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 that could occur 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 resources that are present on or in the vicinity of an airport. This document presents a basic review of environmental resources that are present near Sherman Army Airfield.
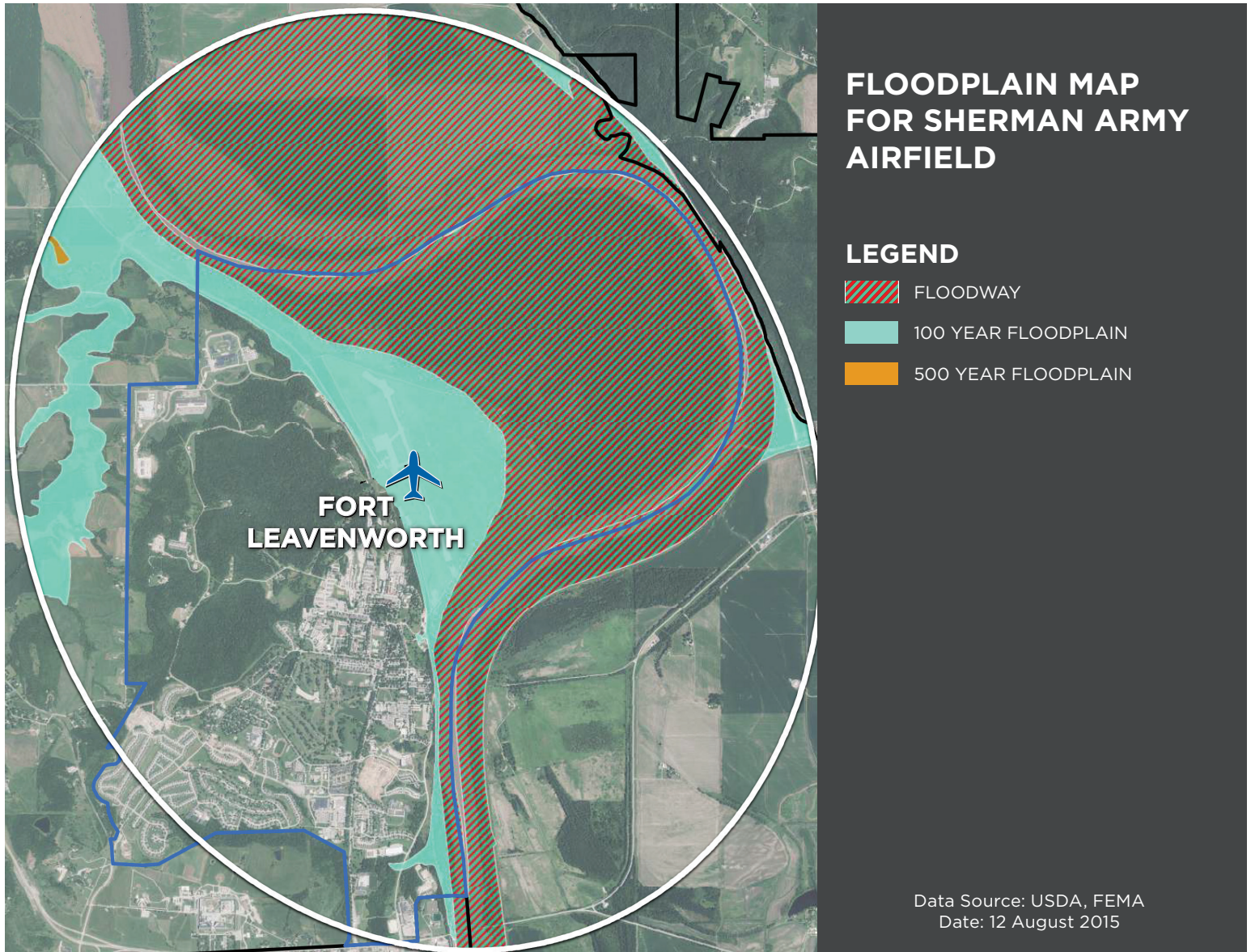
In addition to documenting nearby environmental resources, the system plan also inventoried environmental sustainability practices that are already in place at each study airport. The table below shows plans that have been completed to support environmental stewardship or programs that are currently in place to promote environmental sustainability practices at Sherman Army Airfield. 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.

PRACTICE/PROGRAM	AT AIRPORT
Noise Contours	Not Completed
Environmental Assessment	Not an Objective for this Airport
Wildlife Hazard Assessment/Management Plan	Not Completed
Current Spill Prevention, Control, and Countermeasure (SPCC) Plan	**Not In Place**
Water Use Efficiency Program	**Not In Place**
Efficient Energy Use Program for Buildings	Currently in Place
Solid Waste Reduction Program	Currently in Place
Energy Efficient Programs for Vehicles	Not an Objective for this Airport
Posted Recycling Program	**Not In Place**

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 the 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 that all airports should consider the location of floodplains prior to finalizing or starting any expansion plans. The adjacent map depicts existing floodplains on and near the Sherman Army Airfield. As shown, 100-year floodplains exist on and surrounding the airport property; therefore, future development should evaluate impacts to the floodplains.

FLOODPLAIN MAP FOR SHERMAN ARMY AIRFIELD

LEGEND

- FLOODWAY
- 100 YEAR FLOODPLAIN
- 500 YEAR FLOODPLAIN

FORT LEAVENWORTH

Data Source: USDA, FEMA
Date: 12 August 2015

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)
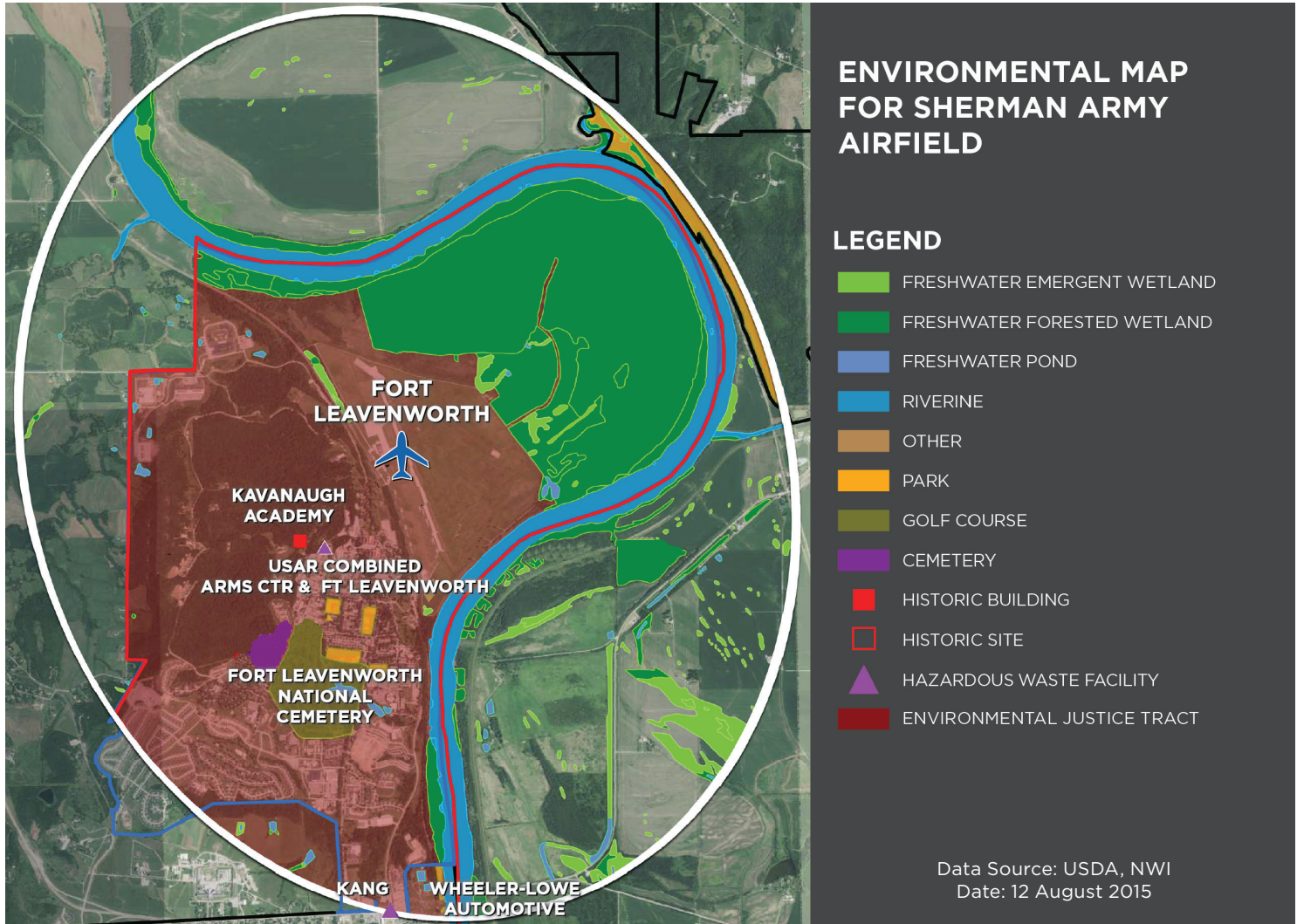
ENVIRONMENTAL RESOURCES

The map below depicts other environmental features within the vicinity of Sherman Army Airfield. 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) historical, architectural, archaeological and cultural resource; 4) wetlands; and 5) environmental justice tracts (areas of minority or low-income populations). These resources must be evaluated for potential impacts resulting from most proposed development projects completed with federal funds. Best practices indicate all federal and non-federal airports should consider these environmental resources if they plan to expand. As shown, environmental justice tracts and freshwater emergent wetlands occur on and adjacent to airport property. Future development of Sherman Army Airfield should consider the proximity of both resources.


ENVIRONMENTAL MAP FOR SHERMAN ARMY AIRFIELD

LEGEND

- FRESHWATER EMERGENT WETLAND
- FRESHWATER FORESTED WETLAND
- FRESHWATER POND
- RIVERINE
- OTHER
- PARK
- GOLF COURSE
- CEMETERY
- HISTORIC BUILDING
- HISTORIC SITE
- HAZARDOUS WASTE FACILITY
- ENVIRONMENTAL JUSTICE TRACT

Data Source: USDA, NWI
Date: 12 August 2015

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.
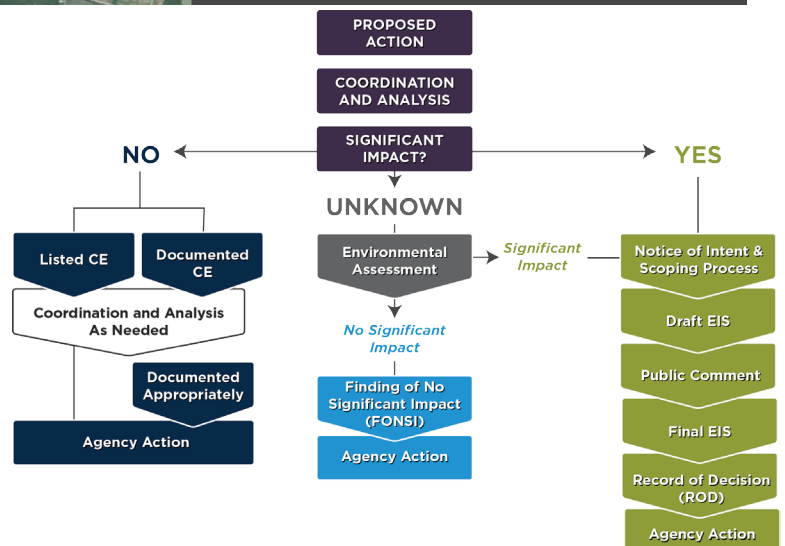
PRIME FARMLAND

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 pasture-lands, 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, fiber, 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 surrounding Sherman Army Airfield. If the facilities at this study airport are expanded, expansion should consider the proximity of all designated farmland areas.

FORT LEAVENWORTH

PRIME FARMLAND MAP FOR SHERMAN ARMY AIRFIELD
Data Source: USDA, NRCS | Date: 12 August 2015

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

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