

**Environmental Assessment
Determinations and Compliance Findings
for HUD-assisted Projects
24 CFR Part 58**

Project Information

Project Name: EYF-Paint-Shop

HEROS Number: 900000010516244

Start Date: 01/19/2026

Responsible Entity (RE): Elizabethtown, 805 W Broad St. Elizabethtown NC, 28337

RE Preparer: Rusty Worley

State / Local Identifier:

Certifying Officer: Pat DeVane

Grant Recipient (if different than Responsible Entity):

Point of Contact:

Consultant (if applicable): Ardurra Group, Inc.

Point of Contact: Rachael Anderson

40 CFR 1506.5(b)(4): The lead agency or, where appropriate, a cooperating agency shall prepare a disclosure statement for the contractor's execution specifying that the contractor has no financial or other interest in the outcome of the action. Such statement need not include privileged or confidential trade secrets or other confidential business information.

- ✓ By checking this box, I attest that as a preparer, I have no financial or other interest in the outcome of the undertaking assessed in this environmental review.

Project Location: 736 Ben Greene Industrial Drive, Elizabethtown, NC 28337

Additional Location Information:

The Curtis L. Brown, Jr. Field (EYF) airport is a general aviation, public-use airport located approximately two (2) miles southeast of the Town of Elizabethtown (Town)'s central business district at 466 Airport Road, Elizabethtown, North Carolina, 28337 (Appendix A, Figure 1: Location Map). The airport is owned and operated by the Town of Elizabethtown and Elizabethtown Airport and Economic Development Commission.

Direct Comments to:

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

The Curtis L. Brown, Jr. Field (EYF) airport is a general aviation, public-use airport located approximately two (2) miles southeast of the Town of Elizabethtown (Town)'s central business district at 466 Airport Road, Elizabethtown, North Carolina, 28337 (Appendix A, Figure 1: Location Map). The airport is owned and operated by the Town of Elizabethtown and Elizabethtown Airport and Economic Development Commission. The Town of Elizabethtown has applied for funding through the U.S. Department of Housing and Urban Development's (HUD) Community Planning and Development (CPD) Community Project Funding (CPF) Grant to construct a 12,000 square foot aircraft hangar planned to be used as a paint shop. The building will be constructed on previously cleared and graded land in the Airport's Industrial Park, along the west side of the runway (Appendix A, Figure 2: Aerial Map). The hangar will have a maximum eave height of 24' and 1/12 pitch roof. The site work will be limited to that required for the building construction, including the depth of excavation to 48" within the building footprint and a 5' offset around the building footprint, which is needed for connections to water, sewer, and electrical utilities that are within the distance of the building (Appendix A, Exhibit 1). The estimated limits of disturbance (LOD) is 0.3 acres. The proposed project includes two (2) alternatives: the Preferred Alternative, described above, and the No-Build Alternative, in which the construction of the paint shop would not take place.

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

The purpose of the project is to construct a hangar planned to be used as a paint shop to support the growing aerospace industry hub and expectant companies out of the airport in the Town of Elizabethtown and Bladen County. Aviation Demands and Operational Needs: The Elizabethtown Airport and Economic Development Commission directed the preparation of an Airport Layout Plan (ALP) update to examine the existing conditions of the airport, forecast airport growth, and determine the facilities required to satisfy that growth over the next 20 years. The ALP update

was approved by the Federal Aviation Administration (FAA) and North Carolina Department of Transportation (NCDOT) on March 29, 2025, and April 02, 2025, respectively. The ALP projects forecasted annual aircraft operations and based aircraft using Average Annual Growth Rates (AAGRs) throughout the next 20 years. According to the ALP, there are currently 19 based aircraft and 14,500 general aviation operations. Forecasted annual operations are estimated to increase from 14,500 as of 2022 to 18,407 by 2042, following an AAGR of 1.20% while based aircraft are estimated to increase from 19 as of 2022 to 26 by 2042, following an AAGR of 1.59% (Appendix C). Existing aircraft operations are trending with the forecasts detailed in the ALP and is expected to continue to grow at EYF throughout the next 20 years. This paint shop service will help serve the growing businesses inside of the airport is expected to provide up to 19 permanent jobs. Economic Growth: In January 2025, the NCDOT Division of Aviation published a statewide study to determine the economic worth of all publicly-owned airports in the state. The study estimated North Carolina's public airports contribute over \$88 billion annually to the economy, equivalent to approximately 11% of the state's gross domestic product. Additionally, the public airports in North Carolina support approximately 427,000 jobs, generating \$34 billion in personal income and \$4.8 billion in local and state taxes. Curtis L. Brown, Jr. Field Airport was reported to contribute approximately \$62.5 million annually to the economy, generating approximately \$16.5 million in personal income and \$4.3 million in local and state taxes. In 2017, Congress passed the Tax Cuts and Jobs Act, which allows each state to designate up to 25% of its total low-income census tracts as Opportunity Zones. In Opportunity Zones, qualified investors are offered tax incentives to invest unrealized capital gains into these low-income areas. Through the North Carolina Opportunity Zones Program, Census Tract #37017950400, which includes the Town of Elizabethtown, Bladen County, was designated as an Opportunity Zone to support economic development, community investments, and job creation. The paint shop will support additional aviation industry partners who wish to be based at EYF and establish opportunities for existing and future operations. In the first year, the paint shop is expected to create 7 jobs. In 3-5 years of operation, there are projected to be 19 permanent jobs. These opportunities include 3 management positions and 16 hourly labor positions.

Existing Conditions and Trends [24 CFR 58.40(a)]:

Baseline Conditions: The Curtis L. Brown, Jr. Field airport is located in the heart of Bladen County, within the Coastal Plains region of North Carolina. The airport is owned and operated by the Town of Elizabethtown and the Town of Elizabethtown Airport and Economic Development Commission. It is situated approximately two (2) miles southeast of the Elizabethtown central business district (Appendix A, Figure 1. Location Map). The airport owns approximately 212 acres of land. Surface transportation to the airport is provided by Airport Road, a paved two-lane road that runs the length of the airport, east of the airfield. Directly to the north of the airport,

Airport Road connects with North Carolina Highway 87 E. Airport Road continues to the southeast for approximately six (6) miles before reconnecting with North Carolina Highway 87 E. The airport serves general aviation operations with no scheduled commercial airline services. The Curtis L. Brown, Jr. airport has one (1) paved runway: Runway 15/33, which is 5,006' x 75'. There are 19 based aircraft consisting of single and multi-engine airplanes and helicopters. The airport realizes an average of 40 operations per week or annual operations of approximately 14,500 based on the FAA's TAF. Approximately 84% of operations are attributed to general aviation operations while 17% are attributed to military operations. The Town of Elizabethtown's industry primarily consists of food and lodging services, public administration, and health care. The Town, including EYF, are located in a designated Opportunity Zone to promote economic development and job creation. Topography: The topography surrounding the airport is generally flat, draining to the northeast to Browns Creek and to the south to Plum Branch, both of which eventually drain to the Cape Fear River to the east/southeast (Appendix A, Figure 3: USGS Topographic Map). The elevation of the airport is approximately 131 feet above sea level and the runway is built on a slope, with a -0.20% gradient. The high point elevation of the runway is 128.2 feet and the low point elevation of the runway is 121.5 feet. Natural Communities: According to the U.S. Department of Agriculture (USDA), the airport is located in the South Atlantic and Gulf Slope Cash Crops, Forest, and Livestock Land Resource Region (LRR) of the Southern Coastal Plain Major Land Resource Area (MLRA). The project boundary is approximately 0.3 acres. Soils within the project area are mapped entirely as Wagram fine sand, 0 to 6 percent slopes, which is considered hydric. Wagram fine sand is categorized as farmland of statewide importance, however none of the area within the airport is currently being used as farmland (Appendix A, Figure 4: NRCS Soils Map). The U.S. Fish and Wildlife Service's (USFWS) National Wetlands Inventory (NWI) shows a linear and small, freshwater forested/shrub wetland and a riverine wetland southwest of the runway, however none of these features are within airport property or near the proposed project site (Appendix A, Figure 5: USFWS NWI Map). There is a 1% Annual Chance Flood Hazard Zone approximately 0.4 miles northeast of the airport but this area is not on airport property or on the project site (Appendix A, Figure 6: FEMA Map). These nearby resources are discussed in further detail in subsequent sections. There are no natural communities in the proposed project area as the project site is located directly adjacent to the runway on the cleared and graded active airfield.

Maps, photographs, and other documentation of project location and description:

Determination:

✓	Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.13] The project will not result in a significant impact on the quality of human environment
	Finding of Significant Impact

Approval Documents:

7015.15 certified by Certifying Officer on:

7015.16 certified by Authorizing Officer on:

Funding Information

Grant / Project Identification Number	HUD Program	Program Name	Funding Amount
B-24-CP-NC-1351	Community Planning and Development (CPD)	Community Project Funding (CPF) Grants	\$1,000,000.00

Estimated Total HUD Funded, Assisted or Insured Amount: \$1,000,000.00

Estimated Total Project Cost [24 CFR 58.2 (a) (5)]: \$1,000,000.00

Compliance with 24 CFR §50.4, §58.5 and §58.6 Laws and Authorities

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §50.4, §58.5, and §58.6	Are formal compliance steps or mitigation required?	Compliance determination (See Appendix A for source determinations)
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR §50.4 & § 58.6		
Airport Hazards Clear Zones and Accident Potential Zones; 24 CFR Part 51 Subpart D	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	There is one (1) paved runway at EYF, Runway 15/33, which is situated northwest to southeast. The estimated LOD for the paint shop is within the Airport Industrial Park and is approximately 3,750 feet from the Runway 15 end and approximately 1,460 feet from the Runway 33 end. There are no military airfields or duty stations within 15 miles of the airport or in Bladen County. The Runway

		<p>Protection Zone (RPZ) or Runway Clear Zone is defined by the FAA as a trapezoidal area "off the end of the runway end that serves to enhance the protection of people and property on the ground" if an aircraft lands or crashes beyond the runway end. The proposed project site for the hangar is not located within the RPZ (Appendix A, Figure 13: Airport Hazard Zones Map). There will be no impacts or changes to the RPZ as a result of the proposed project. A letter from the airport operator confirming that the project site is not within and will not impact the RPZ is included in Appendix H.</p>
<p>Coastal Barrier Resources Act Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>Coastal Barrier Resources Act (CBRA): The Coastal Barrier Resources Act protects coastal areas that serve as barriers against wind and tidal force caused by coastal storms and serve as habitat for aquatic species. The project site is not located within the Coastal Barrier Resources System (CBRS), as delineated by the USFWS and the U.S. Federal Emergency Management Agency (FEMA) coastal barrier maps. A map of the CBRA resources located in North Carolina and the CBRS Validation Documentation is included in Appendix E.</p>
<p>Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>Executive Order (EO) 11988, Floodplain Management, and the U.S. Department of Transportation (USDOT) Order 5650.2, Floodplain Management and Protection require that all airport development must avoid the floodplain if a practicable alternative exists. If no practicable alternative exists, actions in a floodplain must be designed to minimize adverse impacts to the floodplain's natural and beneficial values. The project site is located within an Area of Minimal Flood Hazard or Zone X in the FEMA Flood Insurance Rate Map (FIRM) #3720132000J,</p>

		<p>effective as of January 5, 2007, as shown in the FEMA FIRMette in Appendix F. There is a 1% Annual Chance Flood Hazard Zone approximately 0.6 miles northeast of the airport but is not on airport property or within the LOD for the hangar (Appendix A, Figure 6. FEMA Map). As the proposed project site does not occur in a floodplain and there are no wetlands on-site, the project is not required to comply with the 8-step decision making process and does not require flood insurance protection or floodplain mitigation measures.</p>
<p>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR §50.4 & § 58.5</p>		
<p>Air Quality Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>National Ambient Air Quality Standards: Under the Clean Air Act (CAA), the National Environmental Policy Act (NEPA) developed NAAQS for six (6) common pollutants. These criteria air pollutants are carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide, and may harm human health and the environment and cause property damage. The Environmental Protection Agency (EPA) regulates these pollutants to permissible levels through human health-based (primary standards) and environmental-based (secondary standards). The FAA significant threshold is when the proposed project would cause pollutant concentrations to exceed one or more of the NAAQS as established by NEPA under the CAA for any of the time periods analyzed or increase the frequency or severity of any such existing violations.</p> <p>Attainment/Non-Attainment Areas: Ambient pollutant concentrations include areas of the country where air pollution levels persistently exceed the NAAQS and are designated as "non-attainment". Each non-attainment area is required to implement mitigation</p>

		<p>measures to bring ambient concentrations below the NAAQS. When a non-attainment area attains the NAAQS, the EPA designates the area as "maintenance". The EPA's Green Book was reviewed to determine if the project site is in a non-attainment or maintenance area for any of the criteria air pollutants that have NAAQS. According to the Green Book, Bladen County within North Carolina does not have non-attainment or maintenance status, current as of December 31, 2025. State Implementation Plan/Indirect Source Review: Bladen County is not classified as an 8-hour ozone maintenance area, therefore, the project site does not need to conform to the conditions of a SIP or an indirect source review. General/Transportation Conformity Rules: Because the proposed project site is not located in a non-attainment or ozone maintenance area, the conformity rule does not apply. Emissions from construction activities were considered in reviewing potential air quality impacts. Construction emissions occur predominantly from the operation of heavy construction equipment (i.e., backhoes, bulldozers), on- and off-road vehicles used for the transport and delivery of supplies and material (i.e., cement trucks, dump trucks), and on-road vehicles used by construction workers travelling to and from a construction site (i.e., cars, pick-up trucks). Construction emissions also include fugitive dust produced from construction materials and staging, demolition, and earthwork activities, as well as evaporative emissions from asphalt paving operations. Construction activities are temporary, variable depending on location, duration, and level of activity, and are generally</p>
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		<p>confined to the construction site and access/egress roads. The construction of the hangar will occur along the west side of the runway on previously cleared and graded land at EYF. The hangar will have a maximum eve height of 24' and 1/12 pitch roof. The site work will be limited to that required for the building construction, including the depth of excavation to 48" within the building footprint and a 5' offset around the building footprint, which is needed for connections to water, sewer, and electrical utilities that are within the distance of the building. No demolition or mechanized land clearing will take place. Construction will be defined to the approximate 0.3-acre LOD. Based on this information, the Preferred Alternative will not create a reasonably foreseeable increase in emissions during or after construction.</p>
<p>Coastal Zone Management Act Coastal Zone Management Act, sections 307(c) & (d)</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>Coastal Area Management Act (CAMA): Bladen County is not designated as a "coastal area" under the Coastal Area Management Act. Figure 10: NC Coastal Counties Map in Appendix A shows the location of Bladen County with respect to the designated coastal counties of North Carolina. The project site is not located within a designated coastal area, and therefore no coastal resources will be affected and no mitigation will be required.</p>
<p>Contamination and Toxic Substances 24 CFR 50.3(i) & 58.5(i)(2)]</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>As discussed in the Explosive and Flammable Hazard Operations section, the proposed project site is not located on the NPL and there are no Brownfield Program sites within the vicinity of the airport. There is only one (1) documented AST incident on airport property, which was closed out as of April 01, 2024. The NCDEQ's Division of Waste Management Site Locator Tool was reviewed to determine the proximity of any other potential</p>

		<p>hazardous sites to the proposed paint shop (Appendix A, Figure 17. Hazardous Sites Map). There are three (3) previously permitted solid waste landfills northwest of the airport, however all of these are either "Post-Closure" or "Inactive" and all are greater than 3,000 feet from the proposed project site. There are no hazardous waste facilities within a one-mile radius of the project site. The closest hazardous waste facility is the Pioneer Machinery Inc site, which is a hazardous waste small quality generator site, located approximately two (2) miles northwest from the project site. There are no active UST facilities on-site. The NCDEQ Solid Waste Section determined there would be no adverse impact as part of this project and recommended any waste generated by the project be disposed of at a permitted solid waste management facility (Appendix B). All non-hazardous construction debris potentially generated from the project will likely be transported to the Bladen County Transfer Station, which is approximately 1.6 miles northwest of the project site. Coordination will occur prior to construction to confirm the facility has the capacity for any waste generated. There is no real property acquisition associated with this project, therefore a Phase I/Phase II ESA is not required. As the proposed project is not yet constructed, no radon testing can be done. The Center for Disease Control's (CDC) Environmental Public Health Tracking Network was reviewed to determine the potential for radon near EYF. According to the North Carolina Department of Health and Human Services, the highest level of radon measured in Bladen County (last updated August 6, 2025) was 3</p>
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		<p>picoCuries per Liter of air (pCi/L). The county is considered low risk for radon contamination. Exhibits depicting the levels of radon measured in each of North Carolina's counties and the low-risk of Bladen County have been included in Appendix J.</p>
<p>Endangered Species Act Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>The USFWS Official Species List, generated from the Information for Planning and Consultation (IPaC) database was reviewed to determine whether suitable habitat was present within the project area. No critical habitat for any of the potentially occurring species exists within the project site. Coordination with the USFWS was initiated in September 2025 to comply with Section 7 of the Endangered Species Act, which requires all federal agencies to ensure that any action federally authorized or funded is not likely to jeopardize the continued existence of any federally listed threatened or endangered species. As of January 2026, the USFWS has not provided a response to the scoping request. The proposed hangar planned for a paint shop will be located on previously cleared and graded land within the active airfield at EYF. There are no natural communities in the project area and no suitable habitat exists for any of the potentially occurring species. An Effect Determination Key was produced for the Northern Long-eared Bat and the Tricolored Bat (Appendix K).</p>
<p>Explosive and Flammable Hazards Above-Ground Tanks)[24 CFR Part 51 Subpart C</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>National Priorities List: The project site is not currently listed on the National Priorities List (NPL), a list intended primarily to guide the EPA in determining which sites contain hazardous substances, pollutants, or contaminants, warranting further investigation. The closest sites are near Fayetteville, approximately 35 miles</p>

		<p>north/northwest, and Acme, North Carolina, approximately 28 miles southeast of EYF (Appendix A, Figure 14: NPL Sites Map). EPA Superfund Sites: The NC Department of Environmental Quality (NCDEQ) Division of Waste Management database was reviewed to determine the presence or absence of Underground Storage Tank (UST) facilities and incidents. According to the NC Division of Waste Management's Site Locator Tool, there are no Brownfield Program Sites within a 1-mile radius of the project site. The closest site is the Southern Furniture site located in Elizabethtown's central business district at 415 Peanut Road, approximately three (3) miles northwest of the airport. The site has a status of "No Further Interest" as of October 1, 2025. The database indicated the presence of one (1) low risk, Non-UST incident related to an above ground storage tank (AST) located on airport property, notated as the Elizabethtown Airport AST, which was closed out as of April 01, 2024 (Appendix A, Figure 15: Brownfield Sites and USTs Map). The NC Division of Waste Management Superfund Section confirmed there are no Superfund or Brownfield sites within a mile radius of the project (Appendix B). ASTs: In accordance with 40 CFR 112 and Airport General Permit No. NCG150000, the Curtis L. Brown, Jr. Field airport maintains a Stormwater Pollution Prevention Plan and Spill Prevention, Control, and Countermeasure Plan (SWPPP-SPCC). Based on the SWPPP-SPCC, there are eight (8) SPCC-regulated containers on airport property (Appendix A, Figure 16. ASTs Map). Out of these, two (2) ASTs are 55-gallon drums and two (2) are fuel trucks. 24 CFR Part 51, Subpart C exempts stationary, above-ground</p>
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		<p>containers of 100 gallons or less with common liquid industrial fuels and mobile conveyances such as tank trucks. Although the fuel trucks are considered mobile conveyances and are ordinarily exempt from analysis, these were included in the review as it is assumed the trucks are stationary within the fuel farm when not actively used. These six (6) ASTs were analyzed to determine the Acceptable Separation Distances (ASDs) for the project site. The ASD Flow Chart and ASD Electronic Assessment Tool were used to calculate the ASDs for each AST and to determine whether or not the Blast Overpressure ASD calculation was applicable. The calculated ASDs for each AST is summarized below: Acceptable Separation Distances Calculated for EYF with supplemental documentation in Appendix I. As it is assumed none of the ASTs are pressurized, calculating the blast overpressure ASD was not required, but was calculated in an abundance of caution. According to the ASD Electronic Assessment Tool, the calculated ASDs are consistent with the blast overpressure standards of 0.5 pounds per square inch (psi) and thermal radiation of 450 British thermal unit per square foot per hour (BTU/ft²-hr). The closest ASTs to the proposed hangar are the Refueler Trucks, which are approximately 2,500 feet to the north. As these could be considered mobile conveyances, the next closest, completely stationary ASTs are the two (2) 10,000-gallon ASTs at the fuel farm, which are approximately 2,700 feet to the northwest. The proposed paint shop hangar is located within acceptable separation distances of the ASTs and no mitigation measures will be required.</p>
<p>Farmlands Protection Farmland Protection Policy Act of</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>The topography surrounding the airport is generally flat, draining to the</p>

<p>1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>		<p>northeast to Browns Creek and to the south to Plum Branch, both of which eventually drain to the Cape Fear River to the east/southeast (Appendix A, Figure 3: USGS Topographic Map). The elevation of the airport is approximately 131 feet above sea level and the runway is built on a slope, with a -0.20% gradient. The high point elevation of the runway is 128.2 feet and the low point elevation of the runway is 121.5 feet. According to the USDA, the airport is located in the South Atlantic and Gulf Slope Cash Crops, Forest, and LRR of the Southern Coastal Plain MLRA. All soil within the project area is mapped as Wagram fine sand, 0 to 6 percent slopes. This soil is considered hydric and farmland of statewide importance, however none of the area within the airport is currently being used as farmland (Appendix A, Figure 4: NRCS Soils Map). The proposed project is subject to the Farmland Protection Policy Act (FPPA) requirements if irreversible conversion of farmland (directly or indirectly) to non-agricultural use is completed by a federal agency. It should be noted that the FPPA is not a regulatory program but a reporting program to assist in the avoidance of converting farmland into non-agricultural uses by federal funding. Farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements does not have to be currently used for cropland. It can be forested, pastureland, cropland, or other land, but not water or urban built-up land. Farmland does not include land already in or committed to urban development or water storage. The entire LOD where the hangar planned as a paint shop is proposed has soil mapped as farmland of statewide</p>
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		importance, however none of the area within the airport is currently being used as farmland. The project site is located within the previously cleared and graded land within the Airport Industrial Park and will not convert any important farmland.
Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Executive Order (EO) 11988, Floodplain Management, and the U.S. Department of Transportation (USDOT) Order 5650.2, Floodplain Management and Protection require that all airport development must avoid the floodplain if a practicable alternative exists. If no practicable alternative exists, actions in a floodplain must be designed to minimize adverse impacts to the floodplain's natural and beneficial values. The project site is located within an Area of Minimal Flood Hazard or Zone X in the FEMA Flood Insurance Rate Map (FIRM) #3720132000J, effective as of January 5, 2007, as shown in the FEMA FIRMette in Appendix F. There is a 1% Annual Chance Flood Hazard Zone approximately 0.6 miles northeast of the airport but is not on airport property or within the LOD for the hangars (Appendix A, Figure 6. FEMA Map). As the proposed project site does not occur in a floodplain and there are no wetlands on-site, the project is not required to comply with the 8-step decision making process and does not require flood insurance protection or floodplain mitigation measures.
Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	A review of the North Carolina State Historic Preservation Office (NC SHPO) GIS database HPOWEB 2.0 revealed no records of eligible or established historic resources within or near the project site (Appendix A, Figure 7: NC SHPO Map). Based on HPOWEB 2.0, there is one (1) Study List, Determination of Eligibility structure, the McDonald-Russ House

		<p>(Site ID #: BL0206) entered for consideration, located approximately 0.6 miles east of the project site, on the east side of NC Highway 87 E. This site is not currently designated and it not within airport property. There are several National Register individual listings, a National Register district, and several eligible structures and districts located in the Elizabethtown central business district, approximately 2 miles northwest of EYF. The proposed project was submitted to the North Carolina Department of Administration State Clearinghouse on October 3, 2025, for intergovernmental review. As part of the intergovernmental review, the project was distributed to the NC SHPO office. On November 3, 2025, the SHPO provided a letter concurring there are no known historic resources on-site and no known historic resources that would be affected by the project (Appendix B). According to the Tribal Directory Assessment Tool (https://egis.hud.gov/tdat/), the Catawba Indian Nation is the only Tribal Nation with interests in Bladen County, North Carolina. The Town of Elizabethtown initiated consultation with the Catawba Indian Nation on October 3, 2025. On October 31, 2025, the Catawba Indian Nation determined there were no immediate concerns but requested to be notified if Native American artifacts and/or human remains are located during the ground disturbance phase of the project. The scoping letter and response is in Appendix B: Tribal Nation Coordination Letters and Response.</p>
<p>Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>The project is located along the west side of the runway on previously cleared and graded land within EYF Airport Industrial Park. There are no military airfields or duty stations within 15 miles</p>

		<p>of the airport or Bladen County. There are no major highways or railroads within 1,000 feet and 3,000 feet, respectively, of the airport (Appendix A, Figure 12: Major Roadways and Railroads in Proximity to EYF Map). Noise sensitive uses generally include facilities such as hospitals and other medical care facilities, nursing homes, schools, courthouses, places of worship, libraries, and residential developments. The proposed project does not include the development of a noise-sensitive facility. The Town regulates loud and raucous noise and outlines prohibited activities within town limits that would annoy, disturb, injure, or endanger the comfort, health, peace, or safety of residents. Under the Code of Ordinances General Regulations 97.03, noise associated with construction and grading operations is exempt from the general provisions of the ordinance provided the activities do not take place between 9:00 p.m. and 7:00 a.m. Monday through Saturday or anytime on Sunday. Under the FAA's codified NEPA Implementation Order, 1050.1G, "no noise analysis is needed for proposals involving airports whose forecast operations...do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 annual jet operations (2 average daily operations)". EYF does not currently surpass these thresholds (14,500 annual operations or 40 average daily operations) and will not under forecasted operations (forecasted 18,407 annual operations or 50 average daily operations). The project site is located within a civil airport but is not within 1,000 feet of a NCDOT major roadway. Sites with noise exposure levels which exceed the day-night average sound level of 65 decibels (dB)</p>
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		<p>are considered noise-impacted areas with "normally unacceptable" noise levels between 65-75 dB and "unacceptable" noise levels above 75 dB. To determine whether the current noise levels at the airport where the new hangar is proposed is at acceptable levels, the Day-Night Noise Level (DNL) calculator tool was used to assess noise from airport traffic. Because there were no major roadways or railroads within the distance threshold, only the estimated noise from the airport was included in the calculator. EYF does not currently surpass the FAA's average annual propeller operations or jet operations and will not under the forecasted operations, and therefore does not have noise level information available. Approximate noise levels were estimated using HUD's Noise Assessment Guidelines. Daily number of flights was determined by dividing the 2022 baseline annual operations (14,500) by 365 days, resulting in an estimated 40 operations per day. Note, the forecasted annual operations by 2042 are 18,407 or approximately 50 daily number of flights, an 1.20% increase over a 20-year period. The daily number of flights was then plotted against the distance of the LOD from the runway, which is approximately 540 feet. The DNL calculator estimated the noise exposure level as 70 (Appendix G). The paint shop is not a noise-sensitive facility, nor would it have noise-sensitive uses. The hangar is specifically for the use of commercial aviation uses and is located within the Airport Industrial Park. This area is specifically reserved and intended for uses which can tolerate high levels of sound exposure. The construction of the hangar is compliant with the Town's Zoning Ordinance land use guide.</p>
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		<p>Additionally, the calculated noise level of the airport is likely a considerable overestimation due to the lack of available data, low number of operations, and no commercial operations occurring at the airport. Finally, the airport only operates between 8:00 a.m. and 5:00 p.m. Monday through Saturday and 9:00 a.m. and 5:00 p.m. on Sunday. There are no nighttime operations.</p>
<p>Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<p>According to the EPA, there are no sole source aquifers in North Carolina.</p>
<p>Wetlands Protection Executive Order 11990, particularly sections 2 and 5</p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<p>According to the USFWS NWI map, there is a linear and small freshwater forested/shrub wetland, and a riverine wetland to the southwest of the airport, however none of these features are within airport property or near the proposed project site (Appendix A, Figure 5: USFWS NWI Map). The proposed project site is located on previously cleared and graded land within the Airport Industrial Park. There are no wetlands or streams on-site. On October 14, 2025, in response to the scoping letter submitted by the Town of Elizabethtown, the USACE confirmed there are no Waters of the U.S. (WOTUS) on-site and no permit will be required from the USACE (Appendix B).</p>
<p>Wild and Scenic Rivers Act Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<p>The Wild and Scenic Rivers Act provides federal protection for rivers defined as having remarkable scenic, recreational, geologic, fish, wildlife, historic, or cultural values. According to the National Wild and Scenic Rivers System website, there are approximately 144.5 miles of rivers in North Carolina designated as wild and scenic. The closest designated river is the Lumber River, approximately 21 miles west of EYF (Appendix A, Figure 11: Wild and Scenic Rivers Map). The closest</p>

		Nationwide River Inventory River is Colly Creek, approximately seven (7) miles northeast of EYF. There are no active Study Rivers in North Carolina. As the proposed project site is not located within 0.25 miles of either designated rivers, no further compliance with this section is required.
HUD HOUSING ENVIRONMENTAL STANDARDS		
ENVIRONMENTAL JUSTICE		
Environmental Justice Executive Order 12898	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	In accordance with Executive Order 14173: Ending Illegal Discrimination and Restoring Merit-Based Opportunity, analysis of compliance for this authority is no longer required.

Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27]

Impact Codes: An impact code from the following list has been used to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement.

Environmental Assessment Factor	Impact Code	Impact Evaluation	Mitigation
LAND DEVELOPMENT			
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	Please refer to the Planning and Zoning section. The proposed project site for the paint shop hangar is located along the west side of the runway within the previously cleared and graded Airport Industrial Park at EYF. The project site is zoned in an industrial district on airport property, which is compatible with the proposed construction and operation of the buildings. Additionally, the airport is protected by the Town via the Airport Hazard Overlay District, which prohibits incompatible land use around the airport and ensures the existing uses surrounding the airport are compatible with	

Environmental Assessment Factor	Impact Code	Impact Evaluation	Mitigation
		<p>expansion of airport operations. The Preferred Alternative complies with existing and future planned land uses and zoning requirements, and would not alter existing uses. Because the proposed project site is located within and directly surrounded by industrial land, the project does not have the potential to affect the nature of the visual character of the area or block/obstruct views of visual resources. The location of the hangar would not contrast with the visual quality of the surrounding area. As the proposed project is compatible with all existing and future planned land uses and ordinances and will not impact the visual quality of the surrounding area, no mitigation is required.</p>	
Soil Suitability / Slope/ Erosion / Drainage and Storm Water Runoff	2	<p>The topography surrounding the airport is generally flat, draining to the northeast to Browns Creek and to the south to Plum Branch, both of which eventually drain to the Cape Fear River to the east/southeast. The elevation of the airport is approximately 131 feet above sea level and the runway is built on a slope. The high point elevation of the runway is 128.2 feet and the low point elevation of the runway is 121.5 feet. According to LIDAR survey, there is no change of elevation within the LOD (Appendix A, Figure 9: Lidar Map). The proposed project site for the hangar is located along the west side of the runway within the previously cleared and graded Airport Industrial Park at EYF. The proposed project does not include grading activities, therefore there will be no impact to existing slopes. Please refer to the Farmland Protection section. Soils within the project area are mapped entirely as Wagram fine sand, 0 to 6 percent slopes. This soil is considered hydric and is categorized as farmland of statewide importance, however none of the area within the airport is currently being used as farmland. The</p>	

Environmental Assessment Factor	Impact Code	Impact Evaluation	Mitigation
		<p>vertical construction of the hangar will not alter existing soils or convert any farmland. The proposed project will involve the vertical construction of a hangar planned as a paint shop and will occur along the west side of the runway within the previously cleared and graded Airport Industrial Park at EYF. The hangar will have a maximum eave height of 24' and 1/12 pitch roof. The site work will be limited to that required for the vertical building construction, including the depth of excavation to 48" within the building footprint and a 5' offset around the building footprint, which is needed for connections to water, sewer, and electrical utilities that are within the distance of the building. As the proposed project solely consists of vertical construction and minor excavation for building footings/concrete slab and connections to existing utilities on a previously cleared and graded site, no site development is occurring. Therefore, no site permits are required for the construction of the hangar. All local and state regulations for erosion and sedimentation control will be followed and no mitigation will be required.</p>	
Hazards and Nuisances including Site Safety and Site-Generated Noise	2	<p>Please refer to the Airport Hazards, Explosive and Flammable Hazard Operations, and Toxic Chemicals and Radioactive Materials sections. The proposed site for the hangar is not located within the RPZ and will not impact the RPZ, as confirmed by the airport operator. The project site is not currently listed on the NPL and there are no Superfund or Brownfield Program sites within a 1-mile radius. The NC Division of Waste Management confirmed the absence of these sites, no known petroleum releases, and no USTs near the airport. The paint shop is located within acceptable separation distances from the ASTs located on airport property. There are no hazardous waste facilities in close</p>	

Environmental Assessment Factor	Impact Code	Impact Evaluation	Mitigation
		<p>proximity to the project. EYF will dispose of non-hazardous construction debris at the Bladen County Transfer Station. As the hangar is not yet constructed, no radon testing can be done. However, according to the NC Department of Health and Human Services, Bladen County is considered at low-risk for radon contamination. Please refer to the Noise Abatement section. There are no military airfields or duty stations within 15 miles of the airport. There are no major highways or railroads within 1,000 and 3,000 feet, respectively, of the airport. The proposed project is located within a civil airport and a DNL of 70 was estimated, based solely on noise at the airport. Ultimately, the noise exposure level of 70 dB is considered "Normally Unacceptable", however it is imperative to understand that the intent of the proposed project is provide a paint shop to support the existing and expectant companies out of the airport in the Town of Elizabethtown and Bladen County. The hangar is not a noise-sensitive facility nor would have noise-sensitive uses. The hangar is specifically for airport associated uses and is located within the Airport Industrial Park. This area is specifically reserved and intended for uses which can tolerate high levels of sound exposure. The construction of this building is compliant with the Town of Elizabethtown's Zoning Ordinance land use guide. Additionally, the calculated noise level of the airport is likely a considerably overestimation due to the lack of available noise data. EYF has a low number of operations with no commercial operations occurring at the airport. The airport only operates between 8:00 a.m. and 5:00 p.m. Monday through Saturday and 9:00 a.m. and 5:00 p.m. on Sunday. There are no nighttime operations.</p>	
SOCIOECONOMIC			

Environmental Assessment Factor	Impact Code	Impact Evaluation	Mitigation
Employment and Income Patterns	1	In accordance with Executive Order 14173: Ending Illegal Discrimination and Restoring Merit-Based Opportunity, analysis of compliance for this authority is no longer required. Note, there may be an increase in temporary construction jobs. Once the project has been completed, the temporary construction jobs may cease to exist. However, the successful implementation of this project will establish 19 new, permanent jobs over the course of five (5) years following the successful construction and occupation of the new hangar. Due to the potential for new, permanent jobs associated with the paint shop and future aerospace/aviation companies that would utilize the services, the proposed project has the potential to provide a beneficial impact to employment.	
Demographic Character Changes / Displacement	2	In accordance with Executive Order 14173: Ending Illegal Discrimination and Restoring Merit-Based Opportunity, analysis of compliance for this authority is no longer required. Note, there is no real property acquisition or displacement of residential properties associated with the proposed project, so there will be no impacts to existing populations.	
Environmental Justice EA Factor	2	In accordance with Executive Order 14173: Ending Illegal Discrimination and Restoring Merit-Based Opportunity, analysis of compliance for this authority is no longer required.	
COMMUNITY FACILITIES AND SERVICES			
Educational and Cultural Facilities (Access and Capacity)	2	The proposed project involves the construction of a hangar to be used as a paint shop at EYF. The project is located on airport property within the Airport Industrial Park. There are no educational facilities proposed as a part of or that would be impacted by the proposed project, therefore no mitigation is required.	

Environmental Assessment Factor	Impact Code	Impact Evaluation	Mitigation
Commercial Facilities (Access and Proximity)	2	There are commercial facilities and businesses on airport property and within a 1-mile radius of the project site. There are commercial districts surrounding the airport, but these districts are not on airport property. The proposed project is located on airport property, within the Airport Industrial Park. There will be no impact to or displacement of any existing retail or commercial services, therefore no mitigation is required.	
Health Care / Social Services (Access and Capacity)	2	There is one (1) hospital located in the Elizabethtown central business district, approximately two (2) miles northwest of the airport. The proposed project is located on airport property, within the Airport Industrial Park west of the runway. The successful implementation of the project has the potential to increase employment, but there would not be a significant increase in population. The proposed project will not substantially change the existing capacity or demand of any nearby healthcare services. There are social services facilities in the Elizabethtown central business district, approximately two (2) miles northwest of the airport. The proposed project is located on airport property, within the Airport Industrial Park west of the runway. The successful implementation of the project has the potential to increase employment, but there would not be a significant increase in population. The proposed project will not substantially change the existing capacity or demand of any nearby social services.	
Solid Waste Disposal and Recycling (Feasibility and Capacity)	2	At this time, solid waste potentially generated by the construction of the paint shop has not been determined. There is one (1) permitted solid waste landfill located within a one-mile radius of the project site as discussed in the Toxic Chemicals and Radioactive Materials section. On October 13, 2025, the NCDEQ Solid Waste Section determined there would be no adverse	

Environmental Assessment Factor	Impact Code	Impact Evaluation	Mitigation
		<p>impact as part of this project and recommended any waste generated by the project that cannot be reused or recycled be disposed of at a permitted solid waste management facility. The DEQ also strongly recommended that the town requires all contractors to provide proof of proper disposal for all generated waste to permitted facilities. Coordination will occur prior to construction to confirm the facility has the capacity for any waste generated. No hazardous waste is anticipated as part of the project.</p>	
Waste Water and Sanitary Sewers (Feasibility and Capacity)	2	<p>The proposed project will consist of the construction of one (1) hangar to be used as a paint shop. The site work will be limited to that required for the vertical building construction, including the depth of excavation to 48" within the building footprint and a 5' offset around the building footprint, which is needed for connections to water, sewer, and electrical utilities that are within the distance of the building. All utilities associated with the construction of the hangar will tie-in to existing services on airport property. As there will be no new facilities or change in existing capacity, no mitigation is proposed.</p>	
Water Supply (Feasibility and Capacity)	2	<p>There are no sole source aquifers in North Carolina. There are no public water supply wells within a 1-mile radius of the project site. As the proposed project will not impact existing or future water supply wells and does not require an adequate water supply determination, no mitigation is required.</p>	
Public Safety - Police, Fire and Emergency Medical	2	<p>The Bladen County Sheriff's Office is located approximately 1.3 miles to the northwest and the Elizabethtown Police Department is located approximately 2.3 miles northwest of the airport. The construction of the hangar will not impact the demand for or access to police services or personnel. The proposed project site is located on the west side of the runway within the Airport</p>	

Environmental Assessment Factor	Impact Code	Impact Evaluation	Mitigation
		<p>Industrial Park at EYF and will not burden access routes for emergency personnel. The Elizabethtown Fire Station 55 is located approximately 1.8 miles northwest of the airport. There is a fire station, the Bladen County EMS, located 0.7 miles northwest of the project site. The fire station is located directly off Ben Green Industrial Park Road on airport property. Fire response for the airport falls under the Town's full-time fire department. The proposed project site is located within the Airport Industrial Park at EYF and will not impact the demand for or access to emergency fire services or personnel. The Bladen County EMS is located directly off Ben Green Industrial Park Road on airport property. The closest hospital/emergency room is the Bladen County Hospital, located approximately 1.5 miles northwest of the airport. The construction of the hangar will not impact the demand for or access to emergency services or personnel and will not burden access routes for emergency personnel.</p>	
Parks, Open Space and Recreation (Access and Capacity)	2	<p>There are two (2) local parks, Brown's Creek Nature Trail and Bike Park, and Greene's Lake Conservation Park, both located within a 1-mile radius of the airport. There is one (1) state park, the Jones Lake State Park, within a 5-mile radius of the airport. There are no national parks or wildlife/waterfowl refuges near the project site. There is one (1) community center within the Elizabethtown central business district, approximately 2 miles northwest of the airport. The proposed project site is located to the west of the runway within the active airfield on airport property. There will be no construction or creation of any parks, open spaces, or recreational facilities and no impact to existing facilities as a result of the proposed project. There are three (3) churches located within a 1-mile radius of the airport. The proposed project site is</p>	

Environmental Assessment Factor	Impact Code	Impact Evaluation	Mitigation
		located to the west of the runway within the active airfield on airport property. The proposed project does not involve the construction of any cultural facilities and will not impact any existing facilities.	
Transportation and Accessibility (Access and Capacity)	2	The proposed project will consist of the construction of one (1) hangar to be used as a paint shop. The site work will be limited to that required for the vertical building construction, including the depth of excavation to 48" within the building footprint and a 5' offset around the building footprint, which is needed for connections to water, sewer, and electrical utilities that are within the distance of the building. The project does not require a traffic study, does not involve any public transportation services, and will not impact the local transportation system.	
NATURAL FEATURES			
Unique Natural Features /Water Resources	2	There are no natural communities in the proposed project area as the project site is located west of the runway within the cleared and graded Airport Industrial Park. The entire LOD where the hangar is proposed has soils mapped as farmland, however none of the area within the airport is currently being used as farmland. The proposed project will not impact any unique natural features or agricultural lands. Please refer to the Coastal Zone Management Act and Coastal Barriers, Floodplain Management and Insurance, Protection of Wetlands, Wild and Scenic Rivers Act, and Sole Source Aquifer sections. Bladen County is not designated as a "coastal area" and is not located within the CBRS. The project site is located within an Area of Minimal Flood Hazard (Zone X). The project is located to the west of the runway on previously cleared and graded land within the Airport Industrial Park. There are no wetlands or streams on-site and the USACE confirmed the absence of WOTUS	

Environmental Assessment Factor	Impact Code	Impact Evaluation	Mitigation
		within the project area. There are no Wild and Scenic Rivers, Nationwide River Inventory Rivers, or Study Rivers near the airport. There are no Sole Source Aquifers in North Carolina. Based on this information, there are no water resources on-site and the proposed project will not impact any water resources.	
Vegetation / Wildlife (Introduction, Modification, Removal, Disruption, etc.)	2	Please refer to the Endangered Species section. There are no natural communities in the proposed project area as the project site is located west of the runway within the cleared and graded Airport Industrial Park. The proposed project will not introduce any nuisance or invasive species and will not impact any existing wildlife communities. There are no critical habitats on-site. There are no natural communities in the project area and no suitable habitat exists for any of the potentially occurring species. Therefore, no mitigation is required.	
Other Factors 1			
Other Factors 2			
CLIMATE AND ENERGY			
Climate Change	2	In accordance with Executive Order 14154: Unleashing American Energy, analysis of compliance for this authority is no longer required.	
Energy Efficiency	2	Natural resources such as fossil fuels may be consumed as a result of construction activities. The proposed project will include tie-ins to existing utility services on the airport, including water, sewer, and electricity. This is not expected to result in a significant change in the natural resources consumed for airport operations. The proposed project does not necessitate a demand for natural resources or energy materials that are unusual or in short supply and therefore will not impact energy consumption and will not require mitigation.	

Supporting documentation**Additional Studies Performed:**

[Combined Appendices.pdf](#)

Field Inspection [Optional]: Date and completed
by:

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:

Refer to attached List of Sources and Agencies Consulted document.

[List of Sources and Agencies Consulted.pdf](#)

List of Permits Obtained:

15A North Carolina Administrative Code (NCAC) 2h 1000- State Stormwater Permit: As the proposed project solely consists of vertical construction and minor excavation for building footings/concrete slab and connections to existing utilities on a previously cleared and graded site, no site development is occurring. Therefore, no site permits are required for the construction of the paint shop hangar. Clean Water Act, Sections 404 and 401 Permits: Because there are no streams or wetlands on-site and therefore no impacts to Waters of the U.S. (WOTUS), an U.S. Army Corps of Engineers (USACE) Section 404 permit will not be required. Additionally, a North Carolina Department of Environmental Quality (NCDEQ) 401 water quality certification will not be required. National Pollutant Discharge Elimination System (NPDES) Construction Stormwater Permit: As the proposed project solely consists of vertical construction and minor excavation for building footings/concrete slab and connections to existing utilities on a previously cleared and graded site, no site development is occurring. Therefore, no site permits are required for the construction of the paint shop hangar. Special Flood Hazard Area (SFHA) Permit: Because the proposed project will not occur within a floodplain, no flood development permit will be required. Town of Elizabethtown Permits: The vertical construction of the paint shop hangar will require a building permit from the Town of Elizabethtown. No site permits are required for this project.

Public Outreach [24 CFR 58.43]:

To be updated upon public notice.

Cumulative Impact Analysis [24 CFR 58.32]:

The Airport Industrial Park was initially cleared and graded in 2017 with building development of three (3) hangar buildings, taxiway, apron, parking lot, and access road upon the cleared and graded land in 2024. One (1) hangar was constructed within the Airport Industrial Park in late 2024, while one (1) additional hangar along the terminal side of the runway was constructed in early 2025. Future planned endeavors include constructing two (2) additional hangars within the Airport Industrial Park and constructing an additional hangar along the terminal side of the runway. The current proposed project will construct a new aircraft hangar planned to be used as a paint shop in the Airport Industrial Park. The existing hangar space at EYF is currently at maximum occupancy, requiring existing and expectant occupants to join a waitlist for aircraft storage. The construction of these hangars over the past several years has supported existing demand as well as the growing, aerospace. Specific timing, location, and proposed design of the future planned projects are currently in the works. Each of these approved and constructed projects and proposed future planned projects are within existing cleared and graded land within the airport and were developed based on the ALP. As the existing land is cleared and graded, current and future ground disturbance is limited and minimized. Ultimately, the projects are increasing impervious surface, but there are no environmental resources within these areas and all projects have complied or will comply with all local and state regulations for appropriate erosion and sedimentation control.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]

The proposed project includes two alternatives: the Preferred Alternative and the No-Build Alternative. The Preferred Alternative proposes to construct a new aircraft hangar planned to be used as a paint shop, measuring 120' x 100' (approximately 12,000 square feet) along the west side of the runway on previously cleared and graded land in EYF's Airport Industrial Park (Appendix A, Figure 2: Aerial Map). The hangar will have a maximum eave height of 24' and 1/12 pitch roof. The site work will be limited to that required for the building construction, including the depth of excavation to 48" within the building footprint and a 5' offset around the building footprint, which is needed for connections to water, sewer, and electrical utilities that are within the distance of the building (Appendix A, Exhibit 1). The estimated limits of disturbance (LOD) is 0.3 acres. There are no environmental, historic/cultural, or socioeconomic impacts associated with the Preferred Alternative. Executing the Preferred Alternative will meet Curtis L. Brown, Jr. Field's current need to support the growing aerospace industry hub in the Town of Elizabethtown and Bladen County. The construction of the paint shop is critical to meet the airport's existing operations and ongoing demands and to establish economic opportunities for future operations to sustain the forecasted growth.

No Action Alternative [24 CFR 58.40(e)]

The No-Build Alternative represents the status quo and would not address the airport's need to provide a hangar. The construction of the hangar is planned as a paint

shop and is critical to support the ongoing and immediate demand for the aerospace industry at EYF. Without this critical infrastructure, aviation and aerospace industry partners cannot be supported at EYF, which is detrimental to both the Town of Elizabethtown's economic development and the State of North Carolina's goal of development within an Opportunity Zone. This alternative does not meet the purpose and needs at EYF.

Summary of Findings and Conclusions:

The Preferred Alternative proposes to construct a new aircraft hangar planned to be used as a paint shop, measuring 120' x 100' (approximately 12,000 square feet) along the west side of the runway on previously cleared and graded land in EYF's Airport Industrial Park (Appendix A, Figure 2: Aerial Map). The hangar will have a maximum eave height of 24' and 1/12 pitch roof. The site work will be limited to that required for the building construction, including the depth of excavation to 48" within the building footprint and a 5' offset around the building footprint, which is needed for connections to water, sewer, and electrical utilities that are within the distance of the building (Appendix A, Exhibit 1). The estimated LOD is 0.3 acres. There are no environmental, historic/cultural, or socioeconomic impacts associated with the Preferred Alternative. Executing the Preferred Alternative will meet Curtis L. Brown, Jr. Field's current need to support the growing aerospace industry hub in the Town of Elizabethtown and Bladen County. The construction of the paint shop is critical to meet the airport's existing operations and ongoing demands and to establish economic opportunities for future operations to sustain the forecasted growth.

Mitigation Measures and Conditions [CFR 1505.2(c)]:

Summarized below are all mitigation measures adopted by the Responsible Entity to reduce, avoid or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Law, Authority, or Factor	Mitigation Measure or Condition	Comments on Completed Measures	Mitigation Plan	Complete
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Project Mitigation Plan

Supporting documentation on completed measures

APPENDIX A: Related Federal Laws and Authorities

Airport Hazards

General policy	Legislation	Regulation
It is HUD's policy to apply standards to prevent incompatible development around civil airports and military airfields.		24 CFR Part 51 Subpart D

1. To ensure compatible land use development, you must determine your site's proximity to civil and military airports. Is your project within 15,000 feet of a military airport or 2,500 feet of a civilian airport?

No

✓ Yes

2. Is your project located within a Runway Protection Zone/Clear Zone (RPZ/CZ) or Accident Potential Zone (APZ) ?

Yes, project is in an APZ

Yes, project is an RPZ/CZ

✓ No, project is not within an APZ or RPZ/CZ

Based on the response, the review is in compliance with this section. Document and upload the map showing that the site is not within either zone below.

Screen Summary

Compliance Determination

There is one (1) paved runway at EYF, Runway 15/33, which is situated northwest to southeast. The estimated LOD for the paint shop is within the Airport Industrial Park and is approximately 3,750 feet from the Runway 15 end and approximately 1,460 feet from the Runway 33 end. There are no military airfields or duty stations within 15 miles of the airport or in Bladen County. The Runway Protection Zone (RPZ) or Runway Clear Zone is defined by the FAA as a trapezoidal area "off the end of the

runway end that serves to enhance the protection of people and property on the ground" if an aircraft lands or crashes beyond the runway end. The proposed project site for the hangar is not located within the RPZ (Appendix A, Figure 13: Airport Hazard Zones Map). There will be no impacts or changes to the RPZ as a result of the proposed project. A letter from the airport operator confirming that the project site is not within and will not impact the RPZ is included in Appendix H.

Supporting documentation**Are formal compliance steps or mitigation required?**

Yes

 No

Coastal Barrier Resources

General requirements	Legislation	Regulation
HUD financial assistance may not be used for most activities in units of the Coastal Barrier Resources System (CBRS). See 16 USC 3504 for limitations on federal expenditures affecting the CBRS.	Coastal Barrier Resources Act (CBRA) of 1982, as amended by the Coastal Barrier Improvement Act of 1990 (16 USC 3501)	

1. Is the project located in a CBRS Unit?

No

Document and upload map and documentation below.

Yes

Compliance Determination

Coastal Barrier Resources Act (CBRA): The Coastal Barrier Resources Act protects coastal areas that serve as barriers against wind and tidal force caused by coastal storms and serve as habitat for aquatic species. The project site is not located within the Coastal Barrier Resources System (CBRS), as delineated by the USFWS and the U.S. Federal Emergency Management Agency (FEMA) coastal barrier maps. A map of the CBRA resources located in North Carolina and the CBRS Validation Documentation is included in Appendix E.

Supporting documentation

Are formal compliance steps or mitigation required?

Yes

No

Flood Insurance

General requirements	Legislation	Regulation
Certain types of federal financial assistance may not be used in floodplains unless the community participates in National Flood Insurance Program and flood insurance is both obtained and maintained.	Flood Disaster Protection Act of 1973 as amended (42 USC 4001-4128)	24 CFR 50.4(b)(1) and 24 CFR 58.6(a) and (b); 24 CFR 55.1(b).

1. Does this project involve financial assistance for construction, rehabilitation, or acquisition of a mobile home, building, or insurable personal property?

No. This project does not require flood insurance or is excepted from flood insurance.

✓ Yes

2. Upload a FEMA/FIRM map showing the site here:

The Federal Emergency Management Agency (FEMA) designates floodplains. The [FEMA Map Service Center](#) provides this information in the form of FEMA Flood Insurance Rate Maps (FIRMs). For projects in areas not mapped by FEMA, use the best available information to determine floodplain information. Include documentation, including a discussion of why this is the best available information for the site. Provide FEMA/FIRM floodplain zone designation, panel number, and date within your documentation.

Is the structure, part of the structure, or insurable property located in a FEMA-designated Special Flood Hazard Area?

✓ No

Based on the response, the review is in compliance with this section.

Yes

4. While flood insurance is not mandatory for this project, HUD strongly recommends that all insurable structures maintain flood insurance under the National Flood Insurance Program (NFIP). Will flood insurance be required as a mitigation measure or condition?

Yes

✓ No

Screen Summary

Compliance Determination

Executive Order (EO) 11988, Floodplain Management, and the U.S. Department of Transportation (USDOT) Order 5650.2, Floodplain Management and Protection require that all airport development must avoid the floodplain if a practicable alternative exists. If no practicable alternative exists, actions in a floodplain must be designed to minimize adverse impacts to the floodplain's natural and beneficial values. The project site is located within an Area of Minimal Flood Hazard or Zone X in the FEMA Flood Insurance Rate Map (FIRM) #3720132000J, effective as of January 5, 2007, as shown in the FEMA FIRMette in Appendix F. There is a 1% Annual Chance Flood Hazard Zone approximately 0.6 miles northeast of the airport but is not on airport property or within the LOD for the hangar (Appendix A, Figure 6. FEMA Map). As the proposed project site does not occur in a floodplain and there are no wetlands on-site, the project is not required to comply with the 8-step decision making process and does not require flood insurance protection or floodplain mitigation measures.

Supporting documentation

Are formal compliance steps or mitigation required?

Yes

✓ No

Air Quality

General requirements	Legislation	Regulation
The Clean Air Act is administered by the U.S. Environmental Protection Agency (EPA), which sets national standards on ambient pollutants. In addition, the Clean Air Act is administered by States, which must develop State Implementation Plans (SIPs) to regulate their state air quality. Projects funded by HUD must demonstrate that they conform to the appropriate SIP.	Clean Air Act (42 USC 7401 et seq.) as amended particularly Section 176(c) and (d) (42 USC 7506(c) and (d))	40 CFR Parts 6, 51 and 93

1. Does your project include new construction or conversion of land use facilitating the development of public, commercial, or industrial facilities OR five or more dwelling units?

Yes

No

Air Quality Attainment Status of Project's County or Air Quality Management District

2. Is your project's air quality management district or county in non-attainment or maintenance status for any criteria pollutants?

No, project's county or air quality management district is in attainment status for all criteria pollutants.

Yes, project's management district or county is in non-attainment or maintenance status for the following criteria pollutants (check all that apply):

Screen Summary

Compliance Determination

National Ambient Air Quality Standards: Under the Clean Air Act (CAA), the National Environmental Policy Act (NEPA) developed NAAQS for six (6) common pollutants. These criteria air pollutants are carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide, and may harm human health and the environment and cause property damage. The Environmental Protection Agency (EPA) regulates these pollutants to permissible levels through human health-based (primary

standards) and environmental-based (secondary standards). The FAA significant threshold is when the proposed project would cause pollutant concentrations to exceed one or more of the NAAQS as established by NEPA under the CAA for any of the time periods analyzed or increase the frequency or severity of any such existing violations. Attainment/Non-Attainment Areas: Ambient pollutant concentrations include areas of the country where air pollution levels persistently exceed the NAAQS and are designated as "non-attainment". Each non-attainment area is required to implement mitigation measures to bring ambient concentrations below the NAAQS. When a non-attainment area attains the NAAQS, the EPA designates the area as "maintenance". The EPA's Green Book was reviewed to determine if the project site is in a non-attainment or maintenance area for any of the criteria air pollutants that have NAAQS. According to the Green Book, Bladen County within North Carolina does not have non-attainment or maintenance status, current as of December 31, 2025. State Implementation Plan/Indirect Source Review: Bladen County is not classified as an 8-hour ozone maintenance area, therefore, the project site does not need to conform to the conditions of a SIP or an indirect source review. General/Transportation Conformity Rules: Because the proposed project site is not located in a non-attainment or ozone maintenance area, the conformity rule does not apply. Emissions from construction activities were considered in reviewing potential air quality impacts. Construction emissions occur predominantly from the operation of heavy construction equipment (i.e., backhoes, bulldozers), on- and off-road vehicles used for the transport and delivery of supplies and material (i.e., cement trucks, dump trucks), and on-road vehicles used by construction workers travelling to and from a construction site (i.e., cars, pick-up trucks). Construction emissions also include fugitive dust produced from construction materials and staging, demolition, and earthwork activities, as well as evaporative emissions from asphalt paving operations. Construction activities are temporary, variable depending on location, duration, and level of activity, and are generally confined to the construction site and access/egress roads. The construction of the hangar will occur along the west side of the runway on previously cleared and graded land at EYF. The hangar will have a maximum eave height of 24' and 1/12 pitch roof. The site work will be limited to that required for the building construction, including the depth of excavation to 48" within the building footprint and a 5' offset around the building footprint, which is needed for connections to water, sewer, and electrical utilities that are within the distance of the building. No demolition or mechanized land clearing will take place. Construction will be defined to the approximate 0.3-acre LOD. Based on this information, the Preferred Alternative will not create a reasonably foreseeable increase in emissions during or after construction.

Supporting documentation

Are formal compliance steps or mitigation required?

EYF-Paint-Shop

Elizabethtown, NC

900000010516244

Yes

✓ No

Coastal Zone Management Act

General requirements	Legislation	Regulation
Federal assistance to applicant agencies for activities affecting any coastal use or resource is granted only when such activities are consistent with federally approved State Coastal Zone Management Act Plans.	Coastal Zone Management Act (16 USC 1451-1464), particularly section 307(c) and (d) (16 USC 1456(c) and (d))	15 CFR Part 930

1. Is the project located in, or does it affect, a Coastal Zone as defined in your state Coastal Management Plan?

Yes

No

Based on the response, the review is in compliance with this section. Document and upload all documents used to make your determination below.

Screen Summary

Compliance Determination

Coastal Area Management Act (CAMA): Bladen County is not designated as a "coastal area" under the Coastal Area Management Act. Figure 10: NC Coastal Counties Map in Appendix A shows the location of Bladen County with respect to the designated coastal counties of North Carolina. The project site is not located within a designated coastal area, and therefore no coastal resources will be affected and no mitigation will be required.

Supporting documentation

Are formal compliance steps or mitigation required?

Yes

No

Contamination and Toxic Substances

General Requirements	Legislation	Regulations
It is HUD policy that all properties that are being proposed for use in HUD programs be free of hazardous materials, contamination, toxic chemicals and gases, and radioactive substances, where a hazard could affect the health and safety of the occupants or conflict with the intended utilization of the property.		24 CFR 58.5(i)(2) 24 CFR 50.3(i)
Reference		
https://www.onecpd.info/environmental-review/site-contamination		

1. How was site contamination evaluated?* Select all that apply.

ASTM Phase I ESA

ASTM Phase II ESA

Remediation or clean-up plan

ASTM Vapor Encroachment Screening.

None of the above

* HUD regulations at 24 CFR § 58.5(i)(2)(ii) require that the environmental review for multifamily housing with five or more dwelling units or non-residential property include the evaluation of previous uses of the site or other evidence of contamination on or near the site.

For acquisition and new construction of multifamily and nonresidential properties HUD strongly advises the review include an ASTM Phase I Environmental Site Assessment (ESA) to meet real estate transaction standards of due diligence and to help ensure compliance with HUD's toxic policy at 24 CFR §58.5(i) and 24 CFR §50.3(i). Also note that some HUD programs require an ASTM Phase I ESA.

2. Were any on-site or nearby toxic, hazardous, or radioactive substances* (excluding radon) found that could affect the health and safety of project occupants or conflict with the intended use of the property? (Were any recognized environmental conditions or RECs identified in a Phase I ESA and confirmed in a Phase II ESA?)

Provide a map or other documentation of absence or presence of contamination** and explain evaluation of site contamination in the Screen Summary at the bottom of this screen.

✓ No

Explain:

Refer to Compliance Determination section below.

Yes

* This question covers the presence of radioactive substances excluding radon. Radon is addressed in the Radon Exempt Question.

** Utilize EPA's Enviromapper, NEPAassist, or state/tribal databases to identify nearby dumps, junk yards, landfills, hazardous waste sites, and industrial sites, including EPA National Priorities List Sites (Superfund sites), CERCLA or state-equivalent sites, RCRA Corrective Action sites with release(s) or suspected release(s) requiring clean-up action and/or further investigation. Additional supporting documentation may include other inspections and reports.

3. Evaluate the building(s) for radon. Do all buildings meet any of the exemptions* from having to consider radon in the contamination analysis listed in CPD Notice [CPD-23-103](#)?

Yes

Explain:

✓ No

* Notes:

- Buildings with no enclosed areas having ground contact.
- Buildings containing crawlspaces, utility tunnels, or parking garages would not be exempt, however buildings built on piers would be exempt, provided that there is open air between the lowest floor of the building and the ground.
- Buildings that are not residential and will not be occupied for more than 4 hours per day.
- Buildings with existing radon mitigation systems - document radon levels are below 4 pCi/L with test results dated within two years of submitting the application for HUD assistance and document the system includes an ongoing maintenance plan that includes periodic testing to ensure the system continues to meet the current EPA recommended levels. If the project does not require an application, document test results dated within two years of the date the environmental review is certified. Refer to program office guidance to ensure compliance with program requirements.
- Buildings tested within five years of the submission of application for HUD assistance: test results document indoor radon levels are below current the EPA's recommended action levels of 4.0 pCi/L. For buildings with test data older than five years, any new environmental review must include a consideration of radon using one of the methods in Section A below.

4. Is the proposed project new construction or substantial rehabilitation where testing will be conducted but cannot yet occur because building construction has not been completed?

Yes

Compliance with this section is conditioned on post-construction testing being conducted, followed by mitigation, if needed. Radon test results, along with any needed mitigation plan, must be uploaded to the mitigation section within this screen.

No

5. Was radon testing or a scientific data review conducted that provided a radon concentration level in pCi/L?

Yes

No

If no testing was conducted and a review of science-based data offered a lack of science-based data for the project site, then document and upload the steps taken to look for documented test results and science-based data as well as the basis for the conclusion that testing would be infeasible or impracticable.

Explain:

Refer to Compliance Determination section below.

File Upload:

Based on the response, the review is in compliance with this section. Continue to the Screen Summary at the bottom of this screen.

Non-radon contamination was found in a previous question.

Screen Summary

Compliance Determination

As discussed in the Explosive and Flammable Hazard Operations section, the proposed project site is not located on the NPL and there are no Brownfield Program sites within the vicinity of the airport. There is only one (1) documented AST incident on

airport property, which was closed out as of April 01, 2024. The NCDEQ's Division of Waste Management Site Locator Tool was reviewed to determine the proximity of any other potential hazardous sites to the proposed paint shop (Appendix A, Figure 17. Hazardous Sites Map). There are three (3) previously permitted solid waste landfills northwest of the airport, however all of these are either "Post-Closure" or "Inactive" and all are greater than 3,000 feet from the proposed project site. There are no hazardous waste facilities within a one-mile radius of the project site. The closest hazardous waste facility is the Pioneer Machinery Inc site, which is a hazardous waste small quantity generator site, located approximately two (2) miles northwest from the project site. There are no active UST facilities on-site. The NCDEQ Solid Waste Section determined there would be no adverse impact as part of this project and recommended any waste generated by the project be disposed of at a permitted solid waste management facility (Appendix B). All non-hazardous construction debris potentially generated from the project will likely be transported to the Bladen County Transfer Station, which is approximately 1.6 miles northwest of the project site. Coordination will occur prior to construction to confirm the facility has the capacity for any waste generated. There is no real property acquisition associated with this project, therefore a Phase I/Phase II ESA is not required. As the proposed project is not yet constructed, no radon testing can be done. The Center for Disease Control's (CDC) Environmental Public Health Tracking Network was reviewed to determine the potential for radon near EYF. According to the North Carolina Department of Health and Human Services, the highest level of radon measured in Bladen County (last updated August 6, 2025) was 3 picoCuries per Liter of air (pCi/L). The county is considered low risk for radon contamination. Exhibits depicting the levels of radon measured in each of North Carolina's counties and the low-risk of Bladen County have been included in Appendix J.

Supporting documentation

Are formal compliance steps or mitigation required?

Yes

✓ No

Endangered Species

General requirements	ESA Legislation	Regulations
Section 7 of the Endangered Species Act (ESA) mandates that federal agencies ensure that actions that they authorize, fund, or carry out shall not jeopardize the continued existence of federally listed plants and animals or result in the adverse modification or destruction of designated critical habitat. Where their actions may affect resources protected by the ESA, agencies must consult with the Fish and Wildlife Service and/or the National Marine Fisheries Service (“FWS” and “NMFS” or “the Services”).	The Endangered Species Act of 1973 (16 U.S.C. 1531 <i>et seq.</i>); particularly section 7 (16 USC 1536).	50 CFR Part 402

1. Does the project involve any activities that have the potential to affect species or habitats?

- ✓ No, the project will have No Effect due to the nature of the activities involved in the project.

This selection is only appropriate if none of the activities involved in the project have potential to affect species or habitats. Examples of actions without potential to affect listed species may include: purchasing existing buildings, completing interior renovations to existing buildings, and replacing exterior paint or siding on existing buildings.

Based on the response, the review is in compliance with this section.

No, the project will have No Effect based on a letter of understanding, memorandum of agreement, programmatic agreement, or checklist provided by local HUD office

Yes, the activities involved in the project have the potential to affect species and/or habitats.

Screen Summary

Compliance Determination

The USFWS Official Species List, generated from the Information for Planning and Consultation (IPaC) database was reviewed to determine whether suitable habitat was present within the project area. No critical habitat for any of the potentially occurring species exists within the project site. Coordination with the USFWS was initiated in September 2025 to comply with Section 7 of the Endangered Species Act,

which requires all federal agencies to ensure that any action federally authorized or funded is not likely to jeopardize the continued existence of any federally listed threatened or endangered species. As of January 2026, the USFWS has not provided a response to the scoping request. The proposed hangar planned for a paint shop will be located on previously cleared and graded land within the active airfield at EYF. There are no natural communities in the project area and no suitable habitat exists for any of the potentially occurring species. An Effect Determination Key was produced for the Northern Long-eared Bat and the Tricolored Bat (Appendix K).

Supporting documentation**Are formal compliance steps or mitigation required?**

Yes

 No

Explosive and Flammable Hazards

General requirements	Legislation	Regulation
HUD-assisted projects must meet Acceptable Separation Distance (ASD) requirements to protect them from explosive and flammable hazards.	N/A	24 CFR Part 51 Subpart C

1. Is the proposed HUD-assisted project itself the development of a hazardous facility (a facility that mainly stores, handles or processes flammable or combustible chemicals such as bulk fuel storage facilities and refineries)?

No

Yes

2. Does this project include any of the following activities: development, construction, rehabilitation that will increase residential densities, or conversion?

No

Yes

3. Within 1 mile of the project site, are there any current or planned stationary aboveground storage containers that are covered by 24 CFR 51C? Containers that are NOT covered under the regulation include:

- Containers 100 gallons or less in capacity, containing common liquid industrial fuels OR
- Containers of liquified petroleum gas (LPG) or propane with a water volume capacity of 1,000 gallons or less that meet the requirements of the 2017 or later version of National Fire Protection Association (NFPA) Code 58.

If all containers within the search area fit the above criteria, answer "No." For any other type of aboveground storage container within the search area that holds one of the flammable or explosive materials listed in Appendix I of 24 CFR part 51 subpart C, answer "Yes."

No

Yes

4. Based on the analysis, is the proposed HUD-assisted project located at or beyond the required separation distance from all covered tanks?

✓ Yes

Based on the response, the review is in compliance with this section.

No

Screen Summary

Compliance Determination

National Priorities List: The project site is not currently listed on the National Priorities List (NPL), a list intended primarily to guide the EPA in determining which sites contain hazardous substances, pollutants, or contaminants, warranting further investigation. The closest sites are near Fayetteville, approximately 35 miles north/northwest, and Acme, North Carolina, approximately 28 miles southeast of EYF (Appendix A, Figure 14: NPL Sites Map). EPA Superfund Sites: The NC Department of Environmental Quality (NCDEQ) Division of Waste Management database was reviewed to determine the presence or absence of Underground Storage Tank (UST) facilities and incidents. According to the NC Division of Waste Management's Site Locator Tool, there are no Brownfield Program Sites within a 1-mile radius of the project site. The closest site is the Southern Furniture site located in Elizabethtown's central business district at 415 Peanut Road, approximately three (3) miles northwest of the airport. The site has a status of "No Further Interest" as of October 1, 2025. The database indicated the presence of one (1) low risk, Non-UST incident related to an above ground storage tank (AST) located on airport property, notated as the Elizabethtown Airport AST, which was closed out as of April 01, 2024 (Appendix A, Figure 15: Brownfield Sites and USTs Map). The NC Division of Waste Management Superfund Section confirmed there are no Superfund or Brownfield sites within a mile radius of the project (Appendix B). ASTs: In accordance with 40 CFR 112 and Airport General Permit No. NCG150000, the Curtis L. Brown, Jr. Field airport maintains a Stormwater Pollution Prevention Plan and Spill Prevention, Control, and Countermeasure Plan (SWPPP-SPCC). Based on the SWPPP-SPCC, there are eight (8) SPCC-regulated containers on airport property (Appendix A, Figure 16. ASTs Map). Out of these, two (2) ASTs are 55-gallon drums and two (2) are fuel trucks. 24 CFR Part 51, Subpart C exempts stationary, above-ground containers of 100 gallons or less with common liquid industrial fuels and mobile conveyances such as tank trucks. Although the fuel trucks are considered mobile conveyances and are ordinarily exempt from analysis, these were included in the review as it is assumed the trucks are stationary within the fuel

farm when not actively used. These six (6) ASTs were analyzed to determine the Acceptable Separation Distances (ASDs) for the project site. The ASD Flow Chart and ASD Electronic Assessment Tool were used to calculate the ASDs for each AST and to determine whether or not the Blast Overpressure ASD calculation was applicable. The calculated ASDs for each AST is summarized below: Acceptable Separation Distances Calculated for EYF with supplemental documentation in Appendix I. As it is assumed none of the ASTs are pressurized, calculating the blast overpressure ASD was not required, but was calculated in an abundance of caution. According to the ASD Electronic Assessment Tool, the calculated ASDs are consistent with the blast overpressure standards of 0.5 pounds per square inch (psi) and thermal radiation of 450 British thermal unit per square foot per hour (BTU/ft²-hr). The closest ASTs to the proposed hangar are the Refueler Trucks, which are approximately 2,500 feet to the north. As these could be considered mobile conveyances, the next closest, completely stationary ASTs are the two (2) 10,000-gallon ASTs at the fuel farm, which are approximately 2,700 feet to the northwest. The proposed paint shop hangar is located within acceptable separation distances of the ASTs and no mitigation measures will be required.

Supporting documentation**Are formal compliance steps or mitigation required?**

Yes

✓ No

Farmlands Protection

General requirements	Legislation	Regulation
The Farmland Protection Policy Act (FPPA) discourages federal activities that would convert farmland to nonagricultural purposes.	Farmland Protection Policy Act of 1981 (7 U.S.C. 4201 et seq.)	7 CFR Part 658

1. Does your project include any activities, including new construction, acquisition of undeveloped land or conversion, that could convert agricultural land to a non-agricultural use?

Yes

✓ No

If your project includes new construction, acquisition of undeveloped land or conversion, explain how you determined that agricultural land would not be converted:

Refer to Compliance Determination section below.

Based on the response, the review is in compliance with this section. Document and upload all documents used to make your determination below.

Screen Summary

Compliance Determination

The topography surrounding the airport is generally flat, draining to the northeast to Browns Creek and to the south to Plum Branch, both of which eventually drain to the Cape Fear River to the east/southeast (Appendix A, Figure 3: USGS Topographic Map). The elevation of the airport is approximately 131 feet above sea level and the runway is built on a slope, with a -0.20% gradient. The high point elevation of the runway is 128.2 feet and the low point elevation of the runway is 121.5 feet. According to the USDA, the airport is located in the South Atlantic and Gulf Slope Cash Crops, Forest, and LRR of the Southern Coastal Plain MLRA. All soil within the project area is mapped as Wagram fine sand, 0 to 6 percent slopes. This soil is considered hydric and farmland of statewide importance, however none of the area within the airport is currently being used as farmland (Appendix A, Figure 4: NRCS Soils Map). The proposed project is subject to the Farmland Protection Policy Act (FPPA) requirements if irreversible conversion of farmland (directly or indirectly) to non-agricultural use is completed by a federal agency. It should be noted that the FPPA is not a regulatory program but a reporting program to assist in the avoidance of converting farmland into non-agricultural uses by federal funding. Farmland includes prime farmland,

unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements does not have to be currently used for cropland. It can be forested, pastureland, cropland, or other land, but not water or urban built-up land. Farmland does not include land already in or committed to urban development or water storage. The entire LOD where the hangar planned as a paint shop is proposed has soil mapped as farmland of statewide importance, however none of the area within the airport is currently being used as farmland. The project site is located within the previously cleared and graded land within the Airport Industrial Park and will not convert any important farmland.

Supporting documentation**Are formal compliance steps or mitigation required?**

Yes

 No

Floodplain Management

General Requirements	Legislation	Regulation
Executive Order 11988, Floodplain Management, requires Federal activities to avoid impacts to floodplains and to avoid direct and indirect support of floodplain development to the extent practicable.	Executive Order 11988 * Executive Order 13690 * 42 USC 4001-4128 * 42 USC 5154a * only applies to screen 2047 and not 2046	24 CFR 55

1. Does this project meet an exemption at 24 CFR 55.12 from compliance with HUD's floodplain management regulations in Part 55?

Yes

(a) HUD-assisted activities described in 24 CFR 58.34 and 58.35(b).

(b) HUD-assisted activities described in 24 CFR 50.19, except as otherwise indicated in § 50.19.

(c) The approval of financial assistance for restoring and preserving the natural and beneficial functions and values of floodplains and wetlands, including through acquisition of such floodplain and wetland property, where a permanent covenant or comparable restriction is place on the property's continued use for flood control, wetland projection, open space, or park land, but only if:

(1) The property is cleared of all existing buildings and walled structures; and

(2) The property is cleared of related improvements except those which:

(i) Are directly related to flood control, wetland protection, open space, or park land (including playgrounds and recreation areas);

(ii) Do not modify existing wetland areas or involve fill, paving, or other ground disturbance beyond minimal trails or paths; and

(iii) Are designed to be compatible with the beneficial floodplain or wetland function of the property.

(d) An action involving a repossession, receivership, foreclosure, or similar acquisition of property to protect or enforce HUD's financial interests under previously approved loans, grants, mortgage insurance,

or other HUD assistance.

(e) Policy-level actions described at 24 CFR 50.16 that do not involve site-based decisions.

(f) A minor amendment to a previously approved action with no additional adverse impact on or from a floodplain or wetland.

(g) HUD's or the responsible entity's approval of a project site, an incidental portion of which is situated in the FFRMS floodplain (not including the floodway, LiMWA, or coastal high hazard area) but only if: (1) The proposed project site does not include any existing or proposed buildings or improvements that modify or occupy the FFRMS floodplain except de minimis improvements such as recreation areas and trails; and (2) the proposed project will not result in any new construction in or modifications of a wetland .

(h) Issuance or use of Housing Vouchers, or other forms of rental subsidy where HUD, the awarding community, or the public housing agency that administers the contract awards rental subsidies that are not project-based (i.e., do not involve site-specific subsidies).

(i) Special projects directed to the removal of material and architectural barriers that restrict the mobility of and accessibility to elderly and persons with disabilities.

Describe:

No

2. Does the project include a Critical Action? Examples of Critical Actions include projects involving hospitals, fire and police stations, nursing homes, hazardous chemical storage, storage of valuable records, and utility plants.

Yes

Describe:

No

3. Determine the extent of the FFRMS floodplain and provide mapping documentation in support of that determination

The extent of the FFRMS floodplain can be determined using a Climate Informed Science Approach (CISA), 0.2 percent flood approach (0.2 PFA), or freeboard value approach (FVA). For projects in areas without available CISA data or without FEMA Flood Insurance Rate Maps (FIRMs), Flood Insurance Studies (FISs) or Advisory Base Flood Elevations (ABFEs), use the best available information¹ to determine flood elevation. Include documentation and an explanation of why this is the best available information² for the site. Note that newly constructed and substantially improved³ structures must be elevated to the FFRMS floodplain regardless of the approach chosen to determine the floodplain.

Select one of the following three options:

CISA for non-critical actions. If using a local tool, data, or resources, ensure that the FFRMS elevation is higher than would have been determined using the 0.2 PFA or the FVA.

0.2-PFA. Where FEMA has defined the 0.2-percent-annual-chance floodplain, the FFRMS floodplain is the area that FEMA has designated as within the 0.2-percent-annual-chance floodplain.

- ✓ FVA. If neither CISA nor 0.2-PFA is available, for non-critical actions, the FFRMS floodplain is the area that results from adding two feet to the base flood elevation as established by the effective FIRM or FIS or — if available — a FEMA-provided preliminary or pending FIRM or FIS or advisory base flood elevations, whether regulatory or informational in nature. However, an interim or preliminary FEMA map cannot be used if it is lower than the current FIRM or FIS.

¹ Sources which merit investigation include the files and studies of other federal agencies, such as the U. S. Army Corps of Engineers, the Tennessee Valley Authority, the Soil Conservation Service and the U. S. Geological Survey. These agencies have prepared flood hazard studies for several thousand localities and, through their technical assistance programs, hydrologic studies, soil surveys, and other investigations have collected or developed other floodplain information for numerous sites and areas. States and communities are also sources of information on past flood 'experiences within their boundaries and are particularly knowledgeable about areas subject to high-risk flood hazards such as alluvial fans, high velocity flows, mudflows and mudslides, ice jams, subsidence and liquefaction.

² If you are using best available information, select the FVA option below and provide supporting documentation in the screen summary. Contact your [local environmental officer](#) with additional compliance questions.

³ Substantial improvement means any repair or improvement of a structure which costs at least 50 percent of the market value of the structure before repair or improvement or results in an increase of more than 20 percent of the number of dwelling units. The full definition can be found at [24 CFR 55.2\(b\)\(12\)](#).

5. Does your project occur in the FFRMS floodplain?

Yes

✓ No

Screen Summary

Compliance Determination

Executive Order (EO) 11988, Floodplain Management, and the U.S. Department of Transportation (USDOT) Order 5650.2, Floodplain Management and Protection require that all airport development must avoid the floodplain if a practicable alternative exists. If no practicable alternative exists, actions in a floodplain must be designed to minimize adverse impacts to the floodplain's natural and beneficial values. The project site is located within an Area of Minimal Flood Hazard or Zone X in the FEMA Flood Insurance Rate Map (FIRM) #3720132000J, effective as of January 5, 2007, as shown in the FEMA FIRMette in Appendix F. There is a 1% Annual Chance Flood Hazard Zone approximately 0.6 miles northeast of the airport but is not on airport property or within the LOD for the hangars (Appendix A, Figure 6. FEMA Map). As the proposed project site does not occur in a floodplain and there are no wetlands on-site, the project is not required to comply with the 8-step decision making process and does not require flood insurance protection or floodplain mitigation measures.

Supporting documentation

Are formal compliance steps or mitigation required?

Yes

✓ No

Historic Preservation

General requirements	Legislation	Regulation
Regulations under Section 106 of the National Historic Preservation Act (NHPA) require a consultative process to identify historic properties, assess project impacts on them, and avoid, minimize, or mitigate adverse effects	Section 106 of the National Historic Preservation Act (16 U.S.C. 470f)	36 CFR 800 "Protection of Historic Properties" https://www.govinfo.gov/content/pkg/CFR-2012-title36-vol3/pdf/CFR-2012-title36-vol3-part800.pdf

Threshold

Is Section 106 review required for your project?

- No, because the project consists solely of activities listed as exempt in a Programmatic Agreement (PA). (See the PA Database to find applicable PAs.)
- ✓ No, because the project consists solely of activities included in a No Potential to Cause Effects memo or other determination [36 CFR 800.3(a)(1)].
- Yes, because the project includes activities with potential to cause effects (direct or indirect).

Threshold (b). Document and upload the memo or explanation/justification of the other determination below:

Refer to Compliance Determination section below.

Based on the response, the review is in compliance with this section.

Screen Summary

Compliance Determination

A review of the North Carolina State Historic Preservation Office (NC SHPO) GIS database HPOWEB 2.0 revealed no records of eligible or established historic resources within or near the project site (Appendix A, Figure 7: NC SHPO Map). Based on HPOWEB 2.0, there is one (1) Study List, Determination of Eligibility structure, the McDonald-Russ House (Site ID #: BL0206) entered for consideration, located approximately 0.6 miles east of the project site, on the east side of NC Highway 87 E. This site is not currently designated and it not within airport property. There are

several National Register individual listings, a National Register district, and several eligible structures and districts located in the Elizabethtown central business district, approximately 2 miles northwest of EYF. The proposed project was submitted to the North Carolina Department of Administration State Clearinghouse on October 3, 2025, for intergovernmental review. As part of the intergovernmental review, the project was distributed to the NC SHPO office. On November 3, 2025, the SHPO provided a letter concurring there are no known historic resources on-site and no known historic resources that would be affected by the project (Appendix B). According to the Tribal Directory Assessment Tool (<https://egis.hud.gov/tdat/>), the Catawba Indian Nation is the only Tribal Nation with interests in Bladen County, North Carolina. The Town of Elizabethtown initiated consultation with the Catawba Indian Nation on October 3, 2025. On October 31, 2025, the Catawba Indian Nation determined there were no immediate concerns but requested to be notified if Native American artifacts and/or human remains are located during the ground disturbance phase of the project. The scoping letter and response is in Appendix B: Tribal Nation Coordination Letters and Response.

Supporting documentation**Are formal compliance steps or mitigation required?**

Yes

✓ No

Noise Abatement and Control

General requirements	Legislation	Regulation
HUD’s noise regulations protect residential properties from excessive noise exposure. HUD encourages mitigation as appropriate.	Noise Control Act of 1972 General Services Administration Federal Management Circular 75-2: “Compatible Land Uses at Federal Airfields”	Title 24 CFR 51 Subpart B

1. What activities does your project involve? Check all that apply:

New construction for residential use

Rehabilitation of an existing residential property

A research demonstration project which does not result in new construction or reconstruction

An interstate land sales registration

Any timely emergency assistance under disaster assistance provision or appropriations which are provided to save lives, protect property, protect public health and safety, remove debris and wreckage, or assistance that has the effect of restoring facilities substantially as they existed prior to the disaster

None of the above

Screen Summary

Compliance Determination

The project is located along the west side of the runway on previously cleared and graded land within EYF Airport Industrial Park. There are no military airfields or duty stations within 15 miles of the airport or Bladen County. There are no major highways or railroads within 1,000 feet and 3,000 feet, respectively, of the airport (Appendix A, Figure 12: Major Roadways and Railroads in Proximity to EYF Map). Noise sensitive uses generally include facilities such as hospitals and other medical care facilities, nursing homes, schools, courthouses, places of worship, libraries, and residential developments. The proposed project does not include the development of a noise-sensitive facility. The Town regulates loud and raucous noise and outlines prohibited activities within town limits that would annoy, disturb, injure, or endanger the

comfort, health, peace, or safety of residents. Under the Code of Ordinances General Regulations 97.03, noise associated with construction and grading operations is exempt from the general provisions of the ordinance provided the activities do not take place between 9:00 p.m. and 7:00 a.m. Monday through Saturday or anytime on Sunday. Under the FAA's codified NEPA Implementation Order, 1050.1G, "no noise analysis is needed for proposals involving airports whose forecast operations...do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 annual jet operations (2 average daily operations)". EYF does not currently surpass these thresholds (14,500 annual operations or 40 average daily operations) and will not under forecasted operations (forecasted 18,407 annual operations or 50 average daily operations). The project site is located within a civil airport but is not within 1,000 feet of a NCDOT major roadway. Sites with noise exposure levels which exceed the day-night average sound level of 65 decibels (dB) are considered noise-impacted areas with "normally unacceptable" noise levels between 65-75 dB and "unacceptable" noise levels above 75 dB. To determine whether the current noise levels at the airport where the new hangar is proposed is at acceptable levels, the Day-Night Noise Level (DNL) calculator tool was used to assess noise from airport traffic. Because there were no major roadways or railroads within the distance threshold, only the estimated noise from the airport was included in the calculator. EYF does not currently surpass the FAA's average annual propeller operations or jet operations and will not under the forecasted operations, and therefore does not have noise level information available. Approximate noise levels were estimated using HUD's Noise Assessment Guidelines. Daily number of flights was determined by dividing the 2022 baseline annual operations (14,500) by 365 days, resulting in an estimated 40 operations per day. Note, the forecasted annual operations by 2042 are 18,407 or approximately 50 daily number of flights, an 1.20% increase over a 20-year period. The daily number of flights was then plotted against the distance of the LOD from the runway, which is approximately 540 feet. The DNL calculator estimated the noise exposure level as 70 (Appendix G). The paint shop is not a noise-sensitive facility, nor would it have noise-sensitive uses. The hangar is specifically for the use of commercial aviation uses and is located within the Airport Industrial Park. This area is specifically reserved and intended for uses which can tolerate high levels of sound exposure. The construction of the hangar is compliant with the Town's Zoning Ordinance land use guide. Additionally, the calculated noise level of the airport is likely a considerable overestimation due to the lack of available data, low number of operations, and no commercial operations occurring at the airport. Finally, the airport only operates between 8:00 a.m. and 5:00 p.m. Monday through Saturday and 9:00 a.m. and 5:00 p.m. on Sunday. There are no nighttime operations.

Supporting documentation

Are formal compliance steps or mitigation required?

EYF-Paint-Shop

Elizabethtown, NC

900000010516244

Yes

✓ No

Sole Source Aquifers

General requirements	Legislation	Regulation
The Safe Drinking Water Act of 1974 protects drinking water systems which are the sole or principal drinking water source for an area and which, if contaminated, would create a significant hazard to public health.	Safe Drinking Water Act of 1974 (42 U.S.C. 201, 300f et seq., and 21 U.S.C. 349)	40 CFR Part 149

1. Does the project consist solely of acquisition, leasing, or rehabilitation of an existing building(s)?

Yes

✓ No

2. Is the project located on a sole source aquifer (SSA)?

A sole source aquifer is defined as an aquifer that supplies at least 50 percent of the drinking water consumed in the area overlying the aquifer. This includes streamflow source areas, which are upstream areas of losing streams that flow into the recharge area.

✓ No

Based on the response, the review is in compliance with this section. Document and upload documentation used to make your determination, such as a map of your project (or jurisdiction, if appropriate) in relation to the nearest SSA and its source area, below.

Yes

Screen Summary

Compliance Determination

According to the EPA, there are no sole source aquifers in North Carolina.

Supporting documentation

Are formal compliance steps or mitigation required?

Yes

✓ No

Wetlands Protection

General requirements	Legislation	Regulation
Executive Order 11990 discourages direct or indirect support of new construction impacting wetlands wherever there is a practicable alternative. The Fish and Wildlife Service's National Wetlands Inventory can be used as a primary screening tool, but observed or known wetlands not indicated on NWI maps must also be processed. Off-site impacts that result in draining, impounding, or destroying wetlands must also be processed.	Executive Order 11990	24 CFR 55.20 can be used for general guidance regarding the 8 Step Process.

1. Does this project involve new construction as defined in Executive Order 11990, expansion of a building's footprint, or ground disturbance? The term "new construction" shall include draining, dredging, channelizing, filling, diking, impounding, and related activities and any structures or facilities begun or authorized after the effective date of the Order

No

Yes

2. Will the new construction or other ground disturbance impact an on- or off-site wetland? The term "wetlands" means those areas that are inundated by surface or ground water with a frequency sufficient to support, and under normal circumstances does or would support, a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands generally include swamps, marshes, bogs, and similar areas such as sloughs, potholes, wet meadows, river overflows, mud flats, and natural ponds.

"Wetlands under E.O. 11990 include isolated and non-jurisdictional wetlands."

No, a wetland will not be impacted in terms of E.O. 11990's definition of new construction.

Based on the response, the review is in compliance with this section. Document and upload a map or any other relevant documentation below which explains your determination

Yes, there is a wetland that be impacted in terms of E.O. 11990's definition of new construction.

Screen Summary Compliance Determination

According to the USFWS NWI map, there is a linear and small freshwater forested/shrub wetland, and a riverine wetland to the southwest of the airport, however none of these features are within airport property or near the proposed project site (Appendix A, Figure 5: USFWS NWI Map). The proposed project site is located on previously cleared and graded land within the Airport Industrial Park. There are no wetlands or streams on-site. On October 14, 2025, in response to the scoping letter submitted by the Town of Elizabethtown, the USACE confirmed there are no Waters of the U.S. (WOTUS) on-site and no permit will be required from the USACE (Appendix B).

Supporting documentation**Are formal compliance steps or mitigation required?**

Yes

 No

Wild and Scenic Rivers Act

General requirements	Legislation	Regulation
The Wild and Scenic Rivers Act provides federal protection for certain free-flowing, wild, scenic and recreational rivers designated as components or potential components of the National Wild and Scenic Rivers System (NWSRS) from the effects of construction or development.	The Wild and Scenic Rivers Act (16 U.S.C. 1271-1287), particularly section 7(b) and (c) (16 U.S.C. 1278(b) and (c))	36 CFR Part 297

1. Is your project within proximity of a NWSRS river?

No

Yes, the project is in proximity of a Designated Wild and Scenic River or Study Wild and Scenic River.

Yes, the project is in proximity of a Nationwide Rivers Inventory (NRI) River.

Screen Summary

Compliance Determination

The Wild and Scenic Rivers Act provides federal protection for rivers defined as having remarkable scenic, recreational, geologic, fish, wildlife, historic, or cultural values. According to the National Wild and Scenic Rivers System website, there are approximately 144.5 miles of rivers in North Carolina designated as wild and scenic. The closest designated river is the Lumber River, approximately 21 miles west of EYF (Appendix A, Figure 11: Wild and Scenic Rivers Map). The closest Nationwide River Inventory River is Colly Creek, approximately seven (7) miles northeast of EYF. There are no active Study Rivers in North Carolina. As the proposed project site is not located within 0.25 miles of either designated rivers, no further compliance with this section is required.

Supporting documentation

Are formal compliance steps or mitigation required?

Yes

No

Environmental Justice

General requirements	Legislation	Regulation
Determine if the project creates adverse environmental impacts upon a low-income or minority community. If it does, engage the community in meaningful participation about mitigating the impacts or move the project.	Executive Order 12898	

HUD strongly encourages starting the Environmental Justice analysis only after all other laws and authorities, including Environmental Assessment factors if necessary, have been completed.

1. Were any adverse environmental impacts identified in any other compliance review portion of this project's total environmental review?

Yes

No

Based on the response, the review is in compliance with this section.

Screen Summary

Compliance Determination

In accordance with Executive Order 14173: Ending Illegal Discrimination and Restoring Merit-Based Opportunity, analysis of compliance for this authority is no longer required.

Supporting documentation

Are formal compliance steps or mitigation required?

Yes

No