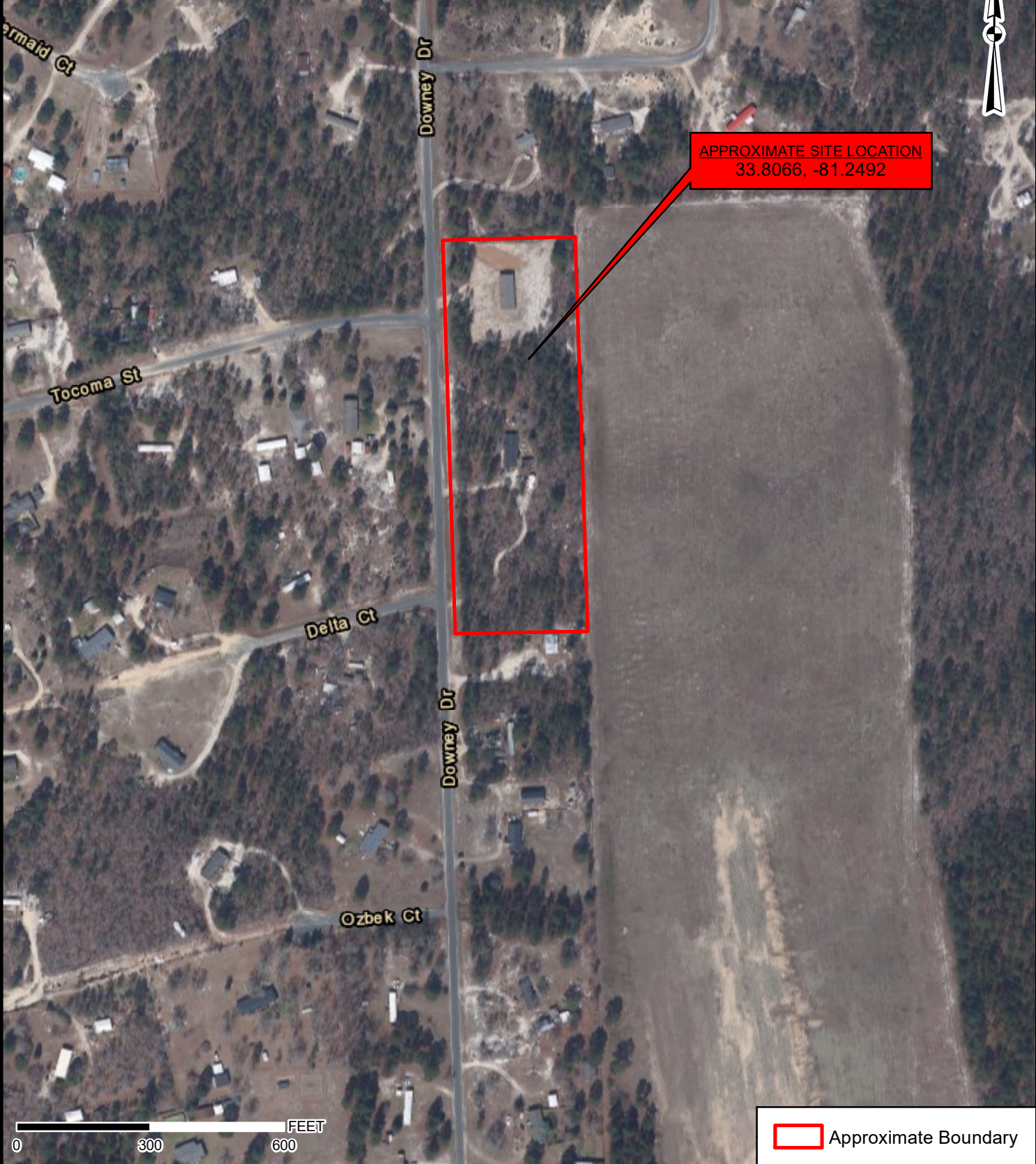
PROJECT NUMBER
22610018

EXHIBIT NO.

2

REFERENCE:

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APPROXIMATE SITE LOCATION
33.8066, -81.2492

0 300 600 FEET

 Approximate Boundary



Aerial Exhibit

Lexington County Airport Runway Extension +/- 6 Acres

Pelion, Lexington County, South Carolina

Source: SCDNR 2020 Imagery

SCALE:
1" = 300'

DATE:
4-5-22

PROJECT NUMBER
22610018

EXHIBIT NO.

3



1 View of the residential structure located on the Property.



2 View of a second residential structure located on the Property.



3 View of the northern adjoining property.



4 View of the southern adjoining property.



Site Photographs
Lexington County Airport Runway Extension
Pelion, Lexington County, South Carolina

S&ME Project 22610018

Taken by: TK

Date: July 14, 2022



5 View of the airport located on the eastern adjoining property.



6 View of the western adjoining property.



7 View of well associated with the northern most residential structure.



8 View of well associated with the southern most residential structure.



Site Photographs
Lexington County Airport Runway Extension
Pelion, Lexington County, South Carolina

S&ME Project 22610018

Taken by: TK

Date: July 14, 2022



9 View of wooded portion of the Property.



10 Additional view of the wooded portion of the Property.



11 Unimproved driveway associated with the Property.



12 View of shed located on the Property.

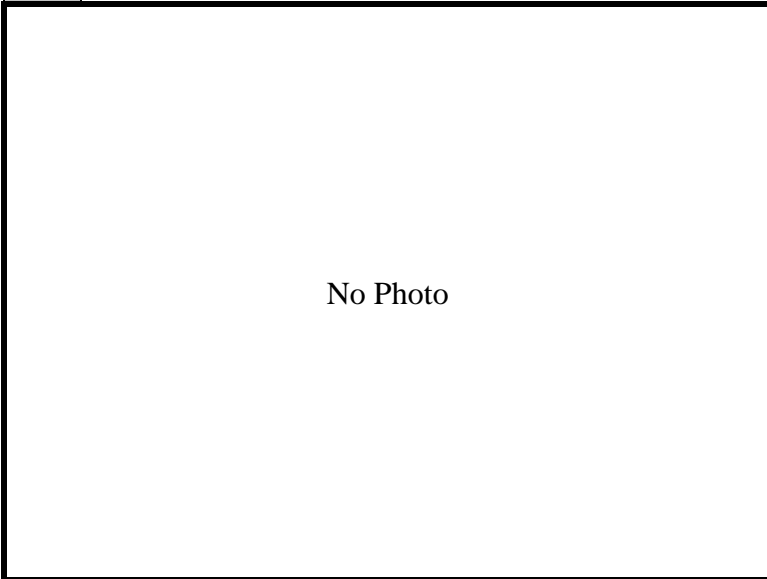




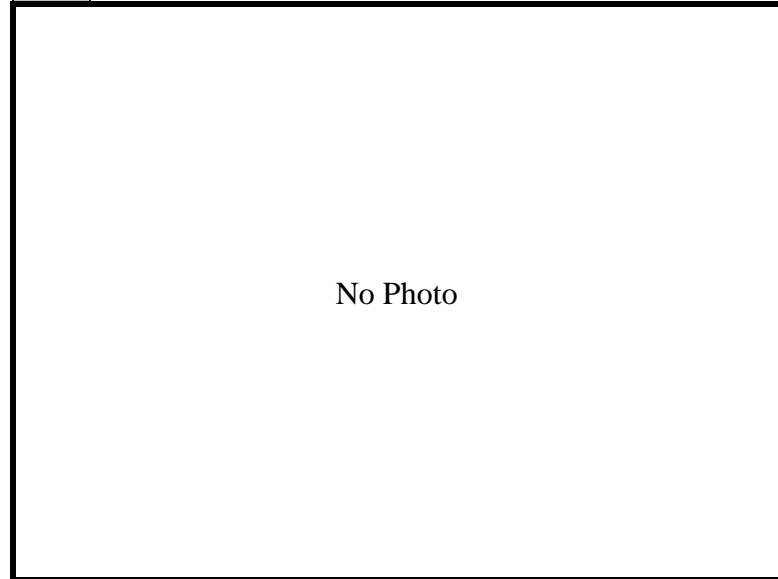
13 Additional view of the Property.



14 Additional view of the Property.



15



16



Site Photographs
Lexington County Airport Runway Extension
Pelion, Lexington County, South Carolina

S&ME Project 22610018

Taken by: TK

Date: July 14, 2022



On time. On target. In touch.™

Radius Report

[GeoLens by GeoSearch](#)

Target Property:

**Lexington County Airport
Pelion, Lexington County, South Carolina 29123**

Prepared For:

Michael Baker International-Columbia

Order #: 146097

Job #: 352124

Project #: 178682

Date: 05/19/2020

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<i>Unlocatable Report</i>	See Attachment
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Disclaimer

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Target Property Summary

Target Property Information

Lexington County Airport
Pelion, South carolina 29123

Coordinates

Area centroid (-81.247878, 33.7994319)
452 feet above sea level

USGS Quadrangle

Pelion West, SC
Pelion East, SC

Geographic Coverage Information

County/Parish: Lexington (SC)

ZipCode(s):

Lexington SC: 29073
Pelion SC: 29123

Database Summary

FEDERAL LISTING

Standard Environmental Records

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
EMERGENCY RESPONSE NOTIFICATION SYSTEM	ERNSSC	0	0	TP/AP
FEDERAL ENGINEERING INSTITUTIONAL CONTROL SITES	EC	0	0	TP/AP
LAND USE CONTROL INFORMATION SYSTEM	LUCIS	0	0	TP/AP
RCRA SITES WITH CONTROLS	RCRASC	0	0	TP/AP
RESOURCE CONSERVATION & RECOVERY ACT - GENERATOR	RCRAGR04	0	0	0.1250
RESOURCE CONSERVATION & RECOVERY ACT - NON-GENERATOR	RCRANGR04	0	0	0.1250
BROWNFIELDS MANAGEMENT SYSTEM	BF	0	0	0.5000
DELISTED NATIONAL PRIORITIES LIST	DNPL	0	0	0.5000
NO LONGER REGULATED RCRA NON-CORRACTS TSD FACILITIES	NLRRCRAT	0	0	0.5000
RESOURCE CONSERVATION & RECOVERY ACT - NON-CORRACTS TREATMENT, STORAGE & DISPOSAL FACILITIES	RCRAT	0	0	0.5000
SUPERFUND ENTERPRISE MANAGEMENT SYSTEM	SEMS	0	0	0.5000
SUPERFUND ENTERPRISE MANAGEMENT SYSTEM ARCHIVED SITE INVENTORY	SEMSARCH	0	0	0.5000
NATIONAL PRIORITIES LIST	NPL	0	0	1.0000
NO LONGER REGULATED RCRA CORRECTIVE ACTION FACILITIES	NLRRCRAC	0	0	1.0000
PROPOSED NATIONAL PRIORITIES LIST	PNPL	0	0	1.0000
RESOURCE CONSERVATION & RECOVERY ACT - CORRECTIVE ACTION FACILITIES	RCRAC	0	0	1.0000
RESOURCE CONSERVATION & RECOVERY ACT - SUBJECT TO CORRECTIVE ACTION FACILITIES	RCRASUBC	0	0	1.0000
SUB-TOTAL		0	0	

Additional Environmental Records

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
AEROMETRIC INFORMATION RETRIEVAL SYSTEM / AIR FACILITY SUBSYSTEM	AIRSAFS	0	0	TP/AP
BIENNIAL REPORTING SYSTEM	BRS	0	0	TP/AP
CERCLIS LIENS	SFLIENS	0	0	TP/AP
CLANDESTINE DRUG LABORATORY LOCATIONS	CDL	0	0	TP/AP
EPA DOCKET DATA	DOCKETS	0	0	TP/AP
ENFORCEMENT AND COMPLIANCE HISTORY INFORMATION	ECHOR04	0	0	TP/AP
FACILITY REGISTRY SYSTEM	FRSSC	2	0	TP/AP

Database Summary

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
HAZARDOUS MATERIALS INCIDENT REPORTING SYSTEM	HMIRSR04	0	0	TP/AP
HAZARDOUS WASTE COMPLIANCE DOCKET FACILITIES	HWCD	0	0	TP/AP
INTEGRATED COMPLIANCE INFORMATION SYSTEM (FORMERLY DOCKETS)	ICIS	0	0	TP/AP
INTEGRATED COMPLIANCE INFORMATION SYSTEM NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM	ICISNPDES	0	0	TP/AP
MATERIAL LICENSING TRACKING SYSTEM	MLTS	0	0	TP/AP
NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM	NPDESR04	0	0	TP/AP
PCB ACTIVITY DATABASE SYSTEM	PADS	0	0	TP/AP
PERMIT COMPLIANCE SYSTEM	PCSR04	0	0	TP/AP
SEMS LIEN ON PROPERTY	SEMCLIENS	0	0	TP/AP
SSEHRI PFAS CONTAMINATION SITES	SSEHRIPFAS	0	0	TP/AP
SECTION SEVEN TRACKING SYSTEM	SSTS	0	0	TP/AP
TOXIC SUBSTANCE CONTROL ACT INVENTORY	TSCA	0	0	TP/AP
TOXICS RELEASE INVENTORY	TRI	0	0	TP/AP
ALTERNATIVE FUELING STATIONS	ALTFUELS	0	0	0.2500
FEMA OWNED STORAGE TANKS	FEMAUST	0	0	0.2500
HISTORICAL GAS STATIONS	HISTPST	0	0	0.2500
INTEGRATED COMPLIANCE INFORMATION SYSTEM DRYCLEANERS	ICISCLEANERS	0	0	0.2500
MINE SAFETY AND HEALTH ADMINISTRATION MASTER INDEX FILE	MSHA	0	0	0.2500
MINERAL RESOURCE DATA SYSTEM	MRDS	0	0	0.2500
OPEN DUMP INVENTORY	ODI	0	0	0.5000
SURFACE MINING CONTROL AND RECLAMATION ACT SITES	SMCRA	0	0	0.5000
URANIUM MILL TAILINGS RADIATION CONTROL ACT SITES	USUMTRCA	0	0	0.5000
DEPARTMENT OF DEFENSE SITES	DOD	0	0	1.0000
FORMER MILITARY NIKE MISSILE SITES	NMS	0	0	1.0000
FORMERLY USED DEFENSE SITES	FUDS	0	0	1.0000
FORMERLY UTILIZED SITES REMEDIAL ACTION PROGRAM	FUSRAP	0	0	1.0000
RECORD OF DECISION SYSTEM	RODS	0	0	1.0000
SUB-TOTAL		2	0	

Database Summary

STATE (SC) LISTING

Standard Environmental Records

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
REGISTRY OF CONDITIONAL REMEDIES	RCR	0	0	TP/AP
UNDERGROUND STORAGE TANK REGISTRY	UST	2	0	0.2500
BROWNFIELD AND VOLUNTARY CLEANUP SITES	BFVCP	1	0	0.5000
LEAKING UNDERGROUND STORAGE TANKS	LUST	2	0	0.5000
SOLID WASTE FACILITIES	SWF	0	0	0.5000
STATE SUPERFUND SITES	SE	0	0	1.0000
SUB-TOTAL		5	0	

Additional Environmental Records

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
AIR PERMITTED FACILITIES	AIRS	0	1	TP/AP
NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM FACILITIES	NPDES	0	0	TP/AP
SPILLS LISTING	SPILLS	0	0	TP/AP
UNDERGROUND INJECTION CONTROL WELLS	UIC	0	0	TP/AP
AGRICULTURAL FACILITIES	AGFACS	0	0	0.2500
DRYCLEANING FACILITY RESTORATION TRUST FUND SITES	DCRTE	0	0	0.5000
SUB-TOTAL		0	1	

Database Summary

TRIBAL LISTING

Standard Environmental Records

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
UNDERGROUND STORAGE TANKS ON TRIBAL LANDS	USTR04	0	0	0.2500
LEAKING UNDERGROUND STORAGE TANKS ON TRIBAL LANDS	LUSTR04	0	0	0.5000
OPEN DUMP INVENTORY ON TRIBAL LANDS	ODINDIAN	0	0	0.5000
SUB-TOTAL		0	0	

Additional Environmental Records

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
INDIAN RESERVATIONS	INDIANRES	0	0	1.0000
SUB-TOTAL		0	0	
TOTAL		7	1	

Database Radius Summary

FEDERAL LISTING

Standard environmental records are displayed in **bold**.

Acronym	Search Radius (miles)	TP/AP (0 - 0.02)	1/8 Mile (> TP/AP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
AIRSAFS	0.0200	0	NS	NS	NS	NS	NS	0
BRS	0.0200	0	NS	NS	NS	NS	NS	0
CDL	0.0200	0	NS	NS	NS	NS	NS	0
DOCKETS	0.0200	0	NS	NS	NS	NS	NS	0
EC	0.0200	0	NS	NS	NS	NS	NS	0
ECHOR04	0.0200	0	NS	NS	NS	NS	NS	0
ERNSSC	0.0200	0	NS	NS	NS	NS	NS	0
FRSSC	0.0200	2	NS	NS	NS	NS	NS	2
HMIRSR04	0.0200	0	NS	NS	NS	NS	NS	0
HWCD	0.0200	0	NS	NS	NS	NS	NS	0
ICIS	0.0200	0	NS	NS	NS	NS	NS	0
ICISNPDES	0.0200	0	NS	NS	NS	NS	NS	0
LUCIS	0.0200	0	NS	NS	NS	NS	NS	0
MLTS	0.0200	0	NS	NS	NS	NS	NS	0
NPDES04	0.0200	0	NS	NS	NS	NS	NS	0
PADS	0.0200	0	NS	NS	NS	NS	NS	0
PCSR04	0.0200	0	NS	NS	NS	NS	NS	0
RCRASC	0.0200	0	NS	NS	NS	NS	NS	0
SEMCLIENS	0.0200	0	NS	NS	NS	NS	NS	0
SFLIENS	0.0200	0	NS	NS	NS	NS	NS	0
SSEHRIPFAS	0.0200	0	NS	NS	NS	NS	NS	0
SSTS	0.0200	0	NS	NS	NS	NS	NS	0
TRI	0.0200	0	NS	NS	NS	NS	NS	0
TSCA	0.0200	0	NS	NS	NS	NS	NS	0
RCRAGR04	0.1250	0	0	NS	NS	NS	NS	0
RCRANGR04	0.1250	0	0	NS	NS	NS	NS	0
ALTFUELS	0.2500	0	0	0	NS	NS	NS	0
FEMAUST	0.2500	0	0	0	NS	NS	NS	0
HISTPST	0.2500	0	0	0	NS	NS	NS	0
ICISCLEANERS	0.2500	0	0	0	NS	NS	NS	0
MRDS	0.2500	0	0	0	NS	NS	NS	0
MSHA	0.2500	0	0	0	NS	NS	NS	0
BF	0.5000	0	0	0	0	NS	NS	0
DNPL	0.5000	0	0	0	0	NS	NS	0
NLRRCRAT	0.5000	0	0	0	0	NS	NS	0

Database Radius Summary

Acronym	Search Radius (miles)	TP/AP (0 - 0.02)	1/8 Mile (> TP/AP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
ODI	0.5000	0	0	0	0	NS	NS	0
RCRAT	0.5000	0	0	0	0	NS	NS	0
SEMS	0.5000	0	0	0	0	NS	NS	0
SEMSARCH	0.5000	0	0	0	0	NS	NS	0
SMCRA	0.5000	0	0	0	0	NS	NS	0
USUMTRCA	0.5000	0	0	0	0	NS	NS	0
DOD	1.0000	0	0	0	0	0	NS	0
FUDS	1.0000	0	0	0	0	0	NS	0
FUSRAP	1.0000	0	0	0	0	0	NS	0
NLRRCRAC	1.0000	0	0	0	0	0	NS	0
NMS	1.0000	0	0	0	0	0	NS	0
NPL	1.0000	0	0	0	0	0	NS	0
PNPL	1.0000	0	0	0	0	0	NS	0
RCRAC	1.0000	0	0	0	0	0	NS	0
RCRASUBC	1.0000	0	0	0	0	0	NS	0
RODS	1.0000	0	0	0	0	0	NS	0
SUB-TOTAL		2	0	0	0	0	0	2

Database Radius Summary

STATE (SC) LISTING

Standard environmental records are displayed in **bold**.

Acronym	Search Radius (miles)	TP/AP (0 - 0.02)	1/8 Mile (> TP/AP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
AIRS	0.0200	0	NS	NS	NS	NS	NS	0
NPDES	0.0200	0	NS	NS	NS	NS	NS	0
RCR	0.0200	0	NS	NS	NS	NS	NS	0
SPILLS	0.0200	0	NS	NS	NS	NS	NS	0
UIC	0.0200	0	NS	NS	NS	NS	NS	0
AGFACS	0.2500	0	0	0	NS	NS	NS	0
UST	0.2500	2	0	0	NS	NS	NS	2
BFVCP	0.5000	1	0	0	0	NS	NS	1
DCRTF	0.5000	0	0	0	0	NS	NS	0
LUST	0.5000	2	0	0	0	NS	NS	2
SWF	0.5000	0	0	0	0	NS	NS	0
SF	1.0000	0	0	0	0	0	NS	0
SUB-TOTAL		5	0	0	0	0	0	5

Database Radius Summary

TRIBAL LISTING

Standard environmental records are displayed in **bold**.

Acronym	Search Radius (miles)	TP/AP (0 - 0.02)	1/8 Mile (> TP/AP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
USTR04	0.2500	0	0	0	NS	NS	NS	0
LUSTR04	0.5000	0	0	0	0	NS	NS	0
ODINDIAN	0.5000	0	0	0	0	NS	NS	0
INDIANRES	1.0000	0	0	0	0	0	NS	0

SUB-TOTAL		0	0	0	0	0	0	0
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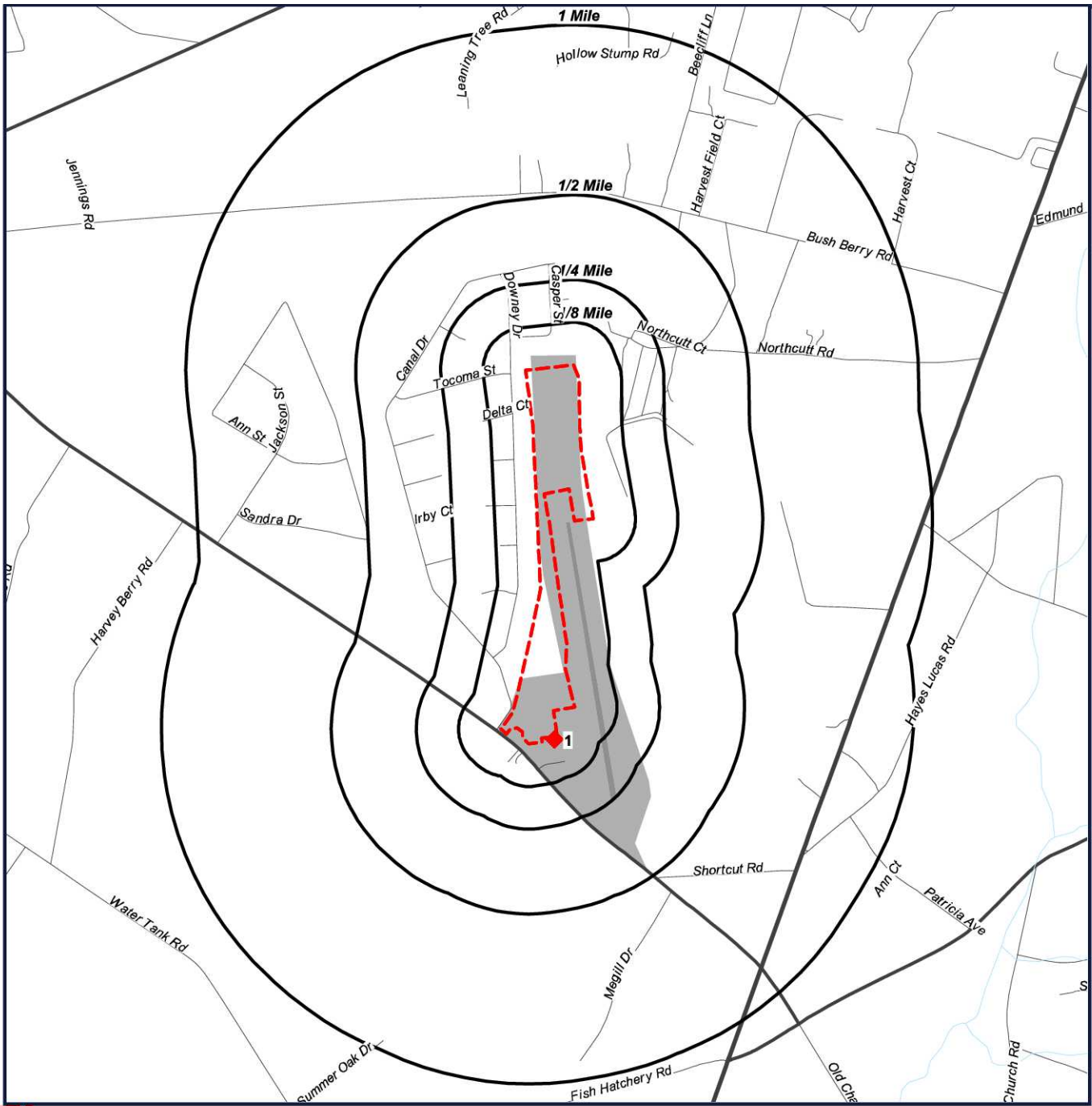
TOTAL		7	0	0	0	0	0	7
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NOTES:

NS = NOT SEARCHED

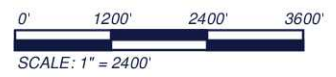
TP/AP = TARGET PROPERTY/ADJACENT PROPERTY

Radius Map 1

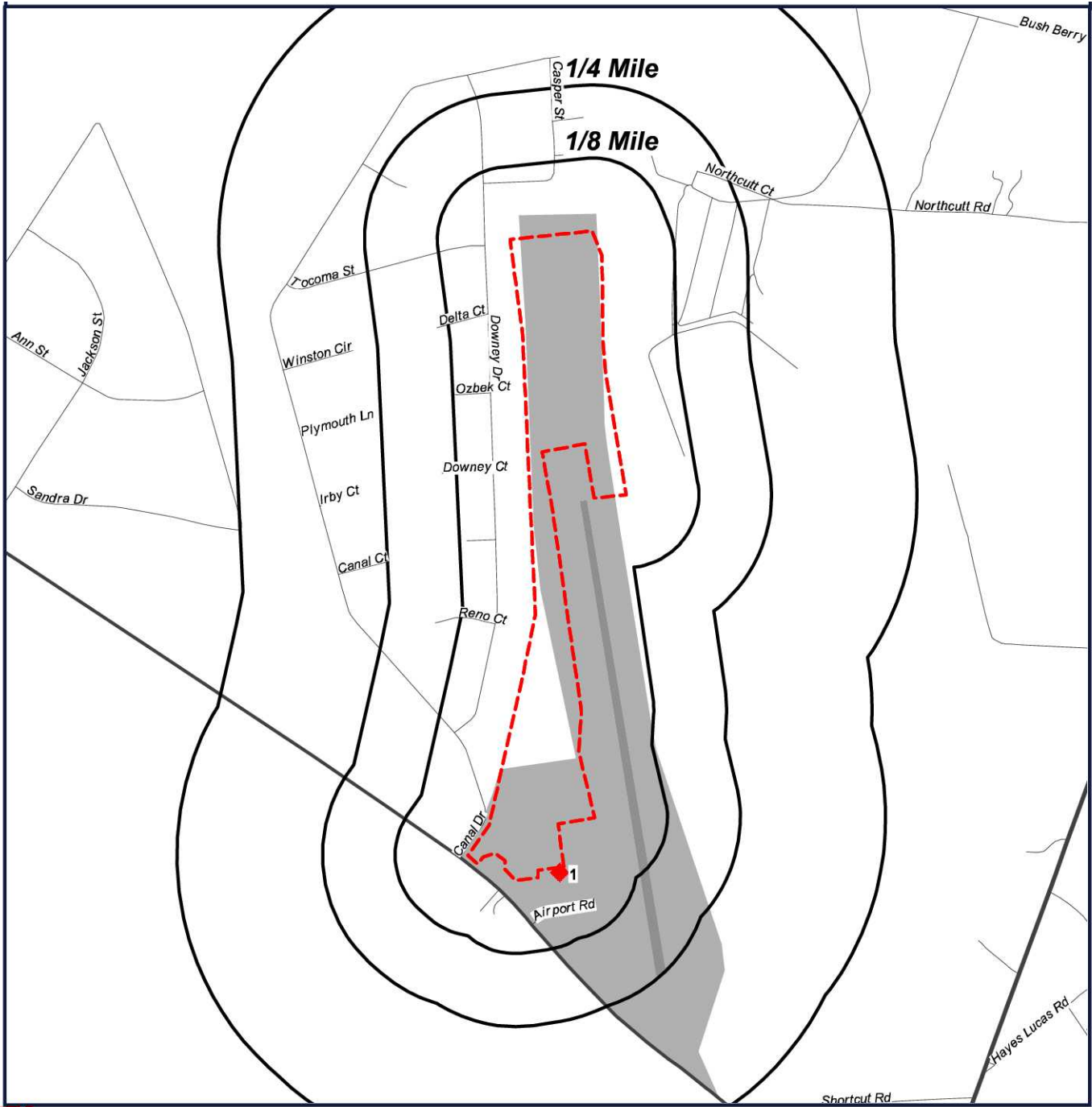


- Target Property (TP)
- LUST

Lexington County
Airport
Pelion, South Carolina
29123



Radius Map 2

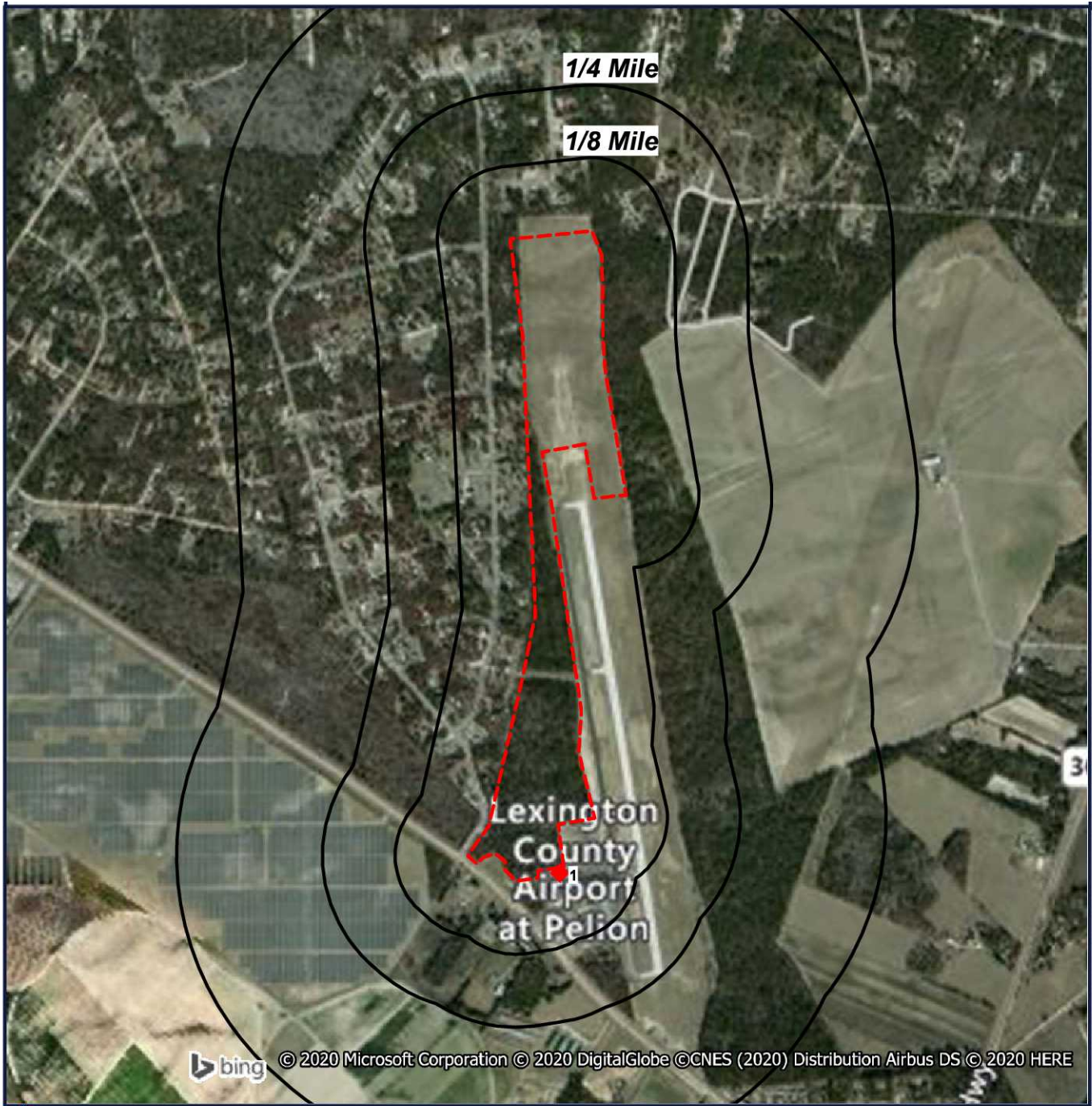


- Target Property (TP)
- LUST

Lexington County
Airport
Pelion, South Carolina
29123



Ortho Map

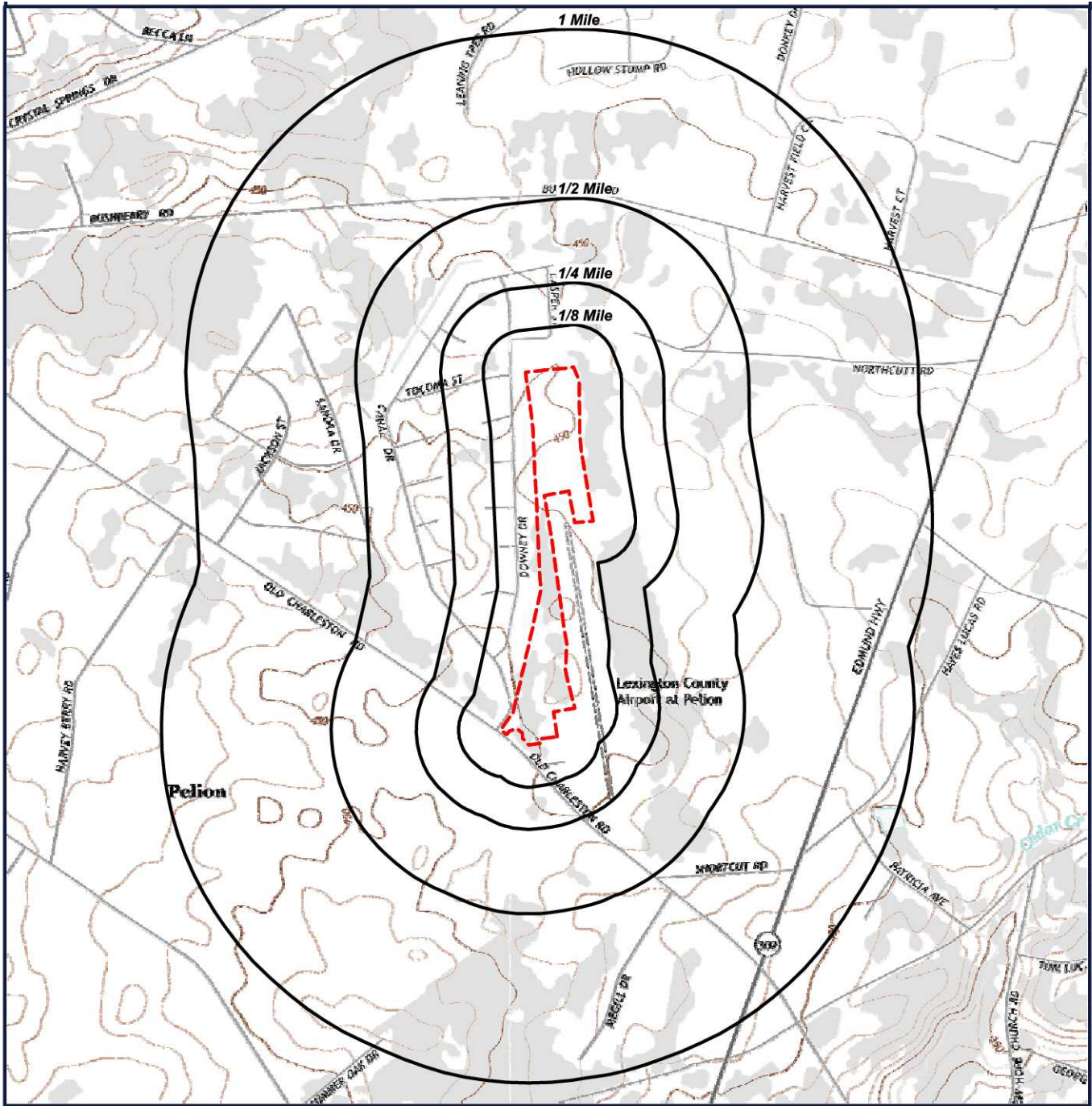


- Target Property (TP)
- LUST

**Quadrangle(s): Pelion
West,
Pelion East
Lexington County
Airport
Pelion, South Carolina
29123**



Topographic Map



 Target Property (TP)

**Quadrangle(s): Pelion
West,
Pelion East
Source: USGS,
06/18/2014
Lexington County
Airport
Pelion, South Carolina
29123**



Located Sites Summary

NOTE: Standard environmental records are displayed in **bold**.

Map ID#	Database Name	Site ID#	Relative Elevation	Distance From Site	Site Name	Address	PAGE #
1	BFVCP	57973	Lower (451 ft.)	0.009 mi. S (48 ft.)	LEXINGTON COUNTY AIRPORT	104 AIRPORT RD, PELION, SC 29123	16
1	FRSSC	110017019965	Lower (451 ft.)	0.009 mi. S (48 ft.)	PELION TOWN OF	106 AIRPORT RD, PELION, SC 29123	18
1	FRSSC	110070674806	Lower (451 ft.)	0.009 mi. S (48 ft.)	LEXINGTON COUNTY AIRPORT AT PELION	353 STATE ROAD S 32 625, PELION, SC 29123	19
1	LUST	06922	Lower (451 ft.)	0.009 mi. S (48 ft.)	PELION TOWN OF	106 AIRPORT RD, PELION, SC 29123	20
1	LUST	12441	Lower (451 ft.)	0.009 mi. S (48 ft.)	PELION TOWN OF	106 AIRPORT RD, PELION, SC 29123	21
1	UST	12441	Lower (451 ft.)	0.009 mi. S (48 ft.)	PELION TOWN OF	106 AIRPORT RD, PELION, SC 29123	22
1	UST	19223	Lower (451 ft.)	0.009 mi. S (48 ft.)	LEXINGTON COUNTY AIRPORT	100 AIRPORT RD, PELION, SC 29123	23

Site Summary By Database

NOTE: Standard environmental records are displayed in **bold**.

Map ID#	Database Name	Site ID#	Relative Elevation	Distance From Site	Site Name	Address
1	BFVCP	57973	Lower (451 ft.)	0.009 mi. S (48 ft.)	LEXINGTON COUNTY AIRPORT	104 AIRPORT RD, PELION, SC 29123
1	FRSSC	110017019965	Lower (451 ft.)	0.009 mi. S (48 ft.)	PELION TOWN OF	106 AIRPORT RD, PELION, SC 29123
1	FRSSC	110070674806	Lower (451 ft.)	0.009 mi. S (48 ft.)	LEXINGTON COUNTY AIRPORT AT PELION	353 STATE ROAD S 32 625, PELION, SC 29123
1	LUST	06922	Lower (451 ft.)	0.009 mi. S (48 ft.)	PELION TOWN OF	106 AIRPORT RD, PELION, SC 29123
1	LUST	12441	Lower (451 ft.)	0.009 mi. S (48 ft.)	PELION TOWN OF	106 AIRPORT RD, PELION, SC 29123
1	UST	12441	Lower (451 ft.)	0.009 mi. S (48 ft.)	PELION TOWN OF	106 AIRPORT RD, PELION, SC 29123
1	UST	19223	Lower (451 ft.)	0.009 mi. S (48 ft.)	LEXINGTON COUNTY AIRPORT	100 AIRPORT RD, PELION, SC 29123

Brownfield and Voluntary Cleanup Sites (BFVCP)

MAP ID# 1

Distance from Property: 0.009 mi. (48 ft.) S
Elevation: 451 ft. (Lower than TP)

SITE INFORMATION

FILE NUMBER: 57973
NAME: LEXINGTON COUNTY AIRPORT
ADDRESS: 104 AIRPORT RD
PELION, SC 29123-9646
COUNTY: LEXINGTON

SITE DETAILS

CONTRACT NUMBER: 11-6062-NRP"
CONTRACT TYPE: NON-RESPONSIBLE PARTY
CONTRACT MANAGER: STAMPS JERRY M
CONTRACT MAILED: 11/21/2011
CONTRACT EXECUTED: NOT REPORTED
DATE TERMINATED: NOT REPORTED
BROWNFIELD TYPE: NOT REPORTED
INFORMATION AND CERTIFICATION: 27-OCT-11
ACREAGE: 129
REPORT RECEIVED: NOT REPORTED
REPORT REVIEWED: NOT REPORTED
REPORT APPROVED: NOT REPORTED
WORKPLAN DUE: NOT REPORTED
WORKPLAN RECEIVED: NOT REPORTED
WORKPLAN REVIEWED: NOT REPORTED
WORKPLAN APPROVED: NOT REPORTED
CORRECTIVE ACTION PLAN APPROVED: NOT REPORTED
CERTIFICATE OF COMPLETION: NOT REPORTED
RESTRICTIVE COVENANT: NOT REPORTED
CONTACT NAME: KATHERINE HUBBARD
STATUS: ACTIVE
PERSON COMPANY: LEXINGTON COUNTY
PRIMARY ADDRESS: 212 S LAKE DR
PRIMARY CITY: LEXINGTON
PRIMARY STATE: SC
PRIMARY ZIPCODE: 29072-3437

CONTRACT NUMBER: 11-6062-NRP
CONTRACT TYPE: NON-RESPONSIBLE PARTY
CONTRACT MANAGER: STAMPS, JERRY M
CONTRACT MAILED: 21-NOV-11
CONTRACT EXECUTED: NOT REPORTED
DATE TERMINATED: NOT REPORTED
BROWNFIELD TYPE: NOT REPORTED
INFORMATION AND CERTIFICATION: 27-OCT-11
ACREAGE: 129
REPORT RECEIVED: NOT REPORTED

Brownfield and Voluntary Cleanup Sites (BFVCP)

REPORT REVIEWED: **NOT REPORTED**
REPORT APPROVED: **NOT REPORTED**
WORKPLAN DUE: **NOT REPORTED**
WORKPLAN RECEIVED: **NOT REPORTED**
WORKPLAN REVIEWED: **NOT REPORTED**
WORKPLAN APPROVED: **NOT REPORTED**
CORRECTIVE ACTION PLAN APPROVED: **NOT REPORTED**
CERTIFICATE OF COMPLETION: **NOT REPORTED**
RESTRICTIVE COVENANT: **NOT REPORTED**
CONTACT NAME: **KATHERINE HUBBARD**
STATUS: **ACTIVE**
PERSON COMPANY: **LEXINGTON COUNTY OF**
PRIMARY ADDRESS: **212 S LAKE DR**
PRIMARY CITY: **LEXINGTON**
PRIMARY STATE: **SC**
PRIMARY ZIPCODE: **29072-3437**

[Back to Report Summary](#)

Facility Registry System (FRSSC)

[MAP ID# 1](#)

Distance from Property: 0.009 mi. (48 ft.) S
Elevation: 451 ft. (Lower than TP)

FACILITY INFORMATION

REGISTRY ID: 110017019965

NAME: PELION TOWN OF

LOCATION ADDRESS: 106 AIRPORT RD
PELION, SC 29123

COUNTY: LEXINGTON

EPA REGION: 04

FEDERAL FACILITY: NOT REPORTED

TRIBAL LAND: NOT REPORTED

ALTERNATIVE NAME/S:

PELION TOWN OF

PROGRAM/S LISTED FOR THIS FACILITY

SC-EFIS - SOUTH CAROLINA ENVIRONMENTAL FACILITY INFORMATION SYSTEM

STANDARD INDUSTRIAL CLASSIFICATION/S (SIC)

NO SIC DATA REPORTED

NORTH AMERICAN INDUSTRY CLASSIFICATION/S (NAICS)

NO NAICS DATA REPORTED

[Back to Report Summary](#)

Facility Registry System (FRSSC)

[MAP ID# 1](#)

Distance from Property: 0.009 mi. (48 ft.) S
Elevation: 451 ft. (Lower than TP)

FACILITY INFORMATION

REGISTRY ID: 110070674806

NAME: LEXINGTON COUNTY AIRPORT AT PELION

LOCATION ADDRESS: 353 STATE ROAD S 32 625
PELION, SC 29123

COUNTY: NOT REPORTED

EPA REGION: 04

FEDERAL FACILITY: NOT REPORTED

TRIBAL LAND: NOT REPORTED

ALTERNATIVE NAME/S:

NO ALTERNATIVE NAME(S) LISTED FOR THIS FACILITY

PROGRAM/S LISTED FOR THIS FACILITY

NPDES - NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM

STANDARD INDUSTRIAL CLASSIFICATION/S (SIC)

3273 - READY-MIXED CONCRETE

NORTH AMERICAN INDUSTRY CLASSIFICATION/S (NAICS)

NO NAICS DATA REPORTED

[Back to Report Summary](#)

Leaking Underground Storage Tanks (LUST)

MAP ID# 1

Distance from Property: 0.009 mi. (48 ft.) S
Elevation: 451 ft. (Lower than TP)

SITE INFORMATION

GEOSEARCH ID: 06922

SITE ID: 06922

NAME: PELION TOWN OF

ADDRESS: 106 AIRPORT RD
PELION, SC 29123

COUNTY: LEXINGTON

SITE DETAILS

RELEASE NUMBER: 1

TANK OWNER: PELION TOWN OF

DATE REPORTED: 06/18/93

CONFIRMED DATE: 06/18/93

NO FURTHER ACTION DATE: 06/21/93

PROJECT MANAGER: THOMADL

RANK DESCRIPTION: NOT REPORTED

SUBSTANCES: PETROLEUM

ITEM QUALIFIED FOR SUPERB FUNDING?: NOT REPORTED

FINANCIAL FUNDING: NOT REPORTED

DEPTH TO GROUND WATER: NOT REPORTED

GROUND WATER FLOW DIRECTION CODE: NOT REPORTED

[Back to Report Summary](#)

Leaking Underground Storage Tanks (LUST)

MAP ID# 1

Distance from Property: 0.009 mi. (48 ft.) S
Elevation: 451 ft. (Lower than TP)

SITE INFORMATION

GEOSEARCH ID: 12441

SITE ID: 12441

NAME: PELION TOWN OF

ADDRESS: 106 AIRPORT RD
PELION, SC 29123

COUNTY: LEXINGTON

SITE DETAILS

RELEASE NUMBER: 1

TANK OWNER: PELION TOWN OF

DATE REPORTED: 6/18/1993

CONFIRMED DATE: 6/18/1993

NO FURTHER ACTION DATE: 6/21/1993

PROJECT MANAGER: THOMADL

RANK DESCRIPTION: NOT REPORTED

SUBSTANCES: PETROLEUM

ITEM QUALIFIED FOR SUPERB FUNDING?: NOT REPORTED

FINANCIAL FUNDING: NOT REPORTED

DEPTH TO GROUND WATER: NOT REPORTED

GROUND WATER FLOW DIRECTION CODE: NOT REPORTED

[Back to Report Summary](#)

Underground Storage Tank Registry (UST)

[MAP ID# 1](#)

Distance from Property: 0.009 mi. (48 ft.) S
Elevation: 451 ft. (Lower than TP)

SITE INFORMATION

FACILITY LINK: [DHEC](#)

SITE NUMBER: 12441

NAME: PELION TOWN OF

ADDRESS: 106 AIRPORT RD
PELION, SC 29123

OWNER NAME: PELION TOWN OF

OWNER ADDRESS: 1010 MAIN ST
PELION, SC 29123

OWNER PHONE: 803-894-3535

CONTACT: FRANK STOVER

FAC PHONE: NOT REPORTED

SITE DETAILS

TANK NUMBER: 1

TANK STATUS: ABANDONED

AGE: 5

SUBSTANCES: AVIATION FUEL

CAPACITY (GALLONS): 12000

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Underground Storage Tank Registry (UST)

[MAP ID# 1](#)

Distance from Property: 0.009 mi. (48 ft.) S
Elevation: 451 ft. (Lower than TP)

SITE INFORMATION

FACILITY LINK: [DHEC](#)

SITE NUMBER: 19223

NAME: LEXINGTON COUNTY AIRPORT

ADDRESS: 100 AIRPORT RD
PELION, SC 29123

OWNER NAME: LEXINGTON COUNTY

OWNER ADDRESS: 212 S LAKE DR
LEXINGTON, SC 29072-3437

OWNER PHONE: 803-785-8141

CONTACT: ELLIS GAMMONS

FAC PHONE: NOT REPORTED

SITE DETAILS

TANK NUMBER: 1

TANK STATUS: CURRENTLY IN USE

AGE: 0

SUBSTANCES: AVIATION FUEL

CAPACITY (GALLONS): 10000

[Back to Report Summary](#)

Unlocated Sites Summary

This list contains sites that could not be mapped due to limited or incomplete address information.

Database Name	Site ID#	Site Name	Address	City/State/Zip/County
AIRS	9900-0595	SUMMERS CONCRETE CONTRACTING INC	STATE RD S-32-625 PELION	29123 Lexington

Environmental Records Definitions - FEDERAL

AIRSAFS Aerometric Information Retrieval System / Air Facility Subsystem

VERSION DATE: 10/20/14

The United States Environmental Protection Agency (EPA) modified the Aerometric Information Retrieval System (AIRS) to a database that exclusively tracks the compliance of stationary sources of air pollution with EPA regulations: the Air Facility Subsystem (AFS). Since this change in 2001, the management of the AIRS/AFS database was assigned to EPA's Office of Enforcement and Compliance Assurance. Enforcement and Compliance History Online (ECHO) Clean Air Act data from AFS are frozen and reflect data as of October 17, 2014, the EPA retired this system for Clean Air Act stationary sources.

BRS Biennial Reporting System

VERSION DATE: 12/31/15

The United States Environmental Protection Agency (EPA), in cooperation with the States, biennially collects information regarding the generation, management, and final disposition of hazardous wastes regulated under the Resource Conservation and Recovery Act of 1976 (RCRA), as amended. The Biennial Report captures detailed data on the generation of hazardous waste from large quantity generators and data on waste management practices from treatment, storage and disposal facilities. Currently, the EPA states that data collected between 1991 and 1997 was originally a part of the defunct Biennial Reporting System and is now incorporated into the RCRAInfo data system.

CDL Clandestine Drug Laboratory Locations

VERSION DATE: 02/25/20

The U.S. Department of Justice ("the Department") provides this information as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments. The Department does not establish, implement, enforce, or certify compliance with clean-up or remediation standards for contaminated sites; the public should contact a state or local health department or environmental protection agency for that information.

DOCKETS EPA Docket Data

VERSION DATE: 12/22/05

The United States Environmental Protection Agency Docket data lists Civil Case Defendants, filing dates as far back as 1971, laws broken including section, violations that occurred, pollutants involved, penalties assessed and superfund awards by facility and location. Please refer to ICIS database as source of current data.

EC Federal Engineering Institutional Control Sites

VERSION DATE: 02/26/20

Environmental Records Definitions - FEDERAL

This database includes site locations where Engineering and/or Institutional Controls have been identified as part of a selected remedy for the site as defined by United States Environmental Protection Agency official remedy decision documents. The data displays remedy component information for Superfund decision documents issued in fiscal years 1982-2017, and it includes final and deleted NPL sites as well as sites with a Superfund Alternative Approach (SAA) agreement in place. The only sites included that are not on the NPL, proposed for NPL, or removed from proposed NPL, are those with an SAA Agreement in place. A site listing does not indicate that the institutional and engineering controls are currently in place nor will be in place once the remedy is complete; it only indicates that the decision to include either of them in the remedy is documented as of the completed date of the document. Institutional controls are actions, such as legal controls, that help minimize the potential for human exposure to contamination by ensuring appropriate land or resource use. Engineering controls include caps, barriers, or other device engineering to prevent access, exposure, or continued migration of contamination.

ECHOR04 Enforcement and Compliance History Information

VERSION DATE: 10/27/19

The U.S. Environmental Protection Agency's Enforcement and Compliance History Online (ECHO) database, provides compliance and enforcement information for facilities nationwide. This database includes facilities regulated as Clean Air Act stationary sources, Clean Water Act direct dischargers, Resource Conservation and Recovery Act hazardous waste handlers, Safe Drinking Water Act public water systems along with other data, such as Toxics Release Inventory releases.

ERNSSC Emergency Response Notification System

VERSION DATE: 04/05/20

This National Response Center database contains data on reported releases of oil, chemical, radiological, biological, and/or etiological discharges into the environment anywhere in the United States and its territories. The data comes from spill reports made to the U.S. Environmental Protection Agency, U.S. Coast Guard, the National Response Center and/or the U.S. Department of Transportation.

FRSSC Facility Registry System

VERSION DATE: 04/05/20

The United States Environmental Protection Agency's Office of Environmental Information (OEI) developed the Facility Registry System (FRS) as the centrally managed database that identifies facilities, sites or places subject to environmental regulations or of environmental interest. The Facility Registry System replaced the Facility Index System or FINDS database.

HMIRS04 Hazardous Materials Incident Reporting System

VERSION DATE: 11/20/19

The HMIRS database contains unintentional hazardous materials release information reported to the U.S.

Environmental Records Definitions - FEDERAL

Department of Transportation located in EPA Region 4. This region includes the following states: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee.

HWCD Hazardous Waste Compliance Docket Facilities

VERSION DATE: 04/29/19

This list of the Federal Agency Hazardous Waste Compliance Docket Facilities is maintained by the United States Environmental Protection Agency (EPA). According to the EPA, Section 120(c) of CERCLA requires EPA to establish a listing, known as the Federal Facility Hazardous Waste Compliance Docket (Docket), of Federal facilities which are managing or have managed hazardous waste; or have had a release of hazardous waste. Thus, the Docket identifies all Federal facilities that must be evaluated to determine whether they pose a risk to human health and the environment and it makes this information available to the public. In order for the Docket to remain current and accurate it requires periodic updating.

ICIS Integrated Compliance Information System (formerly DOCKETS)

VERSION DATE: 03/28/20

ICIS is a case activity tracking and management system for civil, judicial, and administrative federal Environmental Protection Agency enforcement cases. ICIS contains information on federal administrative and federal judicial cases under the following environmental statutes: the Clean Air Act, the Clean Water Act, the Resource Conservation and Recovery Act, the Emergency Planning and Community Right-to-Know Act - Section 313, the Toxic Substances Control Act, the Federal Insecticide, Fungicide, and Rodenticide Act, the Comprehensive Environmental Response, Compensation, and Liability Act, the Safe Drinking Water Act, and the Marine Protection, Research, and Sanctuaries Act.

ICISNPDES Integrated Compliance Information System National Pollutant Discharge Elimination System

VERSION DATE: 09/22/19

Authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. This database is provided by the U.S. Environmental Protection Agency.

LUCIS Land Use Control Information System

VERSION DATE: 09/01/06

The LUCIS database is maintained by the U.S. Department of the Navy and contains information for former Base Realignment and Closure (BRAC) properties across the United States.

MLTS Material Licensing Tracking System

VERSION DATE: 06/29/17

MLTS is a list of approximately 8,100 sites which have or use radioactive materials subject to the United States

Environmental Records Definitions - FEDERAL

Nuclear Regulatory Commission (NRC) licensing requirements. Disclaimer: Due to agency regulations and policies, this database contains applicant/licensee location information which may or may not be related to the physical location per MLTS site.

NPDES04 National Pollutant Discharge Elimination System

VERSION DATE: 04/01/07

Authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. The NPDES database was collected from the U.S. Environmental Protection Agency (EPA) from December 2002 through April 2007. Refer to the ICIS and/or ICIS-NPDES database as source of current data. This database includes permitted facilities located in EPA Region 4. This region includes the following states: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee.

PADS PCB Activity Database System

VERSION DATE: 10/09/19

PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of Polychlorinated Biphenyls (PCB) who are required to notify the U.S. Environmental Protection Agency of such activities.

PCSR04 Permit Compliance System

VERSION DATE: 08/01/12

The historic Permit Compliance System tracked enforcement status and permit compliance of facilities controlled by the National Pollutant Discharge Elimination System (NPDES) under the Clean Water Act. This database includes permitted facilities located in EPA Region 4 states: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee. This system has since been modernized by United States Environmental Protection Agency and is now integrated into the Integrated Compliance Information System (ICIS). Please refer to the ICIS database as the current source for this data.

RCRASC RCRA Sites with Controls

VERSION DATE: 02/21/20

The Resource Conservation and Recovery Act (RCRA) gives the U.S. Environmental Protection Agency (EPA) the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities with institutional controls in place.

SEMSLIENS SEMS Lien on Property

VERSION DATE: 03/23/20

Environmental Records Definitions - FEDERAL

The U.S. Environmental Protection Agency's (EPA) Office of Solid Waste and Emergency Response, Office of Superfund Remediation and Technology Innovation (OSRTI), has implemented The Superfund Enterprise Management System (SEMS), formerly known as CERCLIS (Comprehensive Environmental Response, Compensation and Liability Information System) to track and report on clean-up and enforcement activities taking place at Superfund sites. SEMS represents a joint development and ongoing collaboration between Superfund's Remedial, Removal, Federal Facilities, Enforcement and Emergency Response programs. This is a listing of SEMS sites with a lien on the property.

SFLIENS CERCLIS Liens

VERSION DATE: 06/08/12

A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which United States Environmental Protection Agency has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties. This database contains those CERCLIS sites where the Lien on Property action is complete. Please refer to the SEMSLIENS database as source of current data.

SSEHRIPFAS SSEHRI PFAS Contamination Sites

VERSION DATE: 12/12/19

This PFAS Contamination Site Tracker database is compiled by the Social Science Environmental Health Research Institute (SSEHRI) at Northeastern University. According to the SSEHRI, the database records qualitative and quantitative data from each known site of PFAS contamination, including timeline of discovery, sources, levels, health impacts, community response, and government response. The goal of this database is to compile information and support public understanding of the rapidly unfolding issue of PFAS contamination. All data presented was extracted from government websites, news articles, or publicly available documents, and this is cited in the tracker. Disclaimer: The source conveys this database undergoes regular updates as new information becomes available, some sites may be missing and/or contain information that is incorrect or outdated, as well as their information represents all contamination sites SSEHRI is aware of, not all possible contamination sites. This data is not intended to be used for legal purposes. Limited location details are available with this data. Please access the following source link for the most current information:
<https://pfasproject.com/pfas-contamination-site-tracker/>

SSTS Section Seven Tracking System

VERSION DATE: 02/01/17

The United States Environmental Protection Agency tracks information on pesticide establishments through the Section Seven Tracking System (SSTS). SSTS records the registration of new establishments and records pesticide production at each establishment. The Federal Insecticide, Fungicide and Rodenticide Act (FIFRA) requires that production of pesticides or devices be conducted in a registered pesticide-producing or device-producing establishment. ("Production" includes formulation, packaging, repackaging, and relabeling.)

Environmental Records Definitions - FEDERAL

TRI Toxics Release Inventory

VERSION DATE: 12/31/18

The Toxics Release Inventory, provided by the United States Environmental Protection Agency, includes data on toxic chemical releases and waste management activities from certain industries as well as federal and tribal facilities. This inventory contains information about the types and amounts of toxic chemicals that are released each year to the air, water, and land as well as information on the quantities of toxic chemicals sent to other facilities for further waste management.

TSCA Toxic Substance Control Act Inventory

VERSION DATE: 12/31/16

The Toxic Substances Control Act (TSCA) was enacted in 1976 to ensure that chemicals manufactured, imported, processed, or distributed in commerce, or used or disposed of in the United States do not pose any unreasonable risks to human health or the environment. TSCA section 8(b) provides the United States Environmental Protection Agency (EPA) authority to "compile, keep current, and publish a list of each chemical substance that is manufactured or processed in the United States." This TSCA Chemical Substance Inventory contains non-confidential information on the production amount of toxic chemicals from each manufacturer and importer site. The EPA has collected Chemical Data Reporting (CDR) data since in 1986 (as Inventory Update Reporting). Collections occur approximately every four years and reporting requirements changed from collection to collection.

RCRAGR04 Resource Conservation & Recovery Act - Generator

VERSION DATE: 03/23/20

The Resource Conservation and Recovery Act (RCRA) gives the U.S. Environmental Protection Agency (EPA) the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities currently generating hazardous waste. EPA Region 4 includes the following states: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee.

RCRANGR04 Resource Conservation & Recovery Act - Non-Generator

VERSION DATE: 03/23/20

The Resource Conservation and Recovery Act (RCRA) gives the U.S. Environmental Protection Agency (EPA) the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities classified as non-generators. Non-Generators do not presently generate hazardous waste. EPA

Environmental Records Definitions - FEDERAL

Region 4 includes the following states: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee.

ALTFUELS Alternative Fueling Stations

VERSION DATE: 04/30/20

Nationwide list of alternative fueling stations made available by the U.S. Department of Energy's Office of Energy Efficiency & Renewable Energy. Includes Bio-diesel stations, Ethanol (E85) stations, Liquefied Petroleum Gas (Propane) stations, Ethanol (E85) stations, Natural Gas stations, Hydrogen stations, and Electric Vehicle Supply Equipment (EVSE).

FEMAUST FEMA Owned Storage Tanks

VERSION DATE: 12/01/16

This is a listing of FEMA owned underground and aboveground storage tank sites. For security reasons, address information is not released to the public according to the U.S. Department of Homeland Security.

HISTPST Historical Gas Stations

VERSION DATE: NR

This historic directory of service stations is provided by the Cities Service Company. The directory includes Cities Service filling stations that were located throughout the United States in 1930.

ICISCLEANERS Integrated Compliance Information System Drycleaners

VERSION DATE: 03/28/20

This is a listing of drycleaner facilities from the Integrated Compliance Information System (ICIS). The U.S. Environmental Protection Agency (EPA) tracks facilities that possess NAIC and SIC codes that classify businesses as drycleaner establishments. The following Primary SIC Codes are included in this data: 7211, 7212, 7213, 7215, 7216, 7217, 7218, and/or 7219; the following Primary NAICS Codes are included in this data: 812320, 812331, and/or 812332.

MRDS Mineral Resource Data System

VERSION DATE: 03/15/16

MRDS (Mineral Resource Data System) is a collection of reports describing metallic and nonmetallic mineral resources throughout the world. Included are deposit name, location, commodity, deposit description, geologic characteristics, production, reserves, resources, and references. This database contains the records previously provided in the Mineral Resource Data System (MRDS) of USGS and the Mineral Availability System/Mineral Industry Locator System (MAS/MILS) originated in the U.S. Bureau of Mines, which is now part of USGS.

Environmental Records Definitions - FEDERAL

MSHA Mine Safety and Health Administration Master Index File

VERSION DATE: 09/20/19

The Mine dataset lists all Coal and Metal/Non-Metal mines under MSHA's jurisdiction since 1/1/1970. It includes such information as the current status of each mine (Active, Abandoned, NonProducing, etc.), the current owner and operating company, commodity codes and physical attributes of the mine. Mine ID is the unique key for this data. This information is provided by the United States Department of Labor - Mine Safety and Health Administration (MSHA).

BF Brownfields Management System

VERSION DATE: 04/09/20

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. The United States Environmental Protection Agency maintains this database to track activities in the various brown field grant programs including grantee assessment, site cleanup and site redevelopment. This database included tribal brownfield sites.

DNPL Delisted National Priorities List

VERSION DATE: 04/22/20

This database includes sites from the United States Environmental Protection Agency's Final National Priorities List (NPL) where remedies have proven to be satisfactory or sites where the original analyses were inaccurate, and the site is no longer appropriate for inclusion on the NPL, and final publication in the Federal Register has occurred.

NLRRCRAT No Longer Regulated RCRA Non-CORRACTS TSD Facilities

VERSION DATE: 03/23/20

This database includes RCRA Non-Corrective Action TSD facilities that are no longer regulated by the United States Environmental Protection Agency or do not meet other RCRA reporting requirements. This listing includes facilities that formerly treated, stored or disposed of hazardous waste.

ODI Open Dump Inventory

VERSION DATE: 06/01/85

The open dump inventory was published by the United States Environmental Protection Agency. An "open dump" is defined as a facility or site where solid waste is disposed of which is not a sanitary landfill which meets the criteria promulgated under section 4004 of the Solid Waste Disposal Act (42 U.S.C. 6944) and which is not a facility for disposal of hazardous waste. This inventory has not been updated since June 1985.

Environmental Records Definitions - FEDERAL

RCRAT Resource Conservation & Recovery Act - Non-CORRACTS Treatment, Storage & Disposal Facilities

VERSION DATE: 03/23/20

The Resource Conservation and Recovery Act (RCRA) gives the U.S. Environmental Protection Agency (EPA) the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities recognized as hazardous waste treatment, storage, and disposal sites (TSD).

SEMS Superfund Enterprise Management System

VERSION DATE: 04/23/20

The U.S. Environmental Protection Agency's (EPA) Office of Solid Waste and Emergency Response, Office of Superfund Remediation and Technology Innovation (OSRTI), has implemented The Superfund Enterprise Management System (SEMS), formerly known as CERCLIS (Comprehensive Environmental Response, Compensation and Liability Information System) to track and report on clean-up and enforcement activities taking place at Superfund sites. SEMS represents a joint development and ongoing collaboration between Superfund's Remedial, Removal, Federal Facilities, Enforcement and Emergency Response programs.

SEMSARCH Superfund Enterprise Management System Archived Site Inventory

VERSION DATE: 04/23/20

The U.S. Environmental Protection Agency's (EPA) Superfund Enterprise Management System Archived Site Inventory (List 8R Archived) replaced the CERCLIS NFRAP reporting system in 2015. This listing reflects sites at which the EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program.

SMCRA Surface Mining Control and Reclamation Act Sites

VERSION DATE: 11/26/19

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by the Office of Surface Mining Reclamation and Enforcement (OSMRE) to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

USUMTRCA Uranium Mill Tailings Radiation Control Act Sites

VERSION DATE: 03/04/17

The Legacy Management Office of the Department of Energy (DOE) manages radioactive and chemical waste,

Environmental Records Definitions - FEDERAL

environmental contamination, and hazardous material at over 100 sites across the U.S. The L.M. Office manages this database of sites registered under the Uranium Mill Tailings Control Act (UMTRCA).

DOD Department of Defense Sites

VERSION DATE: 12/01/14

This information originates from the National Atlas of the United States Federal Lands data, which includes lands owned or administered by the Federal government. Army DOD, Army Corps of Engineers DOD, Air Force DOD, Navy DOD and Marine DOD areas of 640 acres or more are included.

FUDS Formerly Used Defense Sites

VERSION DATE: 12/31/18

The Formerly Used Defense Sites (FUDS) inventory includes properties previously owned by or leased to the United States and under Secretary of Defense Jurisdiction, as well as Munitions Response Areas (MRAs). The remediation of these properties is the responsibility of the Department of Defense. This data is provided by the U.S. Army Corps of Engineers (USACE), the boundaries/polygon data are based on preliminary findings and not all properties currently have polygon data available. **DISCLAIMER:** This data represents the results of data collection/processing for a specific USACE activity and is in no way to be considered comprehensive or to be used in any legal or official capacity as presented on this site. While the USACE has made a reasonable effort to insure the accuracy of the maps and associated data, it should be explicitly noted that USACE makes no warranty, representation or guaranty, either expressed or implied, as to the content, sequence, accuracy, timeliness or completeness of any of the data provided herein. For additional information on Formerly Used Defense Sites please contact the USACE Public Affairs Office at (202) 528-4285.

FUSRAP Formerly Utilized Sites Remedial Action Program

VERSION DATE: 03/04/17

The U.S. Department of Energy (DOE) established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from the Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations. The DOE Office of Legacy Management (LM) established long-term surveillance and maintenance (LTS&M) requirements for remediated FUSRAP sites. DOE evaluates the final site conditions of a remediated site on the basis of risk for different future uses. DOE then confirms that LTS&M requirements will maintain protectiveness.

NLRRCRAC No Longer Regulated RCRA Corrective Action Facilities

VERSION DATE: 03/23/20

This database includes RCRA Corrective Action facilities that are no longer regulated by the United States Environmental Protection Agency or do not meet other RCRA reporting requirements.

Environmental Records Definitions - FEDERAL

NMS Former Military Nike Missile Sites

VERSION DATE: 12/01/84

This information was taken from report DRXTH-AS-IA-83A016 (Historical Overview of the Nike Missile System, 12/1984) which was performed by Environmental Science and Engineering, Inc. for the U.S. Army Toxic and Hazardous Materials Agency Assessment Division. The Nike system was deployed between 1954 and the mid-1970's. Among the substances used or stored on Nike sites were liquid missile fuel (JP-4); starter fluids (UDKH, aniline, and furfuryl alcohol); oxidizer (IRFNA); hydrocarbons (motor oil, hydraulic fluid, diesel fuel, gasoline, heating oil); solvents (carbon tetrachloride, trichloroethylene, trichloroethane, stoddard solvent); and battery electrolyte. The quantities of material a disposed of and procedures for disposal are not documented in published reports. Virtually all information concerning the potential for contamination at Nike sites is confined to personnel who were assigned to Nike sites. During deactivation most hardware was shipped to depot-level supply points. There were reportedly instances where excess materials were disposed of on or near the site itself at closure. There was reportedly no routine site decontamination.

NPL National Priorities List

VERSION DATE: 04/22/20

This database includes United States Environmental Protection Agency (EPA) National Priorities List sites that fall under the EPA's Superfund program, established to fund the cleanup of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action.

PNPL Proposed National Priorities List

VERSION DATE: 04/22/20

This database contains sites proposed to be included on the National Priorities List (NPL) in the Federal Register. The United States Environmental Protection Agency investigates these sites to determine if they may present long-term threats to public health or the environment.

RCRAC Resource Conservation & Recovery Act - Corrective Action Facilities

VERSION DATE: 03/23/20

The Resource Conservation and Recovery Act (RCRA) gives the U.S. Environmental Protection Agency (EPA) the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities with corrective action activity.

RCRASUBC Resource Conservation & Recovery Act - Subject to Corrective Action Facilities

VERSION DATE: 03/23/20

Environmental Records Definitions - FEDERAL

The Resource Conservation and Recovery Act (RCRA) gives the U.S. Environmental Protection Agency (EPA) the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities subject to corrective actions.

RODS Record of Decision System

VERSION DATE: 04/22/20

These decision documents maintained by the United States Environmental Protection Agency describe the chosen remedy for NPL (Superfund) site remediation. They also include site history, site description, site characteristics, community participation, enforcement activities, past and present activities, contaminated media, the contaminants present, and scope and role of response action.

Environmental Records Definitions - STATE (SC)

AIRS Air Permitted Facilities

VERSION DATE: 01/16/20

The South Carolina Department of Health and Environmental Control's Air Quality (BAQ) is responsible for managing South Carolina's air quality permitting program. According to the BAQ, an air permit is a legal document that lists what a source must do in order to comply with the state and federal air pollution laws. The facility's potential to emit emissions determines if a facility is classified as major or minor or if the facility has to undergo a major modification. The BAQ issues construction and operating permits to industrial, commercial, and institutional sources that use or store materials with a potential to emit air pollutants into the air we breathe.

NPDES National Pollutant Discharge Elimination System Facilities

VERSION DATE: 12/13/19

The South Carolina Department of Health and Environmental Control (DHEC) is responsible for managing the states Stormwater Program. The program requires all construction sites of one acre or more, many industrial sites, and all regulated Municipal Separate Storm Sewer Systems (MS4s) to obtain stormwater permit coverage. Some sites will be able to obtain coverage under the state general permit, but sites that pose considerable risk to contaminate water may be required to obtain an individual permit. The DHEC's Stormwater Permitting Section issues permit coverage for the above activities through the NPDES Permitting Program.

RCR Registry of Conditional Remedies

VERSION DATE: 04/20/20

The South Carolina Department of Health and Environmental Control's Bureau of Land and Waste Management established this Registry to help monitor and maintain sites that have conditional remedies. A Conditional Remedy is an environmental remedy that includes certain qualifications. These qualifications are divided into two major categories: Remedies requiring Land Use Controls and Conditional No Further Actions (CNFA). This registry does not include UST sites where a No Further Action (NFA) letter was issued.

SPILLS Spills Listing

VERSION DATE: 04/21/20

This list of hazardous spills and oil spills is provided by the Emergency Response Section of the South Carolina Department of Health and Environmental Control.

UIC Underground Injection Control Wells

VERSION DATE: 12/09/19

This list of Underground Injection Control Class V Wells is provided by the South Carolina Department of Health and Environmental Control. The majority of Class V Wells are aquifer remediation injection wells, and the remaining are Aquifer Storage and Recovery Wells (storage of potable water in the subsurface).

Environmental Records Definitions - STATE (SC)

AGFACS Agricultural Facilities

VERSION DATE: 06/18/13

The South Carolina Department of Health and Environmental Control (SCDHEC) provides this agricultural facilities (animal farms) database. SCDHEC makes no warranty, representation or guarantee as to the content, sequence, accuracy, timeliness or completeness of any of the database information provided herein.

UST Underground Storage Tank Registry

VERSION DATE: 03/26/20

The Underground Storage Tank Registry is provided by the South Carolina Department of Health and Environmental Control's (DHEC) Bureau of Land and Waste Management. The Regulatory and Compliance section regulates USTs for the entire life of a tank system.

BFVCP Brownfield and Voluntary Cleanup Sites

VERSION DATE: 04/17/20

This database is provided by the South Carolina Department of Health and Environmental Control's (DHEC) Bureau of Land and Waste Management. The database includes both Brownfield and Voluntary Cleanup Program sites. The Brownfields component of the Voluntary Cleanup Program allows a non-responsible party to acquire a contaminated property with State Superfund liability protection for existing contamination by agreeing to perform an environmental assessment and/or remediation.

DCRTF Drycleaning Facility Restoration Trust Fund Sites

VERSION DATE: 01/08/18

The Dry Cleaning Restoration Program is responsible for administering South Carolina's Drycleaning Facility Restoration Trust Fund by using funds to assess, prioritize, and clean up registered dry-cleaning sites that are polluted within the state. This site listing is maintained by the South Carolina Department of Health and Environmental Control's Bureau of Land and Waste Management.

LUST Leaking Underground Storage Tanks

VERSION DATE: 04/08/20

The Leaking Underground Storage Tank Registry is provided by the South Carolina Department of Health and Environmental Control's (DHEC) Bureau of Land and Waste Management. The Release Assessment and Corrective Action sections provide technical oversight on all releases that occur from underground storage tanks.

SWF Solid Waste Facilities

VERSION DATE: 03/23/20

Environmental Records Definitions - STATE (SC)

The solid waste facility database is provided by the South Carolina Department of Health and Environmental Control's Bureau of Land and Waste Management. This database includes active and inactive facilities.

SF State Superfund Sites

VERSION DATE: 04/06/20

This State Superfund site information is provided by the South Carolina Department of Health and Environmental Control's (DHEC) Bureau of Land and Waste Management. Superfund is the federal government's program to clean up the nation's uncontrolled hazardous waste sites. The DHEC is committed to ensuring that remaining National Priorities List hazardous waste sites are cleaned up to protect the environment and the health of all Americans. Disclaimer: This site listing may have had information improperly deleted and/or altered by the source agency in the recent past. We can not guarantee the content, accuracy, timeliness, or completeness of the data provided. Data is limited to what is made available to the public. Please contact the agency directly for site specific inquiries.

Environmental Records Definitions - TRIBAL

USTR04 Underground Storage Tanks On Tribal Lands

VERSION DATE: 10/10/19

This database, provided by the United States Environmental Protection Agency (EPA), contains underground storage tanks on Tribal lands located in EPA Region 4. Region 4 include the following states: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee.

LUSTR04 Leaking Underground Storage Tanks On Tribal Lands

VERSION DATE: 10/10/19

This database, provided by the United States Environmental Protection Agency (EPA), contains leaking underground storage tanks on Tribal lands located in EPA Region 4. Region 4 include the following states: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee.

ODINDIAN Open Dump Inventory on Tribal Lands

VERSION DATE: 11/08/06

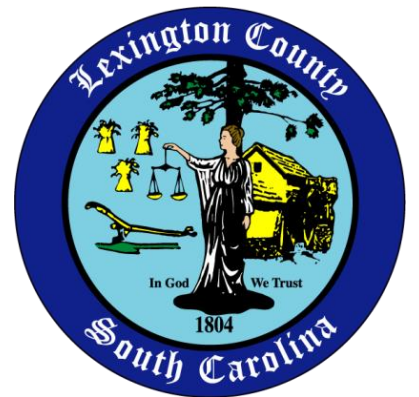
This Indian Health Service database contains information about facilities and sites on tribal lands where solid waste is disposed of, which are not sanitary landfills or hazardous waste disposal facilities, and which meet the criteria promulgated under section 4004 of the Solid Waste Disposal Act (42 U.S.C. 6944).

INDIANRES Indian Reservations

VERSION DATE: 09/27/17

The Department of Interior and Bureau of Indian Affairs maintains this database that includes American Indian Reservations, off-reservation trust lands, public domain allotments, Alaska Native Regional Corporations and Recognized State Reservations.

Appendix G



USFWS IPaC Report

Michael Baker

INTERNATIONAL



United States Department of the Interior



FISH AND WILDLIFE SERVICE
South Carolina Ecological Services
176 Croghan Spur Road, Suite 200
Charleston, SC 29407-7558
Phone: (843) 727-4707 Fax: (843) 727-4218

In Reply Refer To:

December 06, 2023

Project Code: 2022-0080384

Project Name: Lexington County Airport – Runway Extension and Terminal Area Development

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

To Whom It May Concern:

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

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

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

This species list is provided by:

South Carolina Ecological Services

176 Croghan Spur Road, Suite 200

Charleston, SC 29407-7558

(843) 727-4707

PROJECT SUMMARY

Project Code: 2022-0080384

Project Name: Lexington County Airport – Runway Extension and Terminal Area Development

Project Type: Airport - Maintenance/Modification

Project Description: Lexington County is proposing to extend the existing runway, develop the existing terminal area, and remove obstructions (trees) at the Lexington County Airport in Pelion, South Carolina (Lexington County). The Airport is proposing to extend the existing 4,335-foot Runway 18-36 by approximately 1,165 feet for a total length of 5,500 feet and expand the existing hangar area. The multi-hangar development would include the addition of a common-use taxiway to connect to the existing parallel taxiway and associated common-use aprons. In addition to these improvements, additional analysis and survey identified that in order to comply with Title 14, Code of Federal Regulations (14 CFR) Part 77 Subpart C, 77:13-77:23, the Proposed Action would also need to include the removal of approximately 4.46 acres of obstructions (trees) within the controlling surface, which is defined as the 40:1 Departure Surface (Type 7).

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@33.7997059,-81.24805206207047,14z>



Counties: Lexington County, South Carolina

ENDANGERED SPECIES ACT SPECIES

There is a total of 4 threatened, endangered, or candidate species on this species list.

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

MAMMALS

NAME	STATUS
Tricolored Bat <i>Perimyotis subflavus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Red-cockaded Woodpecker <i>Picoides borealis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7614	Endangered

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

FLOWERING PLANTS

NAME	STATUS
Smooth Coneflower <i>Echinacea laevigata</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3473	Threatened

CRITICAL HABITATS

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

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

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

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

BALD & GOLDEN EAGLES

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act¹ and the Migratory Bird Treaty Act².

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats³, should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

-
1. The [Bald and Golden Eagle Protection Act](#) of 1940.
 2. The [Migratory Birds Treaty Act](#) of 1918.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

THERE ARE NO BALD AND GOLDEN EAGLES WITHIN THE VICINITY OF YOUR PROJECT AREA.

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats³ should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

-
1. The [Migratory Birds Treaty Act](#) of 1918.
 2. The [Bald and Golden Eagle Protection Act](#) of 1940.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)
-

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Kestrel <i>Falco sparverius paulus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9587	Breeds Apr 1 to Aug 31
Brown-headed Nuthatch <i>Sitta pusilla</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9427	Breeds Mar 1 to Jul 15
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Prothonotary Warbler <i>Protonotaria citrea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9439	Breeds Apr 1 to Jul 31
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9478	Breeds elsewhere
Swallow-tailed Kite <i>Elanoides forficatus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8938	Breeds Mar 10 to Jun 30
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read the supplemental

information and specifically the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

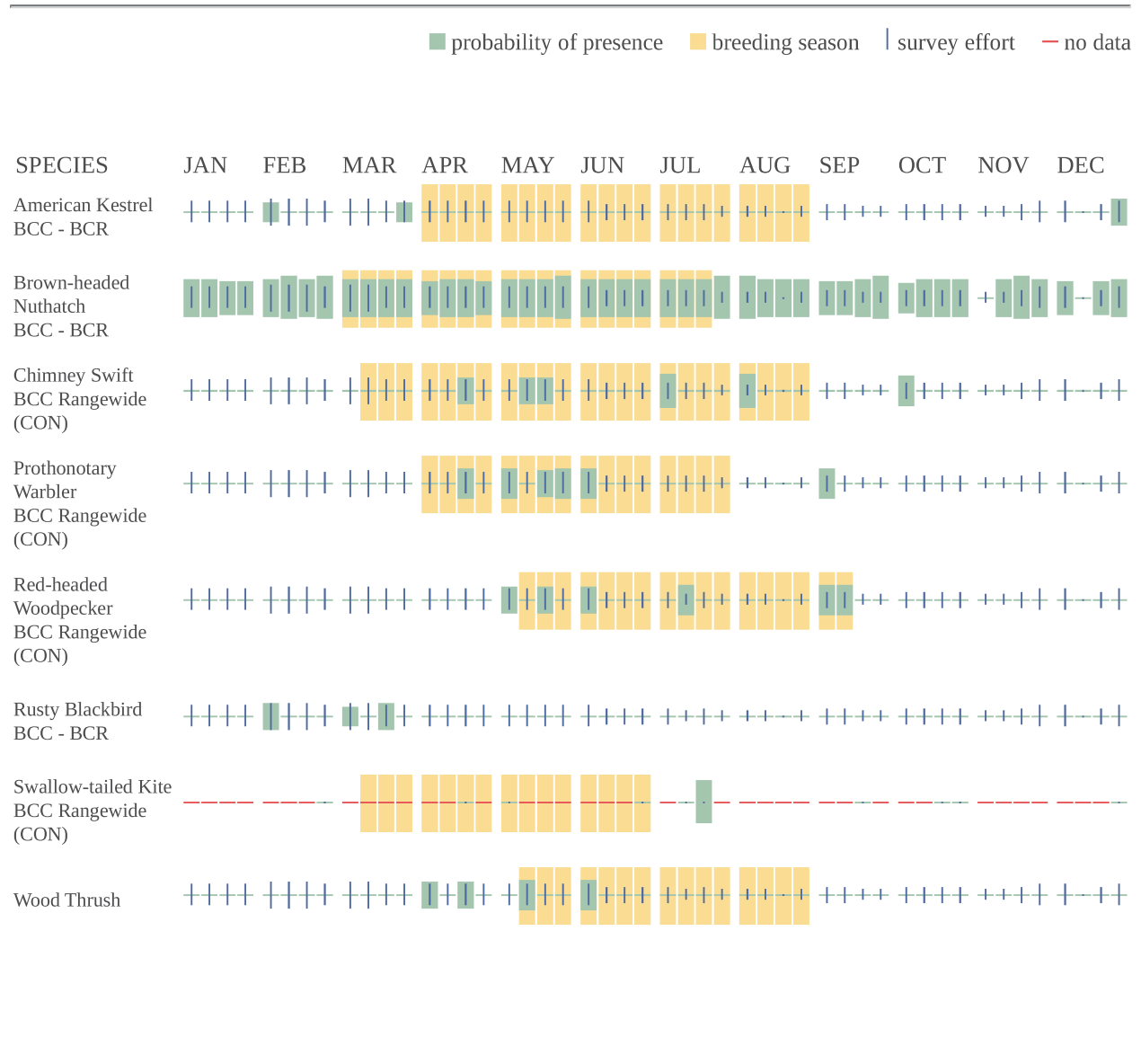
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (-)

A week is marked as having no data if there were no survey events for that week.



BCC Rangewide
(CON)

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

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

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

IPAC USER CONTACT INFORMATION

Agency: Federal Aviation Administration

Name: Ed Smail

Address: 4425 Belle Oaks Drive

City: North Charleston

State: SC

Zip: 29405

Email: esmail@mbakerintl.com

Phone: 8438340988

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Aviation Administration

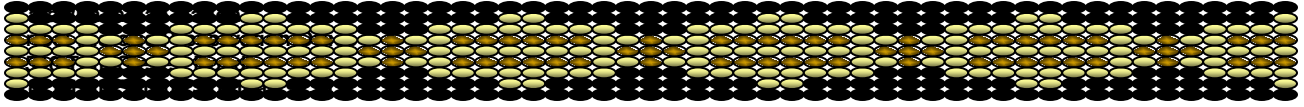
Appendix H



THPO Responses

Michael Baker

I N T E R N A T I O N A L



Office 803-328-2427
Fax 803-328-5791

June 19, 2020

Attention: Lee Kyker
Federal Aviation Administration
1701 Columbia Avenue
College Park, GA 30337

Re. THPO #	TCNS #	Project Description
2020-40-6		Lexington County Airport at Pelion(6J0) – Runway Extension

Dear Mr. Kyker,

The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas. **However, the Catawba are to be notified if Native American artifacts and / or human remains are located during the ground disturbance phase of this project.**

If you have questions please contact Caitlin Rogers at 803-328-2427 ext. 226, or e-mail Caitlin.Rogers@catawba.com.

Sincerely,

Wenonah G. Haire
Tribal Historic Preservation Officer

From: [Section106](#)
To: [Kyker, Lee \(FAA\)](#)
Subject: Re: Lexington County Airport at Pelion, SC - Government to Government Consultation
Date: Wednesday, July 08, 2020 2:36:16 PM
Attachments: [image002.png](#)

Mr. Kyker,

Thank you for contacting the Muscogee (Creek) Nation concerning the Proposed Improvements at Lexington County Airport at Pelion in Lexington County, South Carolina. The project is located within our historic area of interest and is of importance to our Tribe. The project is proposing to extend the existing 4,337-foot runway by 1,165 feet for a total length of 5,500 feet and expand the existing hangar. After reviewing the information that was provided and examining our tribal histories for the area, the Muscogee (Creek) Nation is unaware of any known Muscogee sacred sites or cultural resources within the immediate project area. However, this does not mean that they may not be present. Due to the fact that no known cultural sites are within the area and noting that no archaeological sites are within the established APE, the **Muscogee (Creek) Nation concurs that there should be no effects to any known historic properties** and that work should proceed as planned. Nevertheless, due to the historic presence of Muscogean peoples in the area, we request to be notified if any cultural material (i.e. artifacts) or human remains are discovered during the project. Additionally, if there are any changes or updates to the project, we request to be notified of these. Please do not hesitate to contact me if you have any questions concerning this.

Regards,
LeeAnne Wendt

LeeAnne Wendt, M.A., RPA
Historic and Cultural Preservation Department, Tribal Archaeologist
Muscogee (Creek) Nation
P.O. Box 580 | Okmulgee, OK 74447
T 918.732.7852
F 918.758.0649
lwendt@mcn-nsn.gov
<http://www.muscogeenation-nsn.gov/>

From: Kyker, Lee (FAA) <Lee.Kyker@faa.gov>
Sent: Wednesday, May 20, 2020 9:37 PM
To: Section106 <Section106@mcn-nsn.gov>
Subject: Lexington County Airport at Pelion, SC - Government to Government Consultation

Good Afternoon,

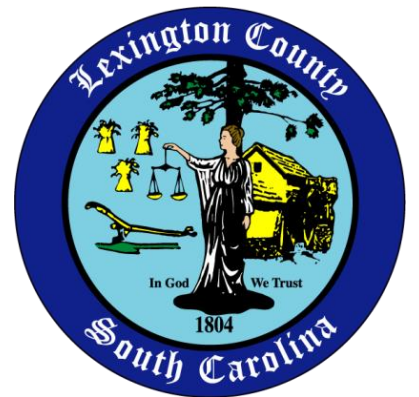
Please see attached letter concerning the referenced subject. If you have any questions, please do not hesitate to contact me.

Thank you,
Lee Kyker

Lee Kyker
Environmental Specialist
Atlanta Airports District Office
(404) 305-6708



Appendix I



Terminal Area Forecast

Michael Baker

INTERNATIONAL

APO TERMINAL AREA FORECAST DETAIL REPORT

Forecast Issued March 2022

6J0

Fiscal Year	AIRCRAFT OPERATIONS												Total Ops	Total Tracon Ops	Based Aircraft
	Enplanements			Itinerant Operations					Local Operations						
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total				
REGION:ASO STATE:SC LOCID:6J0															
CITY:PELION AIRPORT:Pelion/Corporate															
2020	0	0	0	0	0	3,537	144	3,681	2,763	0	2,763	6,444	0	29	
2021*	0	0	0	0	0	3,550	144	3,694	2,773	0	2,773	6,467	0	29	
2022*	0	0	0	0	0	3,563	144	3,707	2,783	0	2,783	6,490	0	29	
2023*	0	0	0	0	0	3,576	144	3,720	2,793	0	2,793	6,513	0	29	
2024*	0	0	0	0	0	3,588	144	3,732	2,802	0	2,802	6,534	0	30	
2025*	0	0	0	0	0	3,601	144	3,745	2,812	0	2,812	6,557	0	30	
2026*	0	0	0	0	0	3,614	144	3,758	2,822	0	2,822	6,580	0	30	
2027*	0	0	0	0	0	3,625	144	3,769	2,831	0	2,831	6,600	0	30	
2028*	0	0	0	0	0	3,637	144	3,781	2,840	0	2,840	6,621	0	30	
2029*	0	0	0	0	0	3,648	144	3,792	2,849	0	2,849	6,641	0	30	
2030*	0	0	0	0	0	3,659	144	3,803	2,857	0	2,857	6,660	0	30	
2031*	0	0	0	0	0	3,671	144	3,815	2,866	0	2,866	6,681	0	31	
2032*	0	0	0	0	0	3,682	144	3,826	2,875	0	2,875	6,701	0	31	
2033*	0	0	0	0	0	3,693	144	3,837	2,884	0	2,884	6,721	0	31	
2034*	0	0	0	0	0	3,705	144	3,849	2,893	0	2,893	6,742	0	31	
2035*	0	0	0	0	0	3,716	144	3,860	2,902	0	2,902	6,762	0	31	
2036*	0	0	0	0	0	3,727	144	3,871	2,910	0	2,910	6,781	0	31	
2037*	0	0	0	0	0	3,738	144	3,882	2,919	0	2,919	6,801	0	31	
2038*	0	0	0	0	0	3,750	144	3,894	2,928	0	2,928	6,822	0	31	
2039*	0	0	0	0	0	3,761	144	3,905	2,937	0	2,937	6,842	0	31	
2040*	0	0	0	0	0	3,772	144	3,916	2,946	0	2,946	6,862	0	31	
2041*	0	0	0	0	0	3,784	144	3,928	2,955	0	2,955	6,883	0	32	

2042*	0	0	0	0	0	3,795	144	3,939	2,963	0	2,963	6,902	0	32
2043*	0	0	0	0	0	3,806	144	3,950	2,972	0	2,972	6,922	0	32
2044*	0	0	0	0	0	3,818	144	3,962	2,981	0	2,981	6,943	0	32
2045*	0	0	0	0	0	3,829	144	3,973	2,990	0	2,990	6,963	0	32

Appendix J



**Public Involvement
Materials**

Michael Baker

INTERNATIONAL

LEXINGTON COUNTY
Chronicle

The Dispatch-News
SINCE 1870

A Paid Newspaper of General Circulation
in the County of Lexington, SC

Post Office Box 9
Lexington, SC 29071
(803) 359-7633

Affidavit of Publication

**LEXINGTON COUNTY
AIRPORT
RUNWAY EXTENSION
AND TERMINAL AREA**

**EXPANSION
PUBLIC NOTICE**

Lexington County is required under the provisions of the National Environmental Policy Act of 1969, and Federal Aviation Administration (FAA) requirements to prepare an Environmental Assessment (EA) for proposed airport improvement projects. The Lexington County Airport is proposing to extend the existing 4,335-foot Runway 18-36 by approximately 1,165 feet for a total length of 5,500 feet and expand the existing hangar area. The multi-hangar development would include the addition of a common-use taxiway to connect to the existing parallel taxiway and associated common-use aprons. The proposed box hangars would accommodate approximately four additional aircraft. The runway extension would not include the addition of a new parallel taxiway. Aircraft would taxi down the proposed section of new runway and turnaround utilizing a taxiway turnaround at the runway end. The purpose of the proposed improvements is to meet current and future economic demands at the Airport.

Lexington County is soliciting public input on the proposed improvements. Additional information can be found on the County website: <https://lex-co.sc.gov/departments/airport>

Specific comments on the proposed improvements or a request for a public meeting can be provided via email to esmail@mbaker-intl.com or via U.S. Postal Service to:

Mr. Edward Smail
Michael Baker International
4425 Belle Oaks Drive
North Charleston, SC 29409

Comments will be received for 30 days from the date of this posting.

Upon completion of a draft version of the EA, the document will be distributed for public review and comment for a period of no less than 30 days. A Notice of Availability will be published announcing the availability of the EA for public review and comment. It is anticipated that the draft EA will be available for public review and comment in the fall of 2020.

9-17 |

I hereby certify that on the dates appearing below, I did publish the attached notice in the Lexington County Chronicle & The Dispatch-News, a newspaper of general circulation in the County of Lexington, State of South Carolina, in accordance with the laws of said county and state.

Publication Dates:

9-17-2020

MacLeod Bellure

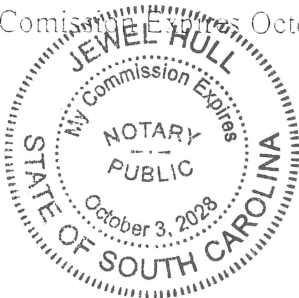
Lexington County Chronicle
& The Dispatch-News

Sworn to before me this 17th day of
September, 2020

Jewel Hull

Jewel Hull
Notary Public for South Carolina

My Commission Expires October 3, 2028

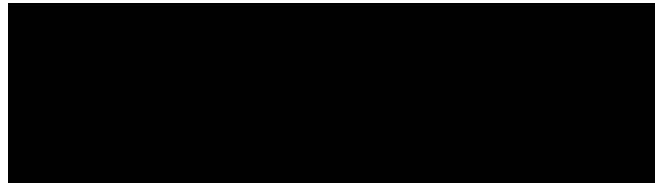




COUNTY OF LEXINGTON

Lynn Sturkie
County Administrator
212 South Lake Drive
Lexington, SC 29072
(803) 785-8100
Fax (803) 785-8101
countyadministrator@lex-co.com

January 5, 2024



Subject: Lexington County Airport – Request for Input



The Lexington County Airport (Airport) is located in Lexington County, South Carolina, approximately two miles north of the Town of Pelion, east of State Route 302 (see **Figure 1**). The County's Proposed Action is to extend the Airport's existing 4,337-foot Runway 18-36 to the north by approximately 1,165 feet for a total length of 5,500 feet. The purpose of this project is to accommodate larger business aircraft at the Airport. The County also proposes to construct two aircraft bulk storage hangars, each approximately 150 feet by 150 feet (22,500 square feet) in size (see **Figure 2**). The purpose of the proposed box hangars is to accommodate approximately four additional larger aircraft. A taxiway would connect the hangars to the existing parallel taxiway. The runway extension includes the extension of the existing parallel taxiway to the new runway end.

The runway extension requires land use controls of property adjoining the Airport to meet safety and land use compatibility standards due to parcels falling within the Runway Protection Zone (RPZ) for the proposed runway extension. As shown on **Figures 2 and 3**, the RPZ is a trapezoidal area off the end of the runway end that serves to enhance the protection of people and property on the ground in the event an aircraft lands or crashes beyond the runway end by restricting the types of activities that can occur within the RPZ. As shown on **Figure 3**, the Proposed Action also requires the select removal of obstructions (trees) on approximately 4.46 acres on six off-airport parcels outside of the RPZ.

Your property is included as one of the parcels identified within the proposed RPZ.

As such, Lexington County is considering the following options if the runway extension is approved by the Federal Aviation Administration (FAA):

1. Negotiation of an aviation easement for the area where the RPZ overlaps your property.
 - a. An aviation easement would allow Lexington County to limit the development within the area of the RPZ and remove obstructions (trees), as needed. However, you will still own the property and compensation would be provided for its change in use.
2. Fee simple acquisition of the area where the RPZ overlaps your property.
 - a. Lexington County would acquire (via purchase) and fully own the area where the RPZ overlaps your property.
3. Fee simple acquisition of your entire property.
 - a. Lexington County would fully acquire your property (via purchase) and provide relocation services. Additional information on this process is described below.

Under the provisions of the *National Environmental Policy Act of 1969* (NEPA) and Council of Environmental Quality (CEQ) regulations, and FAA environmental orders, Lexington County will prepare an Environmental Assessment (EA) for the proposed airport improvement projects. The EA will be submitted to the FAA for review and approval. As such, Lexington County is soliciting input on the proposed project and its impacts from the public. However, special outreach is being made to affected property owners impacted by the proposed project. Your comments, especially your thoughts on the three options listed above, will be considered in the development of the EA.

Specific comments on the proposed improvements can be provided via email to CountyAdministrator@Lex-co.com or via U.S. Postal Service by utilizing the attached comment form and prepaid envelope addressed to:

Mr. Lynn Sturkie
County of Lexington, Administrator
212 South Lake Drive, Suite 602
Lexington, SC 29072

Comments will be accepted within 30 days from receipt of letter.

Upon completion of a draft version of the EA, the document will be available for public review and comment. It is anticipated that a Notice of Availability will be published announcing the availability of the EA for public review and comment in early 2024. An in-person Public Meeting or Hearing is also anticipated to occur in early 2024.

If the project is approved, you will be notified and the County will work with you to get surveys, appraisals, and any other assistance needed. The project is currently in the environmental review phase, and formal actions such as survey or appraisals can only occur if and when the project EA is approved by the FAA through the NEPA process.

While the FAA is not providing federal funding for the proposed project, the County is required to follow FAA standards for design and construction. As such, all property acquisition would be completed in compliance with the *Uniform Relocation and Real Property Acquisition Policies Act*, 49 CFR Part 24, and FAA Order 5100.37, as outlined in FAA AC 150/5100-17 *Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects*. Special assistance would be granted for the elderly, disabled, or illiterate so that they can take full advantage of all of their benefits during the relocation process (if required). The purpose of these regulations is to ensure that owners of real property to be acquired for federal and federally-assisted projects are treated fairly, equitably, and receive relocation assistance (if required). Additional information on the federal land acquisition process can be found in the attached handout, *Land Acquisition for Public Airports*.

We look forward to receiving your comments.

Respectfully yours,



Lynn Sturkie
County Administrator

Las traducciones al español pueden estar disponibles a pedido contactando a achicas@lex-co.com (803-440-2084).

Enclosures: Figure 1 – Lexington County Airport
 Figure 2 – Proposed Bulk Storage Hangars
 Figure 3 – Proposed Removal of Obstructions

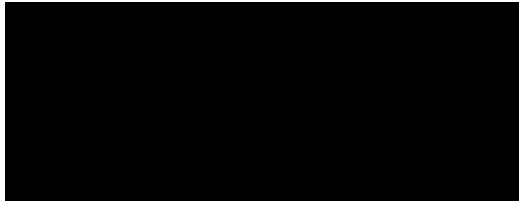


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As shown on **Figure 3**, the Proposed Action also requires the select removal of obstructions (trees) on approximately 4.46 acres on six off-airport parcels north of the proposed Runway Protection Zone (RPZ). As shown on **Figures 2 and 3**, the RPZ is a trapezoidal area off the end of the runway end that serves to enhance the protection of people and property on the ground in the event an aircraft lands or crashes beyond the runway end by restricting the types of activities that can occur within the RPZ.

Trees in the area to the north of the proposed RPZ were identified as a safety hazard to aircraft utilizing the extended runway and removal is required to meet airport design safety standards. Detailed surveys to identify individual trees for removal would occur at a later date.

Your property was tentatively identified as an area where tree removal is needed.

As such, Lexington County is considering the following options if the runway extension is approved by the Federal Aviation Administration (FAA):

1. Negotiation of an aviation easement for the area where your property contains trees identified as obstructions.
 - a. An aviation easement would allow Lexington County to remove obstructions (trees) from this portion of your property, as needed. However, you will still own the property and compensation would be provided for its change in use.
2. Obtaining individual landowner permission to access property and remove obstructions as needed.
 - a. No land use controls would be placed on your property and no compensation would be provided.

Under the provisions of the *National Environmental Policy Act of 1969* (NEPA) and Council of Environmental Quality (CEQ) regulations, and Federal Aviation Administration (FAA) environmental orders, Lexington County will prepare an Environmental Assessment (EA) for the proposed airport improvement projects. The EA will be submitted to the FAA for review and approval. As such, Lexington County is soliciting input on the proposed project and its impacts from the public. However, special outreach is being made to affected property owners impacted by the proposed project. Your comments will be considered in the development of the EA.

Specific comments on the proposed improvements can be provided via email to CountyAdministrator@Lex-co.com or via U.S. Postal Service by utilizing the attached comment form and prepaid envelope addressed to:

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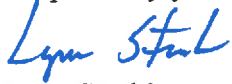
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If the project is approved, you will be notified and the County will work with you to get surveys, appraisals, and any other assistance needed. The project is currently in the environmental review phase, and formal actions such as survey or appraisals can only occur if and when the project EA is approved by the FAA through the NEPA process.

While the FAA is not providing federal funding for the proposed project, the County is required to follow FAA standards for design and construction. As such, all land acquisition (if required) would be completed in compliance with the *Uniform Relocation and Real Property Acquisition Policies Act*, 49 CFR Part 24, and FAA Order 5100.37, as outlined in FAA AC 150/5100-17 *Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects*. Special assistance would be granted for the elderly, disabled, or illiterate so that they can take full advantage of all of their benefits during the relocation process (if required). The purpose of these regulations is to ensure that owners of real property to be acquired for federal and federally-assisted projects are treated fairly, equitably, and receive relocation assistance (if required).

We look forward to receiving your comments.

Respectfully yours,

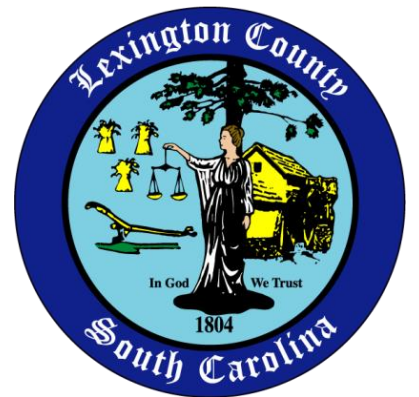


Lynn Sturkie
County Administrator

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Enclosures: Figure 1 – Lexington County Airport
 Figure 2 – Proposed Bulk Storage Hangars
 Figure 3 – Proposed Removal of Obstructions

Appendix K



Public Comments

Michael Baker

INTERNATIONAL

Public Comments Received
September 17, 2020 Public Notice

I am writing to you to express my support for lengthening the runway and the other projects associated with expanding the Lexington County Airport. It is important to me and many of my fellow pilots that we continue to expand our airports for a multitude of reasons, but especially because of the economic value that an airport brings to a community.

Since the airport will be able to accommodate larger turboprop airplanes and small jets, that means that some of the traffic volume can be absorbed from Columbia, which will allow those airplanes to buy gas, amongst other things, at the Lexington County airport. There are a lot of airplanes that stop in to Columbia just to buy gas, but since they can only fit at the runway in Columbia, they don't even think about coming to the Lexington county airport. Once the airport is lengthened, more airplanes will avoid the congested columbia airspace as well as the expensive FBOs that charge hundreds of dollars to just park while getting gas, and instead the jets will come to the Lexington county airport to gas up. Every time this happens, thousands of dollars will be pumped into the Lexington county economy.

Please help the community understand that every time they hear an airplane flying into Lexington county airport, that means money is pushed into the economy. Thank you for listening, and please let me know if you have any questions!

Extend the Pelion runway. Please, the town could use more business opportunities!

Dear Sir,

With great excitement I see that improvements for the Lexington County Airport are in the works. Airport improvements are one of the hidden ways to generate income, jobs, and industry for that surrounding area. Being a business owner and avid pilot along with aircraft ownership since 1972 I would like to offer something that may be of interest to you and the Pelion, Lexington County area's.

Being the owner of 4 aircraft 2 of which are for business along with my own private airport for over 35 years I would like to propose a lease of a piece of property on the airport to construct a 70' X 70' steel hanger for my operations and aircraft so as to be based there. I would be willing to construct it so as to blend with the existing structure's already in place to add to the overall aesthetics. If this would be of interest I would like to possibly meet and discuss the project and add any other advise or help as you would see fit.

There are all kinds of numbers in the public notice, dimensions of current space, dimensions of proposed space, number of flight annually, forecasted numbers of flight annually. However, the most important numbers for consideration do not appear anywhere. How much are the planned improvements going to cost? And where is the money going to come from?

We strongly do not advise that Lexington County move forward with the proposed changes to 6J0. I, and many other Lexington County citizens, who actually use this airport, do not want these changes. Please let this remain a small-town, mostly-recreational airport so that we can continue to enjoy what we love - Flying. I have done research and this type of change to airports does not bring in the revenue the decision makers believe it will. A lot of airports across our country have done the same thing, only to bring in less revenue after a year or so. Longer runways and more jets means more regulation, higher fees, more traffic, and less tax-paying, county citizens being able to fly here. Please do not put the idea of jets above the feelings of your local pilots and regular users of 6J0.

This airport is home to a lot of us, and we pay to keep it exactly how it is. It's perfect for the purpose it serves, and we deny the motion to move forward with these plans.

I really wish the airport will NOT expand.

I rest my case. Why not rename the airport, METH COUNTY INTERNATIONAL Subject: WIS: Crystal meth, \$14,000 in cash seized in traffic stop by Pelion Police Department I thought you might like this story from WIS

Pelion has been small town for a reason. That's the way the locals want it. Small jets will disrupt the tranquility or the bustling farms in the area. The abundant wildlife will be greatly impacted by an expansion if the airport. Please keep Pelion small town vibe alive.

At this time, I still vote no for the expansion. I understand there could be potential new use, but the County has no guarantees on this. Plus I 100% disagree with the reroute of Old Charleston Road. At this time I think every dollar of spare money the county has needs to go towards road repair.

The airport is not a high priority for the county in my opinion and the majority of Lexington county residents. Our roads are a higher priority, I object to any money being used to expand the airport. We should be focused on road repairs instead.

I would like my voice heard as a resident of Pelion. NO, to the expansion. The money would be better used fixing and paving roads. No reason jets need to land in Pelion with the CAE 15 minutes away.

Peion(sic) is not a problem at all. Spend our money on roads, they are in terrible condition.

Do not waste tax dollars on this unneeded project when our roads are junk and our schools are underfunded as well as first responders. You need to listen to the comments on your post about this because no one is happy about this and we will remember this come election time

Note: Names and contact info have been removed

The Lexington County Airport is an under used and over funded white elephant. The runway line up was incorrectly plotted and the majority of the time you are landing in a crosswind. The airport based customers are the cheapest aviators in the county and those who can use auto fuel instead of buying avgas. The ridiculous idea of expanding the runway for jet traffic is ludicrous. Unless the jet is smuggling out Meth there is no earthly reason why they would use that airport. It is in the middle of nowhere, offers no service and is unattended. The approach minimums are terrible, especially for a jet. There is no Jet A for sale. The idea of jets using the facility is absurd. Driving to and from the airport is downright depressing and unless you are in the Meth business there is no economic reason why the airport was ever built in the first place. There is no expansion of retail or housing in that direction. Paraphrasing President Trump, the area is a "shithole." This is just another case of our inept government leaders wasting taxpayer dollars. I wonder who got the kick backs for the bid letting on the construction of this albatross and who will get the payoff dollars on the new construction? A total waste. Has no future potential. You will never find and FBO operator for the airport because it is a money losing proposition. I guess that means the County will operate the airport and lose their ass and taxpayers will fund it. The government wasted money and built this mess. No one in the private sector would have ever considered it because they are smart.

The fact that the county owns this runway in the first place is concerning. Why do we need our own runways? To support someone's hobby? Only the top most elite and richest persons in our community will be able to utilize such an extravagant additions. I see you're located in North Charleston, but come spend a week on these Lexington rides. Fix this shit before paving additional footage to your elitist runway.

Please send me confirmation that you have received and counted my "no" vote.

I moved out here to Pelion in 1976. I enjoy the peace and quiet and NOT having jets flying over my house. I fear that expanding the runway would bring a lot more planes and jets into this area because of our closeness to Columbia and Aiken. Hereto, bringing more pollution, more traffic, possibly more drugs. It would also affect property values in a negative way. Please reconsider this expansion.

The current runway length is good for General Aviation but as you said,
Not enough for small jets or turbo props.

Things that you will need to change with the proposal.

1.) You will need Jet Fuel(not in your proposal) – currently only AV Fuel

2.) Better FBO, Rest rooms and setting area will not be enough, They Need a
Pilot Lounge with computer access for flight planning.

FBO Should be attended like KCUB or KOGB and have access afterhours.

A lot of the Jets/Turbo Props do not want to fuel their own planes... so you will need a
Fuel truck or something...

3.) Need to have a Airport Weather Station (ASIS)

4.) If you do #3, you have to change AIRPORT DESENATION (starting with a “K”)

5.) IF you want to be like KCUB or KAIK, you will also need a IFR approach (ILS or LOC) (not just an GPS Approach)

6.) If you want Jets, You will have to have Rental Car Options available, they fly in and have no way to travel.

Especially with Pelion/Lexington Airport being so far from any business.

7.) If you want Jets, Some People will want to come for a day or so for business, and your not planning any extra (larger) tie down spots for them.

The figure 2 is the best option (extending the length of RW18 Side)

Last Thought, If you want big planes to be happy, may be purchase the land around and stop the bad smell & Gnats from the
Farms around the area.

Mr. Smail, could you please provide the county citizens some additional information on this project. This information is needed so that we can make an informed decision on this project.

Please provide a list of the companies and or people who have made written request to Lexington county to be able to land jets at Pelion Airport.

What is expected cost of this expansion that the tax payers of Lexington County will have to pay. Please list any additional studies, fees, etc, so the citizens will know the total cost of this expansion.

What is the expected Return on Investment that the county will receive from this expansion. Has anyone committed to renting the new hangers if they are built.

Please provide this information for the citizens of the county so they can understand the need for this expansion.

At present, I vote NO for this project. Columbia Airport is only 10 miles away and is perfectly capable of handling all jet traffic. Its in Lexington County and has very little utilization.

The secondary roads in Lexington County are in terrible condition. This should be the number one priority for our County Council. Very few people in our county own airplanes, but nearly everyone in the county owns a vehicle and has drive on our roads.

Lexington County should strongly consider that 6J0 is seen to be more of a recreational airport with some of the cheapest Avgas in the area. Due to this, the airport sees lots of local traffic from SC-99, SC45, CAE, and a few other local private airports. Without a tower this could become problematic with jet traffic. With jet traffic being the HIGHLIGHT of the expansion, please consider the following as well. Where would the fuel be located? What commercial hangers are being installed for long term jet aircrafts? Was the tarmac expanded properly for jet aircrafts? Would jet departure from runway 18 over the schools be appropriate/safe? will there be an update and expansion to the old terminal with better accommodations for such people that utilise jets? Are there local companies that have CEO's that want to arrive at 6J0 that can't already be served at CAE? What emergency services are available for jets in the case of an emergency? Are the houses safe from an aborted take off at the end of runway 36? It is unfortunate that such a reason to expand for "jet traffic" is not ideal for 6j0 with Columbia and Owens field being so close with emergency vehicles, fuel, and cleaner terminals that await their arrival. I look forward to the proposal and seeing if there has been adequate foresight into the matter and not just using this as an excuse to get federal funding for an expansion with no added benefits to the public or aviation community.

a big fat NO we dont need anymore trouble out of that air port NO

As a Lexington County tax payer I am 100% against the use of tax money for improvements. In short, the monies could be more effectively used for resources to make our communities safer by investing it in public safety organizations such as our Sherriff's Department. Crime is increasing in our quiet rural areas and Law Enforcement response time indicates more Deputies and resources are needed more than airport expansions that will NOT benefit the masses or majority of our tax payers.

No we don't need the trouble that they are causing now and we don't need the jet fuel that they will be dumping on us eather , if theses people with theses jet want to land somewhere they can build there on at their house not ours , waste of money they need to stop stealing our money and getting fat off of it , pet projects all the time we don't get tax breaks or nothing No

Note: Names and contact info have been removed

Appendix L



**Other Agency
Coordination**

Michael Baker

INTERNATIONAL



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CHARLESTON DISTRICT, CORPS OF ENGINEERS
1835 ASSEMBLY STREET, ROOM 865B-1
COLUMBIA, SOUTH CAROLINA 29201

May 27, 2020

Regulatory Division

Edward Smail
Michael Baker International
4425 Belle Oaks Drive
North Charleston, South Carolina 29405
esmail@mbakerintl.com

Dear Mr. Smail:

This is in response to your letter dated May 15, 2020 requesting comments from the U.S. Army Corps of Engineers (Corps) regarding a proposed Runway Extension for the Lexington County Airport at Pelion (6J0). The work would include extending the existing 4,337-foot Runway 18-36 by approximately 1,165 feet, for a total length of 5,500 feet, would expand the existing hangar, and would include the addition of a common-use taxiway to connect the existing parallel taxiway and associated common-use aprons. The proposed project area is located northwest of the intersection of Old Charleston Road and Edmund Highway, in Lexington County, South Carolina.

The Corps of Engineers Regulatory Program evaluates projects pursuant to Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act. Based on a review of the information provided, the project area may contain aquatic resources subject to the jurisdiction of this office. If the proposed project will impact jurisdictional aquatic resources, a permit from our office may be required for the work affecting those waters. The type and complexity of permitting for any given project will vary based upon the amount of proposed impacts to jurisdictional features or other factors. If waters that are subject to the jurisdiction of this office will be impacted by proposed work, it would be beneficial to submit either a Pre-Application Request Form or Jurisdictional Determination Request Form, which are both available on our website, so that we may begin a more detailed review of this particular project pursuant to the Corps Regulatory Authority.

Please send all future correspondence related to this project directly to the Columbia Branch at SAC.RD.Columbia@usace.army.mil. If you need additional information or have any questions, please visit our website, www.sac.usace.army.mil or contact me at 803-253-3902 or laura.m.boos@usace.army.mil.

Respectfully,

A handwritten signature in blue ink that reads "Laura M. Boos".

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42036
2020.05.27 15:13:11
-04'00'

Laura M. Boos
Team Leader



May 22, 2020

Edward J. Smail
Environmental Technical Manager
Michael Baker International
4425 Belle Oaks Drive
N. Charleston, SC 29405

Re: Lexington County Airport at Pelion-Runway Extension

Dear Mr. Smail,

On May 19, 2020, we received your email dated May 15, 2020 about airport improvements to include a runway extension and hangar expansion to the Lexington County Airport at Pelion in Lexington County, SC. *Based on the information provided, I am responding on behalf of the South Carolina Department of Health and Environmental Control, Bureau of Air Quality (Bureau).*

The Bureau is tasked with implementing the Federal Clean Air Act (1990, as amended) in the State of South Carolina. The Bureau is required to ensure compliance with the National Ambient Air Quality Standards (NAAQS) for criteria pollutants. Currently two criteria pollutants are of particular concern in South Carolina:

- o **Ozone** – The 2015 8-hour primary and secondary standards of 70 parts per billion (ppb) were finalized on October 26, 2015. The area represented in this proposal is currently meeting the 2015 ozone standards.
- o **Particulate Matter 2.5** (Particulates 2.5 microns in size and smaller) – The 2012 standard for maximum daily concentration is set at 35 micrograms per cubic meter. The 2012 standard for the maximum annual concentration is set at 12 micrograms per cubic meter. The area represented in this proposal is meeting the 2012 particulate matter 2.5 standards.

South Carolina is currently attaining all of the NAAQS. Maintaining favorable air quality by keeping emissions at a minimum will help prevent a nonattainment designation. If a project is located in a nonattainment area, it may be subject to prescriptive requirements such as Transportation Conformity or air quality modeling.

An asbestos survey and project license may be required prior to any demolition activities such as deconstruction of a building or removal of structures in the right-of-way of a road

project. If you have any questions regarding asbestos regulatory applicability you may contact the Bureau's Asbestos Section at (803) 898-4289.

All necessary environmental permits for the subject project must be obtained in accordance with applicable state and federal regulations. If you have not already done so, please contact the Bureau of Water at (803) 898-4300 and the Bureau of Land and Waste Management at (803) 898-2000 for input regarding those program areas' assessments of this proposed project.

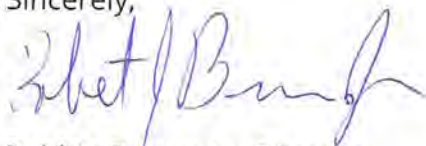
Emissions from diesel equipment are regulated by federal standards. The Bureau would like to offer the following suggestions on how this project can help us stay in compliance with the NAAQS. More importantly, these strategies are beneficial to the health of citizens of South Carolina.

- Utilize alternatively fueled equipment.
- Utilize emission controls applicable to your equipment.
- Reduce idling time on equipment.
- Fugitive dust emissions should be minimized through good operating practices.

The Bureau can provide model clean construction contract language. A vendor may need to retrofit, repower or replace older and more polluting diesel construction equipment in order to satisfy clean construction requirements. These types of projects can be financed with Congestion Mitigation and Air Quality (CMAQ) funds, and are in fact a high priority for CMAQ funding. Please contact our office if assistance is needed.

Thank you for the opportunity to comment on this project. Should you have any further questions or comments concerning this matter, please do not hesitate to contact me at (803) 898-4105 or at brownrj@dhec.sc.gov

Sincerely,



Robbie Brown, Jr., Director
Division of Air Assessment and Regulation
Bureau of Air Quality

cc: Chris Corley, Columbia BEHS Office, corleycl@dhec.sc.gov



Edward J. Smail
Michael Baker International
4425 Belle Oaks Drive
North Charleston, SC 29405

Re: Lexington County Airport Project

Dear Mr. Smail:

The map(s) enclosed with this correspondence are in response to your May 15, 2020 request for information regarding any potentially adverse environmental impacts in proximity to the project location(s) you provided. On the map(s) attached to this correspondence you will find “non-vulnerable” sites, within a half-mile radius of the selected project locations, that are either known, permitted or regulated by SCDHEC-BLWM and may adversely impact the project location(s). Excluded from the map output are sites that may adversely impact the project area but are designated by DHEC as “vulnerable” and therefore cannot be displayed on cartographic output provided to external parties. “Vulnerable” sites include Hazardous Waste Generators, Radiological Waste Generators and Nuclear Power Plants.

Please note that the data used to create the enclosed map(s) and any additional tables are subject to frequent changes. Although the data are believed to be fundamentally accurate, no guarantees as to the accuracy or completeness of the data are expressed or implied.

If you need further information regarding any site, you are encouraged to review the site file through a Freedom of Information (FOI) request. You may contact the SCDHEC FOI office at (803) 898-3817. If further information regarding this correspondence is required, please contact me at (803) 898-0587.

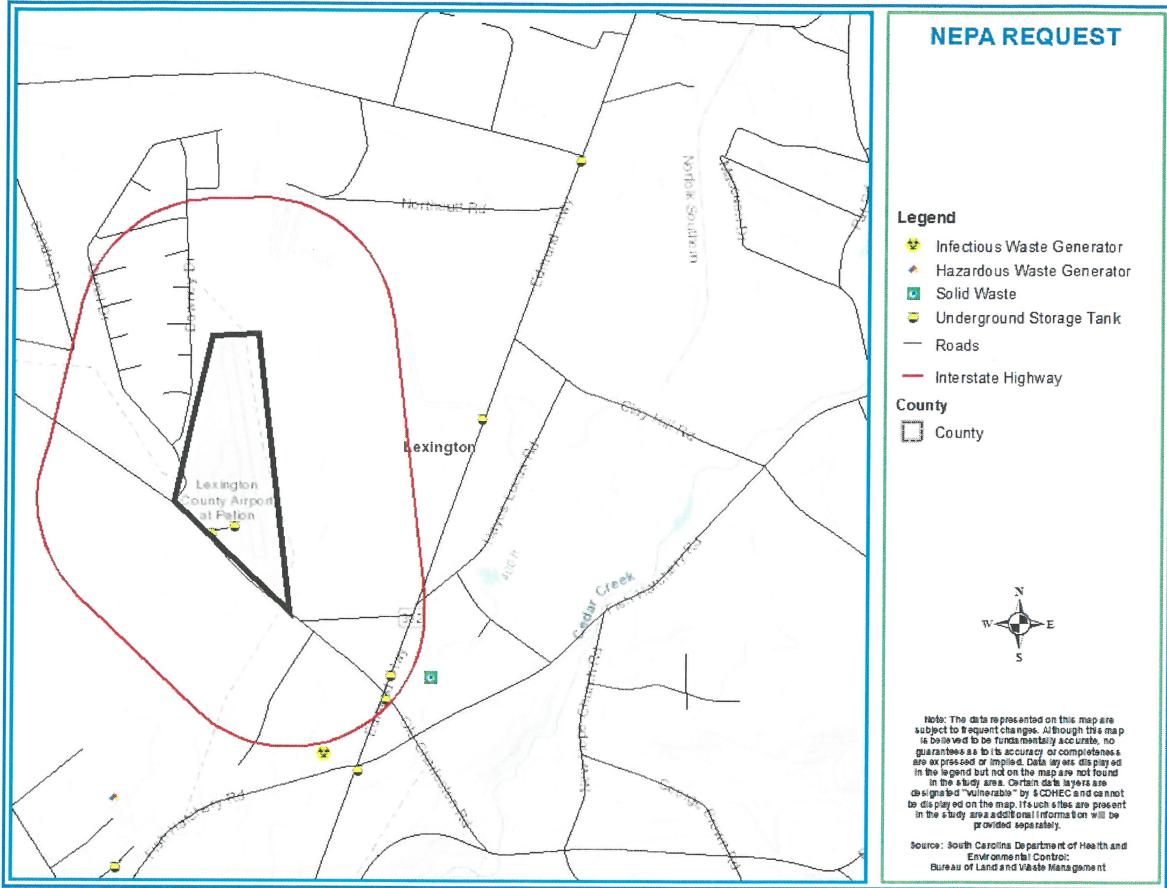
Sincerely,

Alison M. Post, M.S.
Operator Training/Permitting Coordinator
Underground Storage Tank Management Division
Bureau of Land and Waste Management

Area of Interest (AOI) Information

Area : 62,585,501.42 ft²

Jul 29 2020 10:6:3 Eastern Daylight Time



Summary

Name	Count	Area(ft ²)	Length(ft)
Nuclear Power Station	0	N/A	N/A
Infectious Waste Generator	0	N/A	N/A
Formerly Utilized Defense Site	0	N/A	N/A
Radiological Waste	0	N/A	N/A
Treatment Storage & Disposal	0	N/A	N/A
Hazardous Waste Generators	0	N/A	N/A
Drycleaners	0	N/A	N/A
CERCLA	0	N/A	N/A
Solid Waste	0	N/A	N/A
Mines	0	N/A	N/A
Underground Storage Tanks	4	N/A	N/A

Underground Storage Tanks

#	SITE NUMBER	NAME	ADDRESS	CITY	STATE	ZIP	Count
1	19223	LEXINGTON COUNTY AIRPORT	100 AIRPORT RD	PELION	SC	29123	1
2	17000	QUAD HOLDINGS LLC- EDMOND HWY	7801 EDMOND HWY	PELION	SC	29123	1
3	17866	JCC INC DBA WAYNES	7776 EDMOND HWY	PELION	SC	29123	1
4	12441	PELION TOWN OF	106 AIRPORT RD	PELION	SC	29123	1

Note: The data represented on this map are subject to frequent changes. Although this map is believed to be fundamentally accurate, no guarantees as to its accuracy or completeness are expressed or implied. Data layers displayed in the legend but not on the map are not found in the study area. Certain data layers are designated "vulnerable" by SCDHEC and cannot be displayed on the map. If such sites are present in the study area additional information will be provided separately.
Source: South Carolina Department of Health and Environmental Control- Bureau of Land and Waste Management

Smail, Ed

From: Lorianne Riggin <RigginL@dnr.sc.gov>
Sent: Tuesday, June 2, 2020 5:00 PM
To: Smail, Ed
Cc: Greg Mixon
Subject: EXTERNAL: Lexington County Airport at Pelion (6J0) - Runway Extension

Mr. Smail,

Personnel with the South Carolina Department of Natural Resources has reviewed the proposed changes to the Lexington County Airport at Pelion to extend the existing 4,337-foot Runway 18-36 by approximately 1,165 feet for a total length of 5,500 feet and expand the existing hangar area in response to the NEPA scoping request.

According to SCDNR data, there are currently no records of threatened and endangered species or species of conservation concern in the project area. Please keep in mind that this information is derived from existing databases, and do not assume that it is complete. Areas not yet inventoried may contain significant species or communities.

The South Carolina Department of Natural Resources' Heritage Trust Program organizes a database that captures and tracks element of occurrence data for rare, threatened and endangered species, both federal and state. If this project requires the assessment of threatened or endangered species within the project area, the SCDNR asks that you consider entering your data into this database which can be done simply through your mobile phone using the ArcGIS Survey123 app for free, no ArcGIS license is required. If you are interested in contributing to this database, please contact speciesreview@dnr.sc.gov. Any records of species of concern found would greatly benefit the quality and comprehensiveness of the statewide dataset for rare, threatened and endangered species.

Please note these technical comments are submitted to speak to the general impacts of the activities as described through inquiry by parties outside the South Carolina Department of Natural Resources. These technical comments are submitted as guidance to be considered and are not submitted as final agency comments that might be related to any unspecified local, state or federal permit, certification or license applications that may be needed by any applicant or their contractors, consultants or agents presently under review or not yet made available for public review. In accordance with its policy 600.01, Comments on Projects Under Department Review, the South Carolina Department of Natural Resources, reserves the right to comment on any permit, certification or license application that may be published by any regulatory agency which may incorporate, directly or by reference, these technical comments.

Thank you for the opportunity to review this project and provide comments during the NEPA scoping phase. Should you have any questions or need more information, please do not hesitate to contact me.

Thanks,
Lorianne

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