

APPENDIX A

Master Plan Runway Capacity Section

Runway Length

FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design*, provides guidance for determining runway length needs. A draft revision to this AC is currently available (150/5325-4C) and the FAA is utilizing the draft revision in most cases when evaluating runway length needs for airports.

The determination of runway length requirements for FSM is based on five primary factors:

- Mean maximum temperature of the hottest month
- Airport elevation
- Runway gradient
- Critical aircraft type expected to use the runway
- Stage length of the longest nonstop destination (specific to larger aircraft)

Aircraft performance declines as elevations, temperature, and runway gradient factors increase. For FSM, the mean maximum daily temperature of the hottest month is 93.4 degrees Fahrenheit (F), which occurs in August. The airport's elevation is 469 feet above mean sea level (MSL). The runway elevation difference is approximately 25 feet for Runway 7-25, which equates to a 0.3 percent gradient change. The gradient of the runway conforms to FAA design standards.

Airplanes operate on a wide variety of available runway lengths. Many factors will govern the suitability of those runway lengths for aircraft, such as elevation, temperature, wind, aircraft weight, wing flap settings, runway condition (wet or dry), runway gradient, vicinity airspace obstructions, and any special operating procedures. Airport operators can pursue policies that can maximize the suitability of the runway length. Policies such as area zoning and height and hazard restrictions can protect an airport's runway length. Airport ownership (fee simple or easement) of land leading to the runway ends can reduce the possibility of natural growth or man-made obstructions. Planning of runways should include an evaluation of aircraft types expected to use the airport or a particular runway now and in the future. Future need should be realistic and supported by the FAA-approved forecasts and should be based on the critical design aircraft (or family of aircraft).

General Aviation Aircraft

The majority of operations at FSM are conducted using smaller GA aircraft weighing less than 12,500 pounds. Following guidance from AC 150/5325-4B, to accommodate 100 percent of these small aircraft, a runway length of 3,800 feet is recommended. For small aircraft with 10 or more passenger seats, 4,300 feet of runway length is recommended.

For aircraft weighing more than 12,500 pounds but less than 60,000 pounds, including most small to mid-sized business jet aircraft, runway length requirements have also been calculated. These calculations take into consideration the runway gradient and landing length requirements for contaminated runways (wet). Business jets tend to need greater runway length when landing on a wet surface because of their increased approach speeds. AC 150/5325-4B stipulates that runway length determination for business jets consider a grouping of airplanes with similar operating characteristics. The AC provides two separate “family groupings of airplanes,” each based upon their representative percentage of aircraft in the national fleet. The first grouping is those business jets that make up 75 percent of the national fleet, and the second group is those making up 100 percent of the national fleet. **Table 3F** presents a partial list of common aircraft in each aircraft grouping. A third group considers business jets weighing more than 60,000 pounds. Runway length determination for these aircraft must be based on the performance characteristics of the individual aircraft.

TABLE 3F
Business Jet Categories for Runway Length Determination

75 percent of the national fleet	MTOW (lbs.)	75-100 percent of the national fleet	MTOW (lbs.)	Greater than 60,000 pounds	MTOW (lbs.)
Lear 35	20,350	Lear 55	21,500	Gulfstream II	65,500
Lear 45	20,500	Lear 60	23,500	Gulfstream IV	73,200
Cessna 550	14,100	Hawker 800XP	28,000	Gulfstream V	90,500
Cessna 560XL	20,000	Hawker 1000	31,000	Global Express	98,000
Cessna 650 (VII)	22,000	Cessna 650 (III/IV)	22,000		
IAI Westwind	23,500	Cessna 750 (X)	36,100		
Beechjet 400	15,800	Challenger 604	47,600		
Falcon 50	18,500	IAI Astra	23,500		

MTOW: Maximum Take-Off Weight

Source: FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design*

Table 3G presents the results of the runway length analysis for business jets developed following the guidance provided in AC 150/5325-4B. To accommodate 75 percent of the business jet fleet at 60 percent useful load, a runway length of 5,500 feet is recommended. This length is derived from a raw length of 4,800 feet that is adjusted, as recommended, for runway gradient and consideration of landing length needs on a contaminated runway (wet and slippery). To accommodate 100 percent of the business jet fleet at 60 percent useful load, a runway length of 6,000 feet is recommended.

TABLE 3G
Runway Length Requirements
Fort Smith Regional Airport

Airport Elevation	469 feet above mean sea level			
Average High Monthly Temp.	93.4 degrees F (August)			
Runway Gradient	Runway 7-25 25' (0.3%)			
Fleet Mix Category	Raw Runway Length from FAA AC	Runway Length with Gradient Adjustment (+250')	Wet Surface Landing Length -Jets Only (+15%)*	Final Runway Length
100% of small airplanes	3,800'	N/A	N/A	3,800'
100% of small airplanes (10+ seats)	4,400'	N/A	N/A	4,400'
75% of fleet at 60% useful load	4,800'	5,050'	5,500'	5,500'
100% of fleet at 60% useful load	5,700'	5,950'	5,500'	6,000'
75% of fleet at 90% useful load	7,000'	7,250'	7,000'	7,300'
100% of fleet at 90% useful load	9,000'	9,250'	7,000'	9,300'

*Max 5,500' for 60% useful load and max 7,000' for 90% useful load in wet condition

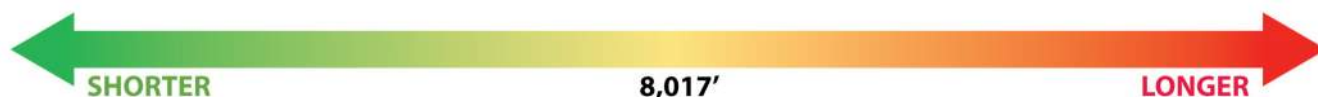
Source: FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design*

Utilization of the 90 percent category for runway length determination is generally not considered by the FAA unless there is a demonstrated need at an airport. This could be documented activity by a business jet operator that flies out frequently with heavy loads. To accommodate 75 percent of the business jet fleet at 90 percent useful load, a runway length of 7,300 feet is recommended. To accommodate 100 percent of business jets at 90 percent useful load, a runway length of 9,300 feet is recommended.

Another method to determine runway length requirements for jet aircraft at FSM is to examine aircraft flight planning manuals under conditions specific to the airport. Several aircraft were analyzed for take-off length required with a design temperature of 93.4 degrees F at a field elevation of 469 feet MSL. **Table 3H** provides a detailed runway takeoff length analysis for the most common business jet and turboprop aircraft in the national fleet. This data was obtained from UltrNAV software, which computes operational parameters for specific aircraft based on flight manual data. The analysis includes the maximum takeoff weight (MTOW) allowable and the percent useful load from 60 percent to 100 percent. The figures are shaded from green to red based upon their proximity to the current length of Runway 7-25 (8,017 feet), with darker red figures exceeding the current runway length. This analysis shows that Runway 7-25 is capable of accommodating all but one aircraft at 90 percent useful load and six aircraft at 100 percent useful load. The average takeoff length needed for all business jets analyzed at 100 percent useful load is 5,900 feet.

TABLE 3H
Business Aircraft Takeoff Length Requirements
Fort Smith Regional Airport

Aircraft Name	MTOW lbs.	Takeoff Length Requirements (feet)				
		Useful Load				
		60%	70%	80%	90%	100%
King Air C90B	10,100	2,646	2,843	3,050	3,266	3,493
King Air 200 GT	12,500	3,384	3,491	3,602	3,719	3,840
Citation I/SP	11,850	2,846	3,088	3,345	3,617	3,905
Citation CJ3	13,870	2,957	3,171	3,409	3,667	3,930
King Air 350	15,000	3,449	3,593	3,755	4,015	4,347
Citation (525A) CJ2	12,375	3,250	3,508	3,810	4,094	4,368
Citation Mustang	8,645	2,902	3,188	3,511	3,946	4,380
Citation Encore	16,630	3,129	3,424	3,749	4,085	4,491
Citation Encore Plus	16,830	3,164	3,455	3,787	4,143	4,531
Citation 560 XL	20,000	3,501	3,776	4,074	4,388	4,734
Citation Bravo	14,800	3,694	3,967	4,270	4,622	5,009
Beechjet 400A	16,300	4,012	4,315	4,630	4,954	5,326
Citation (525) CJ1	10,600	3,547	4,065	4,594	5,123	5,669
Gulfstream 350	70,900	4,174	4,538	4,937	5,378	5,849
Hawker 900 XP	28,000	4,442	4,608	4,952	5,384	5,856
Premier 1A	12,500	3,888	4,299	4,781	5,324	5,859
Lear 31A	17,000	3,843	4,162	4,512	4,894	5,948
Hawker 4000	39,500	4,316	4,690	5,091	5,514	6,066
Gulfstream IIB	69,700	4,334	4,787	5,256	5,740	6,236
Global 5000	92,500	4,328	4,811	5,318	5,848	6,401
Gulfstream 150	26,100	4,978	5,243	5,457	5,907	6,504
Gulfstream 450	74,600	4,477	4,920	5,414	5,946	6,537
Gulfstream IV/SP	74,600	4,613	5,076	5,576	6,098	6,651
Falcon 7X	70,000	4,415	4,917	5,456	6,038	6,700
Citation X	35,700	4,718	5,130	5,630	6,163	6,716
Gulfstream 100	24,650	4,822	5,341	5,904	6,464	7,020
Global XRS	98,000	4,726	5,292	5,888	6,512	7,380
Gulfstream 550	91,000	4,622	5,283	5,942	6,655	7,427
Lear 60	23,500	5,160	5,681	6,302	6,818	7,470
Canadair Challenger 601	45,100	5,000	5,570	6,200	6,900	7,720
Hawker 800	27,400	5,369	5,993	6,710	7,491	8,338
Gulfstream 200	35,450	5,447	6,133	6,883	7,689	8,671
Citation III	21,500	4,593	5,050	5,546	6,079	O/L
Lear 35A	19,600	5,427	6,136	6,840	7,593	O/L
Westwind I	22,850	4,551	5,068	5,645	O/L	O/L
Westwind II	23,500	5,046	5,587	6,149	6,731	O/L
Average Takeoff Length		4,200	4,600	5,100	5,500	5,900



Runway length calculation assumptions: 469 MSL field elevation; 93.4° F ambient temperature; 0.3% runway grade.

MTOW - Maximum Takeoff Weight

O/L – Outside Operating Limits

Source: UltrNAV software

Table 3J presents the runway length required for landing under three operational categories: Title 14 Code of Federal Regulations (CFR) Part 25, CFR Part 135, and CFR Part 91k. CFR Part 25 operations are those conducted by individuals or companies operating their own transport category aircraft (non-commercial). CFR Part 91k includes operations in fractional ownership, which utilize their own aircraft under direction of pilots specifically assigned to said aircraft. CFR Part 135 applies to all for-hire charter operations, including most fractional ownership operations. Part 91k and Part 135 rules regarding landing operations require operators to land at the destination airport within 60 percent of the effective runway length. An additional rule allows for operators to land within 80 percent of the effective runway length if the operator has an approved destination airport analysis in the airport’s program operating manual. The landing length analysis conducted accounts for both scenarios.

The landing length analysis shows that aircraft operating at maximum landing weight (MLW) under Part 135 rules needing to land within 60 percent of the effective runway length during wet conditions is the most restrictive with some aircraft, such as the Cessna Citation III, needing over 10,400 feet. The average length needed for this category is 7,300 feet. Per FAA guidance on determining runway length needs, wet runway conditions do not apply to turboprop aircraft so figures for the King Air aircraft are only included under the dry runway conditions. Each of the King Airs is capable of landing in approximately 4,800 feet or less.

As previously noted, the FAA will typically only support runway length planning to the 60 percent useful load factor unless it can be demonstrated that business jets are frequently operating fully loaded (90 percent). Most business aircraft can take off on the primary runway at FSM at or above 90 percent useful load. For landing situations, the analysis shows that several aircraft, when operating under Part 135 rules and wet runway conditions, require additional runway length; however, these include out of production models, including the Gulfstream IIB and the Citation III. Newer generation business aircraft tend to operate more efficiently, requiring shorter runway lengths.

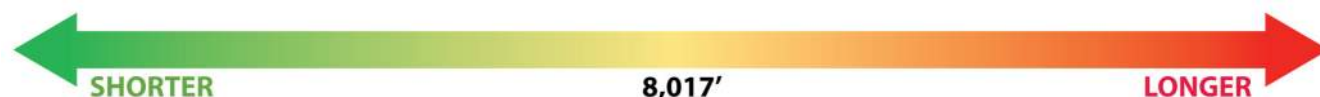
Commercial Aircraft

Runway length needs for commercial service aircraft must factor the local operating conditions described above and the load carried. The aircraft load is dependent upon the payload of passengers and/or cargo, plus the amount of fuel it has on board. For departures, the amount of fuel varies depending upon the length of non-stop flight or trip length.

The current FSM commercial fleet mix includes regional jets that include the Beechcraft CRJ-200, -700, and -900 and the Embraer ERJ-140, -145, and E175. An analysis in Chapter Two considered the potential of enhanced commercial activity at FSM in the future, including the utilization of larger commercial service aircraft. **Table 3K** presents the runway length needs for various commercial jet aircraft utilizing each aircraft’s operating manual and adjusting for the mean maximum temperature of 93.4 degrees F.

TABLE 3J
Business Aircraft Landing Length Requirements
Fort Smith Regional Airport

Aircraft Name	MLW lbs.	Landing Length Requirements (feet)					
		Dry Runway Condition			Wet Runway Condition		
		Part 25	80% Rule	60% Rule	Part 25	80% Rule	60% Rule
King Air C90B	9,600	1,358	1,698	2,263	N/A	N/A	N/A
King Air 200 GT	12,500	1,897	2,371	3,162	N/A	N/A	N/A
King Air 350	15,000	2,886	3,608	4,810	N/A	N/A	N/A
Citation I/SP	11,350	2,417	3,021	4,028	2,779	3,474	4,632
Westwind II	19,000	2,420	3,025	4,033	2,790	3,488	4,650
Westwind I	19,000	2,500	3,125	4,167	2,880	3,600	4,800
Global 5000	78,600	2,693	3,366	4,488	3,097	3,871	5,162
Global XRS	78,600	2,693	3,366	4,488	3,097	3,871	5,162
Falcon 7X	62,400	2,949	3,686	4,915	3,392	4,240	5,653
Premier 1A	11,600	2,850	3,563	4,750	3,541	4,426	5,902
Citation Mustang	8,000	2,583	3,229	4,305	3,624	4,530	6,040
Gulfstream IV/SP	66,000	3,204	4,005	5,340	3,684	4,605	6,140
Gulfstream 350	66,000	3,291	4,114	5,485	3,784	4,730	6,307
Hawker 4000	33,500	3,295	4,119	5,492	3,790	4,738	6,317
Hawker 800	23,350	2,960	3,700	4,933	3,820	4,775	6,367
Hawker 900 XP	23,350	2,680	3,350	4,467	3,987	4,984	6,645
Citation (525) CJ1	9,800	2,951	3,689	4,918	3,989	4,986	6,648
Challenger 601	36,000	3,356	4,195	5,593	4,027	5,034	6,712
Gulfstream 200	30,000	3,601	4,501	6,002	4,141	5,176	6,902
Citation CJ3	12,750	3,129	3,911	5,215	4,256	5,320	7,093
Lear 31A	16,000	3,044	3,805	5,073	4,262	5,328	7,103
Lear 35A	15,300	3,275	4,094	5,458	4,586	5,733	7,643
Gulfstream 150	21,700	3,173	3,966	5,288	4,667	5,834	7,778
Citation Encore	15,200	3,145	3,931	5,242	4,715	5,894	7,858
Citation (525A) CJ2	11,500	3,300	4,125	5,500	4,775	5,969	7,958
Citation Encore Plus	15,200	3,147	3,934	5,245	4,789	5,986	7,982
Lear 60	19,500	3,636	4,545	6,060	4,904	6,130	8,173
Gulfstream 550	75,300	2,799	3,499	4,665	5,129	6,411	8,548
Beechjet 400A	15,700	3,749	4,686	6,248	5,583	6,979	9,305
Citation 560 XL	18,700	3,528	4,410	5,880	5,624	7,030	9,373
Citation X	31,800	3,963	4,954	6,605	5,655	7,069	9,425
Gulfstream 450	66,000	3,290	4,113	5,483	5,699	7,124	9,498
Citation Bravo	13,500	3,689	4,611	6,148	5,795	7,244	9,658
Citation III	19,000	4,157	5,196	6,928	6,018	7,523	10,030
Gulfstream 100	20,700	3,216	4,020	5,360	6,026	7,533	10,043
Gulfstream IIB	58,500	3,195	3,994	5,325	6,125	7,656	10,208
Average Landing Length		3,100	3,900	5,200	4,400	5,500	7,300



Runway length calculation assumptions: 469' MSL field elevation; 93.4° F ambient temperature; 0.3% runway grade.

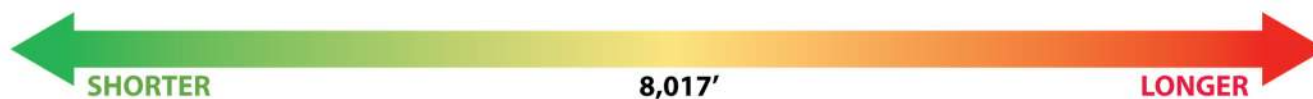
MLW – Maximum Landing Weight

N/A – Not Applicable

Source: *UltrNAV software*

TABLE 3K
Commercial Aircraft Takeoff Length Requirements
Fort Smith Regional Airport

Aircraft Name	MTOW lbs.	Takeoff Length Requirements (feet)				
		Useful Load				
		60%	70%	80%	90%	100%
Airbus A319	145,505	4,000	4,000	4,100	4,100	4,200
Embraer E170	79,344	3,600	4,000	4,500	5,100	5,400
Bombardier CRJ-700	75,000	4,600	4,800	5,200	5,500	5,900
Airbus A320	157,630	4,100	4,200	4,800	5,400	6,000
Boeing 767-200	315,000	4,500	5,200	5,600	6,000	6,600
Bombardier CRJ-900	82,500	5,100	5,700	6,000	6,700	7,100
DC-9-15f	90,700	5,000	5,700	6,300	6,800	7,500
Boeing 757-200	240,000	4,900	5,500	6,100	6,700	7,800
Embraer ERJ-145	48,502	4,700	4,900	5,800	7,300	8,100
Boeing 757-300	255,000	5,300	5,900	6,600	7,300	8,200
Embraer E190	110,892	4,600	5,200	5,700	7,200	8,200
Boeing 737-800	174,200	5,400	5,700	6,400	7,300	8,500
Boeing 727-200	172,000	5,500	6,300	6,900	8,500	9,000
MD-83	160,000	5,200	5,800	6,600	7,800	9,000
Boeing 737-900	174,200	6,300	7,100	8,300	9,300	10,200
Boeing 737-700	154,500	6,000	6,100	6,700	8,500	10,500
Average Takeoff Length		4,900	5,400	6,000	6,800	7,600



Runway length calculation assumptions: 469' MSL field elevation; 93.4° F ambient temperature; 0.3% runway grade.

MTOW - Maximum Takeoff Weight

Source: Aircraft Planning Manuals adjusted for maximum ambient temperature of 93.4° F.

This analysis shows that all these aircraft are capable of operating at 60 and 70 percent useful loads on the current runway length during the hottest periods of the year. At 80 percent useful loads, the Boeing 737-900 requires additional runway length. At 90 and 100 percent useful loads, several aircraft require additional runway length to operate at MTOW. The average length needs are 6,000 feet at 80 percent useful load, 6,800 feet at 90 percent useful load, and 7,600 feet at 100 percent useful load. The forecast commercial fleet is anticipated to include more operations by the Embraer E-jet family of aircraft, such as the E170/E175 and Bombardier CRJ-900. These aircraft are capable of operating on the available runway length at maximum takeoff weight. Most of the new generation narrow body aircraft, such as the Airbus A319/A320 and Boeing 737-700/800/900, are also capable of operating at FSM today with some weight restrictions applied on the 737 aircraft. Widebody aircraft, such as the Boeing 767, which is not anticipated to operate at FSM on a regular basis, can also operate on the available runway at FSM at maximum takeoff weight.

Runway Length Summary

Many factors are considered when determining appropriate runway length for safe and efficient operations of aircraft at FSM. The airport should strive to accommodate commercial service aircraft and business jets to the greatest extent possible as demand would dictate. Runway 7-25 is currently 8,017 feet long and can accommodate most business jets and commercial aircraft currently operating at FSM, especially with shorter trip lengths and during cool to warm temperatures. The analysis shows that during hot days and at useful loads of 90 percent or greater, more aircraft are subject to weight restrictions. The furthest non-stop commercial destination is Atlanta (ATL), at 503.1 nautical miles (nm), which is conducted with Bombardier CRJ-200/700/900 equipment. The current and future critical design aircraft are not weight-restricted with the available runway at FSM.

Justification for any runway extension to meet the needs of commercial or business jets would require regular use on the order of 500 annual itinerant operations. This is the minimum threshold required to obtain FAA grant funding assistance. The current FSM ALP includes a Runway 7-25 extension to 9,000 feet, which was based on a need by military training operations. At 9,000 feet, Runway 7-25 would be capable of accommodating some of the larger commercial aircraft in the fleet; however, it is not anticipated that most of these aircraft will operate at FSM on a regular basis in the future.

Analysis in the next chapter will examine potential runway extensions that could be achieved at FSM to better accommodate the needs of larger aircraft should the need arise during the 20-year planning period of this Master Plan. No extension is currently planned for Runway 1-19. At 5,001 feet, the crosswind runway is capable of accommodating most small- to mid-size business jets and turboprop aircraft. The crosswind runway is not designed or planned to accommodate larger aircraft on a routine basis, so it should be maintained at its current length for the duration of the planning period.

APPENDIX B

Agency Coordination and Tribal Consultation

Mountain, Ryan C.

From: Vaught, Richard - NRCS, Conway, AR <richard.vaught@usda.gov>
Sent: Tuesday, January 18, 2022 2:39 PM
To: Mountain, Ryan C.
Cc: Martin, Neal - NRCS, Fort Smith, AR; Fox, Rebecca - NRCS, Little Rock, AR; Bednar, David M.
Subject: RE: [External Email]Runway 8-26 Extension Project, Fort Smith Regional Airport, Site Assessment for Farmland Protection Policy Act
Attachments: AD1006_FT_smith_airport.pdf; FPPA_Letter_FT_smith_airport.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

Hello Mr. Mountain,

Attached you will find a letter and AD1006 form related to your request for a Farmland Protection Policy Act evaluation for the proposed runway expansion at the Fort Smith Regional Airport.

Please contact me if you have questions or concerns.

Thanks,

Richard Vaught

Resource Soil Scientist
USDA-Natural Resources Conservation Service
235 Tilk Road
Conway, AR 72032
501-505-4063 Office
870-395-0784 Cell

From: Bednar, David M. <DMBednar@GarverUSA.com>
Sent: Tuesday, January 4, 2022 1:52 PM
To: Martin, Neal - NRCS, Fort Smith, AR <neal.martin@usda.gov>
Subject: [External Email]Runway 8-26 Extension Project, Fort Smith Regional Airport, Site Assessment for Farmland Protection Policy Act

[External Email]

If this message comes from an **unexpected sender** or references a **vague/unexpected topic**;
Use caution before clicking links or opening attachments.
Please send any concerns or suspicious messages to: Spam.Abuse@usda.gov

Mr. Martin,

Please see the attached, letter, site map, and Farmland Conversion Impact Rating Form prepared for the Runway 8-26 Extension Project, at the Fort Smith Regional Airport.

Let me know if you need anything further.

Thank you.



David M. Bednar, Jr.
Environmental Scientist/Environmental Specialist
Transportation Team

📞 479-646-9584
📠 479-221-1340

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United States Department of Agriculture



Natural Resources Conservation Service
235 Tilk Road
Conway, AR 72032

1-18-2022

Mr. Ryan Mountain
Garver
4300 South J.B. Hunt Dr., Suite 240
Rogers, AR
72758

Site Assessment for Farmland Protection Policy Act
Runway 8-26 Extension Project Environmental Assessment
Fort Smith Regional Airport, Sebastian County, Arkansas

Dear Mr. Bednar and Mr. Mountain,

This letter is in response to your request for information related to Prime Farmland and Farmland of Statewide Importance regarding the proposed Runway 8-26 extension project at the Fort Smith Regional Airport (FSM). This project would be within portions of the City of Fort Smith that are already committed to urban development and thus are not considered Prime Farmland or Farmland of Statewide Importance.

Should you have any questions or need additional information, please call me at (501) 505-4063 or email at richard.vaught@ar.usda.gov.

Sincerely,

A handwritten signature in black ink that reads "Richard L. Vaught".

Richard Vaught
Area Resource Soil Scientist

Enclosures:
AD 1006 Form

cc:
Neal Martin, District Conservationist, Sebastian County, AR
Rebecca Fox, Acting NRCS State Soil Scientist, Little Rock, AR

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FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request				
Name of Project		Federal Agency Involved				
Proposed Land Use		County and State				
PART II (To be completed by NRCS)		Date Request Received By NRCS		Person Completing Form:		
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		YES ☐	NO ☐	Acres Irrigated	Average Farm Size	
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %		Amount of Farmland As Defined in FPPA Acres: %			
Name of Land Evaluation System Used	Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS			
PART III (To be completed by Federal Agency)		Alternative Site Rating				
		Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly						
B. Total Acres To Be Converted Indirectly						
C. Total Acres In Site						
PART IV (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland						
B. Total Acres Statewide Important or Local Important Farmland						
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted						
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value						
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)						
PART VI (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)		Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use		(15)				
2. Perimeter In Non-urban Use		(10)				
3. Percent Of Site Being Farmed		(20)				
4. Protection Provided By State and Local Government		(20)				
5. Distance From Urban Built-up Area		(15)				
6. Distance To Urban Support Services		(15)				
7. Size Of Present Farm Unit Compared To Average		(10)				
8. Creation Of Non-farmable Farmland		(10)				
9. Availability Of Farm Support Services		(5)				
10. On-Farm Investments		(20)				
11. Effects Of Conversion On Farm Support Services		(10)				
12. Compatibility With Existing Agricultural Use		(10)				
TOTAL SITE ASSESSMENT POINTS		160				
PART VII (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)		100				
Total Site Assessment (From Part VI above or local site assessment)		160				
TOTAL POINTS (Total of above 2 lines)		260				
Site Selected:	Date Of Selection	Was A Local Site Assessment Used? YES ☐ NO ☐				
Reason For Selection:						
Name of Federal agency representative completing this form:						
Date:						

(See Instructions on reverse side)

Form AD-1006 (03-02)

Mountain, Ryan C.

From: CESWL-Regulatory <PR-R.CESWL-PR-R@usace.army.mil>
Sent: Wednesday, August 25, 2021 5:25 PM
To: Mountain, Ryan C.
Subject: RE: Fort Smith Regional Airport - Runway 26 Extension - Revised Project Review Request

Mr. Mountain,

We have received your application reference the Runway Extension Project. This project is being assigned to our Regulatory Project Manager, Mr. David Rupe. You can contact him either through email at David.M.Rupe@usace.army.mil or on the phone at 501-340-1386.

The Administrative Record Number assigned to this project is: SWL-2005-20285. Please use this number when communicating with us about your project.

For more information on the Regulatory Program, visit our website at:
<http://www.swl.usace.army.mil/Missions/Regulatory.aspx>

Please let us know how we are doing by submitting your comments or suggestions on our Customer Service Survey: <https://regulatory.ops.usace.army.mil/customer-service-survey/>

Respectfully,

Willis A. Bullard
Legal Instruments Examiner
Regulatory Division
USACE, Little Rock District

From: Mountain, Ryan C. <RCMountain@GarverUSA.com>
Sent: Saturday, August 14, 2021 9:04 AM
To: CESWL-Regulatory <PR-R.CESWL-PR-R@usace.army.mil>
Cc: White, Adam T. <ATWhite@GarverUSA.com>
Subject: [Non-DoD Source] Fort Smith Regional Airport - Runway 26 Extension - Revised Project Review Request

Ms. Chitwood,

Previous coordination was submitted to your office on June 3 regarding the project described below. We are submitting the attached revised coordination letter with an updated purpose for accuracy. Please consider providing a revised response. Additionally, a wetland delineation of the project area has been prepared and will be submitted to your office for concurrence.

The Fort Smith Regional Airport (FSM) desires to extend Runway 8-26 to the east and has retained Garver to prepare a National Environmental Policy Act (NEPA) Environmental Assessment (EA) for the referenced project. The purpose of the project is to provide the appropriate runway length to accommodate projected growth documented in the 2020 update to the Airport's Master Plan. The proposed action's EA will evaluate potential environmental impacts and analyze alternatives to the proposed action. Detailed surveys will be completed early in the process, as needed, for resources that could potentially be impacted.

Attached are details and figures related to the location of the proposed improvements. Please review and let us know if you have questions, feedback or concerns.

Feel free to call or email with any questions.

Thanks in advance for your time.

Sincerely,
Ryan



Ryan Mountain, PWS
Senior Environmental Scientist/Specialist
Transportation Team

📞 479-257-9188
📠 479-903-2041



DEPARTMENT OF THE ARMY
LITTLE ROCK DISTRICT, CORPS OF ENGINEERS
POST OFFICE BOX 867
LITTLE ROCK, ARKANSAS 72203-0867
www.swl.usace.army.mil/

September 21, 2021

Regulatory Division

FILE No. **SWL-2005-20285-1**

Mr. Ryan Mountain
Garver
4300 South J.B. Hunt Drive, Suite 240
Rogers, AR 72758

Dear Mr. Mountain:

Please refer to your letter dated September 17, 2021, on behalf of Fort Smith Regional Airport, concerning a waters of the United States (WOTUS) determination of the subject property (Fort Smith Regional Airport), in parts of section 36, T. 8 N., R. 32 W. and parts of section 31, T. 8 N., R. 31 W., Fort Smith, Sebastian County, Arkansas. In response to your informed, voluntary request, this letter provides a preliminary jurisdictional determination (PJD) that identifies aquatic resources that may be WOTUS on the property and the Department of the Army (DA) permit requirements pursuant to Section 404 of the Clean Water Act (33 U.S. Code 1344).

My review revealed that the property may contain areas that may be WOTUS. Approximately 23.82 acres of wetlands, 1,134 linear feet of stream, and 3.71 acres of ponds were identified. The approximate location of these areas is shown on the enclosed map of the site.

This PJD is advisory in nature. If you wish to receive an approved jurisdictional determination (AJD) for the property, you must request one. In order to expedite the review, we suggest you provide our office with a delineation of all WOTUS within the property using Corps approved methodology. An AJD is generally valid for a 5-year period, incorporates administrative appeal rights, and specifically identifies the presence or absence, the location, and the extent of WOTUS on the property. Delineations done by consultants are not official until approved by the Corps of Engineers.

Please be advised that the discharge of dredged or fill material in WOTUS, requires a DA permit prior to beginning work in most situations. A permit is required pursuant to Section 404 of the Clean Water Act. The clearing of wetlands with mechanized equipment; landleveling; construction of ditches, dikes, and dams; placement of fill to raise the elevation of a site; and stabilization of banks are examples of activities that may require a permit. All of these activities typically involve the discharge of dredged or fill material in WOTUS.

Your cooperation in the Regulatory Program is appreciated. If you have any questions, please contact me at (501) 340-1386 and refer to No. **SWL-2005-20285-1**.

Sincerely,

A handwritten signature in dark ink, appearing to read "David Rupe", with a long horizontal flourish extending to the right.

David Rupe
Project Manager

Enclosures

cc:
Russellville PO
Ch, Regulatory Enf



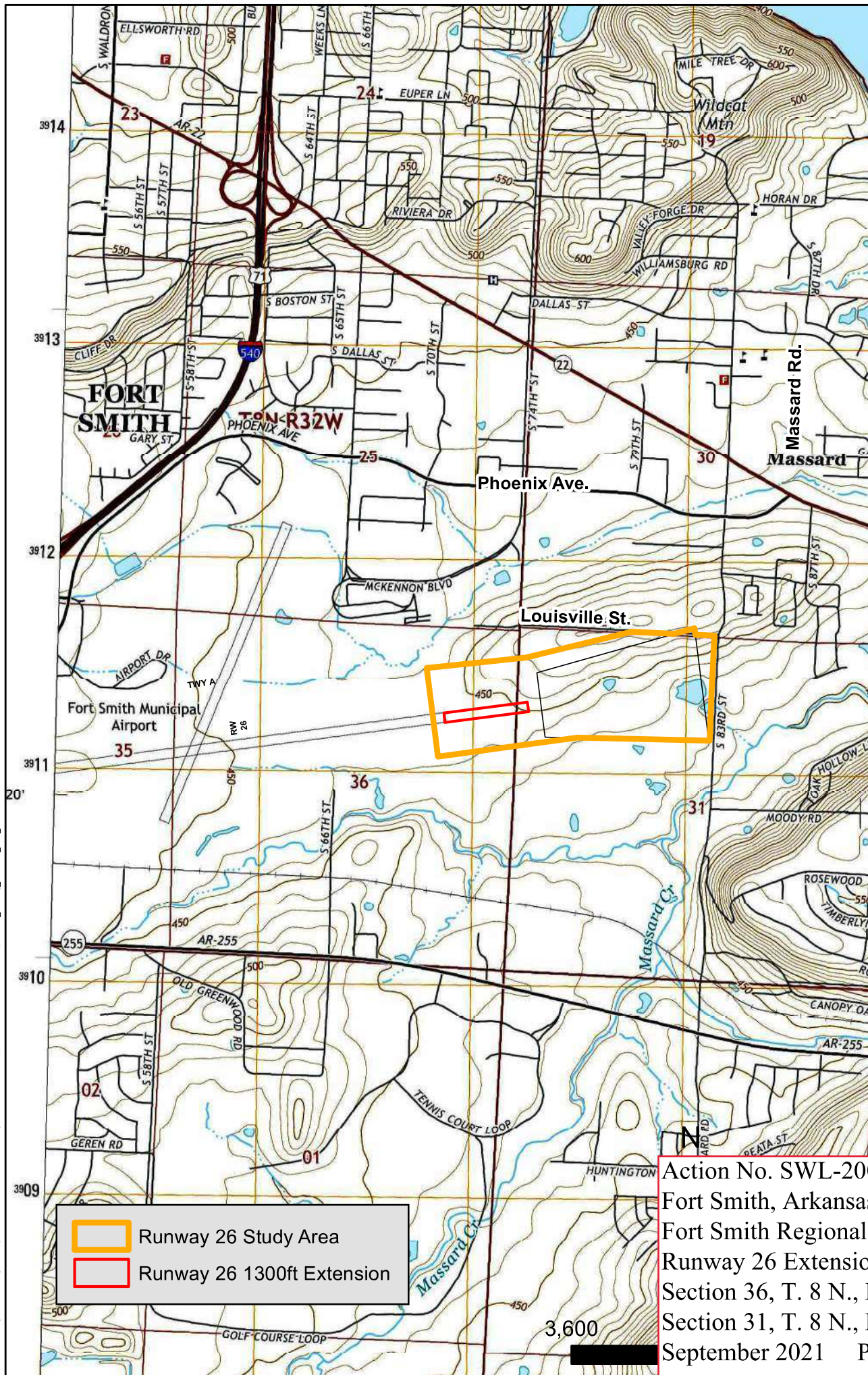
4300 South J.B. Hunt Drive
Suite 240
Rogers, AR 72758
(479) 257-9188

FORT SMITH REGIONAL AIRPORT (FSM)
FORT SMITH, AR
RUNWAY 26 EXTENSION - DIRECT STUDY AREA

BAR IS ONE INCH ON
ORIGINAL DRAWING

JOB NO.:
DATE: MAY 2021
DESIGNED BY: RCM
DRAWN BY: RCM

Action No. SWL-2005-20285-1
Fort Smith, Arkansas
Fort Smith Regional Airport
Runway 26 Extension
Section 36, T. 8 N., R. 32 W.;
Section 31, T. 8 N., R. 31 W.
September 2021 Page 1 of 2



- Runway 26 Study Area
- Runway 26 1300ft Extension



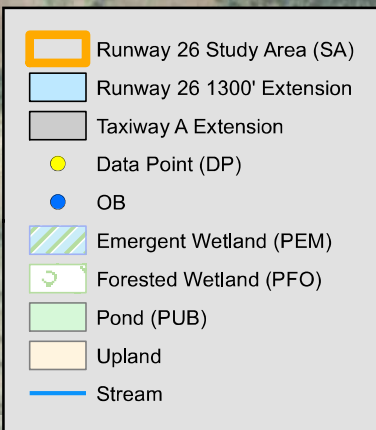
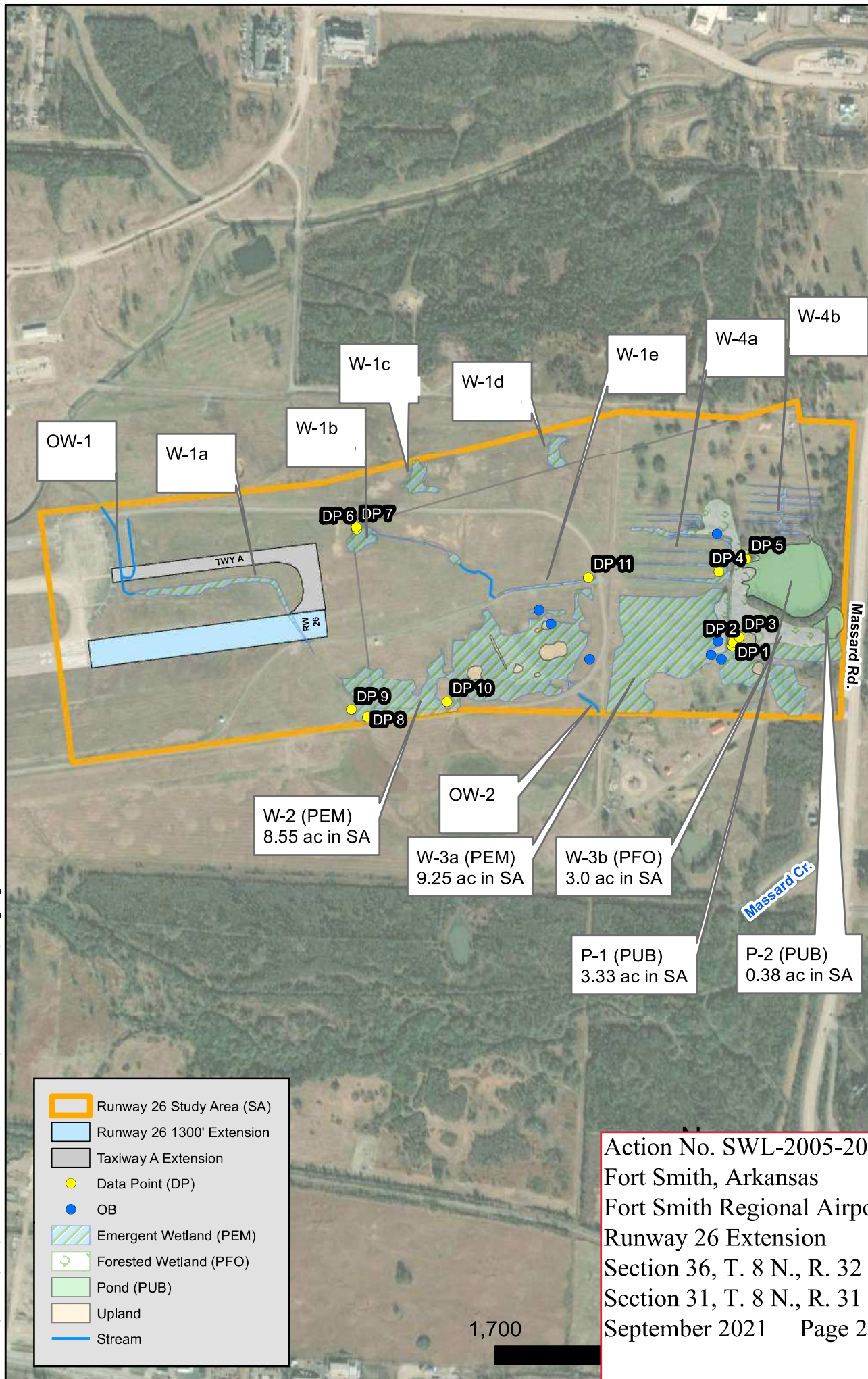
4300 South J.B. Hunt Drive
Suite 240
Rogers, AR 72758
(479) 257-9188

**FORT SMITH REGIONAL AIRPORT (FSM)
FORT SMITH, AR
RUNWAY 26 EXTENSION**

BAR IS ONE INCH ON
ORIGINAL DRAWING

JOB NO.: 21A13171
DATE: JUNE 2021
DESIGNED BY: RCM

Action No. SWL-2005-20285-1
Fort Smith, Arkansas
Fort Smith Regional Airport
Runway 26 Extension
Section 36, T. 8 N., R. 32 W.;
Section 31, T. 8 N., R. 31 W.
September 2021 Page 2 of 2



PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM
U.S. Army Corps of Engineers

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: September 21, 2021

B. NAME AND ADDRESS OF PERSON REQUESTING PRELIMINARY JD:

Ryan Mountain
Garver
4300 South J.B. Hunt Drive, Ste. 240
Rogers, AR 72758

C. DISTRICT OFFICE, FILE NAME, AND NUMBER: CESWL-RD, SWL-2005-20285-1

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

(USE THE ATTACHED TABLE TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: Arkansas County/parish/borough: Sebastian City: Fort Smith

Center coordinates of site (lat/long in degree decimal format):

Lat: 35.33764° Long: -94.34968°

Universal Transverse Mercator: NAD 83/UTM Zone 15, Northing: 3911323.00 Easting: 377349.00

Name of nearest waterbody: Massard Creek (tributary to Arkansas River)

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

☒ Office (Desk) Determination. Date: September 20, 2021

☒ Field Determination. Date(s): September 08, 2021

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION.

Site Number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resources (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
OW-1	35.33724	-94.35488	979 linear feet	non-wetland (channel)	Section 404
OW-2	35.33635	-94.34586	155 linear feet	non-wetland (channel)	Section 404
W-1a	35.33747	-94.35119	0.77 acres	wetland	Section 404
W-1b	35.33876	-94.34995	0.47 acres	wetland	Section 404
W-1c	35.33963	-94.34903	0.36 acres	wetland	Section 404
W-1d	35.34023	-94.34651	0.29 acres	wetland	Section 404

Table Continued on next page

1. The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
2. In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there "*may be*" waters of the U.S. and/or that there "*may be*" navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriate reference sources below where indicated for all checked items:

- ☒ Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
Map: Fort Smith Regional Airport, Wetland Delineation Report and JD Request submitted by Garver.
- ☒ Data sheets prepared/submitted by or on behalf of the PJD requestor:
 - ☒ Office concurs with data sheets/delineation report.
 - ☐ Office does not concur with data sheets/delineation report. Rationale:
- ☐ Data sheets prepared by the Corps:
- ☐ Corps navigable waters' study:
- ☒ U.S. Geological Survey Hydrologic Atlas: HUC 8: 11110104 (Robert S. Kerr Reservoir).
 - ☒ USGS NHD data.
 - ☒ USGS 8 and 12 digit HUC maps.
- ☒ U.S. Geological Survey map(s). Cite scale & quad name: Fort Smith, AR (1:24K).
- ☒ USDA Natural Resources Conservation Service Soil Survey. Citation: Web Soil Survey (2021).
- ☒ National wetlands inventory map(s). Cite name: Provided in Garver wetland delineation report.
- ☐ State/Local wetland inventory map(s):
- ☐ FEMA/FIRM maps:
- ☐ 100-year Floodplain Elevation is:
(National Geodetic Vertical Datum of 1929)
- ☒ Photographs:
 - ☒ Aerial (Name & Date): Google Earth (1994-2021); Garver report (August 2021)
 - or ☒ Other (Name & Date): Garver delineation report (2021); Corps site visit (9/8/21)
- ☐ Previous determination(s). File no. and date of response letter:
- ☐ Other information (please specify):

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.



09/21/2021

Signature and date of
Regulatory staff member
completing PJD



10/9/2021

Signature and date of
person requesting PJD
(REQUIRED, unless obtaining
the signature is impracticable)¹

¹ Districts may establish timeframes for requester to return signed PJD forms. If the requester does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Arkansas Ecological Services Field Office
110 South Amity Suite 300
Conway, AR 72032-8975
Phone: (501) 513-4470 Fax: (501) 513-4480
<http://www.fws.gov/arkansas-es>

In Reply Refer To:
Consultation code: 04ER1000-2022-TA-0202
Event Code: 04ER1000-2022-E-00610
Project Name: FSM Runway 8-26 Extension

November 16, 2021

Subject: Verification letter for 'FSM Runway 8-26 Extension' for specified federally threatened and endangered species and designated critical habitat that may occur in your proposed project area consistent with the Arkansas Determination Key for project review and guidance for federally listed species (Arkansas Dkey).

Dear Garver LLC:

The U.S. Fish and Wildlife Service (Service) received on **November 16, 2021** your effect determination(s) for the 'FSM Runway 8-26 Extension' (the Action) using the Arkansas DKey within the Information for Planning and Consultation (IPaC) system. The Service developed this system in accordance with the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.).

Based on your answers and the assistance in the Service's Arkansas DKey, you made the following effect determination(s) for the proposed action.

Species	Listing Status	Determination
American Burying Beetle (<i>Nicrophorus americanus</i>)	Threatened	May affect
Eastern Black Rail (<i>Laterallus jamaicensis ssp. jamaicensis</i>)	Threatened	NLAA
Geocarpion minimum	Threatened	No effect
Northern Long-eared Bat (<i>Myotis septentrionalis</i>)	Threatened	May affect
Piping Plover (<i>Charadrius melodus</i>)	Threatened	NLAA
Red Knot (<i>Calidris canutus rufa</i>)	Threatened	NLAA

Status

The Service concurs with the NLAA determination(s) for the species listed above. Your agency has met consultation requirements by informing the Service of the "No Effect" determinations.

No further consultation for this project is required for these species. This letter confirms you may rely on effect determinations provided in the Arkansas Determination Key for project review and guidance for federally listed species to satisfy agency consultation requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (87 Stat. 884, as amended 16 U.S.C. 1531 et seq.; ESA).

The proposed project may affect the Northern Long-eared Bat. However, this project complies with the final 4(d) rule with incidental take covered by the U.S. Fish and Wildlife Service's January 5, 2016, Intra-Service Programmatic Biological Opinion on the final 4(d) rule for the NLEB addressing "Activities Excepted from Take Prohibitions. No further consultation is required for the proposed project for this species.

The proposed project may affect the American burying beetle (ABB). However, this project complies with the final 4(d) rule with incidental take covered by the Service's October 15, 2020, Intra-Service Programmatic Biological Opinion on the final 4(d) rule for the ABB addressing "Activities Excepted from Take Prohibitions". Unless the Service advises you within 30 days of the date of this letter that your IPaC-assisted determination was incorrect, this letter verifies that the PBO satisfies and concludes your responsibilities for this Action under Act Section 7(a)(2) with respect to the ABB.

The Service recommends that your agency contact the Arkansas Ecological Services Field Office or re-evaluate this key in IPaC if: 1) the scope, timing, duration, or location of the proposed project changes, 2) new information reveals the action may affect listed species or designated critical habitat; 4) a new species is listed or critical habitat designated. If any of the above conditions occurs, additional consultation with the Arkansas Ecological Services Field Office should take place before project changes are final or resources committed.

Bald and Golden Eagle Protection Act: The following resources are provided to project proponents and consulting agencies as additional information. Bald and golden eagles are not included in this section 7(a)(2) consultation and this information does not constitute a determination of effects by the Service.

The Service developed the National Bald Eagle Management Guidelines to advise landowners, land managers, and others who share public and private lands with Bald Eagles when and under what circumstances the protective provisions of the BGEPA may apply to their activities. The guidelines should be consulted prior to conducting new or intermittent activity near an eagle nest. This document may be downloaded from the following site: <https://www.fws.gov/southeast/our-services/permits/eagles/>

To determine if your proposed activity is likely to take or disturb Bald Eagles, complete our step-by-step online self-certification process, which is located at <https://www.fws.gov/southeast/our-services/eagle-technical-assistance/>.

If the recommendations detailed in the National Bald Eagle Management Guidelines cannot be followed, you may apply for a permit to authorize removal or relocation of an eagle nest in certain instances. The application form is located at <http://www.fws.gov/forms/3-200-72.pdf>.

Action Description

You provided to IPaC the following name and description for the subject Action.

1. Name

FSM Runway 8-26 Extension

2. Description

The following description was provided for the project 'FSM Runway 8-26 Extension':

The Fort Smith Regional Airport desires to construct a 1,300-foot extension of Runway 8-26 to the east with an associated taxiway extension. Navigational aids and the runway safety area will be relocated as a result of the runway extension, which is entirely on airport property.

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@35.33816505,-94.34843412918323,14z>



Species Protection Measures

Qualification Interview

1. Have you made an effects determination of "no effect" for all species in the area of the project? A "no effect" determination means the project will have no beneficial effect, no short-term adverse effects, and no long-term adverse effects on any of the species on the IPaC-generated species list for the proposed project or those species habitat. A project with effects that cannot be meaningfully measured, detected or evaluated, effects that are extremely unlikely to occur, or entirely beneficial effects should not have a "no effect" determination. (If unsure, select "No").
No
 2. Is the action authorized, funded, or being carried out by a Federal agency?
Yes
 3. Are you the the action agency or the designated non-federal representative?
No
 4. Choose the agency you represent in this consultation with the U.S. Fish and Wildlife Service:
f. All other federal agencies or agency designees
 5. [Semantic] Does the project intersect designated critical habitat for the Leopard Darter?
Automatically answered
No
 6. [Semantic] Does the project intersect designated critical habitat for the Neosho Mucket?
Automatically answered
No
 7. [Semantic] Does the project intersect designated critical habitat for Yellowcheek Darter?
Automatically answered
No
 8. [Semantic] Does the project intersect designated critical habitat for Rabbitsfoot?
Automatically answered
No
 9. [Semantic] Does the project intersect the American burying beetle consultation area?
Automatically answered
Yes
 10. Have you determined that the proposed action will have "no effect" on the American burying beetle? (If you are unsure select "No")
No
 11. Will your activity **purposefully take** American burying beetles?
No
-

12. [Semantic] Is your project wholly inside the 4d rule Analysis Area? For areas of your project occurring inside the Analysis Area (New England, Northern Plains, Southern Plains), your project may qualify for exemptions. For areas of your project occurring outside the Analysis Area, all incidental take is exempted according to the ABB 4d Rule.

Automatically answered

Yes

13. Is American burying beetle [suitable habitat](#) present within the action area?

Yes

14. Will suitable habitat be affected by the proposed action? Suitable habitat may be impacted if the action involves soil disturbance, use of vehicles or heavy equipment, artificial lighting, vegetation removal, use of herbicides, pesticides, other hazardous chemicals.

Yes

15. [Semantic] Does the project intersect the red-cockaded woodpecker AOI?

Automatically answered

No

16. [Semantic] Does the project intersect the Eastern black rail AOI?

Automatically answered

Yes

17. Will the project affect sand and gravel areas or shorelines along rivers, lakes, or reservoirs?

No

18. Does the project take place in marshy or flooded open field habitat?

Yes

19. Will any part of the project take place between March 15 and May 15 OR between July 15 and October 1?

Yes

20. Has Eastern Black Rail been detected at the site?

No

21. [Semantic] Does the project intersect the red knot AOI?

Automatically answered

Yes

22. [Semantic (same answer as "8.1.3")] Will the project affect sand and gravel areas or shorelines along rivers, lakes, or reservoirs?

Automatically answered

No

23. [Semantic (same answer as "8.2")] Does the project take place in marshy or flooded open field habitat?

Automatically answered

Yes

24. [Semantic (same answer as "8.3")] Will any part of the project take place between March 15 and May 15 OR between July 15 and October 1?

Automatically answered

Yes

25. Are red knots present on the site during the proposed action?

No

26. [Semantic] Does the project intersect the Piping Plover AOI?

Automatically answered

Yes

27. [Semantic (same answer as "8.1.3 or 9.3")] Will the project affect sand and gravel areas or shorelines along rivers, lakes, or reservoirs?

Automatically answered

No

28. [Semantic (same answer as "8.3" or "9.9")] Will any part of the project take place between March 15 and May 15 OR between July 15 and October 1?

Automatically answered

Yes

29. [Semantic] Does the project intersect the Whooping Crane AOI?

Automatically answered

No

30. [Semantic] Does the project intersect the interior least tern AOI?

Automatically answered

No

31. [Semantic] Does the project intersect the Gray Bat AOI?

Automatically answered

No

32. [Semantic] Does the project intersect the Ozark Big-eared Bat AOI?

Automatically answered

No

33. [Semantic] Does the project intersect the Indiana bat AOI?

Automatically answered

No

34. [Semantic] Does the project intersect the Northern Long-eared bat AOI?

Automatically answered

Yes

35. Have you determined that the proposed action will have "no effect" on the northern long-eared bat? (If you are unsure select "No")

No

36. Will your activity purposefully Take northern long-eared bats?

No

37. Is the project action area located within 0.25 miles of a known northern long-eared bat hibernaculum?

Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact your State wildlife agency (Semantic: Edge In Answer Path)

Automatically answered

No

38. Is the project action area located within 150 feet of a known occupied northern long-eared bat maternity roost tree?

Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact your State wildlife agency (Semantic: Edge In Answer Path)

Automatically answered

No

39. [Semantic] Does the project intersect the Benton County Cave Crayfish AOI?

Automatically answered

No

40. [Semantic] Does the project intersect the Hell Creek Cave Crayfish AOI?

Automatically answered

No

41. [Semantic] Does the project intersect the Ozark cavefish AOI?

Automatically answered

No

42. [Semantic] Does the project intersect the Missouri bladderpod AOI?

Automatically answered

No

43. [Semantic] Does the project intersect the Geocarpon AOI?

Automatically answered

Yes

44. Is the proposed project on a saline prairie, [barren/slick](#), or on the Wing, etc. soil series?

Saline prairies are characterized by low, extensive coverage of sedges, grasses, and forbs, with few to no trees or shrubs. Within these prairies, interspersed “slicks,” with little to no emergent vegetation, provide habitat for Geocarpon?

No

45. [Semantic] Does the project intersect the running buffalo clover AOI?

Automatically answered

No

46. [Semantic] Does the project intersect the Pondberry AOI?

Automatically answered

No

Project Questionnaire

1. Please select the activity that best matches your proposed action.

13. Other activities with soil disturbance - briefly describe below

2. If you choose 13 above, please describe below. If you did not choose 13 above, please type "0".

Airport runway extension

3. Estimate the total acres of suitable American burying beetle habitat that may be affected.

34.5

4. Please estimate the total number of acres of **temporary impacts** to American burying beetle habitat. See definitions

0

5. Please estimate the total number of acres of **permanent impacts** to American burying beetle habitat. See definitions

34.5

6. **If the project includes forest conversion, report the appropriate acreages below. Otherwise, type '0' in questions 1-3.**

1. Estimated total acres of forest conversion:

1.8

7. 2. If known, estimated acres of forest conversion from April 1 to October 31

1.8

8. 3. If known, estimated acres of forest conversion from June 1 to July 31

1.8

9. **If the project includes timber harvest, report the appropriate acreages below. Otherwise, type '0' in questions 4-6.**

4. Estimated total acres of timber harvest

0

10. 5. If known, estimated acres of timber harvest from April 1 to October 31

0

11. 6. If known, estimated acres of timber harvest from June 1 to July 31

0

12. **If the project includes prescribed fire, report the appropriate acreages below. Otherwise, type '0' in questions 7-9.**

7. Estimated total acres of prescribed fire

0

13. 8. If known, estimated acres of prescribed fire from April 1 to October 31

0

14. 9. If known, estimated acres of prescribed fire from June 1 to July 31

0

15. **If the project includes new wind turbines, report the megawatts of wind capacity below. Otherwise, type '0' in question 10.**

10. What is the estimated wind capacity (in megawatts) of the new turbine(s)?

0



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Arkansas Ecological Services Field Office
110 South Amity Suite 300
Conway, AR 72032-8975
Phone: (501) 513-4470 Fax: (501) 513-4480
<http://www.fws.gov/arkansas-es>

In Reply Refer To:

November 16, 2021

Consultation code: 04ER1000-2022-TA-0202

Event Code: 04ER1000-2022-E-00606

Project Name: FSM Runway 8-26 Extension

Subject: Verification letter for 'FSM Runway 8-26 Extension' project under the October 15, 2020, Programmatic Biological Opinion on Final 4(d) Rule for the American burying beetle and Activities Excepted from Take Prohibitions (50 CFR § 17.47(d), Federal Register Citation 85 FR 65241).

Dear Garver LLC:

The U.S. Fish and Wildlife Service (Service) received on **November 16, 2021** your effect determination(s) for the 'FSM Runway 8-26 Extension' (the Action) using the American burying beetle (*Nicrophorus americanus*) determination key within the Information for Planning and Consultation (IPaC) system.

This determination key assists users in determining whether a Federal action is consistent with the activities analyzed in the Service's October 15, 2020, Programmatic Biological Opinion (PBO). The PBO addresses activities excepted from incidental "take"^[1] prohibitions applicable to the American burying beetle under the Endangered Species Act of 1973 (Act) (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.).

Based upon your IPaC submission, the Action is consistent with activities analyzed in the PBO. The Action may affect the American burying beetle; however, any incidental take that may occur as a result of the Action is not prohibited under the Act Section 4(d) rule adopted for this species at 50 CFR §17.47(d). **Unless the Service advises you within 30 days of the date of this letter that your IPaC-assisted determination was incorrect, this letter verifies that the PBO satisfies and concludes your responsibilities for this Action under Act Section 7(a)(2) with respect to the American burying beetle.**

Please report any changes to the information about the Action that you submitted in IPaC, the results of any American burying beetle surveys conducted in the Action area, and any dead, injured, or sick American burying beetles that are found during Action implementation. If the

Action is not completed within one year of the date of this letter, you must update and resubmit the information required in the IPaC key.

This IPaC-assisted determination allows you to rely on the PBO for compliance with Act Section 7(a)(2) only for the American burying beetle.

[1]Take means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct (Act, Section 3(19)).

This letter covers only the American burying beetle. It **does not** apply to the following ESA-protected species that also may occur in the Action area:

- Eastern Black Rail *Laterallus jamaicensis ssp. jamaicensis* Threatened
- Geocarpon minimum Threatened
- Monarch Butterfly *Danaus plexippus* Candidate
- Northern Long-eared Bat *Myotis septentrionalis* Threatened
- Piping Plover *Charadrius melodus* Threatened
- Red Knot *Calidris canutus rufa* Threatened

If your project may affect additional listed species, you must evaluate additional DKeys for other species, or submit a request for consultation for the additional species to your local Ecological Services Field Office.

Action Description

You provided to IPaC the following name and description for the subject Action.

1. Name

FSM Runway 8-26 Extension

2. Description

The following description was provided for the project 'FSM Runway 8-26 Extension':

The Fort Smith Regional Airport desires to construct a 1,300-foot extension of Runway 8-26 to the east with an associated taxiway extension. Navigational aids and the runway safety area will be relocated as a result of the runway extension, which is entirely on airport property.

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@35.33816505,-94.34843412918323,14z>



Qualification Interview

1. Is the action authorized, funded, or being carried out by a Federal agency?

Yes

2. Have you determined that the proposed action will have “no effect” on the American burying beetle? (If you are unsure select "No")

No

3. Will your activity **purposefully take** American burying beetles?

No

4. Is your project wholly inside the 4d rule Analysis Area? For areas of your project occurring inside the Analysis Area (New England, Northern Plains, Southern Plains), your project may qualify for exemptions. For areas of your project occurring outside the Analysis Area, all incidental take is exempted according to the ABB 4d Rule.

Automatically answered

Yes

5. Is American burying beetle [suitable habitat](#) present within the action area?

Yes

6. Will suitable habitat be affected by the proposed action? Suitable habitat may be impacted if the action involves soil disturbance, use of vehicles or heavy equipment, artificial lighting, vegetation removal, use of herbicides, pesticides, other hazardous chemicals.

Yes

Project Questionnaire

Please select the activity that best matches your proposed action.

13. Other activities with soil disturbance - briefly describe below

If you chose 13 above, please describe below. If you did not choose 13 above, please type "0".

Airport runway extension

Estimate the total acres of suitable American burying beetle habitat that may be affected.

34.5

Please estimate the total number of acres of **temporary impacts** to American burying beetle habitat. See definitions

0

Please estimate the total number of acres of **permanent impacts** to American burying beetle habitat. See definitions

34.5



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Arkansas Ecological Services Field Office
110 South Amity Suite 300
Conway, AR 72032-8975
Phone: (501) 513-4470 Fax: (501) 513-4480
<http://www.fws.gov/arkansas-es>

In Reply Refer To:
Consultation code: 04ER1000-2022-TA-0202
Event Code: 04ER1000-2022-E-00614
Project Name: FSM Runway 8-26 Extension

November 16, 2021

Subject: Verification letter for the 'FSM Runway 8-26 Extension' project under the January 5, 2016, Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-eared Bat and Activities Excepted from Take Prohibitions.

Dear Garver LLC:

The U.S. Fish and Wildlife Service (Service) received on November 16, 2021 your effects determination for the 'FSM Runway 8-26 Extension' (the Action) using the northern long-eared bat (*Myotis septentrionalis*) key within the Information for Planning and Consultation (IPaC) system. This IPaC key assists users in determining whether a Federal action is consistent with the activities analyzed in the Service's January 5, 2016, Programmatic Biological Opinion (PBO). The PBO addresses activities excepted from "take"^[1] prohibitions applicable to the northern long-eared bat under the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.).

Based upon your IPaC submission, the Action is consistent with activities analyzed in the PBO. The Action may affect the northern long-eared bat; however, any take that may occur as a result of the Action is not prohibited under the ESA Section 4(d) rule adopted for this species at 50 CFR §17.40(o). Unless the Service advises you within 30 days of the date of this letter that your IPaC-assisted determination was incorrect, this letter verifies that the PBO satisfies and concludes your responsibilities for this Action under ESA Section 7(a)(2) with respect to the northern long-eared bat.

Please report to our office any changes to the information about the Action that you submitted in IPaC, the results of any bat surveys conducted in the Action area, and any dead, injured, or sick northern long-eared bats that are found during Action implementation. If the Action is not completed within one year of the date of this letter, you must update and resubmit the information required in the IPaC key.

This IPaC-assisted determination allows you to rely on the PBO for compliance with ESA Section 7(a)(2) only for the northern long-eared bat. It **does not** apply to the following ESA-protected species that also may occur in the Action area:

- American Burying Beetle *Nicrophorus americanus* Threatened
- Eastern Black Rail *Laterallus jamaicensis ssp. jamaicensis* Threatened
- Geocarpus minimum Threatened
- Monarch Butterfly *Danaus plexippus* Candidate
- Piping Plover *Charadrius melodus* Threatened
- Red Knot *Calidris canutus rufa* Threatened

If the Action may affect other federally listed species besides the northern long-eared bat, a proposed species, and/or designated critical habitat, additional consultation between you and this Service office is required. If the Action may disturb bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act is recommended.

[1]Take means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct [ESA Section 3(19)].

Action Description

You provided to IPaC the following name and description for the subject Action.

1. Name

FSM Runway 8-26 Extension

2. Description

The following description was provided for the project 'FSM Runway 8-26 Extension':

The Fort Smith Regional Airport desires to construct a 1,300-foot extension of Runway 8-26 to the east with an associated taxiway extension. Navigational aids and the runway safety area will be relocated as a result of the runway extension, which is entirely on airport property.

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@35.33816505,-94.34843412918323,14z>

**Determination Key Result**

This Federal Action may affect the northern long-eared bat in a manner consistent with the description of activities addressed by the Service's PBO dated January 5, 2016. Any taking that may occur incidental to this Action is not prohibited under the final 4(d) rule at 50 CFR §17.40(o). Therefore, the PBO satisfies your responsibilities for this Action under ESA Section 7(a)(2) relative to the northern long-eared bat.

Determination Key Description: Northern Long-eared Bat 4(d) Rule

This key was last updated in IPaC on May 15, 2017. Keys are subject to periodic revision.

This key is intended for actions that may affect the threatened northern long-eared bat.

The purpose of the key for Federal actions is to assist determinations as to whether proposed actions are consistent with those analyzed in the Service's PBO dated January 5, 2016.

Federal actions that may cause prohibited take of northern long-eared bats, affect ESA-listed species other than the northern long-eared bat, or affect any designated critical habitat, require ESA Section 7(a)(2) consultation in addition to the use of this key. Federal actions that may affect species proposed for listing or critical habitat proposed for designation may require a conference under ESA Section 7(a)(4).

Determination Key Result

This project may affect the threatened Northern long-eared bat; therefore, consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.) is required. However, based on the information you provided, this project may rely on the Service's January 5, 2016, *Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-Eared Bat and Activities Excepted from Take Prohibitions* to fulfill its Section 7(a)(2) consultation obligation.

Qualification Interview

1. Is the action authorized, funded, or being carried out by a Federal agency?

Yes

2. Have you determined that the proposed action will have "no effect" on the northern long-eared bat? (If you are unsure select "No")

No

3. Will your activity purposefully **Take** northern long-eared bats?

No

4. [Semantic] Is the project action area located wholly outside the White-nose Syndrome Zone?

Automatically answered

No

5. [Semantic] Is the project action area located within 0.25 miles of a known northern long-eared bat hibernaculum?

Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact your State wildlife agency

Automatically answered

No

6. [Semantic] Is the project action area located within 150 feet of a known occupied northern long-eared bat maternity roost tree?

Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact your State wildlife agency

Automatically answered

No

Project Questionnaire

If the project includes forest conversion, report the appropriate acreages below. Otherwise, type '0' in questions 1-3.

1. Estimated total acres of forest conversion:

1.8

2. If known, estimated acres of forest conversion from April 1 to October 31

1.8

3. If known, estimated acres of forest conversion from June 1 to July 31

1.8

If the project includes timber harvest, report the appropriate acreages below. Otherwise, type '0' in questions 4-6.

4. Estimated total acres of timber harvest

0

5. If known, estimated acres of timber harvest from April 1 to October 31

0

6. If known, estimated acres of timber harvest from June 1 to July 31

0

If the project includes prescribed fire, report the appropriate acreages below. Otherwise, type '0' in questions 7-9.

7. Estimated total acres of prescribed fire

0

8. If known, estimated acres of prescribed fire from April 1 to October 31

0

9. If known, estimated acres of prescribed fire from June 1 to July 31

0

If the project includes new wind turbines, report the megawatts of wind capacity below. Otherwise, type '0' in question 10.

10. What is the estimated wind capacity (in megawatts) of the new turbine(s)?

0

Mountain, Ryan C.

From: Jessica Cogburn <Jessica.Cogburn@arkansas.gov>
Sent: Friday, November 12, 2021 1:47 PM
To: Mountain, Ryan C.
Subject: AHPP Tracking Number 108140_FAA_Fort Smith Regional Airport

Ryan,

After discussing the proposed plan to stockpile soil outside of the direct area of potential effects, the AHPP has determined that no cultural resources survey is needed and that no historic properties should be effected, since there will be minimal to no ground disturbance involved.

Thank you and if you have any further questions, please feel free to contact me.

JESSICA H. COGBURN

Archeologist / Section 106 Program Manager

Arkansas Historic Preservation Program

1100 North Street

Little Rock, AR 72201

jessica.cogburn@arkansas.gov

p: 501.324.9357 | f: 501.324.9184

ArkansasPreservation.com



Sent from [Mail](#) for Windows



Asa Hutchinson
Governor
Stacy Hurst
Secretary

August 11, 2021

Mr. Ryan Mountain
Senior Environmental Scientist
Garver
4300 South J.B. Hunt Drive
Suite 240
Rogers, AR 72758

RE: Sebastian County: Fort Smith Regional Airport
Section 106 Review: FAA
Proposed Undertaking: Runway 8-26 Extension Environmental Assessment
Cultural Resources Survey Report: *A Cultural Resources Survey of the Proposed Runway 25 Extension at Fort Smith Airport in Sebastian County, Arkansas*
Flat Earth Archeology Project Report Number: 2021-54
AHPP Tracking Number: 108140.01

Dear Mr. Mountain:

The staff of the Arkansas Historic Preservation Program (AHPP) reviewed the cultural resources report for the above-referenced project. The proposed undertaking entails the extension of Runway 25 at the Fort Smith Regional Airport in Section 36, Township 8 North, Range 32 West and Section 31, Township 8 North, Range 31 West in Sebastian County, Arkansas. The direct area of potential effects (APE) includes an approximately 80-acre area. One previously recorded archeological site, 3SB0997, is located near the APE, but will not be affected by this undertaking. A total of 737 shovel tests were excavated in the APE and all but one was negative for cultural materials. The positive shovel test contained a horseshoe fragment and does not constitute an archeological site.

Based on the provided information, the AHPP concurs with the finding of **no historic properties affected pursuant to 36 CFR § 800.4(d)(1)** for the proposed undertaking.

Tribes that have expressed an interest in the area include the Caddo Nation, the Cherokee Nation, the Choctaw Nation of Oklahoma, the Muscogee (Creek) Nation, the Osage Nation, the Quapaw Nation, and the Shawnee Tribe. We recommend consultation in accordance with 36 CFR § 800.2(c)(2).

Thank you for the opportunity to review this undertaking and report. Please refer to the AHPP Tracking Number listed above in all correspondence. If you have any questions, call Jessica Cogburn at 501-324-9357 or email jessica.cogburn@arkansas.gov.

Sincerely,
Jessica H.
Cogburn

 Digitally signed by Jessica
H. Cogburn
Date: 2021.08.11
10:18:37 -05'00'

for
Scott Kaufman
Director, AHPP

cc: Dr. Melissa Zabecki, Arkansas Archeological Survey



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CHEROKEE NATION®

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918-453-5000 • www.cherokee.org

Chuck Hoskin Jr.

Principal Chief

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Bryan Warner

Deputy Principal Chief

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November 23, 2021

Kelly Oliver-Amy
Federal Aviation Administration
10101 Hillwood Parkway
Fort Worth, TX 76177

Re: Fort Smith Regional Airport, Runway 8-26 Extension

Dear Kelly Oliver-Amy:

The Cherokee Nation (Nation) is in receipt of your correspondence about and related report for the **Fort Smith Regional Airport**, and appreciates the opportunity to provide comment upon this project. Please allow this letter to serve as the Nation's interest in acting as a consulting party to this proposed project.

The Nation maintains databases and records of cultural, historic, and pre-historic resources in this area. Our Historic Preservation Office reviewed this project, cross referenced the project's legal description against our information, and found instances where this project is within close proximity to such resources, including the CHEROKEE TRAIL OF TEARS. This resource, however, is outside the Area of Potential Effects (APE) according to the related report. Thus, this Office does not object to the project proceeding as long as the following stipulations are observed:

- 1) The Nation requests that Federal Aviation Administration (FAA) re-contact this Office for additional consultation if there are any changes to the scope of or activities within the APE;
- 2) The Nation requests that the FAA halt all project activities immediately and re-contact our Offices for further consultation if items of cultural significance are discovered during the course of this project; and
- 3) The Nation requests that the FAA conduct appropriate inquiries with other pertinent Tribal and Historic Preservation Offices regarding historic and prehistoric resources not included in the Nation's databases or records.

Fort Smith Regional Airport

November 23, 2021

Page 2 of 2

If you require additional information or have any questions, please contact me at your convenience.
Thank you for your time and attention to this matter.

Wado,

A handwritten signature in blue ink that reads "Elizabeth Toombs". The signature is fluid and cursive, with the first name and last name clearly distinguishable.

Elizabeth Toombs, Tribal Historic Preservation Officer
Cherokee Nation Tribal Historic Preservation Office
elizabeth-toombs@cherokee.org
918.453.5389

From: [Madison D. Currie](#)
To: [Oliver-Amy, Kelly M \(FAA\)](#)
Cc: [Lindsey Bilyeu](#)
Subject: FAA Request for Consultation
Date: Wednesday, November 24, 2021 8:42:59 AM
Attachments: [image001.png](#)

Halito Kelly Oliver-Amy,

The Choctaw Nation of Oklahoma thanks you for the correspondence regarding the above referenced project. This project lies within our area of historic interest. The Choctaw Nation Historic Preservation Department concurs with the finding of “no effect”. However, we ask that work be stopped and our office contacted immediately in the event that Native American artifacts or human remains are encountered.

If you have any questions, please contact me.

Yakoke,

Maddie Danielle Currie
Section 106 Reviewer
Historic Preservation Department
Choctaw Nation of Oklahoma
P.O. Box 1210
Durant, OK 74702
Office: 580-642-8467
Cell: 580-740-9537



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From: [Luke Morris](#)
To: [Oliver-Amy, Kelly M \(FAA\)](#)
Subject: RE: FAA Request for Consultation, Ft. Smith Regional Airport Runway Extension (2122-4524AR-11)
Date: Thursday, January 13, 2022 7:02:56 AM
Attachments: [2122-4524AR-11.pdf](#)

Kelly,

There was no flash drive with the folder, but it could have been lost in our office after becoming detached from within the folder. My apologies for the confusion.

After reviewing the cultural survey, a "no properties" response was filed, essentially clearing the project to proceed. As stated in the letter, please contact our office if any artifacts, human remains, or other unanticipated archaeological discoveries are encountered during the work. Thank you for consulting ONHPO on this manner.

The letter will be signed when received in the mail. Dr. Andrea Hunter, Osage Nation THPO, is sick this week and cannot provide a signature immediately.

Regards,

Luke A. Morris

Archaeologist, MA
Osage Nation Historic Preservation Office
627 Grandview Avenue, Pawhuska, OK 74056
Office: (870) 414-1051 Fax: (918) 287-5376

From: [Everett Bandy](#)
To: [Oliver-Amy, Kelly M \(FAA\)](#)
Cc: [section 106](#)
Subject: RE: Proposed Runway 8-25 Extension, Fort Smith Airport, Sebastian County, AR
Date: Wednesday, October 27, 2021 10:32:18 AM

Ms. Oliver-Amy,

The Quapaw Nation has received and reviewed the information you have provided for the Proposed Runway 8-25 Extension, Fort Smith Airport, Sebastian County, AR.

We note that 36 CFR 800 describes tribal partners being consulted with at the same time as the state, and in the planning phase, rather than the investigation phase of an undertaking. In addition, our tribal consultation preferences are located here: <https://www.quapawnation.com/502/Section-106-Consultation-Preferences> and it would be greatly appreciated if you could briefly review them for future review requests. Thank you for your future assistance in this matter.

We concur with the AHPPs no properties letter, specifically AHPP 108140.01.

Thank you for consulting with the Quapaw Nation,

-Everett Bandy
Preservation Officer/QNHPP Director
Quapaw Nation
P.O. Box 765
Quapaw, OK 74363
(w) 918-238-3100 ext. 17001
(f) 918-674-2456

Kelly Oliver-Amy

Environmental Protection Specialist

Arkansas/Oklahoma Airports District Office, ASW-630

FAA Southwest Region

Email: Kelly.M.Oliver-Amy@faa.gov

Phone: 817-222-5645

From: [section 106](#)
To: [Oliver-Amy, Kelly M \(FAA\)](#)
Subject: RE: <Caution> <Suspicious URL Included><Subscribed Spam>FAA Request for Consultation
Date: Tuesday, November 9, 2021 12:34:26 PM

The Quapaw Nation Historic Preservation Office has received and reviewed the information provided for the proposed Runway 8-26 Extension Environmental Assessment, Sebastian County, Arkansas, AHPP Tracking No: 108140.01. This office concurs with the SHPO's findings that this project is not likely to adversely affect properties of cultural or sacred significance to the Quapaw Nation.

In accordance with the National Historic Preservation Act, (NHPA) [16 U.S.C. 470 §§ 470-470w-6] 1966, undertakings subject to the review process are referred to in S101 (d) (6) (A), which clarifies that historic properties may have religious and cultural significance to Indian tribes. Additionally, Section 106 of NHPA requires Federal agencies to consider the effects of their actions on historic properties (36 CFR Part 800) as does the National Environmental Policy Act (43 U.S.C. 4321 and 4331-35 and 40 CFR 1501.7(a) of 1969).

The Quapaw Nation has vital interests in protecting its historic and ancestral cultural resources. We do not anticipate that this project will adversely impact any cultural resources or human remains protected under the NHPA, NEPA, or the Native American Graves Protection and Repatriation Act. If, however, artifacts or human remains are discovered during project construction, we ask that work cease immediately and that you contact the Quapaw Nation Historic Preservation Office.

Should you have any questions or need any additional information, please feel free to contact me at the number listed below. Thank you for consulting with the Quapaw Nation on this matter.

Thank you,

Cheyenne Greenup
Section 106 Research Coordinator
Quapaw Nation
P.O. Box 765
Quapaw, OK 74363
(W) 918-238-3100



4300 South J.B. Hunt Drive
Suite 240
Rogers, AR 72758
TEL 479.257.9188
www.GarverUSA.com

October 06, 2021

Ms. Jessica Cogburn
Archeologist / Section 106 Manager
Arkansas Historic Preservation Program
1100 North Street
Little Rock, AR 72201
Jessica.cogburn@arkansas.gov

Re: Runway 8-26 Extension Environmental Assessment – Indirect Area of Potential Effect
Fort Smith Regional Airport
AHPP Tracking Number: 108140.01

Dear Ms. Cogburn:

The Fort Smith Regional Airport (FSM) desires to extend Runway 8-26 to the east and has retained Garver to prepare a National Environmental Policy Act (NEPA) Environmental Assessment (EA) for the referenced project.

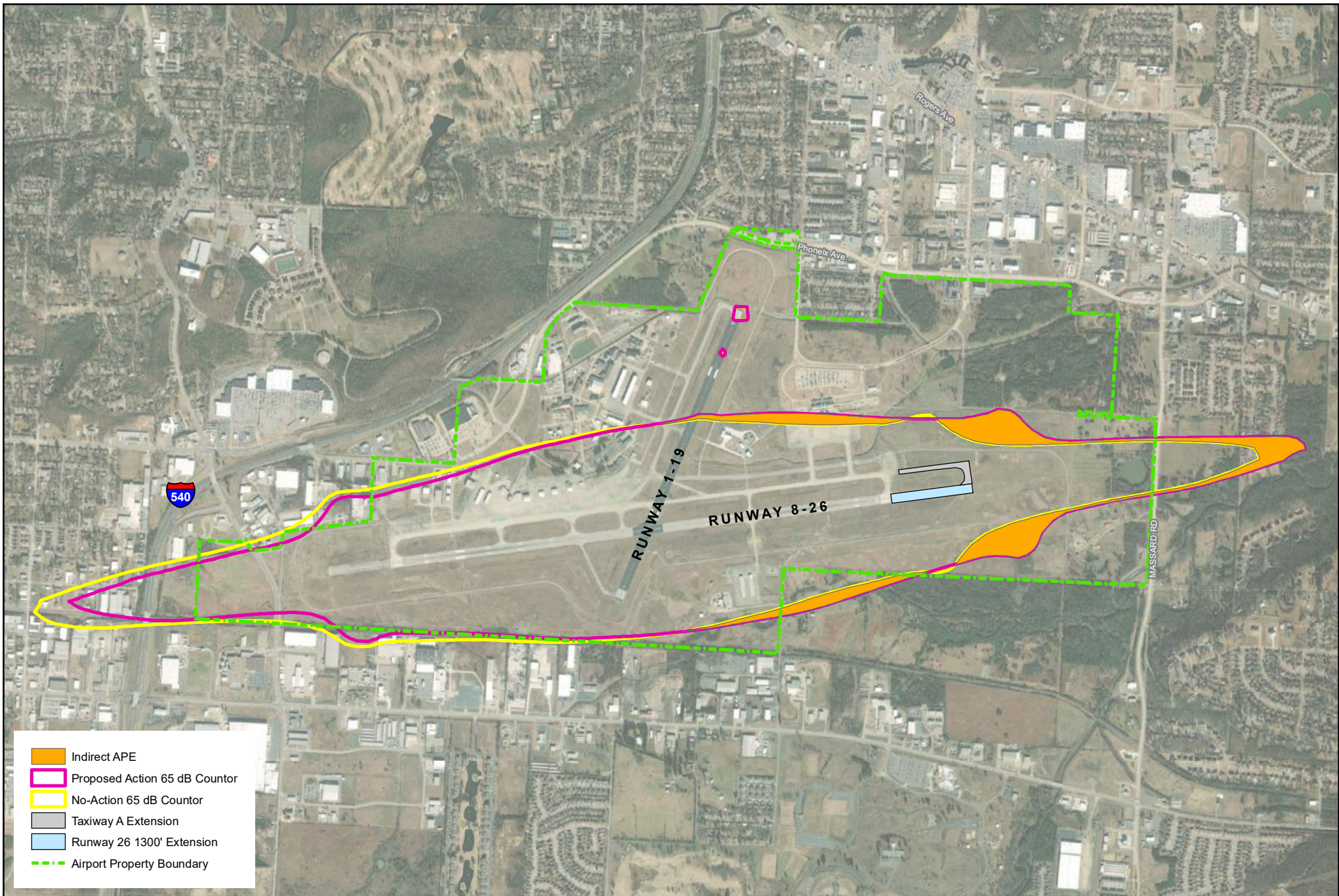
Previous coordination with your office indicated an Indirect Area of Potential Effect (APE) would be submitted upon completion of the noise study. That study has been completed and we have determined an indirect/auditory APE for the Proposed Action. Refer to the attached figure showing the location of the expanded 65 DNL sound level contour that reflects the differences between the future No Action and future Proposed Action scenarios. Much of the Indirect APE falls within the existing airport property boundary. Please review the indirect APE and let us know if there are any issues or concerns.

We would appreciate your response within 30 days to help us maintain our project schedule. If you have any questions regarding this request, please contact me at 479-287-4628.

Sincerely,

Ryan Mountain
Senior Environmental Scientist

Enclosure



**ALTERNATIVE 2:
INDIRECT AREA OF POTENTIAL EFFECT /
INDIRECT STUDY AREA**
Runway 8-26 Extension
Fort Smith Regional Airport (FSM)
Forth Smith, Sebastian County, AR

0 600 1,200 2,400
Feet



4300 South J.B. Hunt Drive
Suite 240
Rogers, AR 72758
(479) 257-9188

FIGURE X



ARKANSAS ENERGY & ENVIRONMENT

June 29, 2021

Ryan Mountain

Senior Environmental Scientist

Garver

Via email: RCMountain@garverusa.com

RE: National Environmental Policy Act (NEPA) Comments Requested Regarding Fort Smith
Regional Airport Runway 8-26 Extension

Dear Mr. Mountain:

The Arkansas Department of Energy and Environment, Division of Environmental Quality (DEQ) is pleased to comment on the proposed project to extend Runway 26 of the Fort Smith Regional Airport. The proposal includes the extension of the runway 1300 feet, the associated Runway Safety Area, and Taxiway A.

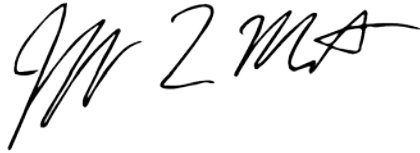
Based on the information submitted, there are areas of concern from an environmental compliance standpoint. All construction projects are subject to Construction Stormwater rules if they disturb one acre of land or more. The permit must be active before any work can begin. Information on these rules can be found on DEQ's website, www.adeq.state.ar.us/water/permits/npdes/stormwater/, or by contacting DEQ's Office of Water Quality, Construction Stormwater Section, at 501.682.0620.

The Construction Stormwater General permit does not authorize any activity to be conducted in Waters of the State or Waters of the United States. Work in Waters of the State requires a short-term activity authorization (STAA) from DEQ prior to working in the wetted area of a stream or water body, and may require a U.S. Corps of Engineers permit. A STAA is necessary for any in-stream activity that may cause an exceedance of applicable water quality standards, including, but not limited to: gravel removal, bridge or crossing repair/maintenance, bank stabilization, debris removal, culvert replacement, flood control projects, and stream relocation. For more information and forms see DEQ's website, <https://www.adeq.state.ar.us/water/planning/instream/>, or call 501.682.0040. Additionally, any discharge of wastewater, whether domestic, industrial, process water, or such related activities must be authorized by obtaining the appropriate permits prior to the activities taking place.

If the project causes water utilities to be relocated the project will require coverage under the NPDES General Permit ARG670000 for Hydrostatic Testing. All applicable State and Federal laws must be met before, during, and after completion of the project.

This letter is issued in reliance upon the statements and representations made in the submittal. DEQ has no responsibility for adequacy or proper functioning of the proposed project. Please contact the respective offices with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "JL 2 MA". The signature is stylized and cursive.

Jeff LeMaster
Director of Enterprise Services, Division of Environmental Quality
5301 Northshore Drive, North Little Rock, AR 72118

JL: mlg



4300 South J.B. Hunt Drive
Suite 240
Rogers, AR 72758
TEL 479.257.9188
www.GarverUSA.com

August 14, 2021

Director and State Health Officer
Nathaniel Smith
Arkansas Department of Health
4815 West Markham
Slot 46
Little Rock, AR 72205

Re: Runway 8-26 Extension Environmental Assessment
Fort Smith Regional Airport
Request for Information

Dear Dr. Smith:

The Fort Smith Regional Airport (FSM) desires to extend Runway 8-26 to the east and has retained Garver to prepare a National Environmental Policy Act (NEPA) Environmental Assessment (EA) for the referenced project. The purpose of the project is to provide the appropriate runway length to accommodate projected growth documented in the 2020 update to the Airport's Master Plan. The proposed action's EA will evaluate potential environmental impacts and analyze alternatives to the proposed action. Detailed surveys will be completed early in the process, as needed, for resources that could potentially be impacted. Please refer to the project details below.

Contact Information:

- Garver, LLC
Attn: Ryan Mountain, PWS
4300 South J.B. Hunt Dr., Suite 240
Rogers, AR 72758
479-257-9188
rcmountain@garverusa.com

Project Information:

- Lead Federal Agency: Federal Aviation Administration (FAA)
- Project Title: Runway 8-26 Extension
- Project Location:
 - Fort Smith Regional Airport (FSM), 6700 McKennon Blvd., Fort Smith, AR 72903
 - Latitude: 35.337427° Longitude: -94.351471°

Project Description:

The proposed action meets the purpose and need by achieving the runway length and associated connected action improvements required to accommodate projected airport growth. The proposed actions include the following:

- Extension of Runway 26, 1,300 feet to the east
- Extension of the associated Runway Safety Area (RSA)
- Extension of Taxiway A
- Relocation of the glide slope antenna
- Relocation of the medium-intensity approach lighting system with runway alignment indicator lights (MALSR)

Dr. Smith
August 14, 2021
Page 2 of 2

- Relocation of the precision approach path indicator (PAPI) lighting system
- Relocation of the localizer
- The Fort Smith Dog Park will also revert to airport use.

All ground disturbance (direct study area) required for the proposed action is located entirely on airport property as shown in Figure 2. An alternative study area is also included for review as shown in Figure 3. The study area currently contains taxiways, maintained grassed airfield, a dog park, portions of wetlands and a pond. A larger, indirect study area is proposed to encompass potential changes in airport-generated noise levels between the future no-action and proposed action 65 day-night level (DNL) sound level contour.

We are currently in the scoping process for the NEPA document and requesting that you review the proposed study area (see enclosed exhibits). Please notify us of any constraints or concerns you may have regarding the proposed project. We are seeking comments regarding issues such as unique environmental features or environmentally sensitive areas, socioeconomic issues, proposed urban developments, and permits or approvals that should be obtained prior to construction of the project.

We would appreciate your response within 30 days to help us maintain our project schedule. If you have any questions regarding this request, please contact me at 479-287-4628.

Sincerely,

A handwritten signature in blue ink that reads "Ryan Mountain".

Ryan Mountain
Senior Environmental Scientist

Enclosures

cc: Michael Griffen – FSM
Brian Maurer – Morrison-Shipley
Adam White – Garver



4300 South J.B. Hunt Drive
Suite 240
Rogers, AR 72758
(479) 257-9188

**FORT SMITH REGIONAL AIRPORT
FORT SMITH, AR
RUNWAY 26 EXTENSION**

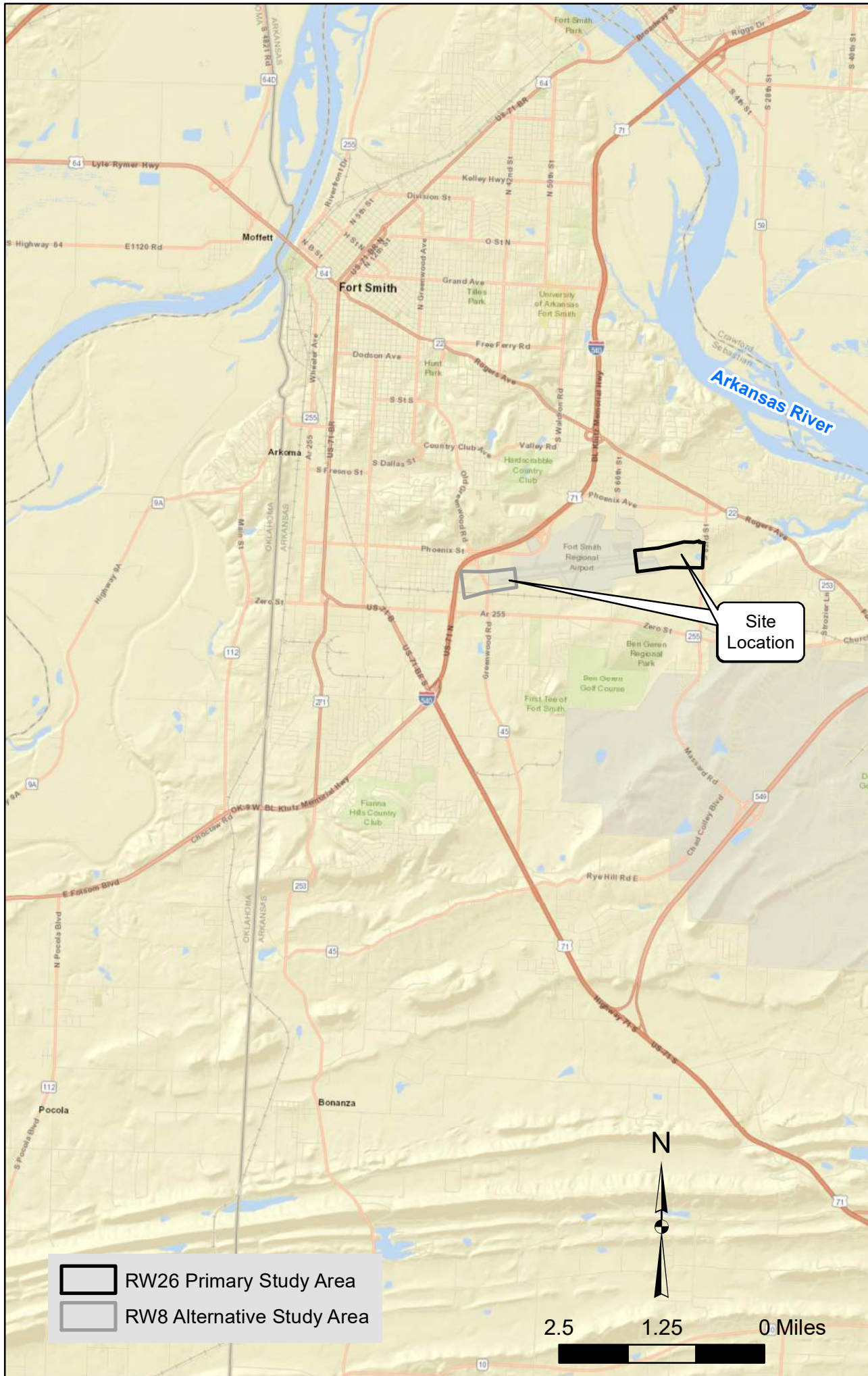
BAR IS ONE INCH ON
ORIGINAL DRAWING



JOB NO.: 21A13171
DATE: MAY 2021
DESIGNED BY: RCM
DRAWN BY: RCM

**SITE
LOCATION
MAP**

FIGURE: **1**





4300 South J.B. Hunt Drive
Suite 240
Rogers, AR 72758
(479) 257-9188

FORT SMITH REGIONAL AIRPORT (FSM)
FORT SMITH, AR
RUNWAY 26 EXTENSION

BAR IS ONE INCH ON
ORIGINAL DRAWING



JOB NO.: 21A13171
DATE: MAY 2021
DESIGNED BY: RCM
DRAWN BY: RCM

**STUDY
AREA**

FIGURE: **2**





4300 South J.B. Hunt Drive
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Rogers, AR 72758
(479) 257-9188

FORT SMITH REGIONAL AIRPORT (FSM)
FORT SMITH, AR
RUNWAY 8 STUDY AREA

BAR IS ONE INCH ON
ORIGINAL DRAWING



JOB NO.:
DATE: MAY 2021
DESIGNED BY: RCM
DRAWN BY: RCM

STUDY
AREA

FIGURE: 3





4300 South J.B. Hunt Drive
Suite 240
Rogers, AR 72758
TEL 479.257.9188
www.GarverUSA.com

October 6, 2021

Cabinet Secretary Stacy Hurst
Department of Parks, Heritage and Tourism
1 Capital Mall
Little Rock, 72201
stacy.hurst@arkansas.gov

Re: Runway 8-26 Extension Environmental Assessment
Fort Smith Regional Airport
Request for Information

Dear Ms. Hurst:

The Fort Smith Regional Airport (FSM) desires to extend Runway 8-26 to the east and has retained Garver to prepare a National Environmental Policy Act (NEPA) Environmental Assessment (EA) for the referenced project. Refer to the site location map provided as Figure 1. The purpose of the project is to provide the appropriate runway length to accommodate projected growth documented in the 2020 update to the Airport's Master Plan. The proposed action's EA will evaluate potential environmental impacts and analyze alternatives to the proposed action. Detailed surveys will be completed early in the process, as needed, for resources that could potentially be impacted. Please refer to the project details below.

Contact Information:

- Garver, LLC
Attn: Ryan Mountain, PWS
4300 South J.B. Hunt Dr., Suite 240
Rogers, AR 72758
479-257-9188
rcmountain@garverusa.com

Project Information:

- Lead Federal Agency: Federal Aviation Administration (FAA)
- Project Title: Runway 8-26 Extension
- Project Location:
 - Fort Smith Regional Airport (FSM), 6700 McKennon Blvd., Fort Smith, AR 72903
 - Latitude: 35.337427° Longitude: -94.351471°

Project Description:

The proposed action meets the purpose and need by achieving the runway length and associated connected action improvements required to accommodate projected airport growth. The proposed actions include the following:

- Extension of Runway 26, 1,300 feet to the east
- Extension of the associated Runway Safety Area (RSA)
- Extension of Taxiway A
- Relocation of the glide slope antenna
- Relocation of the medium-intensity approach lighting system with runway alignment indicator lights (MALSR)

Ms. Hurst
October 6, 2021
Page 2 of 2

- Relocation of the precision approach path indicator (PAPI) lighting system
- Relocation of the localizer
- The Fort Smith Dog Park will also revert to airport use and be relocated. This is a separate action that has been initiated by the City of Fort Smith. Please see attached letter.

All ground disturbance (direct study area) required for the proposed action is located entirely on airport property as shown in Figure 2. An alternative study area is also included for review as shown in Figure 3. The study area currently contains taxiways, maintained grassed airfield, a dog park, portions of wetlands and a pond. A larger, indirect/auditory study area encompasses potential changes in airport-generated noise levels between the future No Action Alternative and the Proposed Action 65 day-night level (DNL) sound level contour as shown in Figure 4.

Please review this information and notify us of any constraints or concerns you may have regarding the proposed project. We are seeking comments regarding issues such as unique environmental features or environmentally sensitive areas, socioeconomic issues, proposed urban developments, and permits or approvals that should be obtained prior to construction of the project.

We would appreciate your response within 30 days to help us maintain our project schedule. If you have any questions regarding this request, please contact me at 479-287-4628.

Sincerely,

A handwritten signature in blue ink that reads "Ryan Mountain".

Ryan Mountain
Senior Environmental Scientist

Enclosures

cc: Michael Griffen – FSM
Brian Maurer – Morrison-Shipley
Adam White – Garver



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Suite 240
Rogers, AR 72758
(479) 257-9188

**FORT SMITH REGIONAL AIRPORT
FORT SMITH, AR
RUNWAY 26 EXTENSION**

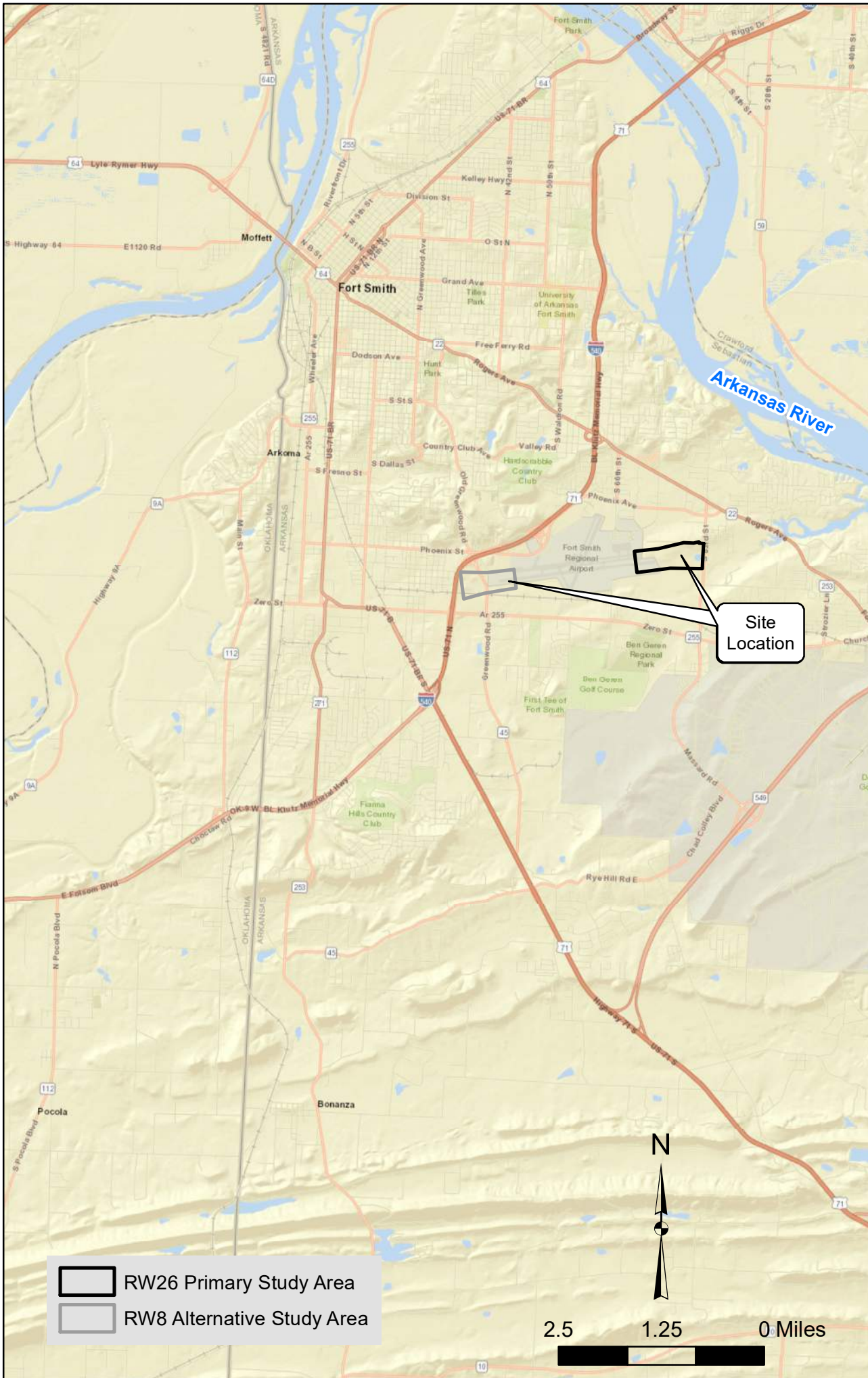
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ORIGINAL DRAWING



JOB NO.: 21A13171
DATE: MAY 2021
DESIGNED BY: RCM
DRAWN BY: RCM

**SITE
LOCATION
MAP**

FIGURE: **1**





4300 South J.B. Hunt Drive
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Rogers, AR 72758
(479) 257-9188

FORT SMITH REGIONAL AIRPORT (FSM)
FORT SMITH, AR
RUNWAY 26 EXTENSION

BAR IS ONE INCH ON
ORIGINAL DRAWING



JOB NO.: 21A13171
DATE: MAY 2021
DESIGNED BY: RCM
DRAWN BY: RCM

**STUDY
AREA**

FIGURE: **2**





4300 South J.B. Hunt Drive
Suite 240
Rogers, AR 72758
(479) 257-9188

FORT SMITH REGIONAL AIRPORT (FSM)
FORT SMITH, AR
RUNWAY 8 STUDY AREA

BAR IS ONE INCH ON
ORIGINAL DRAWING

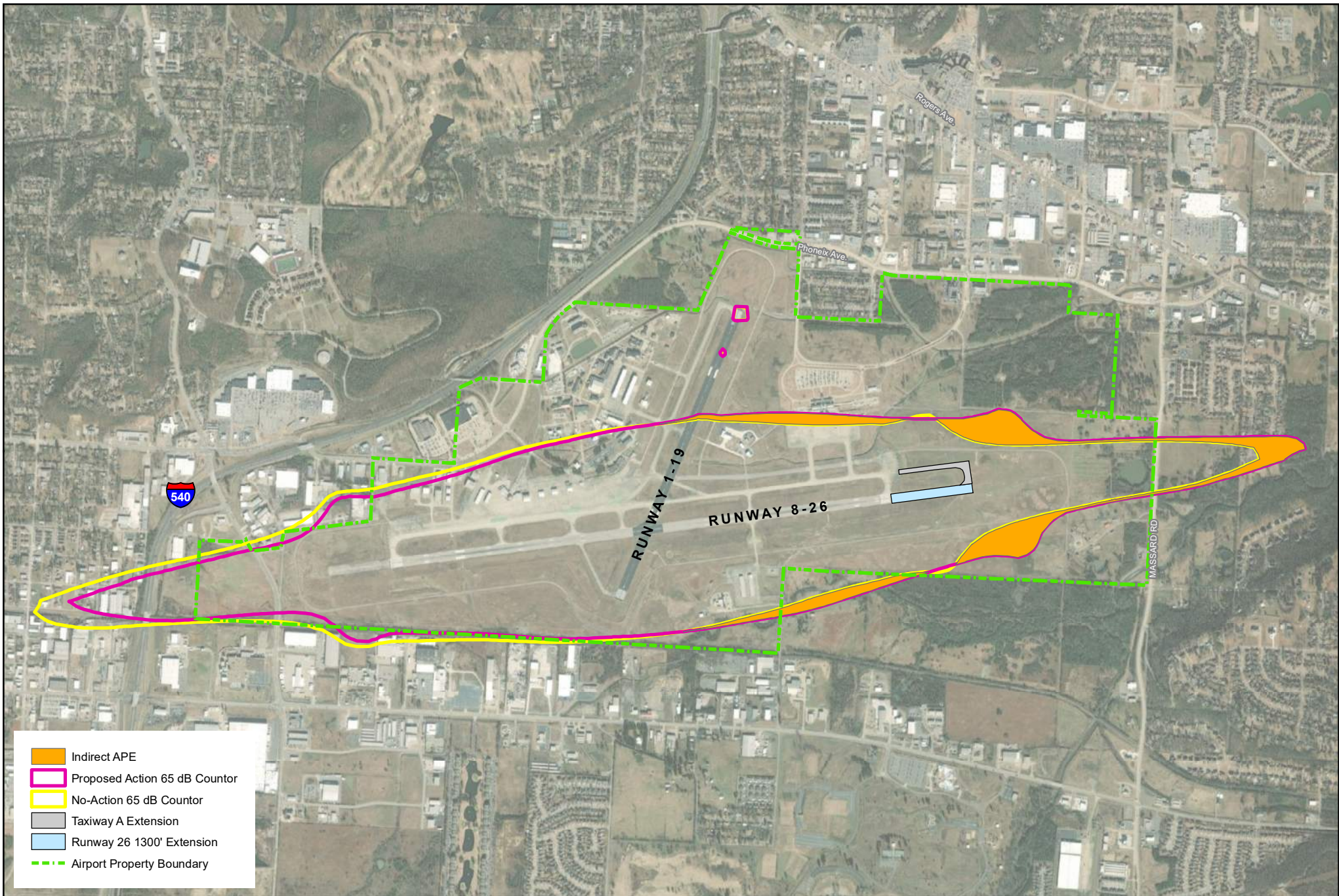


JOB NO.:
DATE: MAY 2021
DESIGNED BY: RCM
DRAWN BY: RCM

STUDY
AREA

FIGURE: **3**





ALTERNATIVE 2:
INDIRECT AREA OF POTENTIAL EFFECT /
INDIRECT STUDY AREA
 Runway 8-26 Extension
 Fort Smith Regional Airport (FSM)
 Fort Smith, Sebastian County, AR

0 600 1,200 2,400
 Feet



4300 South J.B. Hunt Drive
 Suite 240
 Rogers, AR 72758
 (479) 257-9188

FIGURE 4



August 13, 2021

Michael Griffin, A.A.E.
Executive Director
Fort Smith Regional Airport
6700 McKennon Blvd., Suite 200
Fort Smith, AR 72903

Dear Mr. Griffin:

I wanted to inform you that the City of Fort Smith intends to vacate the Airport property currently utilized by the City for a dog park. As the City grows, we are beginning to review new locations for a dog park that will serve the City for years to come.

I wanted to thank you again for allowing us to use the Airport's land for as long as we did.

Best Regards,

A handwritten signature in blue ink that reads "Carl E. Geffken".

Carl E. Geffken
City Administrator
City of Fort Smith

623 Garrison Avenue
P.O. Box 1908
Fort Smith, Arkansas 72902
(479) 785-2801
www.fortsmithar.gov

APPENDIX C

Federal and State Species Lists



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Arkansas Ecological Services Field Office
110 South Amity Suite 300
Conway, AR 72032-8975
Phone: (501) 513-4470 Fax: (501) 513-4480
<http://www.fws.gov/arkansas-es>

In Reply Refer To:
Consultation Code: 04ER1000-2022-SLI-0202
Event Code: 04ER1000-2022-E-00599
Project Name: FSM Runway 8-26 Extension

November 16, 2021

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies endangered, threatened, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*). **This letter only provides an official species list and technical assistance; if you determine that listed species and/or designated critical habitat may be affected in any way by the proposed project, even if the effect is wholly beneficial, consultation with the Service will be necessary.**

If you determine that this project will have no effect on listed species and their habitat in any way, then you have completed Section 7 consultation with the Service and may use this letter in your project file or application.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found on our website.

Please visit our website at <http://www.fws.gov/arkansas-es/IPaC/home.html> for species-specific guidance to avoid and minimize adverse effects to federally endangered, threatened, proposed, and candidate species. Our web site also contains additional information on species life history and habitat requirements that may be useful in project planning.

If your project involves in-stream construction activities, oil and natural gas infrastructure, road construction, transmission lines, or communication towers, please review our project specific guidance at <http://www.fws.gov/arkansas-es/IPaC/ProjSpec.html>.

The karst region of Arkansas is a unique region that covers the **northern third of Arkansas** and we have specific guidance to conserve sensitive cave-obligate and bat species. **Please visit <http://www.fws.gov/arkansas-es/IPaC/Karst.html> to determine if your project occurs in the karst region and to view karst specific-guidance.** Proper implementation and maintenance of best management practices specified in these guidance documents is necessary to avoid adverse effects to federally protected species and often avoids the more lengthy formal consultation process.

If your species list includes any mussels, Northern Long-eared Bat, Indiana Bat, Yellowcheek Darter, Red-cockaded Woodpecker, or American Burying Beetle, your project may require a presence/absence and/or habitat survey prior to commencing project activities. Please check the appropriate species-specific guidance on our website to determine if your project requires a survey. We strongly recommend that you contact the appropriate staff species lead biologist (see office directory or species page) prior to conducting presence/absence surveys to ensure the appropriate level of effort and methodology.

Under the ESA, it is the responsibility of the Federal action agency or its designated representative to determine if a proposed action "may affect" endangered, threatened, or proposed species, or designated critical habitat, and if so, to consult with the Service further. Similarly, it is the responsibility of the Federal action agency or project proponent, not the Service, to make "no effect" determinations. If you determine that your proposed action will have "no effect" on threatened or endangered species or their respective critical habitat, you do not need to seek concurrence with the Service. Nevertheless, it is a violation of Federal law to harm or harass any federally-listed threatened or endangered fish or wildlife species without the appropriate permit.

Through the consultation process, we will analyze information contained in a biological assessment that you provide. If your proposed action is associated with Federal funding or permitting, consultation will occur with the Federal agency under section 7(a)(2) of the ESA. Otherwise, an incidental take permit pursuant to section 10(a)(1)(B) of the ESA (also known as a habitat conservation plan) is necessary to harm or harass federally listed threatened or endangered fish or wildlife species. In either case, there is no mechanism for authorizing incidental take "after-the-fact." For more information regarding formal consultation and HCPs, please see the Service's Consultation Handbook and Habitat Conservation Plans at www.fws.gov/endangered/esa-library/index.html#consultations.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, **the accuracy of this species list should be verified after 90 days.** This verification can be completed formally or informally as desired. The Service recommends that verification be

completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.**

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Arkansas Ecological Services Field Office

110 South Amity Suite 300

Conway, AR 72032-8975

(501) 513-4470

Project Summary

Consultation Code: 04ER1000-2022-SLI-0202

Event Code: Some(04ER1000-2022-E-00599)

Project Name: FSM Runway 8-26 Extension

Project Type: TRANSPORTATION

Project Description: The Fort Smith Regional Airport desires to construct a 1,300-foot extension of Runway 8-26 to the east with an associated taxiway extension. Navigational aids and the runway safety area will be relocated as a result of the runway extension, which is entirely on airport property.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@35.33816505,-94.34843412918323,14z>



Counties: Sebastian County, Arkansas

Endangered Species Act Species

There is a total of 7 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Birds

NAME	STATUS
Eastern Black Rail <i>Laterallus jamaicensis ssp. jamaicensis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10477	Threatened
Piping Plover <i>Charadrius melodus</i> Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Red Knot <i>Calidris canutus rufa</i> There is proposed critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened

Insects

NAME	STATUS
American Burying Beetle <i>Nicrophorus americanus</i> Population: Wherever found, except where listed as an experimental population No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/66	Threatened
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Flowering Plants

NAME	STATUS
Geocarpon minimum No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7699	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



Asa Hutchinson
Governor
Stacy Hurst
Secretary

Date: July 22, 2021
Subject: Elements of Special Concern
Runway 8-26 Extension Project
Fort Smith Regional Airport
Sebastian County, AR
ANHC No.: P-CF..-21-063

Mr. David Bednar, Jr.
Garver
4300 South J.B. Hunt Drive
Site 240
Rogers, AR 72758

Dear Mr. Bednar:

Staff members of the Arkansas Natural Heritage Commission have reviewed our files for records indicating the occurrence of rare plants and animals, outstanding natural communities, natural or scenic rivers, or other elements of special concern within or near the Runway 8-26 Extension Project located at the Fort Smith Regional Airport in Sebastian County, Arkansas. We find no records at present time.

It is of note that a portion of the runway extension site was historically mapped as prairie in the General Land Office survey maps (known locally as Massard Prairie). Although much of the area mapped as prairie has been disturbed, prairie species of conservation concern could persist in fields and ditches. Because prairie vegetation is compatible with airport design, this could present an opportunity to promote the use of local genotype native vegetation. Such seed is now being produced on a small commercial scale through the Arkansas Native Seed Program. We would be happy to discuss this opportunity with you further if there is interest.

A Sebastian County Element list is enclosed for your reference. Represented on this list are elements for which we have records in our database. The list has been annotated to indicate those elements known to occur within a one and a five-mile radius of the project site. A legend is enclosed to help you interpret the codes used on this list.

Please keep in mind that the project area may contain important natural features of which we are unaware. Staff members of the Arkansas Natural Heritage Commission have not conducted a field survey of the study site. Our review is based on data available to the program at the time of the request. It should not be regarded as a final statement on the elements or areas under consideration. Because our files are updated constantly, you may want to check with us again at a later time.

Thank you for consulting us. It has been a pleasure to work with you on this study.

Sincerely,

A handwritten signature in cursive script that reads "Cindy Osborne". The signature is written in black ink and is positioned above the printed name and title.

Cindy Osborne
Data Manager/Environmental Review Coordinator

Enclosures: Legend
Sebastian County Element List (annotated)
Invoice

Arkansas Natural Heritage Commission
Division of Arkansas Heritage
Department of Parks, Heritage and Tourism
Sebastian County

Scientific Name	Common Name	Federal Status	State Status	Global Rank	State Rank
Animals-Invertebrates					
<i>Amblyscirtes belli</i>	Bell's Roadside-Skipper	-	INV	G3G4	S3S4
<i>Atrytone arogos iowa</i>	Arogos Skipper	-	INV	G3T3	S1
<i>Calephelis borealis</i>	Northern Metalmark	-	INV	G3G4	S3
✓ <i>Callophrys irus hadros</i>	Frosted Elfin	-	INV	G3T2T3	S1
<i>Chlosyne gorgone</i>	Gorgone Checkerspot	-	INV	G5	S3
<i>Cicindela hirticollis</i>	beach-dune tiger beetle	-	INV	G5	S2S3
<i>Hesperia leonardus</i>	Leonard's Skipper	-	INV	G5	S3
<i>Hesperia meskei</i>	Meske's Skipper	-	INV	G3G4	S1S2
<i>Hesperia metea</i>	Cobweb Skipper	-	INV	G4	S3
<i>Lucanus elaphus</i>	giant stag beetle	-	INV	G3G5	S2
✓ <i>Nicrophorus americanus</i>	American burying beetle	LT	INV	G3	S1
✓★ <i>Procambarus liberorum</i>	Osage Burrowing Crayfish	-	INV	G3G4	S3S4
<i>Procambarus parasimulans</i>	Bismark Burrowing Crayfish	-	INV	G3G4	S3S4
<i>Satyrium favonius ontario</i>	Oak Hairstreak	-	INV	G4G5T4	S3
<i>Speyeria diana</i>	Diana Fritillary	-	INV	G2G3	S2S3
Animals-Vertebrates					
<i>Anguilla rostrata</i>	American eel	-	INV	G4	S3
<i>Calcarius pictus</i>	Smith's Longspur	-	INV	G4G5	S2N
<i>Crotaphytus collaris</i>	Eastern Collared Lizard	-	INV	G5	S2
<i>Cycleptus elongatus</i>	blue sucker	-	INV	G3G4	S3
✓ <i>Gastrophryne olivacea</i>	Great Plains Narrowmouth Toad	-	INV	G5	S2
✓ <i>Haliaeetus leucocephalus</i>	Bald Eagle	-	INV	G5	S3B,S4N
✓ <i>Hiodon alosoides</i>	goldeye	-	INV	G5	S2
✓ <i>Hybognathus placitus</i>	plains minnow	-	INV	G4	SH
✓ <i>Limnothlypis swainsonii</i>	Swainson's Warbler	-	INV	G4	S3B
✓ <i>Lodytes rigida</i>	Glossy Swampsnake	-	INV	G5	S3
✓ <i>Lithobates areolatus</i>	Crawfish Frog	-	INV	G4	S2
<i>Moxostoma pisolabrum</i>	pealip redhorse	-	INV	G5	S2
✓ <i>Myotis grisescens</i>	gray bat	LE	INV	G4	S2S3
✓ <i>Myotis lucifugus</i>	little brown bat	-	INV	G3	S1
✓ <i>Myotis septentrionalis</i>	northern long-eared bat	LT	INV	G1G2	S1S2
✓ <i>Ophisaurus attenuatus</i>	Slender Glass Lizard	-	INV	G5	S3
<i>Percina phoxocephala</i>	slenderhead darter	-	INV	G5	S2
✓ <i>Phenacobius mirabilis</i>	suckermouth minnow	-	INV	G5	S1?
<i>Plestiodon septentrionalis</i>	Prairie Skink	-	INV	G5	S2
<i>Polyodon spathula</i>	paddlefish	-	INV	G4	S3
✓ <i>Pseudacris streckeri</i>	Strecker's Chorus Frog	-	INV	G5	S2
<i>Reithrodontomys humulis</i>	eastern harvest mouse	-	INV	G5	S2
<i>Scaphiopus huerterii</i>	Hurter's Spadefoot	-	INV	G5	S2

Scientific Name	Common Name	Federal Status	State Status	Global Rank	State Rank
✓ <i>Spilogale putorius</i>	eastern spotted skunk	-	INV	G4	S2S3
<i>Sternula antillarum athalassos</i>	Interior Least Tern	LE	INV	G4T3Q	S3B
<i>Terrapene ornata</i>	Ornate Box Turtle	-	INV	G5	S2
<i>Thryomanes bewickii</i>	Bewick's Wren	-	INV	G5	S1B,S1S2N
Plants-Vascular					
<i>Androsace occidentalis</i>	rock-jasmine	-	INV	G5	S1
✓ <i>Antennaria neglecta</i>	field pussytoes	-	INV	G5	S1
<i>Aristida purpurea</i> var. <i>purpurea</i>	purple three-awn	-	INV	G5T5	S1
✓ <i>Calopogon oklahomensis</i>	Oklahoma grass-pink	-	INV	G3	S2
✓ <i>Camassia angusta</i>	prairie wild hyacinth	-	INV	G5?Q	S2S3
<i>Carex arkansana</i>	Arkansas sedge	-	INV	G4	S1
✓ <i>Carex fissa</i> var. <i>fissa</i>	hammock sedge	-	INV	G4?T3T4	S1
✓ <i>Carex opaca</i>	opaque prairie sedge	-	SE	G4	S2S3
<i>Castilleja indivisa</i>	entire-leaf Indian-paintbrush	-	INV	G5	SH
<i>Collinsia verna</i>	blue-eyed Mary	-	INV	G5	S1
✓ <i>Cooperia drummondii</i>	rain-lily	-	INV	G5	S1S2
<i>Crocanthemum rosmarinifolium</i>	rosemary rock-rose	-	INV	G4	S1
✓ <i>Croton lindheimerianus</i> var. <i>lindheimerianus</i>	Lindheimer's croton	-	INV	G5TNR	S1
<i>Dalea lanata</i> var. <i>lanata</i>	woolly prairie-clover	-	INV	G5TNR	S2S3
<i>Diaperia verna</i> var. <i>verna</i>	many-stem rabbit-tobacco	-	INV	G5TNR	SH
✓ <i>Eleocharis wolfii</i>	Wolf's spike-rush	-	INV	G3G5	S3
<i>Equisetum laevigatum</i>	smooth scouring-rush	-	INV	G5	S1
<i>Geocarpon minimum</i>	geocarpon	LT	SE	G2	S2
✓ <i>Iva angustifolia</i>	slender marsh-elder	-	INV	G5?	S1
✓ <i>Koeleria macrantha</i>	prairie June grass	-	INV	G5	S2
✓ <i>Krigia occidentalis</i>	western dwarf-dandelion	-	INV	G5	S3
✓ <i>Lathyrus pusillus</i>	low vetchling	-	INV	G5?	S2
✓ <i>Lithospermum incisum</i>	fringed puccoon	-	INV	G5	S2S3
✓ <i>Marshallia caespitosa</i> var. <i>caespitosa</i>	Barbara's-buttons	-	INV	G4T4	S2
<i>Minuartia drummondii</i>	Drummond's sandwort	-	INV	G5	S2S3
<i>Monarda luteola</i>	yellow-flower beebalm	-	INV	G2	S1
<i>Nemastylis nuttallii</i>	Nuttall's pleat-leaf	-	INV	G4	S2
✓ <i>Physalis pumila</i>	prairie ground-cherry	-	INV	G5	S1
<i>Plantago patagonica</i>	woolly plantain	-	INV	G5	S2
<i>Polygala incarnata</i>	pink milkwort	-	INV	G5	S1S2
✓ <i>Prenanthes aspera</i>	prairie rattlesnake-root	-	INV	G4?	S2S3
<i>Quercus acerifolia</i>	maple-leaf oak	-	ST	G1	S1
✓ <i>Rhynchospora macrostachya</i>	prairie horned beaksedge	-	INV	G4	S2
<i>Rosa foliolosa</i>	white prairie rose	-	INV	G5	SH
<i>Rudbeckia maxima</i>	great coneflower	-	INV	G4?	S3
<i>Schedonnardus paniculatus</i>	tumble grass	-	INV	G5	S2
<i>Scleria muehlenbergii</i>	Muhlenberg's nut-rush	-	INV	G5	S1S2
✓ <i>Solidago speciosa</i> var. <i>rigidiuscula</i>	narrow-leaf showy goldenrod	-	INV	G5T4	S2S3
<i>Tradescantia bracteata</i>	long-bract spiderwort	-	INV	G5	S2
<i>Valerianella nuttallii</i>	Nuttall's cornsalad	-	INV	G3	S2

Scientific Name	Common Name	Federal Status	State Status	Global Rank	State Rank
Special Elements-Natural Communities					
✓★ Arkansas Valley Prairie and Woodland		-	INV	GNR	S2
Ozark-Ouachita Dry Oak Woodland		-	INV	GNR	S5

★ - These elements of special concern have been recorded within a 1-mile radius of the study area.

✓ - These elements of special concern have been recorded within a 5-mile radius of the study area