

Environmental Impact Analysis
Process Document
FONPA and Supporting AF Form 813



Title: Construct FAA Localizer Antenna
Array and Equipment Shelter
Joint Base Anacostia-Bolling, Washington, D.C.

Finding of No Practicable Alternative



**FINDING OF NO PRACTICABLE ALTERNATIVE (FONPA)
CONSTRUCT FEDERAL AVIATION ADMINISTRATION (FAA) LOCALIZER
ANTENNA ARRAY AND EQUIPMENT SHELTER
JOINT BASE ANACOSTIA-BOLLING, WASHINGTON, DC**

Agency: United States Air Force (USAF), Air Force District Washington (AFDW)

Background: Pursuant to the provisions of Executive Orders 11988, 13690, and AFMAN-32-7003, Section 3D, the U.S. Air Force conducted an assessment of the potential environmental consequences associated with the implementation of the following Proposed Action: construct replacement FAA Localizer Antenna Array and Equipment Shelter. The Proposed action was found to fit within a Categorical Exclusion (32 Code of Federal Regulations (CFR) Part 989, Appendix B, paragraph A2.3.12); therefore, further environmental analysis under National Environmental Policy Act of 1969 (NEPA) was not required (see attached AF Form 813). This Finding of No Practicable Alternative (FONPA) summarizes the alternatives considered and explains why the project was designed and sited as proposed. The Washington Times published an Early Public Notice on 07 February 2023 requesting input, including practicable alternatives, from the public.

Proposed Action: The purpose of the Proposed Action is for the Federal Aviation Administration (FAA) to construct a replacement Localizer Antenna Array (Loc ID: VWH) and equipment shelter to replace the existing antenna array and equipment shelter. The FAA has an outgrant agreement with JBAB to occupy land on JBAB for the use of the Localizer and Equipment Shelter that supports Reagan National Airport (DCA) aviation. The existing VWH LDA Mk-1F localizer will be relocated and replaced by the Instrument Landing System (ILS) 420 localizer serving R/W-19 LDA landing approach aircrafts. The ILS 420 localizer antenna will be situated 62.91' (GRP) behind the existing array toward inland (east). A new 15-foot-high platform will be installed to elevate the new array to compensate for a terrain vertical change. The new ILS 420 antenna height will be 6.5 feet above platform level.

A new 10' x 16' equipment shelter is proposed as part of the project. The existing facility, including the localizer antenna and shelter, will be demolished. It will be decommissioned for disposal.

Alternatives: Two alternatives to implementation of the Proposed Action were considered during the environmental impact analysis process. The first alternative involved using the existing location for the new antenna array. However, the current site is limited in capacity and size due to its location and topography. The current site is also within the 100-year floodplain. The second alternative, the No Action Alternative, would result in not replacing or constructing a new antenna array and equipment shelter. Using the existing array will lead to continued deterioration of the existing array's condition as it ages. The existing array is at the end of its useful life, and not replacing it poses safety concerns.

Floodplains: The proposed construction of the FAA Localizer Antenna Array and Equipment Shelter will be completed in the 100-year floodplain. Executive Order (EO) 11988, *Floodplain Management*, as amended on 30 January 2015 by EO 13690, *Establishing a Federal Risk*

Management Standard and a Process for Further Soliciting and Considering Stakeholder Input, seeks to avoid construction of facilities or structures within the floodplains “to reduce the risk of flood loss, to minimize the impact of floods on human safety, health and welfare, and to restore and preserve the natural and beneficial values served by floodplains”.

Section 3(a) of EO 11988 as amended by EO 13690 states, “The regulations and procedures established under Section 2(d) of this Order shall, at a minimum, require the construction of Federal structures and facilities to be in accordance with the standards and criteria and to be consistent with the intent of those promulgated under the National Flood Insurance Program. The regulations and procedures must also be consistent with the Federal Flood Risk Management Standard (FFRMS). They shall deviate only to the extent that the standards of the Flood Insurance Program and FFRMS are demonstrably inappropriate for a given type of structure or facility.” The National Flood Insurance Program and the FFRMS require non-residential structures to be either elevated above the 100-year floodplain or designed to be watertight.

As discussed below, the standards of the National Flood Insurance Program and the FFRMS are inappropriate for the Proposed FAA Localizer Antenna Array and Equipment Shelter. The FAA project would not construct within the floodplain a facility that is permanently occupied by personnel which would in turn jeopardize human safety, health, and welfare. The equipment shelter would only be occupied during maintenance visits. The equipment shelter’s construction standards account for a potential 3-foot flood elevation. The antenna platform is proposed to be 15-foot above ground to enable improved signal and account for flood elevation. In addition, the project would not negatively impact the natural and beneficial value of the floodplain since the Proposed Action intends to use permeable rock that allows water to infiltrate underneath the antenna array platform and the equipment shelter. Furthermore, the project is required to comply with District Department of Environment (DOEE) Erosion and Sediment Control (ESC) regulations and Stormwater Management regulations, as applicable, during construction and post construction.

The demolition of the existing antenna array and equipment shelter will result in 1,452.63 S.F. of impervious surface removal. The new antenna array and equipment shelter proposes 253.10 S.F. of total impervious area, post construction. Therefore, the proposed action would result in a decrease in impervious surface within the 100-year floodplain. The location of the antenna array is essential to its functionality, as its current and proposed replacement location are directly across the Potomac River from Runway 19. Most of the northern half of JBAB (formerly known as Anacostia NAS) is located within the 100-year floodplain. Moving the antenna outside of the floodplain to a different part of the installation would negatively impact the signal effectiveness. Therefore, there is no practicable alternative to siting the project within the floodplain on the northern end of JBAB.

FINDING OF NO PRACTICABLE ALTERNATIVE: Considering the information contained herein (including the attached AF Form 813), in accordance with EO 11988 and 13690 and pursuant to the authority delegated to me, I find that there is no practicable alternative to completing the proposed project within the 100-year floodplain. The Proposed Action, as designed, includes all practicable measures to minimize harm to and within the 100-year floodplain.

JOEL D. JACKSON
Major General, USAF
Commander, Air Force District of Washington

DATE

Supporting AF Form 813



REQUEST FOR ENVIRONMENTAL IMPACT ANALYSIS		<i>Report Control Symbol (RCS):</i> 23-002
INSTRUCTIONS: Section I to be completed by Proponent; Sections II and III to be completed by Environmental Planning Function. Continue on separate sheets as necessary. Reference appropriate item number(s).		
SECTION I - PROPONENT INFORMATION		
1. TO (Environmental Planning Function) 11 CES/CEI	2. FROM (Proponent organization and functional address symbol) Non Air Force - Other Federal Entity - Federal Aviation Administration (FAA)	2a. TELEPHONE NO. 718-704-7139
3. TITLE OF PROPOSED ACTION Federal Aviation Administration (FAA) Localizer/Antenna Array		
4. PURPOSE AND NEED FOR ACTION (Identify decision to be made and need date)		
<p>1. What do you intend to accomplish and why is the action necessary? The Purpose of the Proposed Action is for the Federal Aviation Administration (FAA) to construct a replacement Localizer Antenna Array (Loc ID: VWH) and equipment shelter to replace the existing antenna array and equipment shelter.</p> <p>The Need of the Proposed Action is to replace the existing FAA Localizer/Antenna Array which is beyond its useful life and to construct a new Localizer/Antenna Array in accordance with Executive Order 11988, Floodplain Management. The existing ground mounted 8-element Mark 1F localizer antenna array (Loc ID: VWH) sits very low to the ground. There is a multiuse waterfront trail located adjacent to the array. Vehicles and JBAB personnel using the waterfront trail or other land can cause interference with the antenna, and sometimes block the antenna from sending signals to air traffic. Military personnel also use nearby areas and sometimes signal interference cause outages. Loss of use of the antenna can cause air traffic delays.</p> <p>2. What is currently being done to meet the need? The existing FAA Localizer/Antenna Array is currently meeting the need, but not adequately at this point.</p> <p>See Supporting AF-813 Sheet for additional detail</p> <p>3. Provide any additional details related to the Purpose and Need for Action. The existing VWH LDA Mk-1F localizer will be relocated and replaced by the Instrument Landing System (ILS) 420 localizer serving R/W-19 LDA landing approach aircrafts. Raising the height of the antenna array is recommended by FAA Technical Support Operations Personnel to improve the signal because the existing signal is too low to the ground. To maintain a reliable signal, the new ILS 420 localizer antenna will be installed approximately 62' east of the existing one (inland). To compensate for the drop in terrain elevation, FAA proposes a 15' high elevated steel platform to accommodate the ILS 420 14-element antenna array, which will extend 6' above the platform. The new antenna height will prevent interference from vehicles and personnel and avoid loss of signal to air traffic. The new 10' x 16' fiberglass equipment shelter is proposed be adjacent to the new localizer antenna array, which will replace the old equipment shelter. The existing antenna array and equipment shelter will be demolished for disposal.</p> <p>Need Date: 11/30/2022</p>		
5. DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES (DOPAA) (Provide sufficient details for evaluation of the total action.)		
<p>1. What other alternatives have been considered (to include the no action alternative)? PREFERRED ALTERNATIVE: Under the Proposed Action (Preferred Alternative), the existing antenna array and equipment shelter would be demolished and replaced by a new antenna array and equipment shelter. The new site would be 62' east of the existing site and 10' lower in elevation. To account for the reduction in elevation and to improve signal, the platform is proposed 15' above ground. The fiberglass equipment shelter is proposed to be elevated 3' above base elevation. The total impervious surface area removal for demolition of the current antenna array, existing gravel, and existing structure is 1,452.63 s.f. The total land disturbance for construction of the new antenna array and new 10' x 16' fiberglass equipment shelter project is 9,862 s.f. As proposed, the post-construction new impervious land cover would be 253.10 s.f.</p> <p>ALTERNATIVE 1: The first alternative involves constructing the new Localizer/Antenna Array in the existing location of the current antenna array. However, the current site is limited in capacity and size due to its location and topography and impacts air traffic delays. The current site is also within the 100-year floodplain.</p> <p>NO ACTION ALTERNATIVE: The No Action Alternative would result in not replacing or constructing a new antenna array and equipment shelter. Using the existing array will lead to continued deterioration of the existing array's condition as it ages. The existing array is at the end of its useful life, and not replacing it poses safety concerns.</p> <p>2. What alternatives were eliminated from consideration and why? Neither of these alternatives are appropriate. Using the existing location poses space and topography changes to accommodate the new array. Using the existing array will lead to continued deterioration of the existing array's condition as it ages.</p> <p>3. Please provide a description of the construction action and timing when it will occur. The construction action will be the demolition of the existing FAA Antenna Array and existing shelter. Also, a new antenna array including platform, and new shelter will be installed/constructed. Construction is planned for March 2023.</p> <p>The project is tentatively scheduled to begin March 27, 2023 with a 65 day construction period.</p> <p>4. Describe the project location. Attach map(s)/diagram(s) – make sure to include an overview map of where your requested project area is on the installation. The project is located along Robbins Road near B381, Stowmwater Pumpstation #4.</p> <p>See Supporting AF-813 Sheet for additional detail</p> <p>5. Describe additional project requirements: 1) Construction and site preparation requirements (include approx. area of ground to be disturbed); 2) Does the project require a laydown yard or storage area? If so, describe the location and groundwork required. The project will require a laydown/staging area. The staging area will be adjacent to the new Antenna Array.</p> <p>See Supporting AF-813 Figures for more information</p> <p>6. Describe additional project requirements: 3) Will soil boring/sampling/potholing occur during a design phase? If so, a separate dig permit will be required; 4) Detailed operational activities; 5) Equipment/material lists. Soil borings have been conducted already. The contractor will obtain the dig permit for approvals regarding utility trenches and foundation installation for the new shelter.</p> <p>7. Provide any additional details related to the Description of the Proposed Action and Alternatives. The platform will be raised 15' above surface ground level. Underneath the platform there will be surface gravel placed.</p> <p>The new proposed shelter will be elevated 3' above grade level and water will be able to pass under the shelter. There will be surface gravel placed underneath.</p> <p>Existing pavement (buried under soil) underneath the proposed array will be removed as applicable. This half of the proposed array corresponds with the orange hatched area on the exhibit: Buried Concrete at Bldg. 97 Site.</p> <p>See Supporting AF-813 Figures for more information</p>		

Map Attachments:

[AEA-2528 DCA Localizer Topo Pg 2.pdf](#)

6. PROPONENT APPROVAL (<i>Name and Grade</i>) Hahn Erica DOD - erica.l.hahn	6a. SIGNATURE Submitted on behalf of: Yuriy Davydan Civil Engineer (yuriy.y.davydan@faa.gov - 718-704-7139) //Hahn Erica DOD - erica.l.hahn i:0e.tjfedvis erica.l.hahn//	6b. DATE 11/22/2022
SECTION II - PRELIMINARY ENVIRONMENTAL SURVEY (<i>Check appropriate box and describe potential environmental effects including cumulative effects.</i>) (+ = positive effect; 0 = no effect; - = adverse effect; U = unknown effect)		+ 0 - U
7. AIR INSTALLATION COMPATIBLE LAND USE/ZONE USE (<i>Noise, accident potential, encroachment, etc.</i>)	X	
8. AIR QUALITY (<i>Emissions, Attainment status, state implementation plan, etc.</i>)	X	
9. WATER RESOURCES (<i>Drinking water, wastewater, quality, quantity, source, water features, etc.</i>)	X	
10. SAFETY AND OCCUPATIONAL HEALTH (<i>Asbestos/lead-based paint/radiation/chemical exposure, explosives safety quantity distance, bird/wildlife aircraft hazard, etc.</i>)	X	
11. HAZARDOUS MATERIALS/WASTE (<i>Use/storage/generation, solid waste, toxic materials, etc.</i>)	X	
12. BIOLOGICAL RESOURCES (<i>Wetlands/floodplains, threatened or endangered species, etc.</i>)	X	
13. CULTURAL RESOURCES (<i>Burial sites, archaeological, historical, etc.</i>)	X	
14. GEOLOGY AND SOILS (<i>Topography, minerals, geothermal, Installation Restoration Program, seismicity, etc.</i>)		
15. SOCIOECONOMIC (<i>Employment/population projections, school and local fiscal impacts, etc.</i>)	X	
16. OTHER (<i>Potential impacts not addressed above, such as Host Nation considerations/concerns for non-US locations.</i>)	X	
SECTION III - ENVIRONMENTAL ANALYSIS DETERMINATION		
<p>17. <input checked="" type="radio"/> PROPOSED ACTION QUALIFIES FOR CATEGORICAL EXCLUSION (CATEX) #A2.3.12. ; OR</p> <p><input type="radio"/> PROPOSED ACTION DOES NOT QUALIFY FOR A CATEX; FURTHER ENVIRONMENTAL ANALYSIS IS REQUIRED.</p>		
<p>18. REMARKS</p> <p>The Air Force Environmental Impact Analysis Process (EIAP) uses the AF Form 813 to narrow and focus issues on potential environmental impacts and to document certain categorical exclusion (CATEX) determinations. CATEXs define those categories that do not individually or cumulatively have the potential for significant effects on the environment. Actions that usually do not require additional environmental analysis include those that have minimal adverse effects on the environment; do not result in any significant change to the existing environment; do not have significant cumulative environmental impacts or those actions that are similar to actions that have previously been assessed to have no significant environmental impacts. CATEXs are described in Appendix B to 32 Code of Federal Regulations Part 989.</p> <p>11CES/CEIE has determined the Proposed Action qualifies for exclusion from further environmental analysis under CATEX A2.3.12 CATEX A2.3.12 exempts from further environmental analysis actions for installing, operating, modifying, and routinely repairing and replacing utility and communications systems, data processing cable, and similar electronic equipment that use existing rights of way, easements, distribution systems, or facilities.</p> <p>The FAA Localizer Antenna Array is a utility and communication system used for air traffic for Reagan National Airport (DCA), which is adjacent to JBAB across the Potomac River. The new array will be located in close proximity to the existing array. The FAA is required to have an outgrant to utilize JBAB property for this use.</p> <p>EXECUTIVE ORDER 11988 – FLOODPLAIN MANAGEMENT:</p> <p>The location of the Proposed Action is within the 100-year floodplain. Executive Order 11988, Floodplain Management, as amended on 30 January 2015 by Executive Order 13690, Establishing a Federal Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input, seeks to avoid construction of facilities or structures within floodplains “to reduce the risk of flood loss, to minimize the impact of floods on human safety, health, and welfare, and to restore and preserve the natural and beneficial values served by floodplains”. Although being completed in the 100-year floodplain, the construction of the FAA antenna array and equipment shelter would not result in a change to impacts on the floodplain. The demolition of the existing array and equipment shelter combined with the new array and shelter will result in an impervious surface reduction. The new infrastructure is intended to be raised above ground with permeable gravel underneath allowing infiltration. The project would not construct within the floodplain a facility that is occupied by personnel which would in turn jeopardize human safety, health, and welfare. The project would not negatively impact the natural and beneficial value of the floodplain since the project would net decrease impervious surfaces, allow for water infiltration, and raise infrastructure heights to mitigate potential flood impacts.</p> <p>EXECUTIVE ORDER COMPLIANCE:</p> <p>The Air Force complied with the E.O. 11988 requirement to prepare and circulate a notice containing an explanation of why the action is proposed to be located in the floodplain and the requirement to allow a brief comment period prior to taking action. Notice of the proposal for FAA to construct a Localizer Antenna Array and Equipment Shelter was published in the Washington Times. The Washington Times is a DC metro area newspaper of general circulation. The notice advised the public that the Air Force invited public review and comment on the proposed action within the floodplain including any practicable alternatives. XX comments were received, and no resources were committed or actions taken which would have an environmental impact or limit the choice of reasonable alternatives prior to expiration of the comment period.</p> <p>The environmental analysis completed in this AF Form 813 and its associated FONPA completes the environmental impact analysis process under Air Force instructions for the Proposed Action.</p> <p>**Per JA (AFDW Legal) review on 1/18/2023, this action requires an 813/CATEX/FONPA (Finding of No Practicable Alternative) with a 30-day public notice period, which is underway.</p>		
19. ENVIRONMENTAL PLANNING FUNCTION CERTIFICATION (<i>Name and Grade</i>)	19a. SIGNATURE	19b. DATE

CONTINUATION SHEET**Review Comments:****Tanks** (11/22/2022 - Hooks Michael DOD - michael.s.hooks)

1. The project will not require a new or replacement tank.
2. The project will not require the relocation of a tank.
3. Two underground storage tanks that were previously abandoned in place by filling with concrete are located in the close proximity to the project. Per the provided set of plans and drawings, these tanks should not conflict with the localizer antenna facility. There are no other POL, spills or tanks concerns for this project.

Hazardous Materials/Waste (11/23/2022 - Champion Marie DOD CIV - marie.champion)

HM/HW has no significant concerns.
-MCS 23 November, 2022

Natural Resources (11/23/2022 - Cox Madison DOD - madison.j.cox)

Trees are being damaged and/or removed during the project. Per JBAB Policy, a 1:1 native tree replacement is required. The replacement trees must be native, non-invasive species. Contact the JBAB NR Manager for specifics for this project.

Cultural Resources (11/23/2022 - Cox Madison DOD - madison.j.cox)

No historic structures or cultural resources are being altered or damaged. DCHPO should be notified of project due to viewscape concerns.

Biological Resources (11/23/2022 - Cox Madison DOD - madison.j.cox)

Project is located within the 100-year floodplain. No anticipated impacts are expected to TES.

Air Quality (12/08/2022 - Anderson Abbigale DOD - abbigale.m.anderson)

Dust: Please ensure contractor limits fugitive dust emissions by using reasonable precautions identified in Section 605 of Chapter 6 DC Municipal Regulations Title 20.

The project has been analyzed in ACAM, General Conformity is not applicable. ACAM Report has been attached.

Water Resources (12/14/2022 - Jenkins Shavaun DOD - shavaun.m.jenkins)

A DOE approved ESC plan is required. A Stormwater Management Plan (SWMP) may be required for this project if land disturbance greater than 5,000 square feet (sf) and impervious area is 2500 sf. This SWMP will require Stormwater Best Management Practice (BMPs), which are required to be designed and installed to meet Energy Independent and Security Act (EISA) requirements. To determine the BMP(s) most suitable for this location reference DC Stormwater Management Guidebook (Ch. 4 should be helpful). Contact SWMP to further discuss final BMP(s) selection. Be advised, should the BMP need to be located in an alternate location, FAA will be responsible for maintenance of the BMP in perpetuity. All sawcut slurry, concrete and grout waste/water must be properly disposed of and may not be dumped/left on the ground where it immediately or at a later date washes into a stormwater inlet. Strongly recommend brushing the slurry back towards/into the cutting/trench that will be created. Refuse containers should be located on asphalt or other hard surface. Dewatering practices should be implemented in accordance with DOE erosion and sediment control manual.

No WW concerns. SJ 11/25/22

AICUZ/Land Use (12/19/2022 - Canales Jacqueline DOD - jacqueline.l.canales)

1. The Project will not produce excessive noise.
2. There are no sensitive receptors within the increased noise zones.
3. The Project will not require changes to the surrounding land use outside the installation boundaries.
4. Will the Project will not increase the potential for encroachment concerns.
5. Will installation airspace, range, military training route airspace, special use airspace or uncontrolled airspace be affected and/or require modification? No

Safety and Occupational Health (12/21/2022 - Lane James DOD - james.j.lane)

No occupational safety concerns

AFCEC Restoration (12/21/2022 - Burriss William DOD - william.burriss1)

Environmental Restoration has one monitoring well in the vicinity of the project. Please avoid damaging the well. If the well is damaged then it must be replaced. Contact environmental restoration regarding this issue.

There are no other known impacts regarding environmental restoration.

Be aware that costs for disposal of any soils removed from the site may be excessive as local disposal facilities may elect not to accept the soil in order to limit their PFAS liability.

Please ensure the current JBAB environmental specifications for construction are incorporated into the construction contract

Bioenvironmental (01/17/2023 - Andrew Jon DOD - jon.r.andrew)

After running calculations for hazard distance, it was determined by Bioenvironmental that there are no issues with the proposed placement of the emitter.

Other (01/26/2023 - Hahn Erica DOD - erica.l.hahn)

Section II Continuation:

Block 8, Air Quality: The Proposed Action would not construct any new sources of air emission or industrial process that may cause air pollution, and therefore, would result in zero net emissions. Because the project involves heavy equipment use, minor, short term air quality impacts would be expected from heavy equipment exhaust and construction worker vehicle exhaust. The emissions for the Proposed Action were calculated using the Air Conformity Applicability Model (ACAM). General Conformity is not applicable. The ACAM Report has been attached to the AF-813. The proponent is encouraged to ensure contractor limits fugitive dust emissions by using reasonable precautions identified in Section 605 of Chapter 6 DC Municipal Regulations Title 20.

Block 9, Water Resources: The project is within the 100-year floodplain; consequently, compliance with Executive Orders (EO) 11988 and 13690 are required. The construction standards of the equipment shelter account for a 3 ft. flood elevation. The array platform will be raised 15 feet. Both structures will have permeable gravel underneath that allows water to infiltrate.

The Proposed Action would have the potential to result in negligible adverse impacts on the underlying aquifer and receiving surface water bodies because of stormwater runoff from the construction site. A DOE approved ESC plan is required to mitigate these impacts. A Stormwater Management Plan (SWMP) may be required for this project if land disturbance greater than 5,000 square feet (sf) and impervious area is 2500 sf. This SWMP will require Stormwater Best Management Practice (BMPs), which are required to be designed and installed to meet Energy Independent and Security Act (EISA) requirements. To determine the BMP(s) most suitable for this location, the proponent has been instructed to reference DC Stormwater Management Guidebook and coordinate with DOE and JBAB. If the BMP is located in an alternate location, FAA will be responsible for maintenance of the BMP in perpetuity. All sawcut slurry, concrete and grout waste/water will be properly disposed of and will not be dumped/left on the ground where it immediately, or at a later date, washes into a stormwater inlet. Refuse containers will be located on asphalt or other hard surface. Dewatering practices will be implemented in accordance with DOE erosion and sediment control manual.

No wastewater impacts are anticipated.

Block 10, Safety and Occupational Health: Construction of the Proposed Action would be expected to result in short-term, minor, adverse effects on safety as a result of increased risk associated with construction-type activities. During construction activities, workers would be subject to occupational safety and health hazards within the construction zone. These risks would be minimized by strictly adhering to the Occupational Safety and Health Administrations' typical standards and procedures for construction sites. Construction activities would be accomplished in accordance with United States Air Force, state, and local safety regulations to minimize hazards associated with construction, hazardous materials, wastes, and substances. Therefore, there would be no impacts expected on safety and occupational health as a result of the Proposed Action.

Block 11, Hazardous Materials and Wastes: There exists the potential for short-term, negligible, adverse impacts due to hazardous materials/wastes during construction of the Proposed Action. Upon

completion of the project, any unused hazardous materials would be removed from the base by the contractor. Equipment used during construction activities carries the inherent risk of spilled petroleum, oils, or fuels. However, any hazardous waste generated during construction of the project would be managed in accordance with JBAB Hazardous Waste Management Plan, Federal, state, and USAF regulations to minimize potential impacts. Any hazardous waste generated during construction would be hauled off base for proper disposal at an approved landfill as mandated by contract requirements for construction projects on JBAB. Environmental Restoration has one monitoring well in the vicinity of the project, and it will be avoided. There are no active Environmental Restoration Program (ERP) sites on or adjacent to the Proposed Action site, so no impacts would result from contact with contaminated media on within the APE. Disposal of soils removed from the site is the contractor's responsibility. There are no impacts expected on hazardous materials/waste because of the Proposed Action.

Block 12, Biological Resources: The Proposed Action would have the potential for temporary, minor impacts to biological resources during construction only. The proposed location is previously developed and is currently grass with some areas of previously buried pavement. There is no biological resource habitat present on the site.

One multi-trunk tree that is currently in poor condition is proposed for removal. The tree will be replaced at a location nearby, along the perimeter of Enterprise Hall (B72) lawn. There are no wetlands present on site. There are no projected impacts to rare, threatened, or endangered species.

Block 13, Cultural Resources: No historic structures or cultural resources are being altered or damaged. DCHPO was notified of the project due to viewshed concerns. The proposed project is not located within the Anacostia or Bolling Historic District and no historic buildings will be impacted by the action.

The proposed location of the new antenna array and equipment shelter are located within the northernmost sub-installation, formerly known as NSF Anacostia, which is located at the mouth of the Anacostia River between Poplar Point and Giesboro Point. This area rests primarily on fill deposits created during the first decades of the twentieth century by the U.S. Army Corps of Engineers (USACE). A geoarchaeological study of JBAB conducted in 2017 (Katz et al) determined 416.9 acres of JBAB consisted of made land (formerly open water) and heavily cut land, both of which do not have archaeological potential and therefore do not warrant further survey. The proposed action is located within this area.

Block 14, Geology and Soils: Short-term, negligible impacts would be expected from soil disturbance because of the Proposed Action. Soil impacts would be minimal throughout the construction process. The project is required to utilize Best Management Practices in accordance with a District Department of Energy and Environment (DOEE) approved Erosion and Sediment Control (ESC) Plan during construction to minimize erosion run-off from the project area.

Block 15, Socioeconomic Resources/Environmental Justice: No socioeconomic or environmental justice impacts are anticipated. The project, and its construction, is to occur within installation boundaries in a non-residential portion of the installation.

Block 16, Infrastructure and Utilities: A net reduction in impervious surface is anticipated as result of this project. The proposed infrastructure is a replacement of existing infrastructure. No impacts to any utilities are anticipated.

Airspace Management: There are no proposed airspace, range, military training route airspace, special use airspace or uncontrolled airspace impacts or modifications proposed for this action. The proposed action will enable air traffic signal improvement for local airport, DCA

Attachments:

[1305016 VWH LOC CATEX June 2020.pdf](#)

[dca-1305016-g007.pdf](#)

[FAA Localizer Antenna Array GC Applicability Report.docx](#)

[dca-1305016-g006.pdf](#)

[Buried Concrete at Bldg. 97 Site..pdf](#)

Public Notice



NOTICE FOR EARLY PUBLIC NOTICE OF A PROPOSED ACTIVITY WITHIN THE 100-YEAR FLOODPLAIN – UNITED STATES AIR FORCE

The Air Force (AF) is inviting public input on any practicable alternatives for one proposed project being constructed within the 100-Year floodplain at Joint Base Anacostia-Bolling (JBAB). The Proposed Action is for the Federal Aviation Administration (FAA) to construct a replacement Localizer Antenna Array and equipment shelter to replace the existing array and shelter. The antenna array is used as an Instrument Landing System (ILS) for Landing Distance Available (LDA) Z Runway 19 approach at Reagan National Airport, Washington, DC. The existing localizer antenna array will be relocated and replaced 62' east (inland) of its current location. A new 15-foot-high platform will be installed to elevate the new array to compensate for a terrain vertical change. The new ILS 420 antenna height will be 6.5 feet above platform level. The new 10'x16' equipment shelter will be constructed adjacent to the antenna platform 3 feet above base elevation. The existing localizer antenna and equipment shelter will be demolished for disposal. The purpose of this Purposed Action is to replace aging equipment, decrease outages, and improve safety.

The proposed action is subject to the requirements of Executive Order (EO) 11988 because the proposed action is within the 100-year floodplain. This notice is also required by EO 11988 and has been prepared and made available to the public by the Air Force in accordance with 32 CFR 989 and Air Force Manual 32-7003. The Air Force invites the public to provide comments on the proposal, including any practicable alternatives to constructing in the floodplain. Project proposal documents can be found at: <https://www.jbab.jb.mil/>.

The public comment period ends 30 days after the publication date of this notice. Comments may be submitted via email to the following email address: 11ces.cei.amn@us.af.mil, or by phone at 202-284-4675, or by mail to NEPA Program Manager, 370 Brookley Ave. SW Washington, DC 20032. All mailed comments are requested to be post marked by the 30th day after the publication date of this notice.

Figures and Supporting Documentation



Figure 1. Site Map, Existing and Proposed FAA Localizer Array & Equipment Shelter Location

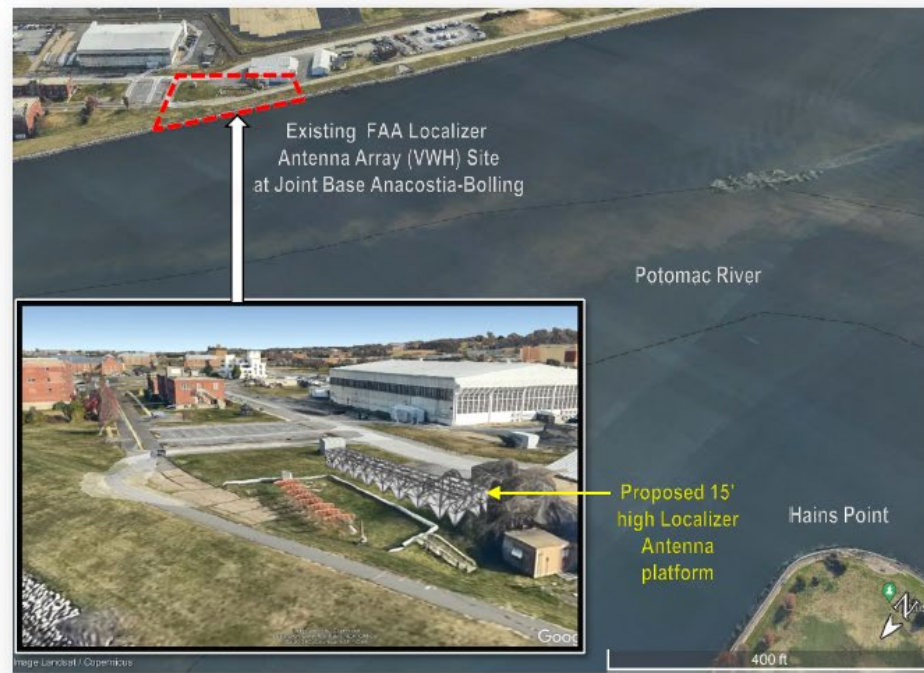


Figure 2: Proposed Site Development

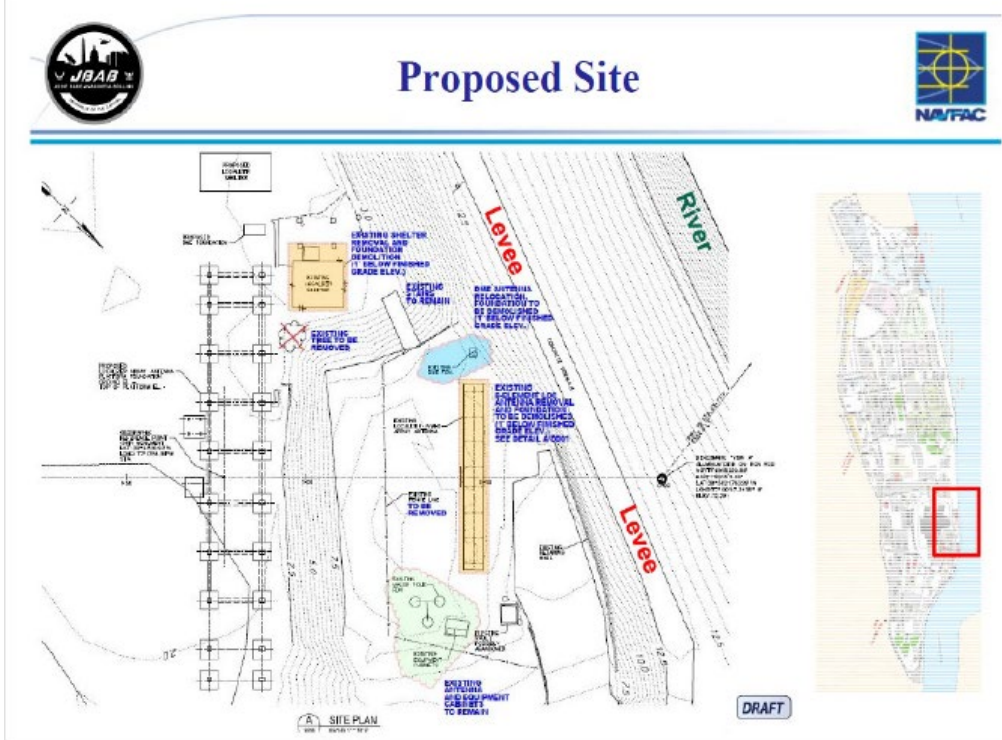
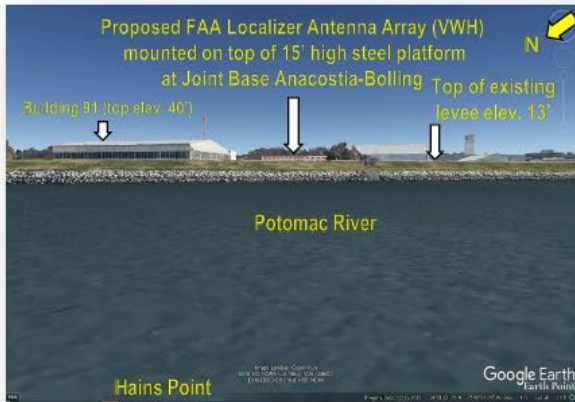
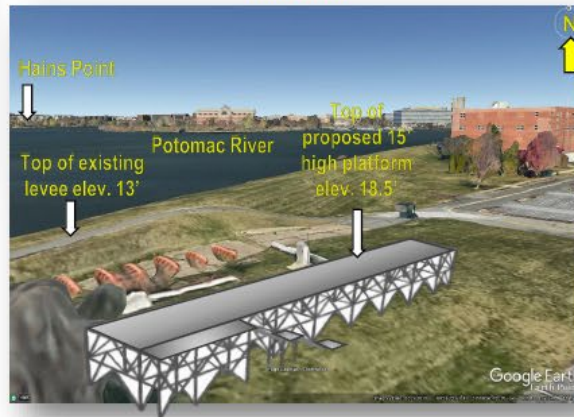


Figure 3: Proposed Development Views



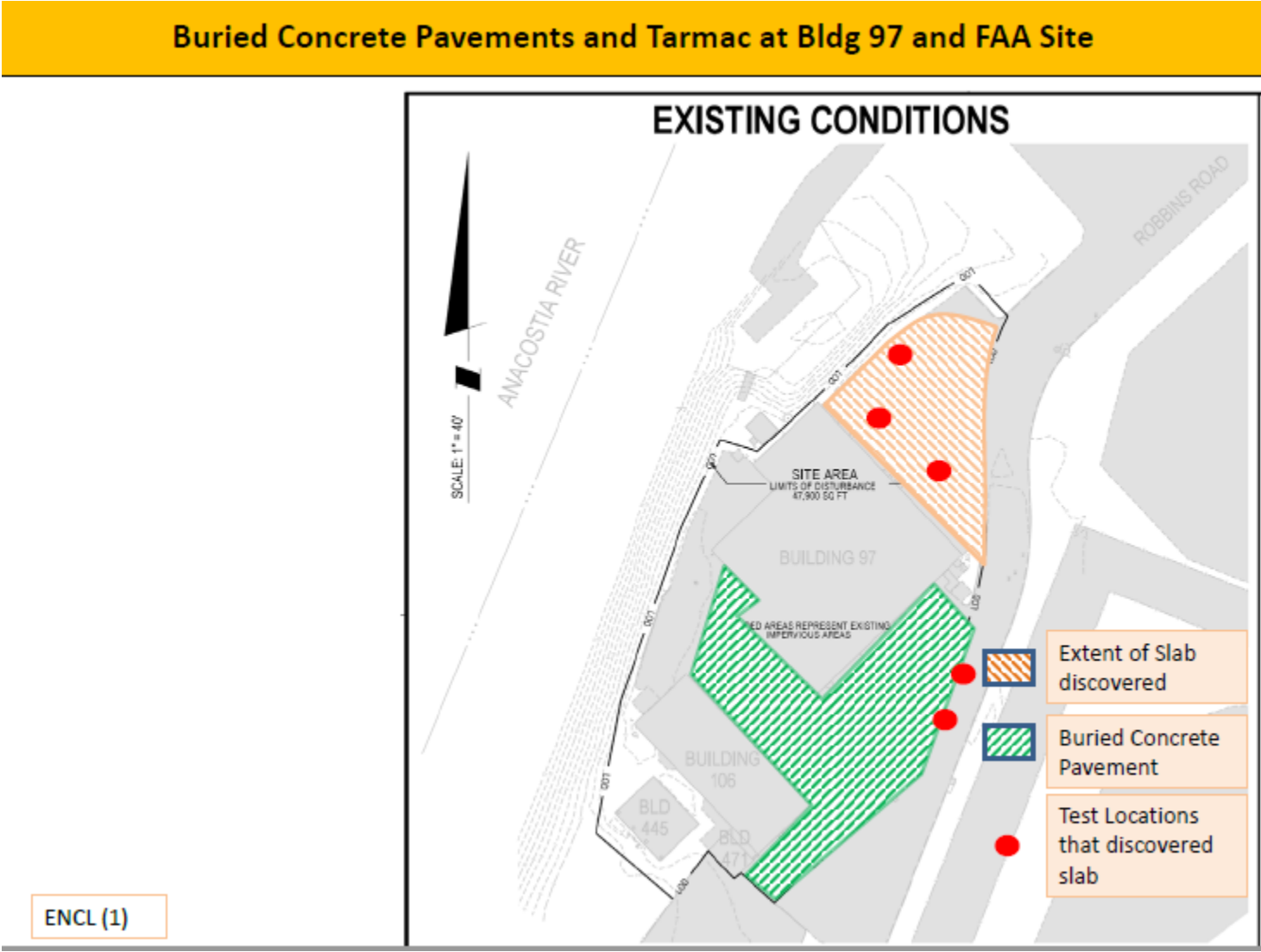
Front view of proposed 15' high Localizer Antenna Array platform at JBAB. Looking from Hains Point Park Promenade, across the Potomac River. (ground elev. 4', eye alt. 10')

Looking North from Robbins Road SW at proposed 15' high Localizer Antenna platform at JBAB.



Looking South-East from Potomac River edge towards proposed 15' high Localizer Antenna platform at JBAB.

Figure 4: Buried Concrete Exhibit



AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF CONFORMITY ANALYSIS (ROCA)

1. General Information: The Air Force's Air Conformity Applicability Model (ACAM) was used to perform an analysis to assess the potential air quality impact/s associated with the action in accordance with the Air Force Instruction 32-7040, Air Quality Compliance And Resource Management; the Environmental Impact Analysis Process (EIAP, 32 CFR 989); and the General Conformity Rule (GCR, 40 CFR 93 Subpart B). This report provides a summary of the ACAM analysis.

a. Action Location:

Base: BOLLING AFB
State: District of Columbia
County(s): Entire District
Regulatory Area(s): Washington, DC-MD-VA

b. Action Title: Federal Aviation Administration (FAA) Localizer/Antenna Array

c. Project Number/s (if applicable):

d. Projected Action Start Date: 3 / 2023

e. Action Description:

The existing location would be a consideration for the new array, but it's size capacity is very limiting.

No action alternative is to continue to use the existing FAA Localizer Array.

The construction action will be the demolition of the existing FAA Antenna Array and existing shelter. Also, a new antenna array including platform, and new shelter will be installed/constructed.

The project is tentatively scheduled to begin March 27, 2023 with a 65 day construction period.

f. Point of Contact:

Name: Abbigale Vanasse
Title: Air Quality Program Manager
Organization: 11 CEIE
Email:
Phone Number:

2. Analysis: Total combined direct and indirect emissions associated with the action were estimated through ACAM on a calendar-year basis for the "worst-case" and "steady state" (net gain/loss upon action fully implemented) emissions. General Conformity under the Clean Air Act, Section 1.76 has been evaluated for the action described above according to the requirements of 40 CFR 93, Subpart B.

Based on the analysis, the requirements of this rule are:

applicable
 not applicable

Conformity Analysis Summary:

2023

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Washington, DC-MD-VA			
VOC	0.021	50	No
NOx	0.121	100	No
CO	0.179	100	No
SOx	0.000		
PM 10	0.005		
PM 2.5	0.005		
Pb	0.000		
NH3	0.000		
CO2e	36.8		

2024 - (Steady State)

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Washington, DC-MD-VA			
VOC	0.000	50	No
NOx	0.000	100	No
CO	0.000	100	No
SOx	0.000		
PM 10	0.000		
PM 2.5	0.000		
Pb	0.000		
NH3	0.000		
CO2e	0.0		

None of estimated emissions associated with this action are above the conformity threshold values established at 40 CFR 93.153 (b); Therefore, the requirements of the General Conformity Rule are not applicable.

 Abbigale Vanasse, Air Quality Program Manager

 DATE