

# **FINAL SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT**

## **Relocation of the North Dakota Air Branch To Grand Forks Air Force Base**

for

**U.S. Customs and Border Protection  
Air and Marine Operations  
Grand Forks, North Dakota**



# FINAL FINDING OF NO SIGNIFICANT IMPACT (FONSI)

## Supplemental Environmental Assessment for the Relocation of the North Dakota Air Branch to Grand Forks Air Force Base

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### Introduction

Federal actions that potentially involve significant impacts on the environment must be reviewed in accordance with the National Environmental Policy Act (NEPA) and all other applicable laws. U.S. Customs and Border Protection (CBP) is a federal law enforcement agency of the U.S. Department of Homeland Security (DHS). The mission of the CBP office of Air and Marine Operations (AMO) is to protect the American people and the Nation's critical infrastructure by using air and marine forces to detect, interdict and prevent acts of terrorism and the unlawful movement of people, illegal drugs, and other contraband toward or across the borders of the United States. AMO Interdiction Agents are endowed with the authority to enforce Title 8 (Aliens and Nationality) and Title 19 (Customs) of the United States Code (USC) in addition to the general law enforcement powers bestowed upon federal law enforcement agents.

In 2008, CBP completed the *Final Environmental Assessment for the Beddown and Flight Operations of Unmanned Aircraft System at Grand Forks Air Force Base, North Dakota (UAS Beddown EA)* for the beddown of up to six Predator B Unmanned Aerial Systems (UAS) and associated equipment, personnel and infrastructure. U.S. Customs and Border Protection (CBP) prepared a *Supplemental Environmental Assessment (SEA) for the Relocation of the North Dakota Air Branch to Grand Forks Air Force Base* to address the potential environmental consequences associated with the relocation of the remaining aircraft of the CBP North Dakota Air Branch (AB) from Grand Forks International Airport (GFIA) to Grand Forks Air Force Base (AFB).

### Purpose Of and Need for the Proposed Action

The purpose of the Proposed Action is to consolidate the North Dakota AB with the National Air Security Operations Center – Grand Forks (NASOC-GF) in order to meet security and operational requirements. The Proposed Action is needed to provide air domain awareness along the northern border in accordance with CBPs border security mission. Not undertaking the proposed project would hinder the ability of the agency to perform its mission of detection, interdiction and apprehension of those who attempt to illegally enter or smuggle people or contraband across the northern border.

The AMO has previously identified Grand Forks AFB as a permanent location for UAS operations because the Base infrastructure meets or exceeds the minimum support requirements for flight operations, provides increased physical security, provides synergy with UAS operators, and allows for the reutilization of existing facilities, which would reduce costs and time required to establish a new facility complex. Since the establishment of the NASOC-GF at Grand Forks AFB with the bed down of Predator B Unmanned Aerial Systems (UASs), CBP has continued to operate the North Dakota AB out of GFIA. CBP is proposing to relocate these remaining aircraft and personnel to Grand Forks AFB. Most of the administrative functions of the North Dakota

AB have already relocated as part of the previous action, and the proposed action addresses the relocation of the remaining aircraft from GFIA to Grand Forks AFB.

The facilities at Grand Forks AFB are large enough to accommodate the personnel and equipment for both the North Dakota AB and the NASOC-GF. The consolidation of these operational units would reduce lease payments by ending CBP operations at GFIA. The relocation of the aircraft currently housed at GFIA would also eliminate the travel costs of “commuting” between the administrative offices at Grand Forks AFB and the hangar at GFIA. Operational efficiencies would also be realized by completing the consolidation process.

## **Description of the Proposed Action**

The proposed action includes the relocation of the aircraft that are currently housed at and operate from GFIA. Those aircraft would be moved to existing facilities at Grand Forks AFB. The lease at GFIA would be terminated and the facility returned to the property owner (Grand Forks Regional Airport Authority). It can be reasonably foreseen that the facility would eventually be reutilized for some airport-related or commercial purpose, but this outcome is dependent upon the landowner. AMO would outgrant an existing hangar (Hangar 602) from the United States Air Force (USAF) via a leasing agreement. The hangar interior would be renovated, including painting, carpeting, utilities (heating, ventilation, and air conditioning [HVAC], plumbing, fire suppression, and electrical), physical security, and information technology upgrades. New roofing, lighting, signage, security fencing, and emergency power generation equipment would be added to the exterior of Hangar 602. Underground cables would be required for communications infrastructure and emergency generator hookup. The hangar would be used to accommodate two federal personnel and eight contractors. In addition, there could be five to six AMO agents at the location at any given time.

Descriptions of the aircraft to be relocated, their operational parameters, and expected expanded operations are provided below:

### ***Beechcraft King Air C-12C***

The Beechcraft King Air C-12C aircraft is a medium-range, fixed-wing, twin turboprop aircraft used by the AMO to support investigation and enforcement efforts by performing missions such as aerial patrol, prisoner transport, surveillance, enforcement relocation with equipment designed for specific mission sets to include over water operations. These aircraft also fly as a tracker on air-to-air interdiction missions, supporting C-550 Citation or P-3 radar-equipped aircraft. They are capable of intercept with radar direction. CBP proposes to relocate one C-12 aircraft from GFIA to Grand Forks AFB.

*C-12 operations:* 1 flight per day, approximately 15% night time, 5 days per week. Flights would include approximately 2 days per week doing pattern work with multiple take-offs and landings.

### ***Airbus Helicopters Eurocopter AS350***

The AS350 Light Enforcement Helicopter (LEH) is a short-range, turbine-powered helicopter used to perform aerial reconnaissance of stationary or moving targets. These LEHs are the optimal aerial surveillance platform in metropolitan areas because their vertical lift capability and maneuverability enable operations from off-airport sites and in close proximity to congested airports. The Enhanced Optics/Infrared (EO/IR) sensors and video downlink provide

intelligence and communications support that enhance officer safety during high-risk operations and increase covertness during surveillance operations. Video recorders document suspect activities for evidentiary use. The AS350s, which fly with a crew of two (pilot and observer), are one of the few helicopters that maintain their performance at altitudes from sea level up to 9,000 feet. CBP proposes to relocate two AS-350 aircraft from GFIA to Grand Forks AFB.

*AS350 operations:* 2 flights per day, approximately 15% night time, 5 days per week. Flight profiles would be to depart local pattern and would include 1 take off and one landing per sortie, and would also include callouts during evening hours and weekends approximately twice each month.

### ***Expansion of Operations***

As the CBP national security mission along the northern border is expected to expand in coming years, AMO may add several (2-3) additional small surveillance and interdiction aircraft to the NASOC-GF facility to support the need for increased operations in the future. These were included in the EA and considered throughout. Potential aircraft are expected to be similar in all aspects to those named above, and planned operations are expected to encompass approximately three additional flights per day. No additional infrastructure would be required, as the Grand Forks AFB was designed for and formerly accommodated 54 large aircraft. If additional infrastructure is required, supplemental environmental analysis would be conducted.

### **Description of the No Action Alternative**

The proposed relocation of aircraft and expansion of operations would not occur under the "No Action" alternative. CBP would continue to operate from both GFIA and Grand Forks AFB. As has been noted, the existing facilities do not adequately support mission requirements, which have increased during the recent past due to increased illegal activities along the northern border. Not undertaking the proposed project would hinder the ability of the CBP AMO to fulfill its assigned mission, which is essential to national security.

### **Other Alternatives Considered**

Beyond the Proposed Action and No Action Alternatives, CBP considered additional alternatives that were eliminated from further consideration because they did not fully meet CBP's purpose and need for the Proposed Action. These included the renovation of the current North Dakota AB facility at GFIA and relocation of the North Dakota AB to a location other than that of the existing NASOC-GF. It was determined that remodeling the existing facility would not meet the space and configuration requirements needed for the operations, nor would it unify the flight and administrative operations of the North Dakota AB. Construction of a North Dakota AB facility at another separate location would not fully meet the purpose and need, particularly close coordination with NASOC-GF, and would require an excessive investment in additional land and facilities, when space is currently available at Grand Forks AFB.

### **Summary of Anticipated Environmental Impacts**

Because most affected resources and impacts for this Proposed Action were evaluated in the *UAS Beddown EA*, resources not further impacted by the North Dakota Air Branch relocation project were not evaluated in this SEA. Resource descriptions and impacts discussed in the *UAS Beddown EA* are incorporated by reference per CEQ Regulations (1502.21), as appropriate. Those resources that would be impacted by the Proposed Action and the effects are as follows:

### ***Land Use***

The proposed action would vacate facilities at GFIA, and the land use would change from law enforcement to some other airport-related or commercial purpose, depending on how the property is utilized by the Grand Forks Regional Airport Authority. Meanwhile, Hangar 602 at Grand Forks AFB would be used to house additional aircraft pending outgrant of the hangar by CBP via a leasing agreement with the USAF. Land use in this area is classified as appropriate for aircraft operations and maintenance by Grand Forks AFB. Under the Proposed Action, no alterations to current or proposed land uses would be necessary.

### ***Geology and Soils***

There would be negligible potential to affect geology and soils from trenching for the placement of utilities. Any ground disturbance that occurs during fence or utility placement would be within areas previously disturbed due to construction grading for the USAF facilities.

### ***Wildlife***

Increased air operations would have negligible effects on birds and other wildlife as a result of the Proposed Action due to the lack of suitable habitat available. CBP provided a copy of the Draft SEA to the U.S. Fish and Wildlife Service (USFWS) for their review and comment on this determination. No comments were received. There would be no impacts under the No Action Alternative.

### ***Threatened and Endangered Species***

CBP concludes that there would be no adverse effects to threatened or endangered species by the Proposed Action due to the lack of critical or otherwise suitable habitat available. CBP provided a copy of the Draft SEA to the USFWS for their review and comment on this determination. No comments were received. There would be no impacts under the No Action Alternative.

### ***Surface Water and Waters of the United States***

The Proposed Action would have the potential to have long-term, negligible adverse effects on surface water quality due to increased releases of fuels, lubricants, and other pollutants that may eventually be conveyed by runoff. This risk is present in the current CBP operation and is not expected to materially increase as a result of the proposed project. Use of the existing site-specific Stormwater Pollution Prevention Plan (SWPPP) and Spill Prevention, Control, and Countermeasure (SPCC) plan would minimize the risk of an accidental discharge to surface waters. The existing site-specific SPCC plan would be revised to reflect any changes in site configuration in order to minimize the risk of an accidental discharge. With implementation of SWPPP and SPCC plan requirements, no impacts on surface waters and Waters of the United States are anticipated from the Proposed Action. There would be no impacts under the No Action Alternative.

### ***Wetlands***

The Proposed Action would have the potential to have long-term, negligible adverse effects on wetlands due to increased releases of fuels, lubricants, and other pollutants that may eventually be conveyed by runoff. This risk is present in the current CBP operation and is not expected to materially increase as a result of the proposed project. The use of existing site-specific SWPPP and SPCC plans minimizes the risk of an accidental discharge to surface waters. The existing site-specific SPCC plan would be revised to reflect any changes in site configuration in order to

minimize the risk of an accidental discharge. With implementation of SWPPP and SPCC plan requirements, no impacts on surrounding wetlands are anticipated from the Proposed Action. There would be no impacts under the No Action Alternative.

### ***Air Quality***

Both airports and all CBP air emissions sources being relocated are located in the same Air Quality Control Region (AQCR), and therefore the Proposed Action would have no immediate net effect on air quality despite the increase in aircraft operations at Grand Forks AFB. The installation of an emergency generator at Hangar 602 would require its addition to the Grand Forks AFB emissions inventory under its Clean Air Act Title V permit, but it would not be expected to cause violations of this permit or materially contribute to emissions limits. If operations are expanded in the future, there would be long-term, minor adverse effects to air quality. These effects would be minor as the increase in emissions from additional small aircraft would be trivial within the AQCR and not contribute to the Grand Forks AFB emissions inventory under its Title V permit.

### ***Noise***

Long-term minor adverse effects on the noise environment would be expected from the additional proposed CBP aircraft. Although there would be no appreciable change in the overall noise environment, long-term effects would be due to noise generated by individual overflights from the proposed aircraft, and the relocation of the proposed aircraft and associated air operations would have a minute incremental effect on the noise surrounding Grand Forks AFB. These changes would not be perceptible and would be offset by the corresponding decrease in noise at GFIA. But as CBP expands operations, minor adverse changes in current noise levels are expected with the operational activities associated with the Proposed Action. There would be no impacts under the No Action Alternative.

### ***Cultural and Historic Resources***

The Proposed Action would occur entirely within existing structures in a previously disturbed area, and CBP has determined that the Proposed Action would have no potential to affect historic or archaeological resources. CBP's inadvertent discovery protocol would be in place should any human remains, artifacts, or other items be discovered at any point during NASOC-GF operations. In the event of an unexpected discovery, this protocol dictates stoppage of work and notification of the North Dakota State Historic Preservation Office (SHPO) and appropriate Tribes. There would be no impacts under the No Action Alternative.

### ***Climate Change***

Aircraft emissions would considerably increase as a result of implementing the Proposed Action. These would be below the threshold point for a determination of individual significance, and therefore are not expected to have any significant impact on climate. The inclusion of modern design and sustainability features in a newly renovated facility would help to minimize energy consumption and greenhouse gas emissions, as would a reduction in administrative trips between Grand Forks AFB and GFIA. Under the No Action Alternative, the operation of the existing CBP facilities, aircraft, and vehicles would continue to contribute to global GHG emissions. Therefore, the No Action Alternative would continue to have the same marginal ongoing contribution to the global climate change dynamic.

### ***Utilities and Infrastructure***

The existing infrastructure can easily support the needs of the proposed project. No adverse impacts are anticipated with the Proposed Action as CBP already maintains a significant presence on Grand Forks AFB as a tenant at NASOC-GF. CBP would continue to manage solid wastes in accordance with the installation's *Integrated Solid Waste Management Plan* to minimize the impacts of any additional waste generation. Reuse and recycling would be conducted whenever possible during abandonment of the GFIA facility and subsequent operations to minimize the amount of materials sent to landfills when waste generation cannot be avoided. There would be no impacts under the No Action Alternative.

### ***Roadways/Traffic***

Movement of personnel, materials and equipment would have short-term, minor impacts to roadways and traffic in the vicinity of the project during implementation of the Proposed Action Alternative. A staging area inside of the CBP complex would be established to store materials and equipment during implementation of the Proposed Action, so traffic would not be affected. Equipment transfer would be scheduled for off-peak hours whenever possible in order to reduce the extent of traffic disruption. The relocation of the aircraft currently housed at GFIA would also eliminate the travel costs of "commuting" between the administrative offices at Grand Forks AFB and the hangar at GFIA. This would have long-term, negligible to minor beneficial effects on local/regional traffic patterns and transportation infrastructure. There would be no impacts under the No Action Alternative.

### ***Hazardous and Toxic Substances***

The risk of contamination from Petroleum, Oils, and Lubricants (POLs) and other hazardous substances would slightly increase with implementation of the Proposed Action due to increased air operations at NASOC-GF. However, this risk is offset by the corresponding decrease in operations at GFIA. In addition, the operation and maintenance of existing aircraft, emergency generators, and associated equipment is already underway at NASOC-GF. For this reason, the risk is not expected to materially increase as a result of implementing the Proposed Action. There would be no impacts under the No Action Alternative.

### ***Human Health and Safety***

There is little potential for CBP personnel, other airport personnel, or the general public to be at risk from a human health and safety aspect as a result of implementation of the Proposed Action. Construction risks can be minimized through strict adherence to occupational safety and health regulations. Transfer of major equipment and components would be scheduled, inasmuch as possible, for off-peak hours, in order to reduce the extent of traffic disruption and potential risk of accidents. The elimination of the need to regularly "commute" between the administrative offices at Grand Forks AFB and the hangar at GFIA would reduce overall vehicle miles traveled by CBP personnel and as a result, would have a minor beneficial effect on safety. There would be no impacts under the No Action Alternative.

### ***Airspace Management***

The Proposed Action of moving existing air operations from GFIA to Grand Forks AFB and expanding air operations would have no adverse impact on the local and regional airspace. There would be no impacts under the No Action Alternative.

## Cumulative Impacts

No significant cumulative impacts have been identified as a result of this cumulative impacts review. The overall environmental impacts associated with the implementation of the Proposed Action are expected to be negligible. It is, therefore, unlikely that the project would significantly contribute to cumulative adverse impacts in the area. There would be no impacts under the No Action Alternative.

**Summary Table of Consequences**

| <b>Resource</b>                   | <b>Consequence of Proposed Action</b>  | <b>Discussion</b>  |
|-----------------------------------|--|--|
| Land Use                          | Change from law enforcement to other airport-related/commercial use for the GFIA property.                               | No adverse impact from the land use change.                                  |
| Geology and Soils                 | Trenching for utility and fence placement during renovation.   | Negligible impact, site is within previously disturbed areas.                |
| Wildlife                          | Increased air operations would affect birds and other wildlife.  | Negligible impact due to lack of suitable habitat.                           |
| Threatened and Endangered Species | No impacts anticipated.  | No suitable habitat, species are not present in the project area.            |
| Surface Waters                    | Increased potential for spills at Grand Forks AFB, decreased potential for spills at GFIA                                | Negligible, offsetting impacts with implementation of BMPs.                  |
| Wetlands                          | Increased potential for spills at Grand Forks AFB, decreased potential for spills at GFIA.                               | Negligible, offsetting impacts with implementation of BMPs.                  |
| Air Quality                       | Increased stationary source emissions at Grand Forks AFB and increased emissions within region from additional aircraft. | Long-term minor impact as the effects would be undetectable within the AQCR. |
| Noise                             | Increased noise at Grand Forks AFB and vicinity, corresponding decrease at GFIA.   | Long-term minor impact due to lack of perceptibility.                        |
| Cultural and Historic Resources   | No impacts anticipated.  | Site is an existing structure in a previously disturbed area.                |
| Climate Change                    | Increased emissions as operations expand.  | Below the threshold point for a determination of individual significance.    |
| Utilities and Infrastructure      | No impacts anticipated.  | Infrastructure is sufficient to support the needs of the project.            |
| Roadways/Traffic                  | CBP personnel would no longer “commute” between Grand Forks AFB and GFIA.  | Long-term minor beneficial effect due to reduced miles.                      |
| Hazardous and Toxic Substances    | Use of hazardous materials would move from GFIA to Grand Forks AFB.  | Negligible, offsetting impacts with implementation of BMPs.                  |
| Human Health and Safety           | No “commuting” between Grand Forks AFB and GFIA, some construction safety risks.   | Long-term minor beneficial effect due to reduced miles.                      |
| Airspace Management               | Increased flight operations at Grand Forks AFB, decreased flight operations at GFIA.                                     | Negligible impact as both share an air traffic control facility.             |

## Best Management Practices

Best management practices (BMPs) that will be implemented during construction, operation, and maintenance of the relocated North Dakota AB include the following:

1. Implement the existing Stormwater Pollution Prevention and Spill Prevention, Control and Countermeasure Plans to reduce the stormwater pollutant load and mitigate the risk of release of petroleum products during operations.
2. Manage solid wastes in accordance with all applicable laws and regulations, and the installation's *Integrated Solid Waste Management Plan*.
3. In the event of an unexpected discovery of cultural or historic resources, stop work and notify the North Dakota SHPO and appropriate Tribes.
4. Reduce project-specific risks affecting project workers by strictly adhering to all occupational safety standards and relevant safety laws, rules, and regulations.
5. Develop and implement a fugitive dust control plan to minimize particulate and dust emissions from construction activities.
6. Construction equipment/vehicles should not be allowed to idle longer than 15 minutes when not in use.
7. Adhere to all state and local regulations regarding the testing, permitting, and operation of the generator, and provide all generator information and specifications required by Grand Forks AFB to maintain compliance with its Title V Permit to Operate.

## Finding and Conclusions

Based on the results of the EA and the environmental design measures to be implemented, the Proposed Action, CBP's Preferred Alternative, is not expected to have a significant effect on the environment. Therefore, we conclude no additional environmental documentation under NEPA is warranted, and the preparation of an Environmental Impact Statement (EIS) is not required.

**Zulfi Jamil**

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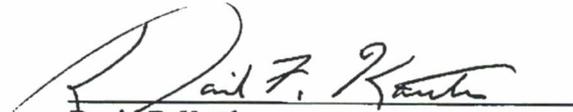
Date Oct., 11, 2017



Francis Dutch  
Director  
Facilities Management and Engineering  
U.S. Customs and Border Protection

Date Nov 16, 2017

Based on my review of the facts and analyses contained in the attached EA, conducted under the provisions of NEPA, CEQ Regulations, and 32 CFR §989, I conclude that the Preferred Alternative of relocating the North Dakota Air Branch functions, personnel, and equipment from GFIA to Grand Forks AFB would not have a significant environmental impact, either by itself or cumulatively with other known projects. Accordingly, an Environmental Impact Statement is not required. The signing of this Finding of No Significant Impact completes the environmental impact analysis process.



David F. Kattler  
Colonel, USAF  
Chief, Engineering Division (ACC/A4C)  
U.S. Air Force

Date 20 March 2018

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**ACRONYMS AND ABBREVIATIONS**

|       |   |
|-------|---|
| AB    | North Dakota Air Branch, CBP Air and Marine Operations                                    |
| ABW   | Air Base Wing, the 319 <sup>th</sup> ABW provides base operational support to CBP tenants |
| AFB   | Air Force Base  |
| ACM   | Asbestos-Containing Materials   |
| AMC   | Air Mobility Command  |
| AMO   | Air and Marine Operations, CBP  |
| ATC   | Air Traffic Control   |
| AQCR  | Air Quality Control Region  |
| BASH  | Bird/Wildlife Air Strike Hazard   |
| BGS   | Below Ground Surface  |
| BMP   | Best Management Practice  |
| BRAC  | Base Realignment and Closure  |
| CAA   | Clean Air Act   |
| CBP   | U.S. Customs and Border Protection  |
| CEQ   | U.S. Council for Environmental Quality  |
| CFR   | Code of Federal Regulations   |
| dBA   | A-weighted Decibels   |
| DHS   | Department of Homeland Security   |
| DNL   | Day-night Sound Level, the average sound energy in a 24-hour period                       |
| EA    | Environmental Assessment  |
| EO    | Executive Order   |
| EO/IR | Enhanced Optics/Infrared  |
| EPA   | U.S. Environmental Protection Agency  |
| FAA   | Federal Aviation Administration   |
| GFIA  | Grand Forks International Airport   |
| GHG   | Greenhouse Gas  |
| GPM   | Gallons per Minute  |
| HAP   | Hazardous Air Pollutant   |
| IAQ   | Indoor Air Quality  |
| IGP   | North Dakota's Industrial General Permit for stormwater                                   |
| LBP   | Lead-Based Paint  |

**ACRONYMS AND ABBREVIATIONS (CONTINUED)**

|          |   |
|----------|---|
| LEA      | Light Enforcement Aircraft  |
| LEH      | Light Enforcement Helicopter  |
| MBTA     | Migratory Bird Treaty Act   |
| MGD      | Million gallons per day   |
| MSL      | Mean Sea Level  |
| NAAQS    | National Ambient Air Quality Standards  |
| NASOC-GF | National Air Security Operations Center Grand Forks                           |
| NCA      | Noise Pollution and Abatement Act of 1972 (aka the Noise Control Act of 1972) |
| NDANG    | North Dakota Air National Guard   |
| NDDH     | North Dakota Department of Health   |
| NDNHP    | North Dakota Natural Heritage Program   |
| NRCS     | National Resources Conservation Service, U.S. Department of Agriculture       |
| NRHP     | National Register of Historic Places  |
| NWR      | National Wildlife Refuge  |
| pCi/L    | Picocuries per Liter  |
| POL      | Petroleum, Oils, and Lubricants   |
| ROI      | Region of Influence   |
| SAP      | Satellite Accumulation Point, for hazardous and universal wastes              |
| SEA      | Supplemental Environmental Assessment   |
| SHPO     | North Dakota State Historic Preservation Office                               |
| SPCC     | Spill Prevention, Control and Countermeasure Plan                             |
| SQG      | Small-Quantity Generator  |
| SWPPP    | Stormwater Pollution Prevention Plan  |
| THPO     | Tribal Historic Preservation Officer  |
| UAS      | Unmanned Aerial System  |
| USACE    | United States Army Corps of Engineers   |
| USAF     | United States Air Force   |
| USCB     | United States Census Bureau, U.S. Department of Commerce                      |
| USFWS    | United States Fish and Wildlife Service                                       |
| USGS     | United States Geological Survey, U.S. Department of the Interior              |
| VOC      | Volatile Organic Compounds  |

## EXECUTIVE SUMMARY

### Introduction

Federal actions that potentially involve significant impacts on the environment must be reviewed in accordance with the National Environmental Policy Act (NEPA) and all other applicable laws. U.S. Customs and Border Protection (CBP) is a federal law enforcement agency of the U.S. Department of Homeland Security (DHS). The mission of the CBP office of Air and Marine Operations (AMO) is to protect the American people and the Nation's critical infrastructure by using air and marine forces to detect, interdict and prevent acts of terrorism and the unlawful movement of people, illegal drugs, and other contraband toward or across the borders of the United States. AMO Interdiction Agents are endowed with the authority to enforce Title 8 (Aliens and Nationality) and Title 19 (Customs) of the United States Code (USC) in addition to the general law enforcement powers bestowed upon federal law enforcement agents.

In 2008, CBP completed the *Final Environmental Assessment for the Beddown and Flight Operations of Unmanned Aircraft System at Grand Forks Air Force Base, North Dakota (UAS Beddown EA)* for the beddown of up to six Predator B Unmanned Aerial Systems (UAS) and associated equipment, personnel and infrastructure. U.S. Customs and Border Protection (CBP) has prepared this *Supplemental Environmental Assessment (SEA) for the Relocation of the North Dakota Air Branch to Grand Forks Air Force Base* to address the potential environmental consequences associated with the relocation of the remaining aircraft of the CBP North Dakota Air Branch (AB) from Grand Forks International Airport (GFIA) to Grand Forks Air Force Base (AFB).

### Purpose Of and Need for the Proposed Action

The purpose of the Proposed Action is to consolidate the North Dakota AB with the National Air Security Operations Center – Grand Forks (NASOC-GF) in order to meet security and operational requirements. The Proposed Action is needed to provide air domain awareness along the northern border in accordance with CBPs border security mission. Not undertaking the proposed project would hinder the ability of the agency to perform its mission of detection, interdiction and apprehension of those who attempt to illegally enter or smuggle people or contraband across the northern border.

The AMO has previously identified Grand Forks AFB as a permanent location for unmanned aerial systems (UASs) operations because the Base infrastructure met or exceeded the minimum support requirements for flight operations, provides increased physical security, provides synergy with other UAS operators, and allows for the reutilization of existing facilities, which reduced costs and time required to establish a new facility complex. Since the establishment of the NASOC-GF at Grand Forks AFB with the bed down of Predator B Unmanned Aerial Systems (UASs), CBP has continued to operate the North Dakota AB out of GFIA. CBP is proposing to relocate these remaining aircraft and personnel to Grand Forks AFB. Most of the administrative functions of the North Dakota AB have already relocated as part of the previous action, and the proposed action addresses the relocation of the remaining aircraft from GFIA to Grand Forks AFB.

The facilities at Grand Forks AFB are large enough to accommodate the personnel and equipment for both the North Dakota AB and the NASOC-GF. The consolidation of these operational units would reduce lease payments by ending CBP operations at GFIA. The relocation of the aircraft currently housed at GFIA would also eliminate the travel costs of “commuting” between the administrative offices at Grand Forks AFB and the hangar at GFIA. Operational efficiencies would also be realized by completing the consolidation process.

## **Description of the Proposed Action and Alternatives**

### **No Action Alternative**

The proposed relocation of aircraft and expansion of operations would not occur under the "No Action" alternative. CBP would continue to operate from both GFIA and Grand Forks AFB. As has been noted, the existing facilities do not adequately support mission requirements, which have increased during the recent past due to increased illegal activities along the northern border. Not undertaking the proposed project would hinder the ability of the CBP AMO to fulfill its assigned mission, which is essential to national security.

### **Proposed Action**

The proposed action includes the relocation of the aircraft that are currently housed at and operate from GFIA. Those aircraft would be moved to existing facilities at Grand Forks AFB. The lease at GFIA would be terminated and the facility returned to the property owner (Grand Forks Regional Airport Authority). It can be reasonably foreseen that the facility would eventually be reutilized for some airport-related or commercial purpose, but this outcome is dependent upon the landowner. AMO would outgrant an existing hangar (Hangar 602) from the United States Air Force (USAF) via a leasing agreement. The hangar interior would be renovated, including painting, carpeting, utilities (heating, ventilation, and air conditioning [HVAC], plumbing, fire suppression, and electrical), physical security, and information technology upgrades. New roofing, lighting, signage, security fencing, and emergency power generation equipment would be added to the exterior of Hangar 602. Underground cables would be required for communications infrastructure and emergency generator hookup. The hangar would be used to accommodate two federal personnel and eight contractors. In addition, there could be five to six AMO agents at the location at any given time.

Descriptions of the aircraft to be relocated, their operational parameters, and expected expanded operations are provided below:

#### ***Beechcraft King Air C-12C***

The Beechcraft King Air C-12C aircraft is a medium-range, fixed-wing, twin turboprop aircraft used by the AMO to support investigation and enforcement efforts by performing missions such as aerial patrol, prisoner transport, surveillance, enforcement relocation with equipment designed for specific mission sets to include over water operations. These aircraft also fly as a tracker on air-to-air interdiction missions, supporting C-550 Citation or P-3 radar-equipped aircraft. They are capable of intercept with radar direction. CBP proposes to relocate one C-12 aircraft from GFIA to Grand Forks AFB.

*C-12 operations:* 1 flight per day, approximately 15% night time, 5 days per week. Flights would include approximately 2 days per week doing pattern work with multiple take-offs and landings.

### ***Airbus Helicopters Eurocopter AS350***

The AS350 Light Enforcement Helicopter (LEH) is a short-range, turbine-powered helicopter used to perform aerial reconnaissance of stationary or moving targets. These LEHs are the optimal aerial surveillance platform in metropolitan areas because their vertical lift capability and maneuverability enable operations from off-airport sites and in close proximity to congested airports. The Enhanced Optics/Infrared (EO/IR) sensors and video downlink provide intelligence and communications support that enhance officer safety during high-risk operations and increase covertness during surveillance operations. Video recorders document suspect activities for evidentiary use. The AS350s, which fly with a crew of two (pilot and observer), are one of the few helicopters that maintain their performance at altitudes from sea level up to 9,000 feet. CBP proposes to relocate two AS-350 aircraft from GFIA to Grand Forks AFB.

*AS350 operations:* 2 flights per day, approximately 15% night time, 5 days per week. Flight profiles would be to depart local pattern and would include 1 take off and one landing per sortie, and would also include callouts during evening hours and weekends approximately twice each month.

### ***Expansion of Operations***

As the CBP national security mission along the northern border is expected to expand in coming years, AMO may add several (2-3) additional small surveillance and interdiction aircraft to the NASOC-GF facility to support the need for increased operations in the future. These are hereby incorporated into this SEA and considered throughout. Potential aircraft are expected to be similar in all aspects to those named above, and planned operations are expected to encompass approximately three additional flights per day. No additional infrastructure would be required, as the Grand Forks AFB was designed for and formerly accommodated 54 large aircraft. If additional infrastructure is required, supplementary environmental analysis would be conducted.

### **Other Alternatives Considered**

Beyond the Proposed Action and No Action Alternatives, CBP considered additional alternatives that were eliminated from further consideration because they did not fully meet CBP's purpose and need for the Proposed Action. These included the renovation of the current North Dakota AB facility at GFIA and relocation of the North Dakota AB to a location other than that of the existing NASOC-GF. It was determined that remodeling the existing facility would not meet the space and configuration requirements needed for the operations, nor would it unify the flight and administrative operations of the North Dakota AB. Construction of a North Dakota AB facility at another separate location would not fully meet the purpose and need, particularly close coordination with NASOC-GF, and would require an excessive investment in additional land and facilities, when space is currently available at Grand Forks AFB.

### **Preferred Alternative**

After an evaluation of the alternatives, the Proposed Action was selected as CBP's Preferred Alternative.

### **Summary of Environmental Effects**

#### ***Land Use***

The proposed action would vacate facilities at GFIA, and the land use would change from law enforcement to some other airport-related or commercial purpose, depending on how the

property is utilized by the Grand Forks Regional Airport Authority. Meanwhile, Hangar 602 at Grand Forks AFB would be used to house additional aircraft pending outgrant of the hangar by CBP via a leasing agreement with the USAF. Land use in this area is classified as appropriate for aircraft operations and maintenance by Grand Forks AFB. Under the Proposed Action, no alterations to current or proposed land uses would be necessary.

### ***Geology and Soils***

There would be negligible potential to affect geology and soils from trenching for the placement of utilities. Any ground disturbance that occurs during fence or utility placement would be within areas previously disturbed due to construction grading for the USAF facilities.

### ***Wildlife***

Increased air operations would have negligible effects on birds and other wildlife as a result of the Proposed Action due to the lack of suitable habitat available. CBP provided a copy of the Draft SEA to the U.S. Fish and Wildlife Service (USFWS) for their review and comment on this determination. No comments were received. There would be no impacts under the No Action Alternative.

### ***Threatened and Endangered Species***

CBP concludes that there would be no adverse effects to threatened or endangered species by the Proposed Action due to the lack of critical or otherwise suitable habitat available. CBP provided a copy of the Draft SEA to the USFWS for their review and comment on this determination. No comments were received. There would be no impacts under the No Action Alternative.

### ***Surface Water and Waters of the United States***

The Proposed Action would have the potential to have long-term, negligible adverse effects on surface water quality due to increased releases of fuels, lubricants, and other pollutants that may eventually be conveyed by runoff. This risk is present in the current CBP operation and is not expected to materially increase as a result of the proposed project. Use of the existing site-specific Stormwater Pollution Prevention Plan (SWPPP) and Spill Prevention, Control, and Countermeasure (SPCC) plan would minimize the risk of an accidental discharge to surface waters. The existing site-specific SPCC plan would be revised to reflect any changes in site configuration in order to minimize the risk of an accidental discharge. With implementation of SWPPP and SPCC plan requirements, no impacts on surface waters and Waters of the United States are anticipated from the Proposed Action. There would be no impacts under the No Action Alternative.

### ***Wetlands***

The Proposed Action would have the potential to have long-term, negligible adverse effects on wetlands due to increased releases of fuels, lubricants, and other pollutants that may eventually be conveyed by runoff. This risk is present in the current CBP operation and is not expected to materially increase as a result of the proposed project. The use of existing site-specific SWPPP and SPCC plans minimizes the risk of an accidental discharge to surface waters. The existing site-specific SPCC plan would be revised to reflect any changes in site configuration in order to minimize the risk of an accidental discharge. With implementation of SWPPP and SPCC plan requirements, no impacts on surrounding wetlands are anticipated from the Proposed Action. There would be no impacts under the No Action Alternative.

### ***Air Quality***

Both airports and all CBP air emissions sources being relocated are located in the same Air Quality Control Region (AQCR), and therefore the Proposed Action would have no immediate net effect on air quality despite the increase in aircraft operations at Grand Forks AFB. The installation of an emergency generator at Hangar 602 would require its addition to the Grand Forks AFB emissions inventory under its Clean Air Act Title V permit, but it would not be expected to cause violations of this permit or materially contribute to emissions limits. If operations are expanded in the future, there would be long-term, minor adverse effects to air quality. These effects would be minor as the increase in emissions from additional small aircraft would be trivial within the AQCR and not contribute to the Grand Forks AFB emissions inventory under its Title V permit.

### ***Noise***

Long-term minor adverse effects on the noise environment would be expected from the additional proposed CBP aircraft. Although there would be no appreciable change in the overall noise environment, long-term effects would be due to noise generated by individual overflights from the proposed aircraft, and the relocation of the proposed aircraft and associated air operations would have a minute incremental effect on the noise surrounding Grand Forks AFB. These changes would not be perceptible and would be offset by the corresponding decrease in noise at GFIA. But as CBP expands operations, minor adverse changes in current noise levels are expected with the operational activities associated with the Proposed Action. There would be no impacts under the No Action Alternative.

### ***Cultural and Historic Resources***

The Proposed Action would occur entirely within existing structures in a previously disturbed area, and CBP has determined that the Proposed Action would have no potential to affect historic or archaeological resources. CBP's inadvertent discovery protocol would be in place should any human remains, artifacts, or other items be discovered at any point during NASOC-GF operations. In the event of an unexpected discovery, this protocol dictates stoppage of work and notification of the North Dakota State Historic Preservation Office (SHPO) and appropriate Tribes. There would be no impacts under the No Action Alternative.

### ***Climate Change***

Aircraft emissions would considerably increase as a result of implementing the Proposed Action. These would be below the threshold point for a determination of individual significance, and therefore are not expected to have any significant impact on climate. The inclusion of modern design and sustainability features in a newly renovated facility would help to minimize energy consumption and greenhouse gas emissions, as would a reduction in administrative trips between Grand Forks AFB and GFIA. Under the No Action Alternative, the operation of the existing CBP facilities, aircraft, and vehicles would continue to contribute to global GHG emissions. Therefore, the No Action Alternative would continue to have the same marginal ongoing contribution to the global climate change dynamic.

### ***Utilities and Infrastructure***

The existing infrastructure can easily support the needs of the proposed project. No adverse impacts are anticipated with the Proposed Action as CBP already maintains a significant presence on Grand Forks AFB as a tenant at NASOC-GF. CBP would continue to manage solid

wastes in accordance with the installation's *Integrated Solid Waste Management Plan* to minimize the impacts of any additional waste generation. Reuse and recycling would be conducted whenever possible during abandonment of the GFIA facility and subsequent operations to minimize the amount of materials sent to landfills when waste generation cannot be avoided. There would be no impacts under the No Action Alternative.

### ***Roadways/Traffic***

Movement of personnel, materials and equipment would have short-term, minor impacts to roadways and traffic in the vicinity of the project during implementation of the Proposed Action Alternative. A staging area inside of the CBP complex would be established to store materials and equipment during implementation of the Proposed Action, so traffic would not be affected. Equipment transfer would be scheduled for off-peak hours whenever possible in order to reduce the extent of traffic disruption. The relocation of the aircraft currently housed at GFIA would also eliminate the travel costs of "commuting" between the administrative offices at Grand Forks AFB and the hangar at GFIA. This would have long-term, negligible to minor beneficial effects on local/regional traffic patterns and transportation infrastructure. There would be no impacts under the No Action Alternative.

### ***Hazardous and Toxic Substances***

The risk of contamination from Petroleum, Oils, and Lubricants (POLs) and other hazardous substances would slightly increase with implementation of the Proposed Action due to increased air operations at NASOC-GF. However, this risk is offset by the corresponding decrease in operations at GFIA. In addition, the operation and maintenance of existing aircraft, emergency generators, and associated equipment is already underway at NASOC-GF. For this reason, the risk is not expected to materially increase as a result of implementing the Proposed Action. There would be no impacts under the No Action Alternative.

### ***Human Health and Safety***

There is little potential for CBP personnel, other airport personnel, or the general public to be at risk from a human health and safety aspect as a result of implementation of the Proposed Action. These can be minimized through strict adherence to occupational safety and health regulations. Transfer of major equipment and components would be scheduled, inasmuch as possible, for off-peak hours, in order to reduce the extent of traffic disruption and potential risk of accidents. The elimination of the need to regularly "commute" between the administrative offices at Grand Forks AFB and the hangar at GFIA would reduce overall vehicle miles traveled by CBP personnel and as a result, would have a minor beneficial effect on safety. There would be no impacts under the No Action Alternative.

### ***Airspace Management***

The Proposed Action of moving existing air operations from GFIA to Grand Forks AFB and expanding air operations would have no adverse impact on the local and regional airspace. There would be no impacts under the No Action Alternative.

### ***Cumulative Impacts***

No significant cumulative impacts have been identified as a result of this cumulative impacts review. The overall environmental impacts associated with the implementation of the Proposed Action are expected to be negligible. It is, therefore, unlikely that the project would significantly

contribute to cumulative adverse impacts in the area. There would be no impacts under the No Action Alternative.

### **Best Management Practices**

Best management practices (BMPs) that will be implemented during construction, operation, and maintenance of the relocated North Dakota AB include the following:

1. Implement the existing Stormwater Pollution Prevention and Spill Prevention, Control and Countermeasure Plans to reduce the stormwater pollutant load and mitigate the risk of release of petroleum products during operations.
2. Manage solid wastes in accordance with all applicable laws and regulations, and the installation's *Integrated Solid Waste Management Plan*.
3. In the event of an unexpected discovery of cultural or historic resources, stop work and notify the North Dakota SHPO and appropriate Tribes.
4. Reduce project-specific risks affecting project workers by strictly adhering to all occupational safety standards and relevant safety laws, rules, and regulations.

### **Public Involvement**

The Draft SEA and Finding of No Significant Impact (FONSI) were made available for public review for 30 days and the Notice of Availability was published in the *Grand Forks Herald* on January 26, 2017. A copy of the Notice of Availability is included in **Appendix B**. The Draft SEA and FONSI were made available electronically at <http://www.cbp.gov/about/environmental-cultural-stewardship/nepa-documents/docs-review> and for review at the Grand Forks public library. Information and concerns were solicited from state and Federal regulatory agencies and the Draft SEA and FONSI were distributed to those agencies for comment. Agency and public comments and correspondence are included in **Appendix B**.

### **Conclusions**

No significant adverse impacts were identified for any human or natural resources analyzed within the SEA. Therefore, no further analysis or documentation (i.e., Environmental Impact Statement) is warranted and issuance of a FONSI is warranted. CBP, in implementing this decision, would employ all practical means to minimize the potential adverse impacts on the human and natural environments.

**FINAL**  
**SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT**

**Relocation of the North Dakota Air Branch To  
Grand Forks Air Force Base**

**U.S. Customs and Border Protection  
Air and Marine Operations  
Grand Forks, North Dakota**

**March 2017**

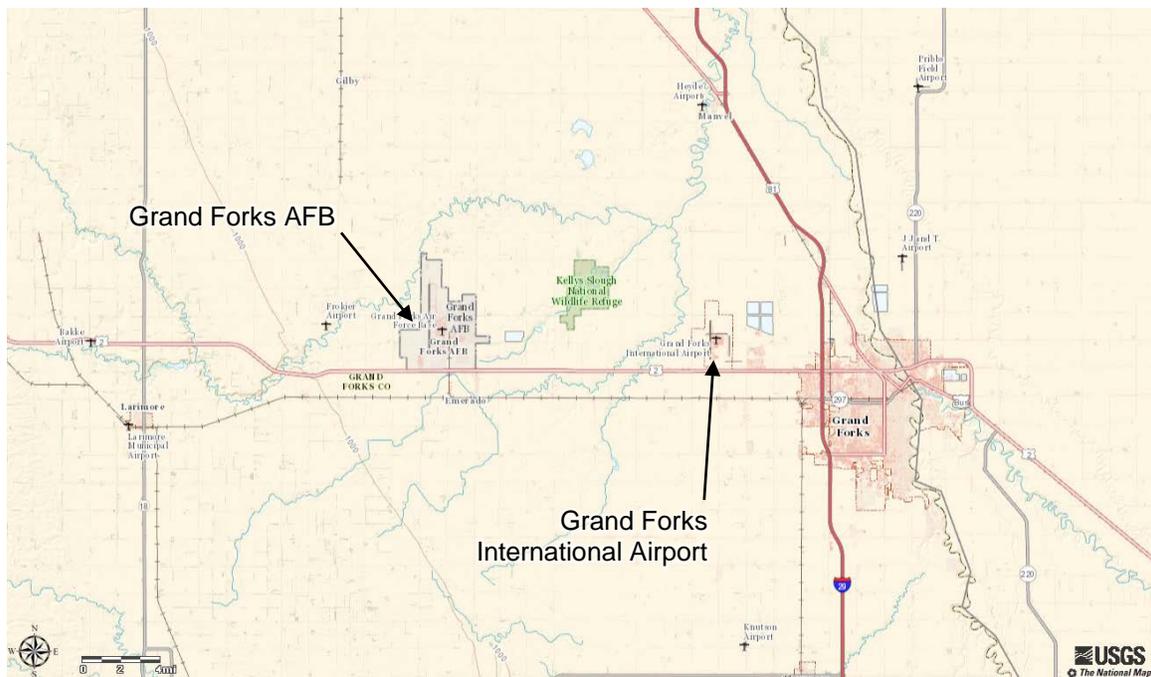
# 1 PURPOSE AND NEED

## 1.1 Background

Federal actions that potentially involve significant impacts on the environment must be reviewed in accordance with the National Environmental Policy Act (NEPA) and all other applicable laws. U.S. Customs and Border Protection (CBP) is a federal law enforcement agency of the U.S. Department of Homeland Security (DHS). The mission of the CBP office of Air and Marine Operations (AMO) is to protect the American people and the Nation's critical infrastructure by using air and marine forces to detect, interdict and prevent acts of terrorism and the unlawful movement of people, illegal drugs, and other contraband toward or across the borders of the United States. AMO Interdiction Agents are endowed with the authority to enforce Title 8 (Aliens and Nationality) and Title 19 (Customs) of the United States Code (USC) in addition to the general law enforcement powers bestowed upon federal law enforcement agents.

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**Figure 1-1. Assessment Area Map, Grand Forks, North Dakota Region.**



Source: U.S. Geological Survey, National Map

## 1.2 Purpose Of and Need for the Proposed Action

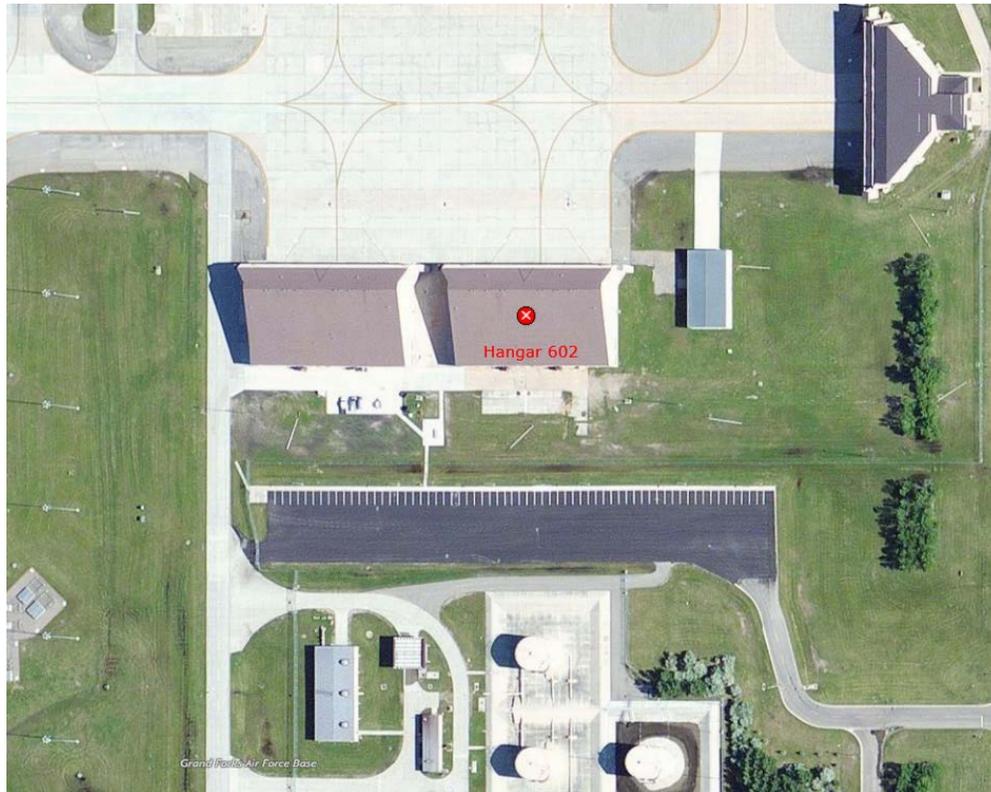
The purpose of the Proposed Action is to consolidate the North Dakota AB with the National Air Security Operations Center – Grand Forks (NASOC-GF) in order to meet security and operational requirements (**Figure 1-2**). The Proposed Action is needed to provide air domain awareness along the northern border in accordance with CBP's border security mission. Not undertaking the proposed project would hinder the ability of the agency to perform its mission of detection, interdiction and apprehension of those who attempt to illegally enter or smuggle people or contraband across the northern border.

The AMO has previously identified Grand Forks AFB as a permanent location for unmanned aerial systems (UASs) operations because the Base infrastructure met or exceeded the minimum support requirements for flight operations, provides increased physical security, provides synergy with other UAS operators, and allows for the reutilization of existing facilities, which reduced costs and time required to establish a new facility complex. Since the establishment of the NASOC-GF at Grand Forks AFB with the bed down of Predator B Unmanned Aerial Systems (UASs), CBP has continued to operate the North Dakota AB out of GFIA. CBP is proposing to relocate these remaining aircraft and personnel to Grand Forks AFB. Most of the administrative functions of the North Dakota AB have already relocated as part of the previous action, and the proposed action addresses the relocation of the remaining aircraft from GFIA to Grand Forks AFB. CBP would outgrant and renovate an existing structure (Hangar 602) from the U.S. Air Force (USAF) to house the additional aircraft (**Figure 1-3**).

**Figure 1-2. Proposed Action Location, Grand Forks Air Force Base.**



Source: GoogleEarth, 28-Mar-2015

**Figure 1-3. Hangar 602 Site.**

Source: GoogleEarth, 10-Oct-2016

This facility at Grand Forks AFB is large enough to accommodate the personnel and equipment of the North Dakota AB. The consolidation of the North Dakota AB and NASOC-GF operational units would reduce lease payments by ending CBP operations at GFIA. The relocation of the aircraft currently housed at GFIA would also eliminate the travel costs of “commuting” between the administrative offices at Grand Forks AFB and the hangar at GFIA. Operational efficiencies would also be realized by completing the consolidation process.

### 1.3 Scope of the Analysis

The scope of this SEA includes the analysis of potential impacts resulting from relocating the remaining North Dakota AB staff, equipment, and materials to Grand Forks AFB. The analysis in this SEA does not include an assessment of operations conducted in the field and away from NASOC-GF, nor actions previously evaluated in the *UAS Beddown EA*. These operations would continue regardless of the location of the North Dakota AB. Unless otherwise noted, potentially affected natural and human environments would be limited to resources associated with Grand Forks AFB and the immediate vicinity of the installation. Resource descriptions and impacts discussed in the *UAS Beddown EA* are incorporated by reference per CEQ regulations (40 CFR 1502.21), as appropriate.

## 1.4 Public Involvement

CBP has initiated consultation and coordination with Federal, state, and Tribal agencies during preparation of this SEA. Copies of this correspondence are provided in **Appendix B** and include formal and informal coordination conducted with the following agencies:

- Native American Tribes
- North Dakota State Historic Preservation Officer
- U.S. Air Force
- U.S. Fish and Wildlife Service
- Federal Aviation Administration
- U.S. Environmental Protection Agency
- North Dakota Aeronautics Commission
- North Dakota Department of Health
- North Dakota Game and Fish Department

The Draft SEA and Finding of No Significant Impact (FONSI) were made available for public review for 30 days and the Notice of Availability was published in the *Grand Forks Herald* on January 26, 2017. A copy of the Notice of Availability is included in **Appendix B**. The Draft SEA and FONSI were made available electronically at <http://www.cbp.gov/about/environmental-cultural-stewardship/nepa-documents/docs-review> and for review at the Grand Forks public library. Information and concerns were solicited from state and Federal regulatory agencies and the Draft SEA and FONSI were distributed to those agencies for comment. Agency and public comments and correspondence are included in **Appendix B**.

## 2 PROPOSED ACTION AND ALTERNATIVES

This chapter describes CBP's Proposed Action, No Action alternative, and additional alternatives that were eliminated from consideration. CBP has prepared this SEA as a supplement to the *UAS Beddown EA* to evaluate the potential impacts of relocating the remaining North Dakota AB functions, personnel, and equipment from GFIA to Grand Forks AFB.

### 2.1 No Action Alternative

Council on Environmental Quality (CEQ) regulations require the inclusion of the No Action Alternative. The No Action Alternative serves as a baseline against which the impacts of the Proposed Action alternatives can be evaluated. The proposed relocation of aircraft and expansion of operations would not occur under the "No Action" alternative. CBP would continue to operate from both GFIA and Grand Forks AFB. As has been noted, the existing facilities do not adequately support mission requirements, which have increased during the recent past due to increased illegal activities along the northern border. Not undertaking the proposed project would hinder the ability of the CBP AMO to fulfill its assigned mission, which is essential to national security.

### 2.2 Proposed Action

The proposed action includes the relocation of the aircraft that are currently housed at and operate from GFIA. Those aircraft would be moved to existing facilities at Grand Forks AFB. The lease at GFIA would be terminated and the facility returned to the property owner (Grand Forks Regional Airport Authority). It can be reasonably foreseen that the facility would eventually be reutilized for some airport-related or commercial purpose, but this outcome is dependent upon the landowner. AMO would outgrant an existing hangar (Hangar 602) from the United States Air Force (USAF) via a leasing agreement. The hangar interior would be renovated, including painting, carpeting, utilities (heating, ventilation, and air conditioning [HVAC]), plumbing, fire suppression, and electrical), physical security, and information technology upgrades. New roofing, lighting, signage, security fencing, and emergency power generation equipment would be added to the exterior of Hangar 602. Underground cables would be required for communications infrastructure and emergency generator hookup. The hangar would be used to accommodate two federal personnel and eight contractors. In addition, there could be five to six AMO agents at the location at any given time.

Descriptions of the aircraft to be relocated, their operational parameters, and expected expanded operations are provided below:

#### 2.2.1 *Beechcraft King Air C-12C*

The Beechcraft King Air C-12C aircraft is a medium-range, fixed-wing, twin turboprop aircraft used by the AMO to support investigation and enforcement efforts by performing missions such as aerial patrol, prisoner transport, surveillance, enforcement relocation with equipment designed for specific mission sets to include over water operations. These aircraft also fly as a tracker on air-to-air interdiction missions, supporting C-550 Citation or P-3 radar-equipped aircraft. They are capable of intercept with radar direction. CBP proposes to relocate one C-12 aircraft from GFIA to Grand Forks AFB.

*C-12 operations:* 1 flight per day, approximately 15% night time, 5 days per week. Flights would include approximately 2 days per week doing pattern work with multiple take-offs and landings.

### **2.2.2 Airbus Helicopters Eurocopter AS350**

The AS350 Light Enforcement Helicopter (LEH) is a short-range, turbine-powered helicopter used to perform aerial reconnaissance of stationary or moving targets. These LEHs are the optimal aerial surveillance platform in metropolitan areas because their vertical lift capability and maneuverability enable operations from off-airport sites and in close proximity to congested airports. The Enhanced Optics/Infrared (EO/IR) sensors and video downlink provide intelligence and communications support that enhance officer safety during high-risk operations and increase covertness during surveillance operations. Video recorders document suspect activities for evidentiary use. The AS350s, which fly with a crew of two (pilot and observer), are one of the few helicopters that maintain their performance at altitudes from sea level up to 9,000 feet. CBP proposes to relocate two AS-350 aircraft from GFIA to Grand Forks AFB.

*AS350 operations:* 2 flights per day, approximately 15% night time, 5 days per week. Flight profiles would be to depart local pattern and would include 1 take off and one landing per sortie, and would include callouts during night hours and weekends approximately twice each month.

### **2.2.3 Expansion of Operations**

As the CBP national security mission along the northern border is expected to expand in coming years, AMO may add several (2-3) additional small surveillance and interdiction aircraft to the NASOC-GF facility to support the need for increased operations in the future. These are hereby incorporated into this SEA and considered throughout. Potential aircraft are expected to be similar in all aspects to those named above, and planned operations are expected to encompass approximately three additional flights per day. No additional infrastructure would be required, as the Grand Forks AFB was designed for and formerly accommodated 54 large aircraft. If additional infrastructure is required, supplementary environmental analysis would be conducted.

## **2.3 Alternatives Considered but Eliminated from Further Analysis**

Beyond the Proposed Action and No Action Alternatives, CBP considered additional alternatives that were eliminated from further consideration because they did not fully meet CBP's purpose and need for the Proposed Action. These included the renovation of the current North Dakota AB facility at GFIA and relocation of the North Dakota AB to a location other than that of the existing NASOC-GF. It was determined that remodeling the existing facility would not meet the space and configuration requirements needed for expanded operations, nor would it unify the flight and administrative operations of the North Dakota AB. Construction of a North Dakota AB facility at another separate location would not fully meet the purpose and need, particularly close coordination with NASOC-GF, and would require an excessive investment in additional land and facilities, when space is currently available at Grand Forks AFB.

## **2.4 Preferred Alternative**

After an evaluation of the alternatives, the Proposed Action was selected as CBP's Preferred Alternative.

## 2.5 Comparison of Alternatives

This section presents a comparison of alternatives analyzed in this SEA, specifically the No Action Alternative and the Preferred Alternative. **Table 2–1** presents a summary comparison of environmental consequences across alternatives for potentially affected resource areas. Those resource areas that are projected to incur negligible or very low environmental consequences, as well as those addressed in the *UAS Beddown EA*, are incorporated by reference. A discussion of those resources excluded from the current analysis can be found in **Section 3.2**.

**Table 2-1. Comparison of Alternatives and Resource Impacts.**

| Resource                          | No Action Alternative                                   | Preferred Alternative  |
|-----------------------------------|---|--|
| Land Use                          | No impacts anticipated.                                 | Change from law enforcement to other airport-related use for the GFIA property. No adverse impacts from the land use change. |
| Geology and Soils                 | No impacts anticipated.                                 | Negligible impact from trenching, site is within previously disturbed areas.   |
| Wildlife                          | No impacts anticipated.                                 | Negligible impact due to lack of suitable habitat.   |
| Threatened and Endangered Species | No impacts anticipated.                                 | No adverse impacts anticipated.  |
| Surface Waters                    | No impacts anticipated.                                 | Negligible, offsetting impacts with implementation of BMPs.  |
| Wetlands                          | No impacts anticipated.                                 | Negligible, offsetting impacts with implementation of BMPs.  |
| Air Quality                       | No impacts anticipated.                                 | Long-term minor impact as the effects would be undetectable within the AQCR.   |
| Noise                             | No impacts anticipated.                                 | Long-term minor impact due to lack of perceptibility.  |
| Cultural and Historic Resources   | No impacts anticipated.                                 | No adverse impacts anticipated.  |
| Climate Change                    | Ongoing marginal contribution to global climate change. | Increased emissions, but below the threshold point for a determination of individual significance.                           |
| Utilities and Infrastructure      | No impacts anticipated.                                 | No adverse impacts anticipated.  |
| Roadways                          | No impacts anticipated.                                 | Long-term minor beneficial effect due to reduced miles traveled.   |
| Hazardous and Toxic Substances    | No impacts anticipated.                                 | No impacts anticipated. Use of hazardous materials would simply move from GFIA.  |
| Human Health and Safety           | No impacts anticipated.                                 | Long-term minor beneficial effect due to reduced miles traveled.   |
| Airspace Management               | No impacts anticipated.                                 | Negligible impact as both airports share an air traffic control facility.  |

### **3 AFFECTED ENVIRONMENT AND CONSEQUENCES**

#### **3.1 General Concepts**

This section of the SEA describes the natural and human environments that exist within the project site and region of influence, and the potential impacts of the Proposed Action and the No Action Alternatives outlined in Section 2.0 of this document. The region of influence (ROI) for this project comprises the resources associated with Grand Forks AFB and the immediate vicinity of the installation. Only those resources with the potential to be affected by the Proposed Action are described, per CEQ regulation (40 C.F.R. 1501.7).

The impact analysis presented in this SEA is based upon existing regulatory standards, scientific, and environmental knowledge and best professional judgment. Some topics are limited in scope due to the lack of direct effect from the proposed project on the resource, or because that particular resource is not located within the proposed project location. This section discusses the potential impacts to: land use, geology and soils, wildlife and aquatic resources, threatened and endangered species, surface waters, wetlands, air quality, noise, cultural and historic resources, climate change, utilities and infrastructure, roadways, hazardous and toxic substances, human health and safety, and airspace management.

#### **3.2 Resources Eliminated from Further Discussion**

Some resource discussions are limited in scope due to the lack of direct effect from the proposed project on the resource, or because that particular resource is not located within the project area. Impacts on resources evaluated in the *UAS Beddown EA* are not evaluated in this SEA unless the impacts have changed since the 2008 evaluation. Resources eliminated from further discussion include the following:

##### **3.2.1 Socioeconomics**

No additional impacts would be expected on employment levels, household income, or poverty level under the Proposed Action.

##### **3.2.2 Environmental Justice**

Minority and low-income populations, limited in size and proximity to the installation, would not be affected by the Proposed Action.

##### **3.2.3 Aesthetic and Visual Resources**

The Proposed Action would utilize the existing utilitarian surrounding structures, and therefore would have no effects on visual resources and aesthetics.

##### **3.2.4 Vegetation**

Due to the lack of any natural vegetation within the vicinity of the project sites, the Proposed Action would have no adverse impacts on vegetation.

### 3.2.5 Hydrology and Groundwater

The risk of groundwater contamination will not materially increase as there would be no new infrastructure (i.e., underground fuel storage tanks and conveyances) that could potentially cause or contribute to contamination of groundwater and hydrologic resources.

### 3.2.6 Floodplains

Because no floodplains are in or near the vicinity of the Proposed Action, no direct or indirect impacts would be expected from the Proposed Action. The Proposed Action would have no net effect on the area of impervious surfaces at either airport.

## 3.3 Analytical Methods

The following general discussion is meant to illustrate readers of this SEA as to the various types of impacts and their magnitudes. Impacts (consequences or effects) can be either beneficial or adverse, and can be either directly related to the action or indirectly caused by the action. According to the Code of Federal Regulations (CFR), direct impacts are those effects that are caused by the action and occur at the same time and place (40 CFR 1508.8). Indirect impacts are those effects that are caused by the action and are later in time or further removed in distance, but are still reasonably foreseeable (40 CFR 1508.8). The magnitude of adverse impacts for a given case can range from negligible to major, as described below:

- **Negligible impacts** have effects that would be at or below the level of detection, with no perceptible consequences.
- **Minor impacts** have detectable, but localized effects, with little consequences to the sustainability of the affected resources. Mitigation measures, if needed to offset adverse effects, would be simple and easily achievable.
- **Moderate impacts** are those with effects that are readily detectable, long-term, but localized and measurable. Mitigation measures, if required to offset adverse effects, may be greater in scope than those required for minor impacts, but reasonably achievable.
- **Major impacts** are those with effects that are obvious, long-term, and with substantial consequences on a regional scale. Mitigation measures to offset adverse effects are always required, extensive, and their success may not necessarily be guaranteed.

In addition, impacts may be classified as temporary (*e.g.*, lasting the duration of implementation), short-term (*e.g.*, up to 3 years), and long-term (*e.g.*, greater than 3 years in duration). In the case of temporary impacts, Best Management Practices (BMPs) may be used to minimize the impact of proposed activities and facility operations. BMPs are designed to avoid, remedy, or reduce adverse impacts during implementation and operation of the project. Mitigation measures may include:

- Rectifying an impact by repairing, rehabilitating, or restoring the affected environment.
- Reducing or eliminating an impact over time by preservation and maintenance operations during the life of the action.
- Compensating for an impact by replacing or providing substitute resources or environments.

**Sections 3.4 through 3.18** present an analysis of the potential direct and indirect impacts that each alternative would have on the affected environment. Each alternative was evaluated for its potential to affect physical and biological resources in accordance with CEQ guidelines (40 CFR 1508.8).

### **3.4 Land Use**

#### ***3.4.1 Affected Environment***

Land use impacts could result if an action displaces an existing use or affects the suitability of an area for its current, designated, or formally planned use. This analysis considers whether the resulting changes improve public safety and well-being, and whether they are compatible with surrounding uses and functions. A proposed activity may be incompatible with local plans and regulations that provide for orderly development to protect the general welfare of the public, or conflict with management objectives of a federal or state agency of an affected area. Compatible land use development would need to comply with federal and state environmental laws and regulations. The significance of potential land use impacts is based on the level of land use sensitivity in areas affected by the Proposed Action Alternative and compatibility of the Proposed Action on existing conditions.

Land use classifications reflect either natural or human activities occurring at a given location. Land uses resulting from human activities include residential, commercial, industrial, airfield, recreational, agriculture, and other types of developed areas. Natural uses include resource production such as forestry, mining, or agriculture, and resource protection such as conservation areas, wildlands, and parks. Management plans, policies, and regulations define the type and extent of land use allowable in specific areas and protection specially designated for environmentally sensitive areas.

GFAFB occupies 5,422 acres in a rural area near the border of North Dakota and Minnesota. The Base is adjacent to Emerado and within close proximity of the small farming towns of Arvilla and Mekinock. The City of Grand Forks is located approximately 15 miles east of the Base (refer to **Figure 1-1**). The Grand Forks AFB is currently divided into ten land use categories. The primary land use at Grand Forks AFB is airfield land in the vicinity of the runway. Land use east of the runway is categorized as aircraft operations and maintenance, which is tied directly to the airfield land use. The Base contains three primary areas of industrial land use: the civil engineer complex on Tuskegee Airman Blvd, the supply and transportation complex on Eielson Street, and the munitions storage area. A few smaller industrial areas are scattered across the Base (CBP 2008).

Land uses in the central portion of the Base include community facilities along Holzapple Street, medical and administrative facilities along Steen Boulevard, and unaccompanied housing. Family housing is located along the eastern side of the Base. The remainder of the facility is occupied with open space and outdoor recreation land uses (GFAFB 2006).

The 2008 *UAS Beddown EA* concluded that CBP aircraft operations and maintenance are compatible with land use at Grand Forks AFB.

### **3.4.2 Consequences**

#### ***No Action Alternative***

Under the No Action Alternative, the facilities that are currently occupied by CBP AMO would continue to be used as they are, both at GFIA and Grand Forks AFB. No additional impacts to land use would occur as a result of the No Action Alternative.

#### ***Proposed Action Alternative***

The proposed action would vacate facilities at GFIA, and the land use would change from law enforcement to some other airport-related or commercial purpose, depending on how the property is utilized by the Grand Forks Regional Airport Authority.

Meanwhile, Hangar 602 at Grand Forks AFB would be used to house additional aircraft pending outgrant of the hangar by CBP via a leasing agreement with the USAF. Land use in this area is classified as appropriate for aircraft operations and maintenance by Grand Forks AFB (CBP 2008). Under the Proposed Action, no alterations to current or proposed land uses would be necessary. Renovations of existing facilities and the addition of flight operations would only affect areas within the aircraft operations and maintenance and airfield land use area and would be consistent with present land uses. The transfer of operations to Grand Forks AFB would not require additional facilities as the new mission would utilize currently unoccupied facilities.

The Proposed Action would therefore be compatible with existing and future land uses at both project sites. There would be no adverse impacts on land use from the Proposed Action.

### **3.5 Geology and Soils**

#### ***3.5.1 Affected Environment***

*Geology.* Grand Forks AFB is in the Central Lowland Physiographic Province along the flat former glacial Lake Agassiz Plain. Grand Forks AFB is situated near the eastern edge of the Wouldiston Structural Basin with bedrock strata dipping gently towards the center of the basin in the west (USAF 2006). Precambrian-aged bedrock (4.5 billion to 543 million years before present) is overlain by 130 feet of glacial till and 95 feet of lacustrine deposits. The glacial deposits are composed of silts and clays with occasional sand and gravel lenses (CBP 2008).

*Topography.* Grand Forks AFB is characterized by flat to gently sloped topography, with a northeastward slope of about 1.5 to 2 feet per mile on the installation (CBP 2008). Across the installation, elevations range from 900 feet above mean sea level (MSL) on the western side to 880 feet above MSL on the eastern side.

*Soils.* Grand Forks AFB is underlain by six loamy soil associations with varying amounts of sand: the Antler-Gilby-Svea, the Bearden-Antler, the Glyndon-Gardens, the Delle-Cashel, the Ojata, and the Wyndmere-Tiffany-Arveson (GF AFB 2003). Soils at Grand Forks AFB are deep, fairly level, and somewhat poorly to moderately well-drained with a high shrink-swell potential (CBP 2008). These soils are also highly susceptible to wind erosion. Soils in the vicinity of the site of the Proposed Action are loamy from 0 to 10 inches below ground surface (bgs); silty loam from 10 to 24 inches bgs; and clayey loam from 24 to 60 inches bgs (NRCS 2015).

*Prime Farmland.* Of the nine soil units mapped within the site of the Proposed Action, four are considered prime farmland soils, two are considered prime farmland soil if drained, and one is a farmland of statewide importance soil (NRCS 2015). However, this land is not available for agriculture because it is currently developed or considered to be urban or built-up land, which by definition cannot be prime farmland. According to the U.S. Department of Agriculture, urban or built-up land consists of land cover or land uses including residential, public administrative sites, and small parks (less than 10 acres) within urban and built-up areas (NRCS 1999). Therefore, the areas where prime farmland soils are mapped at the site of the project area would not be considered prime farmland.

*Geologic Hazards.* The potential for damaging seismic activity at the installation is low as North Dakota is seismically stable. Infrequent, small earthquakes could occur within North Dakota, but it is unlikely that any serious damage to structures would occur (USGS 2005).

Radon gas is a geologic hazard that could potentially be present at Grand Forks AFB because radon gas is naturally high in North Dakota. Radon surveys were conducted from 1988 to 1993 by the North Dakota Department of Health (NDDH) and Consolidated Laboratories, who partnered with the U.S. Environmental Protection Agency (EPA). The EPA has established a guidance radon level of 4 picocuries per liter (pCi/L) in indoor air for residences. Radon gas accumulations greater than 4 pCi/L are considered to represent a health risk to occupants. In Grand Forks County, radon levels were present at 10 to 12 pCi/L.

### **3.5.2 Consequences**

#### ***No Action Alternative***

Under the No Action Alternative no impacts to geology and soils would occur. The existing sites would remain paved as part of the airport's runway/taxiway/apron system.

#### ***Proposed Action Alternative***

The Proposed Action would relocate the aircraft that are currently housed at and operate from GFIA to the existing facilities at Grand Forks AFB. There would be minimal potential to affect geology and soils from trenching for the placement of utilities. Any ground disturbance that occurs during fence or utility placement would be within areas previously disturbed due to construction grading for the USAF facilities.

No effects from radon gas would be anticipated as the Proposed Action facility would have ventilation sufficient to maintain radon levels below 4 pCi/L and is a non-residential area.

## **3.6 Wildlife**

### **3.6.1 Affected Environment**

Biological inventories conducted in 2004 and 2009 compiled a list of 229 bird species, 38 species of insects, 31 mammal species, 12 mollusk species and 4 amphibians that were observed within the boundaries of Grand Forks AFB (GFAFB 2004, GFAFB 2010). 105 breeding species of bird were recorded (GFAFB 2010).

The project area is part of the runway and associated facilities of the airport, and is fully developed. No aquatic resources are present in the area. A review of the U.S. Fish and Wildlife

Service (USFWS) Information for Planning and Conservation (IPaC) database reveals that there are no wildlife refuges or critical habitats on Grand Forks AFB. The IPaC database identified the American Bittern (*Botaurus lentiginosus*), Bald Eagle (*Haliaeetus leucocephalus*), Black Tern (*Chlidonias niger*), Black-billed Cuckoo (*Coccyzus erythrophthalmus*), Common Tern (*Sterna hirundo*), Dickcissel (*Spiza americana*), Golden Eagle (*Aquila chrysaetos*), Grasshopper Sparrow (*Ammodramus savannarum*), Hudsonian Godwit (*Limosa haemastica*), Least Bittern (*Ixobrychus exilis*), Loggerhead Shrike (*Lanius ludovicianus*), Marbled Godwit (*Limosa fedoa*), Nelson's Sparrow (*Ammodramus nelsoni*), Red-headed Woodpecker (*Melanerpes erythrocephalus*), Short-eared Owl (*Asio flammeus*), Swainson's Hawk (*Buteo swainsoni*), Upland Sandpiper (*Bartramia longicauda*), Western Grebe (*aechmophorus occidentalis*), and Yellow Rail (*Coturnicops noveboracensis*) as species of birds (as listed in 50 CFR Part 10.13) protected by the Migratory Bird Treaty Act of 1918 (16 U.S.C. 703–712), as amended, EO 13186, *Responsibilities of Federal Agencies to Protect Migratory Birds* and the Bald and Golden Eagle Protection Act of 1984 that could potentially be affected by activities in this location.

### **3.6.2 Consequences**

#### ***No Action Alternative***

No wildlife or aquatic resources would be adversely affected by the No Action Alternative.

#### ***Proposed Action Alternative***

As in the *UAS Beddown EA*, only minimal impacts to wildlife are expected to occur as a result of implementing the Proposed Action alternative. Grand Forks AFB is an active airport facility and Hangar 602 is a fully developed site. While fauna (particularly birds) are present at Grand Forks AFB, suitable habitat for these species generally does not exist in the vicinity of the Proposed Action, and only minimal construction activities would occur. USFWS provided no comments on the 2008 EA.

While the risk of bird strike by aircraft can never be eliminated, implementation of the proposed action would merely transfer existing risk from GFIA to Grand Forks AFB. Risk to migratory birds is mitigated by the Bird/Wildlife Aircraft Strike Hazard (BASH) prevention program in place at Grand Forks AFB, which in the past has accommodated significantly larger planes and greatly increased levels of flight operations.

CBP concludes that there would be negligible effects to migratory birds or other wildlife as a result of the Proposed Action due to the lack of suitable habitat available. If CBP operations increase in the future, they would also be based within existing infrastructure at Grand Forks AFB and would have no significant effect on the species listed above or their habitats. CBP provided copies of the Draft SEA to USFWS and the North Dakota Game and Fish Department for their review and comment on this determination. No comments were received.

## **3.7 Threatened and Endangered Species**

### ***3.7.1 Affected Environment***

The original ecosystems present in the area of the proposed project have been eliminated, principally due to the construction of the Air Force base and subsequent modifications, but also due to the previous agricultural activities at the site. No traces of the original flora and fauna

remain at the site where the proposed project is to be located. A review of the USFWS IPaC database reveals that there are no wildlife refuges or critical habitats on Grand Forks AFB. The database identified the Whooping Crane (*Grus americana*), Gray Wolf (*Canis lupus*), and Northern Long-eared Bat (*Myotis septentrionalis*) as threatened or endangered species that could potentially be affected by activities on Grand Forks AFB.

The North Dakota Natural Heritage Program (NDNHP) maintains a list of state species of concern. A total of 31 faunal species of concern have been observed at Grand Forks AFB. The list includes 28 bird species, two mammal species and one amphibian (CBP 2008).

### **3.7.2 Consequences**

#### ***No Action Alternative***

CBP concludes that there would be no effect to threatened or endangered species by the No Action Alternative due to the lack of operational changes.

#### ***Proposed Action Alternative***

As in the *UAS Beddown EA*, no impacts to state or federally listed species are anticipated as a result of implementing the Proposed Action. Grand Forks AFB is an active airport facility and Hangar 602 is a fully developed site with no suitable habitat in the vicinity. While federal and state listed species are present at Grand Forks AFB, suitable habitat for these species does not exist in the vicinity of the Proposed Action.

CBP concludes that there would be no effect to threatened or endangered wildlife as a result of the Proposed Action due to the lack of suitable habitat available. If CBP operations increase in the future, they would also be based within existing infrastructure at Grand Forks AFB and would have no effect on the species listed above or their habitats. CBP provided copies of the Draft SEA to USFWS and the North Dakota Game and Fish Department for their review and comment on this determination. No comments were received.

## **3.8 Surface Waters and Waters of the United States**

### **3.8.1 Affected Environment**

Surface water surrounding Grand Forks AFB includes rivers, streams, and numerous wetlands. Two primary bodies of water are present at Grand Forks AFB: Turtle River and Kelly's Slough within the Kelly's Slough National Wildlife Refuge (NWR). Just beyond the southern boundary of the installation is Hazen Brook, which flows to the east along the southern side of US 2.

Turtle River flows through the northwestern corner of the installation boundary, meandering in a northeasterly direction. It eventually empties into Lake Winnipeg in Canada via the Red River within the Red River Drainage Basin. Peak flows occur in May, and minimum flows occur in January and February. Turtle River has been classified as a Class 2 stream by the NDDH, with water quality sufficient to sustain fish populations and suitable for irrigation and recreational purposes (GFAFB 2007). However, the Turtle River can have high concentrations of total dissolved solids, particularly calcium and magnesium. A portion of the 100-year floodplain for the Turtle River is present in the northwesternmost corner of the installation. A small portion of floodplain is also present in the southeasternmost corner of the installation, adjacent to the wastewater lagoons.

Kelly's Slough NWR is within a wide, marshy floodplain approximately 2 miles from the installation. Surface water runoff is received from the eastern half of Grand Forks AFB; effluent is also received from water treatment lagoons maintained by the installation and located to the east of Grand Forks AFB. Drainage from Kelly's Slough NWR flows to the northeast into the Turtle River and eventually into the Red River.

The Red River runs beyond the eastern portion of the installation, approximately 15 miles away. The Red Lake River supplies a portion of the drinking water supply to Grand Forks AFB. The Red Lake River is approximately 15.5 miles to the northeast of the installation.

Storm water drainage at Grand Forks AFB occurs through four drainage ditches and nine outfalls including the southeast, northeast, northwest, and west ditches. The outfalls convey drainage into Kelly's Slough NWR and eventually into Turtle River.

Runoff from the proposed project site (as well as most other airport activities) is regulated as "stormwater discharges associated with industrial activity." Applicable requirements for air transportation facilities are presented in North Dakota's Industrial General Permit (IGP) for stormwater associated with industrial activities, and include the implementation of a site-specific SWPPP plan, incorporating structural and non-structural BMPs aimed at reducing the risk of stormwater pollution.

### **3.8.2 Consequences**

#### ***No Action Alternative***

The continued operation of the existing facilities under the No Action Alternative would not alter the flow of surface runoff from the site, and would have no effect on Waters of the United States.

#### ***Proposed Action Alternative***

The Proposed Action would have the potential to have long-term, negligible adverse effects on surface water quality due to increased releases of fuels, lubricants, fire suppression agents, and other pollutants that may eventually be conveyed by runoff. This risk is present in the current CBP operation and is not expected to materially increase as a result of the proposed project. The use of existing site-specific SWPPP and SPCC plans minimizes the risk of an accidental discharge to surface waters. The existing site-specific SPCC plan would be revised to reflect any changes in site configuration in order to minimize the risk of an accidental discharge. With implementation of SWPPP and SPCC plan requirements, no impacts on surface waters and Waters of the United States are anticipated.

## **3.9 Wetlands**

### **3.9.1 Affected Environment**

Wetlands on Grand Forks AFB occur frequently in drainageways, low-lying depressions, and potholes. There are no wetlands delineated within the site of the Proposed Action. The current total acreages of wetlands that were calculated using GIS data indicate that Grand Forks AFB has 241 wetlands composing 308 acres. Jurisdictional determinations from the USACE expire after 5 years. Most of the installation's jurisdictional determinations are beyond the 5-year lifespan and have expired. It is likely that those wetlands with expired jurisdictional

determinations would be determined jurisdictional by the USACE if surveyed again. There are 20 wetlands with current jurisdictional determinations composing approximately 19 acres.

Of the installation's wetlands inventory, palustrine wetlands predominate at 258 acres (84 percent of the inventory). Palustrine wetlands include all nontidal wetlands dominated by trees, shrubs, emergents, mosses, or lichen. There is a 47-acre palustrine emergent/lacustrine wetland north of the installation sewage lagoons. Lacustrine wetlands are situated in a topographic depression or a dammed river channel and lack trees, shrubs, persistent emergents, emergent mosses, or lichen. The remaining 3 acres consist of riverine wetland present in the northwestern corner of the installation along the Turtle River.

### **3.9.2 Consequences**

#### ***No Action Alternative***

The continued operation of the existing facilities under the No Action Alternative would not alter the flow of surface runoff from the site, and would have no effect on wetlands.

#### ***Proposed Action Alternative***

The Proposed Action would have the potential to have long-term, negligible adverse effects on wetlands due to increased releases of fuels, lubricants, fire suppression agents, and other pollutants that may eventually be conveyed by runoff. This risk is present in the current CBP operation and is not expected to materially increase as a result of the proposed project. The use of existing site-specific SWPPP and SPCC plans minimizes the risk of an accidental discharge to surface waters. The existing site-specific SPCC plan would be revised to reflect any changes in site configuration in order to minimize the risk of an accidental discharge. With implementation of SWPPP and SPCC plan requirements, no impacts on surrounding wetlands are anticipated.

## **3.10 Air Quality**

### **3.10.1 Affected Environment**

Air quality is determined by the type and concentration of pollutants in the atmosphere, the size and topography of the air basin, and local and regional meteorological influences. The significance of a pollutant concentration in a region or geographical area is determined by comparing it to federal and/or state ambient air quality standards. Under the authority of the Clean Air Act (CAA), USEPA has established nationwide air quality standards to protect public health and welfare, with an adequate margin of safety.

These federal standards, known as the National Ambient Air Quality Standards (NAAQS), represent the maximum allowable atmospheric concentrations and were developed for six "criteria" pollutants: ozone (O<sub>3</sub>), nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO), respirable particulate matter less than or equal to 10 micrometers in diameter (PM<sub>10</sub>), particulate matter less than or equal to 2.5 micrometers in diameter (PM<sub>2.5</sub>), sulfur dioxide (SO<sub>2</sub>), and lead (Pb). The NAAQS are defined in terms of concentration (e.g., parts per million [ppm] or micrograms per cubic meter [ $\mu\text{g}/\text{m}^3$ ]) determined over various periods of time (averaging periods). Short-term standards (1-hour, 8-hour, or 24-hour periods) were established for pollutants with acute health effects and may not be exceeded more than once a year. Long-term standards (annual

periods) were established for pollutants with chronic health effects. The USEPA does not permit these limits to be exceeded over any period of time.

Grand Forks AFB is located in Grand Forks County, which is within North Dakota Air Quality Control Region (AQCR) 172. AQCR 172 consists of the all counties in North Dakota with the exception of Metropolitan Fargo, North Dakota. As defined in 40 CFR 81.335, Grand Forks County is designated as attainment/unclassifiable for all criteria pollutants (USEPA 2011). The potential influence of emissions on regional air quality would typically be confined to the air basin in which the emissions occur. Therefore, the ROI for the air quality analysis is AQCR 172.

The NDDH regulates air quality for the State of North Dakota (see **Table 3-1**). Grand Forks AFB is classified as a major source of emissions and has an Air Pollution Control Title V Permit to Operate (NDDH 2007) under the Clean Air Act (CAA). As required by the NDDH, Grand Forks AFB calculates annual criteria pollutant emissions from stationary sources and provides this information to the NDDH. There are various sources on-installation that emit criteria pollutants and hazardous air pollutants (HAPs), including generators, boilers, hot water heaters, fuel storage tanks, gasoline service stations, surface coatings/paint booths, and miscellaneous chemical usage. Mobile sources (*e.g.*, aircraft and motor vehicles) are not included in the permit or emissions calculations.

**Table 3-1. National and North Dakota Ambient Air Quality Standards.**

|   | Averaging Time | NAAQS                  |                        | North Dakota AAQS      |
|---|----------------|------------------------|------------------------|------------------------|
|   |                | Primary                | Secondary              |                        |
| Carbon Monoxide (CO)                    | 8-hour         | 9 ppm                  | ---                    | 9 ppm                  |
|   | 1-hour         | 35 ppm                 | ---                    | 35 ppm                 |
| Nitrogen Dioxide (NO <sub>2</sub> )     | 1-hour         | 100 ppb                | ---                    | 100 ppb                |
|   | AAM            | 53 ppb                 | 53 ppb                 | 53 ppb                 |
| Sulfur Dioxide (SO <sub>2</sub> )       | 1-hour         | 75 ppb                 | ---                    | 75 ppb                 |
|   | 3-hour         | ---                    | 0.5 ppm                | 0.5 ppm                |
| Particulate Matter (PM <sub>10</sub> )  | 24-hr          | 150 µg/m <sup>3</sup>  | 150 µg/m <sup>3</sup>  | 150 µg/m <sup>3</sup>  |
| Particulate Matter (PM <sub>2.5</sub> ) | AAM            | 12 µg/m <sup>3</sup>   | 15 µg/m <sup>3</sup>   | 12 µg/m <sup>3</sup>   |
|   | 24-hour        | 35 µg/m <sup>3</sup>   | 35 µg/m <sup>3</sup>   | 35 µg/m <sup>3</sup>   |
| Ozone (O <sub>3</sub> )                 | 8-hour         | 0.070 ppm              | 0.070 ppm              | 0.075 ppm              |
| Lead (Pb)                               | 3-month        | 0.15 µg/m <sup>3</sup> | 0.15 µg/m <sup>3</sup> | 0.15 µg/m <sup>3</sup> |

Notes: AAM = Annual Arithmetic Mean; ppm = parts per million; µg/m<sup>3</sup> = micrograms per cubic meter; --- = not applicable  
Source: 40 Code of Federal Regulations 50; NDAC 2014

### **3.10.2 Consequences**

#### ***No Action Alternative***

The No Action Alternative would have no effect on air quality because operations would not change.

#### ***Proposed Action Alternative***

Air quality impacts from the Proposed Action would be significant only if they:

- Increase ambient air pollution concentrations above any NAAQS;
- Contribute to an existing violation of any NAAQS;
- Interfere with or delay timely attainment of NAAQS; or
- Impair visibility within a federally protected area.

Both airports and all CBP air emissions sources being relocated are currently located in the same AQCR, and therefore the Proposed Action would have no immediate net effect on air quality despite the increase in aircraft operations at Grand Forks AFB. The installation of an emergency generator at Hangar 602 would require its addition to the Grand Forks AFB emissions inventory under its Title V permit, but a single emergency generator running infrequently and intermittently would not be expected to cause violations of this permit or materially contribute to emissions limits or thresholds. CBP will adhere to all state and local regulations regarding the testing, permitting, and operation of the generator, and will provide all generator information and specifications required by Grand Forks AFB to maintain compliance with its Title V Permit to Operate.

The Proposed Action would involve construction emissions associated with the renovation of Hangar 602. Such activities would be short-term, ending with the cessation of construction. A fugitive dust control plan would be developed and implemented to minimize particulate and dust emissions from construction activities. Construction equipment/vehicles would not be allowed to idle longer than 15 minutes when not in use.

If operations are expanded in the future, there would be long-term, minor adverse effects to air quality. These effects would be minor as the increase in emissions from 2-3 additional small aircraft would not contribute (as mobile sources) to the Grand Forks AFB emissions inventory under its Title V permit, and would be trivial within the AQCR and not materially contribute to the non-attainment of North Dakota or National Ambient Air Quality Standards (NAAQS). The effects on air quality would be below the level of detection within the ACQR, but may cause measurable or slightly noticeable changes in air quality on a localized basis.

## **3.11 Noise**

### ***3.11.1 Affected Environment***

The *Noise Pollution and Abatement Act of 1972* (NCA) directs federal agencies to comply with federal, state, and local noise control regulations. Sound is a physical phenomenon consisting of vibrations that travel through a medium, such as air, and are sensed by the human ear. Noise is defined as any sound that is undesirable because it interferes with communication, is intense enough to damage hearing, or is otherwise intrusive. Human response to noise varies depending

on the type and characteristics of the noise distance between the noise source and the receptor, receptor sensitivity, and time of day. Noise is often generated by activities essential to a community's quality of life, such as aircraft, construction, or automobiles.

The proposed project site adjoins an airport runway and is thus subject to significant noise levels from aircraft operations, both those of CBP and those from other operators. People generally acclimate to the usual background noise, but would be disturbed by new noises. For this reason, it is important to avoid unnecessary noises.

Sound varies by both intensity and frequency. Sound pressure level, described in decibels (dB), is used to quantify sound intensity. The dB is a logarithmic unit that expresses the ratio of a sound pressure level to a standard reference level. Hertz are used to quantify sound frequency. The human ear responds differently to different frequencies. "A-weighting", measured in A-weighted decibels (dBA), approximates a frequency response expressing the perception of sound by humans.

The dBA noise metric describes steady noise levels, although very few noises are, in fact, constant. Therefore, Day-night Sound Level was developed. Day-night Sound Level (DNL) is defined as the average sound energy in a 24-hour period with a 10-dB penalty added to the nighttime levels (10 p.m. to 7 a.m.). DNL is a useful descriptor for noise because: (1) it averages ongoing yet intermittent noise, and (2) it measures total sound energy over a 24-hour period. The Air Force uses the Day-Night Sound Level (DNL) in assessing the amount of aircraft noise exposure, and as a metric for community response to the various levels of exposure.

Air Force land use guidelines for noise exposure are essentially the same as those published by the Federal Interagency Committee on Urban Noise in the June 1980 publication, Guidelines for Considering Noise in Land-Use Planning and Control (FICUN 1980). These guidelines stem from the EPA 1974 "Levels Document" which suggests continuous and long-term noise in excess of DNL 65 dBA are normally unacceptable for noise-sensitive land uses such as residences, schools, churches, and hospitals. **Table 3-2** outlines recommended noise limits from aircraft operations for land use planning purposes.

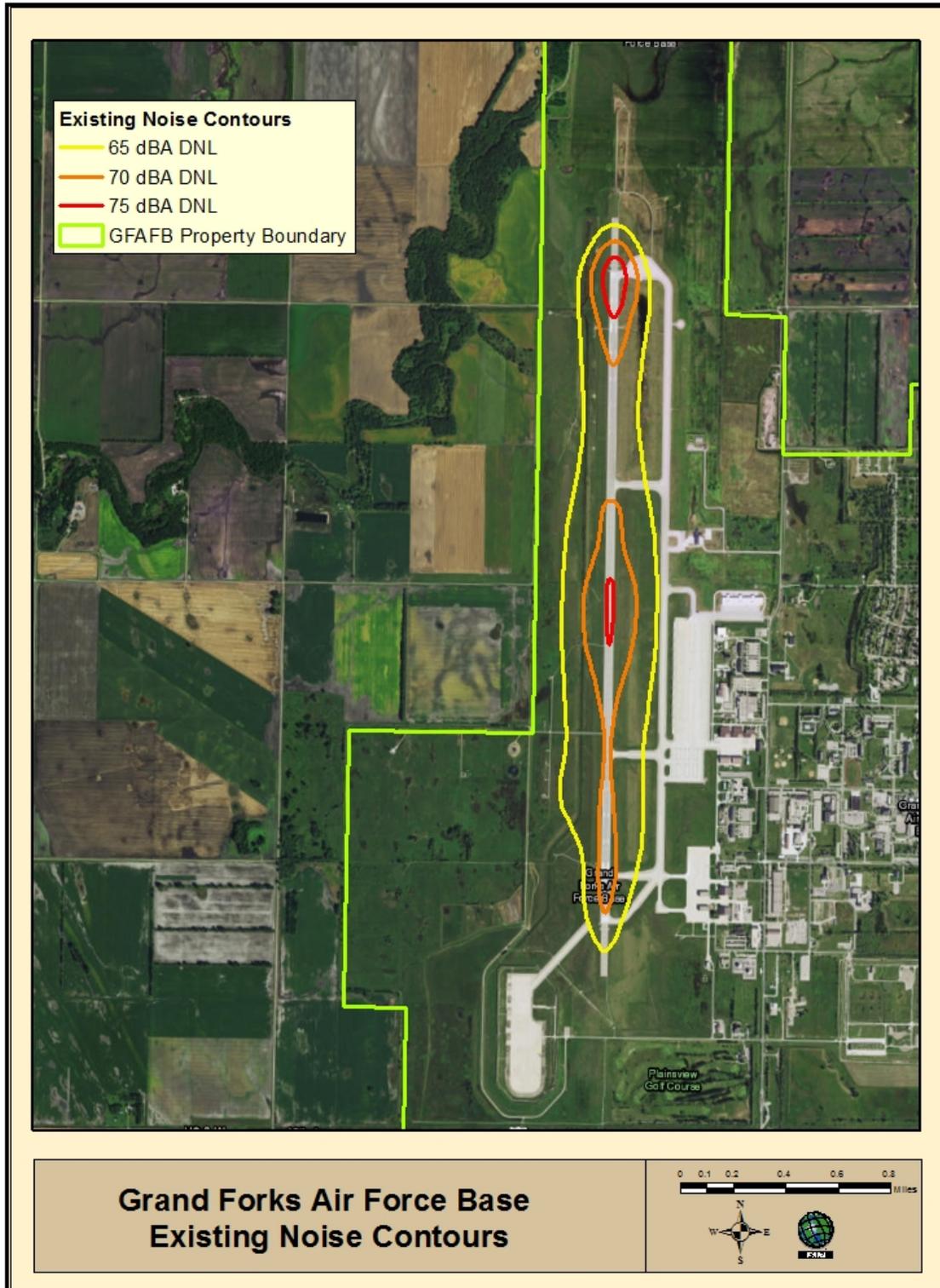
**Table 3-2. Recommended Noise Limits for Land Use Planning.**

| General Level of Noise | Aircraft Noise (DNL) | Recommended Uses                                   |
|------------------------|----------------------|--|
| Low                    | < 65 dBA             | noise-sensitive land uses acceptable               |
| Moderate               | 65–75 dBA            | noise-sensitive land uses normally not recommended |
| High                   | > 75 dBA             | noise-sensitive land uses not recommended          |

Source: USAF, 2002.

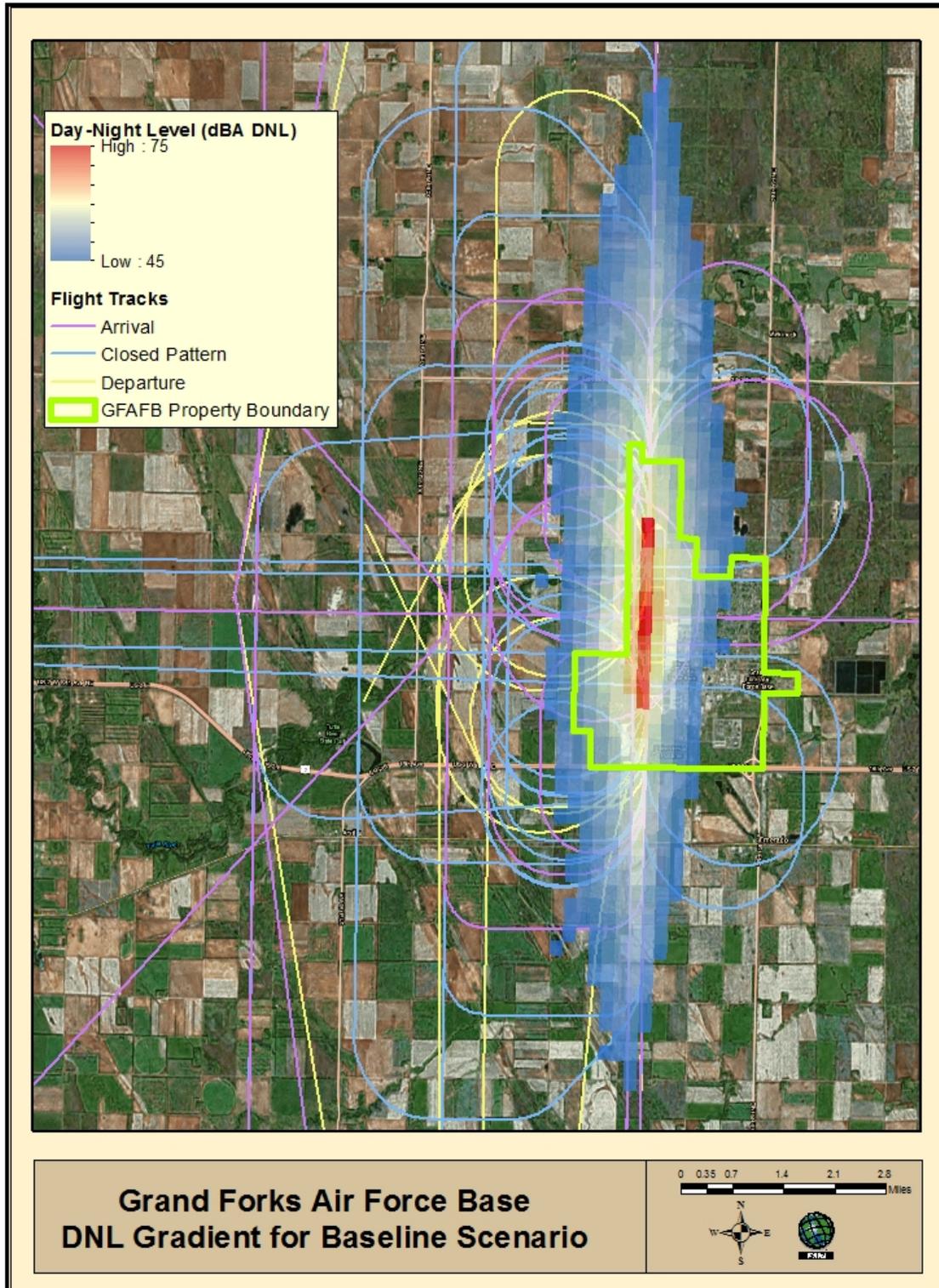
NOISEMAP Version 7.3 was used to calculate and plot the existing DNL noise contours based on the average daily aircraft operations. Figure 3-1 shows the existing noise contours plotted in 5 dB increments, ranging from 65 dBA DNL to 75 dBA DNL. Figure 3-2 shows the DNL gradient for baseline scenario, ranging from 45 dBA DNL to 75 dBA DNL. Notably, there are no areas exposed to greater than 80 dBA DNL. As previously mentioned, 65 dBA DNL is the noise level below which all land uses are compatible with airfield operations. The existing 65 dBA DNL noise contour does not extend beyond the area immediately adjacent to the runway, and all noise contours are confined areas within the Grand Forks AFB property boundary and do not incorporate any noise sensitive land uses.

**Figure 3-1. Existing Noise Contours.**



Source: CBP, 2015.

**Figure 3-2. Baseline DNL Gradient.**



Source: CBP, 2015.

### 3.11.2 Consequences

**Figure 3-3** shows the noise contours with and without the proposed CBP operations. **Figure 3-4** shows the DNL gradient with the proposed CBP operations ranging from 45 dBA DNL to 75 dBA DNL. The proposed CBP aircraft are orders of magnitude quieter than the transient military cargo aircraft that dominate the overall noise at Grand Forks AFB. The DNL noise contour would not extend beyond the area immediately adjacent to the runway, and all noise contours are confined areas within the Grand Forks AFB property boundary and do not incorporate any noise sensitive land uses. Notably, there would be no areas that would experience a greater than 3.0 dB DNL increase in noise from the proposed CBP operations.

**Table 3-3** shows areas under each contour both with and without the proposed CBP operations. Including the proposed CBP air operations, there would be 2.4 additional acres that would be exposed to noise levels greater than 65 dBA DNL. This area would be an incremental expansion of the existing noise contours, not concentrated in any one area, and confined areas within the Grand Forks AFB property boundary.

**Table 3-3. Noise Contour Areas.**

| General Noise Level | Aircraft Noise (DNL) | Recommended Uses                                   | Exposed Area (Acres) |                 |            |
|---------------------|----------------------|--|----------------------|-----------------|------------|
|                     |                      |  | Existing             | Proposed Action | Difference |
| Moderate            | 65–75 dBA            | noise-sensitive land uses normally not recommended | 457.8                | 460.2           | 2.4        |
| High                | > 75 dBA             | noise-sensitive land uses not recommended          | 8.2                  | 8.3             | 0.1        |

Source: USAF, 2002.

#### *No Action Alternative*

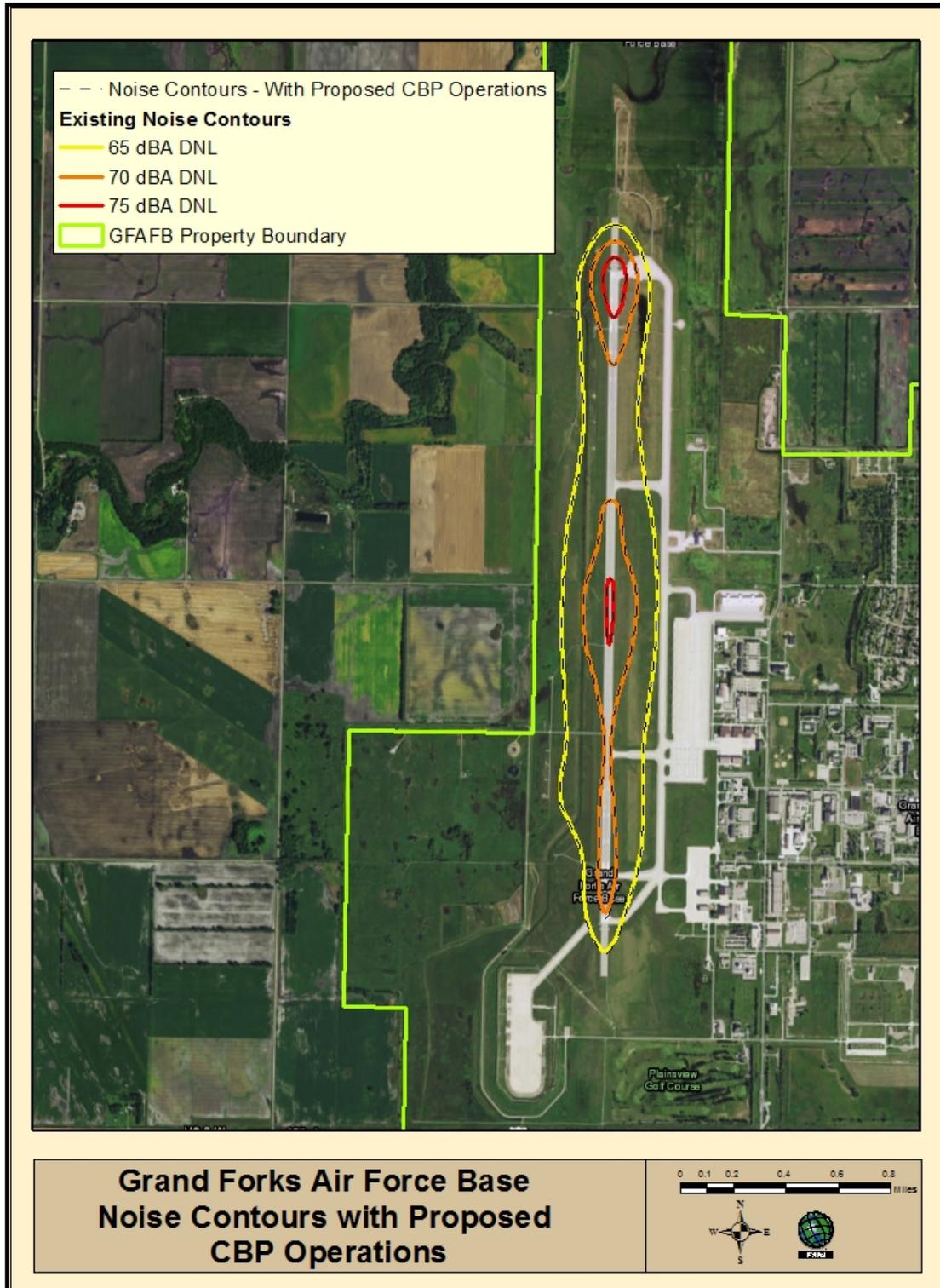
The No Action Alternative would have no effect on the noise environment. Noise would continue to be generated as part of normal airport operations at their current levels.

#### *Proposed Action Alternative*

Long-term minor adverse effects on the noise environment would be expected from the additional proposed CBP aircraft associated with the Proposed Action. Although there would be no appreciable change in the overall noise environment, long-term effects would be due to noise generated by individual overflights from the proposed aircraft. The addition of the proposed aircraft and associated air operations would have a minute incremental effect on the noise surrounding Grand Forks AFB. There would be a minimally perceptible change in noise compared to existing conditions if the proposed action were to be implemented. A copy of the *Noise Modeling Technical Note* (CBP, 2015) for the Proposed Action is presented as **Appendix A** of this SEA.

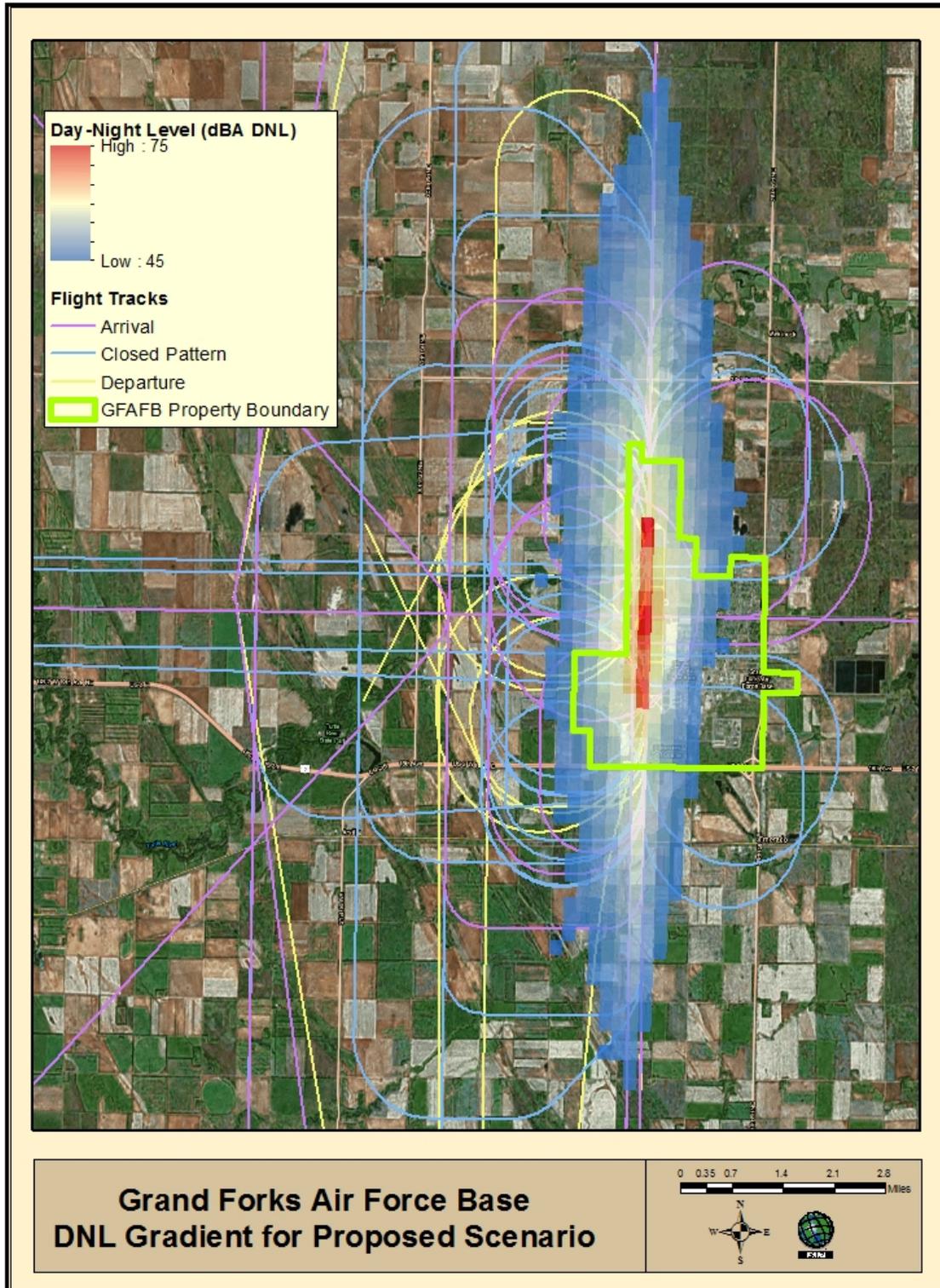
Therefore, no significant changes in current noise levels are expected with the operational activities associated with the Proposed Action. The long-term adverse impacts would be minor and offset by the corresponding decrease in noise at GFIA.

**Figure 3-3. Noise Contours with Proposed CBP Operations.**



Source: CBP, 2015.

**Figure 3-4. DNL Gradient with Proposed CBP Operations.**



Source: CBP, 2015.

## 3.12 Cultural and Historic Resources

### 3.12.1 Affected Environment

Although Grand Forks AFB was created in 1954 with the escalation of the Cold War between the United States and the Soviet Union, it is an installation rich in history. Several archaeological investigations have been conducted at Grand Forks AFB. Surveyed areas generally include the area around the north end of the runway to the installation boundaries, the area between the west boundary and the runway, the area from the southwest corner of the runway to the west and south installation boundaries, and the area along the south boundary and southeast corner up to developed acreage at the south edge of the installation. The remainder of acreage at the installation is previously disturbed due to construction grading for the Air Force facilities.

An installation-wide survey was conducted in 1996 to locate and inventory cultural resources (USAF 2008b). The 1996 survey identified four sites of historic farmsteads (one with an isolated prehistoric flake), one isolated prehistoric find, and two isolated historic finds. All were evaluated as not eligible for the National Register of Historic Places (NRHP). The research design for the 1996 survey divided the installation into areas of high, medium, and low probability for archaeological resources. The Proposed Action falls within low probability areas of previously disturbed land of the installation. (USAF AMC 2008).

Hangar 602 was constructed in 1959, and is an aircraft hangar with a gable offset roof profile and a double-cantilevered roof. The building sits on a reinforced concrete foundation with a concrete floor slab. The roofs are clad in corrugated metal. The building's dimensions measure 200 feet by 122 feet. The roof flares out toward the front (west) elevation and wraps the wall at an angle. The front elevation has a large, wide, aircraft entrance with 10 side-retracting metal doors flanked by projecting wall sections containing pockets for the side-retracting doors (**Figure 3-5**).

The USAF previously coordinated with the North Dakota SHPO in 2011 regarding potential historic resources on Grand Forks AFB via a report titled *Cultural Resource Survey of Historic Places, Evaluation of Historic Buildings, Structures and Sites at Grand Forks Air Force Base, ND*. The report determined that Hangar 602 did not meet any of the established criteria for significance and is therefore not eligible for listing in the NRHP. The SHPO responded in June 2011 with a concurrence of No Historic Properties Affected for a previous USAF renovation project.

GFAFB has no known properties of traditional cultural significance or sacred sites based on tribal coordination accomplished to date. The USAF has previously consulted with 23 federally recognized Native American tribes with interest in the area where Grand Forks AFB is located. Any ground disturbance that occurs during fence or utility placement would be limited to the first 12 inches in areas previously disturbed due to construction grading for the USAF facilities.

### 3.12.2 Consequences

#### *No Action Alternative*

There would be no changes under the No-Action Alternative, and CBP has determined that this would have no potential to affect historic or archaeological resources.

**Figure 3-5. Exterior of Hangar 602.*****Proposed Action Alternative***

Due to the Proposed Action taking place nearly entirely within existing structures in a previously disturbed area, CBP has determined that the Proposed Action would not affect historic or archaeological resources. CBP's inadvertent discovery protocol would be in place should any human remains, artifacts, or other items be discovered at any point during NASOC-GF operations or renovation of Hangar 602. In the event of an unexpected discovery, this protocol dictates stoppage of work and notification of the North Dakota State Historic Preservation Office (SHPO) and appropriate Tribes in accordance with EO 13175, *Consultation and Coordination with Indian Tribal Governments* (6 November 2000).

CBP initiated consultation with the North Dakota State Historic Preservation Officer (SHPO) and Tribal Historic Preservation Officers (THPOs) of potentially affected Tribes to describe the Proposed Action and ask for them to identify any potential concerns they may have. The North Dakota SHPO provided concurrence on CBP's determination of No Historic Properties Present or Affected, and no concerns or comments were identified or provided by any THPO office. Copies of this correspondence can be found in **Appendix B**.

### 3.13 Climate Change

#### 3.13.1 Affected Environment

Greenhouse gases are gas emissions that trap heat in the atmosphere. These emissions occur from natural processes and human activities. Scientific evidence indicates a trend of increasing global temperature over the past century due to an increase in greenhouse gas emissions from human activities. The climate change associated with this global warming is predicted to produce negative economic and social consequences across the globe.

Per the CEQ *Final Guidance on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change* (August 2016), CBP must quantify projected greenhouse gas (GHG) emissions whenever the necessary tools, methodologies, and data inputs are available in order to assess potential climate change effects. Projected GHG emissions will be used as a proxy for assessing these effects.

The guidance also emphasizes that agency analyses should be commensurate with projected greenhouse gas emissions and climate impacts, and should employ appropriate quantitative or qualitative analytical methods to ensure useful information is available to inform the public and the decision-making process in distinguishing between alternatives and mitigations.

Within the ROI, climate change is expected to increase the demand and competition for water among communities, agriculture, energy production, and ecological needs. Changes to crop growth cycles due to warming winters and alterations in the time and magnitude of rainfall events have already been observed. The severity of periodic drought and extreme temperatures during drier months is likely to increase. Meanwhile, the magnitude of rainfall events has been shown to be intensifying, increasing the risk of flooding throughout North Dakota (EPA 2016).

#### 3.13.2 Consequences

##### *No Action Alternative*

The operation of the existing CBP facilities, aircraft, and vehicles would continue to contribute to global GHG emissions. Therefore, the No Action Alternative would continue to have the same marginal ongoing contribution to the global climate change dynamic.

##### *Proposed Action Alternative*

Regarding energy use at CBP facilities, the inclusion of modern design and sustainability features in a newly renovated hangar would help to minimize energy consumption and greenhouse gas emissions from the Proposed Action. Construction activities associated with implementation of the Proposed Action would contribute to increased GHG emissions, but such emissions would be short-term, ending with the cessation of construction. Any effects of construction-related GHG emissions on climate change would not be discernible at a local scale as it is not possible to meaningfully link the GHG emissions of such actions to effects on climactic patterns.

In addition, the consolidation of the office space and hangar would cut down on administrative trips between the airports, having a slight mitigating effect on overall GHG emissions. And compared to other alternatives (see **Section 2.3**), the Proposed Action includes minimal investments in additional land and facilities.

The only long-term source of increased emissions (over current operations) linked to the activities in the Proposed Action and worthy of consideration are the additional aircraft and flights associated with the potential expansion of CBP operations in the coming years. Quantifying emissions from this possible growth in operations is problematic due to a lack of available information at this time. Missing data inputs include the exact make and model of the future aircraft and engines, as well as the operational parameters of the additional flights.

Accordingly, CBP has prepared an estimate of projected emissions based on reasonable assumptions that can be made at this juncture. Typically, GHG emissions are reported in units of carbon dioxide equivalent (CO<sub>2</sub>e). Gases are converted to CO<sub>2</sub>e by multiplying by their 100-year global warming potential (GWP). **Table 3-4** shows the EPA *Emission Factors for Greenhouse Gas Inventories* (April 2014) and GWP for the fuels utilized by CBP air operations.

**Table 3-4. Mobile Combustion Emission Factors, Non-Road Vehicles.**

| Fuel Type | kg CO <sub>2</sub> per gallon | g CH <sub>4</sub> per gallon<br>(GWP = 25) | g N <sub>2</sub> O per gallon<br>(GWP = 298) | kg CO <sub>2</sub> e per gallon |
|-----------|-------------------------------|--|--|---------------------------------|
| AvGas     | 8.31                          | 7.06                                       | 0.11   | 8.52                            |
| Jet A-1   | 9.75                          | 0.00                                       | 0.30   | 9.84                            |

Source: EPA Emissions Factors for Greenhouse Gas Inventories, April 2014.

The Proposed Action includes up to three additional aircraft similar in all respects to the existing C-12C and AS350 aircraft, each making one flight per day. Fuel and range specifications for these aircraft are shown in **Table 3-5**. The projected GHG emission calculations in **Table 3-5** assume two C-12C and one AS350 will be added to the North Dakota AB, and that each flight will encompass the maximum aeronautical range between takeoff and landing of each aircraft (a worst-case scenario conjecture). These daily emission values were then converted to tons of CO<sub>2</sub>e per year.

**Table 3-5. Aircraft Specifications and Projected Greenhouse Gas Emissions (CO<sub>2</sub>e).**

| Aircraft            | Fuel Type | Fuel Consumption<br>(gallons/mile) | Range<br>(miles) | Flights per year                  | kg CO <sub>2</sub> e per year |
|---------------------|-----------|------------------------------------|------------------|-----------------------------------|-------------------------------|
| 2x Beechcraft C-12C | AvGas     | 0.1667                             | 2,075            | 730                               | 2,151,375.19                  |
| Eurocopter AS350    | Jet A-1   | 0.3540                             | 411              | 365                               | 522,556.25                    |
|                     |           |                                    |                  | <b>Total kg CO<sub>2</sub>e</b>   | <b>2,673,931.44</b>           |
|                     |           |                                    |                  | <b>Total tons CO<sub>2</sub>e</b> | <b>2,947.50</b>               |

Source: Beechcraft/Eurocopter documentation, *Jane's All The World's Aircraft*.

As noted above, the Proposed Action would contribute directly to emissions of GHG from the combustion of fossil fuels. Even under these worst-case assumptions, total GHG emissions from the Proposed Action would be approximately 10.7 percent of the CEQ reference point of 27,563 tons per year (25,000 metric tons per year). Therefore, direct annual GHG emissions from the Proposed Action are below the threshold point for a determination of individual significance.

### **3.14 Utilities and Infrastructure**

#### ***3.14.1 Affected Environment***

Electrical power is supplied to Grand Forks AFB by Nodak Electric Cooperative and arrives via two 69-kilovolt feeders. The primary distribution system is 7,200/12,470 volts leaving the two main substations: (1) Steen substation and (2) Eielson substation. Nine feeder circuits in a loop radial arrangement distribute power at Grand Forks AFB. Approximately 99 percent of the transformers at Grand Forks AFB are loaded with less than 60 percent of their kilovolt-ampere rating, leaving ample electrical power available for future installation expansion (USAF 2006).

Grand Forks AFB receives potable water from the City of Grand Forks, which, in turn, draws from the Red River. Secondary sources from Agassiz Water Users, Inc., are also available should they be needed during emergencies. There are three water mains that bring water to the installation: (1) a 14-inch water main from the City of Grand Forks, (2) an 8-inch main from Agassiz Water, and (3) an 8-inch main from the Grand Forks Trail Water District. Only the 14-inch main from the City of Grand Forks is regularly used; both 8-inch mains are kept at standby should an emergency situation arise. The primary water main has a maximum pumping capacity of 1.87 million gallons per day. Four elevated storage tanks provide a storage capacity of 1.9 million gallons of water for the installation (USAF 2006). Grand Forks AFB's current water demand averages approximately 356,000 gallons per day (USAF 2011). As such, there is sufficient water supply available for future installation expansion and mission requirements.

Grand Forks AFB maintains its own sanitary sewer system and treatment center. Wastewater generated on-installation is transported via a system of gravity and force mains to a wastewater treatment center, approximately 1 mile east of the installation. The wastewater treatment center consists of four treatment lagoons (one primary, two secondary, and one tertiary). The treatment lagoons have sufficient capacity to accommodate future installation expansion (USAF 2006).

Solid waste generated at Grand Forks AFB is managed in accordance with the installation's Integrated Solid Waste Management Plan (GFAFB 2008c). There are no active landfills on Grand Forks AFB. Most solid waste generated at the installation is disposed of at the Grand Forks Municipal Landfill (Permit No. 0347), approximately 12 miles east of the installation. Grand Forks AFB manages a recycling program to reduce the amount of solid waste sent to landfills. The Grand Forks AFB Qualified Recycling Program is operated by contractors and accepts paper, glass, plastic, cardboard, metal cans, and compost from all installation facilities (GFAFB 2008c).

#### ***3.14.2 Consequences***

##### ***No Action Alternative***

The No Action Alternative would not alter the current demand for utilities and infrastructure, and would have no effect on utilities.

### ***Proposed Action Alternative***

The existing infrastructure can easily supply the needs of the Proposed Action. No adverse impacts are anticipated with the Proposed Action as CBP already maintains a significant presence on Grand Forks AFB as a tenant at NASOC-GF. CBP would continue to manage solid wastes in accordance with the installation's *Integrated Solid Waste Management Plan* to minimize the impacts of any additional waste generation. Reuse and recycling would be conducted whenever possible during abandonment of the GFIA facility, renovation of Hangar 602, and subsequent operations to minimize the amount of materials sent to landfills when waste generation cannot be avoided.

### **3.15 Roadways/Traffic**

#### ***3.15.1 Affected Environment***

US-2 is the primary access route to the Grand Forks AFB installation from Interstate I-29. B-3 and Eielson Street provide access to the installation from US-2. I-29 is less than 10 miles east of the installation and is the major highway corridor along the North Dakota-Minnesota border.

There are two entrances to Grand Forks AFB. The primary entrance is the main gate, which provides access to Steen Boulevard from B-3. The south gate, a secondary entrance used for commercial traffic, connects Eielson Street with US-2 (USAF 2006).

The primary vehicular routes on the installation include Steen Boulevard, Eielson Street, and J Street. Steen Boulevard serves as the center of the installation's roadway system, beginning at the main installation gate and running west to the airfield. Eielson Street provides north-south access to the installation from the south gate. J Street is the primary traffic corridor for the eastern side of the installation and serves most of the site of the Proposed Action (USAF 2006).

In general, Grand Forks AFB has good traffic flow, even during periods of peak traffic volume. The average traffic volumes during peak hours at the intersection of J Street and Steen Boulevard are as follows: 802 vehicles (7:00 a.m. to 8:00 a.m.), 482 vehicles (12:00 p.m. to 1:00 p.m.), and 993 vehicles (4:00 p.m. to 5:00 p.m.). This volume of traffic is within the average capacity for a typical urban arterial road. Traffic engineering studies have evaluated the traffic patterns at Grand Forks AFB and aim to improve traffic flow through roadway upgrades. Off-installation roadways are also capable of accommodating peak traffic volume (USAF 2004, USAF 2006).

#### ***3.15.2 Consequences***

##### ***No Action Alternative***

The No Action Alternative would have no foreseeable effect on the current traffic patterns or volumes.

##### ***Proposed Action Alternative***

Movement of personnel, materials and equipment would have short-term, minor impacts to roadways and traffic in the vicinity of the project during implementation of the Proposed Action. A staging area inside of the CBP complex would be established to store materials and equipment during implementation of the Proposed Action, so traffic would not be affected. Equipment transfer would be scheduled for off-peak hours whenever possible in order to reduce the extent

of traffic disruption. The relocation of the aircraft currently housed at GFIA would also eliminate the travel costs of “commuting” between the administrative offices at Grand Forks AFB and the hangar at GFIA. This would have long-term, negligible to minor beneficial effects on local/regional traffic patterns and transportation infrastructure.

### **3.16 Hazardous and Toxic Substances**

#### ***3.16.1 Affected Environment***

Hazardous materials and petroleum products such as fuels, flammable solvents, paints, corrosives, pesticides, and cleaners are used throughout Grand Forks AFB for various functions including aircraft maintenance, aircraft ground equipment maintenance, ground vehicle maintenance, and facilities maintenance (CBP 2008).

Grand Forks AFB is a small-quantity generator (SQG) of hazardous waste (Handler Identification ND3571924759) (CBP 2008). An SQG of hazardous waste generates less than 2,200 pounds of hazardous waste per month (NDDH 2009a). Hazardous waste generated at Grand Forks AFB includes mainly spent solvents, expired hazardous materials, and paint-related materials.

Grand Forks AFB does not maintain a permitted hazardous waste storage facility. Wastes are stored in containers at the 270-day hazardous waste accumulation site at the southern end of Base Supply (Building 408) (GFAFB 2008b). Grand Forks AFB also maintains 11 hazardous waste satellite accumulation points (SAPs).

#### ***3.16.2 Consequences***

##### ***No Action Alternative***

The No Action Alternative would have no effect on the potential for environmental contamination by hazardous or toxic substances.

##### ***Proposed Action Alternative***

The risk of contamination from Petroleum, Oils, and Lubricants (POLs) and other hazardous substances would slightly increase with implementation of the Proposed Action due to increased CBP air operations (e.g. refueling, maintenance) at NASOC-GF. However, this risk is offset by the corresponding decrease in operations at GFIA. In addition, the operation and maintenance of existing aircraft, emergency generators, and associated equipment is already underway at NASOC-GF. For this reason, the risk is not expected to materially increase as a result of implementing the Proposed Action.

This risk can be reduced by the implementation of BMPs. As noted in previous sections of this document, the existing site-specific SWPPP and SPCC plans should be revised to reflect any changes in configuration resulting from the Proposed Action. Proper implementation of these plans and measures would minimize the risk of releases.

Hazardous and universal waste generation at NASOC-GF is likely to slightly increase as a result of the Proposed Action. All hazardous wastes would be managed by CBP in accordance with Grand Forks AFB’s *Hazardous Waste Management Plan*. CBP would collect, store and dispose of all waste in compliance with Air Force procedures and Federal, state, and local regulations.

Ultimately, the method of waste disposal, whether hazardous or non-hazardous, depends on the host-tenant agreement due to CBP being a tenant on the facility. Being a tenant organization, the hazardous waste generated by CBP does not add into the hazardous waste generated by GFAFB.

Due to the age of Hangar 602, there is also the potential to encounter lead-based paint (LBP) and asbestos-containing materials (ACM) during interior renovations. If encountered, CBP would address LBP and ACM in accordance with CBP guidelines, strictly adhere to Occupational Health and Safety Administration (OSHA) standards and all relevant Federal, state, and local environmental and safety regulations.

Impacts resulting from hazardous materials or hazardous waste would be considered significant only if a proposed action resulted in noncompliance with applicable Federal or state regulations, or increased the amounts generated or procured beyond current Grand Forks AFB waste management capacities. Therefore, no significant adverse effects would be anticipated from implementing the Proposed Action.

### **3.17 Human Health and Safety**

#### ***3.17.1 Affected Environment***

Potential effects on human health and safety may occur in a variety of forms, such as exposure to chemicals, extreme temperatures, weather, and physical security and safety. Human health factors are generally driven by factors that differ substantially by geographic area. Factors in the project area that could adversely affect human health and safety include automobile accidents, extreme weather (*e.g.*, tornados, intense rain, and high temperatures), workplace accidents, criminal activities (*e.g.*, theft, vandalism), and environmental contaminants in the home or workplace. This includes Indoor Air Quality (IAQ) within and around buildings and structures, especially as it relates to the health and comfort of building occupants.

Grand Forks AFB is a secure military installation. Access is limited to military personnel, civilian employees, and military families. Grand Forks AFB provides emergency services (*i.e.*, fire, law enforcement, and other emergency services) to the NASOC-GF, which includes emergency response and force protection. Therefore, emergency situations can be responded to within a quick timeframe.

#### ***3.17.2 Consequences***

##### ***No Action Alternative***

The No Action Alternative would maintain the current facilities and conditions, and would have no effect on the current human health and safety environment.

##### ***Proposed Action Alternative***

Outside of typical construction hazards, there is little potential for CBP personnel, other airport personnel, or the general public to be at risk from a human health and safety aspect as a result of implementation of the Proposed Action. Minor, temporary adverse impacts to IAQ within Hangar 602 would occur during renovation due to the release of volatile organic compounds (VOCs) from interior paint and carpeting. The proposed action consists of typical industry standard construction methods, and any project-specific risks affecting project workers would be

reduced based on strict adherence to OSHA standards and other relevant safety laws, rules, and regulations.

Transfer of equipment and components would be scheduled, inasmuch as possible, for off-peak hours, in order to reduce the extent of traffic disruption and potential risk of accidents. The elimination of the need to regularly “commute” between the administrative offices at Grand Forks AFB and the hangar at GFIA would reduce overall vehicle miles traveled by CBP personnel and as a result, would have a minor beneficial effect on safety. Operations of aircraft and other equipment in the Grand Forks AFB hangar would continue to be conducted in accordance with applicable Federal Aviation Administration (FAA) and CBP safety regulations. For this reason, risks to human health and safety during implementation of the Proposed Action or any subsequent operations are considered to be negligible.

### **3.18 Airspace Management**

#### ***3.18.1 Affected Environment***

The region of influence for airspace and air traffic control (ATC) includes the airspace areas in which the CBP aircraft would fly. These areas include the Class D airspace associated with Grand Forks AFB and the operational area identified along the U.S. northern border. Airspace management and ATC is defined as the direction, control, and handling of flight operations in the “navigable airspace” that overlies the geopolitical borders of the U.S. and its territories. “Navigable airspace” is airspace above the minimum altitudes of flight prescribed by regulations under United States Code Title 49, Subtitle VII, Part A, and includes airspace needed to ensure safety in the takeoff and landing of aircraft. Navigable airspace is a limited natural resource that Congress has charged the FAA to administer in the public interest as necessary to ensure its efficient use and the safety of aircraft.

Controlled airspace is airspace of defined dimensions within which ATC service is provided to flights in accordance with the appropriate airspace classification. Controlled airspace is categorized into five separate classes: Classes A through E. These classes identify airspace that is controlled, airspace supporting airport operations, and designated airways affording en route transit from place-to-place. The classes also dictate pilot qualification requirements, rules of flight that must be followed, and the type of equipment necessary to operate within that airspace.

Class D airspace is established around an ATC-controlled airport, extending from the ground to 2,500 feet above ground level or higher. All aircraft operating within Class D airspace must be in two-way radio communication with the ATC facility.

Special Use Airspace (SUA) is designated airspace within which flight activities are conducted that requires confinement of participating aircraft, or place operating limitations on non-participating aircraft. Airspace identified for military and other governmental activities is charted and published by the FAA. Management of this resource considers how airspace is designated, used, and administered to best accommodate the individual and common needs of military, commercial, and general aviation. The FAA considers multiple and sometimes competing demands for aviation airspace in relation to airport operations, Federal Airways, Jet Routes, military flight training activities, and other special needs to determine how airspace can best be structured to address all user requirements.

The USAF manages airspace in accordance with processes and procedures detailed in Air Force Instruction 13-201, *Air Force Airspace Management*. It addresses the development and processing of SUA, and covers aeronautical matters governing the efficient planning, acquisition, use, and management of airspace required to support USAF flight operations.

Grand Forks AFB is located approximately nine nautical miles west of GFIA. Class D Controlled Airspace has been established around both facilities to manage air traffic arriving at, or departing from the airfields. This airspace extends from the surface to 3,400 feet above MSL around Grand Forks AFB. As late as 2005-2009, Grand Forks AFB was the home of an entire KC-135 Tanker wing of up to 54 aircraft (Boeing 707 airframe). Each day, dozens of sorties were flown in and out of the base. The airspace around Grand Forks AFB was designed and is capable of handling this amount of traffic. Today, there are only a total of 3-4 MQ-1, 2-3 MQ-9 and 4-8 RQ-4 Global Hawk aircraft assigned to the installation at any time. Of those assigned, only 1-2 MQ-9 and one RQ-4 fly each day, and these may cease entirely in the future.

### ***3.18.2 Consequences***

CBP has assessed the current airspace configuration to determine if either of the alternatives have the potential to adversely affect:

- ATC systems and/or facilities;
- Movement of other air traffic in the area; or
- Airspace designated for other purposes supporting military, commercial, or civil aviation.
- The creation of any of these conditions could constitute a significant impact.

#### ***No Action Alternative***

The No Action Alternative would maintain the current flight operations and conditions, and would have no effect on the current airspace environment.

#### ***Proposed Action Alternative***

The Proposed Action of moving existing air operations from GFIA to Grand Forks AFB and expanding air operations at some point in the future would have no discernable impact to the local and regional airspace. The two airports are only nine miles apart and are served by the same air traffic control facility. Moving these planes from one facility to the other, and adding more at a future date, would still require approach control and departure control for the same amount of traffic in the same airspace since both airports are under the same radar facility.

The control towers at each location are capable of handling hundreds of departures and arrivals a day and are staffed accordingly. Moving three or even double that aircraft from GFIA to Grand Forks AFB would have a slight beneficial effect since GFIA is by far the busier airport. GFIA would lose several departures and arrivals a day, lessening the workload of the controllers and relieving congestion of the airspace in the Class D area at GFIA. Gaining several departures and arrivals a day at Grand Forks AFB would be easily absorbed as they only have a few dozen departures and arrivals a day compared to hundreds at GFIA. Adding the CBP air operations to Grand Forks AFB, compared to the hundreds of departures and arrivals per day ten years ago, is an insignificant increase.

The airspace around Grand Forks AFB is some of the lowest density airspace in the United States. Compared to busy coastal air corridors, there is very little air traffic in this airspace

region. As has been previously highlighted, moving planes from one airport to another in the same airspace region would result in no change to the local airspace as those aircraft are already operating in the same airspace. Meanwhile, the CBP helicopters would not utilize any special use airspace and would therefore have no effect on existing special use airspace. The base was designed to accommodate many more aircraft and deal with the environmental and airspace impacts. The current infrastructure would be able to absorb the very small increase in aircraft without the need for any infrastructure upgrades.

Therefore, no adverse effects would be anticipated from implementation of the Proposed Action. CBP provided copies of the Draft SEA to the FAA and the North Dakota Aeronautics Commission for their review and comment on this determination. No comments were received.

## 4 CUMULATIVE IMPACTS

The regulations that implement NEPA define cumulative impacts as an “impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions” (40 CFR 1508.7). Cumulative impacts can result from individually minor, but collectively significant actions taking place over a period of time by various agencies (Federal, state, and local), private entities, or individuals.

An assessment of cumulative impacts is required to properly assess the environmental impacts of a proposed action. This requires considering expected environmental effects from the combined impacts of past, current, and reasonably foreseeable future activities that may affect any part of the human or biological environment affected by the Proposed Action. To identify cumulative effects, the analysis needs to address two fundamental questions:

1. Does a relationship exist such that affected resource areas of the Proposed Action or alternatives might interact with the affected resource areas of past, present, or reasonably foreseeable actions?
2. If such a relationship exists, then does this SEA reveal any potentially significant impacts not identified when the Proposed Action is considered alone?

Cumulative impacts result from the direct and indirect impacts of implementing the Proposed Action, in addition to past, present, and foreseeable future actions by CBP or other entities in the area. The proposed ROI for the Proposed Action is the operational area of Grand Forks AFB and the immediate vicinity of the installation. This ROI was chosen to align with the ROI evaluated throughout this SEA and as part of the 2008 *UAS Beddown EA*. Because of the lack of any impacts for the Proposed Action Alternative other than minor or negligible, it is unlikely that the additional cumulative impacts from the Proposed Action would constitute anything more than a minor contribution to any cumulative impacts in the region.

### 4.1 Past Activities in the Region of Impact

Cumulative impacts were previously evaluated by CBP as part of the 2008 *UAS Beddown EA*. The previous EA concluded that significant cumulative effects were unlikely to occur. Several actions identified in the 2008 EA were subsequently implemented and are described below.

#### 4.1.1 *Loss of the KC-135R Mission*

As a result of the 2005 Base Realignment and Closure (BRAC) recommendations, the USAF would realign installations such as Grand Forks AFB to produce a more efficient and cost effective base structure for achieving national military objectives. In September 2005, the BRAC Commission submitted findings to the President for approval by Congress. The findings became law on November 9, 2005. The BRAC recommendations for Grand Forks AFB included the loss of the KC-135R aircraft from Grand Forks AFB. The base maintained eight to twelve aircraft until December 2010. The loss of KC-135R aircraft was determined to have no adverse environmental impacts to Grand Forks AFB or the surrounding area, but some economic impacts due to the loss of personnel at Grand Forks AFB.

#### ***4.1.2 Beddown of Air Force UASs***

The same BRAC directive that resulted in the loss of the KC-135R aircraft also resulted in the creation of an active duty and Air National Guard association unit for the operation of UASs at Grand Forks AFB. After completing an Environmental Impact Statement (EIS) and Finding of No Significant Impact (USAF 2010) to evaluate the potential impacts of this BRAC action, Grand Forks AFB received 4-5 MQ-1 unmanned vehicles as part of the North Dakota Air National Guard (NDANG) 119th Wing.

### **4.2 Future Activities in the Region of Impact**

As an active military installation, Grand Forks AFB and its tenant organizations undergo changes in mission and training requirements in response to defense policies, current threats, and tactical and technological advances, and as such, require new construction, facility improvements, infrastructure upgrades and ongoing maintenance and repairs on a continual basis. Although such known construction and upgrades are a part of the analysis contained in this section, some future requirements cannot be predicted. As those requirements surface, future NEPA analysis would be conducted, as necessary. Known actions proposed over the next five years at Grand Forks AFB are described below.

#### ***4.2.1 Departure of the North Dakota Air National Guard 119<sup>th</sup> Wing***

The NDANG 119<sup>th</sup> Wing is based in Fargo, North Dakota. According to the 2005 BRAC decision by Congress, the 199<sup>th</sup> Wing was required to move takeoff and landing operations of their MQ-1 aircraft to Grand Forks AFB, and maintain flight control (non-takeoff and landing activities) at a facility in Fargo. The NDANG is now seeking approval to cease all operations at Grand Forks AFB as most of their personnel live in and around Fargo. The NDANG has historically flown only one or two sorties per week at Grand Forks AFB and has currently stopped all flying at the base while they convert to MQ-9 aircraft. If the NDANG stays at Grand Forks AFB, the number of aircraft would not change as the MQ-1 aircraft would be replaced by MQ-9 aircraft.

#### ***4.2.2 Multiple Demolition and Construction Projects at Grand Forks AFB***

Grand Forks AFB is currently planning multiple projects to provide the right-sized facility space for its needs and relocate existing uses in accordance with the base's General Plan and future Installation Development Plan. These projects are expected to increase operational efficiency, reduce energy consumption, and improve energy efficiency. Implementation of this action will help achieve the USAF "20/20 by 2020" initiative, which aims to offset a 20 percent reduction in funds available for base support by achieving efficiencies through the reduction of real property and associated operating costs by 20 percent by the year 2020. The Proposed Action includes 25 demolition projects (including, at present, Hangar 602) totaling 500,099 square feet of outdated and vacant/underutilized space and six construction or addition/alteration projects totaling 155,280 square feet. If this relocation is approved, demolition of Hangar 602 would not proceed. One project is adjacent to Hangar 602, and would involve the demolition of Building 668 (currently used for UAS casket storage) and construction of a UAS Corrosion Control Hangar immediately to the east of Hangar 602. Environmental effects of these projects will be collectively analyzed in an EA by USAF.

### ***4.2.3 Beddown of Air Force KC-46A Tankers***

USAF plans to acquire and base a total of 179 KC-46A tankers through 2028. This aircraft offers expanded capabilities in comparison to the KC-135 aircraft previously stationed at Grand Forks AFB. An EIS is currently being prepared and will study the beddown of the next series of aircraft, anticipated to be delivered between 2017 and 2023. Grand Forks AFB is one of five bases in consideration for the beddown of this series of KC-46A tankers. The EIS will analyze the environmental effects of stationing either 24 or 36 aircraft at Grand Forks AFB and four other bases throughout the country. A decision on the beddown location is expected to be announced in early 2017.

## **4.3 Cumulative Impacts Analysis**

The overall environmental impacts associated with the implementation of the Proposed Action are expected to be negligible or minor. As a result, this analysis of cumulative impacts does not reveal any resource areas with individually minor, but collectively significant impacts resulting from the Proposed Action.

**Sections 4.3.1 through 4.3.15** present an analysis of the potential cumulative impacts that the Proposed Action would have on the affected environment in conjunction with other future activities. The No Action Alternative would have no cumulative impacts associated with it and is therefore excluded from this analysis. For resource areas with no or negligible adverse effects associated with the Proposed Action, implementation of the Proposed Action is assumed to be non-contributing to cumulative impacts.

### ***4.3.1 Land Use***

Given the lack of adverse effects associated with the Proposed Action, cumulatively significant impacts on land use are not anticipated.

### ***4.3.2 Geology and Soils***

Given the negligible adverse effects associated with the Proposed Action, cumulatively significant impacts on geology and soils are not anticipated.

### ***4.3.3 Wildlife***

Given the negligible adverse effects associated with the Proposed Action, cumulatively significant impacts on wildlife are not anticipated.

### ***4.3.4 Threatened and Endangered Species***

Given the lack of adverse effects associated with the Proposed Action, cumulatively significant impacts on threatened and endangered species are not anticipated.

### ***4.3.5 Surface Waters and Waters of the United States***

Given the negligible adverse effects associated with the Proposed Action, cumulatively significant impacts on surface waters are not anticipated.

#### **4.3.6 Wetlands**

Given the negligible adverse effects associated with the Proposed Action, cumulatively significant impacts on wetlands are not anticipated.

#### **4.3.7 Air Quality**

Emissions expected from the Proposed Action would be minor and are not expected to have detectable adverse effects. Other proposed activities, particularly the *Multiple Demolition and Construction Projects (Section 4.2.2)* and *Beddown of KC-46A Tankers (Section 4.2.3)* are much larger undertakings than the Proposed Action, and Grand Forks AFB previously accommodated 54 large aircraft. It is, therefore, highly unlikely that the Proposed Action would materially contribute to cumulatively significant adverse impacts in the ROI. Any significant impacts that may result from implementation of these other actions would be classified as significant under separate environmental analysis, without the contribution of the Proposed Action.

#### **4.3.8 Noise**

Increased noise expected from the Proposed Action would be minor and is not expected to have noticeable adverse effects. Other proposed activities, particularly the *Multiple Demolition and Construction Projects (Section 4.2.2)* and *Beddown of KC-46A Tankers (Section 4.2.3)* are much larger undertakings than the Proposed Action, and Grand Forks AFB previously accommodated 54 large aircraft. It is, therefore, highly unlikely that the Proposed Action would materially contribute to cumulatively significant adverse impacts in the ROI. Any significant impacts that may result from implementation of these other actions would be classified as significant under separate environmental analysis, without the contribution of the Proposed Action.

#### **4.3.9 Cultural and Historic Resources**

Given the lack of adverse effects associated with the Proposed Action, cumulatively significant impacts on cultural, historical and archeological resources are not anticipated.

#### **4.3.10 Climate Change**

Due in part to the ongoing contribution of GHG emissions resulting from human activities within the project area, climate change is expected to increase the demand and competition for water among communities, agriculture, energy production, and ecological needs within the ROI. Changes to crop growth cycles due to warming winters and alterations in the time and magnitude of rainfall events have already been observed. The severity of periodic drought and extreme temperatures during drier months is likely to increase. Meanwhile, the magnitude of individual rainfall events has been demonstrated to be intensifying, increasing the risk of flooding throughout North Dakota (EPA 2016).

#### **4.3.11 Utilities and Infrastructure**

Given the lack of adverse effects associated with the Proposed Action, cumulatively significant impacts on utilities and infrastructure are not anticipated.

**4.3.12 Roadways/Traffic**

Given the lack of adverse effects associated with the Proposed Action, cumulatively significant impacts on roadways and traffic are not anticipated.

**4.3.13 Hazardous and Toxic Substances**

Given the negligible adverse effects associated with the Proposed Action, cumulatively significant impacts on the release of hazardous and toxic substances are not anticipated.

**4.3.14 Human Health and Safety**

Given the negligible adverse effects associated with the Proposed Action, cumulatively significant impacts on human health and safety are not anticipated.

**4.3.15 Airspace Management**

Given the lack of adverse effects associated with the Proposed Action, cumulatively significant impacts on airspace management are not anticipated.

## 5 MITIGATION AND BEST MANAGEMENT PRACTICES

### 5.1 Introduction

It is CBP policy to reduce impacts through a sequence of avoidance, minimization, mitigation, and compensation. This section describes those measures that would be implemented to reduce or eliminate potential adverse impacts to the human and natural environment during implementation of the Proposed Action. Many of these measures have been incorporated as standard operating procedures by CBP on past projects. Mitigation measures would be presented for each resource category potentially affected where mitigation measures have been identified. The **No-Action Alternative** would require no mitigation.

### 5.2 Water Resources

The risk of contamination of runoff would be reduced by limiting all equipment maintenance, staging, servicing, and dispensing of fuel, oil, and other components to designated areas. The existing SWPPP would be implemented to reduce the stormwater pollutant load during operations. Implementation of the SWPPP includes the implementation of a SPCC plan that specifically covers fuels, petroleum products and other chemicals. Appropriate CBP personnel receive training on the requirements of the SPCC plan and SWPPP.

### 5.3 Air Quality

CBP will adhere to all state and local regulations regarding the testing, permitting, and operation of the generator, and will provide all generator information and specifications required by Grand Forks AFB to maintain compliance with its Title V Permit to Operate. A fugitive dust control plan would be developed and implemented to minimize particulate and dust emissions from construction activities. Construction equipment/vehicles would not be allowed to idle longer than 15 minutes when not in use.

### 5.4 Hazardous Materials, Wastes, and Solid Wastes

Proper management of wastes is a key component of pollution prevention. Waste generation would increase at NASOC-GF as a result of the Proposed Action. Reuse and recycling would be conducted whenever possible to minimize the amount of materials sent to landfills when waste generation cannot be avoided.

CBP would continue to manage solid wastes in accordance with the installation's *Integrated Solid Waste Management Plan* to minimize the impacts of any additional waste generation. Reuse and recycling would be conducted whenever possible during abandonment of the GFIA facility, renovation of Hangar 602, and subsequent operations to minimize the amount of materials sent to landfills when waste generation cannot be avoided.

Whenever possible, non-hazardous chemicals would be used instead of hazardous chemicals. When hazardous or special wastes are generated despite these measures, the wastes should be accumulated in adequate containers and disposed of in accordance with applicable laws and regulations. All hazardous wastes would be collected and disposed of in accordance with Grand Forks AFB's *Hazardous Waste Management Plan*. All waste would be stored and disposed in compliance with Air Force procedures and Federal, state, and local regulations. Ultimately, the

method of waste disposal, whether hazardous or non-hazardous, depends on the host-tenant agreement due to CBP being a tenant on the facility.

If LBP or ACM are encountered, CBP would address these materials in accordance with CBP guidelines, strictly adhere to Occupational Health and Safety Administration (OSHA) standards and all relevant Federal, state, and local environmental and safety regulations.

### **5.5 Cultural and Historic Resources**

CBP's inadvertent discovery protocol would be in place should any human remains, artifacts, or other items be discovered at any point during NASOC-GF operations. In the event of an unexpected discovery, this protocol dictates stoppage of work and notification of the North Dakota SHPO and appropriate Tribes in accordance with EO 13175, *Consultation and Coordination with Indian Tribal Governments* (6 November 2000).

### **5.6 Human Health and Safety**

Outside of typical construction hazards, there is little potential for CBP personnel, other airport personnel, or the general public to be at risk from a human health and safety aspect as a result of implementation of the Proposed Action. The proposed action consists of typical industry standard construction methods, and any project-specific risks affecting project workers would be reduced based on strict adherence to OSHA standards and other relevant safety laws, rules, and regulations.

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## **APPENDIX A – NOISE MODELING TECHNICAL NOTE**

**TECHNICAL NOTE  
NOISE MODELING FOR PROPOSED U.S. CUSTOMS AND BORDER  
PROTECTION AIRCRAFT ACTIVITIES  
AT GRAND FORKS AIR FORCE BASE, NORTH DAKOTA  
FINAL**

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## ACRONYMS AND ABBREVIATIONS

|       |   |
|-------|---|
| °     | degrees                                       |
| AFCEC | Air Force Civil Engineering Center            |
| AFB   | Air Force base                                |
| AFI   | Air Force Instruction                         |
| AGL   | above ground level                            |
| AICUZ | Air Installation Compatible Use Zone          |
| a.m.  | <i>ante meridian</i>                          |
| APZ   | accident potential zone                       |
| CBP   | Customs and Border Protection                 |
| dB    | decibel                                       |
| dBA   | A-weighted sound level measured in decibels   |
| DNL   | Day-Night Sound Level                         |
| FAA   | Federal Aviation Administration               |
| GFAFB | Grand Forks Air Force Base                    |
| MSL   | mean sea level                                |
| NLR   | noise level reduction                         |
| p.m.  | <i>prime meridian</i>                         |
| SLUCM | Standard Land Use Coding Manual               |
| TN    | technical note                                |
| U.S.  | United States                                 |
| USEPA | United States Environmental Protection Agency |

## 1.0 INTRODUCTION

CBP proposes to move its operations from the North Dakota Air Branch at Grand Forks International Airport to GFAFB. This Noise Modeling Technical Note (TN) is in support of the Proposed U.S. Customs and Border Protection (CBP) Aircraft Activities at Grand Forks Air Force Base (GFAFB), North Dakota. Specifically, this TN documents the existing aircraft operations and noise, and the aircraft operations and noise with the proposed CBP activities. Existing aircraft operations and noise are primarily based on latest noise modeling efforts performed by the Air Force Civil Engineering Center (AFCEC). Figure 1-1 shows the general location of GFAFB and surrounding areas.

## 2.0 AIRCRAFT OPERATIONS

Aircraft operational data for the proposed CBP operations were collected in October of 2015 to provide a basis of the noise assessment. This noise analysis was specifically prepared to determine if there would be any additional noise impact for adding CBP operations from the following aircraft:

- **C-12:** 1 flight per day, 5 days per week, including approximately 2 days per week doing pattern work with multiple takeoffs and landings.
- **C-206:** 1 flight per day, 5 days per week, including approximately 2 days per week doing pattern work with multiple takeoffs and landings.
- **AS-350:** 2 flights per day, 1 day and 1 evening, 5 days per week. Flight profiles will be to depart local pattern and will include 1 takeoff and one landing per sortie, and callouts during evening hours and weekends approximately 2 times each month.

Table 2-1 summarizes the projected average daily aircraft operations for GFAFB based on information provided by base staff, flying organizations, and air traffic control personnel. It is reflective of the latest noise study prepared by AFCEC for GFAFB. The CBP reviewed and validated the data through a communicative process that was finalized in October 2015. Notably, an aircraft operation is defined as one takeoff/departure, one approach/landing, or half of a closed pattern. A closed pattern consists of two portions, a takeoff/departure and an approach/landing, *i.e.*, two operations.

In addition to the operations by home-based aircraft, several large transient military and civil aircraft conduct operations at the base. The transient aircraft include several large military transport aircraft that are considerably louder than any of the based aircraft or proposed CBP aircraft. The table reflects a total of 28.9 average daily operations without the proposed CBP aircraft, and 33.6 average daily operations including them. Approximately 18.7 percent of the operations occur at night (10:00 p.m.-7:00 a.m.).

NOISEMAP is a suite of computer programs and components to predict noise exposure in the vicinity of an airfield due to aircraft flight, maintenance, and ground run-up operations. Although the number of military and civil aircraft operations at an installation usually varies from day to day, NOISEMAP requires input of the specific numbers of daily flight and aircraft maintenance engine run-up operations. Since approximately 2010, the Air Force has followed the FAA's use of the "average annual day" in which annual operations are averaged over an entire 365-day year. This noise study is consistent with the FAA's and Air Force's use of the "average annual day".

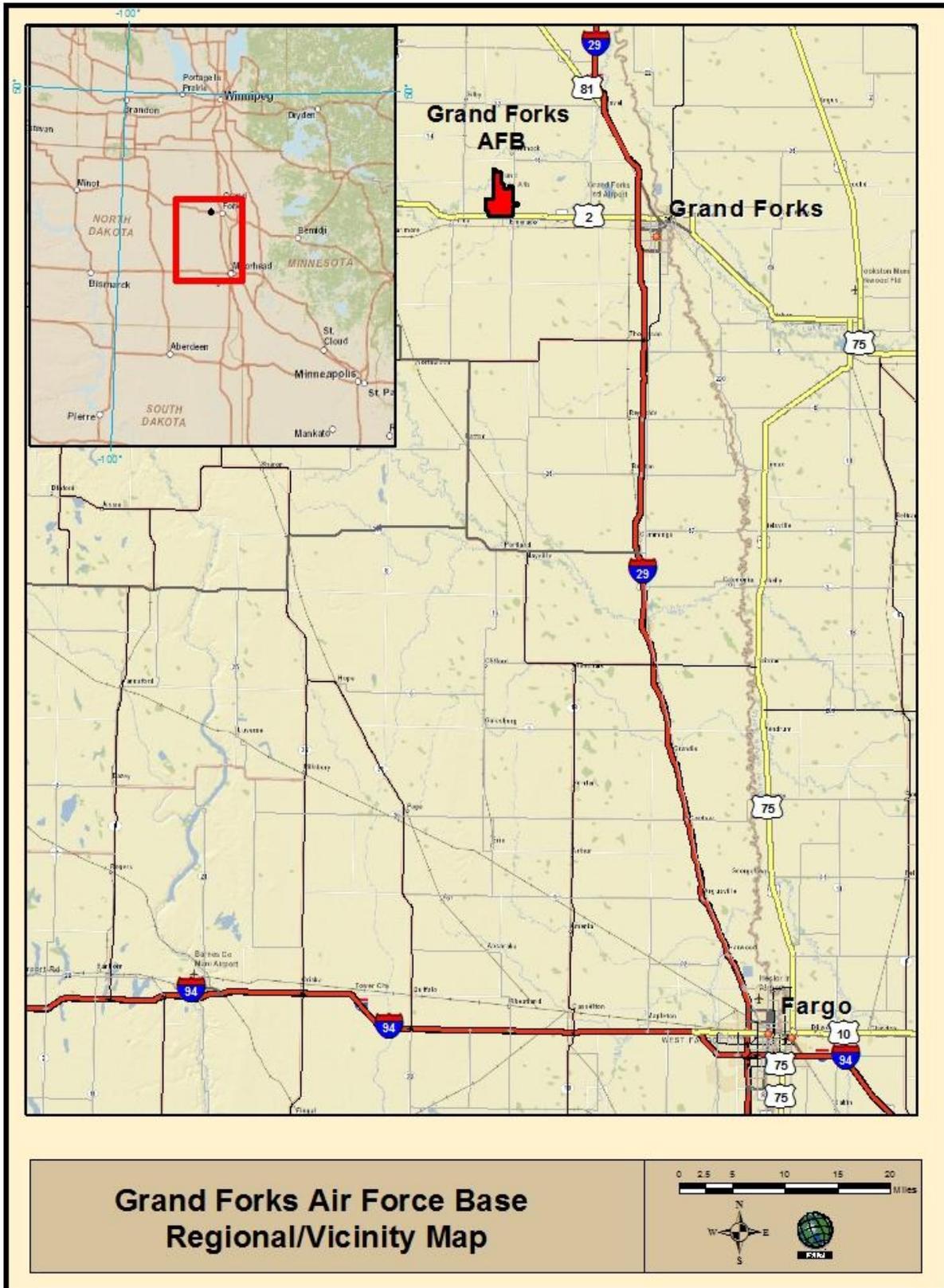


Figure 1-1. GFAFB Vicinity Map

**Table 2-1. Average Daily Aircraft Operations at GFAFB**

| <b>Existing GFAFB Operations</b> |                           |                  |              |                  |                    |
|----------------------------------|---------------------------|------------------|--------------|------------------|--------------------|
|                                  | <b>Operations Per Day</b> |                  |              |                  |                    |
| <b>Aircraft</b>                  | <b>Daytime</b>            | <b>Nighttime</b> | <b>Total</b> | <b>% Daytime</b> | <b>% Nighttime</b> |
| C-12                             | 0.0788                    | 0.0088           | 0.0876       | 90.0%            | 10.0%              |
| C-130H&N&P                       | 0.0592                    | 0.0066           | 0.0658       | 90.0%            | 10.0%              |
| C-20                             | 0.0986                    | 0.0108           | 0.1094       | 90.1%            | 9.9%               |
| C-21A                            | 0.0692                    | 0.0078           | 0.0770       | 89.9%            | 10.1%              |
| CESSNA-441                       | 5.7500                    | 4.0000           | 9.7500       | 59.0%            | 41.0%              |
| KC-10A                           | 0.1086                    | 0.0120           | 0.1206       | 90.0%            | 10.0%              |
| KC-135R                          | 0.2072                    | 0.0232           | 0.2304       | 89.9%            | 10.1%              |
| MQ1                              | 16.0000                   | 0.0000           | 16.0000      | 100.0%           | 0.0%               |
| MQ4                              | 1.0000                    | 1.5000           | 2.5000       | 40.0%            | 60.0%              |
| <b>Subtotal</b>                  | <b>23.4</b>               | <b>5.6</b>       | <b>28.9</b>  | <b>80.8%</b>     | <b>19.2%</b>       |
| <b>Proposed CBP Operations</b>   |                           |                  |              |                  |                    |
|                                  | <b>Operations Per Day</b> |                  |              |                  |                    |
| <b>Aircraft</b>                  | <b>Daytime</b>            | <b>Nighttime</b> | <b>Total</b> | <b>% Daytime</b> | <b>% Nighttime</b> |
| A350                             | 1.2108                    | 0.2138           | 1.4246       | 85.0%            | 15.0%              |
| C-12                             | 0.9081                    | 0.1602           | 1.0683       | 85.0%            | 15.0%              |
| C206                             | 1.8162                    | 0.3207           | 2.1369       | 85.0%            | 15.0%              |
| <b>Subtotal</b>                  | <b>3.9</b>                | <b>0.7</b>       | <b>4.6</b>   | <b>85.0%</b>     | <b>15.0%</b>       |
| <b>Existing + Proposed</b>       | <b>27.3</b>               | <b>6.3</b>       | <b>33.6</b>  | <b>81.3%</b>     | <b>18.7%</b>       |

## 2.1 Runway and Flight Track Utilization

Runway 17/35 is oriented 174° magnetic and is 12,351 feet long and 150 feet wide. The overruns at the ends of each runway are approximately 995 feet long. The airfield elevation is 896 feet above mean sea level (MSL). Grand Forks International Airport is ten miles east, and the Northwood Municipal Airport-Vince Field is eighteen miles southwest. The location of these airports does not interfere with normal air operations at GFAFB, and runway use is not substantially influenced by any other nearby airports. The low population density in the area surrounding the base does not require the strict use of noise abatement procedures for arriving and departing aircraft; however, closed pattern activity does tend to avoid on-base housing to the east of the runway. Considering the above, aircraft operating at GFAFB use primarily straight-in arrival and departures, and both tower-controlled and radar closed patterns primarily west of the runway.

Planning for the areas surrounding an airfield consider three primary aircraft operational/land-use determinants: (1) aircraft accident potential to land users; (2) aircraft noise; and (3) hazards to operations from land uses (e.g., height of structures). Each of these concerns is addressed in conjunction with mission requirements and safe aircraft operations to determine the optimum flight track for each aircraft type. The flight tracks depicted in Figures 2-1 through 2-3 are the result of such planning and depict the representative flight tracks used for noise modeling. The flight track locations represent the various types of arrivals, departures, and closed patterns conducted at GFAFB. A closed pattern consists of two portions, a takeoff/departure and an approach/landing, i.e., two operations. The location for each track may vary due to air traffic control, weather, and other reasons (e.g., one pilot may fly the track on one side of the depicted track, while another pilot may fly the track slightly to the other side).

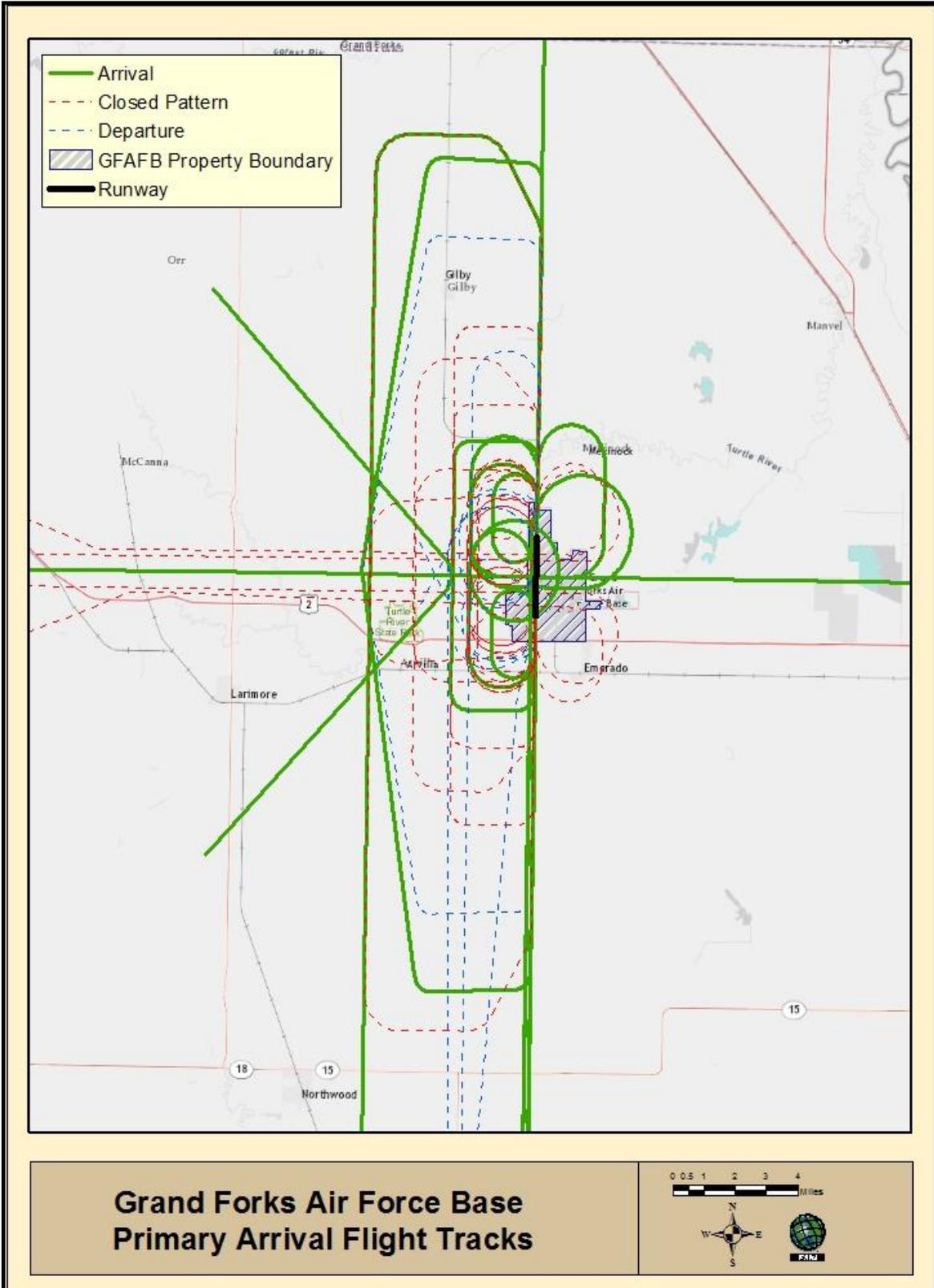


Figure 2-1. Primary Arrival Flight Tracks

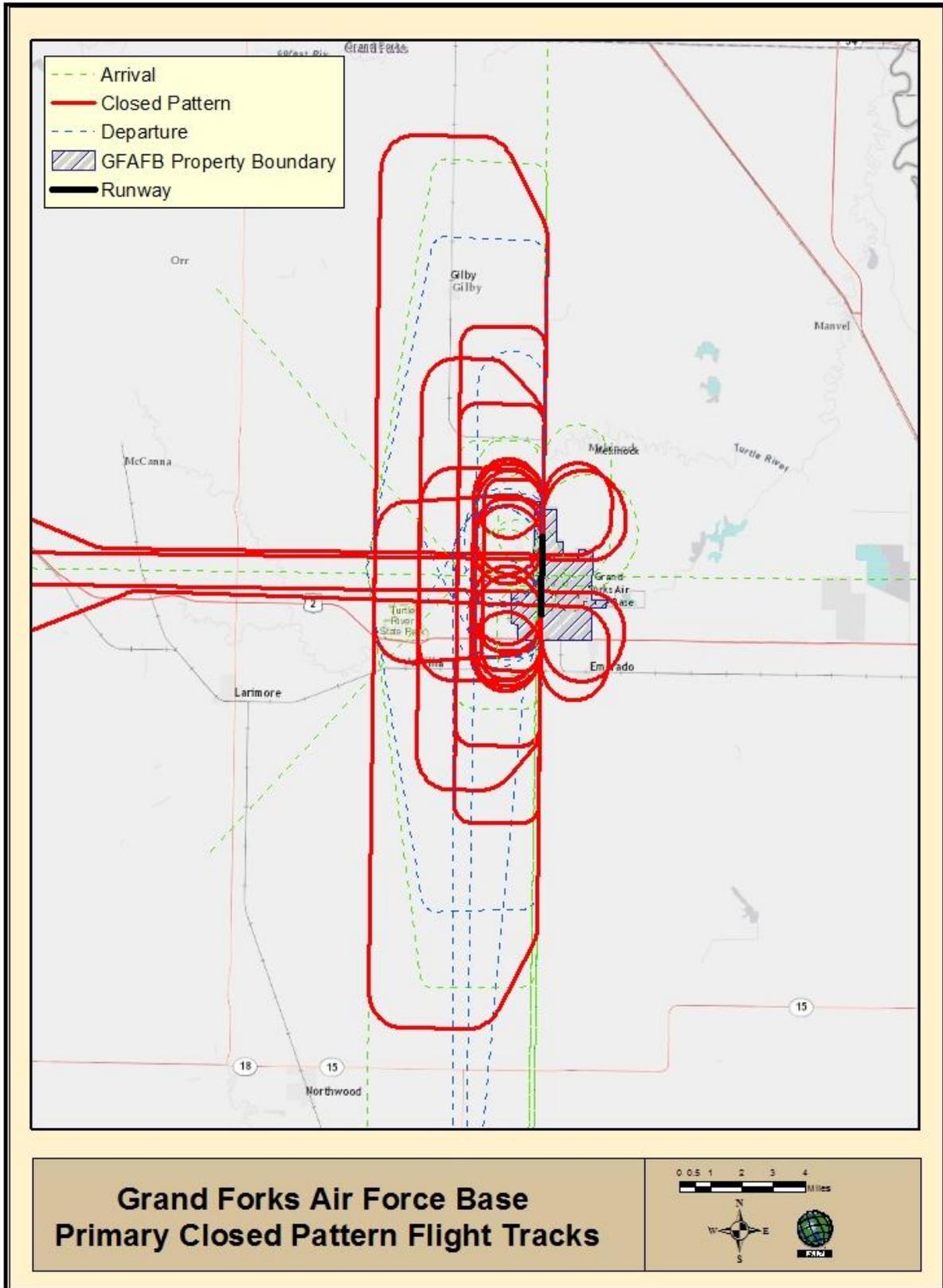


Figure 2-2. Primary Closed Pattern Flight Tracks

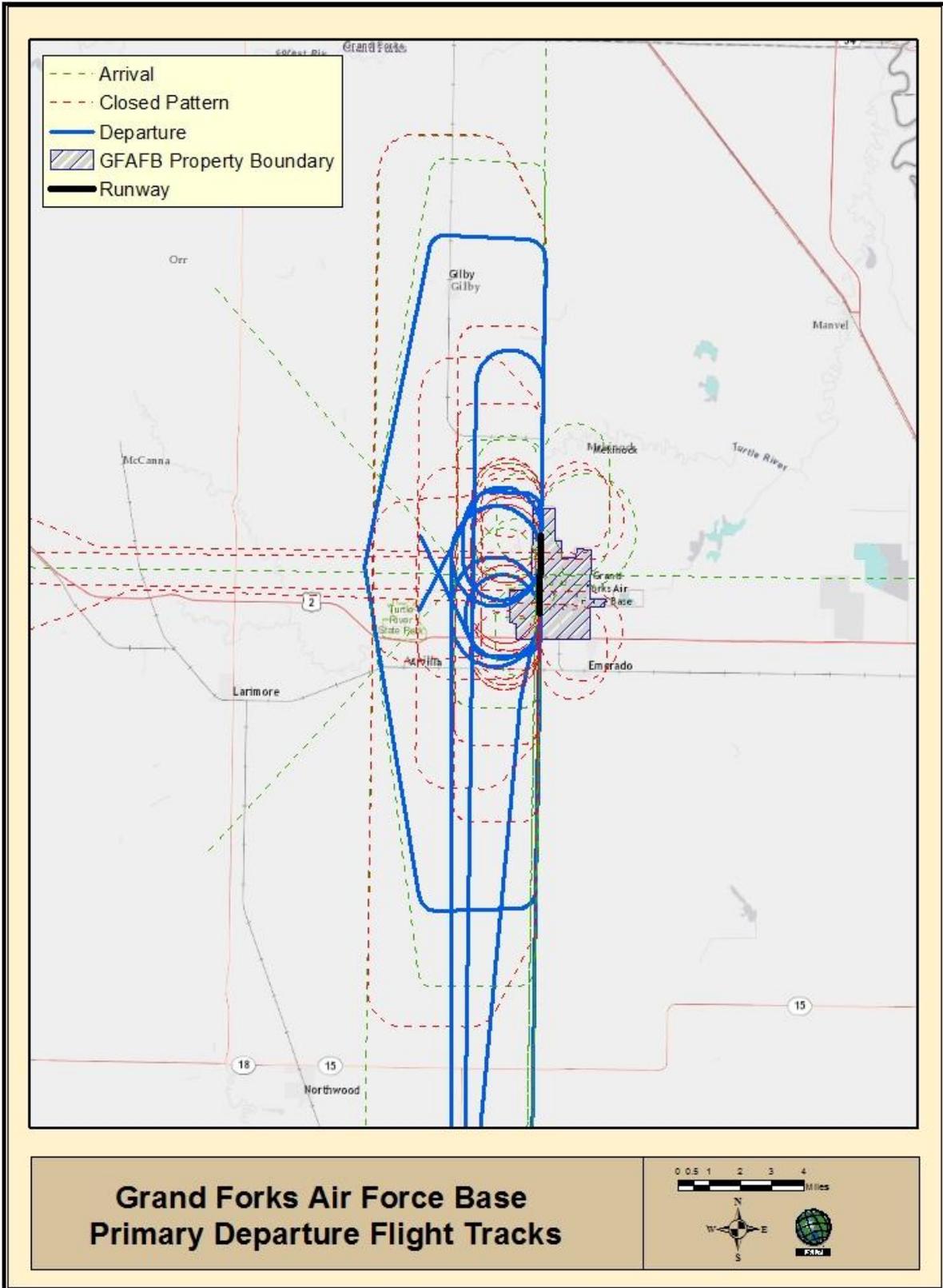


Figure 2-3. Primary Departure Flight Tracks

## **2.2 Aircraft Maintenance Run-up Operations**

Aircraft maintenance engine run-up operations are accomplished by based flying units and their associated maintenance functions. To the maximum extent possible, aircraft maintenance engine run-up locations are established in areas to minimize noise for people in the surrounding communities, as well as for those on base. Average aircraft maintenance run-up operations were calculated similarly to flight operations described in Section 3. None of the aircraft maintenance run-ups at GFAFB occur during nighttime hours (10:00 p.m. to 7:00 a.m.). Figure 2-4 shows the existing and proposed run-up locations for the proposed CBP aircraft.

## **2.3 Aircraft Flight Profiles**

For purposes of this modeling effort, aircraft “flight profiles” denote the aircraft power settings, altitudes above runway level, and airspeeds along each flight track. Aircraft flight profiles for based aircraft were obtained from GFAFB personnel during the AFCEC data gathering effort in 2014. Generic flight profiles from the BASEOPS database were used to model operations for other military and civilian aircraft types.

## **2.4 Climatological Data**

Weather conditions, measured by temperature and relative humidity, are an important factor in the propagation of noise. Temperature and relative humidity affect sound absorption. The month with the sixth smallest sound absorption coefficient for GFAFB has an average monthly temperature of 64° Fahrenheit and 69 percent relative humidity.

## **3.0 NOISE EXPOSURE**

Sound is a physical phenomenon consisting of vibrations that travel through a medium, such as air, and are sensed by the human ear. Noise is defined as any sound that is undesirable because it interferes with communication, is intense enough to damage hearing, or is otherwise intrusive. Human response to noise varies depending on the type and characteristics of the noise distance between the noise source and the receptor, receptor sensitivity, and time of day. Noise is often generated by activities essential to a community’s quality of life, such as aircraft, construction, or automobiles.

Sound varies by both intensity and frequency. Sound pressure level, described in decibels (dB), is used to quantify sound intensity. The dB is a logarithmic unit that expresses the ratio of a sound pressure level to a standard reference level. Hertz are used to quantify sound frequency. The human ear responds differently to different frequencies. “A-weighting”, measured in A-weighted decibels (dBA), approximates a frequency response expressing the perception of sound by humans.

The dBA noise metric describes steady noise levels, although very few noises are, in fact, constant. Therefore, Day-night Sound Level was developed. Day-night Sound Level (DNL) is defined as the average sound energy in a 24-hour period with a 10-dB penalty added to the nighttime levels (10 p.m. to 7 a.m.). DNL is a useful descriptor for noise because: (1) it averages ongoing yet intermittent noise, and (2) it measures total sound energy over a 24-hour period. The Air Force uses the Day-Night Sound Level (DNL) in assessing the amount of aircraft noise exposure, and as a metric for community response to the various levels of exposure.



### 3.1 Aircraft Noise and Land Use Planning

Air Force land use guidelines for noise exposure are essentially the same as those published by the Federal Interagency Committee on Urban Noise in the June 1980 publication, *Guidelines for Considering Noise in Land-Use Planning and Control* (FICUN 1980). These guidelines stem from the USEPA 1974 "Levels Document" which suggests continuous and long-term noise in excess of DNL 65 dBA are normally unacceptable for noise-sensitive land uses such as residences, schools, churches, and hospitals. Table 3-1 outlines recommended noise limits from aircraft operations for land use planning purposes. Detailed land use guidelines based on the compatibility of various land uses with these noise exposure levels have been included as an attachment to this TN for convenience.

**Table 3-1. Recommended Noise Limits for Land Use Planning**

| General Level of Noise | Aircraft Noise (DNL) | Recommended Uses                                   |
|------------------------|----------------------|--|
| Low                    | < 65 dBA             | noise-sensitive land uses acceptable               |
| Moderate               | 65–75 dBA            | noise-sensitive land uses normally not recommended |
| High                   | > 75 dBA             | noise-sensitive land uses not recommended          |

Source: USAF, 2002.

It should be emphasized that these noise levels, which are often shown graphically as contours on maps, are not discrete lines that sharply divide loud areas from land largely unaffected by noise. Instead, they are planning tools that depict the general noise environment around the installation based on typical aviation activities. Areas beyond the contours can also experience levels of appreciable noise depending upon training intensity or weather conditions.

### 3.2 Existing Conditions

NOISEMAP Version 7.3 was used to calculate and plot the existing DNL noise contours based on the average daily aircraft operations. Figure 3-1 shows the existing noise contours plotted in 5 dB increments, ranging from DNL 65 dBA DNL to 75 dBA DNL. Figure 3-2 shows the DNL gradient for baseline scenario, ranging from 45 dBA DNL to 75 dBA DNL. Notably, there are no areas exposed to greater than 80 dBA DNL. As previously mentioned, 65 dB DNL is the noise level below which all land uses are compatible with airfield operations. The existing 65 dBA DNL noise contour does not extend beyond the area immediately adjacent to the runway, and all noise contours are confined areas within the GFAFB property boundary and do not incorporate any noise sensitive land uses.

### 3.3 Environmental Consequences

Long-term minor adverse effects on the noise environment would be expected from the additional proposed CBP aircraft. Although there would be no appreciable change in the overall noise environment, long-term effects would be due to noise generated by individual overflights from the proposed aircraft.

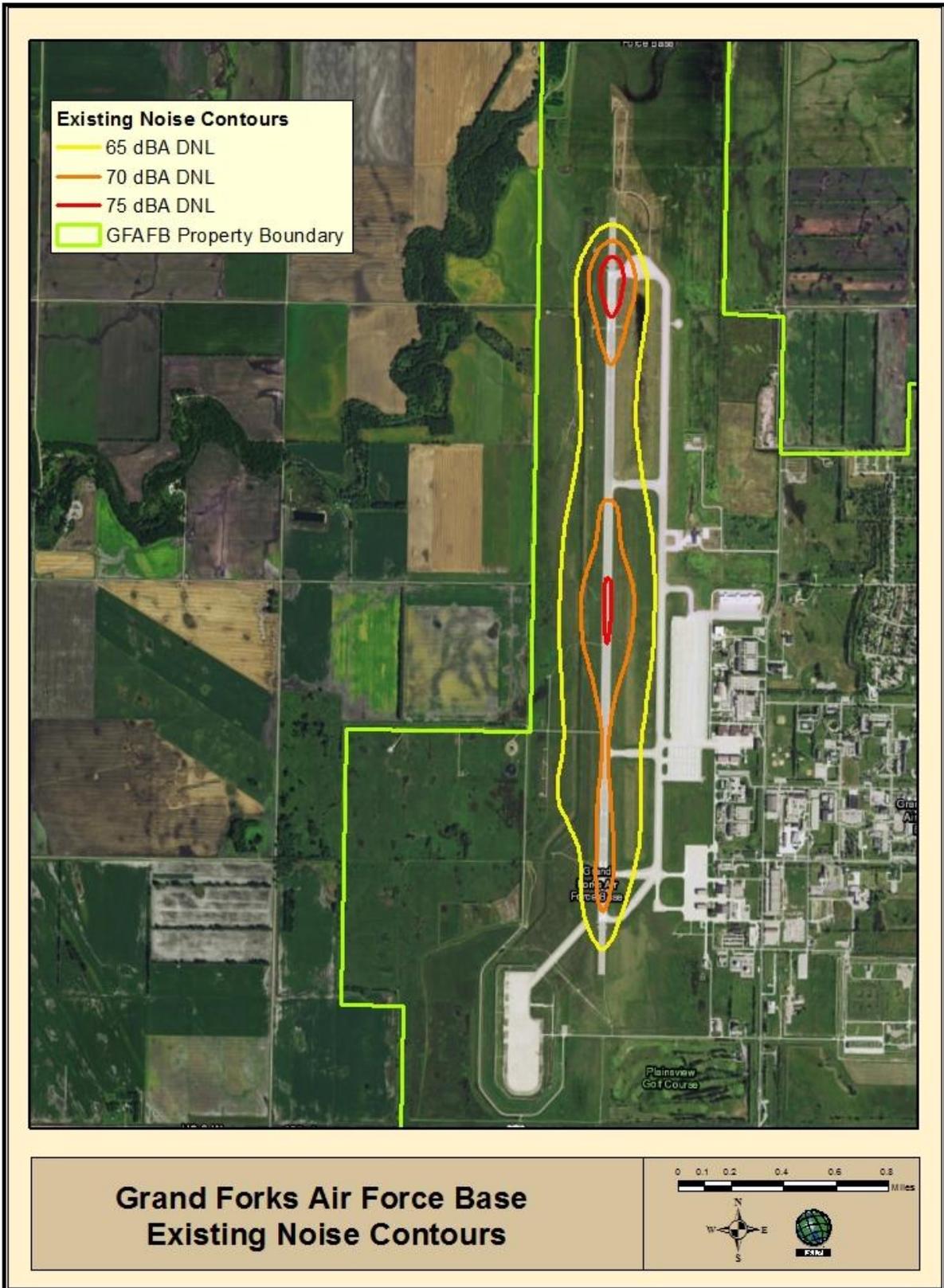


Figure 3-1. DNL Contours for Baseline Scenario

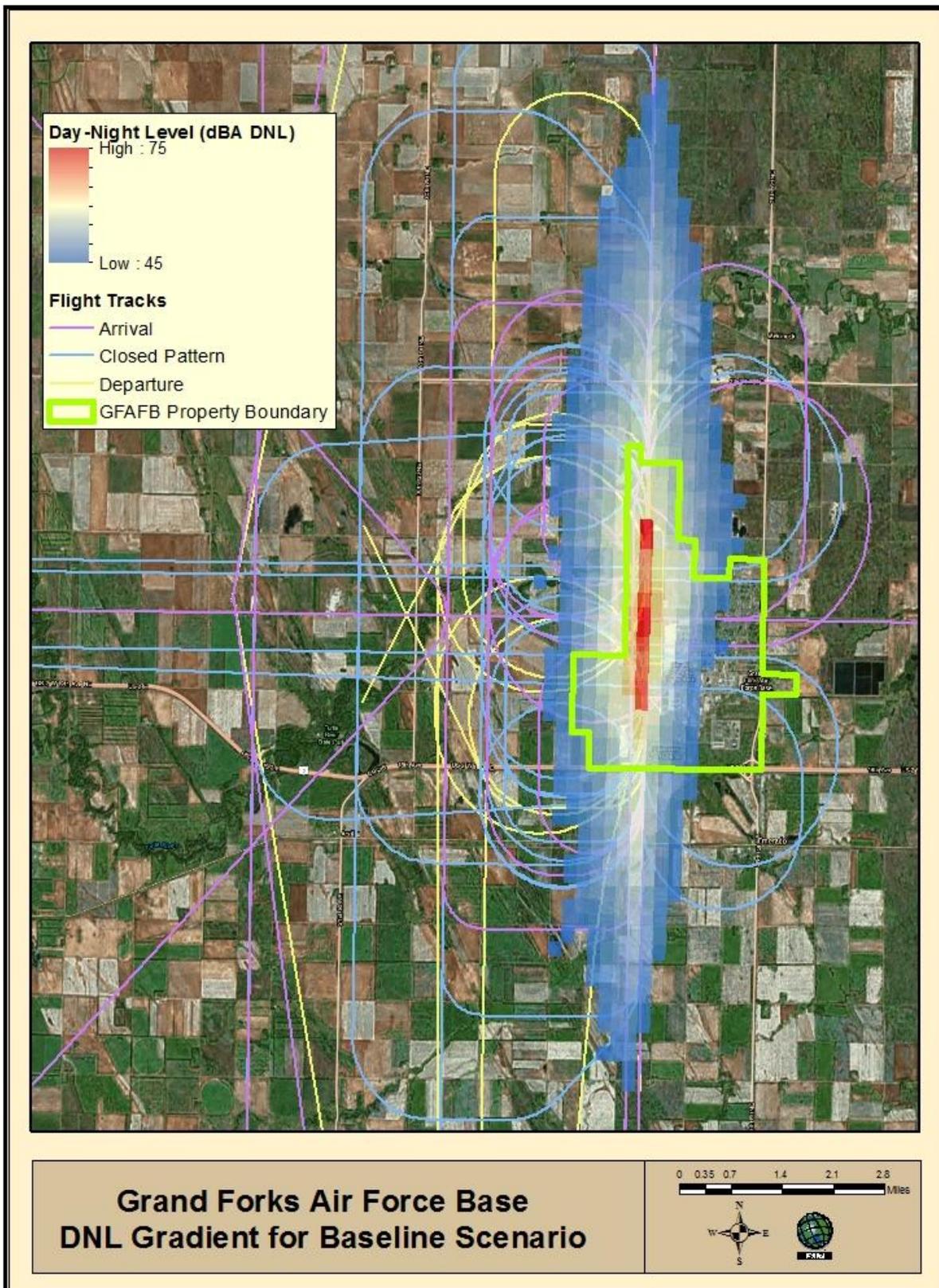


Figure 3-2. DNL Gradient for Baseline Scenario

Figure 3-3 shows the noise contours with and without the proposed CBP operations. Figure 3-4 shows the DNL gradient with the proposed CBP operations ranging from 45 dBA DNL to 75 dBA DNL. The proposed CBP aircraft are orders of magnitude quieter than the transient military cargo aircraft that dominate the overall noise at GFAFB. For the proposed CBP aircraft, several hundred operations over a one-day period would be needed to generate 65 dBA DNL at a point directly below the flight track. The addition of the proposed CBP aircraft and associated air operations would have a minute incremental effect on the noise surrounding GFAFB. These changes would have less than a barely perceptible increase in noise when compared to existing conditions. DNL noise contour would not extend beyond the area immediately adjacent to the runway, and all noise contours are confined areas within the GFAFB property boundary and do not incorporate any noise sensitive land uses.

Notably, there would be no areas that would experience a greater than 3.0 dB DNL increase in noise from the proposed CBP operations.

Table 3-2 shows areas under each contour both with and without the proposed CBP operations. With the proposed CBP air operations, there would be 2.4 additional acres that would be exposed to noise levels greater than 65 dBA DNL. This area would be an incremental expansion of the existing noise contours, not concentrated in any one area, and confined areas within the GFAFB property boundary.

**Table 3-2. Noise Contours Areas**

| General Level of Noise | Aircraft Noise (DNL) | Recommended Uses                                   | Exposed Area (Acres) |                   |            |
|------------------------|----------------------|--|----------------------|-------------------|------------|
|                        |                      |  | Existing             | With Proposed CBP | Difference |
| Moderate               | 65–75 dBA            | noise-sensitive land uses normally not recommended | 457.8                | 460.2             | 2.4        |
| High                   | > 75 dBA             | noise-sensitive land uses not recommended          | 8.2                  | 8.3               | 0.1        |

Source: USAF, 2002.

Note: All noise contours are confined to on-base areas and areas that do not contain any noise sensitive land uses.

## 4.0 CONCLUSIONS

This Noise Modeling TN documents the existing aircraft operations and noise, the aircraft operations, and noise with the proposed CBP air operations. The addition of the proposed aircraft and associated air operations would have a minute incremental effect on the noise surrounding GFAFB. These changes would not be even a barely perceptible change in noise when compared to existing conditions.

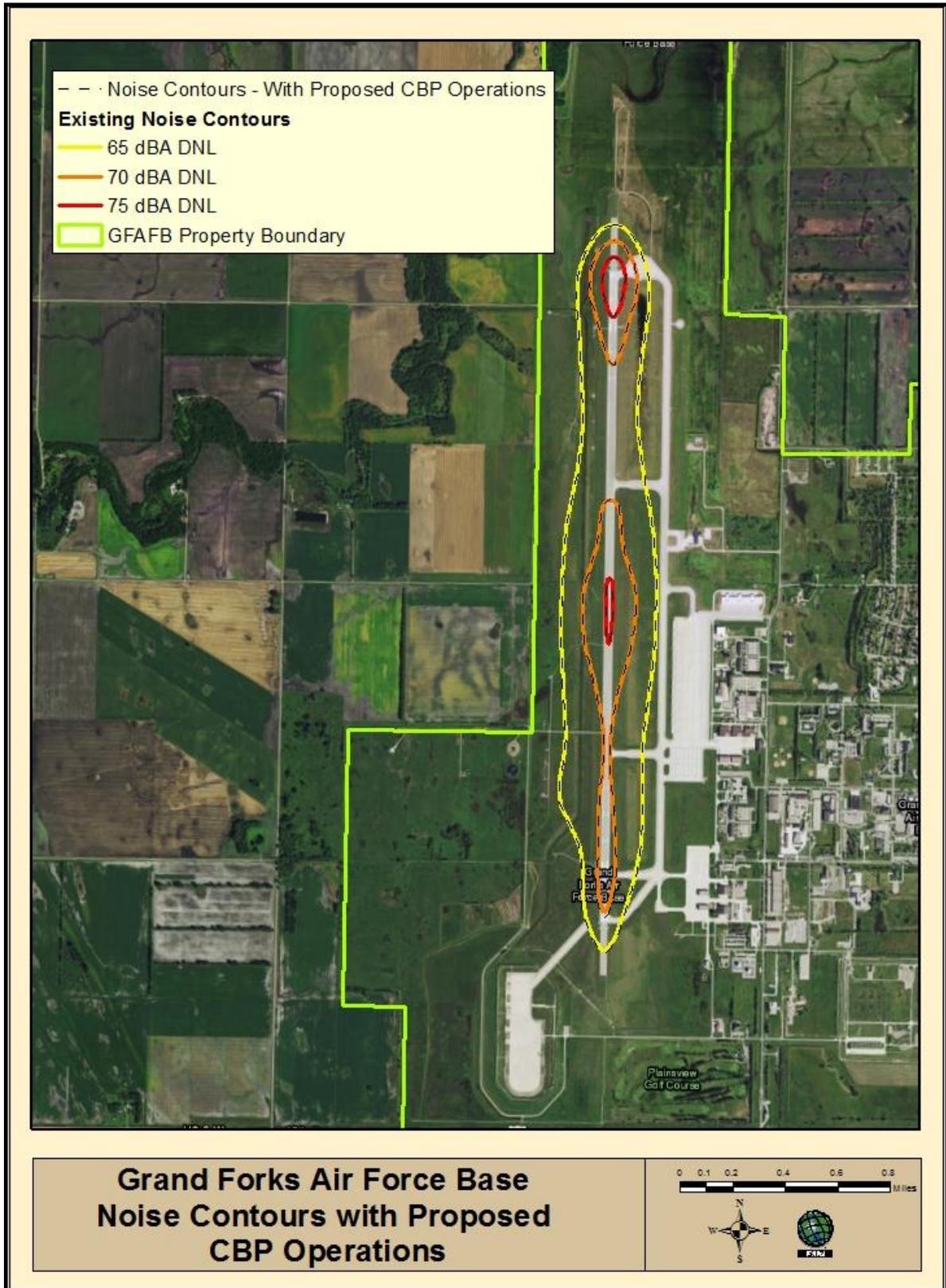


Figure 3-3. DNL Contours for Proposed Scenario

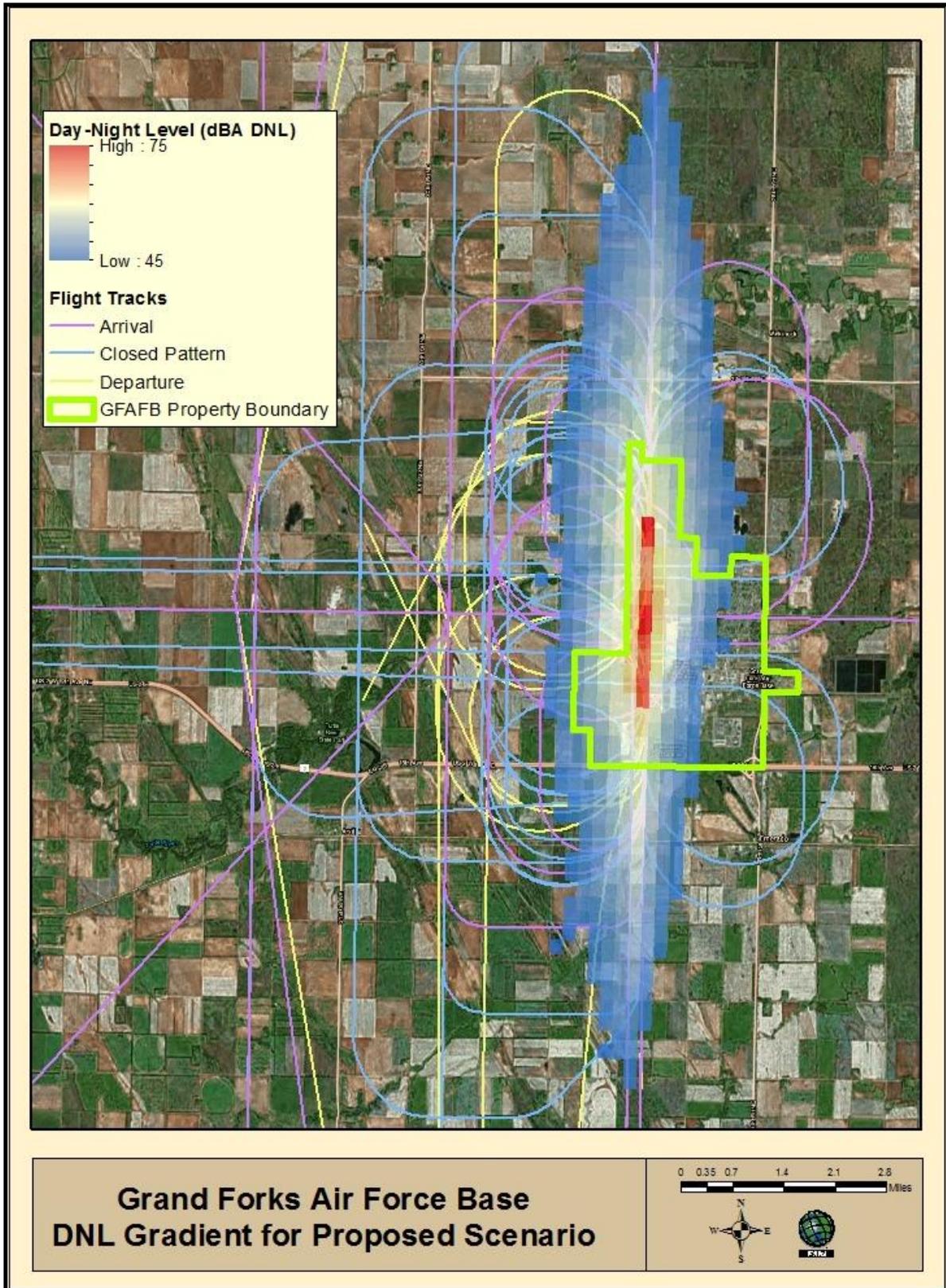


Figure 3-4. DNL Gradient for Proposed Scenario

## REFERENCES

Federal Interagency Committee on Urban Noise (FICUN). 1980. *Guidelines for Considering Noise in Land-Use Planning and Control*.

U.S. Air Force (USAF). 2002. Air Force Instruction 32-7063: Air Installation Compatible Use Zone (AICUZ) Program.

U.S. Air Force (USAF). No Date. NoiseMAP Aircraft Noise Model, Version 7.3.

## ATTACHMENT A - LAND-USE COMPATIBILITY GUIDELINES

The Air Force land use guidelines for noise exposure are essentially the same as those published by the Federal Interagency Committee on Urban Noise in the June 1980 publication, *Guidelines for Considering Noise in Land-Use Planning and Control*. These land use compatibility guidelines have been included for reference purposes (Table A-1).

**Table A-1. Land Use Compatibility Guidelines**

| SLUC<br>M No. | Land Use<br><br>Name   | Accident Potential<br>Zones |          |           | Noise Zones in DNL dB |           |           |     |
|---------------|--|-----------------------------|----------|-----------|-----------------------|-----------|-----------|-----|
|               |  | Clear<br>Zone               | APZ<br>I | APZ<br>II | 65-<br>69             | 70-<br>74 | 75-<br>79 | 80+ |
| 10            | <b>Residential</b>   |                             |          |           |                       |           |           |     |
| 11            | <b>Household units</b>   |                             |          |           |                       |           |           |     |
| 11.11         | Single units; detached   | N                           | N        | Y1        | A11                   | B11       | N         | N   |
| 11.12         | Single units; semidetached   | N                           | N        | N         | A11                   | B11       | N         | N   |
| 11.13         | Single units; attached row   | N                           | N        | N         | A11                   | B11       | N         | N   |
| 11.21         | Two units; side-by-side  | N                           | N        | N         | A11                   | B11       | N         | N   |
| 11.22         | Two units; one above the other   | N                           | N        | N         | A11                   | B11       | N         | N   |
| 11.31         | Apartments; walk up  | N                           | N        | N         | A11                   | B11       | N         | N   |
| 11.32         | Apartments; elevator   | N                           | N        | N         | A11                   | B11       | N         | N   |
| 12            | Group quarters   | N                           | N        | N         | A11                   | B11       | N         | N   |
| 13            | Residential hotels   | N                           | N        | N         | A11                   | B11       | N         | N   |
| 14            | Mobile home parks or courts  | N                           | N        | N         | N                     | N         | N         | N   |
| 15            | Transient lodgings   | N                           | N        | N         | A11                   | B11       | C11       | N   |
| 16            | Other residential  | N                           | N        | N1        | A11                   | B11       | N         | N   |
| 20            | <b>Manufacturing</b>   |                             |          |           |                       |           |           |     |
| 21            | Food & kindred products;<br>manufacturing  | N                           | N2       | Y         | Y                     | Y12       | Y13       | Y14 |
| 22            | Textile mill products; manufacturing   | N                           | N2       | Y         | Y                     | Y12       | Y13       | Y14 |
| 23            | Apparel and other finished products<br>made from fabrics, leather, and<br>similar materials; manufacturing | N                           | N        | N2        | Y                     | Y12       | Y13       | Y14 |
| 24            | Lumber and wood products (except<br>furniture); manufacturing  | N                           | Y2       | Y         | Y                     | Y12       | Y13       | Y14 |
| 25            | Furniture and fixtures;<br>manufacturing   | N                           | Y2       | Y         | Y                     | Y12       | Y13       | Y14 |
| 26            | Paper & allied products;<br>manufacturing  | N                           | Y2       | Y         | Y                     | Y12       | Y13       | Y14 |
| 27            | Printing, publishing, and allied<br>industries   | N                           | Y2       | Y         | Y                     | Y12       | Y13       | Y14 |
| 28            | Chemicals and allied products;<br>manufacturing  | N                           | N        | N2        | Y                     | Y12       | Y13       | Y14 |
| 29            | Petroleum refining and related<br>industries   | N                           | N        | Y         | Y                     | Y12       | Y13       | Y14 |
| 30            | <b>Manufacturing</b>   |                             |          |           |                       |           |           |     |
| 31            | Rubber and misc. plastic products,<br>manufacturing  | N                           | N2       | N2        | Y                     | Y12       | Y13       | Y14 |
| 32            | Stone, clay and glass products<br>manufacturing  | N                           | N2       | Y         | Y                     | Y12       | Y13       | Y14 |
| 33            | Primary metal industries   | N                           | N2       | Y         | Y                     | Y12       | Y13       | Y14 |

|      |   |    |    |    |    |     |     |        |
|------|---|----|----|----|----|-----|-----|--------|
| 34   | Fabricated metal products; manufacturing  | N  | N2 | Y  | Y  | Y12 | Y13 | Y14    |
| 35   | Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks manufacturing | N  | N  | N2 | Y  | A   | B   | N      |
| 39   | Miscellaneous manufacturing   | N  | Y2 | Y2 | Y  | Y12 | Y13 | Y14    |
| 40   | <b>Transportation, Communications and Utilities</b>   |    |    |    |    |     |     |        |
| 41   | Railroad, rapid rail transit and street railroad transportation   | N3 | Y4 | Y  | Y  | Y12 | Y13 | Y14    |
| 42   | Motor vehicle transportation  | N3 | Y  | Y  | Y  | Y12 | Y13 | Y14    |
| 43   | Aircraft transportation   | N3 | Y4 | Y  | Y  | Y12 | Y13 | Y14    |
| 44   | Marine craft transportation   | N3 | Y4 | Y  | Y  | Y12 | Y13 | Y14    |
| 45   | Highway & street right-of-way   | N3 | Y  | Y  | Y  | Y12 | Y13 | Y14    |
| 46   | Automobile parking  | N3 | Y4 | Y  | Y  | Y12 | Y13 | Y14    |
| 47   | Communications  | N3 | Y4 | Y  | Y  | A15 | B15 | N      |
| 48   | Utilities   | N3 | Y4 | Y  | Y  | Y   | Y12 | Y13    |
| 49   | Other transportation communications and utilities   | N3 | Y4 | Y  | Y  | A15 | B15 | N      |
| 50   | Trade   |    |    |    |    |     |     |        |
| 51   | Wholesale trade   | N  | Y2 | Y  | Y  | Y12 | Y13 | Y14    |
| 52   | Retail trade-building materials, hardware and farm equipment  | N  | Y2 | Y  | Y  | Y12 | Y13 | Y14    |
| 53   | Retail trade-general merchandise  | N  | N2 | Y2 | Y  | A   | B   | N      |
| 54   | Retail trade-food   | N  | N2 | Y2 | Y  | A   | B   | N      |
| 55   | Retail trade-automotive, marine craft, aircraft and accessories   | N  | Y2 | Y2 | Y  | A   | B   | N      |
| 56   | Retail trade-apparel and accessories  | N  | N2 | Y2 | Y  | A   | B   | N      |
| 57   | Retail trade-furniture, home furnishings and equipment  | N  | N2 | Y2 | Y  | A   | B   | N      |
| 58   | Retail trade-eating and drinking establishments   | N  | N  | N2 | Y  | A   | B   | N      |
| 59   | Other retail trade  | N  | N2 | Y2 | Y  | A   | B   | N      |
| 60   | <b>Services</b>   |    |    |    |    |     |     |        |
| 61   | Finance, insurance and real estate services   | N  | N  | Y6 | Y  | A   | B   | N      |
| 62   | Personal services   | N  | N  | Y6 | Y  | A   | B   | N      |
| 62.4 | Cemeteries  | N  | Y7 | Y7 | Y  | Y12 | Y13 | Y14,21 |
| 63   | Business services   | N  | Y8 | Y8 | Y  | A   | B   | N      |
| 64   | Repair services   | N  | Y2 | Y  | Y  | Y12 | Y13 | Y14    |
| 65   | Professional services   | N  | N  | Y6 | Y  | A   | B   | N      |
| 65.1 | Hospitals, nursing homes  | N  | N  | N  | A* | B*  | N   | N      |
| 65.1 | Other medical facilities  | N  | N  | N  | Y  | A   | B   | N      |
| 66   | Contract construction services  | N  | Y6 | Y  | Y  | A   | B   | N      |
| 67   | Governmental services   | N  | N  | Y6 | Y* | A*  | B*  | N      |
| 68   | Educational services  | N  | N  | N  | A* | B*  | N   | N      |
| 69   | Miscellaneous services  | N  | N2 | Y2 | Y  | A   | B   | N      |
| 70   | <b>Cultural, Entertainment and Recreational</b>   |    |    |    |    |     |     |        |
| 71   | Cultural activities (including churches)  | N  | N  | N2 | A* | B*  | N   | N      |

|              |  |     |         |    |     |     |     |        |
|--------------|--|-----|---------|----|-----|-----|-----|--------|
| 71.2         | Nature exhibits  | N   | Y2      | Y  | Y*  | N   | N   | N      |
| 72           | Public assembly  | N   | N       | N  | Y   | N   | N   | N      |
| 72.1         | Auditoriums, concert halls   | N   | N       | N  | A   | B   | N   | N      |
| 72.11        | Outdoor music shell, amphitheaters   | N   | N       | N  | N   | N   | N   | N      |
| 72.2         | Outdoor sports arenas, spectator sports  | N   | N       | N  | Y17 | Y17 | N   | N      |
| 73           | Amusements   | N   | N       | Y8 | Y   | Y   | N   | N      |
| 74           | Recreational activities (including golf courses, riding stables, water recreation) | N   | Y8,9,10 | Y  | Y*  | A*  | B*  | N      |
| 75           | Resorts and group camps  | N   | N       | N  | Y*  | Y*  | N   | N      |
| 76           | Parks  | N   | Y8      | Y8 | Y*  | Y*  | N   | N      |
| 79           | Other cultural, entertainment and recreation                                       | N   | Y9      | Y9 | Y*  | Y*  | N   | N      |
| 80           | <b>Resources Production and Extraction</b>   |     |         |    |     |     |     |        |
| 81           | Agriculture (except livestock)   | Y16 | Y       | Y  | Y18 | Y19 | Y20 | Y20,21 |
| 81.5 to 81.7 | Livestock farming and animal breeding  | N   | Y       | Y  | Y18 | Y19 | Y20 | Y20,21 |
| 82           | Agricultural related activities  | N   | Y5      | Y  | Y18 | Y19 | N   | N      |
| 83           | Forestry activities and related services   | N5  | Y       | Y  | Y18 | Y19 | Y20 | Y20,21 |
| 84           | Fishing activities and related services  | N5  | Y5      | Y  | Y   | Y   | Y   | Y      |
| 85           | Mining activities and related services   | N   | Y5      | Y  | Y   | Y   | Y   | Y      |
| 89           | Other resources production and extraction  | N   | Y5      | Y  | Y   | Y   | Y   | Y      |

## LEGEND

**SLUCM** - Standard Land Use Coding Manual, U.S. Department of Transportation.

**Y** - (Yes) - Land use and related structures are compatible without restriction.

**N** - (No) - Land use and related structures are not compatible and should be prohibited.

**Y<sup>x</sup>** - (yes with restrictions) - Land use and related structures generally compatible; see notes 1-21.

**N<sup>x</sup>** - (no with exceptions) - See notes 1-21.

**NLR** - (Noise Level Reduction) - NLR (outdoor to indoor) to be achieved through incorporation of noise attenuation measures into the design and construction of the structures (see Appendix C, section c.4).

**A, B, or C** - Land use and related structures generally compatible; measures to achieve NLR of A (DNL 25 dB), B (DNL 30 dB), or C (DNL 35 dB) need to be incorporated into the design and construction of structures.

**A\*, B\*, and C\*** - Land use generally compatible with NLR. However, measures to achieve an overall noise level reduction do not necessarily solve noise difficulties and additional evaluation is warranted. See appropriate footnotes.

\* - The designation of these uses as “compatible” in this zone reflects individual federal agency and program consideration of general cost and feasibility factors, as well as past community

experiences and program objectives. Localities, when evaluating the application of these guidelines to specific situations, may have different concerns or goals to consider.

## NOTES

1. Suggested maximum density of 1-2 dwelling units per acre possibly increased under a Planned Unit Development where maximum lot coverage is less than 20 percent.
2. Within each land use category, uses exist where further definition may be needed due to the variation of densities in people and structures. Shopping malls and shopping centers are considered incompatible in any accident potential zone (CZ, APZ I, or APZ II).
3. The placing of structures, buildings, or aboveground utility lines in the clear zone is subject to severe restrictions. In a majority of the clear zones, these items are prohibited. See AFI 32-7063 and UFC 3-260-01 for specific guidance.
4. No passenger terminals and no major aboveground transmission lines in APZ I.
5. Factors to be considered: labor intensity, structural coverage, explosive characteristics, and air pollution.
6. Low-intensity office uses only. Meeting places, auditoriums, etc., are not recommended.
7. Excludes chapels.
8. Facilities must be low intensity.
9. Clubhouse not recommended.
10. Areas for gatherings of people are not recommended.
- 11A. Although local conditions may require residential use, it is discouraged in DNL 65-69 dB and strongly discouraged in DNL 70-74 dB. An evaluation should be conducted prior to approvals, indicating a demonstrated community need for residential use would not be met if development were prohibited in these zones, and there are no viable alternative locations.
- 11B. Where the community determines the residential uses must be allowed, measures to achieve outdoor to indoor NLR for DNL 65-69 dB and DNL 70-74 dB should be incorporated into building codes and considered in individual approvals.
- 11C. NLR criteria will not eliminate outdoor noise problems. However, building location and site planning, and design and use of berms and barriers can help mitigate outdoor exposure, particularly from near ground level sources. Measures that reduce outdoor noise should be used whenever practical in preference to measures which only protect interior spaces.
12. Measures to achieve the same NLR as required for facilities in the DNL 65-69 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
13. Measures to achieve the same NLR as required for facilities in the DNL 70-74 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
14. Measures to achieve the same NLR as required for facilities in the DNL 75-79 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
15. If noise sensitive, use indicated NLR; if not, the use is compatible.
16. No buildings.
17. Land use is compatible provided special sound reinforcement systems are installed.
18. Residential buildings require the same NLR required for facilities in the DNL 65-69 dB range.
19. Residential buildings require the same NLR required for facilities in the DNL 70-74 dB range.
20. Residential buildings are not permitted.
21. Land use is not recommended. If the community decides the use is necessary, personnel should wear hearing protection devices.

## **APPENDIX B – CORRESPONDENCE**

*(The correspondence and consultation letters contained in this appendix are examples of the letters that were sent to the entities listed on the distribution lists included in this appendix.)*



**U.S. Customs and  
Border Protection**

OCT 24 2016

Ms. Fern E. Swenson  
Deputy State Historic Preservation Officer  
State Historical Society of North Dakota  
612 East Boulevard Avenue  
Bismarck, ND 58505

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear Ms. Swenson:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

- Relocation of three small CBP aircraft from Grand Forks International Airport to GFAFB; and
- Lease of Hangar 602 at GFAFB from the U.S. Air Force (USAF); and
- Renovation of the interior of Hangar 602 including painting, carpeting, utilities (HVAC, plumbing, and electrical), physical security, and information technology upgrades; and
- Addition of new lighting, signage, and security fencing to the exterior of Hangar 602.

CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, and this letter serves as our project initiation, coordination, and consultation in accordance with 36 CFR Part 800. The Area of Potential Effect for the proposed undertaking is the existing Hangar 602 building on GFAFB and its immediate vicinity. The project area is shown on the enclosed satellite imagery (Figure 1).

Hangar 602 was constructed in 1959, and is an aircraft hangar with a gable offset roof profile and a double-cantilevered roof. The building sits on a reinforced concrete foundation with a concrete floor slab. The roofs are clad in corrugated metal. The building's dimensions measure 200 feet by 122 feet. The roof flares out toward the front (west) elevation and wraps the wall at an angle. The front elevation has a large, wide, aircraft entrance with 10 side-retracting metal doors flanked by projecting wall sections containing pockets for the side-retracting doors (Figure 2).

The USAF previously coordinated with the North Dakota State Historic Preservation Office (SHPO) in 2011 regarding potential historic resources on GFAFB via a report titled *Cultural*

Ms. Fern E. Swenson

Page 2

*Resource Survey of Historic Places, Evaluation of Historic Buildings, Structures and Sites at Grand Forks Air Force Base, ND* (Attachment 1). The report determined that Hangar 602 did not meet any of the established criteria for significance and is therefore not eligible for listing in the National Register of Historic Places (NRHP). The SHPO responded in June 2011 with a concurrence of No Historic Properties Affected for a previous USAF renovation project.

GFAFB has no known properties of traditional cultural significance or sacred sites based on tribal coordination accomplished to date. The USAF has previously consulted with 23 federally recognized Native American tribes with interest in the area where GFAFB is located. Any ground disturbance that occurs during fence or utility placement will be limited to the first 12 inches in areas previously disturbed due to construction grading for the USAF facilities.

Based on the aforementioned information, CBP has determined there will be no effect to historic properties as a result of the proposed undertaking. CBP respectfully requests your concurrence with our determination at this time. If you have any questions or concerns, please feel free to contact Dalton Shaughnessy at (202) 253-1279 or [thomas.d.shaughnessy@cbp.dhs.gov](mailto:thomas.d.shaughnessy@cbp.dhs.gov).

Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol and Air & Marine  
Program Management Office

Enclosures

Figure 1 – NASOC-GF Site Plan and Area of Proposed Affect



Figure 2 – Hangar 602



#### 4.2.58 Facility 602

Original Identification/Function: Maintenance Hangar

Present Identification/Function: Maintenance Hangar

Building Type: Aircraft Hangar

Date of Construction: 1959

##### 4.2.58.1 Description

Facility 602 is an aircraft hangar with a gable offset roof profile and a double-cantilevered roof. The building sits on a reinforced concrete foundation with a concrete floor slab. The roofs are clad in corrugated metal. The building's dimensions measure 200 feet by 122 feet 8½ inches, minus offsets. The roof flares out toward the front (west) elevation and wraps the wall at an angle. The front elevation has a large, wide, aircraft entrance with 10 side-retracting metal doors flanked by projecting wall sections containing pockets for the side-retracting doors. The two doors at center have a round opening with separate doors to accommodate aircraft noses. There is a fin door at center. The door panels one out from center have steel personnel doors inserted.

The side walls have minimal fenestration and taper out toward the north to meet the front (north) elevation. There is an entrance with a steel door at center of each side, and two ribbons of three nine-pane, steel sash windows toward the south corners. On the rear (south elevation) there are ribbons of three windows at each corner and a pair of windows to the left (west) of the ribbon at the east side. At the center is a vehicle door with a metal roll-up door inside. To the left (west) of that opening is an entrance with double steel doors and two entrances with single steel doors. To the right (east) is an entrance with a single door. Two of the entrances have gabled metal canopies. On each side of the vehicle door are steel exterior staircases leading to entrances with steel doors on the upper level. To the right (east) of the western entrance is a pair of steel windows.

The interior of Facility 602 is open at the north, with six rooms in the low end of the roof slope on the south. These rooms are on two levels, with the exterior stairs and one interior staircase providing access. The aircraft vault is unfinished, with exposed steel structural elements and overhead trusses. Facility 602 has an area of 24,534 square feet. Facilities 600 and 602 are nearly identical.

##### 4.2.58.2 History

Facility 602 was completed on 14 December 1959 at a cost of \$434,076.92. Facility 602 was built as part of a hangar group built for maintenance of the SAC large aircraft, the B-52H Stratofortress and the KC-135A Stratotanker. Three other identical hangars were built at the same time: Facilities 600, 601, and 603. Farm-Rite Implement Company of Chicago, Illinois, designed the large aircraft maintenance hangar type MB3A for SAC. Drawings for the Grand Forks AFB hangars, which include the base name, were dated 22 July 1958. The hangars were arranged perpendicular to the large refueling apron and faced a secondary concrete maintenance apron. Support structures were located to the north.

After construction of Grand Forks AFB commenced in 1956, the Air Force decided to place SAC bombers and tankers at the base. SAC contracted with Farm-Rite Implement Company to design the hangars at Grand Forks AFB, Minot AFB, Altus AFB and Offutt AFB in 1958. These hangars utilized standardized design MB-3A. The MB-3A design had several defining architectural characteristics: Side-retracting doors on the aircraft entrance and the nose portal,

the fin door opening with its roll-up door, corrugated metal siding and roofing, multi-light steel sash windows on the east, west and south elevations, use of plain steel doors in person entrances the gable offset roof profile and the open interior aircraft vault. Construction was completed in time for the arrival of the first KC-135As in May 1960. The 905 ARS had been activated in October 1959. In December 1960, SAC moved the 30 BS and its B-52Hs to Grand Forks AFB. Both units required maintenance hangars with capacity for large aircraft, which those in the SAC hangar group could service.

While Facilities 601, 603, and 605 were expanded in 1988 when Grand Forks AFB accepted the B-1B Lancers for aerial bombardment, Facility 602 was not altered. Facility 602 retains its original appearance with only minor exceptions. Facility 602 is being adapted to support RPA missions.

#### 4.2.58.3 Evaluation

##### SIGNIFICANCE:

Criterion A: Does not meet. Facility 602 was built in order for Grand Forks AFB's wings to fly the heavy KC-135A Stratotanker aircraft for refueling missions in the early Cold War period. ~~Facility 602's long-term use servicing the KC-135A Stratotanker connects it directly to one of Grand Forks AFB's and SAC's key missions from the activation of the 905 ARS to service the Grand Forks Air Defense Sector. This significant period is brief and ends with the deactivation of the Grand Forks Air defense Sector and the consolidation of the aerial refueling and bombardment missions under the 319 BW. However, Facility 602 would only be eligible as a contributing resource in a district of the original group of SAC hangars at Grand Forks (Facilities 600, 601, 602 and 603). The hangars individually lack association with significant events in early Cold War history, but as group built together to serve SAC missions would meet Criterion A. However, three out of the five resources in that district lack NRHP levels of integrity. Thus, a NRHP district of SAC hangars is not possible at Grand Forks AFB.~~

Criterion B: Does not meet. Facility 602 lacks any associations with significant persons.

Criterion C: Does not meet. An Air Force context and military hangars documents the MB-3A hangar type was built at only four bases in order to accommodate the arrival of heavy aircraft key to strategic air defense (Webster 1998). As a strong example of a documented SAC hangar type, Facility 602 has architectural significance.

Criterion D: Does not meet. Facility 602 lacks historic or prehistoric significance.

INTEGRITY: Possesses integrity. Facility 602 possesses integrity of design, workmanship, materials, location, setting, association, and feeling. Although person-doors have been replaced and some modification of aircraft doors has taken place, these changes have had only a minor impact on historic character. However Grand Forks AFB plans rehabilitation work that will include removal and replacement of historic windows, metal roofing and cladding. Upon completion of the work, Facility 602 will lack integrity. The SHPO concurred with a determination of "No Historic Properties Affected" in their letter dated 10 June 2011.

DETERMINATION: Not Eligible. Facility 602 is not eligible for listing in the NRHP.



**U.S. Customs and  
Border Protection**

OCT 24 2016

Kevin Leecy  
Chairman  
Bois Forte Band of Chippewa Indians  
5344 Lakeshore Drive  
P.O. Box 16  
Nett Lake, MN 55772

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear Chairman Leecy:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

- Relocation of three small CBP aircraft from Grand Forks International Airport to GFAFB; and
- Lease of Hangar 602 at GFAFB from the U.S. Air Force (USAF); and
- Renovation of the interior of Hangar 602 including painting, carpeting, utilities (HVAC, plumbing, and electrical), physical security, and information technology upgrades; and
- Addition of new lighting, signage, and security fencing to the exterior of Hangar 602.

CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, and this letter serves as our project initiation, coordination, and consultation in accordance with 36 CFR Part 800. The Area of Potential Effect for the proposed undertaking is the existing Hangar 602 building on GFAFB and its immediate vicinity. The project area is shown on the enclosed satellite imagery (Figure 1).

Hangar 602 was constructed in 1959, and is an aircraft hangar with a gable offset roof profile and a double-cantilevered roof. The building sits on a reinforced concrete foundation with a concrete floor slab. The roofs are clad in corrugated metal. The building's dimensions measure 200 feet by 122 feet. The roof flares out toward the front (west) elevation and wraps the wall at an angle. The front elevation has a large, wide, aircraft entrance with 10 side-retracting metal doors flanked by projecting wall sections containing pockets for the side-retracting doors (Figure 2).

Chairman Kevin Leecy

Page 2

The USAF previously coordinated with the North Dakota State Historic Preservation Office (SHPO) in 2011 regarding potential historic resources on GFAPB via a report titled *Cultural Resource Survey of Historic Places, Evaluation of Historic Buildings, Structures and Sites at Grand Forks Air Force Base, ND* (Attachment 1). The report determined that Hangar 602 did not meet any of the established criteria for significance and is therefore not eligible for listing in the National Register of Historic Places (NRHP). The SHPO responded in June 2011 with a concurrence of No Historic Properties Affected for a previous USAF renovation project.

GFAPB has no known properties of traditional cultural significance or sacred sites based on tribal coordination accomplished to date. The USAF has previously consulted with 23 federally recognized Native American tribes with interest in the area where GFAPB is located. Any ground disturbance that occurs during fence or utility placement will be limited to the first 12 inches in areas previously disturbed due to construction grading for the USAF facilities.

Based on the aforementioned information, CBP has determined there will be no effect to historic properties as a result of the proposed undertaking. If you have any questions or concerns, please feel free to contact Dalton Shaughnessy at 202-253-1279 or [thomas.d.shaughnessy@dhs.gov](mailto:thomas.d.shaughnessy@dhs.gov).

Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**U.S. Customs and  
Border Protection**

OCT 24 2016

Harold Frazier  
Chairman  
Cheyenne River Sioux Tribe  
PO Box 590  
Eagle Butte, SD 57625

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear Chairman Frazier:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

- Relocation of three small CBP aircraft from Grand Forks International Airport to GFAFB; and
- Lease of Hangar 602 at GFAFB from the U.S. Air Force (USAF); and
- Renovation of the interior of Hangar 602 including painting, carpeting, utilities (HVAC, plumbing, and electrical), physical security, and information technology upgrades; and
- Addition of new lighting, signage, and security fencing to the exterior of Hangar 602.

CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, and this letter serves as our project initiation, coordination, and consultation in accordance with 36 CFR Part 800. The Area of Potential Effect for the proposed undertaking is the existing Hangar 602 building on GFAFB and its immediate vicinity. The project area is shown on the enclosed satellite imagery (Figure 1).

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The USAF previously coordinated with the North Dakota State Historic Preservation Office (SHPO) in 2011 regarding potential historic resources on GFAFB via a report titled *Cultural*

Chairman Harold Frazier

Page 2

*Resource Survey of Historic Places, Evaluation of Historic Buildings, Structures and Sites at Grand Forks Air Force Base, ND* (Attachment 1). The report determined that Hangar 602 did not meet any of the established criteria for significance and is therefore not eligible for listing in the National Register of Historic Places (NRHP). The SHPO responded in June 2011 with a concurrence of No Historic Properties Affected for a previous USAF renovation project.

GFAFB has no known properties of traditional cultural significance or sacred sites based on tribal coordination accomplished to date. The USAF has previously consulted with 23 federally recognized Native American tribes with interest in the area where GFAFB is located. Any ground disturbance that occurs during fence or utility placement will be limited to the first 12 inches in areas previously disturbed due to construction grading for the USAF facilities.

Based on the aforementioned information, CBP has determined there will be no effect to historic properties as a result of the proposed undertaking. If you have any questions or concerns, please feel free to contact Dalton Shaughnessy at 202-253-1279 or [thomas.d.shaughnessy@dhs.gov](mailto:thomas.d.shaughnessy@dhs.gov).

Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**U.S. Customs and  
Border Protection**

OCT 24 2016

Roxanne Sazue  
Chairwoman  
Crow Creek Sioux Tribe  
PO Box 50  
Ft. Thompson, SD 57339-0050

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear Chairwoman Sazue:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

- Relocation of three small CBP aircraft from Grand Forks International Airport to GFAFB; and
- Lease of Hangar 602 at GFAFB from the U.S. Air Force (USAF); and
- Renovation of the interior of Hangar 602 including painting, carpeting, utilities (HVAC, plumbing, and electrical), physical security, and information technology upgrades; and
- Addition of new lighting, signage, and security fencing to the exterior of Hangar 602.

CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, and this letter serves as our project initiation, coordination, and consultation in accordance with 36 CFR Part 800. The Area of Potential Effect for the proposed undertaking is the existing Hangar 602 building on GFAFB and its immediate vicinity. The project area is shown on the enclosed satellite imagery (Figure 1).

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The USAF previously coordinated with the North Dakota State Historic Preservation Office (SHPO) in 2011 regarding potential historic resources on GFAFB via a report titled *Cultural*

Chairman Roxanne Sazue

Page 2

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GFAFB has no known properties of traditional cultural significance or sacred sites based on tribal coordination accomplished to date. The USAF has previously consulted with 23 federally recognized Native American tribes with interest in the area where GFAFB is located. Any ground disturbance that occurs during fence or utility placement will be limited to the first 12 inches in areas previously disturbed due to construction grading for the USAF facilities.

Based on the aforementioned information, CBP has determined there will be no effect to historic properties as a result of the proposed undertaking. If you have any questions or concerns, please feel free to contact Dalton Shaughnessy at 202-253-1279 or [thomas.d.shaughnessy@dhs.gov](mailto:thomas.d.shaughnessy@dhs.gov).

Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**U.S. Customs and  
Border Protection**

OCT 24 2016

Anthony Reider  
President  
Flandreau Santee Sioux Tribe  
P.O. Box 283  
Flandreau, SD 57028

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear President Reider:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

- Relocation of three small CBP aircraft from Grand Forks International Airport to GFAFB; and
- Lease of Hangar 602 at GFAFB from the U.S. Air Force (USAF); and
- Renovation of the interior of Hangar 602 including painting, carpeting, utilities (HVAC, plumbing, and electrical), physical security, and information technology upgrades; and
- Addition of new lighting, signage, and security fencing to the exterior of Hangar 602.

CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, and this letter serves as our project initiation, coordination, and consultation in accordance with 36 CFR Part 800. The Area of Potential Effect for the proposed undertaking is the existing Hangar 602 building on GFAFB and its immediate vicinity. The project area is shown on the enclosed satellite imagery (Figure 1).

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President Anthony Reider

Page 2

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Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**U.S. Customs and  
Border Protection**

OCT 24 2016

Wally Dupuis Sr.  
Chairman  
Fond du Lac Band of Lake Superior Chippewa  
1720 Big Lake Road  
Cloquet, MN 55720

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear Chairman Dupuis Sr.:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

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Chairman Wally Dupuis Sr.

Page 2

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Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**U.S. Customs and  
Border Protection**

OCT 24 2016

Norman W. Deschampe  
Chairman  
Grand Portage Band of Lake Superior Chippewa  
P.O. Box 428  
Grand Portage, MN 55605

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear Chairman Deschampe:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

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CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, and this letter serves as our project initiation, coordination, and consultation in accordance with 36 CFR Part 800. The Area of Potential Effect for the proposed undertaking is the existing Hangar 602 building on GFAFB and its immediate vicinity. The project area is shown on the enclosed satellite imagery (Figure 1).

Hangar 602 was constructed in 1959, and is an aircraft hangar with a gable offset roof profile and a double-cantilevered roof. The building sits on a reinforced concrete foundation with a concrete floor slab. The roofs are clad in corrugated metal. The building's dimensions measure 200 feet by 122 feet. The roof flares out toward the front (west) elevation and wraps the wall at an angle. The front elevation has a large, wide, aircraft entrance with 10 side-retracting metal doors flanked by projecting wall sections containing pockets for the side-retracting doors (Figure 2).

The USAF previously coordinated with the North Dakota State Historic Preservation Office (SHPO) in 2011 regarding potential historic resources on GFAFB via a report titled *Cultural*

Chairman Norman W. Deschampe

Page 2

*Resource Survey of Historic Places, Evaluation of Historic Buildings, Structures and Sites at Grand Forks Air Force Base, ND (Attachment 1).* The report determined that Hangar 602 did not meet any of the established criteria for significance and is therefore not eligible for listing in the National Register of Historic Places (NRHP). The SHPO responded in June 2011 with a concurrence of No Historic Properties Affected for a previous USAF renovation project.

GFAFB has no known properties of traditional cultural significance or sacred sites based on tribal coordination accomplished to date. The USAF has previously consulted with 23 federally recognized Native American tribes with interest in the area where GFAFB is located. Any ground disturbance that occurs during fence or utility placement will be limited to the first 12 inches in areas previously disturbed due to construction grading for the USAF facilities.

Based on the aforementioned information, CBP has determined there will be no effect to historic properties as a result of the proposed undertaking. If you have any questions or concerns, please feel free to contact Dalton Shaughnessy at 202-253-1279 or [thomas.d.shaughnessy@dhs.gov](mailto:thomas.d.shaughnessy@dhs.gov).

Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**U.S. Customs and  
Border Protection**

OCT 24 2016

Carri Jones  
Chairwoman  
Leech Lake Band of Chippewa Indians  
115 6th Street NW, Suite E  
Cass Lake, MN 56633

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear Chairwoman Jones:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

- Relocation of three small CBP aircraft from Grand Forks International Airport to GFAFB; and
- Lease of Hangar 602 at GFAFB from the U.S. Air Force (USAF); and
- Renovation of the interior of Hangar 602 including painting, carpeting, utilities (HVAC, plumbing, and electrical), physical security, and information technology upgrades; and
- Addition of new lighting, signage, and security fencing to the exterior of Hangar 602.

CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, and this letter serves as our project initiation, coordination, and consultation in accordance with 36 CFR Part 800. The Area of Potential Effect for the proposed undertaking is the existing Hangar 602 building on GFAFB and its immediate vicinity. The project area is shown on the enclosed satellite imagery (Figure 1).

Hangar 602 was constructed in 1959, and is an aircraft hangar with a gable offset roof profile and a double-cantilevered roof. The building sits on a reinforced concrete foundation with a concrete floor slab. The roofs are clad in corrugated metal. The building's dimensions measure 200 feet by 122 feet. The roof flares out toward the front (west) elevation and wraps the wall at an angle. The front elevation has a large, wide, aircraft entrance with 10 side-retracting metal doors flanked by projecting wall sections containing pockets for the side-retracting doors (Figure 2).

The USAF previously coordinated with the North Dakota State Historic Preservation Office (SHPO) in 2011 regarding potential historic resources on GFAFB via a report titled *Cultural Resource Survey of Historic Places, Evaluation of Historic Buildings, Structures and Sites at*

Chairwoman Carri Jones

Page 2

*Grand Forks Air Force Base, ND* (Attachment 1). The report determined that Hangar 602 did not meet any of the established criteria for significance and is therefore not eligible for listing in the National Register of Historic Places (NRHP). The SHPO responded in June 2011 with a concurrence of No Historic Properties Affected for a previous USAF renovation project.

GFAFB has no known properties of traditional cultural significance or sacred sites based on tribal coordination accomplished to date. The USAF has previously consulted with 23 federally recognized Native American tribes with interest in the area where GFAFB is located. Any ground disturbance that occurs during fence or utility placement will be limited to the first 12 inches in areas previously disturbed due to construction grading for the USAF facilities.

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Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**U.S. Customs and  
Border Protection**

OCT 24 2016

Michael Jandreau  
Chairman  
Lower Brule Sioux Tribe  
187 Oyate Circle  
Lower Brule, SD 57548-0187

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear Chairman Jandreau:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

- Relocation of three small CBP aircraft from Grand Forks International Airport to GFAFB; and
- Lease of Hangar 602 at GFAFB from the U.S. Air Force (USAF); and
- Renovation of the interior of Hangar 602 including painting, carpeting, utilities (HVAC, plumbing, and electrical), physical security, and information technology upgrades; and
- Addition of new lighting, signage, and security fencing to the exterior of Hangar 602.

CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, and this letter serves as our project initiation, coordination, and consultation in accordance with 36 CFR Part 800. The Area of Potential Effect for the proposed undertaking is the existing Hangar 602 building on GFAFB and its immediate vicinity. The project area is shown on the enclosed satellite imagery (Figure 1).

Hangar 602 was constructed in 1959, and is an aircraft hangar with a gable offset roof profile and a double-cantilevered roof. The building sits on a reinforced concrete foundation with a concrete floor slab. The roofs are clad in corrugated metal. The building's dimensions measure 200 feet by 122 feet. The roof flares out toward the front (west) elevation and wraps the wall at an angle. The front elevation has a large, wide, aircraft entrance with 10 side-retracting metal doors flanked by projecting wall sections containing pockets for the side-retracting doors (Figure 2).

The USAF previously coordinated with the North Dakota State Historic Preservation Office (SHPO) in 2011 regarding potential historic resources on GFAFB via a report titled *Cultural*

Chairman Michael Jandreau

Page 2

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Based on the aforementioned information, CBP has determined there will be no effect to historic properties as a result of the proposed undertaking. If you have any questions or concerns, please feel free to contact Dalton Shaughnessy at 202-253-1279 or [thomas.d.shaughnessy@dhs.gov](mailto:thomas.d.shaughnessy@dhs.gov).

Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**U.S. Customs and  
Border Protection**

OCT 24 2016

Robert Larsen  
Chairman  
Lower Sioux Indian Community Council  
39527 Res. Highway 1  
P.O. Box 308  
Morton, MN 56270

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear Chairman Larsen:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

- Relocation of three small CBP aircraft from Grand Forks International Airport to GFAFB; and
- Lease of Hangar 602 at GFAFB from the U.S. Air Force (USAF); and
- Renovation of the interior of Hangar 602 including painting, carpeting, utilities (HVAC, plumbing, and electrical), physical security, and information technology upgrades; and
- Addition of new lighting, signage, and security fencing to the exterior of Hangar 602.

CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, and this letter serves as our project initiation, coordination, and consultation in accordance with 36 CFR Part 800. The Area of Potential Effect for the proposed undertaking is the existing Hangar 602 building on GFAFB and its immediate vicinity. The project area is shown on the enclosed satellite imagery (Figure 1).

Hangar 602 was constructed in 1959, and is an aircraft hangar with a gable offset roof profile and a double-cantilevered roof. The building sits on a reinforced concrete foundation with a concrete floor slab. The roofs are clad in corrugated metal. The building's dimensions measure 200 feet by 122 feet. The roof flares out toward the front (west) elevation and wraps the wall at an angle. The front elevation has a large, wide, aircraft entrance with 10 side-retracting metal doors flanked by projecting wall sections containing pockets for the side-retracting doors (Figure 2).

Chairman Robert Larsen

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The USAF previously coordinated with the North Dakota State Historic Preservation Office (SHPO) in 2011 regarding potential historic resources on GFAFB via a report titled *Cultural Resource Survey of Historic Places, Evaluation of Historic Buildings, Structures and Sites at Grand Forks Air Force Base, ND* (Attachment 1). The report determined that Hangar 602 did not meet any of the established criteria for significance and is therefore not eligible for listing in the National Register of Historic Places (NRHP). The SHPO responded in June 2011 with a concurrence of No Historic Properties Affected for a previous USAF renovation project.

GFAFB has no known properties of traditional cultural significance or sacred sites based on tribal coordination accomplished to date. The USAF has previously consulted with 23 federally recognized Native American tribes with interest in the area where GFAFB is located. Any ground disturbance that occurs during fence or utility placement will be limited to the first 12 inches in areas previously disturbed due to construction grading for the USAF facilities.

Based on the aforementioned information, CBP has determined there will be no effect to historic properties as a result of the proposed undertaking. If you have any questions or concerns, please feel free to contact Dalton Shaughnessy at 202-253-1279 or [thomas.d.shaughnessy@dhs.gov](mailto:thomas.d.shaughnessy@dhs.gov).

Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**U.S. Customs and  
Border Protection**

OCT 24 2016

Melanie Benjamin  
Chief Executive  
Mille Lacs Band Government Center  
43408 Oodena Drive  
Onamia, MN 56359

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear Chief Executive Benjamin:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

- Relocation of three small CBP aircraft from Grand Forks International Airport to GFAFB; and
- Lease of Hangar 602 at GFAFB from the U.S. Air Force (USAF); and
- Renovation of the interior of Hangar 602 including painting, carpeting, utilities (HVAC, plumbing, and electrical), physical security, and information technology upgrades; and
- Addition of new lighting, signage, and security fencing to the exterior of Hangar 602.

CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, and this letter serves as our project initiation, coordination, and consultation in accordance with 36 CFR Part 800. The Area of Potential Effect for the proposed undertaking is the existing Hangar 602 building on GFAFB and its immediate vicinity. The project area is shown on the enclosed satellite imagery (Figure 1).

Hangar 602 was constructed in 1959, and is an aircraft hangar with a gable offset roof profile and a double-cantilevered roof. The building sits on a reinforced concrete foundation with a concrete floor slab. The roofs are clad in corrugated metal. The building's dimensions measure 200 feet by 122 feet. The roof flares out toward the front (west) elevation and wraps the wall at an angle. The front elevation has a large, wide, aircraft entrance with 10 side-retracting metal doors flanked by projecting wall sections containing pockets for the side-retracting doors (Figure 2).

The USAF previously coordinated with the North Dakota State Historic Preservation Office (SHPO) in 2011 regarding potential historic resources on GFAFB via a report titled *Cultural*

Chief Executive Melanie Benjamin

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*Resource Survey of Historic Places, Evaluation of Historic Buildings, Structures and Sites at Grand Forks Air Force Base, ND (Attachment 1).* The report determined that Hangar 602 did not meet any of the established criteria for significance and is therefore not eligible for listing in the National Register of Historic Places (NRHP). The SHPO responded in June 2011 with a concurrence of No Historic Properties Affected for a previous USAF renovation project.

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Based on the aforementioned information, CBP has determined there will be no effect to historic properties as a result of the proposed undertaking. If you have any questions or concerns, please feel free to contact Dalton Shaughnessy at 202-253-1279 or [thomas.d.shaughnessy@dhs.gov](mailto:thomas.d.shaughnessy@dhs.gov).

Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**U.S. Customs and  
Border Protection**

OCT 24 2011

John Yellow Bird Steele  
President  
Oglala Sioux Tribe  
P.O. Box 2070  
Pine Ridge, SD 57770-2070

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear President Steele:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

- Relocation of three small CBP aircraft from Grand Forks International Airport to GFAFB; and
- Lease of Hangar 602 at GFAFB from the U.S. Air Force (USAF); and
- Renovation of the interior of Hangar 602 including painting, carpeting, utilities (HVAC, plumbing, and electrical), physical security, and information technology upgrades; and
- Addition of new lighting, signage, and security fencing to the exterior of Hangar 602.

CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, and this letter serves as our project initiation, coordination, and consultation in accordance with 36 CFR Part 800. The Area of Potential Effect for the proposed undertaking is the existing Hangar 602 building on GFAFB and its immediate vicinity. The project area is shown on the enclosed satellite imagery (Figure 1).

Hangar 602 was constructed in 1959, and is an aircraft hangar with a gable offset roof profile and a double-cantilevered roof. The building sits on a reinforced concrete foundation with a concrete floor slab. The roofs are clad in corrugated metal. The building's dimensions measure 200 feet by 122 feet. The roof flares out toward the front (west) elevation and wraps the wall at an angle. The front elevation has a large, wide, aircraft entrance with 10 side-retracting metal doors flanked by projecting wall sections containing pockets for the side-retracting doors (Figure 2).

The USAF previously coordinated with the North Dakota State Historic Preservation Office (SHPO) in 2011 regarding potential historic resources on GFAFB via a report titled *Cultural*

President John Yellow Bird Steele

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*Resource Survey of Historic Places, Evaluation of Historic Buildings, Structures and Sites at Grand Forks Air Force Base, ND (Attachment 1).* The report determined that Hangar 602 did not meet any of the established criteria for significance and is therefore not eligible for listing in the National Register of Historic Places (NRHP). The SHPO responded in June 2011 with a concurrence of No Historic Properties Affected for a previous USAF renovation project.

GFAFB has no known properties of traditional cultural significance or sacred sites based on tribal coordination accomplished to date. The USAF has previously consulted with 23 federally recognized Native American tribes with interest in the area where GFAFB is located. Any ground disturbance that occurs during fence or utility placement will be limited to the first 12 inches in areas previously disturbed due to construction grading for the USAF facilities.

Based on the aforementioned information, CBP has determined there will be no effect to historic properties as a result of the proposed undertaking. If you have any questions or concerns, please feel free to contact Dalton Shaughnessy at 202-253-1279 or [thomas.d.shaughnessy@dhs.gov](mailto:thomas.d.shaughnessy@dhs.gov).

Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**U.S. Customs and  
Border Protection**

OCT 24 2016

Shelly Buck  
President  
Prairie Island Indian Community  
5636 Sturgeon Lake Road  
Welch, MN 55089

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear President Buck:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

- Relocation of three small CBP aircraft from Grand Forks International Airport to GFAFB; and
- Lease of Hangar 602 at GFAFB from the U.S. Air Force (USAF); and
- Renovation of the interior of Hangar 602 including painting, carpeting, utilities (HVAC, plumbing, and electrical), physical security, and information technology upgrades; and
- Addition of new lighting, signage, and security fencing to the exterior of Hangar 602.

CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, and this letter serves as our project initiation, coordination, and consultation in accordance with 36 CFR Part 800. The Area of Potential Effect for the proposed undertaking is the existing Hangar 602 building on GFAFB and its immediate vicinity. The project area is shown on the enclosed satellite imagery (Figure 1).

Hangar 602 was constructed in 1959, and is an aircraft hangar with a gable offset roof profile and a double-cantilevered roof. The building sits on a reinforced concrete foundation with a concrete floor slab. The roofs are clad in corrugated metal. The building's dimensions measure 200 feet by 122 feet. The roof flares out toward the front (west) elevation and wraps the wall at an angle. The front elevation has a large, wide, aircraft entrance with 10 side-retracting metal doors flanked by projecting wall sections containing pockets for the side-retracting doors (Figure 2).

The USAF previously coordinated with the North Dakota State Historic Preservation Office (SHPO) in 2011 regarding potential historic resources on GFAFB via a report titled *Cultural*

President Shelly Buck

Page 2

*Resource Survey of Historic Places, Evaluation of Historic Buildings, Structures and Sites at Grand Forks Air Force Base, ND (Attachment 1).* The report determined that Hangar 602 did not meet any of the established criteria for significance and is therefore not eligible for listing in the National Register of Historic Places (NRHP). The SHPO responded in June 2011 with a concurrence of No Historic Properties Affected for a previous USAF renovation project.

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Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**U.S. Customs and  
Border Protection**

007 24 2011

Darrell G. Seki  
Chairman  
Red Lake Band of Chippewa Indians  
P.O. Box 550  
Red Lake MN 56671

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear Chairman Seki:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

- Relocation of three small CBP aircraft from Grand Forks International Airport to GFAFB; and
- Lease of Hangar 602 at GFAFB from the U.S. Air Force (USAF); and
- Renovation of the interior of Hangar 602 including painting, carpeting, utilities (HVAC, plumbing, and electrical), physical security, and information technology upgrades; and
- Addition of new lighting, signage, and security fencing to the exterior of Hangar 602.

CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, and this letter serves as our project initiation, coordination, and consultation in accordance with 36 CFR Part 800. The Area of Potential Effect for the proposed undertaking is the existing Hangar 602 building on GFAFB and its immediate vicinity. The project area is shown on the enclosed satellite imagery (Figure 1).

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Chairman Darrell G. Seki

Page 2

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Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**U.S. Customs and  
Border Protection**

OCT 24 2016

William Kindle  
President  
Rosebud Sioux Tribe  
11 Legion Ave  
Rosebud, SD 57570

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear President Kindle:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

- Relocation of three small CBP aircraft from Grand Forks International Airport to GFAFB; and
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- Renovation of the interior of Hangar 602 including painting, carpeting, utilities (HVAC, plumbing, and electrical), physical security, and information technology upgrades; and
- Addition of new lighting, signage, and security fencing to the exterior of Hangar 602.

CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, and this letter serves as our project initiation, coordination, and consultation in accordance with 36 CFR Part 800. The Area of Potential Effect for the proposed undertaking is the existing Hangar 602 building on GFAFB and its immediate vicinity. The project area is shown on the enclosed satellite imagery (Figure 1).

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President William Kindle

Page 2

*Resource Survey of Historic Places, Evaluation of Historic Buildings, Structures and Sites at Grand Forks Air Force Base, ND* (Attachment 1). The report determined that Hangar 602 did not meet any of the established criteria for significance and is therefore not eligible for listing in the National Register of Historic Places (NRHP). The SHPO responded in June 2011 with a concurrence of No Historic Properties Affected for a previous USAF renovation project.

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Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**U.S. Customs and  
Border Protection**

OCT 24 2011

Charlie Vig  
Chairman  
Shakopee Mdewakanton Sioux Community  
2330 Sioux Trail NW  
Prior Lake, MN 55372

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear Chairman Vig:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

- Relocation of three small CBP aircraft from Grand Forks International Airport to GFAFB; and
- Lease of Hangar 602 at GFAFB from the U.S. Air Force (USAF); and
- Renovation of the interior of Hangar 602 including painting, carpeting, utilities (HVAC, plumbing, and electrical), physical security, and information technology upgrades; and
- Addition of new lighting, signage, and security fencing to the exterior of Hangar 602.

CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, and this letter serves as our project initiation, coordination, and consultation in accordance with 36 CFR Part 800. The Area of Potential Effect for the proposed undertaking is the existing Hangar 602 building on GFAFB and its immediate vicinity. The project area is shown on the enclosed satellite imagery (Figure 1).

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The USAF previously coordinated with the North Dakota State Historic Preservation Office (SHPO) in 2011 regarding potential historic resources on GFAFB via a report titled *Cultural*

Chairman Charlie Vig

Page 2

*Resource Survey of Historic Places, Evaluation of Historic Buildings, Structures and Sites at Grand Forks Air Force Base, ND (Attachment 1).* The report determined that Hangar 602 did not meet any of the established criteria for significance and is therefore not eligible for listing in the National Register of Historic Places (NRHP). The SHPO responded in June 2011 with a concurrence of No Historic Properties Affected for a previous USAF renovation project.

GFAFB has no known properties of traditional cultural significance or sacred sites based on tribal coordination accomplished to date. The USAF has previously consulted with 23 federally recognized Native American tribes with interest in the area where GFAFB is located. Any ground disturbance that occurs during fence or utility placement will be limited to the first 12 inches in areas previously disturbed due to construction grading for the USAF facilities.

Based on the aforementioned information, CBP has determined there will be no effect to historic properties as a result of the proposed undertaking. If you have any questions or concerns, please feel free to contact Dalton Shaughnessy at 202-253-1279 or [thomas.d.shaughnessy@dhs.gov](mailto:thomas.d.shaughnessy@dhs.gov).

Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**U.S. Customs and  
Border Protection**

OCT 24 2018

Dave Flute  
Chairman  
Sisseton-Wahpeton Oyate  
P.O. Box 509  
Agency Village, SD 57262-0509

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear Chairman Flute:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

- Relocation of three small CBP aircraft from Grand Forks International Airport to GFAFB; and
- Lease of Hangar 602 at GFAFB from the U.S. Air Force (USAF); and
- Renovation of the interior of Hangar 602 including painting, carpeting, utilities (HVAC, plumbing, and electrical), physical security, and information technology upgrades; and
- Addition of new lighting, signage, and security fencing to the exterior of Hangar 602.

CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, and this letter serves as our project initiation, coordination, and consultation in accordance with 36 CFR Part 800. The Area of Potential Effect for the proposed undertaking is the existing Hangar 602 building on GFAFB and its immediate vicinity. The project area is shown on the enclosed satellite imagery (Figure 1).

Hangar 602 was constructed in 1959, and is an aircraft hangar with a gable offset roof profile and a double-cantilevered roof. The building sits on a reinforced concrete foundation with a concrete floor slab. The roofs are clad in corrugated metal. The building's dimensions measure 200 feet by 122 feet. The roof flares out toward the front (west) elevation and wraps the wall at an angle. The front elevation has a large, wide, aircraft entrance with 10 side-retracting metal doors flanked by projecting wall sections containing pockets for the side-retracting doors (Figure 2).

The USAF previously coordinated with the North Dakota State Historic Preservation Office (SHPO) in 2011 regarding potential historic resources on GFAFB via a report titled *Cultural*

Chairman Dave Flute

Page 2

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Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**U.S. Customs and  
Border Protection**

OCT 24

Myra Pearson  
Chairwoman  
Spirit Lake Tribe  
P.O. Box 359  
Fort Totten, ND 58335

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear Chairwoman Pearson:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

- Relocation of three small CBP aircraft from Grand Forks International Airport to GFAFB; and
- Lease of Hangar 602 at GFAFB from the U.S. Air Force (USAF); and
- Renovation of the interior of Hangar 602 including painting, carpeting, utilities (HVAC, plumbing, and electrical), physical security, and information technology upgrades; and
- Addition of new lighting, signage, and security fencing to the exterior of Hangar 602.

CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, and this letter serves as our project initiation, coordination, and consultation in accordance with 36 CFR Part 800. The Area of Potential Effect for the proposed undertaking is the existing Hangar 602 building on GFAFB and its immediate vicinity. The project area is shown on the enclosed satellite imagery (Figure 1).

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Chairwoman Myra Pearson

Page 2

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Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**U.S. Customs and  
Border Protection**

OCT 24 2016

Dave Archambault II  
Chairman  
Standing Rock Sioux Tribe  
P.O. Box D  
Ft Yates, ND 58538-0522

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear Chairman Archambault:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. ~~The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB.~~ The proposed undertaking consists of:

- Relocation of three small CBP aircraft from Grand Forks International Airport to GFAFB; and
- Lease of Hangar 602 at GFAFB from the U.S. Air Force (USAF); and
- Renovation of the interior of Hangar 602 including painting, carpeting, utilities (HVAC, plumbing, and electrical), physical security, and information technology upgrades; and
- Addition of new lighting, signage, and security fencing to the exterior of Hangar 602.

CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, and this letter serves as our project initiation, coordination, and consultation in accordance with 36 CFR Part 800. The Area of Potential Effect for the proposed undertaking is the existing Hangar 602 building on GFAFB and its immediate vicinity. The project area is shown on the enclosed satellite imagery (Figure 1).

Hangar 602 was constructed in 1959, and is an aircraft hangar with a gable offset roof profile and a double-cantilevered roof. The building sits on a reinforced concrete foundation with a concrete floor slab. The roofs are clad in corrugated metal. The building's dimensions measure 200 feet by 122 feet. The roof flares out toward the front (west) elevation and wraps the wall at an angle. The front elevation has a large, wide, aircraft entrance with 10 side-retracting metal doors flanked by projecting wall sections containing pockets for the side-retracting doors (Figure 2).

The USAF previously coordinated with the North Dakota State Historic Preservation Office (SHPO) in 2011 regarding potential historic resources on GFAFB via a report titled *Cultural*

Chairman Dave Archambault II

Page 2

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Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**U.S. Customs and  
Border Protection**

OCT 24 2011

Mark Fox  
Chairman  
Fort Berthold Indian Reservation  
404 Frontage Road  
New Town, ND 58763-9402

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear Chairman Fox:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

- Relocation of three small CBP aircraft from Grand Forks International Airport to GFAFB; and
- Lease of Hangar 602 at GFAFB from the U.S. Air Force (USAF); and
- Renovation of the interior of Hangar 602 including painting, carpeting, utilities (HVAC, plumbing, and electrical), physical security, and information technology upgrades; and
- Addition of new lighting, signage, and security fencing to the exterior of Hangar 602.

CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, and this letter serves as our project initiation, coordination, and consultation in accordance with 36 CFR Part 800. The Area of Potential Effect for the proposed undertaking is the existing Hangar 602 building on GFAFB and its immediate vicinity. The project area is shown on the enclosed satellite imagery (Figure 1).

Hangar 602 was constructed in 1959, and is an aircraft hangar with a gable offset roof profile and a double-cantilevered roof. The building sits on a reinforced concrete foundation with a concrete floor slab. The roofs are clad in corrugated metal. The building's dimensions measure 200 feet by 122 feet. The roof flares out toward the front (west) elevation and wraps the wall at an angle. The front elevation has a large, wide, aircraft entrance with 10 side-retracting metal doors flanked by projecting wall sections containing pockets for the side-retracting doors (Figure 2).

The USAF previously coordinated with the North Dakota State Historic Preservation Office (SHPO) in 2011 regarding potential historic resources on GFAFB via a report titled *Cultural*

Chairman Mark Fox

Page 2

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Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**U.S. Customs and  
Border Protection**

OCT 24 2011

Richard McCloud  
Chairman  
Turtle Mountain Band of Chippewa Indians of North Dakota  
4180 Highway 281  
Belcourt, ND 58316

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear Chairman McCloud:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

- Relocation of three small CBP aircraft from Grand Forks International Airport to GFAFB; and
- Lease of Hangar 602 at GFAFB from the U.S. Air Force (USAF); and
- Renovation of the interior of Hangar 602 including painting, carpeting, utilities (HVAC, plumbing, and electrical), physical security, and information technology upgrades; and
- Addition of new lighting, signage, and security fencing to the exterior of Hangar 602.

CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, and this letter serves as our project initiation, coordination, and consultation in accordance with 36 CFR Part 800. The Area of Potential Effect for the proposed undertaking is the existing Hangar 602 building on GFAFB and its immediate vicinity. The project area is shown on the enclosed satellite imagery (Figure 1).

Hangar 602 was constructed in 1959, and is an aircraft hangar with a gable offset roof profile and a double-cantilevered roof. The building sits on a reinforced concrete foundation with a concrete floor slab. The roofs are clad in corrugated metal. The building's dimensions measure 200 feet by 122 feet. The roof flares out toward the front (west) elevation and wraps the wall at an angle. The front elevation has a large, wide, aircraft entrance with 10 side-retracting metal doors flanked by projecting wall sections containing pockets for the side-retracting doors (Figure 2).

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Chairman Richard McCloud

Page 2

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Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**U.S. Customs and  
Border Protection**

OCT 24 2019

Kevin Jensvold  
Chairman  
Upper Sioux Indian Community  
P.O. Box 147  
Granite Falls, MN 56241

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear Chairman Jensvold:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

- Relocation of three small CBP aircraft from Grand Forks International Airport to GFAFB; and
- Lease of Hangar 602 at GFAFB from the U.S. Air Force (USAF); and
- Renovation of the interior of Hangar 602 including painting, carpeting, utilities (HVAC, plumbing, and electrical), physical security, and information technology upgrades; and
- Addition of new lighting, signage, and security fencing to the exterior of Hangar 602.

CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, and this letter serves as our project initiation, coordination, and consultation in accordance with 36 CFR Part 800. The Area of Potential Effect for the proposed undertaking is the existing Hangar 602 building on GFAFB and its immediate vicinity. The project area is shown on the enclosed satellite imagery (Figure 1).

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Chairman Kevin Jensvold

Page 2

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Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**U.S. Customs and  
Border Protection**

OCT 24 2016

Erma Vizenor  
Chairwoman  
White Earth Ojibwe  
PO Box 418  
White Earth, MN 56591

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear Chairwoman Vizenor:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

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- Renovation of the interior of Hangar 602 including painting, carpeting, utilities (HVAC, plumbing, and electrical), physical security, and information technology upgrades; and
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CBP is required to comply with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, and this letter serves as our project initiation, coordination, and consultation in accordance with 36 CFR Part 800. The Area of Potential Effect for the proposed undertaking is the existing Hangar 602 building on GFAFB and its immediate vicinity. The project area is shown on the enclosed satellite imagery (Figure 1).

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The USAF previously coordinated with the North Dakota State Historic Preservation Office (SHPO) in 2011 regarding potential historic resources on GFAFB via a report titled *Cultural*

Chairwoman Erma Vizenor

Page 2

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Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**U.S. Customs and  
Border Protection**

OCT 24 11 57 AM '11

Robert Flying Hawk  
Chairman  
Yankton Sioux Tribe  
P.O. Box 1153  
Wagner, SD 57380

**Subject:** Section 106 Consultation for Relocation of Three Small Customs and Border Protection Aircraft to Grand Forks Air Force Base and Associated Lease of Existing Hangar

Dear Chairman Flying Hawk:

U.S. Customs and Border Protection (CBP) is planning to relocate three aircraft currently operating out of Grand Forks International Airport to Grand Forks Air Force Base (GFAFB), Grand Forks County, North Dakota—the existing operation of the aircraft will not change as a result of the relocation. The undertaking also includes the lease and minor renovation of an existing hangar at GFAFB. The proposed undertaking consists of:

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The USAF previously coordinated with the North Dakota State Historic Preservation Office (SHPO) in 2011 regarding potential historic resources on GFAFB via a report titled *Cultural Resource Survey of Historic Places, Evaluation of Historic Buildings, Structures and Sites at*

Chairman Robert Flying Hawk

Page 2

*Grand Forks Air Force Base, ND* (Attachment 1). The report determined that Hangar 602 did not meet any of the established criteria for significance and is therefore not eligible for listing in the National Register of Historic Places (NRHP). The SHPO responded in June 2011 with a concurrence of No Historic Properties Affected for a previous USAF renovation project.

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Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol & Air and Marine  
Program Management Office

Enclosures



**STATE  
HISTORICAL  
SOCIETY  
OF NORTH DAKOTA**

Jack Dalrymple  
*Governor of North Dakota*

October 25, 2016

North Dakota  
State Historical Board

Margaret Puetz  
*Bismarck - President*

Gereld Gerntholz  
*Valley City - Vice President*

Albert I. Berger  
*Grand Forks - Secretary*

Calvin Grinnell  
*New Town*

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Sara Otte Coleman  
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Tourism Division*

Kelly Schmidt  
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*Director  
Parks and Recreation Department*

Grant Levi  
*Director  
Department of Transportation*

Claudia J. Berg  
*Director*

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of Museums since 1986

Mr. Paul Enriquez  
Customs and Border Patrol  
BPAM PMO  
ENV Division  
24000 Avila Road, Suite 5020  
Laguna Niguel, CA 92677

ND SHPO REF.: 17-0082 US CBP Section 106 Consultation for relocation of three small customs and border protection aircraft to Hangar 602 at GF AFB and associated lease of existing hangar, Grand Forks County, North Dakota

Dear Mr. Enriquez,

We reviewed ND SHPO REF.: 17-0082 US CBP Section 106 Consultation for relocation of three small customs and border protection aircraft to Hangar 602 at GF AFB and associated lease of existing hangar, Grand Forks County, North Dakota. We concur with your "No Historic Properties Affected" determination for this project, provided the project remains as described and mapped in this report.

Thank you for the opportunity to review. Please include the ND SHPO Reference number listed above in any further correspondence for this specific project. If you have any questions please contact Susan Quinnell, Review and Compliance Coordinator at (701) 328-3576 or [squinnell@nd.gov](mailto:squinnell@nd.gov)

Sincerely,

  
Claudia J. Berg

State Historic Preservation Officer (North Dakota)



# Bois Forte

TRIBAL GOVERNMENT

November 1, 2016

U.S. Customs and Border Protection  
24000 Avila Road, Suite 5020  
Laguna Niguel, CA 92677

To Whom It May Concern:

Please update your mailing list as follows:

Delete: Kevin Leecy, Chairman  
Bois Forte Band of Chippewa Indians  
5344 Lakeshore Drive  
P.O. Box 16  
Nett Lake, MN 55772

Add: Cathy Chavers, Chairwoman  
Bois Forte Band of Chippewa  
5344 Lakeshore Drive  
Nett Lake, MN 55772

Thank you.

Sincerely,

Victoria Villebrun  
Executive Secretary

5344 Lakeshore Drive | Nett Lake, MN 55772 | 218-757-3261 | 800-221-8129 | FAX 218-757-3312

Cathy Chavers  
Chairwoman

David C. Morrison, Sr.  
Secretary/Treasurer

Brandon Benner  
District I Representative

Travis Morrison  
District I Representative

Ray Toutloff  
District II Representative

**Distribution List for Section 106 Consultation**

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**Distribution List for Section 106 Consultation (Continued)**

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Erma Vizenor  
Chairwoman  
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PO Box 418  
White Earth, MN 56591

Robert Flying Hawk  
Chairman  
Yankton Sioux Tribe  
PO Box 1153  
Wagner, SD 57380

## Distribution List for Correspondence Letter

Dr. Terry Dwelle  
State Health Officer  
North Dakota Department of Health  
600 East Boulevard Ave  
Bismarck, ND 58505-0200

Ms. Claudia J. Berg  
State Historic Preservation Officer  
State Historical Society of North Dakota  
612 East Boulevard Avenue  
Bismarck, North Dakota 58505

Mr. Scott Larson, Field Supervisor  
U. S. Fish and Wildlife Service  
North Dakota Field Office  
3425 Miriam Avenue  
Bismarck, ND 58501-7926

Mr. Terry Steinwand  
Director  
North Dakota Game and Fish Department  
100 North Bismarck Expressway  
Bismarck, ND 58501

**State Clearinghouse:**  
North Dakota Department of Commerce  
Division of Community Services  
Century Center  
1600 East Century Avenue, Suite 2  
P.O Box 2057  
Bismarck, ND 58503

Ms. Diane M. Strom  
Environmental Impact Analysis Program  
319 CES/CEIEC  
Room 128  
525 Tuskegee Airmen Blvd  
Grand Forks AFB, ND 58205-6434

Mr. Kyle C. Wanner, Director  
North Dakota Aeronautics Commission  
2301 University Drive, Bldg. 22  
P.O. Box 5020  
Bismarck, N.D. 58502-5020

EPA Region 8 Office  
Ms. Dana Allen  
Mailcode 8EPR-N  
1595 Wynkoop Street  
Denver, CO 80202-1129

Mr. Nick Pratt  
Airspace Specialist  
Federal Aviation Administration  
Minneapolis Office  
6020 28<sup>th</sup> Avenue South  
Room 102  
Minneapolis, MN 55450

JAN 23 2017



**U.S. Customs and  
Border Protection**

Ms. Claudia J. Berg  
State Historic Preservation Officer  
State Historical Society of North Dakota  
612 East Boulevard Avenue  
Bismarck, ND 58505

Dear Ms. Berg:

U.S. Customs and Border Protection (CBP) has prepared a draft Supplemental Environmental Assessment (SEA) to address the potential effects, beneficial and adverse, resulting from the relocation of North Dakota Air Branch (AB) aircraft, equipment and personnel from their current location at Grand Forks International Airport (GFIA), Grand Forks, ND to Grand Forks Air Force Base (AFB), approximately 10 miles to the west. The stationing of CBP aircraft at Grand Forks AFB was previously evaluated in an Environmental Assessment (EA) with a Finding of No Significant Impact (FONSI) in 2008. Resources present and resource impacts evaluated in the 2008 EA are assumed to still be valid.

The relocation of the North Dakota AB involves the transfer of aircraft currently housed at GFIA to Grand Forks AFB. The facility lease at GFIA would be terminated and the facility returned to the property owner. CBP would acquire an existing hangar from the United States Air Force (USAF) via a leasing agreement. The hangar interior would be renovated, including painting, carpeting, utilities, physical security and information technology upgrades. New lighting, signage and security fencing would be added to the exterior of the hangar.

You and/or your organization were identified on the distribution list of the original EA, and have previously consulted on this effort (ND SHPO Reference: 17-0082). The enclosed draft SEA and draft FONSI are being sent to you for review and comment. CBP must receive your comments within 30 days, by February 27, 2017 to ensure that they can be addressed in the final documents. You may submit comments using one of the following methods:

1. By email to: [commentsenv@cbp.dhs.gov](mailto:commentsenv@cbp.dhs.gov)
2. By U.S. mail to: North Dakota Air Branch SEA  
c/o Dalton Shaughnessy  
U.S. Customs and Border Protection  
1331 Pennsylvania Avenue NW  
Suite 1555, Mailstop 1102  
Washington, DC 20229

Ms. Claudia J. Berg  
Page 2

If you require additional information or have any questions, please contact Mr. Shaughnessy at (202) 253-1279 or by email at [commentsenv@cbp.dhs.gov](mailto:commentsenv@cbp.dhs.gov). CBP appreciates your interest in this action and looks forward to receiving your comments on the draft documents.

Sincerely,

A handwritten signature in black ink that reads "Paul Enriquez". The signature is written in a cursive style with a large initial "P".

Paul Enriquez  
Environmental Branch Chief  
Border Patrol and Air & Marine  
Program Management Office

Enclosures: Draft SEA and Draft FONSI

JAN 23 2017



**U.S. Customs and  
Border Protection**

North Dakota Department of Commerce  
Division of Community Services  
Century Center  
1600 East Century Avenue, Suite 2  
P.O. Box 2057  
Bismarck, ND 58503

To Whom It May Concern:

U.S. Customs and Border Protection (CBP) has prepared a draft Supplemental Environmental Assessment (SEA) to address the potential effects, beneficial and adverse, resulting from the relocation of North Dakota Air Branch (AB) aircraft, equipment and personnel from their current location at Grand Forks International Airport (GFIA), Grand Forks, ND to Grand Forks Air Force Base (AFB), approximately 10 miles to the west. The stationing of CBP aircraft at Grand Forks AFB was previously evaluated in an Environmental Assessment (EA) with a Finding of No Significant Impact (FONSI) in 2008. Resources present and resource impacts evaluated in the 2008 EA are assumed to still be valid.

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As the State Clearinghouse, your organization was identified on the distribution list of the original EA. The enclosed draft SEA and draft FONSI are being sent to you for review and comment. CBP must receive your comments within 30 days, by February 27, 2017 to ensure that they can be addressed in the final documents. You may submit comments using one of the following methods:

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U.S. Customs and Border Protection  
1331 Pennsylvania Avenue NW  
Suite 1555, Mailstop 1102  
Washington, DC 20229

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Sincerely,

A handwritten signature in black ink, appearing to read "Paul Enriquez". The signature is written in a cursive, flowing style.

Paul Enriquez  
Environmental Branch Chief  
Border Patrol and Air & Marine  
Program Management Office

Enclosures: Draft SEA and Draft FONSI

JAN 23 2017



**U.S. Customs and  
Border Protection**

Dr. Terry Dwelle  
State Health Officer  
North Dakota Department of Health  
600 East Boulevard Ave.  
Bismarck, ND 58505-0200

Dear Dr. Dwelle:

U.S. Customs and Border Protection (CBP) has prepared a draft Supplemental Environmental Assessment (SEA) to address the potential effects, beneficial and adverse, resulting from the relocation of North Dakota Air Branch (AB) aircraft, equipment and personnel from their current location at Grand Forks International Airport (GFIA), Grand Forks, ND to Grand Forks Air Force Base (AFB), approximately 10 miles to the west. The stationing of CBP aircraft at Grand Forks AFB was previously evaluated in an Environmental Assessment (EA) with a Finding of No Significant Impact (FONSI) in 2008. Resources present and resource impacts evaluated in the 2008 EA are assumed to still be valid.

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You and/or your organization were identified on the distribution list of the original EA. The enclosed draft SEA and draft FONSI are being sent to you for review and comment. CBP must receive your comments within 30 days, by February 27, 2017 to ensure that they can be addressed in the final documents. You may submit comments using one of the following methods:

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Washington, DC 20229

Dr. Terry Dwelle  
Page 2

If you require additional information or have any questions, please contact Mr. Shaughnessy at (202) 253-1279 or by email at [commentsenv@cbp.dhs.gov](mailto:commentsenv@cbp.dhs.gov). CBP appreciates your interest in this action and looks forward to receiving your comments on the draft documents.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Enriquez". The signature is fluid and cursive, with the first name "Paul" being larger and more prominent than the last name "Enriquez".

Paul Enriquez  
Environmental Branch Chief  
Border Patrol and Air & Marine  
Program Management Office

Enclosures: Draft SEA and Draft FONSI

JAN 23 2017



**U.S. Customs and  
Border Protection**

Ms. Diane M. Strom  
Environmental Impact Analysis Program  
319 CES/CEIEC  
525 Tuskegee Airmen Blvd., Room 128  
Grand Forks AFB, ND 58205-6434

Dear Ms. Strom:

U.S. Customs and Border Protection (CBP) has prepared a draft Supplemental Environmental Assessment (SEA) to address the potential effects, beneficial and adverse, resulting from the relocation of North Dakota Air Branch (AB) aircraft, equipment and personnel from their current location at Grand Forks International Airport (GFIA), Grand Forks, ND to Grand Forks Air Force Base (AFB). The stationing of CBP aircraft at Grand Forks AFB was previously evaluated in an Environmental Assessment (EA) with a Finding of No Significant Impact (FONSI) in 2008. Resources present and the resource impacts evaluated in the 2008 EA are assumed to still be valid.

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Your organization was identified on the distribution list of the original EA and has coordinated with CBP on the current effort. The enclosed draft SEA and draft FONSI are being sent to you for review and comment. CBP must receive your comments within 30 days, by February 27, 2017 to ensure that they can be addressed in the final documents. You may submit comments using one of the following methods:

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c/o Dalton Shaughnessy  
U.S. Customs and Border Protection  
1331 Pennsylvania Avenue NW  
Suite 1555, Mailstop 1102  
Washington, DC 20229

Ms. Diane M. Strom

Page 2

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Sincerely,

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Paul Enriquez  
Environmental Branch Chief  
Border Patrol and Air & Marine  
Program Management Office

Enclosures: Draft SEA and Draft FONSI

JAN 23 2017



**U.S. Customs and  
Border Protection**

Mr. Kyle C. Wanner, Director  
North Dakota Aeronautics Commission  
2301 University Drive, Bldg. 22  
P.O. Box 5020  
Bismarck, ND 58502-5020

Dear Mr. Wanner:

U.S. Customs and Border Protection (CBP) has prepared a draft Supplemental Environmental Assessment (SEA) to address the potential effects, beneficial and adverse, resulting from the relocation of North Dakota Air Branch (AB) aircraft, equipment and personnel from their current location at Grand Forks International Airport (GFIA), Grand Forks, ND to Grand Forks Air Force Base (AFB), approximately 10 miles to the west. The stationing of CBP aircraft at Grand Forks AFB was previously evaluated in an Environmental Assessment (EA) with a Finding of No Significant Impact (FONSI) in 2008. Resources present and resource impacts evaluated in the 2008 EA are assumed to still be valid.

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Washington, DC 20229

Mr. Kyle C. Wanner

Page 2

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Sincerely,

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Paul Enriquez  
Environmental Branch Chief  
Border Patrol and Air & Marine  
Program Management Office

Enclosures: Draft SEA and Draft FONSI

JAN 23 2017



**U.S. Customs and  
Border Protection**

Mr. Scott Larson, Field Supervisor  
U. S. Fish and Wildlife Service  
North Dakota Field Office  
3425 Miriam Avenue  
Bismarck, ND 58501-7926

Dear Mr. Larson:

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Washington, DC 20229

Mr. Scott Larson  
Page 2

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Sincerely,

A handwritten signature in black ink that reads "Paul Enriquez". The signature is written in a cursive style with a large initial "P".

Paul Enriquez  
Environmental Branch Chief  
Border Patrol and Air & Marine  
Program Management Office

Enclosures: Draft SEA and Draft FONSI

JAN 23 2017



**U.S. Customs and  
Border Protection**

Ms. Dana Allen  
EPA Region 8 Office  
Mailcode 8EPR-N  
1595 Wynkoop Street  
Denver, CO 80202-1129

Dear Ms. Allen

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Ms. Dana Allen  
Page 2

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Sincerely,

A handwritten signature in cursive script, appearing to read "Paul Enriquez".

Paul Enriquez  
Environmental Branch Chief  
Border Patrol and Air & Marine  
Program Management Office

Enclosures: Draft SEA and Draft FONSI

JAN 23 2017



**U.S. Customs and  
Border Protection**

Mr. Terry Steinwand  
Director  
North Dakota Game and Fish Department  
100 North Bismarck Expressway  
Bismarck, ND 58501

Dear Mr. Steinwand:

U.S. Customs and Border Protection (CBP) has prepared a draft Supplemental Environmental Assessment (SEA) to address the potential effects, beneficial and adverse, resulting from the relocation of North Dakota Air Branch (AB) aircraft, equipment and personnel from their current location at Grand Forks International Airport (GFIA), Grand Forks, ND to Grand Forks Air Force Base (AFB), approximately 10 miles to the west. The stationing of CBP aircraft at Grand Forks AFB was previously evaluated in an Environmental Assessment (EA) with a Finding of No Significant Impact (FONSI) in 2008. Resources present and resource impacts evaluated in the 2008 EA are assumed to still be valid.

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Washington, DC 20229

Mr. Terry Steinwand  
Page 2

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Sincerely,



Paul Enriquez  
Environmental Branch Chief  
Border Patrol and Air & Marine  
Program Management Office

Enclosures: Draft SEA and Draft FONSI

JAN 23 2017



**U.S. Customs and  
Border Protection**

Mr. Nick Pratt  
Airspace Specialist  
Federal Aviation Administration  
6020 28<sup>th</sup> Avenue South, Room 102  
Minneapolis, MN 55450

Dear Mr. Pratt:

U.S. Customs and Border Protection (CBP) has prepared a draft Supplemental Environmental Assessment (SEA) to address the potential effects, beneficial and adverse, resulting from the relocation of North Dakota Air Branch (AB) aircraft, equipment and personnel from their current location at Grand Forks International Airport (GFIA), Grand Forks, ND to Grand Forks Air Force Base (AFB), approximately 10 miles to the west. The stationing of CBP aircraft at Grand Forks AFB was previously evaluated in an Environmental Assessment (EA) with a Finding of No Significant Impact (FONSI) in 2008. Resources present and resource impacts evaluated in the 2008 EA are assumed to still be valid.

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Washington, DC 20229

Mr. Nick Pratt  
Page 2

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Sincerely,

A handwritten signature in cursive script that reads "Paul Enriquez".

Paul Enriquez  
Environmental Branch Chief  
Border Patrol and Air & Marine  
Program Management Office

Enclosures: Draft SEA and Draft FONSI

JAN 23 2017



**U.S. Customs and  
Border Protection**

Grand Forks Public Library  
2110 Library Circle  
Grand Forks, ND 58201

To Whom It May Concern:

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Please provide the enclosed draft SEA and draft FONSI in your public documents section for public review and comments for 30 days, through February 27, 2017. Public comments and concerns should be sent by this date to ensure that they can be addressed in the final documents. The SEA and FONSI are also available for download at [www.cbp.gov/about/environmental-cultural-stewardship/nepa-documents/docs-review](http://www.cbp.gov/about/environmental-cultural-stewardship/nepa-documents/docs-review). Comments may be submitted using one of the following methods:

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Suite 1555, Mailstop 1102  
Washington, DC 20229

If you or any member of the public require additional information or have any questions, please contact Mr. Shaughnessy at (202) 253-1279 or by email at [commentsenv@cbp.dhs.gov](mailto:commentsenv@cbp.dhs.gov). Please keep this letter with the document for public review until February 27, 2017.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Enriquez". The signature is fluid and cursive, with the first name "Paul" being larger and more prominent than the last name "Enriquez".

Paul Enriquez  
Environmental Branch Chief  
Border Patrol and Air & Marine  
Program Management Office

Enclosures: Draft SEA and Draft FONSI