

Public Notice of Availability

UNITED STATES AIR FORCE
ENVIRONMENTAL ASSESSMENT AND FINDING OF NO SIGNIFICANT IMPACT

FOR THE RUNWAY REPAIR AND RECONSTRUCTION AND TEMPORARY RELOCATION OF AIRCRAFT,
OFFUTT AIR FORCE BASE

Description. Interested parties are hereby notified that the United States Air Force (USAF) has prepared a draft Environmental Assessment (EA) and draft Finding of No Significant Impact (dFONSI) for the proposed repair and reconstruction of Runway 12-30 at Offutt Air Force Base (Offutt AFB) near Bellevue, Nebraska.

Statutory Authority. This notice is being issued to all interested parties in accordance with the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality regulations for implementing the procedural provisions of the National Environmental Policy Act (40 *Code of Federal Regulations* [CFR] Parts 1500-1508) and the USAF Environmental Impact Analysis Process (32 CFR Part 989).

Proposed Action. The USAF is the lead agency and the proponent of the Proposed Action and proposes the following actions at Offutt AFB, near Bellevue, Nebraska: a) The full length of Runway 12-30 would be repaired and reconstructed. b) Areas of taxiway and apron pavement in proximity to the runway would be repaired, including the Northwest Warm-up Apron, the Mass Parking Apron, Delta Apron, Taxiway, and Tow-Way. c) Additional repairs would include replacement of the in-pavement approach/threshold lighting system, storm drains, obstacle removal, edge lighting, airfield signage, in-pavement lighting, subsurface drains, sealing joints and cracks, marking (painting) of the pavements to current standards, and repairs to utilities within the runway work area.

To complete the necessary runway pavement repairs, while maintaining the 55th Wing (55 WG), U.S. Strategic Command mission readiness and operational requirements, the Proposed Action would require the temporary relocation of aircraft, select 55 WG operations, logistics, and maintenance activities to Lincoln Airport in Nebraska and limited flight activity would be temporarily shifted to Eppley Airfield, Blair Municipal Airport, and either Plattsmouth Municipal Airport or Millard Airport in Nebraska. Relocation to Lincoln Airport and these other airports would take place over an approximate 14-month timeline. Prior to the relocation of the 55 WG, the Proposed Action would require pavement repairs to portions of the aircraft parking apron (West Apron), ramp area, and adjacent taxiways at Lincoln Airport. Additional temporary facilities would be needed at Lincoln Airport in support of the temporary relocation of the 55 WG, including maintenance facilities, aircraft hangars, aircraft and vehicular parking, security lighting, a fuel truck access road, a medical care facility, and firefighting facilities. The 55 WG would operate primarily from facilities of the former Lincoln AFB that are now property of the Lincoln Airport Authority.

The Proposed Action would have no potential to cause significant effects on geology, soils, visual resources, farmland, coastal resources, utilities, land use, socioeconomics, safety and occupational health, surface transportation, environmental justice populations or environmental health and safety risks to children. Operation of the Proposed Action would have no more than short-term and negligible direct effects on the airfields at Lincoln Airport, Eppley Field, Blair Municipal Airport, Plattsmouth

Municipal Airport, or Millard Airport, and would have no impact on airspace. Construction associated with the Proposed Action at Offutt AFB would require the use of sound barriers and operational controls near staging and stockpile areas to reduce construction noise levels at residences to below significant levels. Aircraft operations at Lincoln Airport would result in expansion of the noise contours for the airport for the period of operation, however, there are no sensitive receptors or land uses that are incompatible with the proposed aircraft operations in this area and consequently would be no more than minor adverse effects from aircraft noise. Operation of the fuel truck access road at Lincoln Airport could cause short-term minor adverse effects to residents nearest the road and therefore nighttime fuel delivery to the 55 WG would be limited. Operations by the 55 WG at Lincoln Airport would result in short-term moderate adverse effects on air quality in the region due to the nitrogen oxides and carbon monoxide emissions from aircraft operations during the period of relocation. However, construction activities at Lincoln Airport and Offutt AFB and the 55 WG operations at Lincoln Airport are not expected to cause violations to the National Ambient Air Quality Standards. The Proposed Action would have no effect on wetlands, state or federally protected species, or archaeological resources. Construction activities at Lincoln Airport would involve repairs and renovations to the historic 98th Bomb Wing Hangar but would have no potential to adversely affect the historic property. The Proposed Action would have no effect on floodplains and with implementation of storm water best management practices, construction and operations activities would have negligible adverse effects on groundwater and surface water. The historic hangar at Lincoln Airport contains hazardous materials that must be removed prior to its use and the proposed work on the West Apron could encounter contaminated groundwater if excavation occurs. Appropriate protective measures would be implemented to avoid worker contact with contaminated groundwater should excavation be necessary.

Public Review. The draft EA and dFONSI will undergo a 30-day public comment period from 12 Dec 18 through 14 Jan 19 in accordance with 32 CFR Part 989, the USAF Environmental Impact Analysis Process. During this period, the public may submit comments on the draft EA and dFONSI. The draft EA, dFONSI, and Notice of Public Availability can be reviewed at the Bellevue Public Library, 1003 Lincoln Road, Bellevue, Nebraska 68005 and also online at <https://www.offutt.af.mil/Units/55th-Wing/55th-Mission-Support-Group/55th-Civil-Engineer-Squadron/>

Comments. Comments on the draft EA and dFONSI should be submitted during the 30-day comment period via postal mail or email:

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