The Kansas City Regional Aviation System Plan, conducted by the Mid-America Regional Council in 2015, reviewed the location of important environmental resources in the vicinity of each airport included in the plan. Airports that have or will accept federal funds to implement capital projects are often required to evaluate potential impacts to the environment from development on or near the airport. According to FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, numerous environmental resources should be evaluated for impacts prior to the commencement of any major construction or development project at an airport. Best practices indicate that all airports should consider the environment as part of their improvement plans. Airports can be prepared to address potential environmental impacts from development by identifying, in advance, environmental features that are present on or in the vicinity of the airport. This document presents a basic review of environmental resources that are present near Roosterville Airport.

In addition to documenting nearby environmental resources, the system plan also inventoried environmental sustainability practices that are already in place at each study airport. The table below shows plans that have been completed to support environmental stewardship or practices currently in place to support environmental sustainability at Roosterville Airport. Depending on an airport’s role in the regional system, a particular environmental program or practice may or may not be identified as an objective for the purposes of this plan.

<table>
<thead>
<tr>
<th>Practice/Program</th>
<th>At Airport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise Contours</td>
<td>Not an Objective for this Airport</td>
</tr>
<tr>
<td>Environmental Assessment</td>
<td>Completed in 2012</td>
</tr>
<tr>
<td>Wildlife Hazard Assessment/Management Plan</td>
<td>Not an Objective for this Airport</td>
</tr>
<tr>
<td>Current Spill Prevention, Control, and Countermeasure (SPCC) Plan</td>
<td>Not In Place</td>
</tr>
<tr>
<td>Water Use Efficiency Program</td>
<td>Not an Objective for this Airport</td>
</tr>
<tr>
<td>Efficient Energy Use Program for Buildings</td>
<td>Not an Objective for this Airport</td>
</tr>
<tr>
<td>Solid Waste Reduction Program</td>
<td>Not an Objective for this Airport</td>
</tr>
<tr>
<td>Energy Efficient Programs for Vehicles</td>
<td>Not an Objective for this Airport</td>
</tr>
<tr>
<td>Posted Recycling Program</td>
<td>Not In Place</td>
</tr>
</tbody>
</table>
FLOODPLAINS

Federal agencies are directed to take action to reduce the risk of flood loss; minimize the impact of floods on human safety, health, and welfare; and restore and preserve natural and beneficial values within areas designated as floodplains. As such, any proposed project at an airport that is funded by federal money must evaluate the potential for impacts to floodplains from airport expansion. Best practices indicate all airports should consider the proximity of flood plains in their development. The adjacent map depicts existing floodplains on and near the Roosterville Airport. As shown, no floodplains exist on airport property.

THE ENVIRONMENTAL RESOURCES THAT SHOULD BE EVALUATED PRIOR TO ANY AIRPORT PROJECT:

- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- Department of Transportation Act, Section 4(f) properties
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archaeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risks
- Visual Effects, including Light Emissions
- Water Resources (Wetlands, Floodplains, Surface Waters, Groundwater, Wild and Scenic Rivers)
ENVIRONMENTAL RESOURCES

The map below depicts other environmental features within the vicinity of Roosterville Airport. The map includes: 1) DOT Section 4(f) public parks, recreational areas, wildlife and waterfowl refuges of national, state, or local significance, or land from a historic site of national, state, or local significance; 2) hazardous waste facilities; and 3) wetlands. These resources must be evaluated for potential impacts resulting from most proposed development projects completed with federal funds. As shown, only freshwater ponds occur near airport property. Following best practices, development to the east, west, and south of this airport would need to consider impacts to the ponds.

LEVELS OF ENVIRONMENTAL REVIEW:

**Level 1:** Categorical Exclusions (CE)- Documentation needed for actions that do not have significant environmental effects

**Level 2:** Environmental Assessment (EA)- Analysis required to determine impacts if they are unknown. If no significant impacts are found, a Finding of No Significant Impact (FONSI) is issued.

**Level 3:** Environmental Impact Statement (EIS)- Analysis required for projects that will result in significant environmental impacts. A Record of Decision (ROD) states the FAA’s final decision.
PRIME FARMLAND

Federal actions, or actions that are completed with federal money, must be evaluated for their potential to convert important farmland to non-agricultural uses. This includes all pasturelands, croplands, and forests considered to be prime, unique, or of statewide or local importance. The Farmland Protection Policy Act defines these as detailed below:

- **Prime farmland**: land having the best combination of physical and chemical characteristics for producing food, feed, forage, oilseed, and other agricultural crops with minimal use of fuel, fertilizer, pesticides, or products.

- **Unique farmland**: land that is used for producing high-value food and fiber crops with a special combination of soil quality, location, growing season, and moisture necessary to produce high quality crops or high yields of them economically.

- **Farmland of statewide and local importance**: land that has been designated as “important” by either a state government or by county commissioners or an equivalent elected body.

In the map to the right, a significant amount of prime farmland exists on and near Roosterville Airport. Best practices indicate that any expansion of the airport to the north, west, and south should consider any potential impact to these areas.

ENVIRONMENTAL RESOURCES:

- FAA Order 1050.1F, Environmental Impacts: Policies and Procedures
- FAA Order 5050.4b, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions
- FAA Environmental Desk Reference for Airport Actions