

CURTIS L. BROWN, JR. FIELD (EYF)
AIRPORT

**PAINT SHOP DEVELOPMENT
ENVIRONMENTAL REVIEW**

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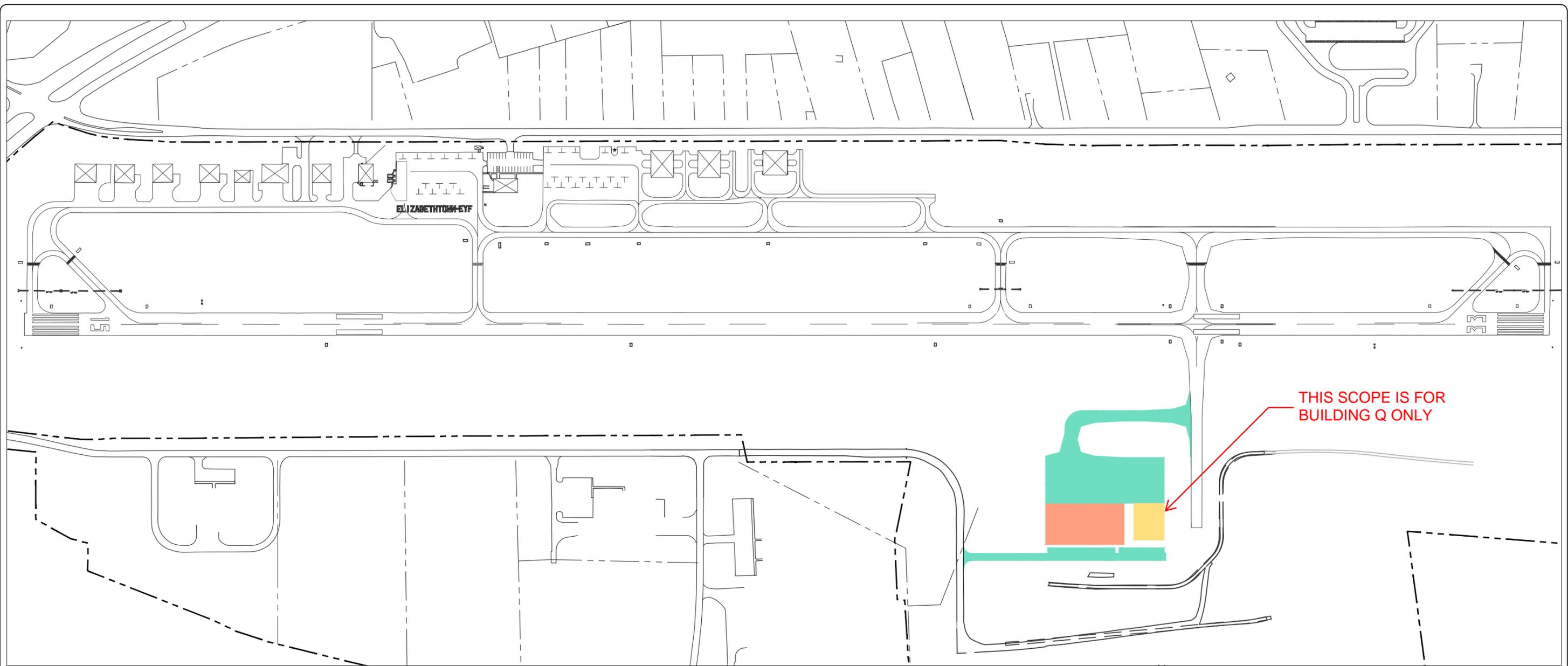
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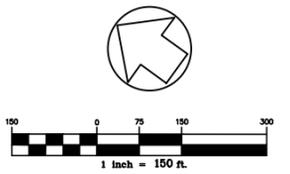
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PROPOSED AIRPORT IMPROVEMENT PROGRAM LEGEND



TAXIWAY H, APRON, & PARKING LOT INSTALLATION	
BUILDING P	
BUILDING Q	

FOR REVIEW AND COORDINATION ONLY

REV. NO.	DESCRIPTION	DATE

PROJECT MANAGER
 JP
 DRAWN BY
 MC
 PROJECT DATE
 10/07/2024
 APPROVED BY
 JP
 PROJECT NUMBER
 20250781.PR.WK
 PLOT DATE
 08/25/2025



RELEASED FOR
 APPROVALS
 BIDDING
 CONSTRUCTION
 RECORD DWG.

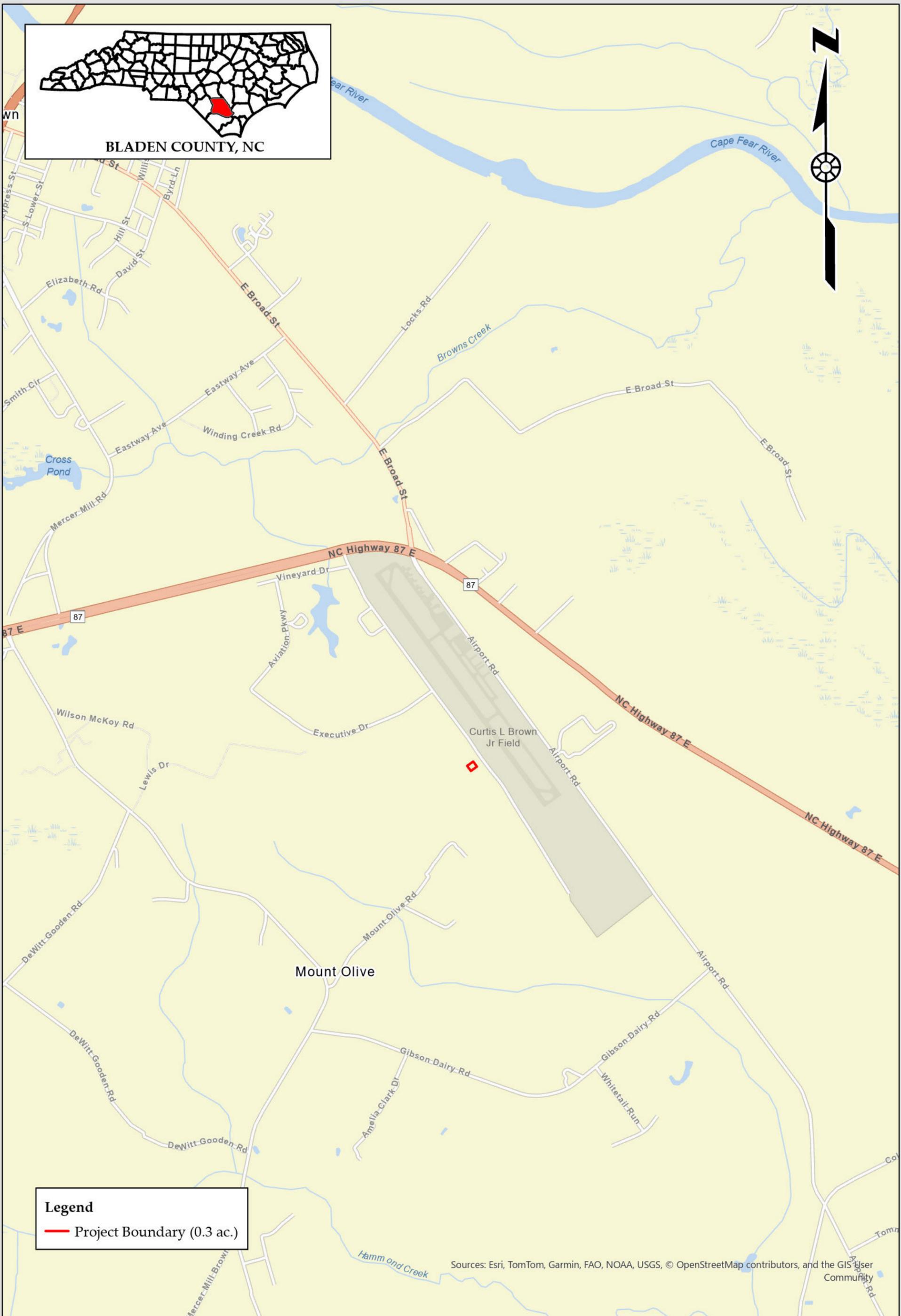
DATE
 DATE
 DATE
 DATE

CURTIS L. BROWN JR, FIELD (EYF)
 ELIZABETHTOWN, NORTH CAROLINA

INDUSTRIAL PARK PHASE II
 PROJECT EXHIBIT

1 / 1
 FILENUM

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Legend
 — Project Boundary (0.3 ac.)

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

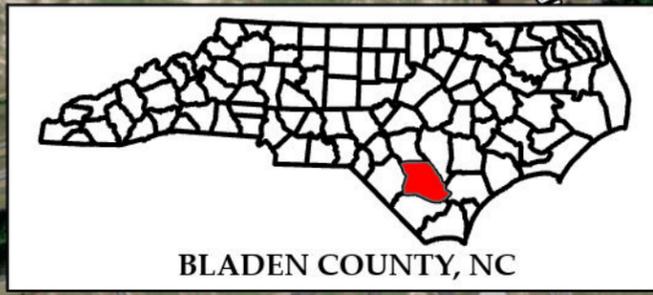


Figure 1: Location Map
 EYF Paint Shop
 Elizabethtown
 Bladen County, North Carolina

0 750 1,500 3,000
 US Feet
 1 inch equals 1,500 ft

09/24/2025

Path: Z:\Projects\Elizabethtown\2025076100WK - EYF Paint Shop Environmental\GIS\Working\PRO\EYF Paint Shop\EYF Paint Shop.aprx



BLADEN COUNTY, NC



2,126,803.87E
309,027.39N

2,126,698.77E
308,950.83N

2,126,868.93E
308,938.46N

2,126,763.56E
308,861.93N

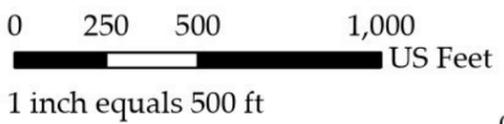
Legend

— Project Boundary (0.3 ac.)

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, NC CGIA, Maxar, Microsoft

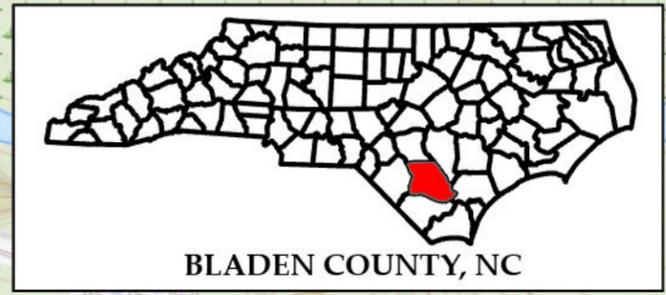
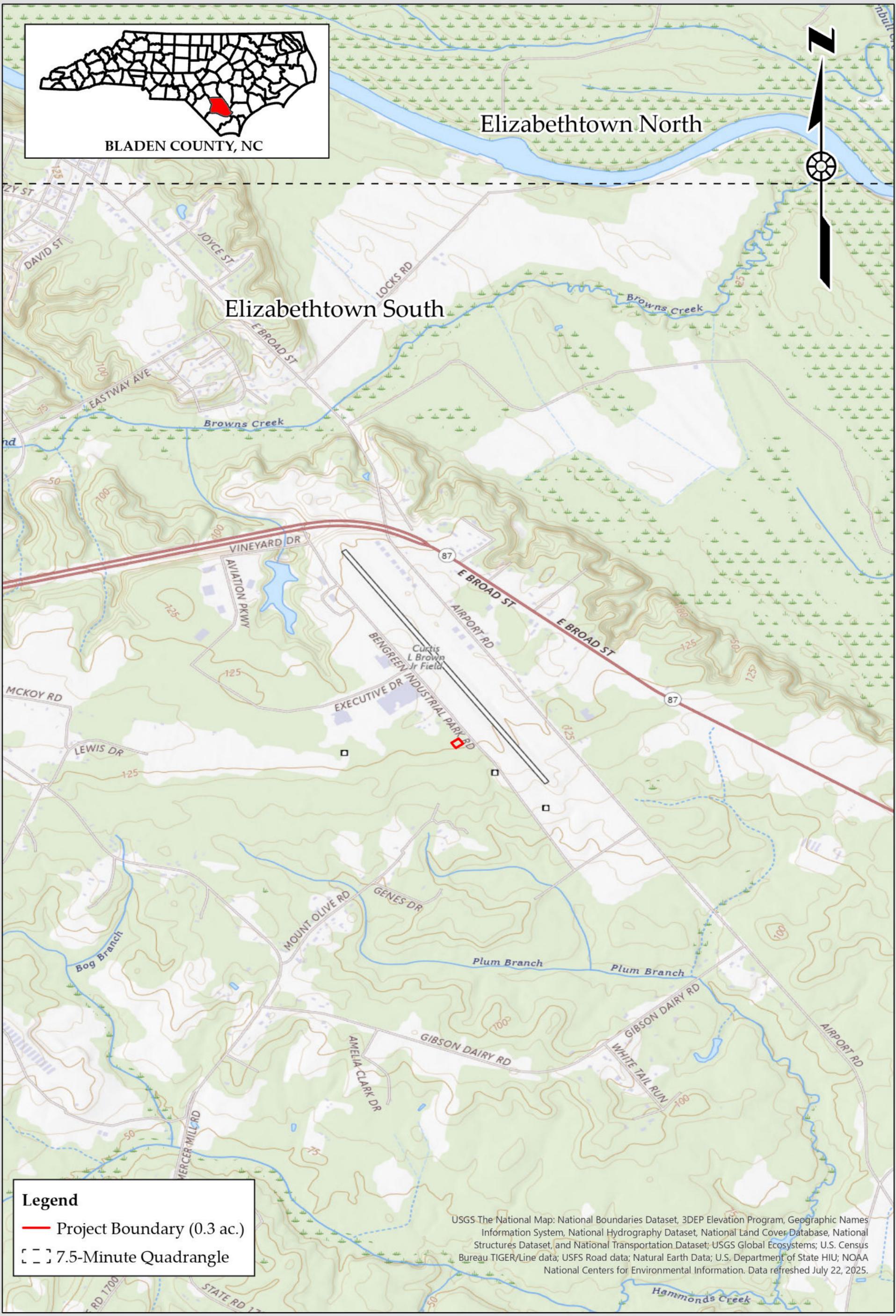


Figure 2: Aerial Map
EYF Paint Shop
Elizabethtown
Bladen County, North Carolina



09/24/2025

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BLADEN COUNTY, NC

Elizabethtown North

Elizabethtown South



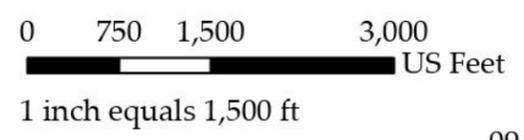
Legend

- Project Boundary (0.3 ac.)
- 7.5-Minute Quadrangle

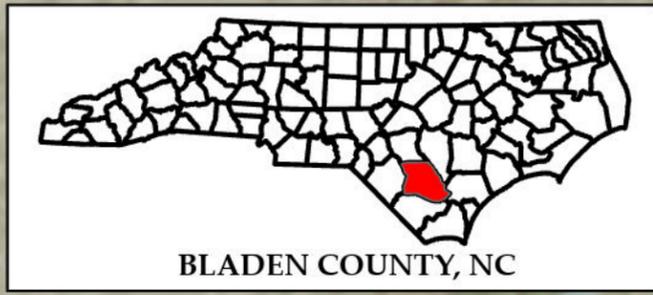
USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road data; Natural Earth Data; U.S. Department of State HIU; NOAA National Centers for Environmental Information. Data refreshed July 22, 2025.



Figure 3: USGS Topographic Map
 EYF Paint Shop
 Elizabethtown
 Bladen County, North Carolina



09/24/2025



Map Unit Symbol	Map Unit Name	Hydric	Prime Farmland
<i>Bladen County, NC</i>			
WaB	Wagram fine sand, 0 to 6 percent slopes	Yes	Yes, of statewide importance



Legend

Project Boundary (0.3 ac.)



Soils

Hydrologic Soil Group



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, NC CGIA, Maxar, Microsoft



Figure 4: NRCS Soils Map
 EYF Paint Shop
 Elizabethtown
 Bladen County, North Carolina

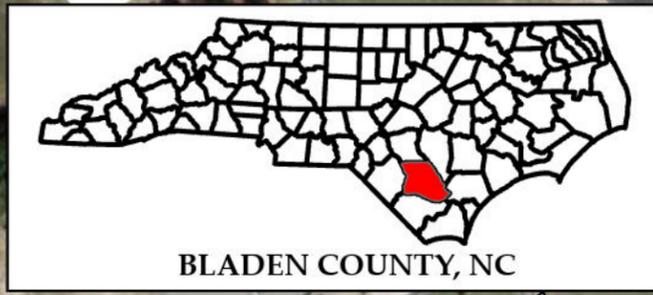
0 10 20 40
 US Feet

1 inch equals 20 ft

09/24/2025

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BLADEN COUNTY, NC



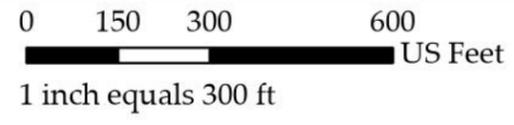
Legend

- Project Boundary (0.3 ac.)
- National Wetlands Inventory
- Freshwater Forested/Shrub Wetland
- Riverine

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, NC CGIA, Maxar, Microsoft

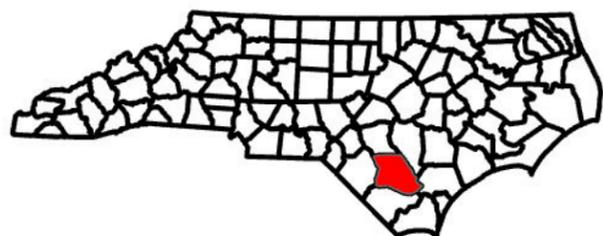


Figure 5: NWI Map
EYF Paint Shop
Elizabethtown
Bladen County, North Carolina



09/24/2025

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BLADEN COUNTY, NC



Legend

- Project Boundary (0.3 ac.)
- Flood Hazard Zones
- 1% Annual Chance Flood Hazard

NC CGIA, Maxar, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community



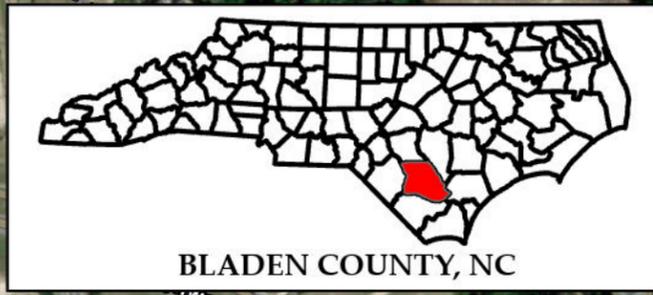
Figure 6: FEMA Map
EYF Paint Shop
Elizabethtown
Bladen County, North Carolina

0 325 650 1,300
US Feet

1 inch equals 650 ft

09/24/2025

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BLADEN COUNTY, NC



Legend

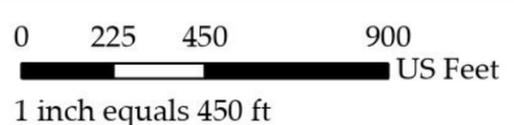
- Project Boundary (0.3 ac.)
- Surveyed Only
- Surveyed, Gone
- ▲ SL and DOE

Historic resources
Status, LocalStat, HDstatus

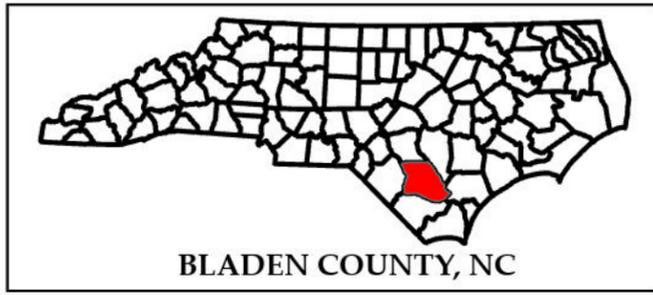
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, NC CGIA, Microsoft, Vantor



Figure 7: NC SHPO Map
EYF Paint Shop
Elizabethtown
Bladen County, North Carolina



09/24/2025



Legend

- Project Boundary (0.3 ac.)

NC Lidar

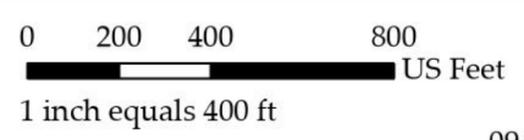
112.687
78.6311

Lidar Dataset: 2019 - 2020 USGS Lidar
DEM: Hurricane Florence, NC

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community

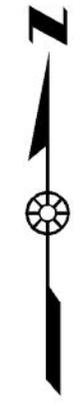
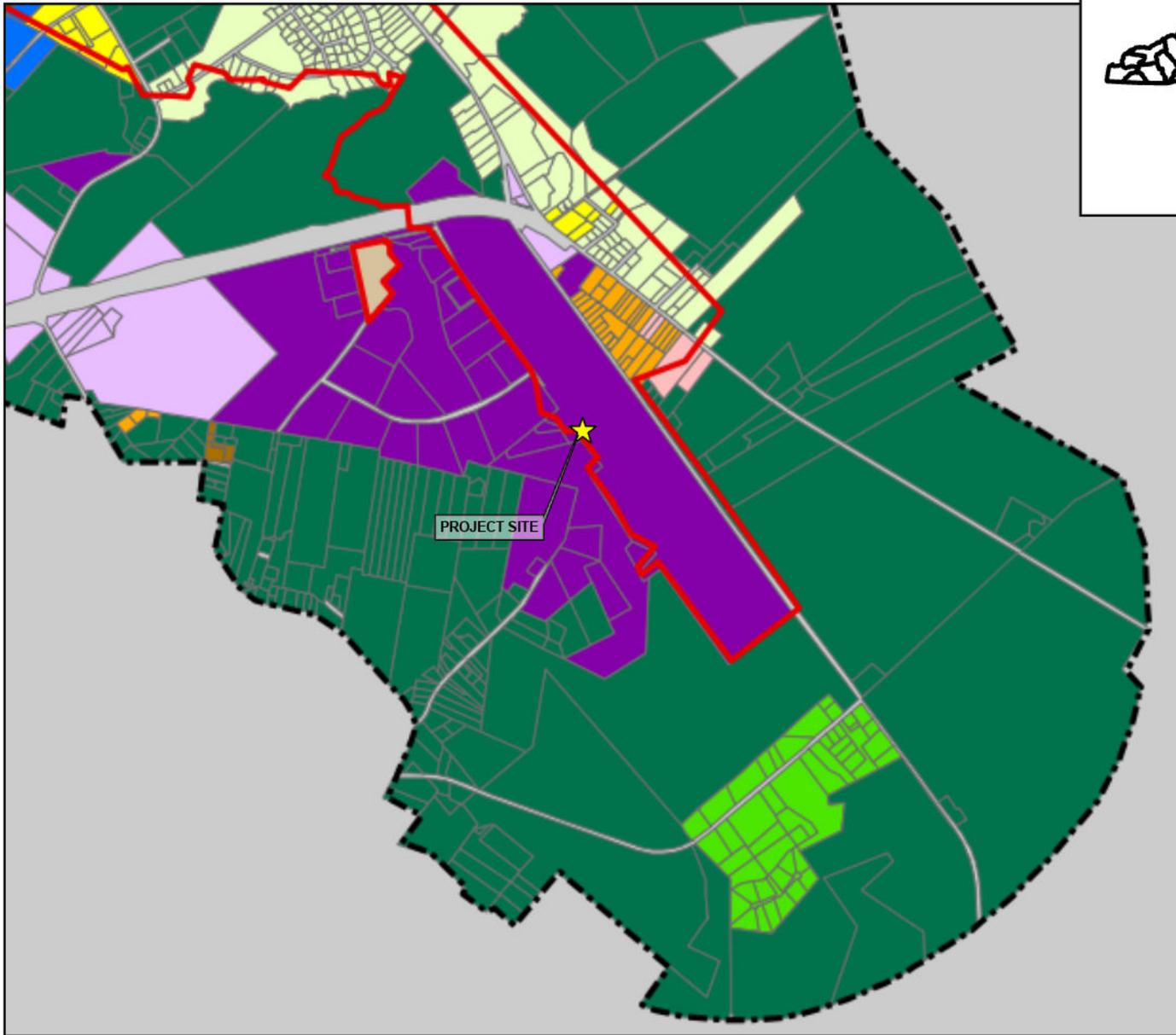


Figure 9: Lidar Map
EYF Paint Shop
Elizabethtown
Bladen County, North Carolina



09/24/2025

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Legend

town limits	I
Bladen County	O-I
ETJ	R-10
Cape Fear River	R-12
	R-12M
Zoning	R-15
B-C	R-20
C-1	R-40
C-1A	R-A
C-2	BSP-O Overlay
CBD	

Figure 9. Elizabethtown Zoning Districts Map

EYF Paint Shop
Elizabethtown

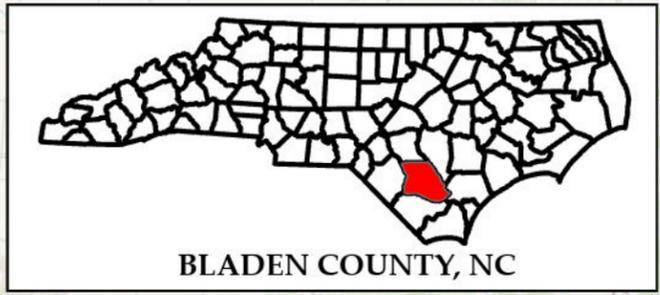
Bladen County, North Carolina

Note: Not to Scale

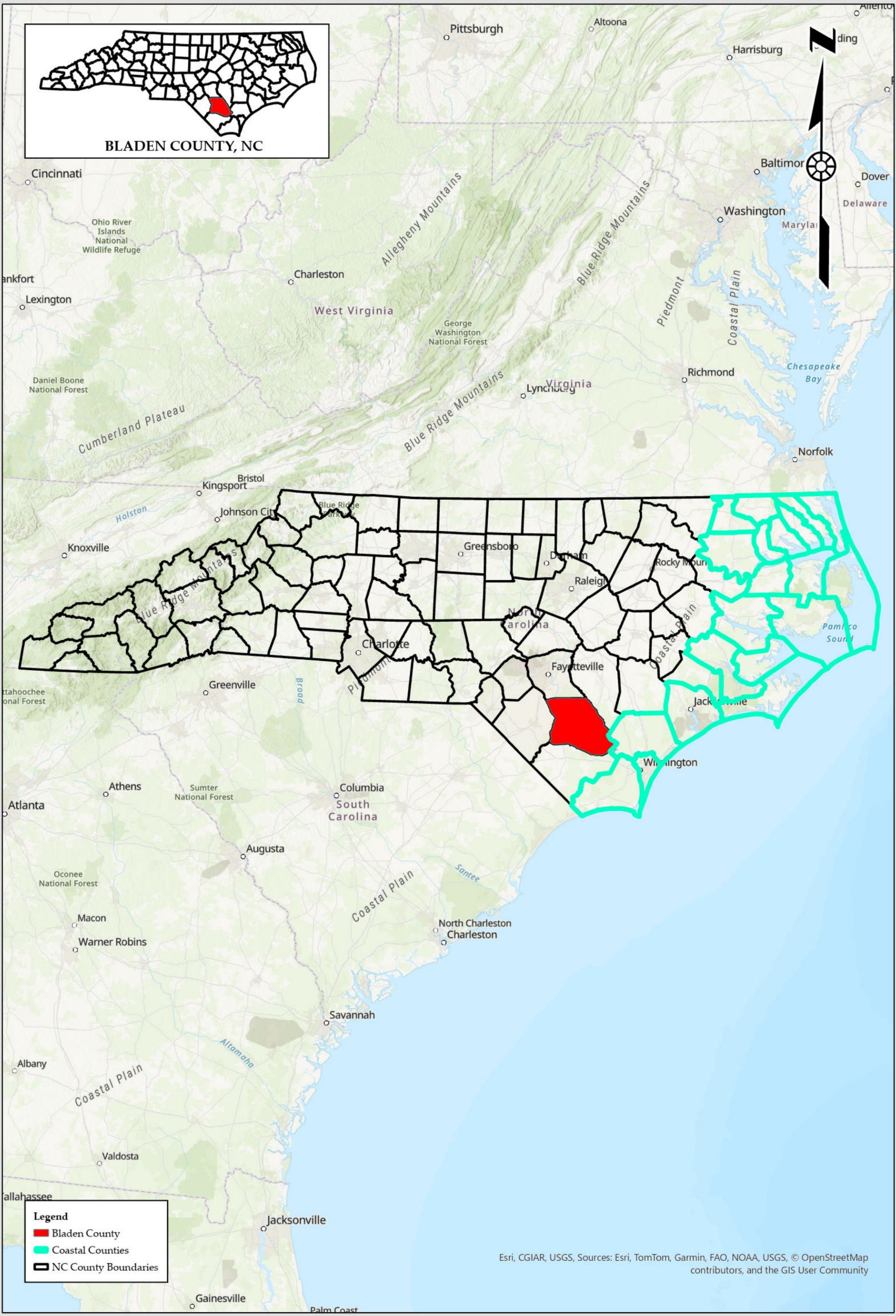


12/02/2025

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BLADEN COUNTY, NC



Legend

- Bladen County
- Coastal Counties
- NC County Boundaries

Esri, CGIAR, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Figure 10: Coastal Counties Map
EYF Paint Shop
Elizabethtown
Bladen County, North Carolina



1 inch equals 50 miles

12/02//2025



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Legend

- Project Boundary (0.3 ac.)
- Lumber River

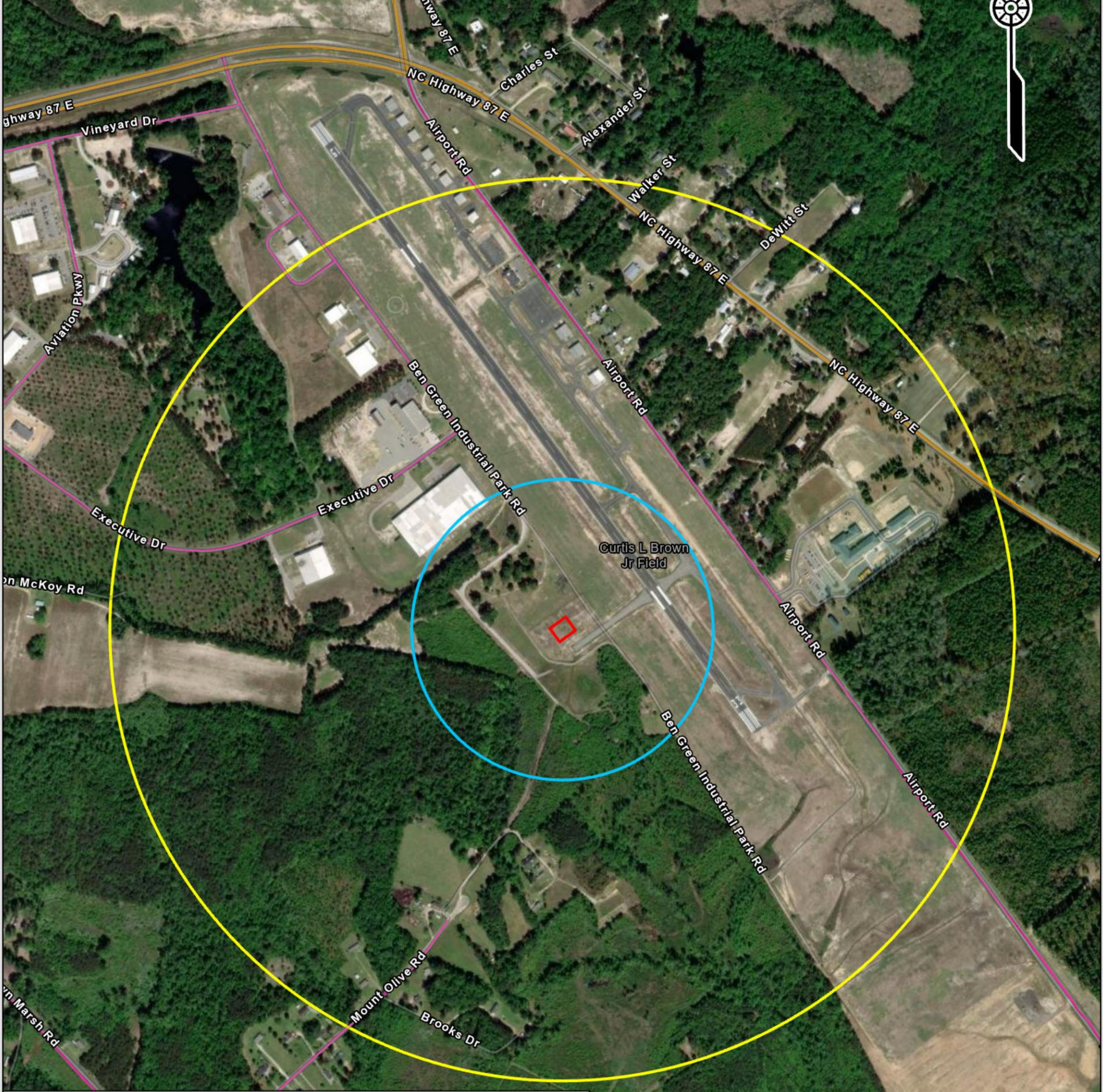


Figure 11: Wild and Scenic Rivers Map
 EYF Paint Shop
 Elizabethtown
 Bladen County, North Carolina

0 2 4 8 Miles
 1 inch equals 4 miles
 11/10/2025



BLADEN COUNTY, NC



Legend

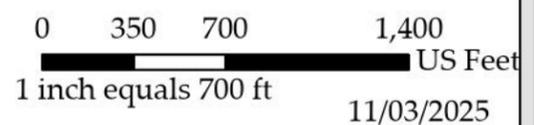
- Project Boundary (0.3 ac.)
- 3000' Radius
- 1000' Radius
- Rail Track
- CSX
- NS
- Shortline
- NCDOT Owned
- State Maintained Roads
- Interstate
- US Route
- NC Route
- Secondary Route
- Ramps
- Rest Areas
- Other State Agency Route

No major roadways within 1000' of project.
No railways within 3000' of project.



Figure 12: Major Roadways and Railroads in Proximity to EYF Map

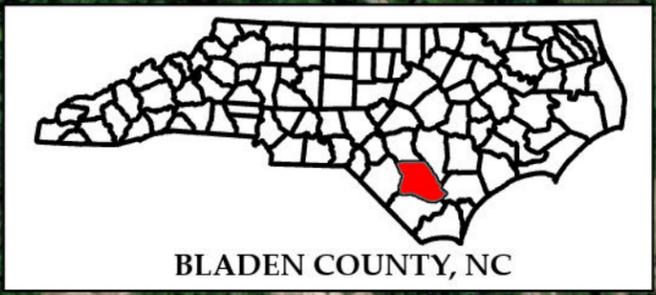
EYF Paint Shop
Elizabethtown
Bladen County, North Carolina



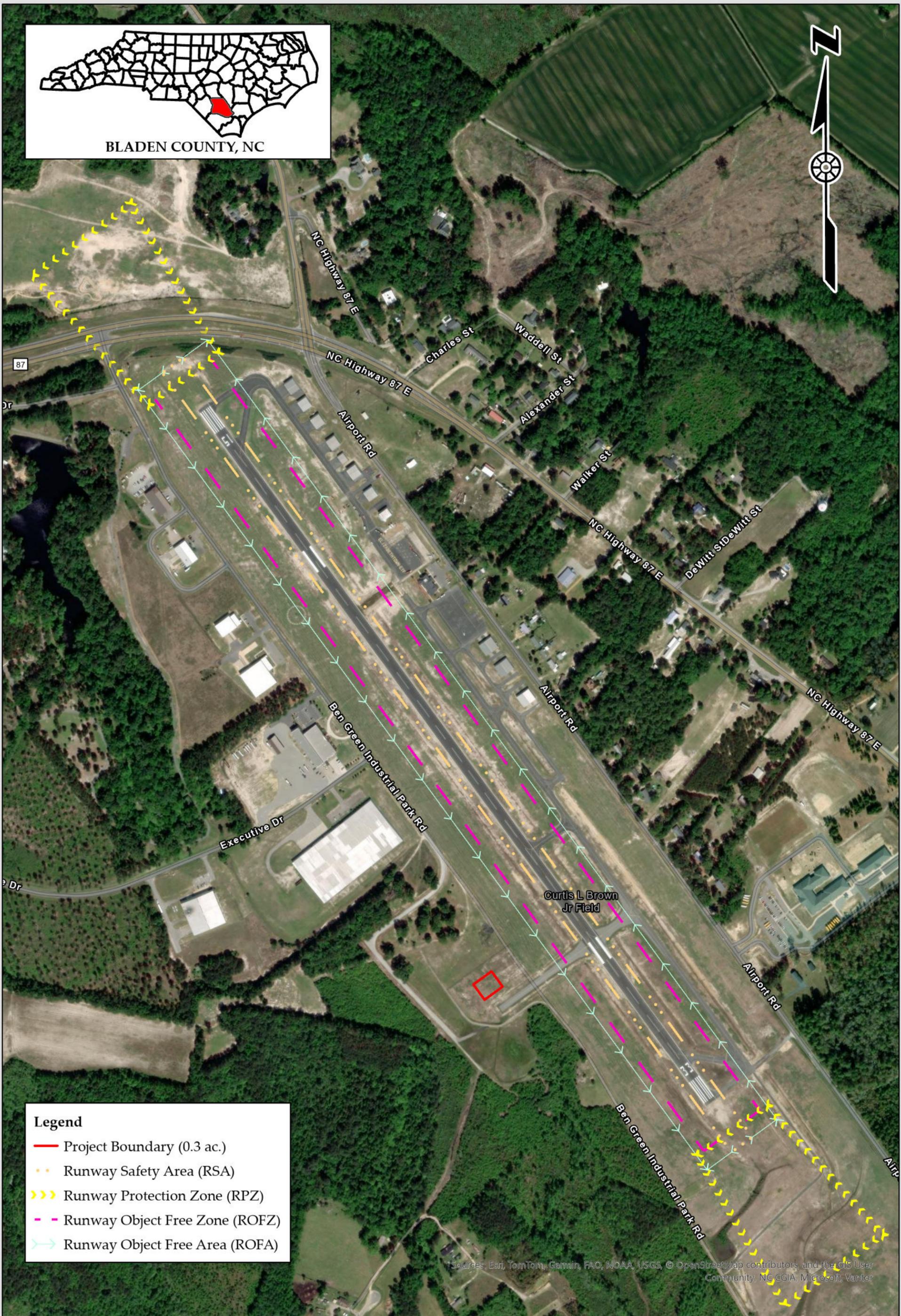
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BLADEN COUNTY, NC



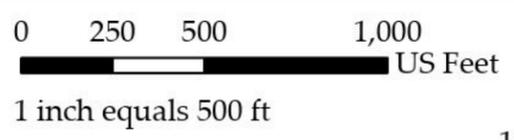
Legend

- Project Boundary (0.3 ac.)
- - - Runway Safety Area (RSA)
- >>> Runway Protection Zone (RPZ)
- - - Runway Object Free Zone (ROFZ)
- >>> Runway Object Free Area (ROFA)

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, NC CGIA, Microsoft, Vantor



Figure 13: Airport Hazards Map
EYF Paint Shop
Elizabethtown
Bladen County, North Carolina

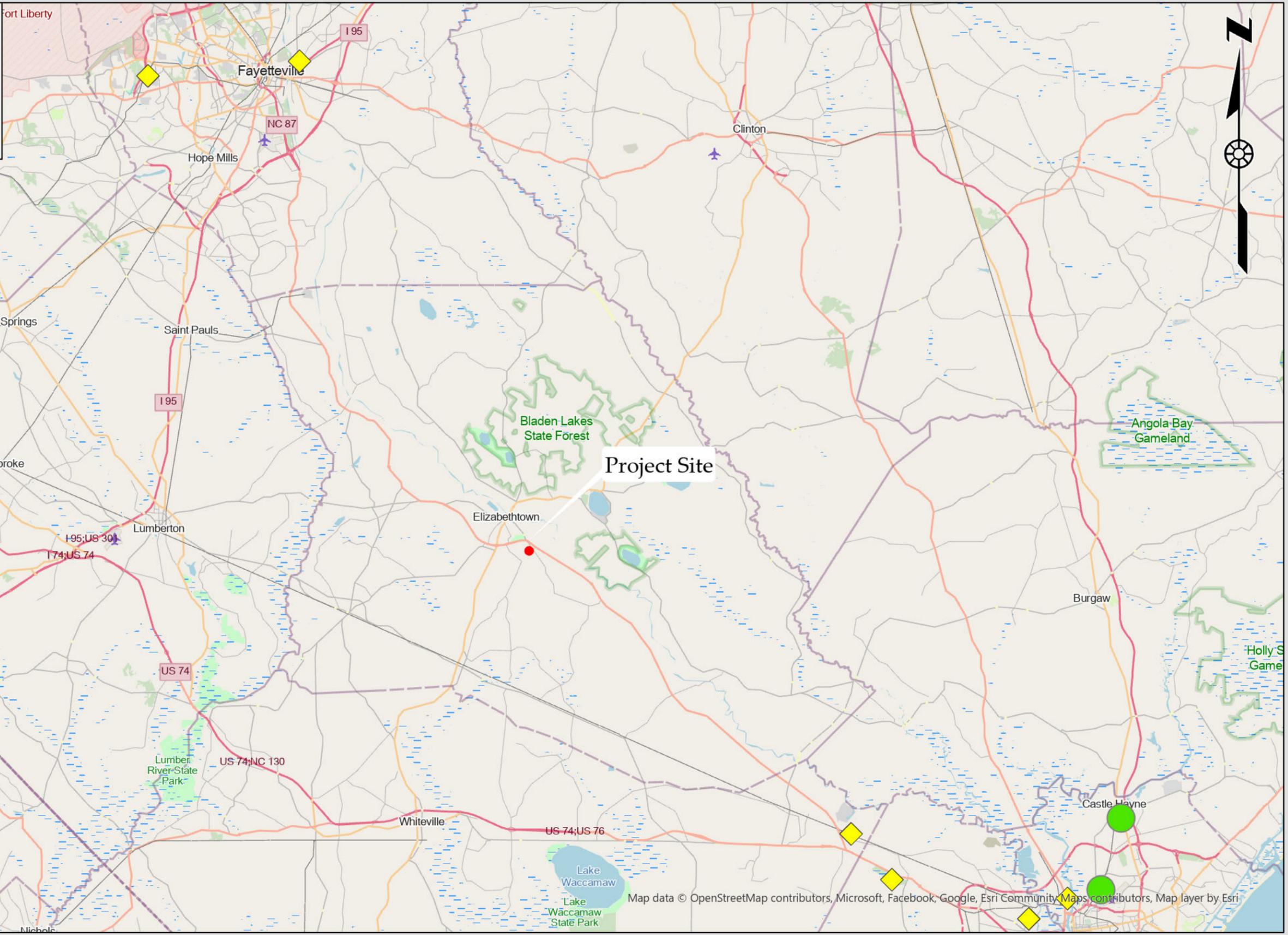


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BLADEN COUNTY, NC

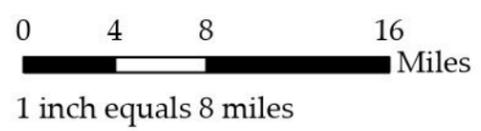


Legend

- █ Project Boundary (0.3 ac.)
- NPL sites
- Status
- Deleted NPL Site
- ◆ NPL Site

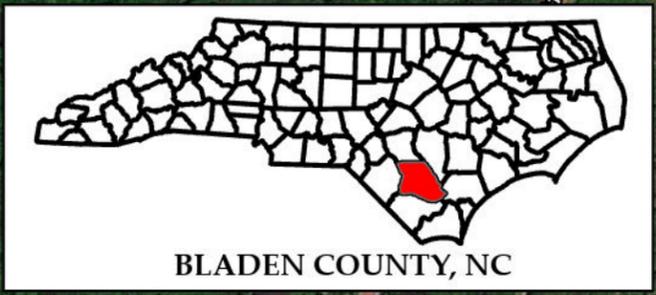


Figure 14: NPL Sites Map
EYF Paint Shop
Elizabethtown
Bladen County, North Carolina



12/2/2025

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BLADEN COUNTY, NC



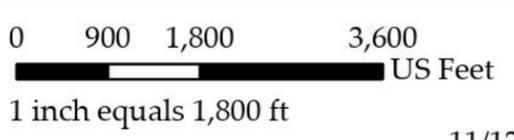
Legend

- Project Boundary (0.3 ac.)
- UST Incidents
- High Risk
- Low Risk

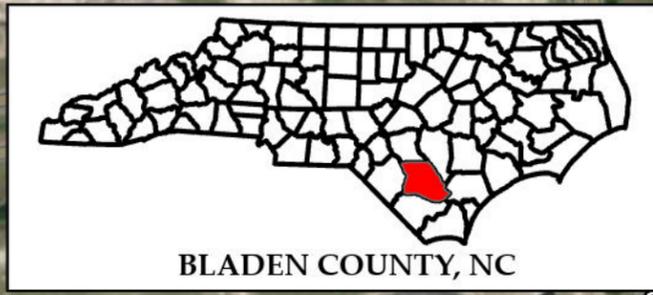
NC CGIA, Vantor, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community



Figure 15: Brownsfield Sites and USTs Map
EYF Paint Shop
Elizabethtown
Bladen County, North Carolina



11/12/2025



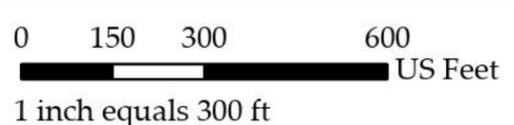
Legend

- Project Boundary (0.3 ac.)
- Drum Storage Area
- ASTs

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, NC CGIA, Microsoft, Vantor



Figure 16: ASTs Map
 EYF Paint Shop
 Elizabethtown
 Bladen County, North Carolina



12/02/2025

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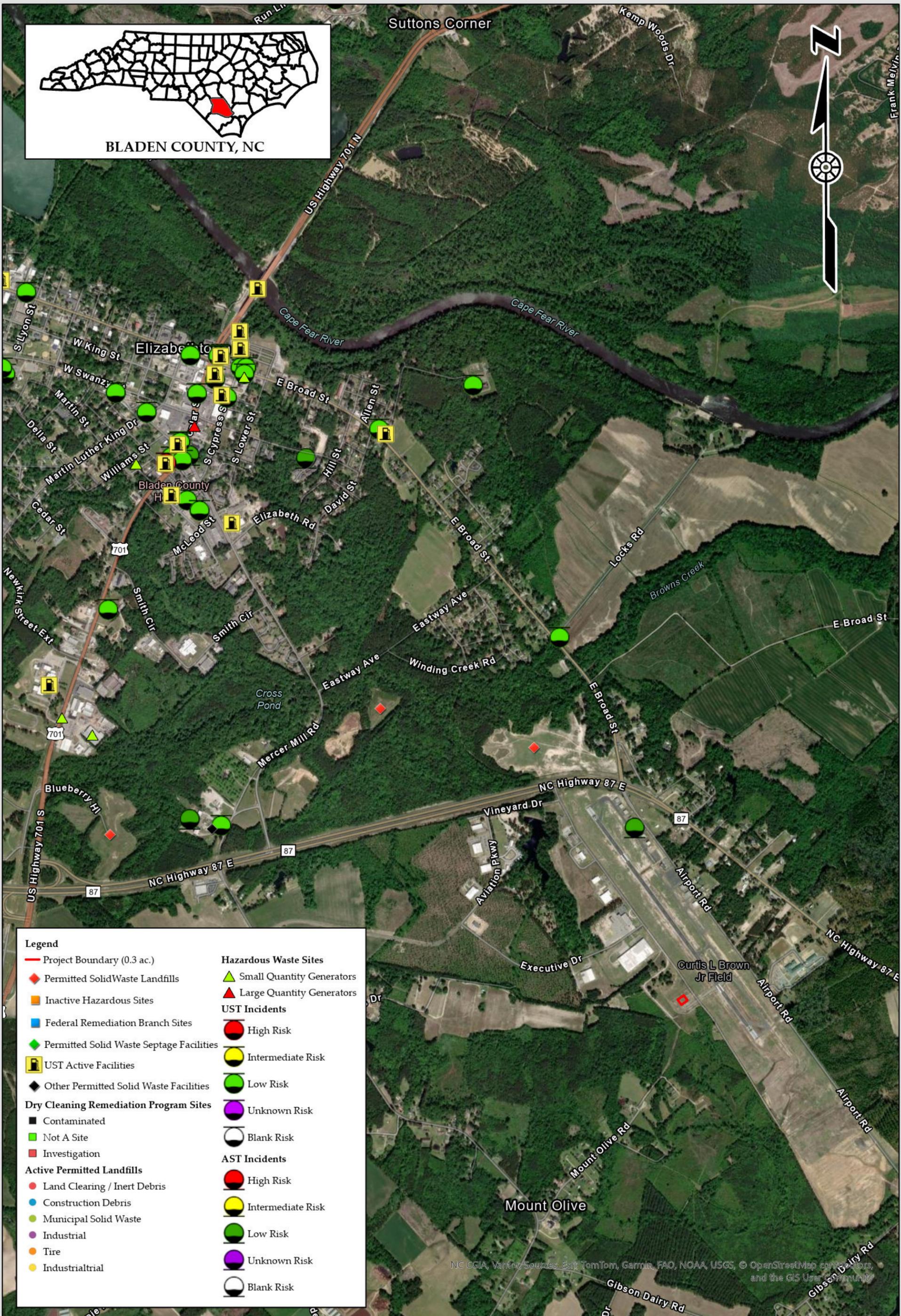


Figure 17: Hazardous Sites Map
 EYF Paint Shop
 Elizabethtown
 Bladen County, North Carolina

0 750 1,500 3,000
 US Feet
 1 inch equals 1,500 ft



12/02/2025

Appendix B: Agency Coordination Letters and Responses

- Catawba Indian National Scoping Letter and Response
- EPA Scoping Letter
- State Clearinghouse Scoping Letter and Responses
- USACE Scoping Letter and Response
- USDA Scoping Letter
- USFWS Scoping Letter and Response

805 West Broad Street
Post Office 700
Elizabethtown, NC 28337

TOWN OF ELIZABETHTOWN

Office (910) 862-3979
Fax (910) 862-7117

TOWN MANAGER'S OFFICE

October 1, 2025

Dr. Wenonah G. Haire
Catawba Indian Nation
1536 Tom Steven Road,
Rock Hill, SC 27606

**RE: Request for NEPA Coordination – EYF Paint Shop
Curtis L. Brown, Jr. Field Airport (EYF)
466 Airport Road, Elizabethtown, NC 28337**

Dear Dr. Haire:

The Town of Elizabethtown, North Carolina, has initiated an Environmental Assessment (EA) review of an aircraft paint shop project at the Curtis L. Brown Jr., Field Airport (EYF) in Elizabethtown, Bladen County, North Carolina. The Town of Elizabethtown has applied for funding through the North Carolina Department of Commerce under the Community Development Block Grant (CDBG) Program.

The project for which CDBG funds will be utilized will consist of the vertical construction of a new aircraft hangar to be used as a paint shop to help support the growing aerospace industry hub in the Town of Elizabethtown and Bladen County. The building will be constructed on previously cleared and graded land in the Airport's Industrial Park, on the west side of the runway. The proposed hangar will be 120'x100' (12,000 square feet) with a minimum 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 that distance of the building. The estimated limits of disturbance are 0.3 acre.

Your interest and participation is appreciated. If you have any questions or require additional information, please feel free to contact myself, Katie Noel, at knoel@ardurra.com.

Sincerely,



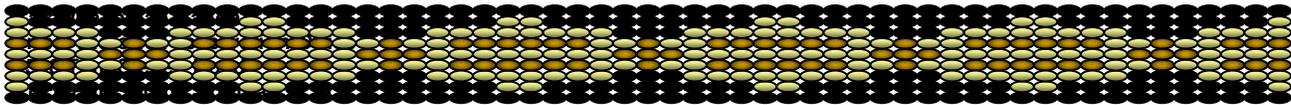
Pat DeVane, Interim Town Manager
Town of Elizabethtown



Katie Noel, Staff Scientist
Ardurra Group, Inc.

Enclosure: Exhibit 1, Location Map, Aerial Map, USGS Topographic Map, NRCS Soils Map, USFWS NWI Map, FEMA Map, NC SHPO Map

"The mission of the Town of Elizabethtown is to deliver cost effective services that promote public health and safety and enhance the quality of life of all citizens."



Office 803-328-2427

October 31, 2025

Attention: Pat DeVane
Town of Elizabethtown
805 West Broad Street
Elizabethtown, NC 28337

Re. THPO #	TCNS #	Project Description
2026-1171-1		EYF Paint Shop – Curtis L Brown Jr. Field Airport (EYF) 466 Airport Road

Dear Pat DeVane,

The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas. **However, the Catawba are to be notified if Native American artifacts and / or human remains are located during the ground disturbance phase of this project.**

If you have questions, please contact Caitlin Rogers at 803-328-2427 ext. 226, or e-mail Caitlin.Rogers@catawba.com.

Sincerely,

Wenonah G. Haire
Tribal Historic Preservation Officer

805 West Broad Street
Post Office 700
Elizabethtown, NC 28337

TOWN OF ELIZABETHTOWN

Office (910) 862-3979
Fax (910) 862-7117

TOWN MANAGER'S OFFICE

October 1, 2025

Ms. Ntale Kajumba
Environmental Protection Agency – Region 4
Sam Nunn Atlanta Federal Center
61 Forsyth Street SW,
Atlanta, GA 30303-8960

**RE: Request for NEPA Coordination – EYF Paint Shop
Curtis L. Brown, Jr. Field Airport (EYF)
466 Airport Road, Elizabethtown, NC 28337**

Dear Ms. Kajumba:

The Town of Elizabethtown, North Carolina, has initiated an Environmental Assessment (EA) review of an aircraft paint shop project at the Curtis L. Brown Jr., Field Airport (EYF) in Elizabethtown, Bladen County, North Carolina. The Town of Elizabethtown has applied for funding through the North Carolina Department of Commerce under the Community Development Block Grant (CDBG) Program.

The project for which CDBG funds will be utilized will consist of the vertical construction of a new aircraft hangar to be used as a paint shop to help support the growing aerospace industry hub in the Town of Elizabethtown and Bladen County. The building will be constructed on previously cleared and graded land in the Airport's Industrial Park, on the west side of the runway. The proposed hangar will be 120'x100' (12,000 square feet) with a minimum 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 that distance of the building. The estimated limits of disturbance are 0.3 acre.

Your interest and participation is appreciated. If you have any questions or require additional information, please feel free to contact myself, Katie Noel, at knoel@ardurra.com.

Sincerely,



Patrick B. DeVane, Interim Town Manager
Town of Elizabethtown



Katie Noel, Staff Scientist
Ardurra Group, Inc.

Enclosure: Exhibit 1, Location Map, Aerial Map, USGS Topographic Map

"The mission of the Town of Elizabethtown is to deliver cost effective services that promote public health and safety and enhance the quality of life of all citizens."

805 West Broad Street
Post Office 700
Elizabethtown, NC 28337

TOWN OF ELIZABETHTOWN

Office (910) 862-3979
Fax (910) 862-7117

TOWN MANAGER'S OFFICE

October 1, 2025

Ms. Kadisha Molyneaux
North Carolina Department of Administration
1301 Mail Service Center
Raleigh, NC 27699-1301

**RE: Request for NEPA Coordination – EYF Paint Shop
Curtis L. Brown, Jr. Field Airport (EYF)
466 Airport Road, Elizabethtown, NC 28337**

Dear Ms. Molyneaux:

The Town of Elizabethtown, North Carolina, has initiated an Environmental Assessment (EA) review of an aircraft paint shop project at the Curtis L. Brown Jr., Field Airport (EYF) in Elizabethtown, Bladen County, North Carolina. The Town of Elizabethtown has applied for funding through the North Carolina Department of Commerce under the Community Development Block Grant (CDBG) Program.

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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 that distance of the building. The estimated limits of disturbance are 0.3 acre.

Your interest and participation is appreciated. If you have any questions or require additional information, please feel free to contact myself, Katie Noel, at knoel@ardurra.com.

Sincerely,



Patrick B. DeVane, Interim Town Manager
Town of Elizabethtown



Katie Noel, Staff Scientist
Ardurra Group, Inc.

Enclosure: Exhibit 1, Location Map, Aerial Map, USGS Topographic Map, NRCS Soils Map, USFWS NWI Map, FEMA Map, NC SHPO Map

"The mission of the Town of Elizabethtown is to deliver cost effective services that promote public health and safety and enhance the quality of life of all citizens."



Josh Stein
Governor

Gabriel J. Esparza
Secretary

November 5, 2025

Katie Noel
Town of Elizabethtown
c/o Adurra Group, Inc.
720 Corporate Center Drive
Raleigh, NC 27607-

Re: SCH File # 26-E-0000-0078 Proposed project will consist of the vertical construction of a new airport hangar to be used as a paint shop to help support the growing aerospace industry hub in the Town of Elizabethtown and Bladen County.

Dear Katie Noel:

The above referenced environmental impact information has been submitted to the State Clearinghouse under the provisions of the National Environmental Policy Act. According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act.

Attached to this letter are comments made by the agencies in the review of this document. If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.

If you have any questions, please do not hesitate to contact me at (984) 236-0000.

Sincerely,

GABRIELLE MCKEITHEN
State Environmental Review Clearinghouse

Attachments

Mailing
1301 Mail Service Center | Raleigh, NC 27699-1301



ncadmin.nc.gov

Location
325 N. Salisbury St. | Raleigh, NC 27603
984-236-0000

Control No.: 26-E-0000-0078

Date Received: 10/3/2025

County.: BLADEN

Agency Response: 11/3/2025

Review Closed: 11/3/2025

TRAVIS SMITH

Clearinghouse Coordinator

NC DEPT OF ENVIRONMENTAL QUALITY

Project Information

Type: National Environmental Policy Act ping

Applicant: Town of Elizabethtown

Project Desc.: Proposed project will consist of the vertical construction of a new airport hangar to be used as a paint shop to help support the growing aerospace industry hub in the Town of Elizabethtown and Bladen County.

As a result of this review the following is submitted:

No Comment

Comments Below

Documents Attached

Reviewed By: TRAVIS SMITH

Date: 11/3/2025



NORTH CAROLINA
Environmental Quality

JOSH STEIN
Governor

D. REID WILSON
Secretary

To: Gabrielle McKeithen
State Clearinghouse
NC Department of Administration

From: Travis Smith
Division of Environmental Assistance and Customer Service
NC Department of Environmental Quality

RE: 26-0078
Scoping - Proposed project will consist of the vertical construction of a new airport hangar to be used as a paint shop to help support the growing aerospace industry hub in the Town of Elizabethtown.
Bladen County

Date: November 3, 2025

The Department of Environmental Quality has reviewed the proposal for the referenced project. Several of our agencies have identified potential permits that may be required and provided recommendations to help minimize negative impacts on and around the project site.

I have attached the comments for the applicant's consideration.

Thank you for the opportunity to respond.

Attachments



North Carolina Department of Environmental Quality
217 West Jones Street | 1601 Mail Service Center | Raleigh, North Carolina 27699-1601
919.707.8661

JOSH STEIN
Governor

D. REID WILSON
Secretary

MICHAEL SCOTT
Director



MEMORANDUM

TO: Michael Scott, Division Director through Sharon Brinkley

FROM: Amanda Thompson, Environmental Senior Specialist – Solid Waste Section

DATE: October 13, 2025

SUBJECT: Review: SW 26-0078 – Bladen County (Scoping – Town of Elizabethtown – Proposed project will consist of the vertical construction of a new airport hangar to be used as a paint shop to help support the growing aerospace industry hub in Elizabethtown and Bladen County.)

The Division of Waste Management, Solid Waste Section (Section) has reviewed the documents submitted for the subject project in Bladen County, NC. Because of recent developments surrounding the potential of PFAS contamination at airports and other facilities where the use of fire suppression foam may have occurred, areas where there were airport responses to fires or spills should be evaluated separately from areas with no suspected contaminants. Any materials generated by the excavation of soil, demolition of concrete, asphalt, and other potentially contaminated media must be managed and disposed of appropriately and in accordance with current North Carolina regulations. Based on the information provided in this document, the Section at this time does not see an adverse impact on the surrounding communities and likewise knows of no situations in the communities which would affect this project.

For any planned or proposed projects, it is recommended that during any land clearing, demolition, and construction, the Town of Elizabethtown and/or its contractors would make every feasible effort to minimize the generation of waste, to recycle materials for which viable markets exist, and to use recycled products and materials in the development of this project where suitable. **Any waste generated by and of the project that cannot be beneficially reused or recycled as described, may require disposal of at a solid waste management facility permitted by the Division. The Section strongly recommends that the Town of Elizabethtown require all contractors to provide proof of proper disposal for all generated waste to permitted facilities.**

Permitted solid waste management facilities are listed on the Division of Waste Management, Solid Waste Section portal site at: <https://deq.nc.gov/about/divisions/waste-management/waste-management-rules-data/solid-waste-management-annual-reports/solid-waste-permitted-facility-list>

And the site locator tool at:

<https://ncdenr.maps.arcgis.com/apps/webappviewer/index.html?id=7dd59be2750b40bebebf49fc383f688>



Questions regarding solid waste management for this project should be directed to Mr. Wes Hare, Eastern District Supervisor, Solid Waste Section, at (910) 796-7244.

cc: Wes Hare, Eastern District Supervisor



State of North Carolina Department of Environmental Quality
 INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: Fayetteville
 Project Number: 26-0078 Due Date: 10/30/2025
 County: [County]

After review of this project, it has been determined that the DEQ permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law. Questions regarding these permits should be addressed to the Regional Office indicated on the reverse of the form. All applications, information and guidelines relative to these plans and permits are available from the same Regional Office.

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
<input checked="" type="checkbox"/>	Permit to construct & operate wastewater treatment facilities, non-standard sewer system extensions & sewer systems that do not discharge into state surface waters.	Application 90 days before begins construction or award of construction contracts. On-site inspection may be required. Post-application technical conference usual.	30 days (90 days)
<input checked="" type="checkbox"/>	Permit to construct & operate, sewer extensions involving gravity sewers, pump stations and force mains discharging into a sewer collection system	Fast-Track Permitting program consists of the submittal of an application and an engineer's certification that the project meets all applicable State rules and Division Minimum Design Criteria.	30 days (N/A)
<input checked="" type="checkbox"/>	NPDES - permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters.	Application 180 days before begins activity. On-site inspection. Pre-application conference usual. Additionally, obtain permit to construct wastewater treatment facility-granted after NPDES. Reply time, 30 days after receipt of plans or issue of NPDES permit-whichever is later.	90-120 days (N/A)
<input type="checkbox"/>	Water Use Permit	Pre-application technical conference usually necessary.	30 days (N/A)
<input type="checkbox"/>	Well Construction Permit	Complete application must be received and permit issued prior to the installation of a groundwater monitoring well located on property not owned by the applicant, and for a large capacity (>100,000 gallons per day) water supply well.	7 days (15 days)
<input type="checkbox"/>	Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Pre-application conference usual. Filling may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
<input checked="" type="checkbox"/>	Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC (2Q.0100 thru 2Q.0300)	Application must be submitted and permit received prior to construction and operation of the source. If a permit is required in an area without local zoning, then there are additional requirements and timelines (2Q.0113).	90 days
<input checked="" type="checkbox"/>	Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900	N/A	60 days (90 days)
<input type="checkbox"/>	Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 20.1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-707-5950	Please Note - The Health Hazards Control Unit (HHCU) of the N.C. Department of Health and Human Services, must be notified of plans to demolish a building, including residences for commercial or industrial expansion, even if no asbestos is present in the building.	60 days (90 days)
<input type="checkbox"/>	The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres are to be disturbed. Plan must be filed with and approved by applicable Regional Office (Land Quality Section) at least 30 days before beginning activity. A NPDES Construction Stormwater permit (NCG010000) is also usually issued should design features meet minimum requirements. A fee of \$119 for the first acre or any part of an acre. An express review option is available with additional fees.		20 days (30 days)
<input type="checkbox"/>	Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable Stormwater conveyances and outlets.		(30 days)
<input type="checkbox"/>	Sedimentation and erosion control must be addressed in accordance with _____ Local Government's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable Stormwater conveyances and outlets.		Based on Local Program
<input type="checkbox"/>	Compliance with 15A NCAC 2H .0126 - NPDES Stormwater Program which regulates three types of activities: Industrial, Municipal Separate Storm Sewer System & Construction activities that disturb ≥1 acre.		30-60 days (90 days)
<input type="checkbox"/>	Compliance with 15A NCAC 2H 1000 -State Stormwater Permitting Programs regulate site development and post-construction stormwater runoff control. Areas subject to these permit programs include all 20 coastal counties, and various other counties and watersheds throughout the state.		45 days (90 days)

State of North Carolina Department of Environmental Quality
 INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: Fayetteville
 Project Number: 26-0078 Due Date: 10/30/2025
 County: [County]

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
<input type="checkbox"/>	Mining Permit	On-site inspection usual. Surety bond filed with DEQ Bond amount varies with type mine and number of acres of affected land. Affected area greater than one acre must be permitted. The appropriate bond must be received before the permit can be issued.	30 days (60 days)
<input type="checkbox"/>	Dam Safety Permit	If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to: prepare plans, inspect construction, and certify construction is according to DEQ approved plans. May also require a permit under mosquito control program. And a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A minimum fee of \$200.00 must accompany the application. An additional processing fee based on a percentage or the total project cost will be required upon completion.	30 days (60 days)
<input type="checkbox"/>	Oil Refining Facilities	N/A	90-120 days (N/A)
<input type="checkbox"/>	Permit to drill exploratory oil or gas well	File surety bond of \$5,000 with DEQ running to State of NC conditional that any well opened by drill operator shall, upon abandonment, be plugged according to DEQ rules and regulations.	10 days N/A
<input type="checkbox"/>	Geophysical Exploration Permit	Application filed with DEQ at least 10 days prior to issue of permit. Application by letter. No standard application form.	10 days N/A
<input type="checkbox"/>	State Lakes Construction Permit	Application fee based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property	15-20 days N/A
<input type="checkbox"/>	401 Water Quality Certification	Compliance with the T15A 02H .0500 Certifications are required whenever construction or operation of facilities will result in a discharge into navigable water as described in 33 CFR part 323.	60 days (130 days)
<input type="checkbox"/>	Compliance with Catawba, Goose Creek, Jordan Lake, Randleman, Tar Pamlico or Neuse Riparian Buffer Rules is required. Buffer requirements: http://deq.nc.gov/about/divisions/water-resources/water-resources-permits/wastewater-branch/401-wetlands-buffer-permits/401-riparian-buffer-protection-program		
<input type="checkbox"/>	Nutrient Offset: Loading requirements for nitrogen and phosphorus in the Neuse and Tar-Pamlico River basins, and in the Jordan and Falls Lake watersheds, as part of the nutrient-management strategies in these areas. DWR nutrient offset information: http://deq.nc.gov/about/divisions/water-resources/planning/nonpoint-source-management/nutrient-offset-information		
<input type="checkbox"/>	CAMA Permit for MAJOR development	\$250.00 - \$475.00 fee must accompany application	75 days (150 days)
<input type="checkbox"/>	CAMA Permit for MINOR development	\$100.00 fee must accompany application	22 days (25 days)
<input checked="" type="checkbox"/>	Abandonment of any wells, if required must be in accordance with Title 15A. Subchapter 2C.0100.		
<input checked="" type="checkbox"/>	Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.		
<input checked="" type="checkbox"/>	Plans and specifications for the construction, expansion, or alteration of a public water system must be approved by the Division of Water Resources/Public Water Supply Section prior to the award of a contract or the initiation of construction as per 15A NCAC 18C .0300 et. seq., Plans and specifications should be submitted to 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. All public water supply systems must comply with state and federal drinking water monitoring requirements. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days
<input checked="" type="checkbox"/>	If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Water Resources/Public Water Supply Section at 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days
<input type="checkbox"/>	Plans and specifications for the construction, expansion, or alteration of the _____ water system must be approved through the _____ delegated plan approval authority. Please contact them at _____ for further information.		

State of North Carolina Department of Environmental Quality
 INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: Fayetteville
 Project Number: 26-0078 Due Date: 10/30/2025
 County: [County]

Other Comments (attach additional pages as necessary, being certain to comment authority)

Division	Initials	No comment	Comments	Date Review
DAQ	JDC	<input type="checkbox"/>	Please contact DAQ FRO before beginning construction of this paint shop building as there may be a need for AQ permit before construction commences.	10/8/25
DWR-WQROS (Aquifer & Surface)	CCT &	<input type="checkbox"/>	&	10/9/25 / /
DWR-PWS	HLC	<input type="checkbox"/>	See above comments	10/13/25
DEMLR (LQ & SW)	MAJ	<input type="checkbox"/>	Submit an erosion and sediment control plan (ESCP) at least 30 days prior to initiating land-disturbing activity that satisfy the one (1) acre and/or Construction Stormwater NCG01 Common Plan of Development regulatory threshold. Additional information pertaining to our ESCP application process may be found at Erosion and Sediment Control NC DEQ Obtain NPDES Construction Stormwater General Permit NCG010000 Certificate of Coverage prior to initiating land-disturbing activity following approval of the ESCP by going to the following link https://www.deq.nc.gov/accessdeq	10/8/25
DWM – UST	KEC	<input type="checkbox"/>	The UST Section, Fayetteville Regional Office, does not have records of a petroleum release in the general area of concern for this project number, nor are there any records of registered USTs. DWM Site Locator Tool https://ncdenr.maps.arcgis.com/apps/webappviewer/index.html?id=7dd59be2750b40bebebfa49fc383f688	10/8/25
Other Comments		<input type="checkbox"/>		/ /

REGIONAL OFFICES

Questions regarding these permits should be addressed to the Regional Office marked below.

Asheville Regional Office
 2090 U.S. 70 Highway
 Swannanoa, NC 28778-8211
 Phone: 828-296-4500
 Fax: 828-299-7043

Fayetteville Regional Office
 225 Green Street, Suite 714,
 Fayetteville, NC 28301-5043
 Phone: 910-433-3300
 Fax: 910-486-0707

Mooresville Regional Office
 610 East Center Avenue, Suite 301,
 Mooresville, NC 28115
 Phone: 704-663-1699
 Fax: 704-663-6040

Raleigh Regional Office
 3800 Barrett Drive,
 Raleigh, NC 27609
 Phone: 919-791-4200
 Fax: 919-571-4718

Washington Regional Office
 943 Washington Square Mall,
 Washington, NC 27889
 Phone: 252-946-6481
 Fax: 252-975-3716

Wilmington Regional Office
 127 Cardinal Drive Ext.,
 Wilmington, NC 28405
 Phone: 910-796-7215
 Fax: 910-350-2004

Winston-Salem Regional Office
 450 Hanes Mill Road, Suite 300,
 Winston-Salem, NC 27105
 Phone: 336-776-9800
 Fax: 336-776-9797

JOSH STEIN
Governor
D. REID WILSON
Secretary
MICHAEL SCOTT
Director



Date: October 22, 2025

To: Michael Scott, Director
Division of Waste Management

Through: Janet Macdonald
Inactive Hazardous Sites Branch

From: Katie C Tatum
Inactive Hazardous Sites Branch

Subject: NEPA Project # 26-0078 Town of Elizabethtown, Bladen County, North Carolina

The Superfund Section has reviewed the proximity of sites under its jurisdiction to the Town of Elizabethtown project. The proposed project is for the vertical construction of a new airport hangar to be used as a paint shop to help support the growing aerospace industry hub in the Town of Elizabethtown and Bladen County.

No (0) Superfund Section sites and no (0) Brownfields Program Sites were identified within one mile of the project as shown on the attached report.

Please contact Janet Macdonald at 919.707.8349 if you have any questions concerning the Superfund Section review portion of this SEPA/NEPA inquiry.



North Carolina Department of Environmental Quality | Division of Waste Management
217 West Jones Street | 1646 Mail Service Center | Raleigh, North Carolina 27699-1646
919.707.8200



Superfund & Brownfields Sites SEPA/NEPA Review Report

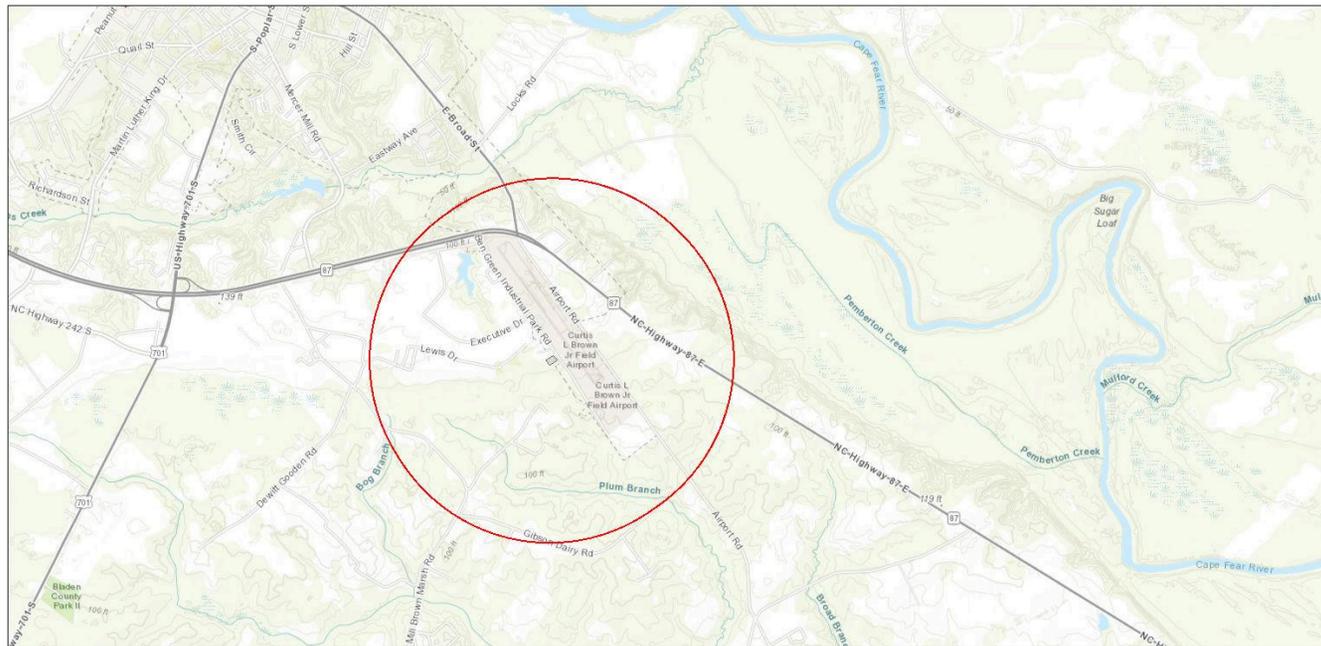
Area of Interest (AOI) Information

Bladen County

NEPA project 26-0078

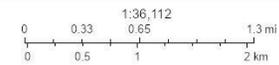
Area : 2,118.81 acres

Oct 9 2025 16:26:24 Eastern Daylight Time



NC Brownfields Location_View

Pending



State of North Carolina DOT, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

Superfund and Brownfields Sites
Bladen County NEPA project 26-0078

Summary

Name	Count	Area(acres)	Length(mi)
Certified DSCA Sites	0	N/A	N/A
Federal Remediation Branch Sites	0	N/A	N/A
Inactive Hazardous Sites	0	N/A	N/A
Pre-Regulatory Landfill Sites	0	N/A	N/A
Brownfields Program Sites	0	N/A	N/A

Department of Environmental Quality Project Review

Project Number: 26-0078

County: Bladen

Date Received: 10-3-2025

Due Date: 10-30-2025

Project Description

Scoping - Proposed project will consist of the vertical construction of a new airport hangar to be used as a paint shop to help support the growing aerospace industry hub in the Town of Elizabethtown and Bladen County.

This Project is being reviewed as indicated below:

Regional Office	Regional Office Area	In-House Review	
Asheville	Air	Air Quality	Coastal Management
Fayetteville	DWR	Waste Mgmt (HW, SF, SW)	Marine Fisheries
Mooreville	DWR - Public Water	Water Resources Mgmt (Public Water, Planning & Water Quality Program)	CC & PS Div. of Emergency Mgmt
Raleigh	DEMLR (LQ & SW)		DMF-Shellfish Sanitation
Washington	DWM - UST	DWR-Transportation Unit	Wildlife <u>Gabriela</u>
Wilmington			Wildlife/DOT
Winston Salem			

Manager Sign-Off/Region:	Date: 10/9/2025	In-House Reviewer/Agency: DWR/WRM David Wainwright
--------------------------	--------------------	---

Response (check all applicable)

No objection to project as proposed.
 No Comment

Insufficient information to complete review
 Other (specify or attach comments)

Department of Environmental Quality Project Review

Project Number: 26-0078

County: Bladen

Date Received: 10-3-2025

Due Date: 10-30-2025

Project Description

Scoping - Proposed project will consist of the vertical construction of a new airport hangar to be used as a paint shop to help support the growing aerospace industry hub in the Town of Elizabethtown and Bladen County.

This Project is being reviewed as indicated below:

Regional Office	Regional Office Area	In-House Review	
<input type="checkbox"/> Asheville	<input checked="" type="checkbox"/> Air	<input type="checkbox"/> Air Quality	<input type="checkbox"/> Coastal Management
<input checked="" type="checkbox"/> Fayetteville	<input checked="" type="checkbox"/> DWR	<input checked="" type="checkbox"/> Waste Mgmt (HW, SF, SW)	<input type="checkbox"/> Marine Fisheries
<input type="checkbox"/> Mooresville	<input checked="" type="checkbox"/> DWR - Public Water	<input checked="" type="checkbox"/> Water Resources Mgmt (Public Water, Planning & Water Quality Program)	<input type="checkbox"/> CC & PS Div. of Emergency Mgmt
<input type="checkbox"/> Raleigh	<input checked="" type="checkbox"/> DEMLR (LQ & SW)	<input checked="" type="checkbox"/> DWR-Transportation Unit	<input type="checkbox"/> DMF-Shellfish Sanitation
<input type="checkbox"/> Washington	<input checked="" type="checkbox"/> DWM - UST		<input type="checkbox"/> Wildlife <u>Gabriela</u>
<input type="checkbox"/> Wilmington			<input checked="" type="checkbox"/> Wildlife/DOT
<input type="checkbox"/> Winston Salem			

Manager Sign-Off/Region:	Date: <i>10/21/2025</i>	In-House Reviewer/Agency: <i>Traavis Wilson / UCWRC</i>
--------------------------	----------------------------	--

Response (check all applicable)

No objection to project as proposed.
 No Comment

Insufficient information to complete review
 Other (specify or attach comments)

Department of Environmental Quality Project Review

Project Number: 26-0078

County: Bladen

Date Received: 10-3-2025

Due Date: 10-30-2025

Project Description

Scoping - Proposed project will consist of the vertical construction of a new airport hangar to be used as a paint shop to help support the growing aerospace industry hub in the Town of Elizabethtown and Bladen County.

This Project is being reviewed as indicated below:

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Asheville	Air	Air Quality	Coastal Management
Fayetteville	DWR	Waste Mgmt (HW, SF, SW)	Marine Fisheries
Mooreville	DWR - Public Water	Water Resources Mgmt (Public Water, Planning & Water Quality Program)	CC & PS Div. of Emergency Mgmt
Raleigh	DEMLR (LQ & SW)		DMF-Shellfish Sanitation
Washington	DWM - UST	DWR-Transportation Unit	Wildlife <u>Gabriela</u>
Wilmington			Wildlife/DOT
Winston Salem			

Manager Sign-Off/Region:	Date: 10-30-25	In-House Reviewer/Agency: Melodi Deaver, Hazardous Waste Section
--------------------------	-------------------	---

Response (check all applicable)

No objection to project as proposed.
 X
 No Comment

Insufficient information to complete review
 Other (specify or attach comments)

Control No.: 26-E-0000-0078

Date Received: 10/3/2025

County.: BLADEN

Agency Response: 11/3/2025

Review Closed: 11/3/2025

JINTAO WEN
CLEARINGHOUSE COORDINATOR
DPS - DIV OF EMERGENCY MANAGEMENT

Project Information

Type: National Environmental Policy Act ping

Applicant: Town of Elizabethtown

Project Desc.: Proposed project will consist of the vertical construction of a new airport hangar to be used as a paint shop to help support the growing aerospace industry hub in the Town of Elizabethtown and Bladen County.

As a result of this review the following is submitted:

No Comment

Comments Below

Documents Attached

Reviewed By: JINTAO WEN

Date: 10/20/2025

Control No.: 26-E-0000-0078

Date Received: 10/3/2025

County.: BLADEN

Agency Response: 11/3/2025

Review Closed: 11/3/2025

JESSICA MOSLEY
CLEARINGHOUSE COORDINATOR
DEPT OF TRANSPORTATION

Project Information

Type: National Environmental Policy Act ping

Applicant: Town of Elizabethtown

Project Desc.: Proposed project will consist of the vertical construction of a new airport hangar to be used as a paint shop to help support the growing aerospace industry hub in the Town of Elizabethtown and Bladen County.

As a result of this review the following is submitted:

No Comment

Comments Below

Documents Attached

Reviewed By: JESSICA MOSLEY

Date: 10/6/2025

Control No.: 26-E-0000-0078

Date Received: 10/3/2025

County.: BLADEN

Agency Response: 11/3/2025

Review Closed: 11/3/2025

ALEX JONES
CLEARINGHOUSE COORDINATOR
DEPT OF AGRICULTURE

Project Information

Type: National Environmental Policy Act ping

Applicant: Town of Elizabethtown

Project Desc.: Proposed project will consist of the vertical construction of a new airport hangar to be used as a paint shop to help support the growing aerospace industry hub in the Town of Elizabethtown and Bladen County.

As a result of this review the following is submitted:

No Comment

Comments Below

Documents Attached

Reviewed By: ALEX JONES

Date: 10/15/2025

Control No.: 26-E-0000-0078

Date Received: 10/3/2025

County.: BLADEN

Agency Response: 11/3/2025

Review Closed: 11/3/2025

DEVON BORGARDT
CLEARINGHOUSE COORDINATOR
DEPT OF NATURAL & CULTURAL
RESOURCE

Project Information

Type: National Environmental Policy Act ping

Applicant: Town of Elizabethtown

Project Desc.: Proposed project will consist of the vertical construction of a new airport hangar to be used as a paint shop to help support the growing aerospace industry hub in the Town of Elizabethtown and Bladen County.

As a result of this review the following is submitted:

No Comment

Comments Below

Documents Attached

Reviewed By: DEVON BORGARDT

Date: 10/27/2025



**North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Josh Stein
Secretary Pamela B. Cashwell

Office of Archives and History
Deputy Secretary Darin J. Waters, Ph.D.

October 27, 2025

MEMORANDUM

TO: Bridgette Morris-McLawhorn state.clearinghouse@doa.nc.gov
North Carolina State Clearinghouse
Department of Administration

FROM: Ramona M. Bartos, Deputy
State Historic Preservation Officer *RMB for Ramona M. Bartos*

SUBJECT: Construct airport hangar paintshop, Curtis L. Brown, Jr. Field Airport, 466 Airport Road,
Elizabethtown, Bladen County, 26-E-0000-0078, ER 25-3088

Thank you for your letter of October 3, 2025, concerning the above project.

We have conducted a review of the project and are aware of no historic resources which would be affected by the project. Therefore, we are not requiring any archaeological or architectural survey and have no comment on the project as proposed.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@dncr.nc.gov. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Katie Noel, Ardurra knoel@ardurra.com

805 West Broad Street
Post Office 700
Elizabethtown, NC 28337

TOWN OF ELIZABETHTOWN

Office (910) 862-3979
Fax (910) 862-7117

TOWN MANAGER'S OFFICE

October 1, 2025

Mr. Tom Charles
U.S. Army Corps of Engineers – Wilmington Regulatory Field Office
69 Darlington Avenue,
Wilmington, NC 28403

**RE: Request for NEPA Coordination – EYF Paint Shop
Curtis L. Brown, Jr. Field Airport (EYF)
466 Airport Road, Elizabethtown, NC 28337**

Dear Mr. Charles:

The Town of Elizabethtown, North Carolina, has initiated an Environmental Assessment (EA) review of an aircraft paint shop project at the Curtis L. Brown Jr., Field Airport (EYF) in Elizabethtown, Bladen County, North Carolina. The Town of Elizabethtown has applied for funding through the North Carolina Department of Commerce under the Community Development Block Grant (CDBG) Program.

The project for which CDBG funds will be utilized will consist of the vertical construction of a new aircraft hangar to be used as a paint shop to help support the growing aerospace industry hub in the Town of Elizabethtown and Bladen County. The building will be constructed on previously cleared and graded land in the Airport's Industrial Park, on the west side of the runway. The proposed hangar will be 120'x100' (12,000 square feet) with a minimum 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 that distance of the building. The estimated limits of disturbance are 0.3 acre.

Your interest and participation is appreciated. If you have any questions or require additional information, please feel free to contact myself, Katie Noel, at knoel@ardurra.com.

Sincerely,



Patrick B. DeVane, Interim Town Manager
Town of Elizabethtown



Katie Noel, Staff Scientist
Ardurra Group, Inc.

Enclosure: Exhibit 1, Location Map, Aerial Map, USGS Topographic Map, USFWS NWI Map

"The mission of the Town of Elizabethtown is to deliver cost effective services that promote public health and safety and enhance the quality of life of all citizens."

Katie Noel

From: Beecher, Gary H CIV USARMY CESAW (USA) <Gary.H.Beecher@usace.army.mil>
Sent: Tuesday, October 14, 2025 8:49 AM
To: Katie Noel
Cc: Steininger, Kirsten
Subject: Corps comments for the NEPA Coordination (EYF Paint Shop project) in the Curtis Brown Airfield in Elizabethtown, NC (SAW-2025-01913)
Attachments: Aerial view with project location.pdf; EYF Paint Shop project in Curtis Brown Field Airport (Bladen County, NC).pdf



Ms. Noel,

Please see my comments below for the proposed EYF Paint Shop project within the Curtis Brown Airfield in Elizabethtown, Bladen County, NC.

USACE Project ID:
SAW-2025-01913

Based on a previous Jurisdictional Determination (JD) that was issued by the Corps on January 9, 2017 (SAW-2016-02345) and a desk top review which includes (Lidar Maps, Topo maps and National Wetland Inventory maps) it doesn't appear that the proposed (EYF Paint Shop project) will take place within Wetlands or Waters of the U.S. (WOTUS). Since there will be no discharge into WOTUS, a permit will not be required from the Corps.

I've copied Ms. Kirsten Steininger with the NCDEQ on this email.

Please contact me if you have any additional questions about this project or about the USACE Regulatory Program.

Respectfully,
Gary



Gary Beecher
USACE Wilmington Field Office
Regulatory Project Manager
Office (910) 251-4694
gary.h.beecher@usace.army.mil

rrs.usace.army.mil

RRS REGULATORY
REQUEST
SYSTEM
beta

Streamline the permitting process with the
Regulatory Request System (RRS) — your new
online platform for permit applications.

rrs.usace.army.mil

[USACE RRS Promo 90-sec \(youtube.com\)](https://www.youtube.com/watch?v=90-sec)

Thank you in advance for completing our on-line Regulatory Service Survey located at <https://regulatory.ops.usace.army.mil/customer-service-survey/>. We value your comments and appreciate you taking the time to complete a survey each time you have an interaction with our office.

E-PCN-Submittal

[https://edocs.deq.nc.gov/Forms/Pre-Construction Notification Form](https://edocs.deq.nc.gov/Forms/Pre-Construction_Notification_Form)

PJDs, Wetland Delineation Concurrence & JD`s.

<http://saw-reg.usace.army.mil/JD/FINALSAW-JD-REQUEST-FORM-20170508.pdf>

Submittal You may submit requests via e-mail in PDF format to

WilmingtonNCREG@usace.army.mil

805 West Broad Street
Post Office 700
Elizabethtown, NC 28337

TOWN OF ELIZABETHTOWN

Office (910) 862-3979
Fax (910) 862-7117

TOWN MANAGER'S OFFICE

October 1, 2025

Mr. Michael Jones
U.S. Department of Agriculture - NRCS
4407 Bland Road, Suite 205
Raleigh, NC 27609

**RE: Request for NEPA Coordination – EYF Paint Shop
Curtis L. Brown, Jr. Field Airport (EYF)
466 Airport Road, Elizabethtown, NC 28337**

Dear Mr. Jones:

The Town of Elizabethtown, North Carolina, has initiated an Environmental Assessment (EA) review of an aircraft paint shop project at the Curtis L. Brown Jr., Field Airport (EYF) in Elizabethtown, Bladen County, North Carolina. The Town of Elizabethtown has applied for funding through the North Carolina Department of Commerce under the Community Development Block Grant (CDBG) Program.

The project for which CDBG funds will be utilized will consist of the vertical construction of a new aircraft hangar to be used as a paint shop to help support the growing aerospace industry hub in the Town of Elizabethtown and Bladen County. The building will be constructed on previously cleared and graded land in the Airport's Industrial Park, on the west side of the runway. The proposed hangar will be 120'x100' (12,000 square feet) with a minimum 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 that distance of the building. The estimated limits of disturbance are 0.3 acre.

Your interest and participation is appreciated. If you have any questions or require additional information, please feel free to contact myself, Katie Noel, at knoel@ardurra.com.

Sincerely,



Patrick B. DeVane, Interim Town Manager
Town of Elizabethtown



Katie Noel, Staff Scientist
Ardurra Group, Inc.

Enclosure: Exhibit 1, Location Map, Aerial Map, USGS Topographic Map, NRCS Soils Map

"The mission of the Town of Elizabethtown is to deliver cost effective services that promote public health and safety and enhance the quality of life of all citizens."

805 West Broad Street
Post Office 700
Elizabethtown, NC 28337

TOWN OF ELIZABETHTOWN

Office (910) 862-3979
Fax (910) 862-7117

TOWN MANAGER'S OFFICE

October 1, 2025

Leigh Mann
U.S. Fish and Wildlife Service – Raleigh Ecological Services Field Office
551-F Pylon Drive,
Raleigh, NC 27606

**RE: Request for NEPA Coordination – EYF Paint Shop
Curtis L. Brown, Jr. Field Airport (EYF)
466 Airport Road, Elizabethtown, NC 28337**

Dear Leigh:

The Town of Elizabethtown, North Carolina, has initiated an Environmental Assessment (EA) review of an aircraft paint shop project at the Curtis L. Brown Jr., Field Airport (EYF) in Elizabethtown, Bladen County, North Carolina. The Town of Elizabethtown has applied for funding through the North Carolina Department of Commerce under the Community Development Block Grant (CDBG) Program.

The project for which CDBG funds will be utilized will consist of the vertical construction of a new aircraft hangar to be used as a paint shop to help support the growing aerospace industry hub in the Town of Elizabethtown and Bladen County. The building will be constructed on previously cleared and graded land in the Airport's Industrial Park, on the west side of the runway. The proposed hangar will be 120'x100' (12,000 square feet) with a minimum eave height of 24' and 1/12 pitch roof.

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Your interest and participation is appreciated. If you have any questions or require additional information, please feel free to contact myself, Katie Noel, at knoel@ardurra.com.

Sincerely,



Patrick B. DeVane, Interim Town Manager
Town of Elizabethtown



Katie Noel, Staff Scientist
Ardurra Group, Inc.

Enclosure: Exhibit 1, Location Map, Aerial Map, USGS Topographic Map, IPaC

"The mission of the Town of Elizabethtown is to deliver cost effective services that promote public health and safety and enhance the quality of life of all citizens."

Katie Noel

From: Ryce, Kameryn J <kameryn_ryce@fws.gov>
Sent: Thursday, December 4, 2025 5:49 PM
To: spenny@elizabethtownnc.org
Cc: Katie Noel; Mann, Leigh
Subject: EYF Paint Shop (IPaC 2025-0154406)



Pursuant to 50 CFR 402, we provide concurrence when it is requested by a Federal action agency that has already made a "may affect, not likely to adversely affect" determination on its proposed action. However, even though no such request has been made by a Federal agency, we are happy to provide you with technical assistance on your project.

Based on the lack of suitable habitat and lack of proximity of the project site to known records of federally listed species/critical habitat, we are not aware of any species/habitat that would reasonably be expected to occupy the anticipated area of impact. You should re-evaluate and coordinate with us if (1) new information reveals impacts of the proposed action that may affect listed species or critical habitat in a manner not previously considered, (2) the proposed action is subsequently modified to include activities that may affect species, or (3) new species are listed or critical habitat designated that might be affected by the proposed action.

Thank you,

Kameryn Ryce
U.S. Fish & Wildlife Service
Alabama Ecological Services Field Office
Southeast Region

Appendix C: Aviation Forecasts and Operational Demands

- NCDOT and FAA Approval Letters
- ALP Excerpts



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

April 2, 2025

Curtis L. Brown, Jr. Field
Attn: Dane Rideout
805 West Broad St.
Elizabethtown, NC 28337

Dear Mr. Rideout,

The North Carolina Department of Transportation Division of Aviation (NCDOT), as a participant in the Federal Aviation Administration (FAA) State Block Grant Program, conditionally approves the Airport Layout Plan (ALP) for Curtis L. Brown, Jr. Field (EYF), submitted October 2024. An aeronautical study (FAA Study Number 2024-ASO-14220-NRA) of the proposed airport development shown on the ALP was conducted by FAA. The resulting determination of conditional approval of the ALP does not constitute NCDOT or FAA approval or disapproval of the physical development shown on the ALP plan sheet, nor does it mean that we find funding of any proposed airport development or air navigation facilities justified. Review and acceptance of this ALP also shall not be considered an approval of any nonstandard conditions shown on the ALP. The determination pertains solely to the safe and efficient use of navigable airspace by aircraft and to the safety of persons and property on the ground and is subject to any conditions or provisions outlined in the attached FAA letter.

In making this determination, NCDOT and FAA have considered the effects the proposed development would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and proposed programs of FAA, the effects it would have on the safety of persons and property on the ground, the effects it would have on existing or proposed manmade objects (on file with FAA), and the effects that known natural objects within the affected area would have on the proposed airport development.

NCDOT and FAA acceptance of this ALP does not relieve the airport owner or the proponent of compliance with Part 155 or any other law, ordinance, or regulation of federal, state, or local government body or organization. NCDOT and FAA have only limited means to prevent the construction of structures or other potential hazards near an airport. The sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, aviation easements, letters of agreement, or other means. We encourage appropriate agencies to adopt land use and height restrictive zoning based on this ALP.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
DIVISION OF AVIATION
1560 MAIL SERVICE CENTER
RALEIGH, NC 27699-1560

Telephone: (919) 814-0585
Fax: (919) 840-0645
Customer Service: 1-877-368-4968

Location:
1050 MERIDIAN DRIVE
MORRISVILLE, NC 27560

Website: www.ncdot.gov

This determination does not include any environmental analysis or environmental approval for this proposal. Any development on airport property must obtain written environmental approval from NCDOT or FAA, and all required permits must be obtained from the appropriate agencies prior to commencement of the subject development.

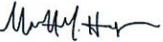
NCDOT and FAA acceptance of this ALP does not in any way commit the State of North Carolina or the United States of America to participate in the cost of any development proposed on the EYF ALP. Proposed development will require evidence of eligibility and justification at the time a request for state or federal funding is ripe for consideration.

The FAA Reauthorization Act of 2024 has limited the FAA's review and approval authority for ALPs. The FAA's approval of this ALP is limited to existing facilities only for which the FAA retains approval authority. The FAA has not determined whether it retains review and approval authority for any proposed facilities depicted on the ALP associated with this letter (unless otherwise noted). FAA will determine whether it retains approval authority for ALP changes reflecting future facilities when such facilities are ripe for consideration (when such facilities are intended to be built), and such approval, if required, must be granted before construction occurs.

Although the FAA's review and approval authority of proposed projects depicted on an ALP is limited, airport sponsors must continue to maintain an up-to-date ALP in accordance with Federal law, 49 U.S.C. § 47107(a)(16).

Please attach this letter to the ALP for retention in your files. We wish you great success in your plans for development of the airport.

Sincerely,

DocuSigned by:

A58A5A2E77804E3...

04/02/2025

Martha Hodge, AICP, PMP
Planning and Environmental Program Manager
North Carolina Department of Transportation | Division of Aviation
(919) 814-0585 | mmhodge@ncdot.gov

cc: Kabrina Webb, FAA Community Planner
Jason Kennedy, PE, Project Manager, W.K. Dickson
Tommy Mann, PE, Airport Project Manager, NCDOT
Rachel Bingham, PE, Airport Development Manager/Deputy Director, NCDOT
Jason Schronce, PE, Aviation Deputy Director of Programs and Planning, NCDOT



Federal Aviation Administration
 2600 Thousand Oaks Blvd
 Suite 2250
 Memphis, TN 38118

Memphis Airports District Office

March 29, 2025

TO:
 Town of Elizabethtown
 Attn: Dane Rideout
 805 West Broad Street
 Elizabethtown, NC 28337
 drideout@elizabethtownnc.org

CC:
 TOWN OF ELIZABETHTOWN
 PO BOX 716
 ELIZABETHTOWN, NC 28337
 mmhodge@ncdot.gov

CC:
 WK Dickson & Co., Inc.
 Attn: WK Dickson
 1320 Main St
 Ste 400
 Columbia, SC 29201-3266
 lfunderburk@wkdickson.com

RE: *(See attached Table 1 for referenced case(s))*
 ALP 7460 No Objection Letter
 FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2024-ASO-14220-NRA		ELIZABETHTOWN,NC	34-36-06.54N	78-34-45.40W	0	131

Description: This submittal includes the AMP update and NCDOA review checklist for your review/comment.

The proposed change to your currently approved Airport Layout Plan (ALP) submitted, 2024-10-15 00:00:00.0 has been reviewed under the authority of Part 77 and under the requirements of the Terms and Conditions of Accepting Airport Improvement Program Grants dated September 1, 1999. This review has considered the safety and utility of aircraft operations and planned navigational aids as related to this proposal.

If these conditions are met, we have no objection to this proposal.

No Objection with Provision- The FAA Reauthorization Act of 2024 has limited the FAA's review and approval authority for Airport Layout Plans (ALP). The FAA's approval of this ALP is limited to existing facilities only for which the FAA retains approval authority. The FAA has not determined whether it retains review and approval authority for any proposed facilities depicted on the ALP associated with this letter (unless otherwise noted). FAA will determine whether it retains approval authority for ALP changes reflecting future facilities when such facilities are ripe for consideration (when such facilities are intended to be built), and such approval, if required, must be granted before construction occurs. Although the FAA's review and approval authority of proposed projects depicted on an ALP is limited, airport sponsors must continue to maintain an up-to-date ALP in accordance with Federal law, 49 U.S.C. § 47107(a)(16). Also, the HWY 87 Bypass and Airport Road are incompatible land uses within the RPZ's for Runway 15/33. Please work to mitigate these conditions to improve the RPZs.

No IFR Effect with Advisory Statement-CURTIS L BROWN JR FLD (KEYF), NC The establishment of future projects shown on the ALP that involve construction are conditionally approved for planning purposes only. All construction projects are subject to final FAA approval via a separate aeronautical study. Review of this proposal is not considered a request for procedure development/amendment; the Eastern Flight Procedures Team (EFPT) must be notified at least 30-36 months prior to the desired date for procedures meeting the airport's needs. We highly recommend they work closely with the EFPT, well in advance, to devise a plan for

possible procedure amendments, to better enable minima benefits upon completion of all projects, to include RWY extensions and/or NAVAID installations/relocations. Also important to note is the airport's responsibility to acquire a new 18B survey well in advance to support respective projects; these should be initiated NLT 2 years in advance.

No Objection with Provision- Airport Layout Plans (ALPs) are both long term planning and current condition documents. The long term planning portion is considered conceptual in nature. ALP review and acceptance does not constitute blanket approval of new structures given the absence of detailed information required for comprehensive review. All new construction requires separate aeronautical study submissions with detailed building/construction plans for independent study. Ensure appropriate Notice of Construction/Alteration, FAA 7460-1, is filed for review of all new permanent and temporary structures. Review and acceptance of this ALP shall not be considered as an approval of any future projects or any non-standard conditions. The airport proponent should initiate a request for a Modification of Standards for any airport design criteria that does not meet the standards described in AC 150/5300-13.

Your proposal impacts the following National Airspace System (NAS) equipment:

2024-ASO-14220-NRA

No Objection w/ Provision

Airport Layout Plans (ALPs) are long term planning initiatives and limited in scope, therefore conceptual in nature. ALP approval does not constitute blanket approval of new structures given the absence of detailed structure information required for comprehensive review. All new structures require separate aeronautical study submissions with detailed building plans for independent study. Ensure appropriate Notice of Construction/Alteration, FAA 7460-1, is filed for review of all permanent and temporary structures.

VISAIDS:

Relocation of the RW 33 Threshold

The proposed relocation of the RW 33 threshold will have a physical effect on the existing RW 33 airport owned PAPI & REIL, which will need to be relocated to support the new RW 33 threshold and flight checked. Coordination will be required with the airport operator, the PAPI owner to submit an updated VGSI Data Form for the relocated RW 33 PAPI to the FAA National Flight Data Center (NFDC). Approved VGSI facility data is required for the flight inspection of the relocated PAPI. The updated information/link for submitting VGSI data is available online for Aeronautical Information Services. See below link and image.

https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/7900.2D-VGLS

Future coordination will be required with the FAA Flight Program Operations Group, FAA Flight Inspection Services to perform a commissioning flight check for the relocated RW 33 PAPI along with the relocated RW 33 REIL.

Increase in Runway Width

The proposed increase in runway width will likely have a physical effect on the existing RW 15-33 airport owned PAPIs & REILs.

Coordinate with the airport operator to ensure the RW 15-33 PAPIs & REILs will remain compliant with the distance-to-runway edge requirement from FAA Order 6850.2 & AC 150/5340-30.

Ultimate RW 15 Displaced Threshold

The ALP Drawing shows a RW 15 Displaced Threshold. This is not consistent with the ALP Runway Data Table. Resolve any discrepancy and revise either the ALP drawing or the Runway Data Table, as deemed appropriate.

A proposed displacement of the RW 15 threshold will have a physical effect on the existing RW 15 PAPI & REIL, which will need to be relocated to support the displaced threshold and flight checked.

Line-of-Sight Clearance

Coordinate with the airport operator to ensure there is a clear line-of-sight to all existing and relocated airfield visoids from any controlling point.

FAA Chart Supplement Update

Future coordination will be required with the FAA NFDC to update the FAA Chart Supplement with the new RW 15-33 data to include the new runway length, the new runway width, and the new RW 15 displaced threshold distance, as deemed appropriate.

Points of Contact:

Flight Services Coordination:

AVN flight inspection:

Kadi Barrett

Flight Inspection Services

kadi.d.barrett@faa.gov

405-954-7568

P&R Airport Planner:

Matt Felton, 404-305-7168, Matt.felton@faa.gov

The Airport sponsor shall notify the FAA's Air Traffic Organization (ATO) Planning and Requirements (P&R) Service Area office a minimum of 45 days prior to the "physical construction start date" for this project. Submit FAA Form entitled [Airport Sponsor Strategic Event Submission Form](#) including all date, time and/or duration changes via email to 9-AJV-SEC-ESA@faa.gov.

It should be noted that this study did not consider the height of construction equipment. This information needs to be coordinated with this office via an "Airspace Study Checklist" before construction begins.

This study did not evaluate the plans for operational safety during construction. Those plans should be submitted to this office for coordination and review prior to construction.

This determination does not include any environmental analysis or environmental approval for this proposal. All local and state requirements and/or permits must be obtained to prior to construction of this proposal.

This determination does not include approval of any lease, does not release any surplus or grant agreement acquired airport property, nor does it relieve the airport owner or the proponent of compliance with Part 155, or any other law, ordinance, or regulation of federal, state, or local government body or organization. Furthermore, the design and location of any stormwater retention/detention facilities on or near the airport must comply with FAA Advisory Circular 150/5200-33 "Hazardous Wildlife Attractants on or Near Airports", and must be approved on the ALP prior to construction.

We look forward to working with you in the continued development of your airport. If you have any questions, please contact me at (901) 322-8185, Jamal.Stovall@faa.gov.

Jamal Stovall

ADO

Signature Control No: 636190079-652125537

is seen, and “below path” if red/red is seen. PAPI-2 systems currently exist at EYF, serving both runway ends.

- **Weather Reporting** – An Automated Weather Observation System (AWOS) is a computer-based data acquisition system designed to retrieve airport information, such as weather data and NOTAMs, and distribute it to both airborne and ground users. The entire process is automatic and continuously available 24 hours per day via frequency or phone. Curtis L. Brown, Jr. Field utilizes an AWOS located on airport property near the rotating beacon, in the terminal area.

Aircraft Storage

There are two general categories of areas used for aircraft storage: enclosed space and exposed space. The enclosed space consists of space required for aircraft that are in hangars and the exposed space consists of space where aircraft are tied down on the apron. The tieddown space available at the EYF consists of approximately 45,000 square feet of apron space. This apron envelope translates to the capability of accommodating space for 30 tieddown positions.

Hangars presently occupy approximately 46,000 square feet of space. This consists of personal use hangars, corporate hangars, and maintenance/rental hangars. [Table 2.3](#) provides an inventory of all existing hangars located at EYF. Hangar space at EYF is 100% occupied with a waiting list for aircraft storage.

Table 2.3: Existing Building Summary

Building	Owner	Use	Size (Ft ²)	Age (Years)	Condition*
Hangar A	Sampson-Bladen Oil Co.	Corporate Hangar	3,600	31	Good
Hangar B	Campbell Oil Co.	Corporate Hangar	3,600	18	Excellent
Hangar C	Brian Campbell	Personal Use Hangar	3,600	19	Excellent
Hangar D	Danny Gralack	Personal Use Hangar	3,600	19	Excellent
Hangar E	Dean Thomas	Personal Use Hangar	1,750	27	Good
Hangar F	Campbell Oil Co.	Corporate Hangar	3,600	30	Good
Hangar G	Giles Clark	Personal Use Hangar	3,600	28	Average
Hangar H	Nile Brisson	Personal Use Hangar	3,600	38	Average
Hangar I	Elizabethtown Airport and Economic Development Commission	Rental Hangar(s)	6,400	22	Good
Hangar J	Elizabethtown Airport and Economic Development Commission	Rental & Maintenance Hangar(s)	6,400	22	Good
Hangar K	Elizabethtown Airport and Economic Development Commission	Rental & Maintenance Hangar(s)	6,400	11	Excellent

**Condition Categories from Best to Worst: Excellent, Good, Average, Poor, Needs Replacing*

Based Aircraft

The level of based aircraft EYF has fluctuated over the past 30 years per the FAA Terminal Area Forecasts (TAF) ([Table 2.5](#)). Prior to the implementation of basedaircraft.com, airport management was unable to properly manage the recording of based aircraft by the airport tenants. The recorded number of based aircraft peaked at 28 based aircraft in 2004 and 2005; however, this count appears unreasonable due to the limited hangar space at the airport ([see Table 2.3](#)). The present count of 19 is among the first true counts airport management has been able to obtain and validate with the FAA. It is suspected that previous inaccurate counts are due to reporting issues prior to basedaircraft.com and the temporary basing of agriculture aircraft. The ensuing discussions consider these factors in the formulation of based aircraft and operations forecasts. Several methods were used to develop projections of based aircraft at EYF, including:

- Regional Market Share
- Simple Linear Regression (with respect to time)
- 2015 North Carolina Airport System Plan (NCASP) Forecasts

These methods are important for forecasting future based aircraft at EYF. The preferred methodology will guide future development decisions at the airport, so a brief discussion of each is provided.

Market Share Analysis

The Market Share method examines Curtis L. Brown, Jr. Field's based aircraft levels as a share of the regional general aviation fleet as calculated in the FAA's Terminal Area Forecast (TAF). The Southern Region includes the following states:

- Alabama
- Florida
- Georgia
- Kentucky
- Mississippi
- North Carolina
- Puerto Rico
- South Carolina
- Tennessee
- Virgin Islands

The TAF issued in March 2022 projects that based aircraft in the FAA Southern Region will increase from 31,395 in 2022 to 37,118 in 2042. The 20-year average market share for EYF of the region is 0.06%. This market share projected through the planning period suggests a total of **22 based aircraft at EYF** in 2042, representing a 0.67% Average Annual Growth Rate (AAGR).

Simple Linear Regression

Regression models that compare historical levels of based aircraft versus time are one of the simplest and most widely accepted methods of forecasting aviation demand. It is thought that population correlates to the number of pilots and ultimately the number of potential based aircraft. However, this airport is unique, in that as historic populations have declined, based aircraft have continued to rise. This is likely due to the influence that the military (active and retired) have on this area. Given this relationship, a simple linear regression was performed on TAF historic levels of based aircraft by year from 2002-2022. This results in a projected **26 based aircraft at EYF** in 2042. The annual growth rate is 1.59%.

2015 North Carolina Airport System Plan (NCASP) Forecast

Projections for Curtis L. Brown, Jr. Field in the NCASP forecasts from the 2015 NCASP were examined. The NCASP forecasts the number of based aircraft for EYF in 5-year increments through 2031 with a projected 1.20% AAGR. Calculating the NCASP average forecast growth rate of 1.20% and applying this rate to the current number of 19 based aircraft yields an estimated **24 based aircraft at EYF** in 2042.

Preferred Forecast Methodology

The Simple Linear Regression forecast is the preferred planning methodology. In discussions with airport management and consideration of all available data, it's 1.59% AAGR was determined to be the most reliable growth trend available. It is expected that aviation activity will recover from the recent economic downturn cause by the COVID-19 pandemic and continue to grow. The growth of based aircraft from 2013 to 2022 proves the reasonableness of expecting a growth trend to continue throughout the 20-year planning period and reach **26 based aircraft** by 2042, despite the general decline in population throughout the study area. The Simple Linear Regression methodology yields a reasonable forecast that factors the historic growth trend experienced over the past 20 years with the FAA Southern Region general aviation fleet counts. Therefore, the Simple Linear Regression has been chosen as the preferred methodology.

The March 2022 basedaircraft.com inventory and airport management reported 19 based aircraft, which was used as the base year number. The TAF data provided for non-towered general aviation airports does not take into consideration forecasted trends of based aircraft revealed in the state, regional, and national TAF data. Industry standards are to utilize a preferred forecast methodology from all the forecast methodologies used and utilize the TAF future year data only for comparison purposes.

Shown in [Table 3.1](#), it is observed that the based aircraft for the TAF and all other methodologies reflect the current based aircraft count for the base year as given by airport management. Previous variations from the TAF can be supported by the numerous factors that influence aviation activity as previously discussed in this chapter and the lack of variation in forecasted based aircraft provided by the TAF.

Table 3.1: Forecasted Based Aircraft at EYF 2022-2042.

Year	FAA TAF ¹	Regional Market Share	Simple Linear Regression	NCASP Forecast	Airport Forecast/TAF (% Difference)
2022 ¹	19	19	19	19	0.0%
2027	19	20	22	20	18.2%
2032	19	20	22	21	18.2%
2037	19	21	24	23	26.3%
2042	19	22	26	24	37.0%
AAGR	-	0.67%	1.59%	1.20%	-

¹ Year 2022 from April 2022 Inventory

Based Aircraft by Type

The current fleet mix at EYF and the FAA's Aerospace Forecast for Fiscal Years 2022-2042 were used to project the fleet mix based at the airport over the planning period. The projected national general aviation fleet mix through 2042 was factored with the current mix. Aircraft types projected as a range of percentages of the total fleet applied:

- Single Engine – 84%→69%
- Multi-Engine Propeller (piston and turbine) – 0%→10%
- Jet – 0%→5%
- Rotorcraft – 16%→13%
- Other (gliders, ultralight/lighter-than-air, etc.) – 0%→3%

In the case of Curtis L. Brown, Jr. Field, a projection of the current fleet mix with consideration to the trend of the national fleet mix normally provides the best indication of future aircraft types. It is expected that the jet mix will grow at a higher rate over the planning period to align closer to the national fleet mix ratio in 2041 (10%). Transient aircraft operations recorded by airport management in 2022 indicate numerous operations by small, mid, and large size jets. It is likely that single-engine based aircraft would continue to maintain the predominant share of the airport's market and that jet aircraft at EYF would be more in line with the national fleet mix trends. Consequently, the expected based jet total will increase over the 20-year planning period. [Table 3.2](#) reflects this scenario in the potential fleet mix.

Table 3.2: Projected Fleet Mix at EYF, 2022-2042.

Year	Single Engine (84%→69%)	Multi Engine (0%→10%)	Jet (0%→5%)	Rotor (16%→13%)	Other (0%→3%)	Total
2022	16	0	0	3	0	19
2027	17	1	1	3	0	22
2032	17	1	1	3	0	22
2037	18	2	1	3	1	24
2042	18	3	1	3	1	26
AAGR	0.58%	--	--	0.61%	--	1.20%

Operations

Like the methodology used in developing the based aircraft forecast, the projections for aircraft operations were prepared. The methods considered include market share, operations per based aircraft, and extrapolations from NCASP forecasts. Operations were projected utilizing existing fleet mix, FAA fleet projections, and airport management observations.

The FAA's 2019 Terminal Area Forecast (TAF) is used in this forecast effort as a record of historic and current operations. For EYF, the TAF estimates 14,500 annual operations and shows no increases or decreases throughout the forecast period. This estimate includes 500 itinerant military operations. Airport management concurs with the estimate of approximately 9,000 general aviation annual operations, which is equivalent to 25 operations per day. For the purposes of this Airport Layout Plan, the 14,500 general aviation operations will be used as the base year of operations for all forecast methodologies and carried through the planning period.

Market Share Analysis

The Market Share method examines Curtis L. Brown, Jr. Field's historic operation levels as a share of regional operations as calculated in the FAA's Terminal Area Forecast. The TAF issued in March 2022 projects regional general aviation operations increasing from 23,069,398 in 2022 to 28,321,254 in 2042, representing a 1.09% Average Annual Growth Rate (AAGR). Both the current and 10-year general aviation market share for EYF of the ASO region are 0.06%. This market share projected through the planning period suggests a total of **18,407 operations** by 2042.

Operations per Based Aircraft Method

Forecasting operations as a factor of the number of aircraft based at the airport is one of the most effective methods of projecting levels of general aviation operations. Dividing a historic given year's operations by based aircraft reveals the Operations Per Based Aircraft (OPBA) for that year. Calculating the average OPBA in a ten-year period leading up to the base year (2011-2021) provides a total of 763 OPBA. Multiplying the 10-year average of observed OPBA at EYF value by the forecasted based aircraft of 26 in 2042 suggests a forecasted **19,868 operations**. This represents an AAGR of 1.59%.

FAA Order 5090.5 outlines methodologies for forecasting aviation activity and includes a Based Aircraft Multiplier of 350 operations per based aircraft for an airport like EYF. However, that same guidance directs users to ACRP Report 129—a study that concludes that the 350 operations per based aircraft is a largely arbitrary value, and that operations per based aircraft are unique to individual airports given a vast amount of determining factors for operators. Therefore, applying the 10-year average of 763 OPBA was the most effective approach for evaluating EYF’s forecasted activity. This is a much more unique and tailored approach to evaluate the OPBA on an individual airport basis—which will yield more precise and reasonable forecasts. For example, using the Based Aircraft Multiplier value of 350 would suggest an arbitrary 9,100 operations at EYF in 2042, which is not reasonable.

NCDOA has reviewed this document and does not concur with the methodology reported in this section.

2015 North Carolina Airport System Plan (NCASP) Forecasts

In 2015, the North Carolina Division of Aviation performed a statewide system plan study that provided forecast operations for the state’s airports projected through the year 2031. The forecasts were completed under economic and demographic considerations at the time of the study. The NCASP suggests a 1.20% AAGR for EYF from 2002-2022. Applying this trend to the 14,500 2022 base year operations through the forecast horizon results in an annual operations forecast of **18,407 operations** in 2042.

Preferred Forecast Methodology

During document review, it was determined by NCDOA that the 1.2% AAGR published in the NCASP would be the greatest growth rate that their office would support. Therefore, it is cited below as the preferred forecast methodology.

The forecasted growth trend in based aircraft and noted increase in transient jet operations continue and reach **18,407 general aviation operations** by 2042. [Table 3.3](#) illustrates the operations forecasts for each 5-year interval of the 20-year planning horizon for comparison.

Table 3.3: Forecasted Annual Operations at EYF, 2022-2042.

Year	FAA TAF	Regional Market Share	NCASP Forecast (2015)	Operations Per Based Aircraft Method	Airport Forecast/TAF (% Difference)
2022 ¹	14,500	14,500	14,500	14,500	0.0%
2027	14,500	13,377	15,391	17,129	18.1%
2032	14,500	13,707	16,337	17,129	18.1%
2037	14,500	14,037	17,341	18,312	26.3%
2042	14,500	14,367	18,407	19,868	37.0%
AAGR	0.00%	-0.05%	1.20%	1.59%	-

¹ Operations Estimate from TAF, held steady from 2019 survey through COVID-19 pandemic

The FAA TAF forecasted the level of operations for EYF to be 14,500 in 2042¹, including 9,000 general aviation operations. It is observed that the operations vary from the FAA Terminal Area Forecast (TAF) by 37% in 2042. This can be explained by the flatline estimates provided from the TAF and numerous other factors discussed in this chapter, including military influence on active pilots in the area. It is reasonable to suggest that based aircraft and operations will rise, despite general population decline, due to active and retired military in the area. This trend is expected to follow the previous decade, where based aircraft grew, though general population of the study area declined.

While this forecast is reasonable for EYF given the currently available data, airport sponsorship at EYF recently installed an Airport Monitoring System (AMS). This investment will provide a strong operational dataset for EYF. It is recommended that these forecasts are revisited once at least one year of AMS data is available as a more precise profile of aircraft operations at EYF. Forecasts can be revisited in Stage I once a more robust operation dataset has been collected.

Operations by Type

For planning forecasts to be more meaningful in planning future developments, it is useful to provide a description of future operations by aircraft type. Projecting operations by aircraft type allows more precise estimates of hangar needs, transient apron space, and other facility needs. Further analysis of operations by type can also aid in determining airfield capacity and constraints which, in turn, dictate a need for development and enhancements to mitigate capacity issues.

A based-aircraft ratio was used to determine operations percentages by aircraft type with minor adjustments made to reflect actual observed operations, and to account for forecasts published in the FAA Aerospace Forecast. The range of percentages used are shown at the top of each column in [Table 3.4](#). Although the total number of jet operations at Curtis L. Brown, Jr. Field represents a relatively small amount of the total activity, it is an important number by itself due to the facilities demanded by jet aircraft. At a facility like EYF, the largest aircraft regularly operating there typically becomes the representative model of the critical aircraft grouping, because they are generally the most demanding aircraft within the group. [Table 3.4](#) describes projected operations at EYF through the 20-year planning period by aircraft type.

Table 3.4: Projected Operations by Type at EYF, 2022-2042.

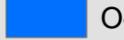
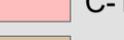
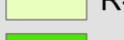
Year	Single Engine (84%→69%)	Multi Engine (0%→10%)	Jet (0%→5%)	Rotor (16%→13%)	Other (0%→ 3%)	Total
2022	12,180	0	0	2,320	0	14,500
2027	11,851	616	462	2,309	154	15,391
2032	12,253	817	490	2,451	327	16,337
2037	12,659	1,214	694	2,254	520	17,341
2042	12,701	1,841	920	2,393	552	18,407
AAGR	0.21%	--	--	0.15%	--	1.20%

Appendix D: Elizabethtown Zoning Map

Elizabethtown Bladen County, NC

Zoning Map

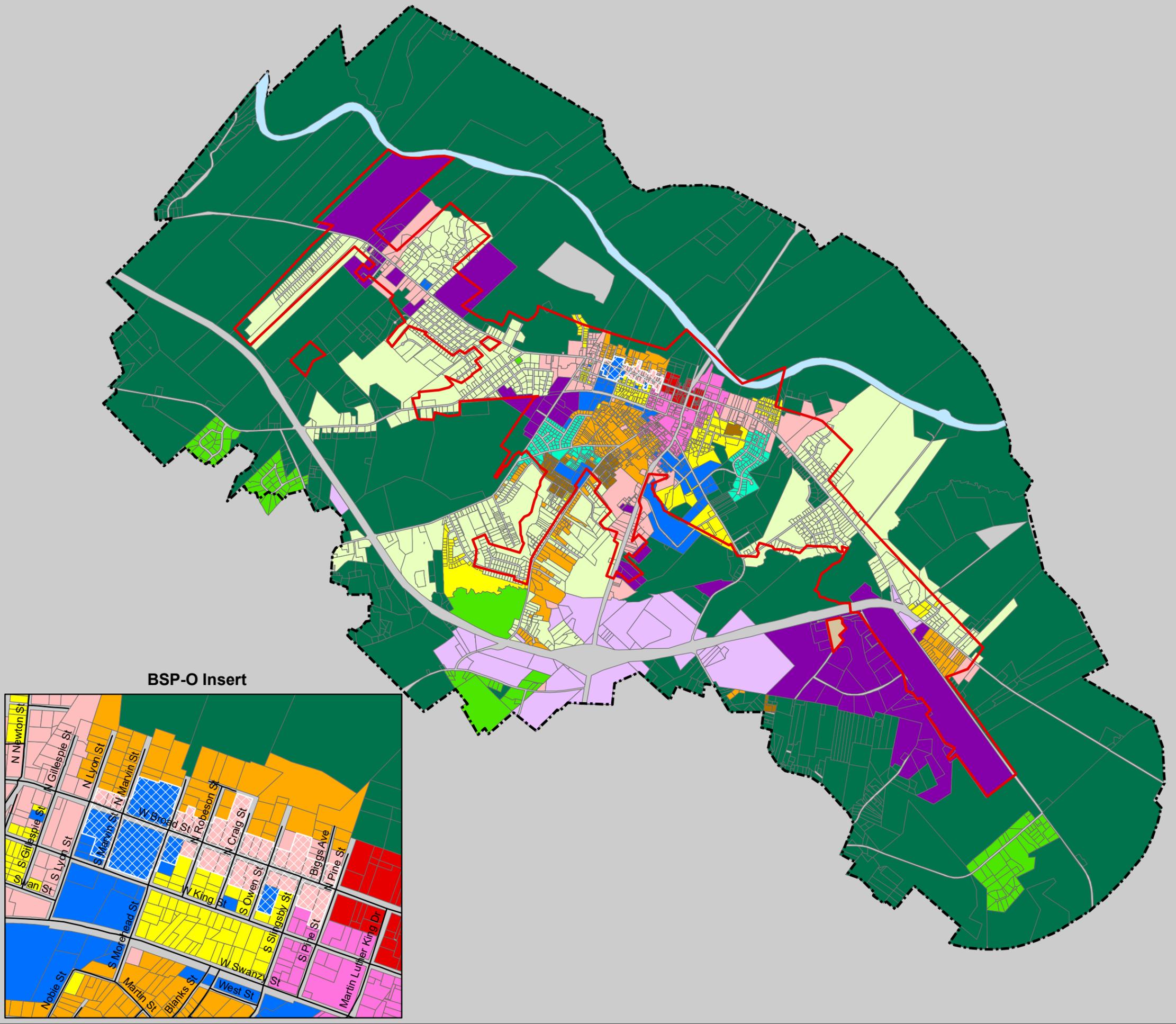
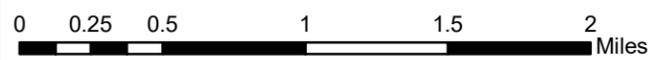
Legend

	town limits		I
	Bladen County		O-I
	ETJ		R-10
	Cape Fear River		R-12
Zoning			R-12M
	B-C		R-15
	C-1		R-20
	C-1A		R-40
	C-2		R-A
	CBD		BSP-O Overlay

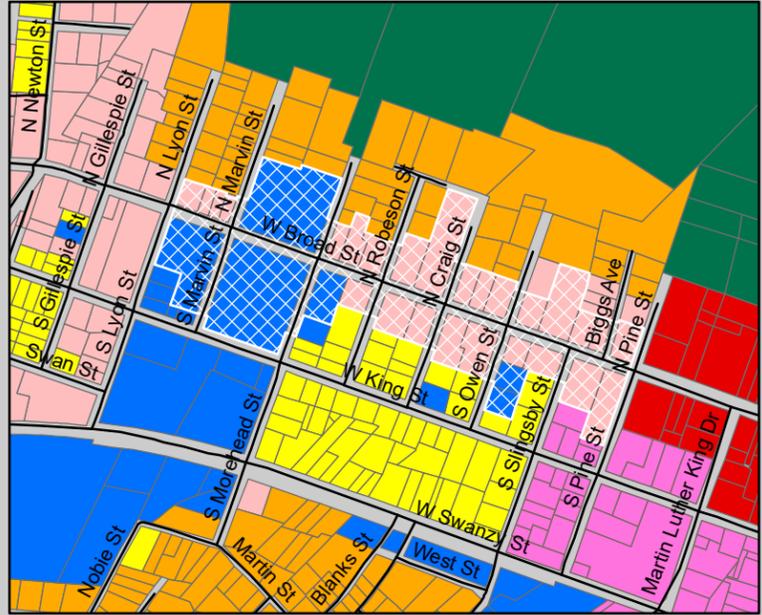
See Insert for BSP-O overlay

Draft: July 3, 2018

Note: All zoning district boundaries extend to the centerlines of the adjacent street/road right-of-ways.

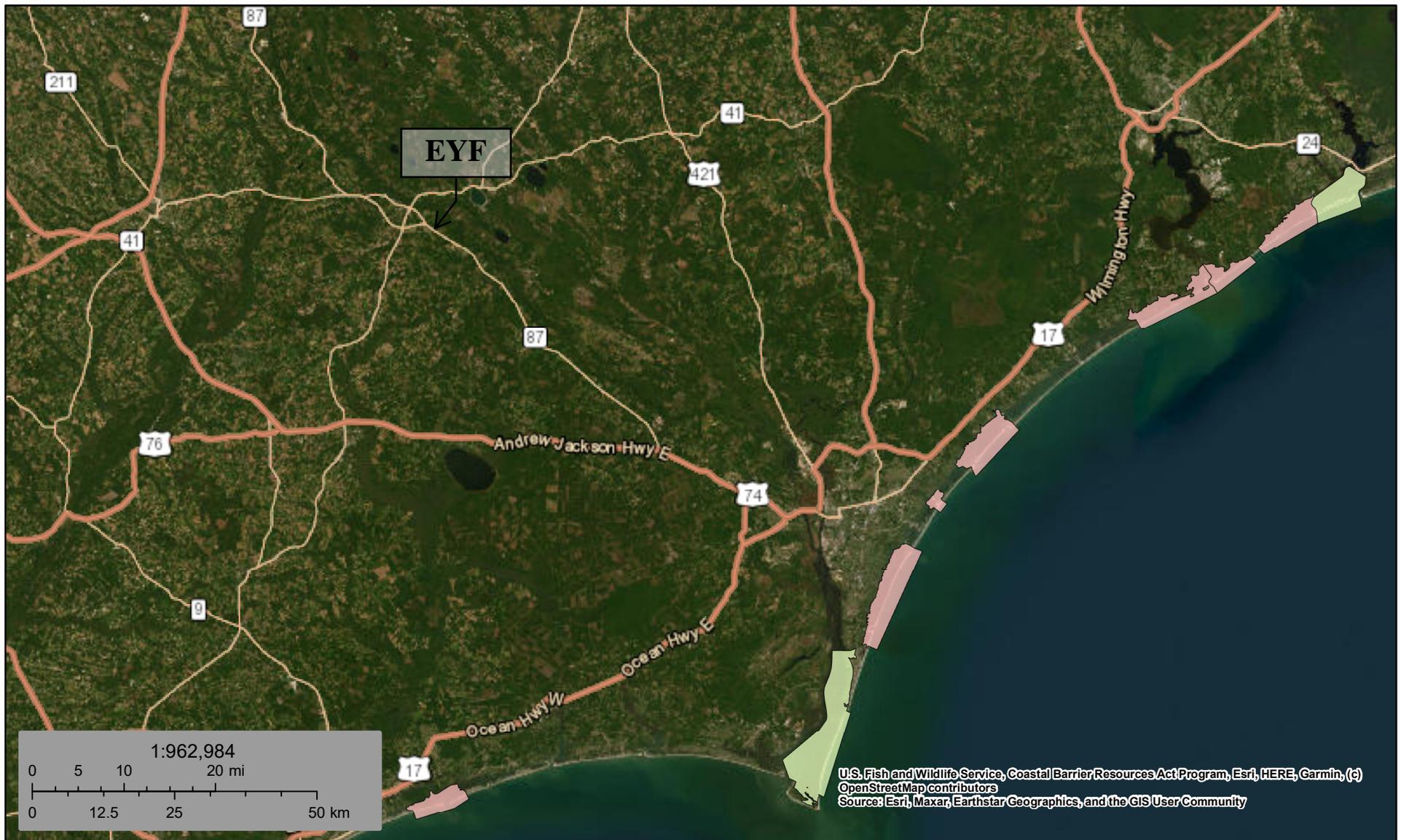


BSP-O Insert



Appendix E: CBRS Documentation

- Coastal Barrier Resources System Map
- CBRS Validation



May 6, 2025

CBRS Units

- Otherwise Protected Area
- System Unit

This map is for general reference only. The Coastal Barrier Resources System (CBRS) boundaries depicted on this map are representations of the controlling CBRS boundaries, which are shown on the official maps, accessible at <https://www.fws.gov/library/collections/official-coastal-barrier-resources-system-maps>. All CBRS related data should be used in accordance with the layer metadata found on the CBRS Mapper website.

The CBRS Buffer Zone represents the area immediately adjacent to the CBRS boundary where users are advised to contact the Service for an official determination (<https://www.fws.gov/service/coastal-barrier-resources-system-property-documentation>) as to whether the property or project site is located "in" or "out" of the CBRS.

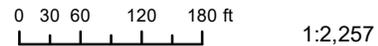
CBRS Units normally extend seaward out to the 20- or 30-foot bathymetric contour (depending on the location of the unit). The true seaward

Coastal Barrier Resources System Mapper Documentation



CBRS Units

- Otherwise Protected Area
- CBRS Buffer Zone
- System Unit
- 78.578546, 34.598254



The pin location displayed on the map is a point selected by the user. Failure of the user to ensure that the pin location displayed on this map correctly corresponds with the user supplied address/location description below may result in an invalid federal flood insurance policy. **The U.S. Fish and Wildlife Service (Service) has not validated the pin location with respect to the user supplied address/location description below. The Service recommends that all pin locations be verified by federal agencies prior to use of this map for the provision or denial of federal funding or financial assistance.** Please note that a structure bisected by the Coastal Barrier Resources System (CBRS) boundary (i.e., both "partially in" and "partially out") is within the CBRS and therefore affected by CBRA's restrictions on federal flood insurance. A pin placed on a bisected structure must be placed on the portion of the structure within the unit (including any attached features such as a deck or stairs).

User Name: Katie Noel

User Organization: Ardurra

User Supplied Address/Location Description: 466 Airport Road, Elizabethtown, North Carolina, 28337

Pin Location: Outside CBRS

Pin Flood Insurance Prohibition Date: N/A

Pin System Unit Establishment Date: N/A

The user placed pin location is not within the CBRS. The official CBRS maps are accessible at <https://www.fws.gov/library/collections/official-coastal-barrier-resources-system-maps>.

The CBRS information is derived directly from the CBRS web service provided by the Service. This map was exported on 12/4/2025 and does not reflect changes or amendments subsequent to this date. The CBRS boundaries on this map may become superseded by new boundaries over time.

This map image may be void if one or more of the following map elements do not appear: basemap imagery, CBRS unit labels, prohibition date labels, legend, scale bar, map creation date. For additional information about flood insurance and the CBRS, visit: <https://www.fws.gov/node/263838>.

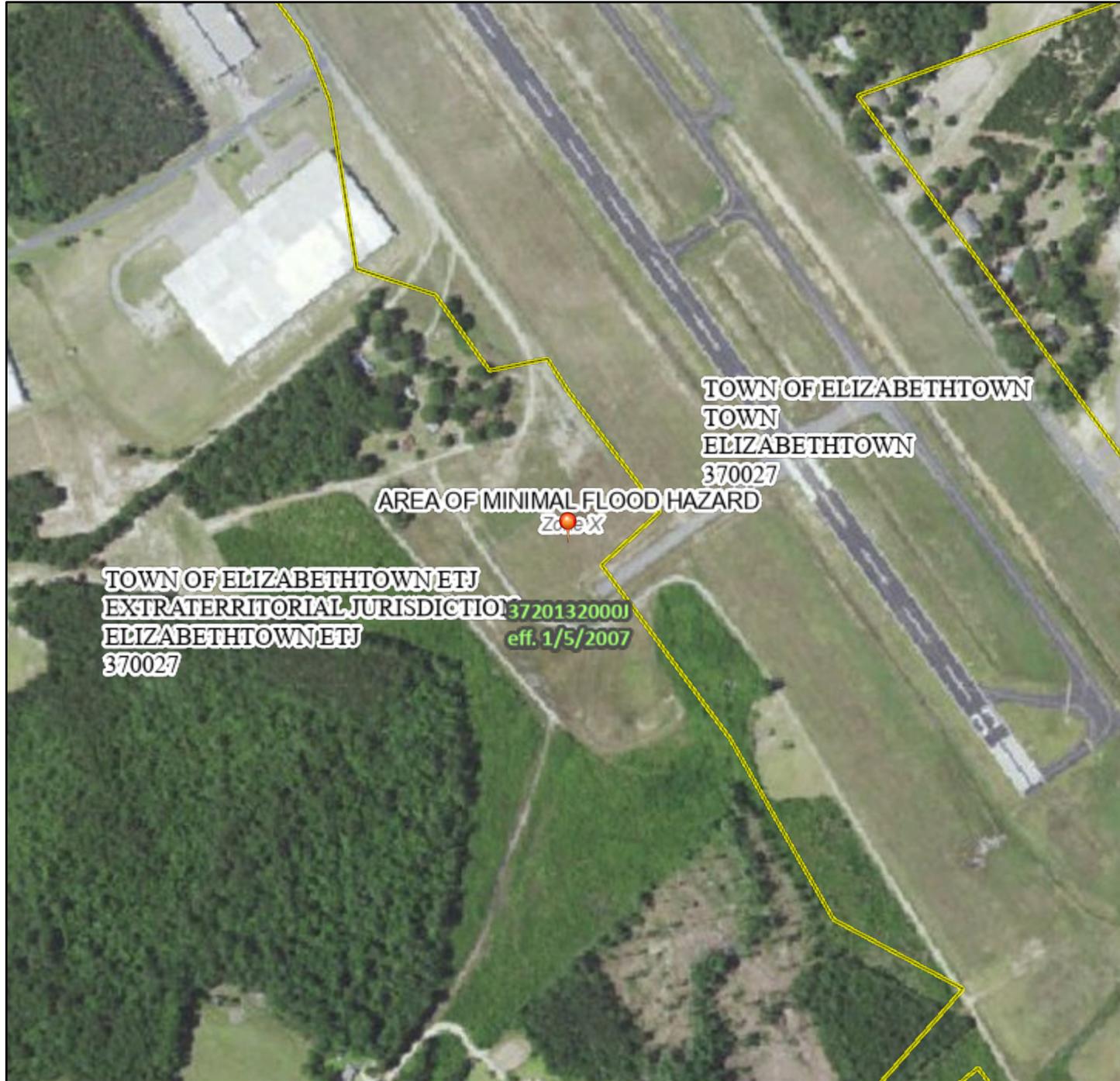


Appendix F: FEMA FIRMETTE

National Flood Hazard Layer FIRMette



78°35'2"W 34°36'8"N



1:6,000

78°34'25"W 34°35'38"N

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		Cross Sections with 1% Annual Chance Water Surface Elevation
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
MAP PANELS		Profile Baseline
		Hydrographic Feature
		Digital Data Available
		No Digital Data Available
		Unmapped

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **12/9/2025 at 4:17 PM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Appendix G: Day-Night Noise Level Calculator Results

- DNL Results
- DNL Results for 10-Year Roadway Noise Projection

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > Day/Night Noise Level (DNL) Calculator

Day/Night Noise Level (DNL) Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

EYF Paint Shop

Record Date

12/05/2025

User's Name

Katie Noel

Airport Noise Level

70

Loud Impulse Sounds? Yes No

Combined DNL for all
Road and Rail sources

0

Combined DNL including Airport

70

Site DNL with Loud Impulse Sound

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location

- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - **Contact your Field or Regional Environmental Officer** (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers.
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (</resource/3822/day-night-noise-level-assessment-tool-user-guide/>)

Day/Night Noise Level Assessment Tool Flowcharts (</resource/3823/day-night-noise-level-assessment-tool-flowcharts/>)

Federal Railroad Administration Railroad Operations Data Sources
(<https://www.hudexchange.info/resource/6027/federal-railroad-administration-railroad-operations-data-sources/>)

Appendix H: Runway Protection Zone Letter

805 West Broad Street
Post Office Box 700
Elizabethtown, NC 28337

TOWN OF
ELIZABETHTOWN

Interim Town Manager

Office (910) 862-2066
Fax (910) 862-7117
www.elizabethtownnc.org
Email: pdevane@elizabethtownnc.org

November 12, 2025

Katie Noel
Ardurra
4105 Faber Place Drive, Suite 410
North Charleston, SC 29405

**RE: Paint Shop Construction RPZ Consideration
Curtis L. Brown, Jr. Field (EYF) Airport
466 Airport Road, Elizabethtown, North Carolina**

Dear Katie:

In response to your inquiry, I can confirm that the new paint shop site is outside of and will not impact the Runway Protection Zone (RPZ). The site location is shown in the attached exhibit with respect to the RPZ and other applicable safety areas.

Please feel free to contact me if you have any questions or need additional information.

Sincerely,



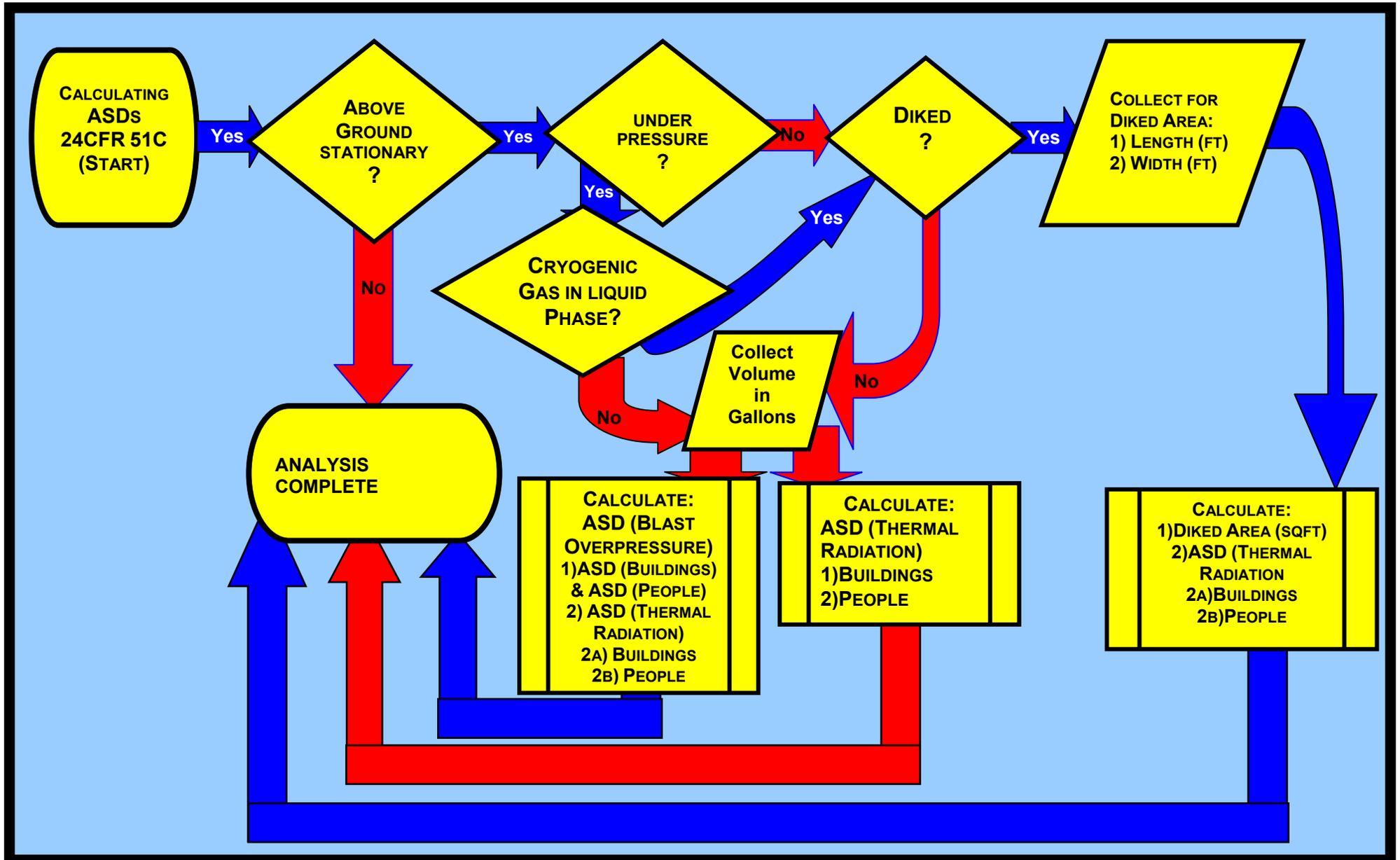
Patrick B. DeVane
Interim Town Manager

Enclosure: Location of Project Site to Airport Hazards Map

Appendix I: Acceptable Separation Distance Documentation

- ASD Flow Chart
- ASD Calculations

Algorithm for Calculation of Acceptable Separation Distances (ASDs), in accordance with 24 CFR Part 51. **ASDBOP:** The Acceptable Separation Distance for Blast Over Pressure, when the subject Container is Above Ground, and is Under Pressure: 10 to the power of (.3306*LogBase10 (Volume)+1.3487) in ft. **ASDPPU:** The Acceptable Separation Distance for People, when Container is Above Ground, Pressurized (gas), OR Not Pressurized (liquid) and Not Diked: 10 to the Power of (.4166*LogBase10(Volume)+1.1920) in ft. **ASDBPU:** The Acceptable Separation Distance for Building, when Container is Above Ground, Pressurized (gas), OR Not Pressurized (liquid) and Not Diked; **ASDPNPD:** The Acceptable Separation Distance for People, when Container is Above Ground, Not Pressurized and is Diked: 10 to the Power of (.4180*LogBase10(Diked Area)+.9355) in ft. **ASDBNPD:** The Acceptable Separation Distance for Building, when Container is Above Ground, Not Pressurized and is Diked: 10 to the Power of (.4617*LogBase10(Diked Area)+.0391) **ASDPNPD:** The Acceptable Separation Distance for People, when Container is Above Ground, Not Pressurized and is Diked: 10 to the Power of (.4180*LogBase10(Diked Area)+.9355) in ft.; Flammable cryogenic gases most used in industry are : Hydrogen, Methane and Liquefied Natural Gas.



Acceptable Separation Distance (ASD) Electronic Assessment Tool

The Environmental Planning Division (EPD) has developed an electronic-based assessment tool that calculates the Acceptable Separation Distance (ASD) from stationary hazards. The ASD is the distance from above ground stationary containerized hazards of an explosive or fire prone nature, to where a HUD assisted project can be located. The ASD is consistent with the Department's standards of blast overpressure (0.5 psi-buildings) and thermal radiation (450 BTU/ft² - hr - people and 10,000 BTU/ft² - hr - buildings). Calculation of the ASD is the first step to assess site suitability for proposed HUD-assisted projects near stationary hazards. Additional guidance on ASDs is available in the Department's guidebook "Siting of HUD- Assisted Projects Near Hazardous Facilities" and the regulation 24 CFR Part 51, Subpart C, Siting of HUD-Assisted Projects Near Hazardous Operations Handling Conventional Fuels or Chemicals of an Explosive or Flammable Nature.

Note: Tool tips, containing field specific information, have been added in this tool and may be accessed by hovering over the ASD result fields with the mouse.

Acceptable Separation Distance Assessment Tool

Is the container above ground?

Yes: No:

Is the container under pressure?

Yes: No:

Does the container hold a cryogenic liquified gas?

Yes: No:

Is the container diked?

Yes: No:

What is the volume (gal) of the container?

What is the volume (gal) of the container?	
What is the Diked Area Length (ft)?	7
What is the Diked Area Width (ft)?	5
Calculate Acceptable Separation Distance	
Diked Area (sqft)	35
ASD for Blast Over Pressure (ASDBOP)	
ASD for Thermal Radiation for People (ASDPPU)	
ASD for Thermal Radiation for Buildings (ASDBPU)	
ASD for Thermal Radiation for People (ASDPNPD)	38.10
ASD for Thermal Radiation for Buildings (ASDBNPD)	5.65

For mitigation options, please click on the following link: [Mitigation Options \(/resource/3846/acceptable-separation-distance-asd-hazard-mitigation-options/\)](/resource/3846/acceptable-separation-distance-asd-hazard-mitigation-options/)

Providing Feedback & Corrections

After using the ASD Assessment Tool following the directions in this User Guide, users are encouraged to provide feedback on how the ASD Assessment Tool may be improved. Users are also encouraged to send comments or corrections for the improvement of the tool.

Please send comments or other input using the **Contact Us** (<https://www.hudexchange.info/contact-us/>) form.

Related Information

- ASD User Guide (</resource/3839/acceptable-separation-distance-asd-assessment-tool-user-guide/>)
- ASD Flow Chart (</resource/3840/acceptable-separation-distance-asd-flowchart/>)

Acceptable Separation Distance (ASD) Electronic Assessment Tool

The Environmental Planning Division (EPD) has developed an electronic-based assessment tool that calculates the Acceptable Separation Distance (ASD) from stationary hazards. The ASD is the distance from above ground stationary containerized hazards of an explosive or fire prone nature, to where a HUD assisted project can be located. The ASD is consistent with the Department's standards of blast overpressure (0.5 psi-buildings) and thermal radiation (450 BTU/ft² - hr - people and 10,000 BTU/ft² - hr - buildings). Calculation of the ASD is the first step to assess site suitability for proposed HUD-assisted projects near stationary hazards. Additional guidance on ASDs is available in the Department's guidebook "Siting of HUD- Assisted Projects Near Hazardous Facilities" and the regulation 24 CFR Part 51, Subpart C, Siting of HUD-Assisted Projects Near Hazardous Operations Handling Conventional Fuels or Chemicals of an Explosive or Flammable Nature.

Note: Tool tips, containing field specific information, have been added in this tool and may be accessed by hovering over the ASD result fields with the mouse.

Acceptable Separation Distance Assessment Tool

Is the container above ground?

Yes: No:

Is the container under pressure?

Yes: No:

Does the container hold a cryogenic liquified gas?

Yes: No:

Is the container diked?

Yes: No:

What is the volume (gal) of the container?

What is the volume (gal) of the container?	<input type="text"/>
What is the Diked Area Length (ft)?	<input type="text" value="5"/>
What is the Diked Area Width (ft)?	<input type="text" value="3"/>
Calculate Acceptable Separation Distance	
Diked Area (sqft)	<input type="text" value="15"/>
ASD for Blast Over Pressure (ASDBOP)	<input type="text"/>
ASD for Thermal Radiation for People (ASDPPU)	<input type="text"/>
ASD for Thermal Radiation for Buildings (ASDBPU)	<input type="text"/>
ASD for Thermal Radiation for People (ASDPNPD)	<input type="text" value="26.74"/>
ASD for Thermal Radiation for Buildings (ASDBNPD)	<input type="text" value="3.82"/>

For mitigation options, please click on the following link: [Mitigation Options \(/resource/3846/acceptable-separation-distance-asd-hazard-mitigation-options/\)](/resource/3846/acceptable-separation-distance-asd-hazard-mitigation-options/)

Providing Feedback & Corrections

After using the ASD Assessment Tool following the directions in this User Guide, users are encouraged to provide feedback on how the ASD Assessment Tool may be improved. Users are also encouraged to send comments or corrections for the improvement of the tool.

Please send comments or other input using the **Contact Us** (<https://www.hudexchange.info/contact-us/>) form.

Related Information

- ASD User Guide (</resource/3839/acceptable-separation-distance-asd-assessment-tool-user-guide/>)
- ASD Flow Chart (</resource/3840/acceptable-separation-distance-asd-flowchart/>)

**10,000-GAL
JET A AND
100LL FUEL**

Acceptable Separation Distance (ASD) Electronic Assessment Tool

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Note: Tool tips, containing field specific information, have been added in this tool and may be accessed by hovering over the ASD result fields with the mouse.

Acceptable Separation Distance Assessment Tool

Is the container above ground?	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Is the container under pressure?	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Does the container hold a cryogenic liquified gas?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
Is the container diked?	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
What is the volume (gal) of the container?	<input type="text" value="10000"/>
What is the Diked Area Length (ft)?	<input type="text"/>
What is the Diked Area Width (ft)?	<input type="text"/>
<input type="button" value="Calculate Acceptable Separation Distance"/>	
Diked Area (sqft)	<input type="text"/>
ASD for Blast Over Pressure (ASDBOP)	<input type="text"/>

ASD for Blast Over Pressure (ASDBOP)	
ASD for Thermal Radiation for People (ASDPPU)	721.77
ASD for Thermal Radiation for Buildings (ASDBPU)	145.78
ASD for Thermal Radiation for People (ASDPNPD)	
ASD for Thermal Radiation for Buildings (ASDBNPD)	

For mitigation options, please click on the following link: [Mitigation Options \(/resource/3846/acceptable-separation-distance-asd-hazard-mitigation-options/\)](/resource/3846/acceptable-separation-distance-asd-hazard-mitigation-options/)

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Please send comments or other input using the **Contact Us** (<https://www.hudexchange.info/contact-us/>) form.

Related Information

- [ASD User Guide \(/resource/3839/acceptable-separation-distance-asd-assessment-tool-user-guide/\)](/resource/3839/acceptable-separation-distance-asd-assessment-tool-user-guide/)
- [ASD Flow Chart \(/resource/3840/acceptable-separation-distance-asd-flowchart/\)](/resource/3840/acceptable-separation-distance-asd-flowchart/)



Acceptable Separation Distance (ASD) Electronic Assessment Tool

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Note: Tool tips, containing field specific information, have been added in this tool and may be accessed by hovering over the ASD result fields with the mouse.

Acceptable Separation Distance Assessment Tool

Is the container above ground?	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Is the container under pressure?	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Does the container hold a cryogenic liquified gas?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
Is the container diked?	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
What is the volume (gal) of the container?	<input type="text" value="1000"/>
What is the Diked Area Length (ft)?	<input type="text"/>
What is the Diked Area Width (ft)?	<input type="text"/>
<input type="button" value="Calculate Acceptable Separation Distance"/>	
Diked Area (sqft)	<input type="text"/>
ASD for Blast Over Pressure (ASDBOP)	<input type="text"/>

ASD for Blast Over Pressure (ASDBOP)	
ASD for Thermal Radiation for People (ASDPPU)	276.57
ASD for Thermal Radiation for Buildings (ASDBPU)	50.28
ASD for Thermal Radiation for People (ASDPNPD)	
ASD for Thermal Radiation for Buildings (ASDBNPD)	

For mitigation options, please click on the following link: Mitigation Options
(/resource/3846/acceptable-separation-distance-asd-hazard-mitigation-options/)

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Related Information

- ASD User Guide (/resource/3839/acceptable-separation-distance-asd-assessment-tool-user-guide/)
- ASD Flow Chart (/resource/3840/acceptable-separation-distance-asd-flowchart/)

**100LL
TRUCK**

Acceptable Separation Distance (ASD) Electronic Assessment Tool

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Note: Tool tips, containing field specific information, have been added in this tool and may be accessed by hovering over the ASD result fields with the mouse.

Acceptable Separation Distance Assessment Tool

Is the container above ground?	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Is the container under pressure?	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Does the container hold a cryogenic liquified gas?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
Is the container diked?	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
What is the volume (gal) of the container?	<input type="text" value="2200"/>
What is the Diked Area Length (ft)?	<input type="text"/>
What is the Diked Area Width (ft)?	<input type="text"/>
<input type="button" value="Calculate Acceptable Separation Distance"/>	
Diked Area (sqft)	<input type="text"/>
ASD for Blast Over Pressure (ASDBOP)	<input type="text"/>

ASD for Blast Over Pressure (ASDBOP)	
ASD for Thermal Radiation for People (ASDPPU)	384.11
ASD for Thermal Radiation for Buildings (ASDBPU)	72.39
ASD for Thermal Radiation for People (ASDPNPD)	
ASD for Thermal Radiation for Buildings (ASDBNPD)	

For mitigation options, please click on the following link: Mitigation Options
(/resource/3846/acceptable-separation-distance-asd-hazard-mitigation-options/)

Providing Feedback & Corrections

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(<https://www.hudexchange.info/contact-us/>) form.

Related Information

- ASD User Guide (/resource/3839/acceptable-separation-distance-asd-assessment-tool-user-guide/)
- ASD Flow Chart (/resource/3840/acceptable-separation-distance-asd-flowchart/)

Appendix J: Radon Documentation

- Highest Level of Radon Measured in Each County Map
- Radionuclide Fact Sheet for Bladen County

NC Radon Data

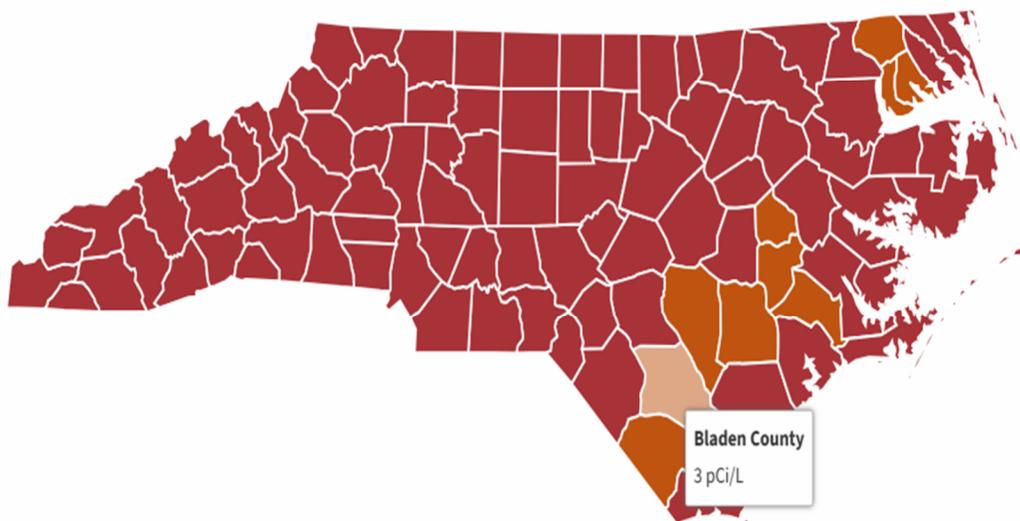
Radon Map

The following map shows the highest level of radon measured in each county. Data for this map was obtained from two test kit companies (Air Chek and Alpha Energy) and one company that leases continuous monitors.

- Red shade: A county with at least one radon building test that measured at or above 4 picoCuries per Liter of air
- Orange shade: A county with at least one radon building test that measured between 2 to 3.9 picoCuries per Liter of air

NOTE: Radon data should not be used to predict whether a particular building or site will have elevated radon levels. Radon levels are highly site specific. The only way to know the radon level in a building is to conduct a radon test.

The content of this map was updated on August 6, 2025.



RADIONUCLIDE FACT SHEET

BLADEN COUNTY

TAKE ACTION

TEST THE INDOOR AIR OF BUILDINGS.

SOURCE OF RADON: Radon is a gas that is naturally present in rocks and soil in North Carolina. It is created when uranium in the ground decays. Some building materials can also have uranium, and the only way to know if radon is being released indoors is by testing the air. Radon itself cannot be seen, smelled, or tasted.

TEST YOUR INDOOR AIR

It is important to test the air in your home, apartment, or commercial building for radon every two years. Radon is a gas that can be harmful and cause lung cancer if it builds up in your indoor air.⁽¹⁾

- If your indoor air radon level is between 2 and 3.9 picoCuries per liter, the NC Radon Program recommends you consider hiring a certified radon professional. They can install a system that will lower the radon level and make your air safer to breathe.⁽¹⁾
- If your indoor air radon level is equal to or higher than 4.0 picoCuries per liter, the NC Radon Program strongly recommends that you hire a certified radon professional. They can install a system that will lower the radon level and make your air much safer to breathe.⁽¹⁾

PROTECT THE MOST VULNERABLE

Smokers and People Exposed to Secondhand Smoke

While breathing in radon alone can cause lung cancer, the Centers for Disease Control and Prevention (CDC) reports that people who smoked or currently smoke and are exposed to radon are 25 times more likely to get lung cancer.⁽⁴⁾

Children

The CDC reports that children are twice as likely to be affected by breathing in radon than adults. Additionally, if children are exposed to tobacco smoke and elevated radon levels, their risk of developing lung cancer increases at least 20 times.⁽⁵⁾

Owners of buildings built with certain materials, such as large buildings and mid-high-rise condominiums, should consider testing the indoor radon level. The CDC reports that "any buildings built with sandstone, concrete, brick, natural stone, gypsum, and granite contain naturally occurring radioactive elements like radium, uranium, and thorium." The only way to know if these materials increase indoor radon levels is by testing for radon.⁽⁶⁾

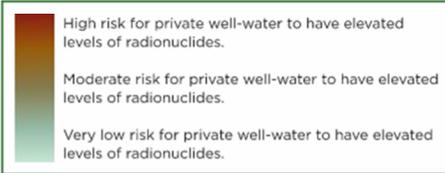
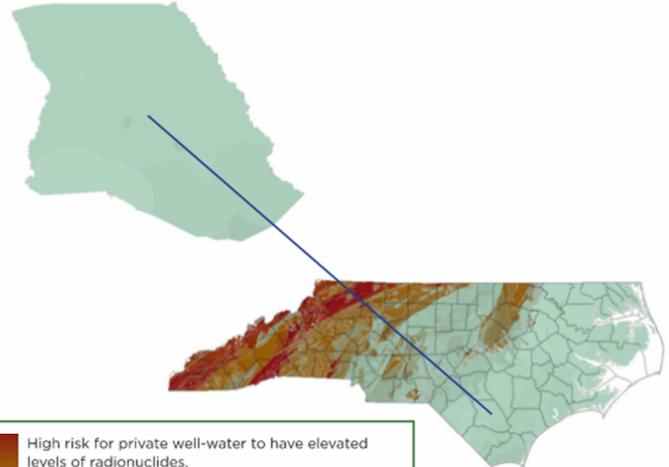


Image source: North Carolina Geological Survey.

MORE INFORMATION

1. <http://radon.ncdhhs.gov>
2. www.dph.ncdhhs.gov/chronicdiseaseandinjury/cancerpreventionandcontrol/index.htm
3. <https://schs.dph.ncdhhs.gov/units/ldas/docs/NCSHIP-2022-Full.pdf>
4. www.atsdr.cdc.gov/csem/radon/health_effects.html
5. www.atsdr.cdc.gov/csem/radon/who_risk.html
6. www.cdc.gov/nceh/radiation/building.html#:~:text=Radioactive%20materials%20in%20sandstone%2C%20concrete,radium%2C%20uranium%2C%20and%20thorium



NC DEPARTMENT OF
HEALTH AND HUMAN SERVICES
Division of Health Service Regulation

Radiation Protection Section
radon.ncdhhs.gov
NCDHHS is an equal opportunity employer and provider. • 10/2023



NORTH CAROLINA
Advisory Committee on Cancer
Coordination and Control
Celebrating 30 Years



EPA
United States
Environmental Protection
Agency

Appendix K: Threatened and Endangered Species

- IPaC
- Northern Long-eared Bat and Tricolored Bat Range-wide Determination Key



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Raleigh Ecological Services Field Office
3916 Sunset Ridge Rd
Raleigh, NC 27607
Phone: (919) 856-4520 Fax: (919) 856-4556

In Reply Refer To:
Project Code: 2025-0154406
Project Name: EYF Paint Shop

12/05/2025 15:06:07 UTC

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

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*). If your project area contains suitable habitat for any of the federally-listed species on this species list, the proposed action has the potential to adversely affect those species. If suitable habitat is present, surveys should be conducted to determine the species' presence or absence within the project area. The use of this species list and/or North Carolina Natural Heritage program data should not be substituted for actual field surveys.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered

species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

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

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds

OFFICIAL SPECIES LIST

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

This species list is provided by:

Raleigh Ecological Services Field Office
3916 Sunset Ridge Rd
Raleigh, NC 27607
(919) 856-4520

PROJECT SUMMARY

Project Code: 2025-0154406
Project Name: EYF Paint Shop
Project Type: Airport - New Construction
Project Description: EYF Paint Shop
Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@34.59812055,-78.57870427785434,14z>



Counties: Bladen County, North Carolina

ENDANGERED SPECIES ACT SPECIES

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

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

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

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

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

MAMMALS

NAME	STATUS
Tricolored Bat <i>Perimyotis subflavus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Red-cockaded Woodpecker <i>Dryobates borealis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7614	Threatened

REPTILES

NAME	STATUS
American Alligator <i>Alligator mississippiensis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/776	Similarity of Appearance (Threatened)
Southern Hognose Snake <i>Heterodon simus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3248	Proposed Threatened

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

FLOWERING PLANTS

NAME	STATUS
American Chaffseed <i>Schwalbea americana</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1286	Endangered
Rough-leaved Loosestrife <i>Lysimachia asperulaefolia</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2747	Endangered

CRITICAL HABITATS

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

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act ² and the Migratory Bird Treaty Act (MBTA) ¹. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

-
1. The [Bald and Golden Eagle Protection Act](#) of 1940.
 2. The [Migratory Birds Treaty Act](#) of 1918.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are Bald Eagles and/or Golden Eagles in your [project](#) area.

Measures for Proactively Minimizing Eagle Impacts

For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the [National Bald Eagle Management Guidelines](#). You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#).

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

If disturbance or take of eagles cannot be avoided, an [incidental take permit](#) may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the [Do I Need A Permit Tool](#). For assistance making this determination for golden eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

Ensure Your Eagle List is Accurate and Complete

If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the [Supplemental Information on Migratory Birds and Eagles](#), to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

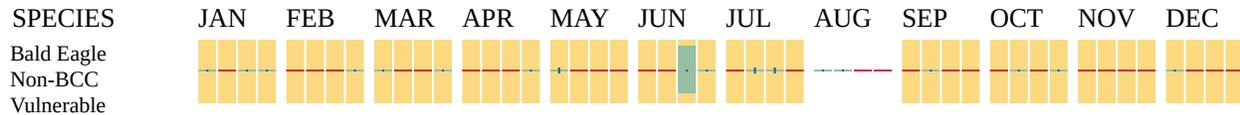
Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (-)

A week is marked as having no data if there were no survey events for that week.

■ probability of presence ■ breeding season | survey effort - no data



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) ¹ prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
<p>Bald Eagle <i>Haliaeetus leucocephalus</i></p> <p>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.</p> <p>https://ecos.fws.gov/ecp/species/1626</p>	Breeds Sep 1 to Jul 31
<p>Brown-headed Nuthatch <i>Sitta pusilla</i></p> <p>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p> <p>https://ecos.fws.gov/ecp/species/9427</p>	Breeds Mar 1 to Jul 15

NAME	BREEDING SEASON
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Prothonotary Warbler <i>Protonotaria citrea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9439	Breeds Apr 1 to Jul 31
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Swallow-tailed Kite <i>Elanoides forficatus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8938	Breeds Mar 10 to Jun 30
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

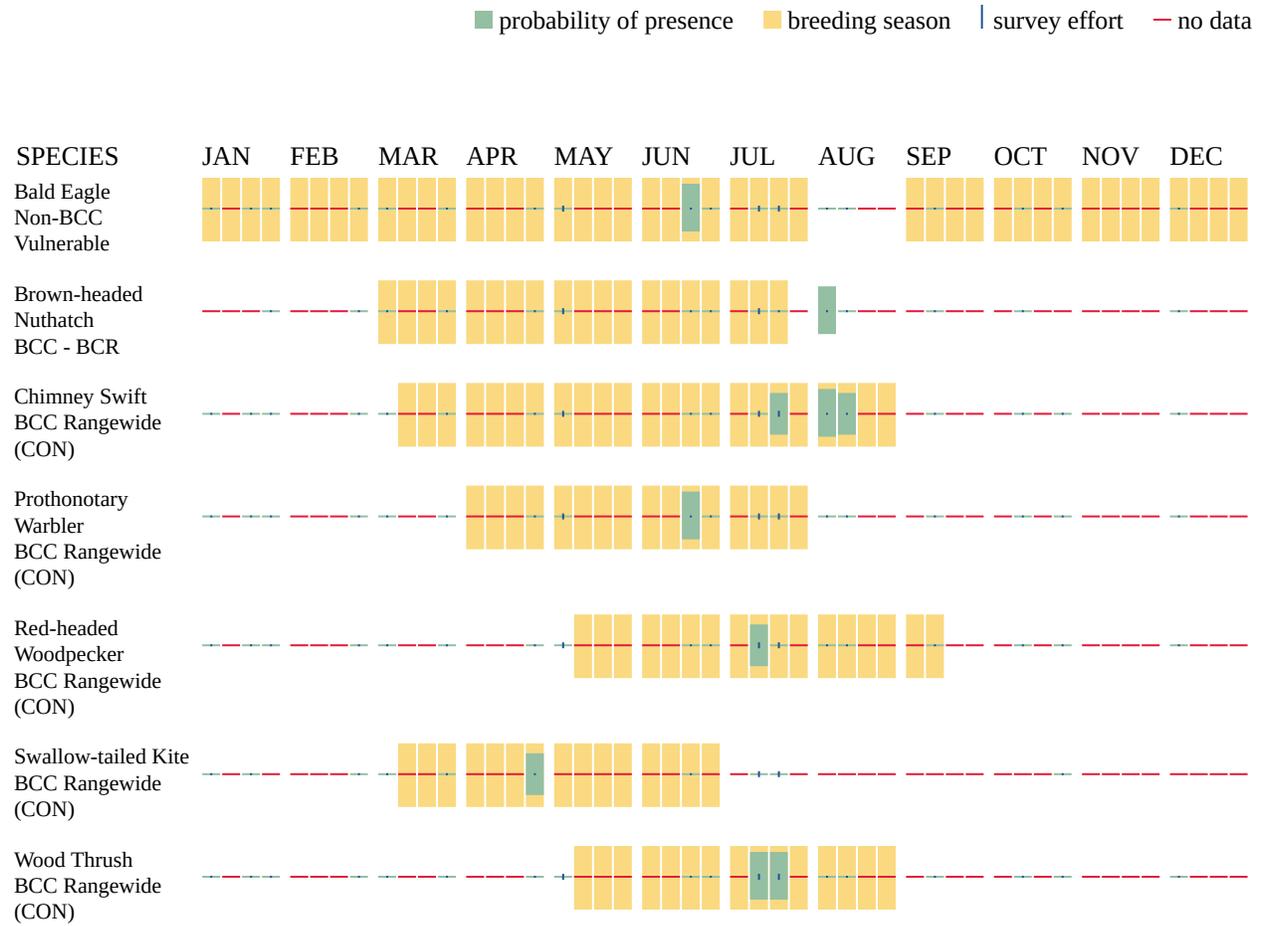
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (—)

A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

IPAC USER CONTACT INFORMATION

Agency: Private Entity
Name: KATHERINE NOEL
Address: 4105 Faber Place Drive, Suite 410
City: North Charleston
State: SC
Zip: 29405
Email: knoel@ardurra.com
Phone: 8434058026

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Elizabethtown town



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Raleigh Ecological Services Field Office
3916 Sunset Ridge Rd
Raleigh, NC 27607
Phone: (919) 856-4520 Fax: (919) 856-4556

In Reply Refer To:
Project code: 2025-0154406
Project Name: EYF Paint Shop

12/05/2025 14:57:00 UTC

Federal Nexus: yes
Federal Action Agency (if applicable): Elizabethtown town

Subject: Record of project representative's no effect determination for 'EYF Paint Shop'

Dear KATHERINE NOEL:

This letter records your determination using the Information for Planning and Consultation (IPaC) system provided to the U.S. Fish and Wildlife Service (Service) on December 05, 2025, for 'EYF Paint Shop' (here forward, Project). This project has been assigned Project Code 2025-0154406 and all future correspondence should clearly reference this number. **Please carefully review this letter.**

Ensuring Accurate Determinations When Using IPaC

The Service developed the IPaC system and associated species' determination keys in accordance with the Endangered Species Act of 1973 (ESA; 87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) and based on a standing analysis. All information submitted by the Project proponent into IPaC must accurately represent the full scope and details of the Project.

Failure to accurately represent or implement the Project as detailed in IPaC or the **Northern Long-eared Bat and Tricolored Bat Range-wide Determination Key (Dkey)**, invalidates this letter. ***Answers to certain questions in the DKey commit the project proponent to implementation of conservation measures that must be followed for the ESA determination to remain valid.***

Determination for the Northern Long-Eared Bat and/or Tricolored Bat

Based upon your IPaC submission and a standing analysis, your project has reached the following effect determinations:

Species	Listing Status	Determination
Tricolored Bat (<i>Perimyotis subflavus</i>)	Proposed	No effect
	Endangered	

Federal agencies must consult with U.S. Fish and Wildlife Service under section 7(a)(2) of the Endangered Species Act (ESA) when an action *may affect* a listed species. Tricolored bat is proposed for listing as endangered under the ESA, but not yet listed. For actions that may affect a proposed species, agencies cannot consult, but they can *confer* under the authority of section 7(a)(4) of the ESA. Such conferences can follow the procedures for a consultation and be adopted as such if and when the proposed species is listed. Should the tricolored bat be listed, agencies must review projects that are not yet complete, or projects with ongoing effects within the tricolored bat range that previously received a NE or NLAA determination from the key to confirm that the determination is still accurate.

To make a no effect determination, the full scope of the proposed project implementation (action) should not have any effects (either positive or negative), to a federally listed species or designated critical habitat. Effects of the action are all consequences to listed species or critical habitat that are caused by the proposed action, including the consequences of other activities that are caused by the proposed action. A consequence is caused by the proposed action if it would not occur but for the proposed action and it is reasonably certain to occur. Effects of the action may occur later in time and may include consequences occurring outside the immediate area involved in the action. (See § 402.17).

Under Section 7 of the ESA, if a federal action agency makes a no effect determination, no consultation with the Service is required (ESA §7). If a proposed Federal action may affect a listed species or designated critical habitat, formal consultation is required except when the Service concurs, in writing, that a proposed action "is not likely to adversely affect" listed species or designated critical habitat [50 CFR §402.02, 50 CFR§402.13].

Other Species and Critical Habitat that May be Present in the Action Area

The IPaC-assisted determination key for the northern long-eared bat and tricolored bat does not apply to the following ESA-protected species and/or critical habitat that also may occur in your Action area:

- American Alligator *Alligator mississippiensis* Similarity of Appearance (Threatened)
- American Chaffseed *Schwalbea americana* Endangered
- Monarch Butterfly *Danaus plexippus* Proposed Threatened
- Red-cockaded Woodpecker *Dryobates borealis* Threatened
- Rough-leaved Loosestrife *Lysimachia asperulaefolia* Endangered
- Southern Hognose Snake *Heterodon simus* Proposed Threatened

You may coordinate with our Office to determine whether the Action may affect the animal species listed above and, if so, how they may be affected.

Next Steps

If there are no updates on listed species, no further consultation/coordination for this project is required with respect to the species covered by this key. However, the Service recommends that project proponents re-evaluate the Project in IPaC if: 1) the scope, timing, duration, or location of the Project changes (includes any project changes or amendments); 2) new information reveals the Project may impact (positively or negatively) federally listed species or designated critical habitat; or 3) a new species is listed, or critical habitat designated. If any of the above conditions occurs, additional coordination with the Service should take place to ensure compliance with the Act.

If you have any questions regarding this letter or need further assistance, please contact the Raleigh Ecological Services Field Office and reference Project Code 2025-0154406 associated with this Project.

Action Description

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

1. Name

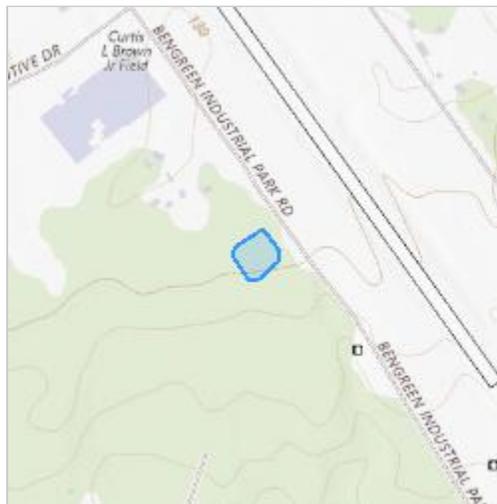
EYF Paint Shop

2. Description

The following description was provided for the project 'EYF Paint Shop':

EYF Paint Shop

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@34.59812055,-78.57870427785434,14z>



DETERMINATION KEY RESULT

Based on the information you provided, you have determined that the Proposed Action will have no effect on the species covered by this determination key. Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required for those species.

QUALIFICATION INTERVIEW

1. Does the proposed project include, or is it reasonably certain to cause, intentional take of listed bats or any other listed species?

Note: Intentional take is defined as take that is the intended result of a project. Intentional take could refer to research, direct species management, surveys, and/or studies that include intentional handling/encountering, harassment, collection, or capturing of any individual of a federally listed threatened, endangered or proposed species?

No

2. Is the action area wholly within Zone 2 of the year-round active area for northern long-eared bat and/or tricolored bat?

Automatically answered

No

3. Does the action area intersect Zone 1 of the year-round active area for northern long-eared bat and/or tricolored bat?

Automatically answered

Yes

4. Your project overlaps with an area where northern long-eared bats or tricolored bats may be present and roosting in trees year-round.

Do you understand that your project may impact bats roosting in trees at any time during the year?

Yes

5. Does any component of the action involve leasing, construction or operation of wind turbines? Answer 'yes' if the activities considered are conducted with the intention of gathering survey information to inform the leasing, construction, or operation of wind turbines.

No

6. Is the proposed action authorized, permitted, licensed, funded, or being carried out by a Federal agency in whole or in part?

Note for projects in Pennsylvania: Projects requiring authorization under Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act would be considered as having a federal nexus. Since the U.S. Army Corps of Engineers (Corps) has issued the Pennsylvania State Programmatic General Permit (PASPGP), which may be verified by the PA Department of Environmental Protection or certain Conservation Districts, the need to receive a Corps authorization to perform the work under the PASPGP serves as a federal nexus. As such, if proposing to use the PASPGP, you would answer 'yes' to this question.

Yes

7. Is the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), or Federal Transit Administration (FTA) funding or authorizing the proposed action, in whole or in part?

No

8. Are you an employee of the federal action agency or have you been officially designated in writing by the agency as its designated non-federal representative for the purposes of Endangered Species Act Section 7 informal consultation per 50 CFR § 402.08?

Note: This key may be used for federal actions and for non-federal actions to facilitate section 7 consultation and to help determine whether an incidental take permit may be needed, respectively. This question is for information purposes only.

No

9. Is the lead federal action agency the Environmental Protection Agency (EPA) or Federal Communications Commission (FCC)? Is the Environmental Protection Agency (EPA) or Federal Communications Commission (FCC) funding or authorizing the proposed action, in whole or in part?

No

10. Is the lead federal action agency the Federal Energy Regulatory Commission (FERC)?

No

11. [Semantic] Is the action area located within 0.5 miles of a known bat hibernaculum or winter roost? Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact your state wildlife agency.

Automatically answered

No

12. Does the action area contain any winter roosts or caves (or associated sinkholes, fissures, or other karst features), mines, rocky outcroppings, or tunnels that could provide habitat for hibernating bats?

No

13. Will the action cause effects to a bridge?

Note: Covered bridges should be considered as bridges in this question.

No

14. Will the action result in effects to a culvert or tunnel at any time of year?

No

15. Are trees present within 1000 feet of the action area?

Note: If there are trees within the action area that are of a sufficient size to be potential roosts for bats answer "Yes". If unsure, additional information defining suitable summer habitat for the northern long-eared bat and tricolored bat can be found in Appendix A of the USFWS' Range-wide Indiana Bat and Northern long-eared bat Survey Guidelines at: <https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines>.

Yes

16. Does the action include the intentional exclusion of bats from a building or building-like structure? **Note:** Exclusion is conducted to deny bats' entry or reentry into a building. To be effective and to avoid harming bats, it should be done according to established standards. If your action includes bat exclusion and you are unsure whether northern long-eared bats or tricolored bats are present, answer "Yes." Answer "No" if there are no signs of bat use in the building/structure. If unsure, contact your local Ecological Services Field Office to help assess whether northern long-eared bats or tricolored bats may be present. Contact a Nuisance Wildlife Control Operator (NWCO) for help in how to exclude bats from a structure safely without causing harm to the bats (to find a NWCO certified in bat standards, search the Internet using the search term "National Wildlife Control Operators Association bats"). Also see the White-Nose Syndrome Response Team's guide for bat control in structures.

No

17. Does the action involve removal, modification, or maintenance of a human-made building-like structure (barn, house, or other building) **known or suspected to contain roosting bats?**

No

18. Will the action cause construction of one or more new roads open to the public?

For federal actions, answer 'yes' when the construction or operation of these facilities is either (1) part of the federal action or (2) would not occur but for an action taken by a federal agency (federal permit, funding, etc.).

No

19. Will the action include or cause any construction or other activity that is reasonably certain to increase average night-time traffic permanently or temporarily on one or more existing roads? **Note:** For federal actions, answer 'yes' when the construction or operation of these facilities is either (1) part of the federal action or (2) would not occur but for an action taken by a federal agency (federal permit, funding, etc.). .

No

20. Will the action include or cause any construction or other activity that is reasonably certain to increase the number of travel lanes on an existing thoroughfare?

For federal actions, answer 'yes' when the construction or operation of these facilities is either (1) part of the federal action or (2) would not occur but for an action taken by a federal agency (federal permit, funding, etc.).

No

21. Will the proposed Action involve the creation of a new water-borne contaminant source (e.g., leachate pond, pits containing chemicals that are not NSF/ANSI 60 compliant)?

Note: For information regarding NSF/ANSI 60 please visit <https://www.nsf.org/knowledge-library/nsf-ansi-standard-60-drinking-water-treatment-chemicals-health-effects>

No

22. Will the proposed action involve the creation of a new point source discharge from a facility other than a water treatment plant or storm water system?

No

23. Will the action include drilling or blasting?

No

24. Will the action involve military training (e.g., smoke operations, obscurant operations, exploding munitions, artillery fire, range use, helicopter or fixed wing aircraft use at night)?

No

25. Will the proposed action involve the use of herbicides or pesticides (e.g., fungicides, insecticides, or rodenticides)?

No

26. Will the action include or cause activities that are reasonably certain to cause chronic or intense nighttime noise (above current levels of ambient noise in the area) in suitable summer habitat for the northern long-eared bat or tricolored bat during the active season?

Chronic noise is noise that is continuous or occurs repeatedly again and again for a long time. Sources of chronic or intense noise that could cause adverse effects to bats may include, but are not limited to: road traffic; trains; aircraft; industrial activities; gas compressor stations; loud music; crowds; oil and gas extraction; construction; and mining.

Note: Additional information defining suitable summer habitat for the northern long-eared bat and tricolored bat can be found in Appendix A of the USFWS' Range-wide Indiana Bat and Northern long-eared bat Survey Guidelines at: <https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines>.

No

27. Does the action include, or is it reasonably certain to cause, the use of permanent or temporary artificial lighting within 1000 feet of suitable northern long-eared bat or tricolored bat roosting habitat?

Note: Additional information defining suitable summer habitat for the northern long-eared bat and tricolored bat can be found in Appendix A of the USFWS' Range-wide Indiana Bat and Northern long-eared bat Survey Guidelines at: <https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines>.

No

28. Will the action include tree cutting or other means of knocking down or bringing down trees, tree topping, or tree trimming?

No

29. Will the proposed action result in the use of prescribed fire?

Note: If the prescribed fire action includes other activities than application of fire (e.g., tree cutting, fire line preparation) please consider impacts from those activities within the previous representative questions in the key. This set of questions only considers impacts from flame and smoke.

No

30. Does the action area intersect the tricolored bat species list area?

Automatically answered

Yes

31. Is the action area located within 0.5-mile of radius of an entrance/opening to any known tricolored bat hibernacula or winter roost?

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

Automatically answered

No

32. [Semantic] Is the action area located within 0.25 miles of a culvert that is known to be occupied by northern long-eared or tricolored bats? **Note:** The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact your State wildlife agency.

Automatically answered

No

33. Your project overlaps with an area where tricolored bats may be present and roosting in trees year-round.

Has a presence/probable absence survey for the tricolored bat following the Service's [Range-wide Indiana Bat and Northern Long-Eared Bat Survey Guidelines](#) been conducted within the project area? If unsure, answer "No."

No

34. Your project overlaps with an area where tricolored bats may be present and roosting in trees year-round.

Is suitable tricolored bat habitat present within 1000 feet of project activities? Note: If there are trees within the action area that may provide potential roosts for tricolored bats (e.g., clusters of leaves in live and dead deciduous trees, Spanish moss (*Tillandsia usneoides*), clusters of dead pine needles of large live pines) answer "Yes." Additional information defining suitable summer habitat for the northern long-eared bat and tricolored bat can be found in Appendix A of the USFWS' Range-wide Indiana Bat and Northern long-eared bat Survey Guidelines at: <https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines>.

Yes

35. Do you have any documents that you want to include with this submission?

No

PROJECT QUESTIONNAIRE

IPAC USER CONTACT INFORMATION

Agency: Private Entity
Name: KATHERINE NOEL
Address: 4105 Faber Place Drive, Suite 410
City: North Charleston
State: SC
Zip: 29405
Email: knoel@ardurra.com
Phone: 8434058026

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Elizabethtown town