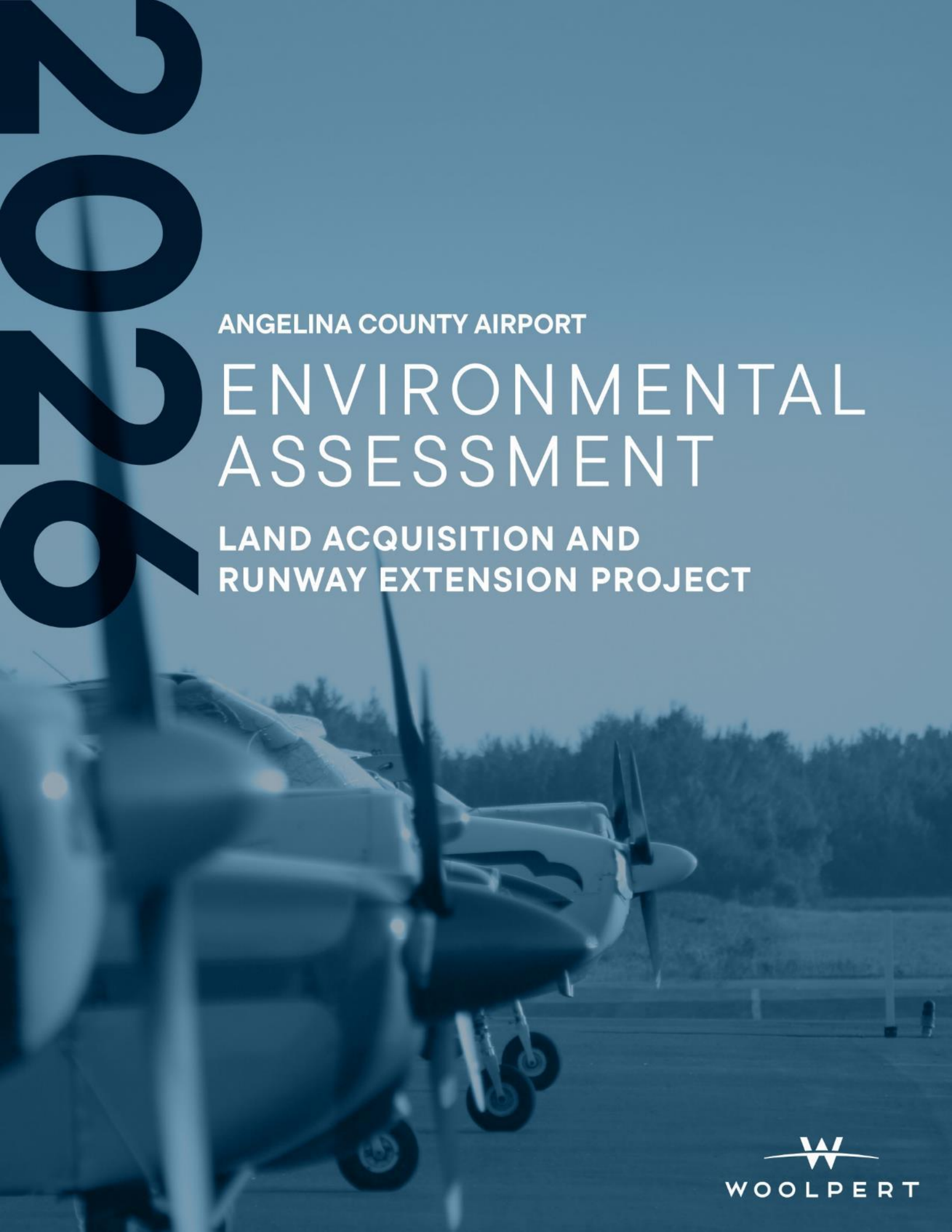
2026

ANGELINA COUNTY AIRPORT

ENVIRONMENTAL ASSESSMENT

LAND ACQUISITION AND RUNWAY EXTENSION PROJECT



WOOLPERT

Angelina County Airport
Land Acquisition and Runway Extension

Draft Report
October 2026

Prepared for:
Texas Department of Transportation, Aviation Division (TxDOT)

This Environmental Assessment becomes a federal document when evaluated, signed, and dated by the Responsible Texas Department of Transportation (TxDOT) Official.

_____ _____

TxDOT Responsible Official Date

Prepared by:

WOOLPERT
ARCHITECTURE | ENGINEERING | GEOSPATIAL

720 South Colorado Boulevard, Suite 1200-S

Glendale, CO 80246

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ACRONYMS

AC	Advisory Circular
ACS	American Community Survey
ACHP	Advisory Council on Historic Preservation
AEDT	Aviation Environmental Design Tool
AIP	Airport Improvement Program
ALP	Airport Layout Plan
AMP	Airport Master Plan
APE	Area of Potential Effects

BGEPA	Bald and Golden Eagle Protection Act
BMP	Best Management Practices
CAA	Clean Air Act
CWA	Clean Water Act
dB	Decibels
DKey	USFWS Statewide Determination Key
DNL	Day-Night Sound Level
DOT	Department of Transportation
EA	Environmental Assessment
EAA	Experimental Aircraft Association
EIC	Environmental Impact Categories
EPA	Environmental Protection Agency
ESA	Endangered Species Act
FAA	Federal Aviation Administration
FBO	Fixed Base Operator
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
GPU	Ground Power Unit
IPaC	Information for Planning and Consultation
Leq	Equivalent Continuous Sound Level
LFK	Angelina County Airport identifier
LWCF	Land and Water Conservation Fund
MBTA	Migratory Bird Treaty Act
MIRL	Medium Intensity Runway Light
MITL	Medium Intensity Taxiway Light
MOA	Memorandum of Understanding
NAAQS	National Ambient Air Quality Standards
NAVAID	Navigational Aid
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NM	Nautical Mile
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NPIAS	National Plan of Integrated Airport Systems
NRHP	National Register of Historic Places
PAPI	Precision Approach Path Indicator
PEM	Palustrine Emergent
PSS	Palustrine Scrub-Shrub
REIL	Runway End Identifier Light

RPZ	Runway Protection Zone
RSA	Runway Safety Area
SFHA	Special Flood Hazard Area
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SWPPP	Stormwater Pollution Prevention Plan
SWOT	Strengths, Weaknesses, Opportunities, and Threats
TCEQ	Texas Commission on Environmental Quality
THC	Texas Historical Commission
THPO	Tribal Historic Preservation Officer
TPWD	Texas Parks and Wildlife Department
TxDOT	Texas Department of Transportation
TXGLO	Texas General Land Office
TXNDD	Texas Natural Diversity Database
USACE	U.S. Army Corps of Engineers
USC	United States Code
USFWS	U.S. Fish and Wildlife Service

1 BACKGROUND AND PROPOSED ACTION

1.1 Introduction

Angelina County (Airport Sponsor) owns and oversees the management and operations of the Angelina County Airport (Airport or LFK). The Airport Sponsor is proposing improvements to address deficiencies in the Airport's primary runway, Runway 7/25. The improvements would enhance overall aircraft capacity to support a safe and viable airport now and into the future.

This Environmental Assessment (EA) identifies the potential environmental impacts associated with the Proposed Action and how any identified impacts could be avoided, minimized, or mitigated. This EA has been prepared pursuant to Section 102(2)(c) of the National Environmental Policy Act (NEPA), and in accordance with Federal Aviation Administration (FAA) Order 1050.1G *FAA National Environmental Policy Act Implementing Procedures,* US Department of Transportation (DOT) Order 5610.1D *DOT's Procedures for Considering Environmental Impacts,* and other FAA guidance.

1.2 Airport Location

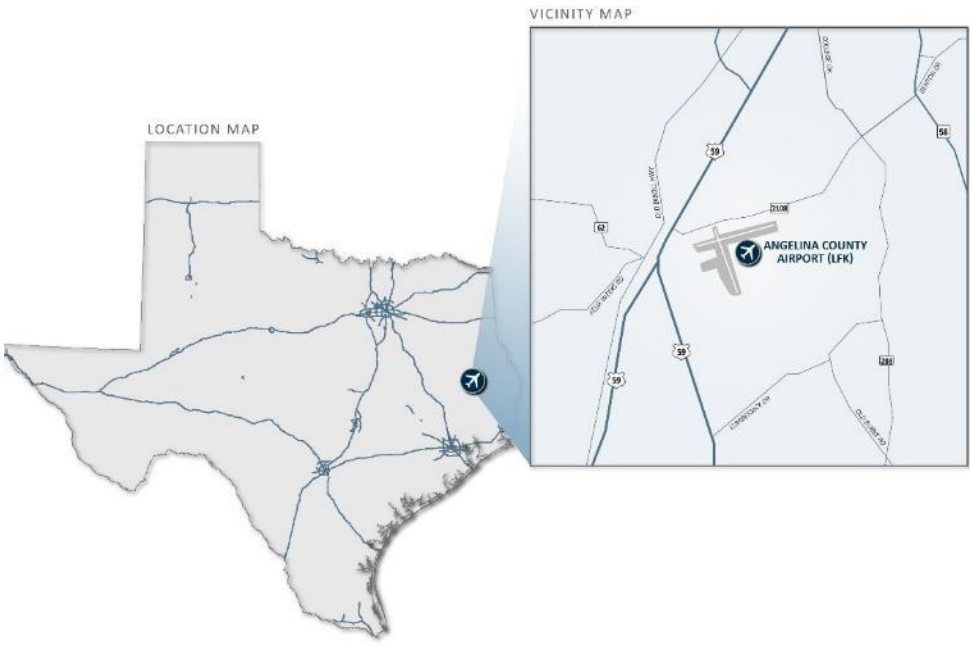
Angelina County Airport is in the east central area of the State of Texas, approximately seven miles southwest of the City of Lufkin and approximately 100 miles northeast of Houston (see **Figure 1-1**). The Airport is comprised of 385 acres and is physically located on the west central side of Angelina County[1]. Incorporated jurisdictions located near the Airport include the City of Lufkin, Town of Burke, and the City of Diboll.

Two national forests are located near LFK: Angelina National Forest, approximately 15 miles east, and Davy Crockett National Forest, is approximately 10 miles west. For locals, the Airport offers training and recreational flying, and the Airport's café and grill has been voted one of the most popular burger spots in the area[2].

According to the TxDOT *Texas Aviation Economic Impact Study*, general aviation operations at the Airport consist of flight training, corporate transportation, recreation, firefighting, and/or emergency medical evacuation. Travelers use LFK to access the Crown Colony Country Club and to hunt in nearby areas. The Airport has a major public presence in its community, hosting an annual air show with 300 participants, the Experimental Aircraft Association (EAA) Young Eagles, and 10,000 attendees[3].

[1] KSA, Angelina Couty Airport Layout Plan Update with Narrative, April 2024
[2] Angelina County, Angelina County Airport Online, Accessed May 2026.
[3] TxDOT, Texas Aviation Economic Impact Study, August 2018

Figure 1-1: Location Map



Source: Woolpert Inc.

1.3 Background and Existing Facilities

LFK was established in 1944 to replace the previous airport serving the area. The Airport is currently classified as a Regional General Aviation airport under the National Plan of Integrated Airport Systems (NPIAS) with the goal of being classified as a NPIAS National General Aviation airport[4]. Additionally, the Airport has been designated as an emergency/natural disaster relief airport for the State of Texas by the Texas Division of Emergency Management.

LFK is home to a diverse fleet mix including single- and multi-engine aircraft, corporate jets, and helicopters. Military operations occurring at the Airport primarily include Black Hawk helicopters. The airport property includes two active runways (primary Runway 7/25 and crosswind Runway 16/34); full- and partial-length parallel taxiways; and 20 conventional, executive, and T-hangar facilities. Runway 7/25 is 5,400 feet long and 100 feet wide with a full parallel taxiway, taxiway connectors, and Medium Intensity Runway Lights (MIRL). Crosswind Runway 16/34 is 4,311 feet long and 100 feet wide with a partial-length parallel taxiway, taxiway connectors, and MIRLs. **Figure 1-2** provides an overview of the Airport's airside facilities.

[4] KSA, Angelina Couty Airport Layout Plan Update with Narrative, April 2024

Figure 1-2: Airport Airside Facilities



Source: Woolpert, Inc.

The majority of the airport services are provided by Angelina County, which operates as the Fixed Based Operator (FBO) at LFK. The FBO services include Jet-A and 100LL mobile fuelers, Ground Power Unit (GPU), tiedowns, hangars, flight training, aircraft rentals, and internet service[5].

On-airport landside facilities include the main FBO facility that serves as a terminal building for Airport users, 20 hangars ranging from 1,800 to 14,700 square feet, auto parking, and vehicle access. Additionally, the Airport supports several private businesses with airfield access including the Angelina County Airport Café, Casey Aviation (aircraft sales), Great Texas Foods (corporate flights), Henderson Minerals (corporate flights), Texas Timberjack (corporate flights), EAA Chapter 1219 (aircraft builders and enthusiasts), and Angelina Flying Club (flight training and aircraft rentals)[6]. **Figure 1-3** presents an aerial view of the Airport's landside facilities.

[5] Angelina Couty Airport Layout Plan Update with Narrative, April 2024
[6] Angelina Couty Airport Layout Plan Update with Narrative, April 2024

Figure 1-3: Airport Landside Facilities



Source: Woolpert, Inc.

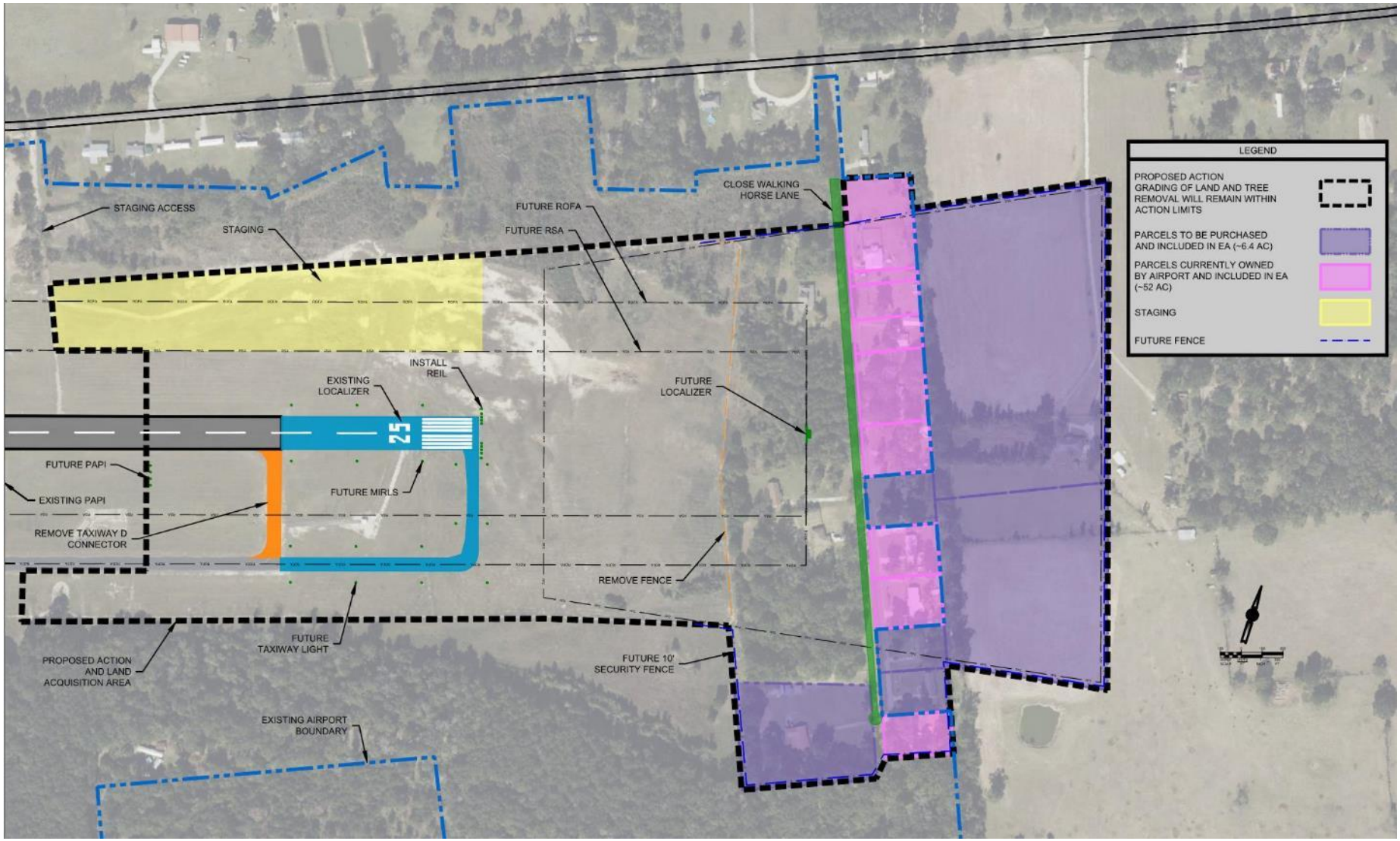
1.4 Proposed Action

The Proposed Action would increase aircraft capacity at the Airport by extending the primary Runway 7/25, 600 feet to the east, supporting a safe and viable Airport now and into the future. The Proposed Action includes the following components (as shown in **Figure 1-4**):

- Addition of approximately 27 acres to the LFK Airport Layout Plan (ALP).
    - Approximately 6.4 acres have been purchased by the County and would be added to the ALP.
    - The County would acquire an additional approximate 21 acres upon completion of this EA.
- Removal of houses from acquired properties.
- Construction of approximately 600-foot runway extension for Runway 25.
- Construction of approximately 600-foot parallel extension to Taxiway D with corresponding taxiway connector.
- Demolition of existing Runway 25 Taxiway D connector.

- Modification of navigational aids (NAVAIDs).
    - Relocation of localizer for Runway 25 extension. The localizer is owned by the FAA.
    - Extension of MIRLs and Medium Intensity Taxiway Lights (MITLs) for Runway 25 extension. The MIRLs and MITLS are owned by the County.
    - Relocation of Runway 25 Precision Approach Path Indicators (PAPI). The PAPI is owned by the FAA.
    - Installation of Runway 25 Runway End Identifier Lights (REIL). The REIL would be owned by the County.
- Grading of land and removal of trees within the Proposed Action project area.
- Closure of Walking Horse Lane.
- Relocation of existing 10-foot security/wildlife fence.

Figure 1-4: Proposed Action Exhibit



Source: Woolpert Inc.

2 PURPOSE AND NEED

2.1 Purpose and Need

Consistent with DOT Order 5610.1D, the statement of Purpose and Need describes the FAA's statutory objectives related to the approval of the Proposed Action and describes why the Sponsor seeks the Proposed Action.

2.1.1 Purpose of the Proposed Action

The purpose of the Proposed Action is to enhance overall useful aircraft load capacity and continue to provide safe, reliable, and efficient operations at the Airport. To accomplish this, improvements and modifications must be made to the Airport's infrastructure to address deficiencies identified in the 2024 Airport Master Plan (AMP).

2.1.2 Need for the Proposed Action

The need for the Proposed Action is based on a 2024 AMP determination that the largest business jets operating at the Airport are weight limited at certain times of the year. Aircraft greater than 60,000 pounds can safely operate at LFK with the Runway 7/25 existing length; however, those aircraft may be required to operate at less than 100 percent of their useful load and may not be able to fly the maximum range of the aircraft during prolonged periods of high temperatures. According to the National Oceanic and Atmospheric Administration (NOAA) Online Weather Data for 2020 to 2025, LFK's weather station recorded 456 summer days (June through August) with a maximum temperature greater than 90° (see **Table 2-1**) and recorded 248 days exceeding the mean max temperature of 95° (see **Table 2-2**)[7]. Extrapolating from this data, the Airport may experience summertime temperatures above 90° 83 percent of the time and above 95° 45 percent of the time over the next five years.

According to the 2024 AMP, high temperatures can limit aircraft takeoff performance based on factors like takeoff weight, stage length, and required fuel[8]. The Proposed Action would enable the Airport to safely accommodate larger aircraft needing higher percent of their useful load during high temperature situations, ultimately increasing safety and viability.

[7] NOAA, NOAA Online Weather Data, Accessed June 2026.
[8] KSA, Angelina Couty Airport Layout Plan Update with Narrative, April 2024

Table 2-1: Airport Temperatures Number of Days Above 90°

Year	June	July	August
2020	21	28	31
2021	20	23	28
2022	26	30	24
2023	25	31	31
2024	21	18	28
2025	23	22	26

Source: NOAA

Table 2-2: Airport Temperatures Number of Days Above 95°

Year	June	July	August
2020	0	8	19
2021	7	6	17
2022	18	29	17
2023	11	27	30
2024	7	5	21
2025	0	9	17

Source: NOAA

2.2 Requested State Action and Connected Federal Actions

Angelina County is the project sponsor for the Proposed Action, and TxDOT is the lead agency for the Proposed Action per the FAA State Block Grant Program (SBGP) Memorandum of Agreement (MOA). FAA provided review at TxDOT's request. Angelina County is requesting the following actions from TxDOT:

- Unconditional approval of the ALP to depict those portions of the Proposed Action subject to FAA review and approval pursuant to 49 United States Code (USC) 47107(a)(16)(B).
- Determination that Environmental Analysis Prerequisites associated with any future Airport Improvement Program (AIP) funding application have been fulfilled pursuant to 49 USC § 47101.
- Amendments to existing instrument approach and departure procedures at the Airport.
- Reimbursement for land that has been acquired using private funds.

2.2.1 Connected Federal Actions

Modification of FAA owned components of the Proposed Action are considered connected Federal Actions and require coordination with the FAA:

- Relocation of the PAPI would be considered a connected federal action that would require coordination with the FAA.

- Relocation of the localizer would be considered a connected federal action that would require coordination with the FAA.
- Modification of flight procedures would require coordination with the FAA.

2.3 Timeframe of the Proposed Action

The design and subsequent construction of the Proposed Action would occur immediately after TxDOT has issued a NEPA Finding of No Significant Impact (FONSI) determination, and appropriate funding has been obtained. As 6.4 acres of land have been acquired prior to this EA, it is anticipated that the acquisition of the remaining land (21 acres) would begin immediately following the issuance of the NEPA FONSI determination. Construction would commence in 2027 and continue through 2028.

3 ALTERNATIVES

3.1 Introduction

The consideration of alternatives allows for an objective decision-making process and is crucial for the completion of the NEPA process. A reasonable range of alternatives to the Proposed Action were considered that are technically and economically feasible and meet the Purpose and Need of the proposal. This EA also includes an analysis of any adverse environmental impacts of not implementing the Proposed Action as in the case of the No Action Alternative. This chapter describes the alternatives considered and their ability to meet the Purpose and Need as described in **Chapter 2**. Alternatives were eliminated from further consideration if the alternatives did not fulfill the Purpose and Need for the Proposed Action or could not be reasonably implemented.

3.2 Alternative Screening

There is no requirement regarding the number of alternatives that must be considered in an EA. The range of alternatives may be limited to the Proposed Action alternative and No Action alternative when there are no unresolved conflicts concerning alternative uses of available resources. Alternatives considered may also relate to the number of environmental issues involved.

The 2024 AMP identified and screened three alternatives against the following development strategy criteria:

- Regional economic development opportunities.
- Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis results from stakeholders.[9]

The alternatives considered within this EA are weighed against environmental impacts, cost implications resulting from land to be purchased, and overall construction costs. As such, some alternatives were screened (not carried forward) based on whether the alternatives are technically and economically feasible and meet the Purpose and Need of the Proposed Action.

3.3 Alternatives Not Carried Forward

The 2024 AMP identified three alternatives addressing Runway 7/25 deficiencies:

- **Alternative 1** – Extend Runway 7/25 600 feet to the east, for a total length of 6,000 feet; extend parallel Taxiway D and connector to coincide with the 600-foot runway extension.

[9] KSA, Angelina Couty Airport Layout Plan Update with Narrative, April 2024

- **Alternative 2** – Extend Runway 7/25 1,000 feet to the east for a total length of 6,400 feet; extend parallel Taxiway D and connector to coincide with the 1,000-foot runway extension.
- **Alternative 3** – Extend Runway 7/25 1,600 feet to the east and widen 50 feet for a total length and width of 7,000 feet by 150 feet; extend parallel Taxiway D and connector to coincide with the 1,600-foot runway extension.

Through the screening process, the 2024 AMP determined Alternative 3 was the preferred option, as it would accommodate 90 percent useful load. All three alternatives were incorporated into this EA for initial consideration. Only those development alternatives that meet the Purpose and Need as stated in **Chapter 2** and can be reasonably implemented will be carried forward for environmental evaluation.

3.3.1 Alternative 1 – Extend Runway 7/25 600 Feet

Alternative 1 provides a 600-foot extension to Runway 25, increasing Runway 7/25's total length to 6,000 feet (see **Figure 3-1**). This alternative would maximize available runway length for higher aircraft load capacity.

*This alternative meets the Purpose and Need as described in **Chapter 2** and is carried forward for further analysis in this EA.*

3.3.2 Alternative 2 – Extend Runway 7/25 1,000 Feet

Alternative 2 provides a 1,000-foot extension to Runway 25, increasing Runway 7/25's total length to 6,400 feet (see **Figure 3-2**). Like Alternative 1, this alternative would maximize available runway length for higher aircraft load capacity, but it would also enable operations for heavier aircraft.

This alternative meets the Purpose and Need as described in **Chapter 2***, but is not carried forward for further analysis in this EA. Alternative 2 would require the acquisition of additional land and would be cost-prohibitive. The Airport Sponsor has determined that the additional cost does not outweigh added operational capacity. Although Alternative 2 meets the Purpose and Need as described in* **Chapter 2***, it is not carried forward for further consideration in this EA.*

3.3.3 Alternative 3 – Extend Runway 7/25 1,600 Feet

Alternative 3 provides a 1,6000-foot extension to Runway 25, increasing Runway 7/25's total length to 7,000 feet (see **Figure 3-3**). This alternative also widens Runway 7/25 by 50 feet to an ultimate runway width of 150 feet. Alternative 3 would help the Airport achieve NPIAS National role status and accommodate a larger category of critical aircraft.

*This alternative meets the Purpose and Need as described in **Chapter 2** but is not carried forward for further analysis in this EA. Alternative 3 would require the acquisition of additional land and would be cost-prohibitive. The Airport Sponsor has determined that the*

additional cost implications do not outweigh the operational capacity benefits. Therefore, although this Alternative meets the Purpose and Need as described in **Chapter 2***, this alternative is not carried forward for further consideration in this EA.*

Figure 3-1: Alternative 1 (Proposed Action – Carried Forward)



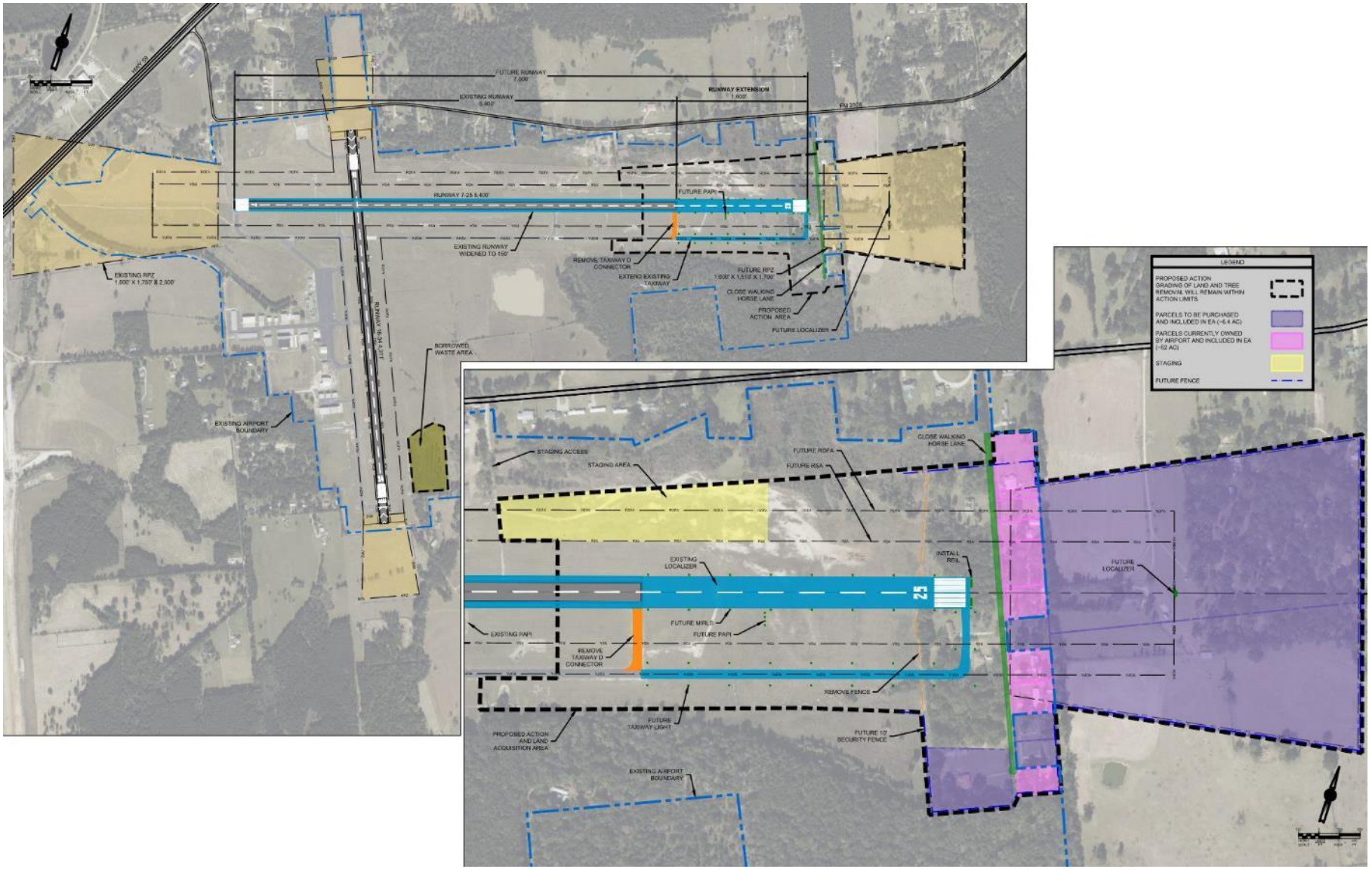
Source: Woolpert, Inc.

Figure 3-2: Alternative 2 (Not Carried Forward)



Source: Woolpert Inc.

Figure 3-3: Alternative 3 (Not Carried Forward)



Source: Woolpert, Inc.

3.4 Alternatives Carried Forward

Based on the Purpose and Need identified in **Chapter 2**, the alternatives identified for further evaluation in this EA are: 1) No Action Alternative and 2) Proposed Action.

3.4.1 No Action Alternative

The No Action Alternative does not include any improvements to the Airport, but the Sponsor would still need to maintain the Airport's current facilities. Under the No Action Alternative, Runway 25 would not be extended, and no additional land would be reflected on the ALP. The No Action Alternative would not meet the Purpose and Need as described in **Chapter 2**, as the runway length would remain the same, and LFK would not be able to support a higher useful load capacity.

Although the No Action would not meet the Purpose and Need, this alternative was retained for further analysis in this EA. The No Action Alternative is kept in the analysis for environmental baseline comparative purposes.

3.4.2 Extend Runway 25 600 Feet (Proposed Action)

The Proposed Action Alternative (Proposed Action) includes acquiring approximately 27 acres of land, extending Runway 25, 600 feet to the east, extending parallel Taxiway D, constructing the corresponding taxiway connector, relocating the security fence, demolishing existing Runway 25 Taxiway D connector, relocating the Runway 25 localizer for Runway 25, extending MIRLs and MITLs, relocating the Runway 25 PAPI, installing the Runway 25 REIL, grading land and removing trees within the Proposed Action project area, and closing Walking Horse Lane. Acquiring the properties to the east would ensure the Runway Protection Zone (RPZ) is controlled by the Airport. Extending Runway 25 600 feet to the east would increase the total length to 6,000 feet and support a higher useful load capacity for aircraft operating on Runway 7/25. The specific components of the Proposed Action are shown in **Figure 1-4** and includes actions as described in **Section 1.4**.

The land acquisition described in the Proposed Action would be undertaken in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies* Act (Uniform Act) [42 USC 4601], FAA Order 5100.37B, *Land Acquisition and Relocation Assistance for Airport Projects*, FAA Advisory Circular (AC) 150/5100-17, *Land Acquisition and Relocation Assistance for Airport Improvement Program (AIP) Assisted Projects,* and FAA Order 1050.19C *Environmental Due Diligence in the conduct of FAA Real Property Transaction*

The Proposed Action supports the Purpose and Need as described in **Chapter 2**, enabling improved aircraft useful load capacity at the Airport, and ultimately increasing the safety and viability of the Airport; therefore, the Proposed Action will be carried forward for further analysis in this EA.

4 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND MITIGATION

4.1 Introduction

This chapter evaluates potential impacts related to the alternatives discussed in **Chapter 3** on each of the Environmental Impact Categories (EIC) defined by FAA Order 1050.1G FAA *National Environmental Policy Act Implementing Procedures*. The evaluation of each EIC includes the following elements: (1) the Affected Environment, which describes the existing natural, ecological, cultural, social, and economic conditions that could be impacted by the Proposed Action; (2) the Environmental Consequences, which evaluates the human and environmental consequences of the No Action Alternative and Proposed Action for each environmental resource; and (3) Mitigation Measures related to anticipated impacts.

Baseline data used to determine the affected environment was collected by reviewing existing documentation and databases, consulting with various individuals and agencies, and conducting field investigations.

For comparison purposes, the No Action Alternative is evaluated alongside the Proposed Action. When compared with development alternative, the No Action Alternative serves as a reference point or baseline.

Thresholds of significance are provided in FAA Order 1050.1G, Exhibit A-1 *Significance Determination for FAA Actions* to aid in the analysis. The analysis of the impacts linked to alternatives associated with development (Proposed Action) is a comparison of the impacts one would encounter with the No Action Alternative and are based on the information known at the time the of development of this EA.

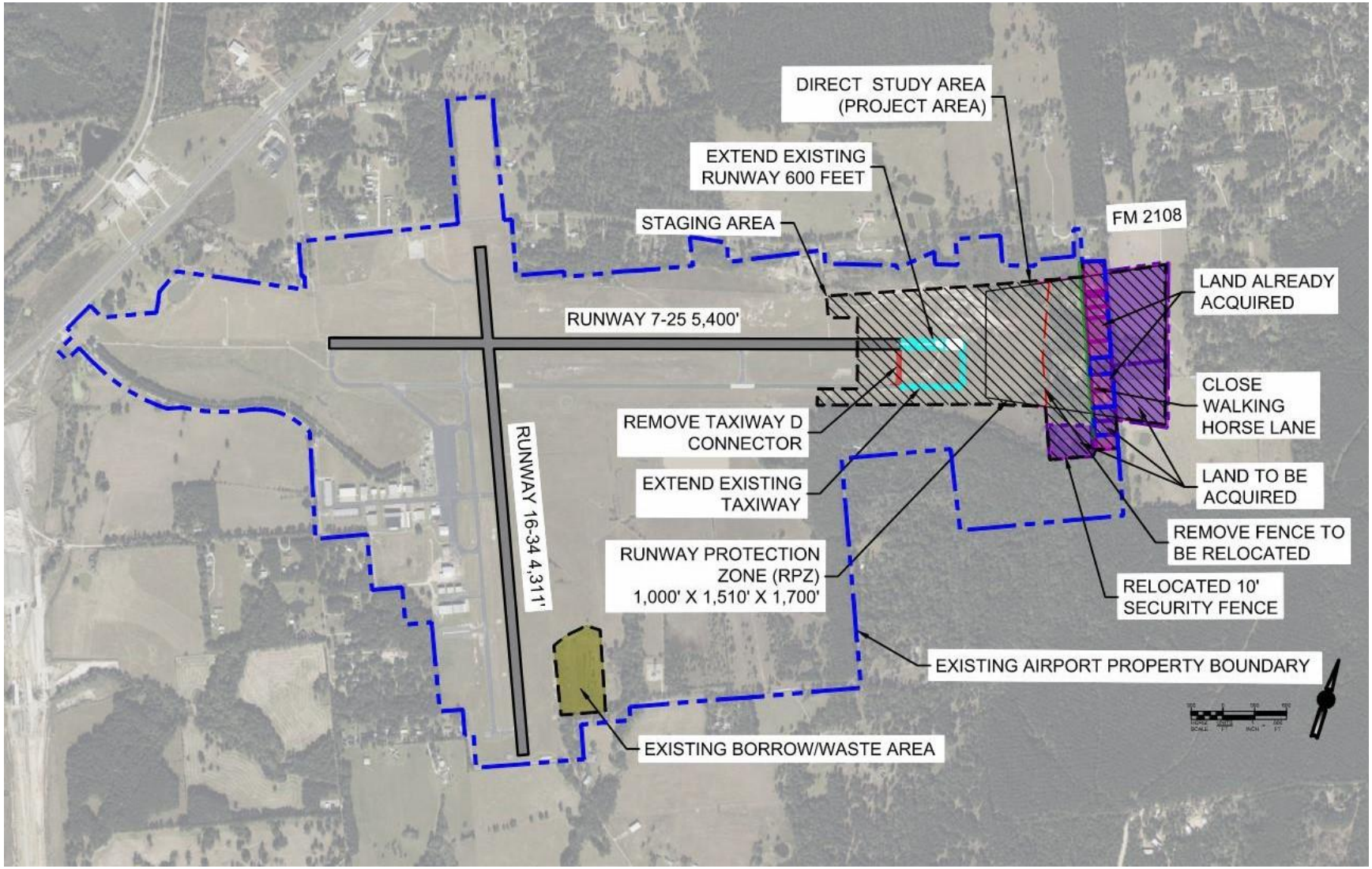
4.2 Study Area

According to the FAA Order 1050.1 *Desk Reference*, a study area can vary based on the impact category being analyzed. A 97-acre direct study area (Project Area) was defined for this EA, which includes the land to be acquired (21 acres), land previously acquired (6 acres), and the construction-related areas, which addresses all direct impacts due to the Proposed Action, see **Figure 4-1**. The area of indirect impacts (indirect study area) is a 0.25 mile offset from the Project Area, also known as the indirect area of potential effects (APE) as shown in **Figure 4-5** . All analysis included in this chapter was performed to include direct impacts and indirect impacts where appropriate.

The direct study area as defined in **Figure 4-1** includes land owned by the Airport as well as adjacent privately owned land (to be acquired). Portions of the direct study area have been disturbed by previous development at the Airport. Land currently owned by the Airport is largely developed and has minimal vegetation as it is maintained to support aircraft

operations; however, airport property does include several treed areas. According to the 2024 AMP, the land surrounding the Airport is not specifically zoned by Angelina County, but is used for agriculture, commercial, and residential purposes. The land to be acquired is currently used for residential and agriculture purposes. The direct study area is located entirely on abstract number A-35, Angelina County, Texas, which encompasses the east end of Runway 25, and extends east of the existing airport boundary.

Figure 4-1: Direct Study Area



Source: Woolpert, Inc.

4.3 Aviation Emissions and Air Quality

At the federal level, under the Clean Air Act (CAA), the U.S. Environmental Protection Agency (EPA) establishes the guiding principles and policies for protecting air quality conditions throughout the nation. EPA's primary responsibility is to promulgate and update National Ambient Air Quality Standards (NAAQS) which define outdoor levels of air pollutants that are considered safe for the health and welfare of the public. The EPA's other responsibilities include the approval of State Implementation Plans (SIP), plans that detail how a state will comply with the CAA.

The FAA is the primary agency involved in, and responsible for, ensuring that air quality impacts associated with proposed airport projects adhere to the reporting and disclosure requirements of the CAA as well as the General Conformity Rule of the CAA. The General Conformity Rule of the federal CAA prohibits federal agencies (including the FAA) from permitting or funding projects that do not conform to an applicable SIP. If the emissions exceed the thresholds, a formal Conformity Determination is required to demonstrate that the action conforms to the applicable SIP. Under the General Conformity Rule, project-related emissions of the applicable non-attainment/maintenance pollutants are compared to de minimis (too minor to merit consideration) level thresholds.

The FAA 1050.1 *Desk Reference*, Chapter 1.3.5, notes, "…the General Conformity Rule is only considered when a federal action is proposed to occur in an EPA-designated nonattainment or maintenance area"; thus, in "attainment" areas that meet air quality standards, the General Conformity Rule does not apply.

At the state level, the Texas Commission on Environmental Quality (TCEQ) is the primary authority for ensuring that the federal (and state) air quality regulations are met. TCEQ is responsible for air quality monitoring throughout the state as well as the development and implementation of SIPs. The permitting of stationary emission sources, the regulation of mobile source emissions, and emission reduction programs are also under the jurisdiction of TCEQ.

4.3.1 Affected Environment

The EPA designates areas as either attainment or nonattainment. An area with measured pollutant concentrations that are lower than the NAAQS is designated attainment, and an area with pollutant concentrations that exceed the NAAQS is designated nonattainment. Once a nonattainment area meets the NAAQS and the additional re-designation requirements in the CAA, the EPA re-designates the area to "maintenance." Areas are designated as unclassifiable when there is a lack of sufficient data to form the basis of an attainment status determination. The Airport is located in Angelina County, an area that is designated as being in attainment for all NAAQS.

4.3.2 Environmental Consequences

As the Airport is in attainment of all criteria air pollutants, the General Conformity requirements of the CAA, which aim at making sure that a SIP is adhered to, are not applicable.

Additionally, the Proposed Action would not change airport operational emissions. The construction-related emissions from the Proposed Action would be short-term/temporary—see **Table 4-1** through **Table 4-2** for the aggregation results for construction per the FAA *Aviation Emissions and Air Quality Handbook, V4* (Air Quality Handbook). The aggregation results for LFK are below 1.0 on an annual basis for the two-year duration of the project; therefore, the Proposed Action does not exceed the Screening Criteria. No further action would be required.

Table 4-1: Emissions Aggregation Results – Year 1

Variable	Variable Description	Project-Specific Change	Normalization[10]
A	Aircraft Operations	No change	0.00
B	Aircraft Taxi/Idle/Delay	No change	0.00
C	Ground Access Vehicles	No change	0.00
D	Construction Equipment	20 pieces	0.16
Total Normalization	Not Applicable	Not Applicable	**0.16**

Source: Woolpert Inc., 2026

Table 4-2: Emissions Aggregation Results – Year 2

Variable	Variable Description	Project-Specific Change	Normalization[10]
A	Aircraft Operations	No change	0.00
B	Aircraft Taxi/Idle/Delay	No change	0.00
C	Ground Access Vehicles	No change	0.00
D	Construction Equipment	20 pieces	0.16
Total Normalization	Not Applicable	Not Applicable	**0.16**

Source: Woolpert Inc., 2026

4.3.3 Conclusion

As the non-development alternative, the No Action Alternative would have **no effect** on air quality, as no construction would occur, and there would be no changes to the current operating environment of the Airport.

Based on the analysis discussed above, the Proposed Action is not expected to cause any long-term air quality impacts or violations of the NAAQS or SIPs due to either operational or construction emissions. Temporary minimal air emissions from vehicles and equipment

[10] FAA, Aviation Emissions and Air Quality Handbook Version 4, Air Quality Assessment Procedure, Emissions Aggregation Normalization Formula, July 2024

would occur during construction; however, the Proposed Action would not exceed the Screening Criteria defined in the FAA Air Quality Handbook. Therefore, the Proposed Action would have **no significant effect** on air quality.

4.3.4 Mitigation

No specific mitigation is required. However, during construction activities, emission reduction can be achieved by implementing Best Management Practices (BMP) and by incorporating the provisions of FAA AC 150/5370-10, *Standard Specifications for Construction of Airports*. Further, prior to the start of construction, all federal, state, and local air quality related permits would be obtained.

4.4 Biological Resources

According to the FAA's 1050.1 *Desk Reference*, biological resources are valued for their intrinsic, aesthetic, economic, and recreational qualities and include fish, wildlife, plants, and their respective habitats. Biological resources most often include the following categories:

- Terrestrial and aquatic plant and animal species
- Game and non-game species
- Special status species (state or federally listed threatened or endangered species, marine mammals, or species of concern, such as species proposed for listing or migratory birds)
- Environmentally sensitive or critical habitats

Provisions have been set forth for the protection of fish, wildlife, and plants of local and national significance. The Endangered Species Act (ESA),[11] The Fish and Wildlife Coordination Act,[12] The Fish and Wildlife Conservation Act,[13] and The Migratory Bird Treaty Act[14] (MBTA) are among these provisions.

4.4.1 Affected Environment

4.4.1.1 Threatened and Endangered Species

In general terms, "endangered" means a species is in danger of extinction throughout all or a significant portion of its range. "Threatened" means a species is likely to become endangered in the foreseeable future.

[11] U.S. Code. 1973. Endangered Species Act of 1973, U.S. Congress, Public Law 93-205, 16 U.S.C. §§1531-1544

[12] U.S. Code. 1958. Fish and Wildlife Coordination Act of 1958, U.S. Congress, Public Law 85-624, 16 U.S.C. §661-666c

[13] Ibid.

[14] U.S. Code. 1981. Migratory Bird Treaty Act of 1981, 16 U.S.C. §§703-712

A Threatened and Endangered Species Report (T&E Report) was prepared by SWCA Environmental Consultants (SWCA) in June 2026. The T&E Report documented the results of an evaluation and survey of the Project Area to determine whether federal and state listed T&E species could potentially occur within or near the Project Area and if there is a potential for impacts or disturbance from the Proposed Action on these species, see **Appendix A**. The T&E Report included a review of available desktop resources and utilized habitat and species related data collected during the field reconnaissance on May 4, 2026. The desktop study used the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) to identify potential federal species and the Texas Parks and Wildlife Department (TPWD) online Rare, Threatened, and Endangered Species of Texas by County listing as well as the Texas Natural Diversity Database (TXNDD) to identify potential state species in the Project Area. **Table 4-3** shows the federal and state listed species reviewed within the Project Area. Additionally, no critical habitats were identified within the Project Area.

Table 4-3: Potential Federal and State T&E Species

Group	Species	Scientific Name	Federal Status	State Status	Preferred Habitat	Potential for Occurrence in Project Area
Birds	Swallow-tailed kite	*Elanoides forficatus*	None	Threatened	Lowland forested regions; swampy areas, open woodlands and marshes along rivers, lakes and ponds; pine and deciduous forest woodland edges	May occur
Birds	Red-cockaded Woodpecker	*Picoides borealis*	Threatened	Endangered	Mature pine ecosystems, open longleaf pine savannas; cavity trees in open stands with low densities of small pines	Unlikely to occur
Birds	White-faced ibis	*Plegadis chihi*	None	Threatened	Coastal lands, freshwater wetlands, flooded agricultural fields, marshes, swamps, ponds, and rivers	Unlikely to occur
Birds	Bachman's sparrow	*Peucaea aestivalis*	None	Threatened	Old growth pine forests with scattered bushes and dry grassy understory; brushy or overgrown hillsides; overgrown fields with thickets and brambles; grassy orchards	May occur
Insects	Monarch butterfly	*Danaus Plexippus*	Proposed Threatened	None	Large patches of milkweed and all manner of flowers	May occur
Mammals	Rafinesque's big-eared bat	*Corynorhinus rafinesquii*	None	Threatened	Lowland pine and hardwood forests with large hollow trees, concrete culverts and abandoned artificial structures	Unlikely to occur
Mammals	Tricolored bat	*Perimyotis subflavus*	Proposed Endangered	None	Tree foliage, often in mixed pine-hardwood or deciduous forests and hibernate in caves, mines or other underground structures	May occur
Mollusks	Texas heelsplitter	*Potamilus amphichaenus*	Proposed Endangered	Threatened	Still to moderately flowing waters with substrates consisting of firm mud, sand or finer gravel bottoms	Unlikely to occur
Reptiles	Northern scarlet snake	*Cemophora coccinea*	None	Threatened	Hardwood, mixed, or pine forests/woodlands and adjacent open areas with sand or loamy well-drained soils	May occur
Reptiles	Louisiana pine snake	*Pituophis ruthveni*	Threatened	Threatened	Longleaf pine and oak sandhills interspersed with moist bottomlands; openly wooded areas with moderate to sparse midstory and well-developed herbaceous understory over dense forest; fields, farmland, and tracts of second-growth timber	Unlikely to occur

Source: SWCA, Threatened and Endangered Species Report, June 2026

4.4.1.2 Migratory Birds

The MBTA prohibits the taking (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior USFWS. The Bald and Golden Eagle Protection Act (BGEPA) provides additional protection for bald and golden eagles and prohibits the taking of bald or golden areas, including their parts, nests, or eggs. The BGEPA defines "take" as to "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb." The term “disturb” means to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle; 2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior; or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior. The areas surrounding the Airport provide potential foraging and nesting habitat for many species of birds protected by the MBTA.

The IPaC lists ten (10) bird species protected by the MBTA with the potential to occur in the Project Area, see **Table 4-4**.

Table 4-4: Potential MBTA Birds

Species	Scientific Name	Breeding Season	Bird of Concern Status
American Golden-plover	*Pluvialis dominica*	Breeds elsewhere	This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
American Kestrel	*Falco sparverius paulus*	April 1 to August 31	This is a BCC only in particular Bird Conservation Regions (BCR) in the continental USA.
Bald Eagle	*Haliaeetus leucocephalus*	September 1 to July 31	This is not a 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.
Brown-headed Nuthatch	*Sitta pusilla*	March 1 to July 15	This is a BCC only in particular BCRs in the continental USA.
Chimney Swift	*Chaetura pelagica*	March 15 to August 25	This is a BCC throughout its range in the continental USA and Alaska.
Lesser Yellowlegs	*Tringa flavipes*	Breeds elsewhere	This is a BCC throughout its range in the continental USA and Alaska.
Pectoral Sandpiper	*Calidris melanotos*	Breeds elsewhere	This is a BCC throughout its range in the continental USA and Alaska.
Red-headed Woodpecker	*Melanerpes erythrocephalus*	May 10 to September 10	This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
Swallow-tailed Kite	*Elanoides forficatus*	March 10 to June 30	This is a BCC throughout its range in the continental USA and Alaska.
Wood Thrush	*Hylocichla mustelina*	May 10 to August 31	This is a BCC throughout its range in the continental USA and Alaska.

Source: USFWS, IPaC

4.4.2 Environmental Consequences

According to the FAA’s 1050.1 *Desk Reference*, a proposed action would result in significant impacts if the USFWS or the National Marine Fisheries Service (NMFS) determines that the action would be likely to jeopardize the continued existence of a federally listed threatened or endangered species or would result in the destruction or

adverse modification of federally designated critical habitat. If an action would result in impacts, other factors that should be considered include:

- A long-term or permanent loss of unlisted plant or wildlife species, i.e., extirpation of the species from a large project area (e.g., a new commercial service airport).
- Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats.
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their population.
- Adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance.

4.4.2.1 Threatened and Endangered Species

According to the T&E Report, the Proposed Action would have **no effect** on three (3) of the listed and proposed listed federal T&E species; the Red-cockaded woodpecker, the Texas heelsplitter and the Louisiana pine snake, as the Project Area does not contain suitable habitat for the listed species. Additionally, the Proposed Action may affect, is not likely to adversely affect the federally proposed listed monarch butterfly and tricolored bat. The Project Area falls within the monarch butterfly's migration path and contains large patches of milkweed in adjacent areas. However, no individual monarch butterflies or milkweed were observed in the Project Area, and there are no TXNDD occurrence records within two (2) miles of the Project Area. The forested areas within the Project Area have potentially suitable habitat for the tricolored bat. However, the forested areas are small and fragmented and there are no TXNDD occurrence records within two (2) miles of the Project Area. Additionally, as the tricolored bat is proposed endangered under the ESA, no USFWS consultation is currently required. If the species becomes listed prior to Proposed Action completion, the Proposed Action would be reevaluated to determine whether additional coordination is required. The USFWS Texas Statewide Determination Key (Texas DKey) was utilized for project review and guidance for federally listed species. As shown in **Appendix A**, the USFWS concurred with a "No Effect" determination for the federally listed and proposed listed (threatened and endangered) species.

Also, according to the T&E Report, the Proposed Action **may impact** three (3) state listed species; the Swallow-tailed kite, the Bachman's sparrow, and the Northern scarlet snake. Additionally, the Proposed Action would have **no impact** on the state listed White-faced ibis and the Rafinesque's big-eared bat and **no effect** on the Red-cockaded woodpecker as the Project Area does not contain suitable habitat for those species. **Table 4-5** provides a summary of the effect/impact determinations for the federal and state listed T&E species.

Table 4-5: Summary of Effect Determinations

Species	Scientific Name	Federal Status	State Status	Potential Effect/Impact
Swallow-tailed kite	*Elanoides forficatus*	None	Threatened	May impact. Potentially suitable habitat exists in the Project Area. However, the forested habitat necessary for nesting is minimal, no individuals were observed during field surveys, and there are no TXNDD occurrence records within 2 miles of the Project Area.
Red-cockaded Woodpecker	*Picoides borealis*	Threatened	Endangered	No effect. Suitable habitat does not exist in the Project Area.
White-faced ibis	*Plegadis chihi*	None	Threatened	No impact. Suitable habitat does not exist in the Project Area.
Bachman's sparrow	*Peucaea aestivalis*	None	Threatened	May impact. Potentially suitable habitat exists in the Project Area. However, the grass fields within the project area are regularly mowed and maintained, and there are no old-growth pine woods in the area. No individuals were observed during field surveys. Additionally, there are no TXNDD occurrence records within 2 miles of the Project Area.
Monarch butterfly	*Danaus Plexippus*	Proposed Threatened	None	May affect, is not likely to adversely affect. Project Area falls within the monarch butterfly's migration path and contains large patches of milkweed in adjacent areas. However, no individual monarch butterflies or milkweed were observed in the Project Area, and there are no TXNDD occurrence records within 2 miles of the Project Area.
Rafinesque's big-eared bat	*Corynorhinus rafinesquii*	None	Threatened	No impact. Suitable habitat does not exist in the Project Area.
Tricolored bat	*Perimyotis subflavus*	Proposed Endangered	None	May affect, is not likely to adversely affect. Potentially suitable habitat exists in the Project Area. However, the forested areas are small and fragmented and there are no TXNDD occurrence records within 2 miles of the Project Area. Additionally, as the species is proposed endangered under the ESA, no USFWS consultation is currently required. If the species becomes listed prior to project completion, the project will be reevaluated to determine whether additional coordination is required.
Texas heelsplitter	*Potamilus amphichaenus*	Proposed Endangered	Threatened	No effect. Suitable habitat does not exist in the Project Area.
Northern scarlet snake	*Cemophora coccinea*	None	Threatened	May impact. Potentially suitable habitat exists in the Project Area. However, the project area does not contain habitat of suitable size to support the species. Additionally, no determination was generated from the USFWS IPaC Texas DKey Analysis, and there are no TXNDD occurrence records within 2 miles of the Project Area.
Louisiana pine snake	*Pituophis ruthveni*	Threatened	Threatened	No effect. Suitable habitat does not exist in the Project Area.

Source: SWCA, Threatened and Endangered Species Report, June 2026

4.4.2.2 Migratory Birds

According to the T&E Report, the Project Area does not contain any significant water bodies or forested wetlands, but it does contain some suitable foraging and nesting habitat in the form of lowland forested areas. However, according to the T&E Report, the forested habitat within the Project Area is fragmented and minimal. As the potential MBTA species are more likely to use adjacent forested habitat during migration, it is not anticipated that the Proposed Action would impact MBTA species in the area.

4.4.3 Conclusion

4.4.3.1 Threatened and Endangered Species

The No Action Alternative is a non-development alternative, and therefore, would have no effect on federally listed threatened and endangered species, state sensitive species, or migratory birds.

The Proposed Action would have **no effect** on the federally listed threatened and endangered species or state sensitive species. If the species listed as proposed threatened or proposed endangered, become listed species prior to the conclusion of construction, the impacts of the Proposed Action would be re-evaluated with the USFWS.

4.4.3.2 Migratory Birds

The No Action Alternative is a non-development alternative, and therefore, would have no effect on federally listed threatened and endangered species, state sensitive species, or migratory birds.

The Proposed Action would have **no effect** on the federally listed threatened and endangered species, state sensitive species or migratory birds.

4.4.4 Mitigation

4.4.4.1 Threatened and Endangered Species

The No Action Alternative is a non-development alternative, and therefore, would have **no effect** on federally listed threatened and endangered species, state sensitive species, or migratory birds.

The Proposed Action would have **no effect** on the federally listed threatened and endangered species, state sensitive species or migratory birds. However, in an effort to minimize impacts to the tri-colored bat, tree removal associated with the Proposed Action would occur outside of the pupping season (November 1st – March 31st).

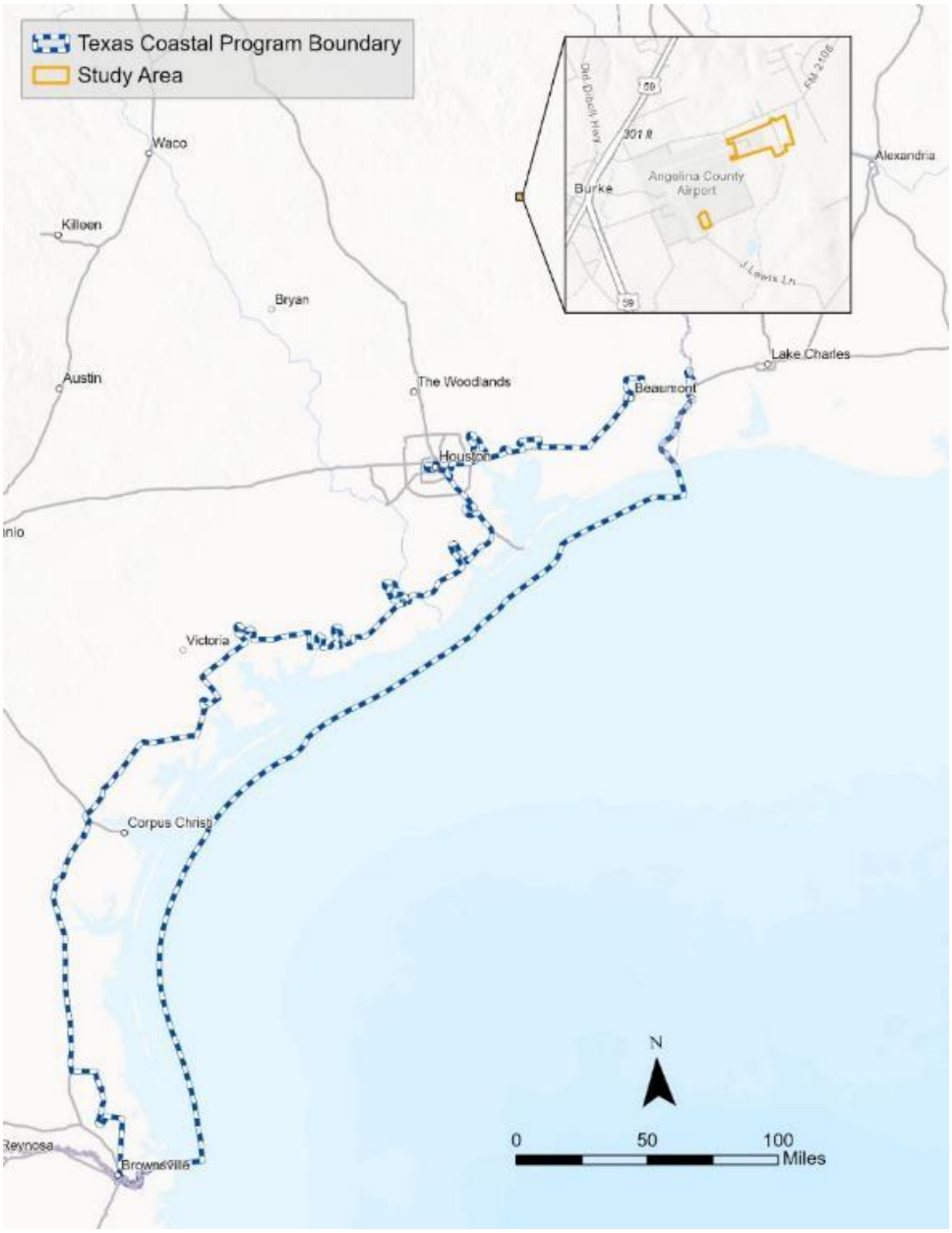
4.4.4.2 Migratory Birds

To avoid or minimize effects on MBTA protected birds, during breeding season (March 1 through September 10), if active nests are found, the appropriate Nationwide Avoidance and Minimization Measures would be applied.

4.5 Coastal Resources

The State of Texas participates in the National Coastal Zone Management program under the Texas Coastal Management Program managed by the Texas General Land Office (TXGLO). The Texas Coastal Zone includes 18 counties along the Gulf coast. Angelina County is located approximately 125 miles north of the Gulf coast and is not included in the coastal zone counties, see **Figure 4-2**. Therefore, actions involving the Airport are not applicable to these regulations and are not considered for further evaluation.

Figure 4-2: Texas Coastal Zone



Source: Texas Coastal Management Program, Accessed July 2026.

4.6 Department of Transportation Act, Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966 (re-codified and renumbered as section 303[c] of 49 USC), from here on referred to as "DOT Section 4(f)," provides that the Secretary of Transportation shall not approve any program or project that requires the use of any publicly owned land from a public park, recreation area or wildlife and waterfowl refuge of national, state, or local significance or land from a historic site of national, state, or local significance, as determined by the officials having jurisdiction thereof, unless there is no feasible and prudent alternative to the use of such land and such project includes all possible planning to minimize impact. Substantial impairment occurs when the activities, features, or attributes of the resource that contribute to its significance or enjoyment are substantially diminished.

The project also needs to comply with Section 6(f) of the Land and Water Conservation Fund (LWCF) which applies to publicly owned land if the property was acquired or developed with LWCF program. Section 6(f), administered by the National Park Service, requires that areas funded through the program remain for public outdoor recreation use or be replaced by lands of equal value, location, and recreation usefulness.

4.6.1 Affected Environment

4.6.1.1 Parks and Recreation

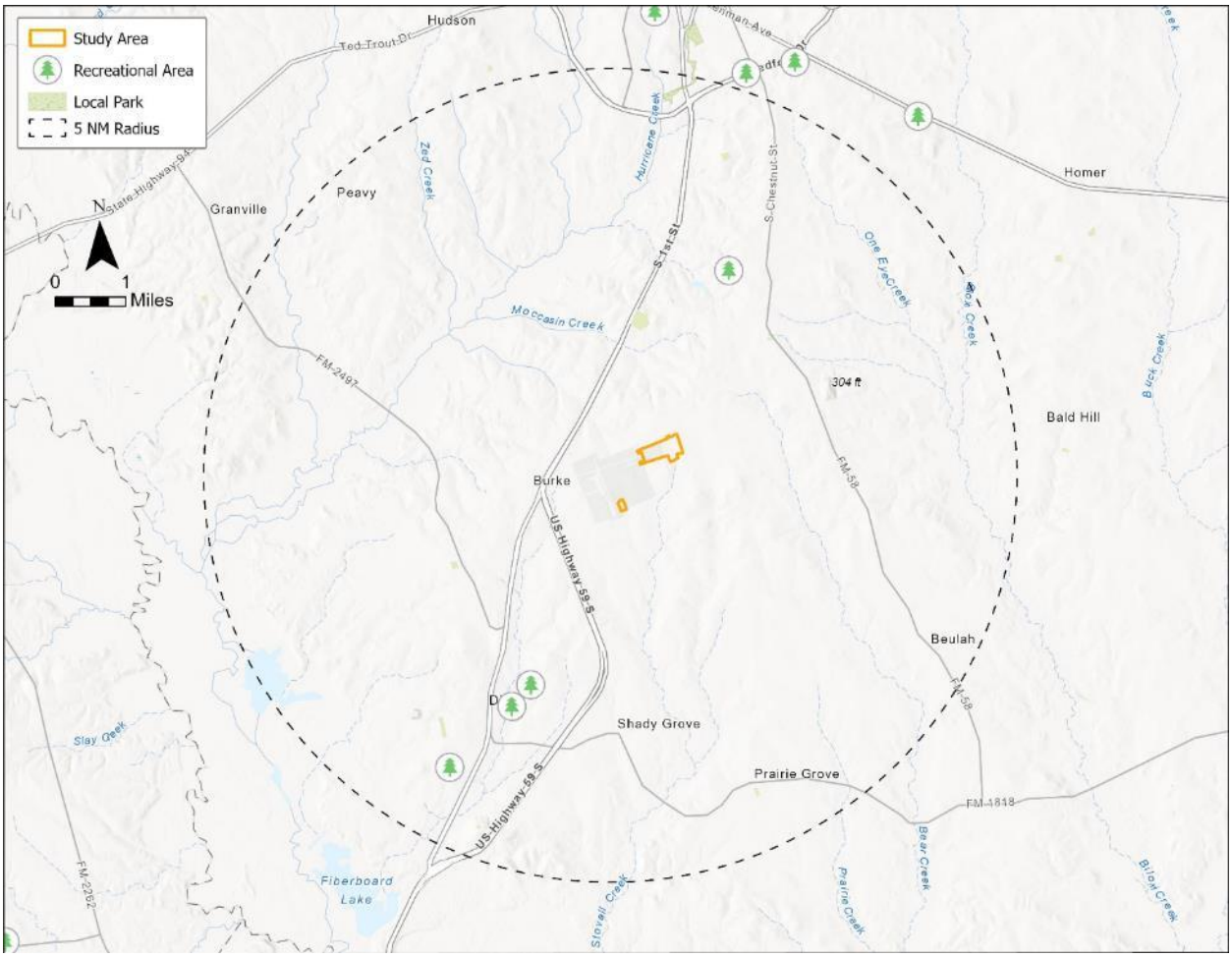
Publicly owned land is considered to be a park, recreation area, or wildlife and waterfowl refuge when the land is used for these purposes and has been officially designated as such by a federal, state, or local agency.

Based on a five (5) nautical mile (NM) search radius, the nearest Section 4(f) resource, Garden of Memories Memorial Park, is approximately 2.5 miles north of the Airport near Lufkin, Texas. **Figure 4-3** shows the location of DOT Section 4(f) resources. According to the LWCF online map, no recreational or park land purchased with Section 6(f) LWCF are located within or near the Project Area. The closest LWCF land, Diboll City Park (Old Orchard Park), is approximately 3.4 miles southwest of the Airport.

4.6.1.2 Historic Resources

To identify potential historic sites in the Project Area, an Intensive Cultural Resources Survey (CRS) was completed in June of 2026, see **Appendix B**. The CRS identified six (6) historic structures within the APE which are recommended not eligible for the National Register of Historic Places (NRHP). Additionally, no National Historic Landmarks, NRHP-listed or -eligible districts or properties, Recorded Texas Historic Landmarks, Texas State Antiquities Landmarks (SALs), Official Texas Historical Markers, cemeteries, Family Land Heritage Centennial Farms, local historic districts, Freedom Colonies, or neighborhood surveys were identified within the Project Area.

Figure 4-3: Section 4(f) Resources in Proximity to the Airport



Source: ESRI; TomTom North America, Inc. and Texas Historical Commission (THC), Accessed June 2026.

4.6.2 Environmental Consequences

4.6.2.1 Parks and Recreation

There are no parks, recreation areas, or wildlife and waterfowl refuge areas in proximity to the Airport. Therefore, no parks or recreation areas are anticipated to be impacted either directly or indirectly under DOT Section 4(f) due to the Proposed Action.

Additionally, there are no recreational or park land purchased with Section 6(f) LWCFs in proximity to the Airport. Therefore, no LWCF areas are anticipated to be impacted either directly or indirectly under DOT Section 6(f) due to the Proposed Action.

4.6.2.2 Historic Resources

Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC 470 et seq.), requires federal agencies to consider the effects of their undertaking on properties on or eligible for inclusion in the National Register of Historic Places (NRHP). The Section 106 process provides the basis for informing a determination of "use" of a historic site that is also a DOT Section 4(f) resource. While Section 106 is introduced in this discussion, it is further explained, and its application discussed in detail in **Section 4.9**.

As the CRS recommended that no structures or properties eligible for or listed on the NRHP exist within or near the Project Area, the Proposed Action would not directly or indirectly impact historic Section 4(f) resources.

4.6.3 Conclusion

4.6.3.1 Parks and Recreation

As the non-development Alternative, the No Action Alternative would have **no effect** on DOT Section 4(f) and Section 6(f) resources.

The Proposed Action would occur in an area that does not contain any lands protected under Section 4(f) or Section 6(f). Further, the Proposed Action would not directly or indirectly impact any Section 4(f) and Section 6(f) resources located outside of the Project Area.

4.6.3.2 Historic Resources

As the non-development alternative, the No Action Alternative would have **no effect** on Department of Transportation, DOT Section 4(f) historic resources.

As the CRS recommended a determination of **no historic properties affected**, the Proposed Action would have **no effect** on DOT Section 4(f) historic resources.

4.6.4 Mitigation

As no DOT Section 4(f) and Section 6(f) resources exist in the Proposed Action Project Area, no mitigation or minimization is required.

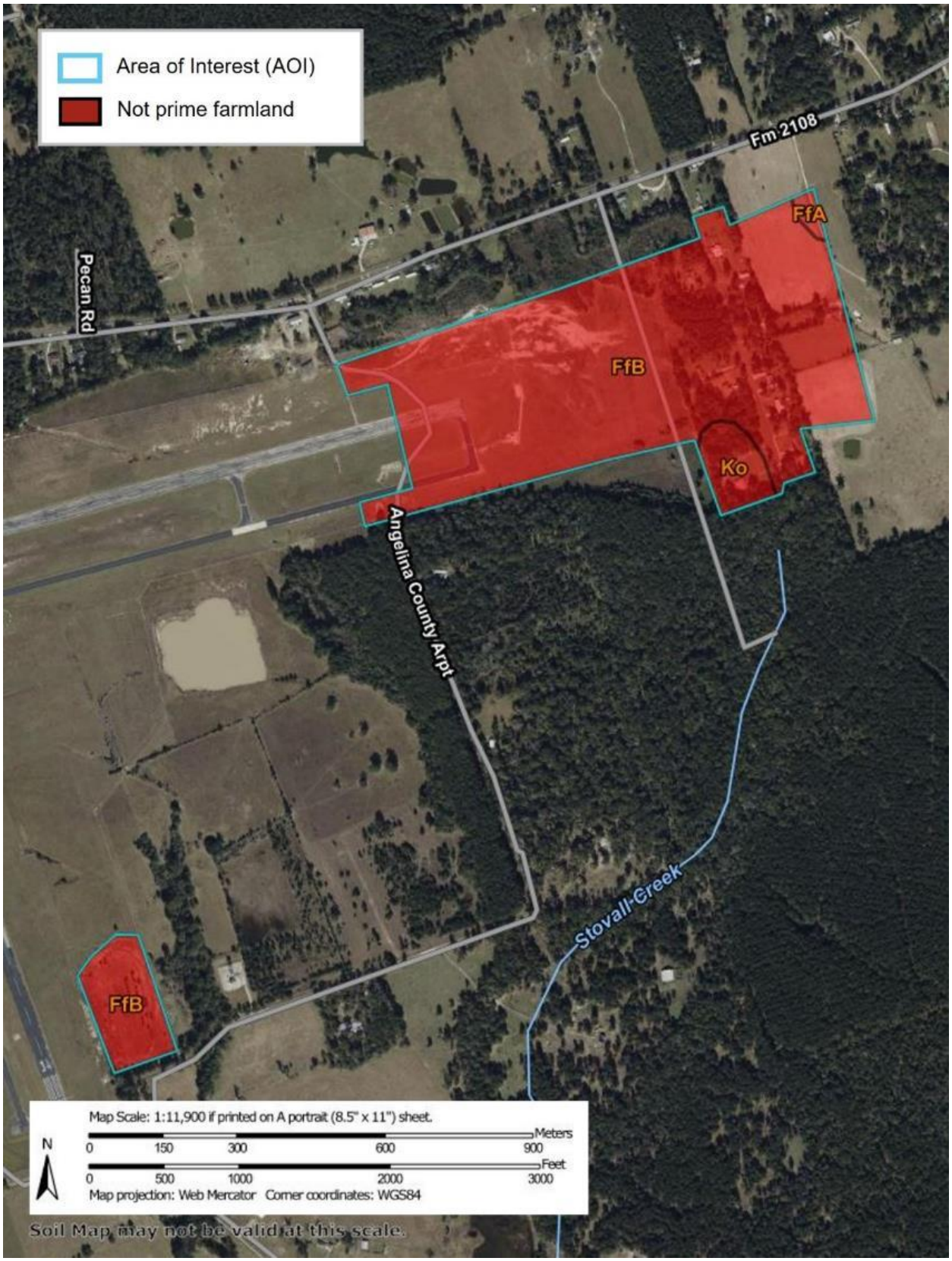
4.7 Farmlands

The Farmland Protection Policy Act (FPPA) regulates federal actions with the potential to convert important farmland to non-agricultural uses. Important farmland includes all pasturelands, croplands, and forests considered to be prime, unique, or of statewide or locally important lands. Farmland subject to FPPA requirements does not have to be currently used for cropland. It can include forest land, pastureland, cropland, but not land committed to water storage or development. The FPPA does not apply to land already committed to "urban development or water storage" (i.e., airport developed areas). Therefore, only areas designated as "Important" in active agricultural use or not yet developed need to be evaluated.

4.7.1 Affected Environment

The Natural Resources Conservation Service (NRCS) Web Soil Survey was used to review soil types on and around the Airport. According to the NRCS data, the entire Project Area is classified as "not prime farmland," see **Figure 4-4**. Of the land to be acquired under the Proposed Action, approximately 16 acres is actively being farmed.

*Figure 4-4: NRCS Web Soil Survey Map**



*FfA=Fuller fine sandy loam, 0 to 1 percent slopes; FfB=Fuller fine sandy loam, 1 to 4 percent slopes; Ko=Koury loam, occasionally flooded;

Source: NRCS, Accessed June 2026.

4.7.2 Environmental Consequences

Since the FPPA does not apply to land already committed to "urban development or water storage" (such as the existing airport property), and the rest of the Project Area (including the land to be acquired) is classified as “not prime farmland,” the Project Area is not subject to FPPA requirements. A Farmland Conversion Impact Form (Form AD-1006) was completed and approved by the NRCS on July 6, 2026 (see **Appendix C**). The NRCS evaluated the Project Area as required by the FPPA and determined that the Project Area does not contain “prime farmland,” therefore it is exempt from FPPA provisions.

4.7.3 Conclusion

The No Action Alternative would have **no effect** on “Important Farmland” resources under the FPPA because it is a non-development alternative.

In the Proposed Action, approximately 16 acres of land would be taken out of active farming and converted to airfield or aeronautical development use. The conversion of 16 acres is unavoidable to meet FAA safety standards; however, the NRCS determined that the Project Area does not contain “prime farmland” and is exempt from FPPA provisions. Therefore, the Proposed Action would result in **no significant effect** to “Important Farmland.”

4.7.4 Mitigation

Farmland areas protected under the FPPA would not be significantly affected under the Proposed Action. Therefore, no mitigation is required.

4.8 Hazardous Materials, Solid Waste, and Pollution Prevention

NEPA requires the consideration of hazardous material, pollution prevention, and solid waste impacts for any federally funded, approved, and constructed activities. It is required that an appropriate level of review be undertaken for hazardous materials or wastes to be used, generated, or disturbed by a proposed federal action. It is also recommended that, to the extent practicable, pollution prevention be considered with respect to a proposed federal action, addressed and disclosed in the environmental consequences section.

4.8.1 Affected Environment

4.8.1.1 Hazardous Materials

According to the 2024 AMP, the Airport has two (2) above ground fuel tanks; a 10,000-gallon 100LL fuel tank and a 20,000-gallon Jet-A fuel tank. The fuel tanks are located on spill containment concrete pads located next to the airport maintenance building which is

just north of the terminal building on the west side of the Airport. The tanks are in compliance with EPA guidelines including associated spill containment requirements[15].

SWCA completed a Phase I Environmental Site Assessment (Phase I ESA) in June 2026 for the Project Area (see **Appendix D**). The Phase I ESA determined that there are no recognized environmental conditions within or near the Project Area. Additionally, the Phase I ESA included a desktop review of Superfund sites and properties listed on the National Priority List (NPL); no sites were identified within or near the Project Area.

4.8.1.2 Solid Waste

Solid Waste is defined by the implementing regulations of the Resource Conservation and Recovery Act (RCRA) generally as any discarded material that meets specific regulatory requirements and can include such items as refuse and scrap metal, spent materials, chemical by-products, and sludge from industrial and municipal waste water and water treatment plants.

Solid waste at the Airport consists of waste generated in the FBO/terminal building, maintenance facility, the Angelina County Airport Café, individual hangars, and on-airport businesses. Construction and demolition debris are generated on the airfield during construction and maintenance projects. Deplaned, tenant, and user-generated waste are also produced at the Airport. The generated solid waste is collected and placed in a roll-off container that is picked up once a week by Angelina County.

4.8.1.3 Pollution Prevention

Pollution prevention describes methods used to avoid, prevent, or reduce pollutant discharges or emissions through strategies such as using fewer toxic inputs, redesigning products, altering manufacturing and maintenance processes, and conserving energy. The Pollution Prevention Act (42 USC §§13101-13109) requires pollution prevention and source reduction to reduce the impact waste has on the environment while in use and after disposal.

The airport staff and tenants separate cardboard from solid waste and place it in a container owned by the city of Lufkin; which is taken to the Lufkin Recycling Center. LFK also collects and recycles used oil generated at the Airport.

Additionally, the Airport maintains a spill prevention plan and a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP is updated every five (5) years and is scheduled to be updated in August 2026.

[15] KSA, Angelina Couty Airport Layout Plan Update with Narrative, April 2024

4.8.2 Environmental Consequences

4.8.2.1 Hazardous Materials

As previously discussed, the Phase I ESA did not find any recognized environmental conditions within the Project Area. Additionally, no known hazardous waste sites are located within the Project Area. The Proposed Action would produce solid waste during construction and pavement removal and would result in the short-term use of hazardous materials such as fuel, lubricants, oils, and other materials needed for the operation of construction equipment. It is anticipated that asphalt millings would be produced with the removal of the existing Runway 25 Taxiway D connector pavement. These millings would be stored on existing stockpile areas on airport property and used as recycled asphalt in future projects. The use, handling, and storage of these materials would be done in accordance with federal, state, and local regulations to ensure pollution prevention. When possible, construction and demolition materials would be recycled.

The implementation of the Proposed Action would not change the type or amount of hazardous materials/substances used at the Airport for routine aircraft operations or maintenance activities. Further, the proposed improvements would not result in an increased potential for contamination of surface or groundwater at the Airport.

4.8.2.2 Solid Waste

The removal of the existing fence section in the Project Area and the waste generated from the demolition of the vacant houses would be disposed of offsite in the Angelina County landfill at the Angelina County Waste Management Center, located approximately 2.1 miles east of LFK. All waste materials generated would be handled and disposed of in accordance with appropriate federal, state, and local laws and regulations.

4.8.2.3 Pollution Prevention

To ensure surface and groundwater quality is maintained, a stormwater and erosion control plan would be prepared, prior to the start of construction, to address stormwater runoff and ensure local surface and ground waters would not be polluted. BMPs call for measures such as silt fence, erosion control logs, and vehicle tracking to prevent infiltration of soils into the ditches and aquifers prior to construction and throughout the project. At the conclusion of construction, the site would be seeded, and erosion control blankets would be placed. Additionally, FAA AC 150/5370-10, *Standards for Specifying Construction of Airports, Item C-102, Temporary Air and Water Pollution, Soil Erosion and Siltation Control*, would be followed in order to minimize the risk of pollution reaching any surface water.

The Proposed Action would not 1) violate applicable laws or regulations, 2) involve a contaminated site, 3) generate an appreciably different quantity or type of solid waste or

use a different method of collection or disposal that would exceed local capacity, or 4) adversely affect human health and the environment.

As the millings from the removal of the Runway 25 Taxiway D connector would be stockpiled on airport property, the air pollution emissions from trucks hauling the millings offsite would be prevented.

4.8.3 Conclusion

The No Action Alternative would have **no effect** on hazardous materials, solid waste, or pollution prevention activities because it is a non-development alternative.

While there is no known hazardous waste contamination within the Project Area, the Proposed Action would have the potential to produce solid waste and the use of hazardous materials during construction; the production and use would be short-term and temporary. Therefore, the Proposed Action is expected to have **no significant effect** on hazardous materials, solid waste, or pollution prevention activities.

4.8.4 Mitigation

While no specific mitigation is required, the following BMPs may be employed to prevent, minimize, and control the potential release of hazardous materials:

- Milled asphalt would be stockpiled on airport property and reused by the County.
- Waste generated from the removal of the fence and homes would be disposed of properly in the Angelina County landfill and is not anticipated to create a burden on the landfill.
- The Airport's spill prevention plan addresses potential on-site spills.
- The Airport's SWPPP would be updated to include the new development and land acquisitions resulting from Proposed Action.

4.9 Historical, Architectural, Archeological, and Cultural Resources

The NHPA of 1966, as amended (16 U.S.C. 470 et seq.), established the Advisory Council on Historic Preservation (ACHP) and the NRHP maintained by the Secretary of Interior. Section 106 of the NHPA requires federal agencies to consider the effects of their undertaking on properties on or eligible for inclusion in the NRHP. Section 106 also requires consultation with ACHP, the State Historic Preservation Officer (SHPO), and/or the Tribal Historic Preservation Officer (THPO) if there is a potential adverse effect to historic properties on the eligible for NRHP listing. In Texas, the SHPO is the Executive Director of the Texas Historical Commission (THC).

The NHPA and its implementing regulations require the identification and evaluation of significant historical resources that may be affected by a proposed project. It further requires that identified resources be avoided, if possible, or, when avoidance is not possible, that any adverse effects of the project on the resources be mitigated.

For the purposes of Section 106, historic properties are defined as prehistoric and historic sites, buildings, structures, districts, landscapes, and objects that are either eligible for or listed in the NRHP, as well as artifacts, records, and remains related to such properties. Historic properties can also include those cultural resources that are associated with the cultural practices or beliefs of a living community. Historic properties must demonstrate importance in history, architecture, archaeology, engineering, or a culture and meet one or more of the significance criteria identified under Section 106:

- Criterion A—sites and/or structures associated with events that have made a significant contribution to broad patterns in history.
- Criterion B—sites and/or structures associated with the lives of persons significant in our past.
- Criterion C—sites and/or structures that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D—sites that have yielded, or are likely to yield, information important in prehistory or history.

In addition to demonstrating significance, a historic property must demonstrate integrity. The seven aspects of integrity include: location, setting, design, materials, workmanship, feeling, and association.

4.9.1 Affected Environment

The area of potential effects (APE) must include all direct and reasonably foreseeable indirect effects. The FAA typically uses the term “indirect effect” to refer to noise and visual impacts that do not physically alter historic resources. Because this type of impact often covers a much larger area but does not have the potential to affect below-ground resources, the FAA frequently defines separate APEs for direct and indirect effects.

For this analysis, the FAA established both a direct APE and an indirect APE (shown in **Figure 4-5**). For the Proposed Action, the direct APE, under Section 106 of the NHPA, corresponds to the disturbed footprint of the Proposed Action. The indirect APE corresponds to a 0.25 mile offset from the Project Area.

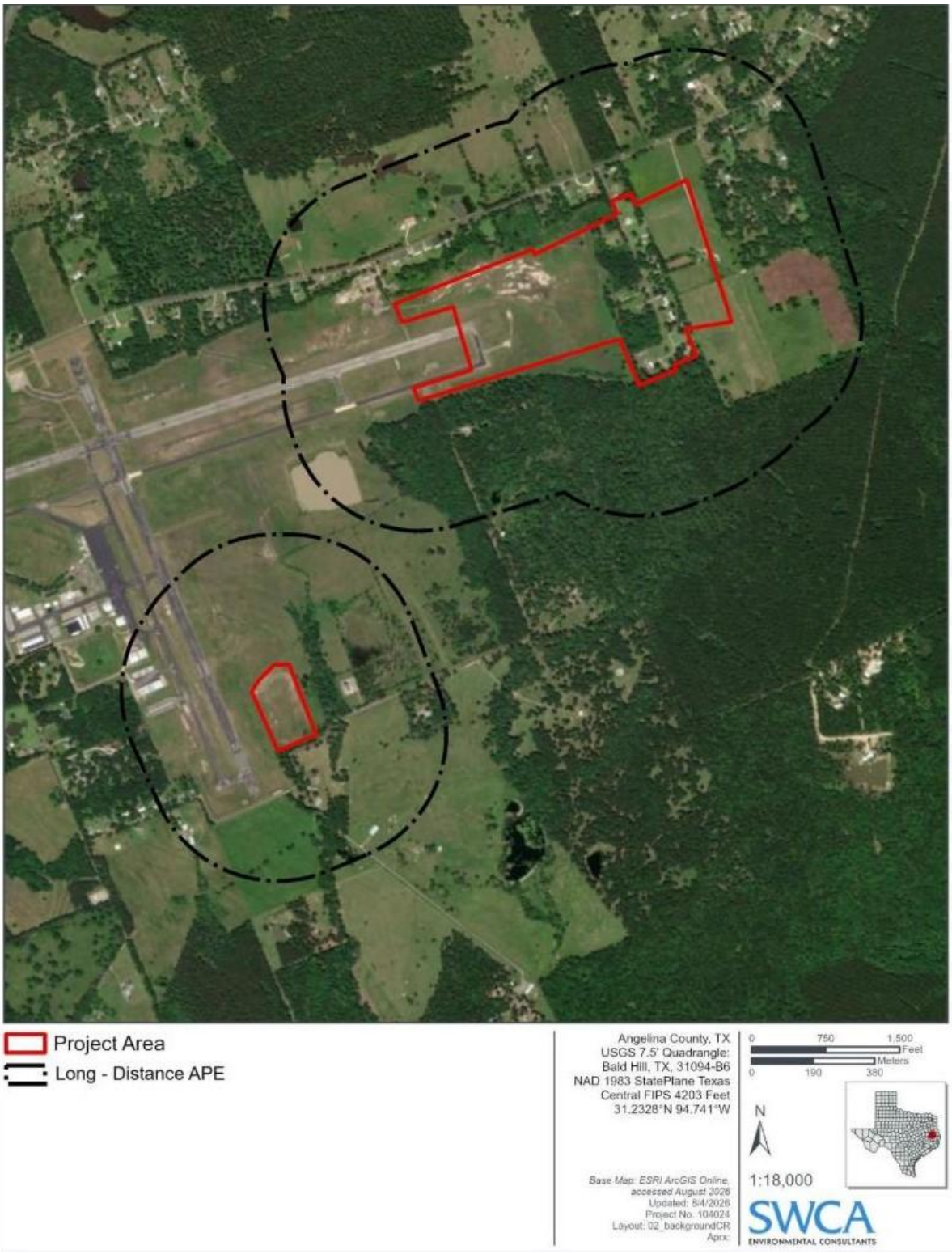
4.9.1.1 Direct APE

The Proposed Action would include ground disturbance and construction activities within the existing airport property as well as within the land to be acquired. The direct APE was defined as the area that would experience land acquisitions, physical disturbances, demolition of existing structures, and construction of new infrastructure.

4.9.1.2 Indirect APE

The indirect APE was identified to include areas that may experience long-distance effects of noise or visual interferences. An aboveground, long-distance area of potential effects of 0.25 miles was used for the limits of the indirect APE.

Figure 4-5: Direct and Indirect APE



Source: SWCA, Intensive Cultural Resources Survey, July 2026

To identify potential historic, archeological and cultural resources within or near the Project Area, a Cultural Resources Survey (CRS) was completed in June of 2026, see **Appendix B**. The CRS identified six (6) historic structures within the APE which are recommended not eligible for the NRHP. Additionally, no archaeological materials were found in the APE, and no properties were identified in the Project Area that may meet the criteria for listing in the NRHP. Lastly, no properties were identified as eligible for designation as Texas State Antiquities Landmarks (SALs).

Although no archaeological materials were found, to seek input on properties of cultural or religious significance that may be affected by the Proposed Action, participate in government-to-government consultation, and provide comment on the proposed improvements, the Alabama-Coushatta Tribe of Texas, the Apache Tribe of Oklahoma, the Coushatta Tribe of Louisiana, the Muscogee (Creek) Nation, the Tonkawa Tribe of Indians of Oklahoma and the Wichita and Affiliated Tribes (Wichita, Keechi, Waco & Tawakonie), Oklahoma were sent consultation request letters via email on September 24, 2026. No responses were received. See **Appendix E** for correspondence with the Tribes.

4.9.2 Environmental Consequences

According to the CRS, SWCA recommends a determination of **No Historic Properties Affected**. TxDOT concurred with the recommendation and determined that a Section 106 finding of **No Historic Properties Affected** is applicable for the Proposed Action. TxDOT submitted their determination to the Texas Historical Commission (THC) in August 2026 seeking their concurrence. The THC responded with an email on August 26, 2026, stating their concurrence with the CRS recommendation and their determination that properties are not eligible for listing in the NRHP, no archeological resource sites are recorded and no historic properties affected, see **Appendix B**.

Due to the lack of historic resources identified in the APE, it is unlikely that significant or potentially significant cultural properties exist within the Project Area. Should any unanticipated artifact concentrations, burials, or features become apparent during construction of the project, work will be halted until an archaeologist, or the Texas Historic Commission, TxDOT and FAA are contacted.

4.9.3 Conclusion

As the non-development alternative, the No Action Alternative would have **no effect** under Section 106 on historical, architectural, archeological, or cultural resources.

As no NRHP eligible buildings and properties would be impacted and no archaeological or cultural resources were found within the Project Area, the Proposed Action would have **no effect** under Section 106 on historical, architectural, archeological, or cultural resources.

4.9.4 Mitigation

The Proposed Action would not result in direct or indirect impacts to historic, archaeological or cultural resources. No mitigation is required; however, if cultural materials are encountered during construction or disturbance activities, work would cease in the immediate area until TxDOT, the FAA, and the THC Archeology Division are contacted; work can continue where no cultural materials are present.

4.10 Land Use

Compatible land use around an airport increases safety and minimizes the effects of aircraft noise and environmental impacts. The FAA requires airport operators to ensure that actions are taken to establish and maintain compatible land uses around airports.

4.10.1 Affected Environment

Land use and zoning surrounding an airport are often controlled by local regulatory agencies. The land surrounding the Airport and Project Area are outside of nearby municipality limits and therefore are not zoned by municipal regulatory agencies. Additionally, according to the 2024 AMP, the land surrounding the Airport is not specifically zoned by Angelina County, but is used for agriculture, commercial, and residential purposes. The land to be acquired is currently used for residential and agriculture purposes, see **Figure 4-6**.

4.10.2 Environmental Consequences

The Proposed Action would result in the acquisition of land currently identified within the 2024 AMP as residential and agricultural based on existing land use. It is anticipated that the land to be acquired would be considered Airport Operations Area and Aviation Related Development area as depicted in **Figure 4-6** from the 2024 AMP.

4.10.3 Conclusion

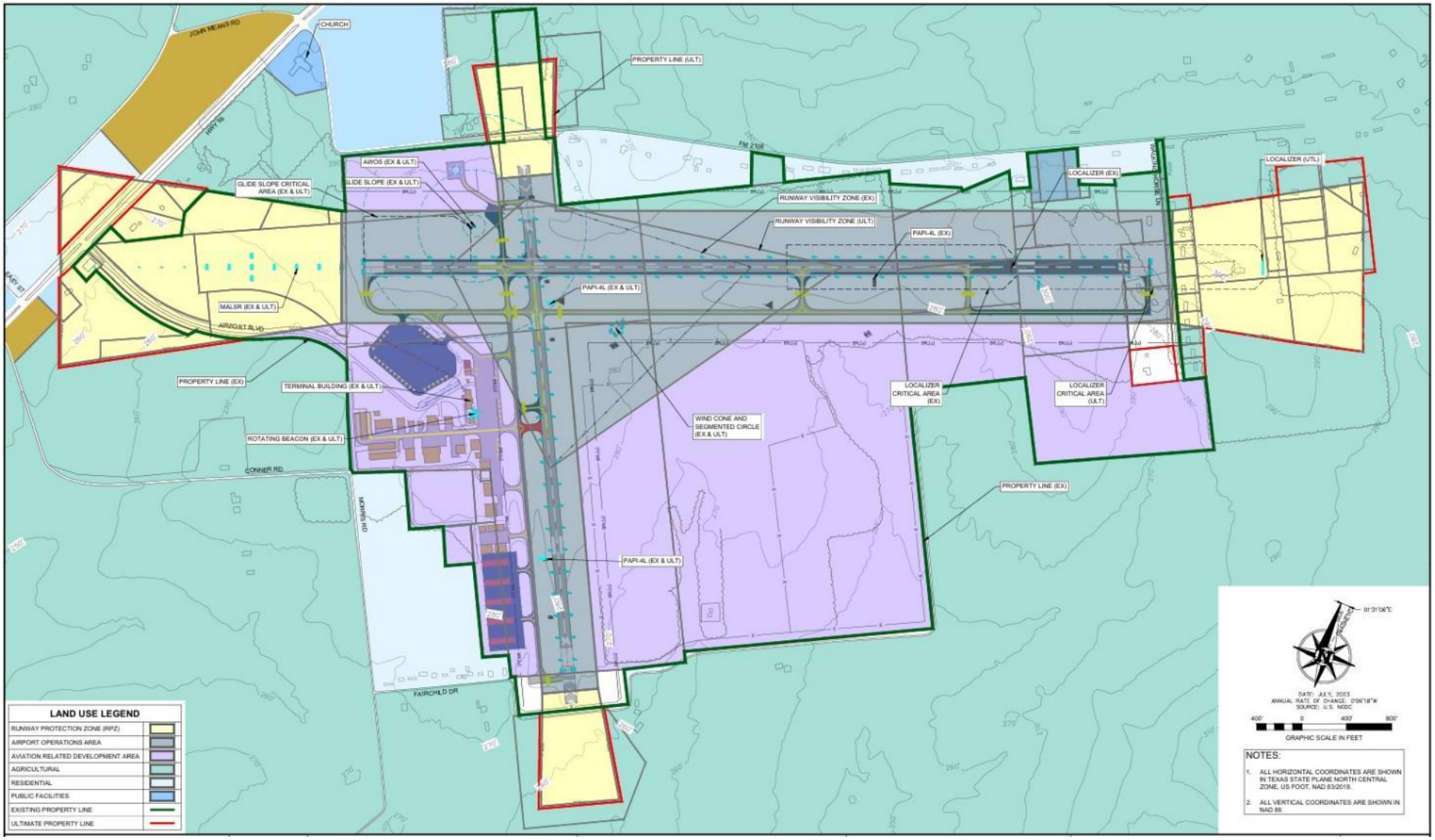
The No Action Alternative would have **no effect** on land use. The No Action Alternative would not change the existing conditions at the Airport and would continue to allow incompatible land uses (i.e., residential) within the RPZ.

Under the Proposed Action, the Airport would acquire land that is currently incompatible with both the existing and future RPZ. Once acquired, the land would be considered Airport Operations and Aviation Related Development areas which are compatible within the RPZ. Therefore, the Proposed Action would have **no effect** on land use within the vicinity of the Airport and would result in compatible land uses within the RPZ.

4.10.4 Mitigation

No mitigation for changes in land use is required for the Proposed Action.

Figure 4-6: LFK Land Use



Source: Angelina Couty Airport Layout Plan Update with Narrative, April 2024

4.11 Natural Resources and Energy Supply

Though specific significance thresholds for natural resource consumption and energy supply have not been established by the FAA, the proposed action should be examined for the potential to cause demand to exceed available or future supplies of these resources.

4.11.1 Affected Environment

The Airport is located in a developed area with adequate access to natural resources for the operation of facilities related to airport activities, including the development and construction of projects. The Airport is supplied with water by the City of Lufkin, and as the majority of the airport property is in Angelina County, the Airport's sewer consists of 12 septic systems. Electricity is provided by Oncor Electric, and the Airport does not use gas utilities. The Airport's effects on natural resources and energy supply are primarily related to the amount of energy and resources required by aircraft, ground support vehicles, airport and airfield lighting, terminal and hangar buildings, motor vehicle traffic, and construction/development. Additionally, the Airport uses LED lights for terminal and hangar buildings and has installed low water use bathroom receptacles to help reduce local natural resource and energy use.

4.11.2 Environmental Consequences

The Proposed Action would consume natural resources both during construction and during its operational lifespan. The natural resources needed for construction are readily available materials commonly used in the region for development. These materials are not in short supply in the areas surrounding the city of Lufkin.

Once operational, the Proposed Action would consume a similar amount of electricity (for lighting and NAVAIDs), and fuel for aircraft operations to that which is currently consumed. It is anticipated that the local utility providers can easily accommodate the demand without creating any shortages.

4.11.3 Conclusion

The No Action Alternative would not change the existing conditions at the Airport; therefore, there would be **no effect** on natural resources or the supply of energy.

No significant impact to natural resources and energy supply is anticipated as a result of the Proposed Action. The construction, operation, and maintenance requirements of the Proposed Action would not induce demands that exceed the available or future supplies of natural resources or energy of the region. Therefore, **no significant effect** on natural resources and energy supply is anticipated.

4.11.4 Mitigation

No specific mitigation is required. However, the design of the runway and taxiway would, to the extent possible, consider using fixtures that reduce the amount of materials, energy, and water needed.

4.12 Noise and Noise-Compatible Land Use

Noise associated with airport activity is of specific importance to the FAA in examining a proposed federal action. Airport development projects that have the potential to change an airport's runway configuration; aircraft operations, movements, and types; or aircraft flight characteristics can change the future airport-related noise levels.

Noise is measured by the Day-Night Sound Level (DNL), the logarithmic average of sound levels in decibels (dB) and based on a 24-hour Equivalent Sound Level (Leq). The levels are time-weighted, such that noise events occurring during sensitive time periods (from 10pm to 7am) are penalized (i.e., weighted more heavily than those occurring from 7am to 10pm). This penalty accounts for the greater sensitivity to noise during nighttime hours and the decrease in background noise levels during these hours. A DNL determination provides a means of measuring and mapping the potential impacts from airport noise relative to the land uses surrounding an airport. The FAA considers a noise impact to be significant if an action would cause noise sensitive areas to experience an increase in noise of DNL 1.5 dB or more at or above the DNL 65 dB noise contour when compared to the No Action Alternative.

4.12.1 Affected Environment

As part of this EA, a noise analysis was prepared for the Airport, including an analysis of existing conditions. See **Appendix F** for the full report. The noise analysis was developed using the FAA's Aviation Environmental Design Tool (AEDT) Version 4a.

4.12.1.1 Existing DNL Contours (2026)

Per TxDOT and FAA recommendations, three different scenarios were modeled, representing aircraft operations in 2026, 2027, and 2032. Operations in 2026 represent the baseline existing conditions at LFK, with current aviation traffic and runway configuration. The 2026 aircraft operations by aircraft category are provided in **Table 4-6**. As shown, in 2026 there are 38,836 annual operations (an average of approximately 106 operations per day).

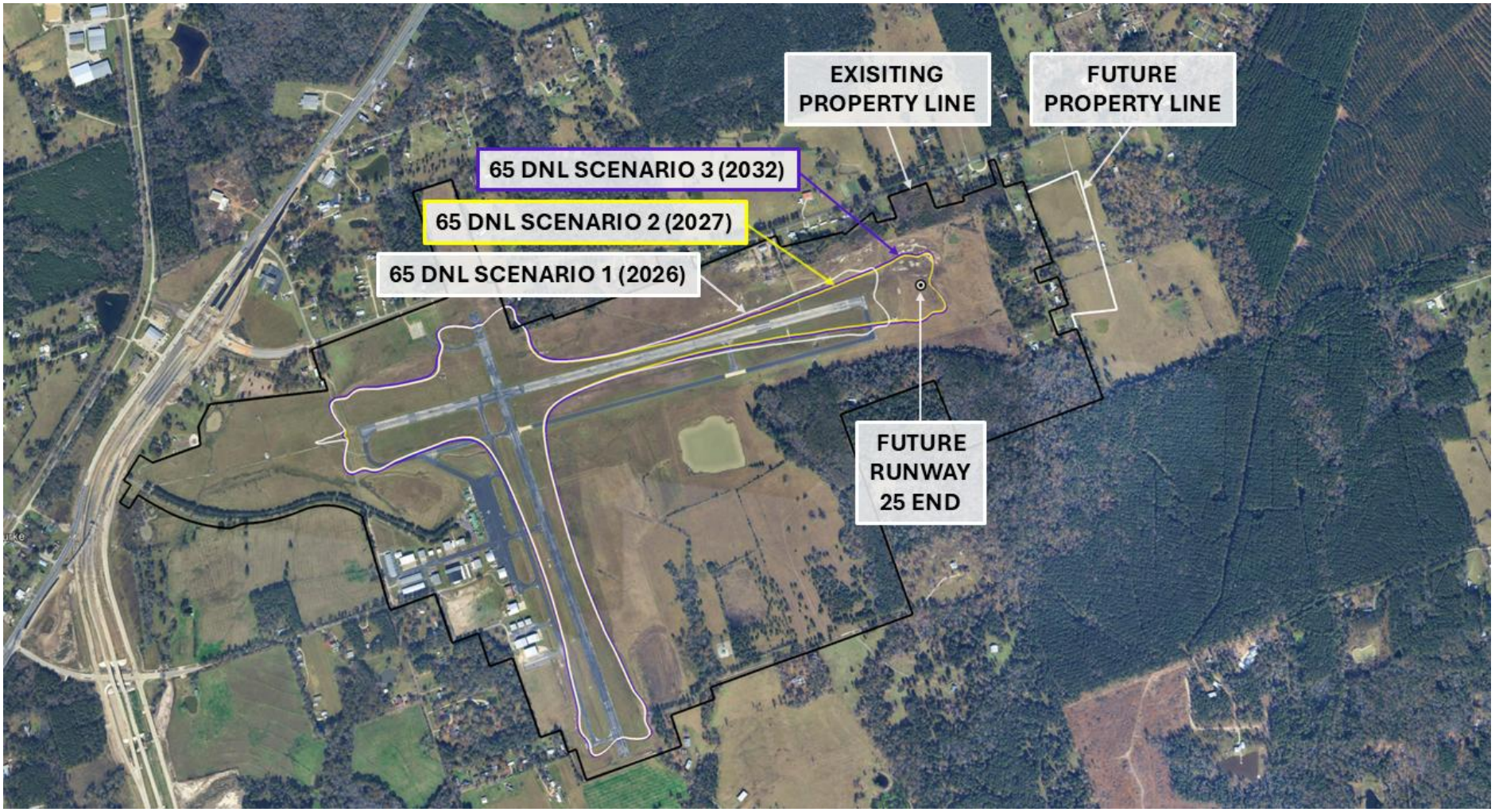
Table 4-6: 2026 Annual Aircraft Operations

Year	Single Engine Piston	Multi Engine Piston	Turbo Prop	Business Jet	Helicopter	Total Annual Operations
2026	18,644	3,570	11,962	3,884	776	38,836

Source: Woolpert, Inc., Angelina County Airport Noise Analysis, September 2026.

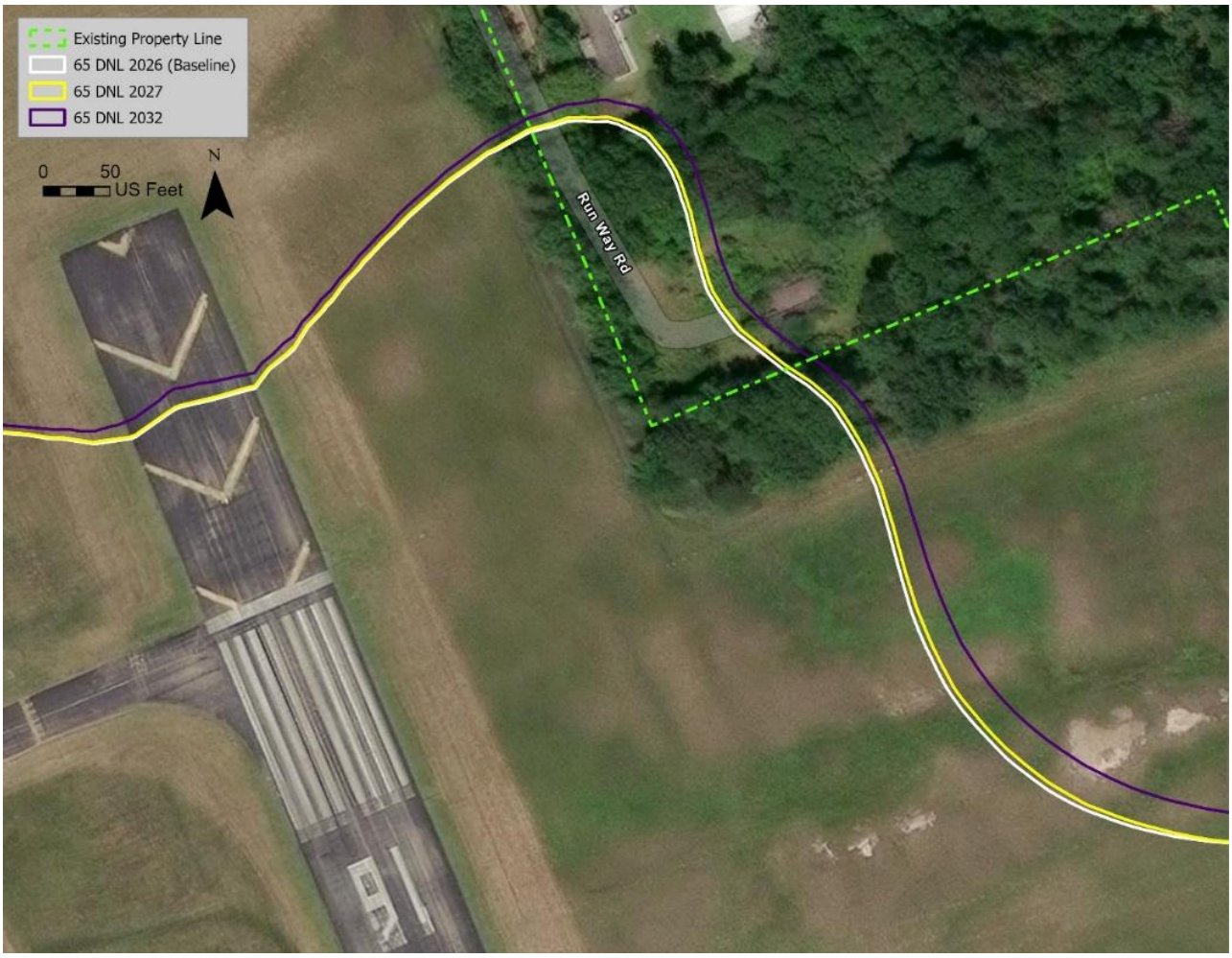
The calculated size of the 65 DNL noise contour based on 2026 total annual aircraft operations is approximately 113.52 acres. As depicted in **Figure 4-7**, the 2026 65 DNL is largely on airport property. Existing operations on Runway 16/34 result in approximately 0.43 acres of the 2026 65 DNL contour extending beyond the airport property line east of Runway 16 (see **Figure 4-8**).

Figure 4-7: LFK 65 DNL Contours



Source: Woolpert, Inc

Figure 4-8: Runway 16 End Off Airport Property 65 DNL Contours



Source: Woolpert, Inc

4.12.2 Environmental Consequences

Per FAA Order 1050.1G, "a significant noise impact would occur if the action would increase noise by DNL 1.5 dB or more for a noise sensitive area that is [already] exposed to noise at or above the DNL 65 dB noise exposure level, or that would be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe." Noise sensitive areas generally include residential neighborhoods; educational, health, and religious facilities; and cultural and historic sites. This EA assesses the Proposed Action's potential noise level changes as compared to the existing baseline conditions in 2026, as discussed in **Section 4.12.1.1**.

4.12.2.1 Future DNL Contours (2027 and 2032)

As previously discussed, according to the FAA recommendation, three different scenarios were modeled, representing aircraft operations in 2026, 2027, and 2032. AEDT modeling in 2027 and 2032 included the proposed Runway 7/25 600-foot runway extension as well as growth in the number of annual aircraft operations from the most recently approved Forecast of Aviation Activity (2024 ALP Update). These scenarios model the potential impacts in the first year and fifth year post runway extension. The 2027 and 2032 aircraft operations by aircraft category are provided in **Table 4-7** with the 2026 baseline aircraft operations for comparison.

Table 4-7: Forecast Annual Aircraft Operations and Baseline Comparison

Year	Single Engine Piston	Multi Engine Piston	Turbo Prop	Business Jet	Helicopter	Total Annual Operations
2026 (Baseline)	18,644	3,570	11,962	3,884	776	38,836
2027	18,994	3,561	12,267	3,957	791	39,570
2032	20,408	3,474	13,895	4,776	868	43,421

Source: Woolpert, Inc

The calculated size of the 65 DNL noise contour based on 2027 total annual aircraft operations is approximately 115.22 acres and the size of the 65 DNL noise contour based on 2032 total annual aircraft operations is approximately 122.56. The 2027 and 2032 65 DNL sizes are shown in **Table 4-8** with the baseline 2026 65 DNL size for comparison.

Table 4-8: 65 DNL Noise Contour Sizes and Baseline Comparison

Year	65 DNL Size (Acres)	% Change (compared to baseline year)
2026 (Baseline)	113.52	Not Applicable
2027	115.22	1.50%
2032	122.56	7.96%

Source: Woolpert, Inc

As depicted in **Figure 4-7**, the 2027 and 2032 65 DNL contours are largely on airport property. As with the 2026 65 DNL contour, the 2027 and 2032 65 DNL contours extend beyond the airport property in the area east of Runway 16 end. Due to natural growth in airport operations, the size of the 65 DNL extending beyond the airport property line would

grow to approximately 0.46 acres in 2027 and 0.55 acres in 2032 (see **Table 4-9)**. The change in the 65 DNL in this area is a result of the natural growth of operations associated with Runway 16/34 and not a result of the 600' extension to Runway 25.

Table 4-9: Runway 16 End Off-Airport Property 65 DNL

Year	65 DNL Size (Acres)
2026 (Baseline)	0.43
2027	0.46
2032	0.55

Source: Woolpert, Inc

4.12.3 Conclusion

The No Action Alternative would have **no effect** on noise levels or noise-compatible land use, as it is a non-development alternative. Current noise levels and land uses would remain as they presently exist.

No significant effect to noise or compatible land use are anticipated under the Proposed Action. AEDT modeling indicates that the 65 DNL contour associated with the 600-foot Runway 25 extension would remain on airport property and would not encompass any noise-sensitive land uses. Construction noise would be short-term, temporary, and confined to Airport property. The removal of residences on acquired properties would also provide a beneficial effect by reducing noise-sensitive land uses near the Airport.

4.12.4 Mitigation

No mitigation is required.

4.13 Socioeconomics and Children's Environmental Health and Safety Risks

A socioeconomic analysis evaluates how elements of the human environment might be affected by the proposed action. Pursuant to Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks 62 Federal Register 19885* (April 21, 1997), federal agencies are directed, as appropriate and consistent with the agency's mission, to identify and assess environmental health risks and safety risks that may disproportionately affect children.

4.13.1 Affected Environment

The following sections provide a summary of socioeconomic data for the region in which the Project Area is located.

4.13.1.1 Land Use

As previously discussed in **Section 4.10**, the land surrounding the Airport and Project Area are outside of nearby municipality limits and therefore are not zoned by municipal regulatory agencies. Additionally, according to the 2024 AMP, the land surrounding the

Airport is not specifically zoned by Angelina County, but is used for agriculture, commercial, and residential purposes. The land to be acquired is currently used for residential and agriculture purposes, see **Figure 4-6**.

4.13.1.2 Noise

As previously discussed in **Section 4.12**, the existing noise levels at the airport are largely limited to airport property but extend off airport property east of the Runway 16 end due to existing Runway 16/34 aircraft operations.

4.13.1.3 Economy and Income

According to the 2020-2024 American Community Survey (ACS) Five-year Estimates, the median household income for Angelina County was estimated to be $60,960 in 2024. This is slightly lower than the National median household income for the same period which was estimated to be $80,734. ACS also estimates that in 2024, 9.8 percent of the population of Angelina County lived in poverty.[16] The unemployment rate for Angelina County is 6.4 percent just over the national unemployment rate of 5.2 percent[17]. **Table 4-10** shows the socioeconomic conditions for the local communities surrounding the Airport, Burke, Diboll and Lufkin, in comparison to Angelina County. Additionally, the communities of Lufkin and Diboll have the majority of the local business services which include manufacturing, forestry, aerospace, and healthcare.

Table 4-10: 2020 - 2024 Socioeconomic Conditions

Locality	Population	Median Household Income	Unemployment Rate	Percent Below Poverty Level
Burke	704	$36,375	Unavailable	10.4%
Diboll	5,108	$29,621	8.1% (2020)	19.1%
Lufkin	34,399	$30,497	7%	18.0%
Angelina County	87,275	$60,960	6.4%	9.8%

Source: United States Census Bureau, American Community Survey, Access July 2026.

4.13.1.4 Children's Environment

The 2024 ACS five-year estimates report 24,347 children, ages 19 years and younger, live in Angelina County, accounting for 27.9 percent of the total population (see **Table 4-11**). Children under five represent 6.5 percent of the population and are considered the most vulnerable to environmental hazards.

[16] United States Census Bureau, American Community Survey, S1701 Poverty Status in the Last 12 Months, Accessed June 2026

[17] United States Census Bureau, American Community Survey, CP03 Comparative Economic Characteristics, Accessed June 2026

Table 4-11: Children's Age Demographic for Angelina County

Age Demographic	Population	Percent of Population
Under 5	5,672	6.5%
5 to 9 years	5,498	6.3%
10 to 14 years	6,894	7.9%
15 to 19 years	6,283	7.2%
Total	24,347	27.9%

Source: U.S. Census Bureau, 2024 ACS 5-Year CP05 Comparative Demographic Estimates, Accessed June 2026.

4.13.2 Environmental Consequences

4.13.2.1 Land Use

The Proposed Action would acquire properties located directly adjacent to the Airport that is currently used for residential and agricultural purposes. This property acquisition would not disrupt or divide the physical arrangement of the established community or reduce level of service on adjacent roadways. No businesses or homes would be relocated as a result of the Proposed Action. All property acquisitions would be required to conform to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).

The Proposed Action would result in the closure of Walking Horse Lane; however, the houses accessed using Walking Horse Lane would be vacated once the land is acquired. Therefore, no residences would be isolated from the closure of Walking Horse Lane.

4.13.2.2 Noise

The Proposed Action would have **no significant effect** on noise and compatible land use. This is based on the results of AEDT noise modeling that shows the area contained within the 65 DNL noise exposure contour, as a result of the 600' extension to Runway 25, would not contain any noise sensitive structures or other noise sensitive land uses. Noise impacts due to construction would be localized to Airport property and would be short-term and temporary in nature. Additionally, the removal of the existing houses on the land to be acquired would have a beneficial effect of reducing noise sensitive areas near the Airport.

4.13.2.3 Economy and Income

The Proposed Action activities are limited to the land within and immediately surrounding the Airport and would have no effect on economic activity, employment, income, housing, public services, and social conditions in the vicinity of the Airport. The Proposed Action is also expected to have no adverse impacts on air quality, hazardous materials, noise, and water resources that could lead to significant individual or cumulative human health.

Additionally, the Proposed Action would have no negative impact on community, social, and economic conditions in proximity to the Airport. Local businesses would not be

negatively impacted but instead would be positively impacted as the runway extension provides the potential to handle higher corporate aircraft load capacity in the future.

4.13.2.4 Children's Environment

The Proposed Action would have no effect on children's environmental health and safety as the proposed construction activities are limited to land currently owned by the Airport, containing houses that would be vacated upon land acquisition, and used for agricultural purposes.

4.13.3 Conclusion

The No Action Alternative would have **no effect** on socioeconomics or children's environmental health and safety, as it is the non-development alternative. However, left at its current length, Runway 7/25 does not provide adequate length for larger, often corporate aircraft. This deficiency can negatively impact local businesses looking to operate corporate aircraft.

The Proposed Action is not likely to cause or create an increase in aircraft operations beyond those forecasted without the Proposed Action. Construction activities associated with the Proposed Action would not have significant effects on air quality, hazardous materials, noise, and water resources. The Proposed Action would have **no effect** on economic activity, employment, income, housing, public services, business services or social conditions in the vicinity of the Airport. Likewise, the Proposed Action would have **no significant effect** children's environmental health and safety.

4.13.4 Mitigation

The Proposed Action would have no significant effect on socioeconomics or children's environmental health and safety. Therefore, no mitigation is required.

4.14 Visual Effects (including light emissions)

FAA Order 1050.1 *Desk Reference* defines visual effects as those impacts involving "light emissions; and visual resources and visual character." Federal regulations do not specifically regulate airport light emissions; however, the FAA does consider airport light emissions on communities and properties in the vicinity of airports. Visual effects deal broadly with the extent to which the proposed alternatives would either: 1) produce light emissions that create annoyance or interfere with activities; or 2) contrast with, or detract from, the visual resources and/or the visual character of the existing environment.

For clarity and uniformity, visual effects are broken into two categories: 1) Light Emission Effects; and 2) Visual Resources and Visual Character. These will be discussed and analyzed separately in the following section.

4.14.1 Affected Environment

4.14.1.1 Light Emissions

Light emissions include any light that emanates from a light source into the surrounding environment. Examples of sources of light emissions include airfield and apron flood lighting, NAVAIDs, terminal lighting, parking facility lighting, and roadway lighting. Glare is a type of light emission that occurs when light is reflected off a surface (e.g., window glass, solar panels, or reflective building surfaces)[18].

The Airport's existing light sources include the following, all of which aid in the safety of airport operations:

- Runway Lighting: lights outlining the runway(s); classified by the intensity or brightness the lights are capable of producing. The runway lights at the Airport are classified as medium intensity.
- Taxiway Lighting: lights outlining the taxiway(s); classified by the intensity or brightness the lights are capable of producing. The taxiway lights at the Airport are classified as medium intensity.
- Precision Approach Path Indicators: system of lights on the side of an airport runway threshold that provides visual descent guidance information during approach.
- Airport Beacon: a rotating light used to assist pilots in locating the airport from the air.
- Lighted Wind Indicator: a device used to assist pilots in determining the direction and strength of the wind.
- Apron/Parking Lights: pole lighting on aprons and parking areas (directed down).
- Terminal Building/Hangar Lights: exterior lights for nighttime use (directed down).

4.14.1.2 Visual Character

The visual setting includes the 97-acre Project Area to include 12 residences. Residential areas are also located adjacent to, north, and east of the Project Area. Additionally, the visual setting of the area is a mix of forested and open farmland. The existing airport property is currently enclosed by a ten-foot-high chain-link fence.

4.14.2 Environmental Consequences

4.14.2.1 Light Emissions

The Proposed Action would include the installation of a new REIL, the relocation of existing PAPIs and the relocation of the existing localizer, as well as the extension of runway and taxiway edge lights associated with the extended runway and taxiway. The new location of the new and relocated lights would be within existing airport property and not in proximity to any residences or light-sensitive areas.

[18] FAA, FAA Order 1050.1 Desk Reference, July 2015

Given the Airport currently utilizes NAVAIDs, runway edge lighting, and taxiway edge lighting, and the extended lighting would remain the same intensity, it is not anticipated that the Proposed Action would result in significant light emission impacts.

4.14.2.2 Visual Character

The Proposed Action includes the construction of security/wildlife fence to encompass the limits of the new airport property boundary. No other vertical construction is proposed. The Proposed Action also includes the placement of fill, grading, and new pavement for the runway and taxiway extensions. Residences to the north of the Project Area and land to be acquired may experience a slight change in their view to the south with the removal of some trees within the Project Area, addition of the fence, and new pavement. The change would be minimal as trees would remain between the existing homes and the proposed development. Homes to the south and east of the Proposed Action would not experience a change in the visual setting as the trees between the homes and the Project Area would remain. Therefore, construction of the Proposed Action would cause no significant change to the visual character of the area.

4.14.3 Conclusion

The No Action Alternative would not change the existing conditions at the Airport, and therefore would have **no effect** on light emissions, visual resources, or visual character.

The Proposed Action would not result in significant light emissions or visual impacts. The location of all relocated lights would be within existing airport property and not in proximity to any residences or light sensitive areas. The new or modified lighting installations associated with the Proposed Action are not anticipated to create an annoyance among people or interfere with normal activities and would not be out of character with the existing facilities. Therefore, the Proposed Action would have **no significant effect** on light emissions.

Visual changes to the landscape at and near the Airport would result from the construction activities (tree clearing, earthmoving, and grading) and the construction of the security/wildlife fence. It is not anticipated that the nearby residences would notice a significant visual difference as they are separated from the Proposed Action by trees that would remain in place. Therefore, the Proposed Action would have **no significant effect** on visual resources and visual character within and near the Project Area.

4.14.4 Mitigation

The Proposed Action would have **no significant effect** on light emissions, visual resources, and the visual character within and near the Project Area. Therefore, no mitigation is required. To the extent possible, the existing trees would remain in place to provide a natural barrier between the remaining homes and airport development.

4.15 Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

The Clean Water Act (CWA) in conjunction with the Fish and Wildlife Coordination Act, Rivers and Harbors Act, the Safe Drinking Water Act, and other local statutes establish regulations that protect the Nation's water resources. Water resources include all surface waters and groundwaters—wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers. These resources are crucial in providing drinking water and in supporting recreation, transportation and commerce, industry, agriculture, and aquatic ecosystems.

A water of the United States is considered a jurisdictional surface water or wetland under the CWA. Any surface water not meeting this definition is considered non-jurisdictional and therefore has no statutory protection under the CWA. It is important to note that not all surface waters are considered jurisdictional under the CWA. This determination is made on a case-by-case basis by the U.S. Army Corps of Engineers (USACE). Non-jurisdictional wetlands are protected under Executive Order 11990.

The following evaluation discusses wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers.

4.15.1 Affected Environment

4.15.1.1 Wetlands

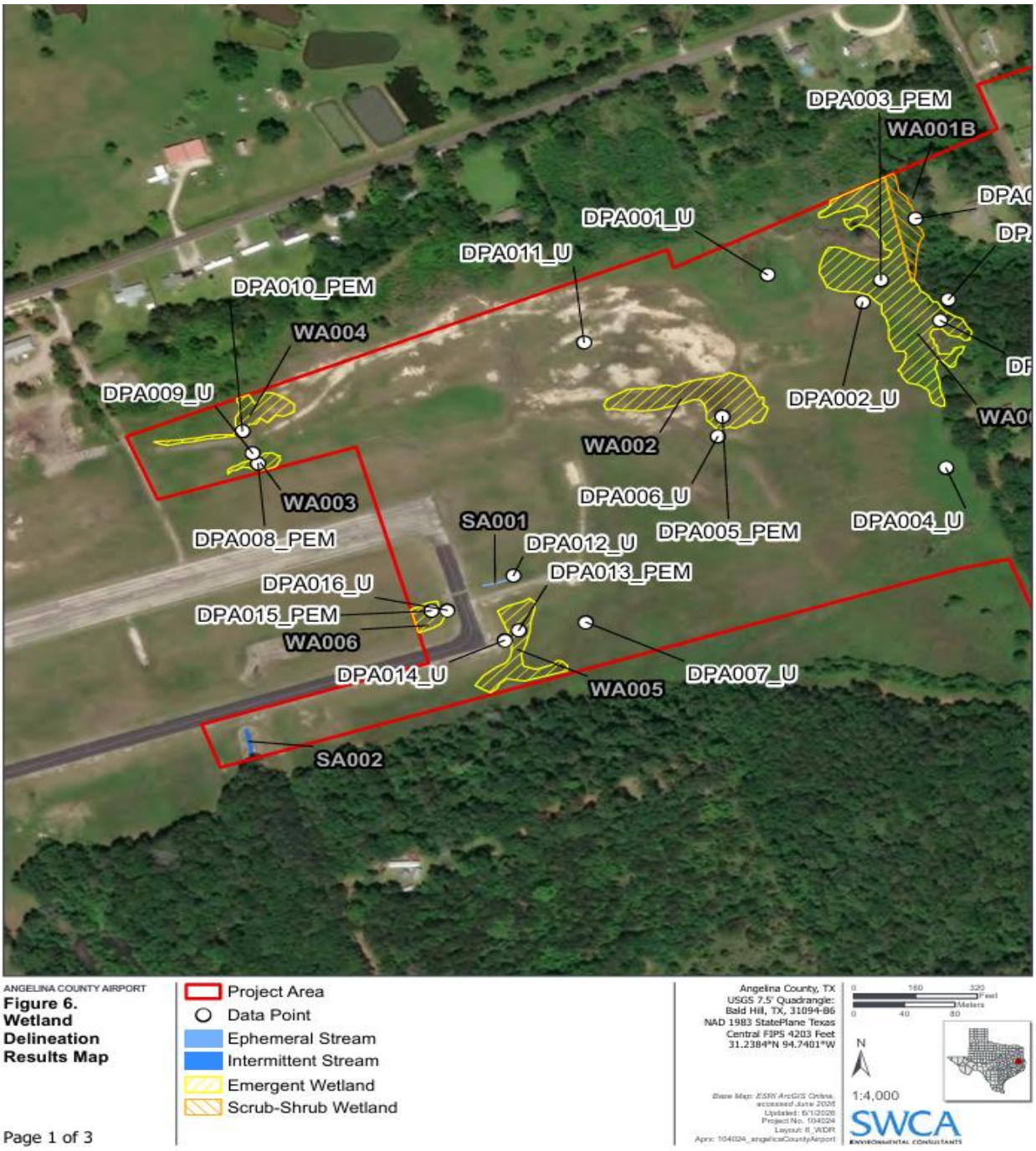
An Aquatic Resources Delineation Report (Delineation Report) was completed by SWCA in June 2026 for the Project Area (see **Appendix G**). According to the Delineation Report, SWCA delineated seven (7) wetlands within the Project Area including one (1) palustrine scrub-shrub (PSS) wetland and six (6) palustrine emergent (PEM) wetlands, see **Table 4-12**. The location of the delineated wetlands is shown in **Figure 4-9** and **Figure 4-10**.

Table 4-12: Project Area Wetland Characteristics

Wetland ID	Potentially Jurisdictional?	Wetland Community Type	Acreage Within Project Area
WA002	N	PEM	0.81
WA003	N	PEM	0.09
WA004	N	PEM	0.29
WA005	N	PEM	0.45
WA006	N	PEM	0.12
WA001A	N	PSS	1.97
WA001B	N	PEM	0.27
Total Acres	Not Applicable	Not Applicable	4.0

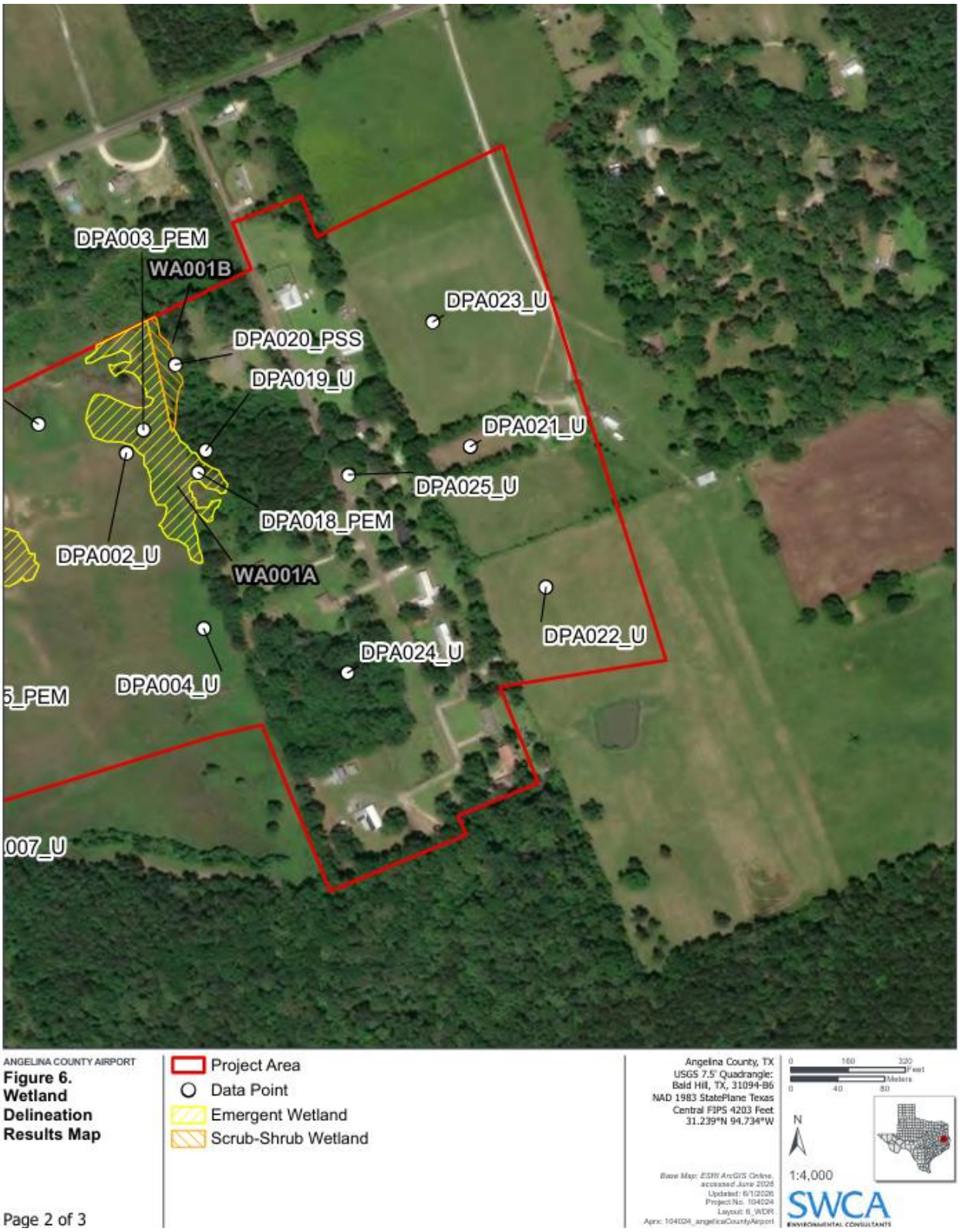
Source: SWCA, Aquatic Resources Delineation Report, June 2026

Figure 4-9: Delineated Wetlands and Streams



Source: SWCA, Aquatic Resources Delineation Report, June 2026

Figure 4-10: Delineated Wetlands and Streams (continued)

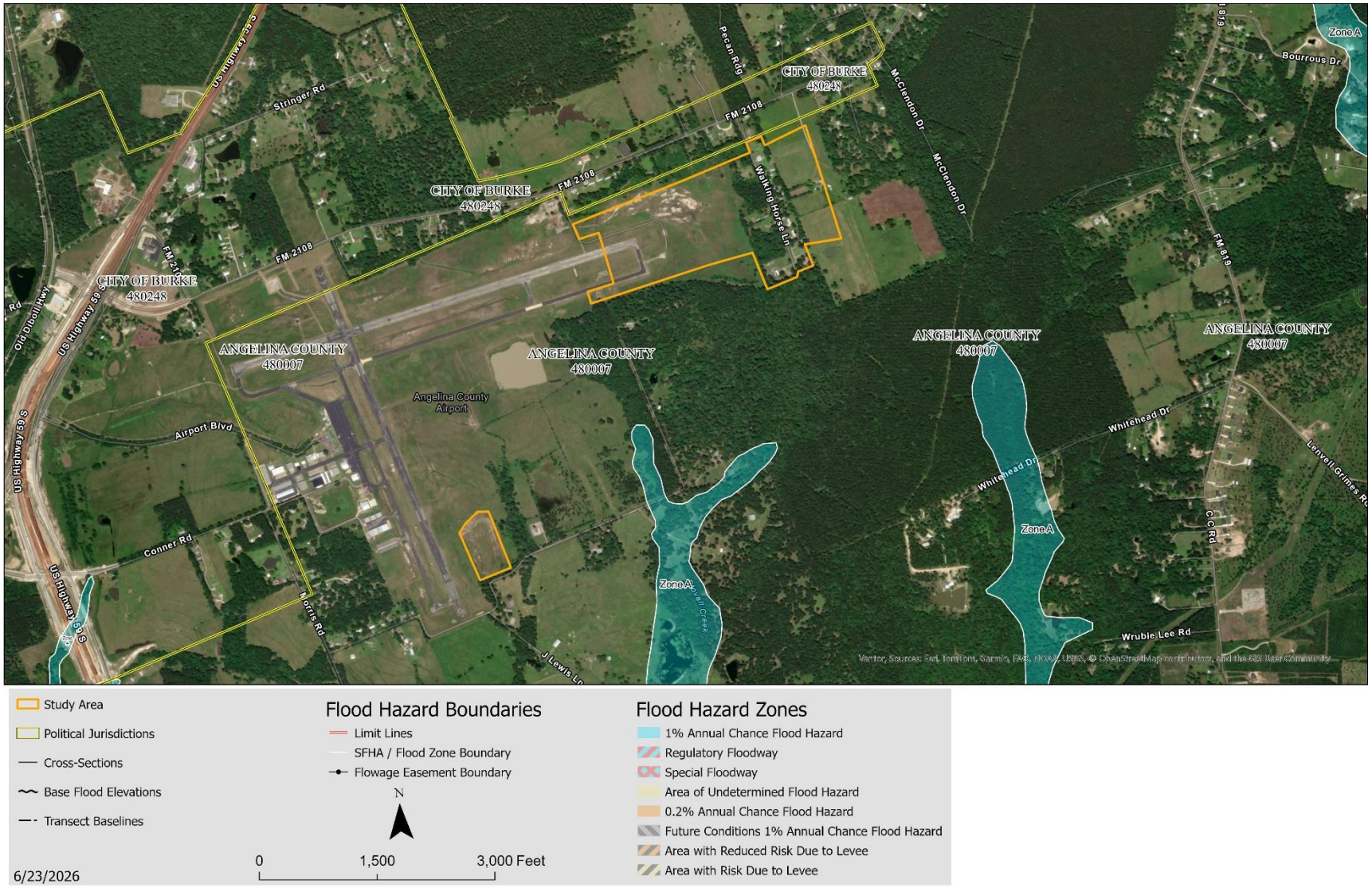


Source: SWCA, Aquatic Resources Delineation Report, June 2026

4.15.1.2 Floodplains

According to the Delineation Report, the Project Area is outside the 100-year floodplain. The Project Area is located in Flood Zone X, an area of minimal flood hazard, as depicted on Flood Insurance Rate Map (FIRM) 48005C0425E, effective date 9/29/2010 (see **Figure 4-11**). An area identified as a Special Flood Hazard Area (SFHA) has a one-percent chance of being equaled or exceeded in any given year. The nearest SFHA is located approximately 0.3 miles to the south of the Project Area.

Figure 4-11: FEMA Floodplain Map



Source: FEMA, Accessed June 2026.

4.15.1.3 Surface Waters

As discussed in the Delineation Report, the Project Area is located in the Stoval Creek-Neches River watershed within the Texas-Gulf Region. According to the Delineation Report, SWCA delineated two (2) water bodies within the Project Area which includes one (1) ephemeral stream and one (1) intermittent stream, see **Table 4-13**. The location of the delineated streams is shown in **Figure 4-9**. Both streams are culverted from previous airport development projects.

Table 4-13: Project Area Water Body Characteristics

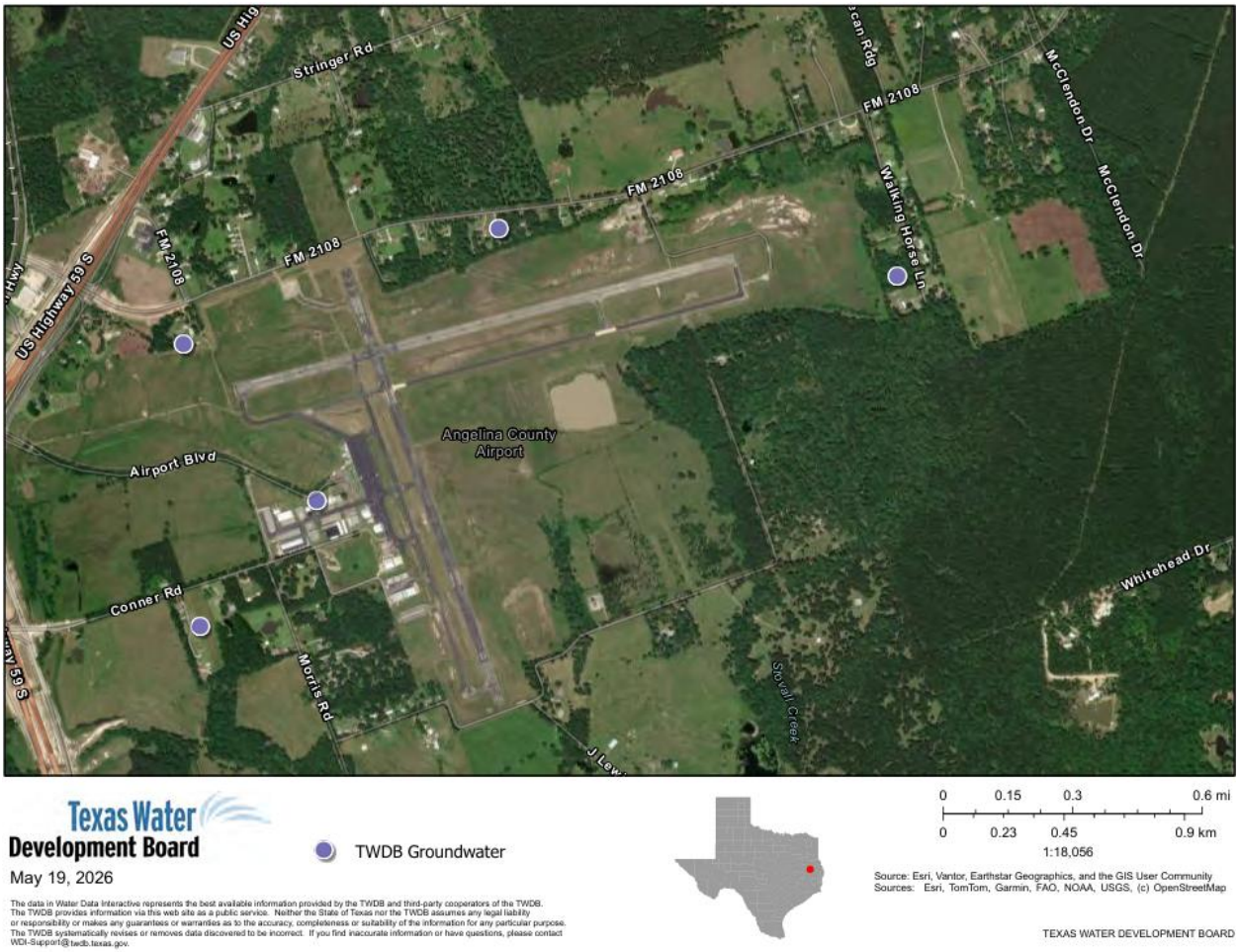
Water Body ID	Flow/Permanence	OHWM Width (Feet)	Potentially Jurisdictional?	Length Within Project Area (Feet)	Acreage Within Project Area
SA001	Ephemeral stream	4	N	71.38	0.01
SA002	Intermittent stream	9	Y	63.82	0.01
Total Stream	Not Applicable	Not Applicable	Not Applicable	***135.19***	***0.02***

Source: SWCA, Aquatic Resources Delineation Report, June 2026

4.15.1.4 Groundwater

According to the EPA, the Project Area does not overlap a sole source aquifer. Additionally, according to the Phase I ESA, it is assumed that shallow groundwater flow from the Project Area would follow surface topography which slopes south toward Stoval Creek. Lastly, the Texas State Well Registry identified one (1) water withdrawal well in the Project Area; however, the water well was destroyed and is not in use. See **Figure 4-12** for well locations in proximity to the Project Area.

Figure 4-12: LFK Nearest Water Wells

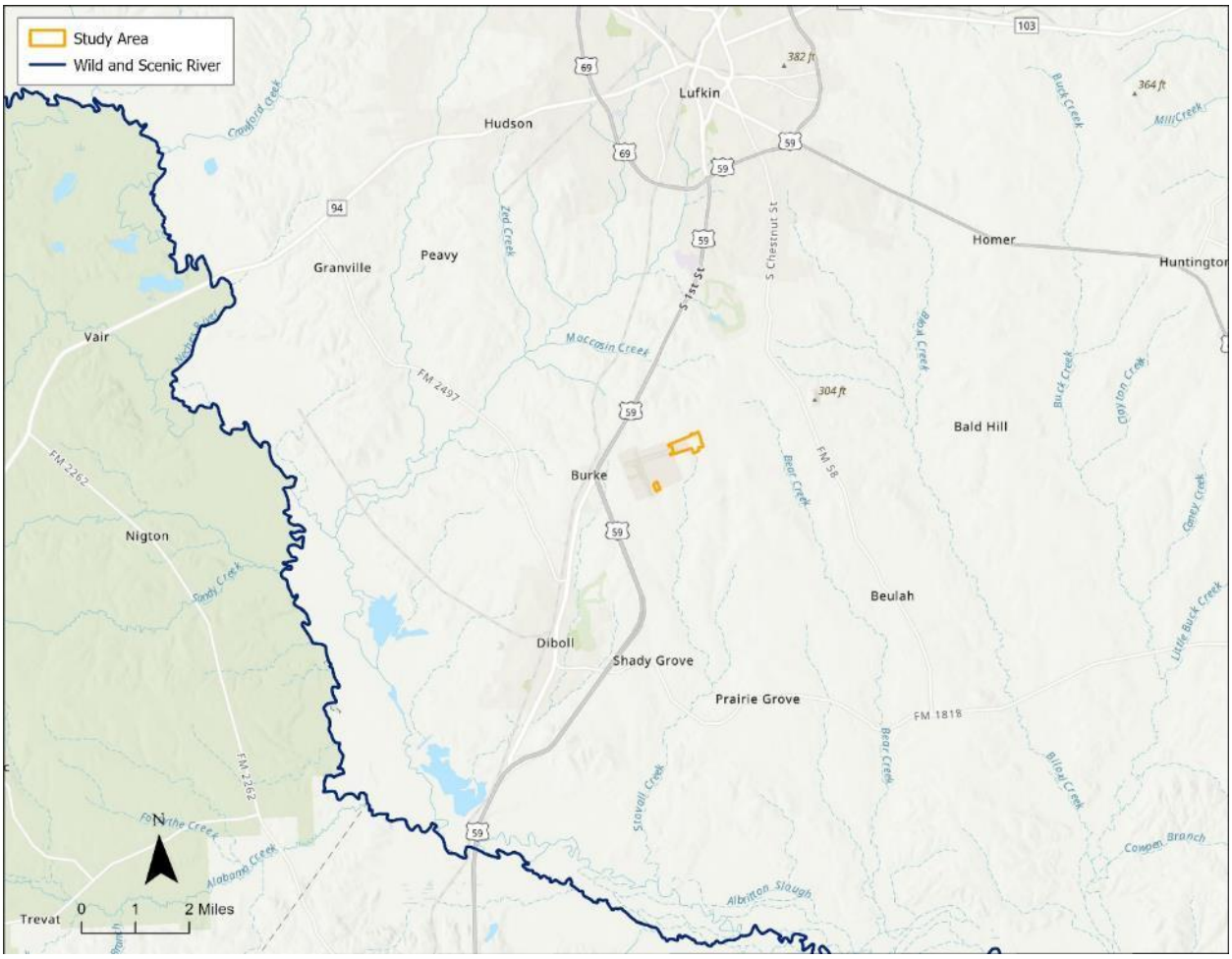


Source: Texas Water Development Board, Accessed May 2026.

4.15.1.5 Wild and Scenic Rivers

According to the National Park Service Nationwide River Inventory, the closest Wild and Scenic River, the Neches River, is approximately seven (7) miles west of the Airport, see **Figure 4-13**.

Figure 4-13: Wild and Scenic Rivers Map



Source: National Park Service, Nationwide Rivers Inventory, Accessed June 2026.

4.15.2 Environmental Consequences

4.15.2.1 Wetlands

Under the Proposed Action, all delineated wetlands may be impacted; however, the Delineation Report recommended that none of the delineated wetlands in the Project Area are under USACE jurisdiction. The Delineation Report was submitted to the USACE for review on July 17, 2026 and a Delineation Concurrence was issued on August 19, 2026 (see **Appendix G**). As the state of Texas does not have a wetlands program, no state jurisdictional coordination is needed.

4.15.2.2 Floodplains

As shown in **Figure 4-11**, the entire Project Area, to include both the area to be acquired as well as the future runway extension area, is not located within a floodplain. Therefore, the Proposed Action would have **no effect** on floodplains.

4.15.2.3 Surface Waters

Under the Proposed Action, both streams SA001 and SA002 may be impacted; however, only SA002 was recommended jurisdictional. As design progresses and impacts to either

SA001 or SA002 are deemed unavoidable, it is anticipated that any stream impacts resulting from the Proposed Action would be covered under a USACE Nationwide Permit. Additionally, the Proposed Action would increase the amount of impervious surface at the Airport as well as the amount of stormwater runoff. However, it is anticipated that increased runoff would be handled by the existing airfield stormwater system. As such, stormwater runoff would continue to flow as it currently does after the Proposed Action is complete.

FAA AC 150/5370-10, *Standards for Specifying Construction of Airports, Item C-102, Temporary Air and Water Pollution, Soil Erosion and Siltation Control*, would be followed in order to minimize the risk of impact to any surface water.

4.15.2.4 Groundwater

The Proposed Action would not involve any construction or excavation activities that would have a potential to affect groundwater. The Proposed Action does not involve any groundwater withdrawals or construction activities associated with new or existing wells. Construction impacts to groundwater are also unlikely due to the type of equipment being used, and the implementation of BMPs to prevent potential releases of petroleum materials, including proper use, storage, inspection, and maintenance of equipment.

Once constructed, the amount of stormwater runoff would increase. However, the existing drainage system can handle the increased volume, and the quality of stormwater would remain the same.

Lastly, as the Project Area does not overlap with a sole source aquifer and the existing well in the southeast end of the Project Area would be avoided, the Proposed Action would not result in impacts to groundwater resources.

4.15.2.5 Wild and Scenic Rivers

The Airport is located approximately seven (7) miles east of the nearest Wild and Scenic River, the Neches River. The Airport is located within the Stovall Creek-Neches River watershed; however, BMPs would be utilized throughout construction to ensure water quality is maintained.

4.15.3 Conclusion

4.15.3.1 Wetlands

The No Action Alternative would have **no effect** on wetlands because it is a non-development alternative.

Under the Proposed Action, no jurisdictional wetlands would be impacted and therefore a Section 404 permit is not required. However, a wetland associated with a surface water body that is not a water of the U.S. is still subject to Executive Order 11990, Protection of Wetlands.

The Proposed Action would result in impacts to wetlands falling under Executive Order 11990; however, per FAA Order 1050.1 Desk Reference, the Proposed Action would not result in the following significant impacts:

- Adversely affect a wetland's function to protect the quality or quantity of municipal water supplies, including surface waters and sole source and other aquifers.
- Substantially alter the hydrology needed to sustain the affected wetland system's values and functions or those of a wetland to which it is connected.
- Substantially reduce the affected wetland's ability to retain floodwaters or storm runoff, thereby threatening public health, safety or welfare (the term welfare includes cultural, recreational, and scientific resources or property important to the public).
- Adversely affect the maintenance of natural systems supporting wildlife and fish habitat or economically important timber, food, or fiber resources of the affected or surrounding wetlands.
- Promote development of secondary activities or services that would cause the circumstances listed above to occur.
- Be inconsistent with applicable state wetland strategies.

As such, the Proposed Action would result in **no significant effect** on wetland resources.

4.15.3.2 Floodplains

As Airport is not located within the floodplain, the No Action Alternative and the Proposed Action would have **no effect** on floodplains.

4.15.3.3 Surface Waters

The No Action Alternative would have **no effect** on surface waters because it is a nondevelopment alternative. Surface water quantity and quality would remain as they presently exist.

Under the Proposed Action, the runway extension would be constructed to maintain current stormwater flow. With implementation of BMPs during construction to prevent and minimize water quality impacts, the Proposed Action would have **no significant effect** on surface water resources.

4.15.3.4 Groundwater

The No Action Alternative would have **no effect** on groundwater because it is a non-development alternative. All groundwater quantity and quality would remain as they presently exist.

The Proposed Action would not involve any construction or excavation activities that would have a potential to affect groundwater. The Proposed Action does not involve any groundwater withdrawals or construction activities associated with new or existing wells. Construction impacts to groundwater are also unlikely due to the type of equipment being

used, and the implementation of BMPs to prevent potential releases of petroleum materials, including proper use, storage, inspection, and maintenance of equipment.

Once constructed, the amount of stormwater runoff would increase, however, the existing drainage system can handle the increase and the quality of stormwater would remain the same. As such, the Proposed Action would have **no significant effect** on groundwater resources.

4.15.3.5 Wild and Scenic Rivers

The nearest Wild and Scenic River is approximately seven (7) miles to the east, and water from the project area does not reach any Wild and Scenic Rivers. Therefore, both the No Action Alternative and the Proposed Action would have **no effect** on Wild and Scenic Rivers.

4.15.4 Mitigation

4.15.4.1 Wetlands

Mitigation is not required as the wetlands are outside of the USACE jurisdiction.

4.15.4.2 Floodplains

The Proposed Action's project area is not located in a floodplain; therefore, no mitigation is required.

4.15.4.3 Surface Waters

No mitigation is required; however, as design progresses, if streams (SA001and/or SA002) in the Project Area are impacted, it is anticipated that the impacts would be covered under a USACE Nationwide Permit.

4.15.4.4 Groundwater

The existing well would be avoided and therefore no mitigation is required.

4.15.4.5 Wild and Scenic Rivers

The Proposed Action does not impact any Wild and Scenic Rivers; therefore, no mitigation is required.

4.16 Environmental Summary

Table 4-14 lists the environmental resource categories evaluated in this EA, in accordance with FAA Order 1050.1G, and provides a short summary for each, supporting the conclusion of no significant impacts for the Proposed Action.

Table 4-14: Proposed Action Environmental Summary

Resource Category	Environmental Summary
Aviation Emissions and Air Quality	The Airport is located in Angelina County, an area that is designated as being in the attainment for all NAAQS. The Proposed Action is not expected to cause any long-term air quality impacts or violations of the NAAQS or SIPs due to either operational or construction emissions. Temporary minimal air emissions from vehicles and equipment would occur during construction; however, the Proposed Action would not exceed the Screening Criteria defined in the FAA Air Quality Handbook.
Biological Resources	Threatened and Endangered Species: Through review of the T&E Report and coordination with USFWS, it was found that The Proposed Action would have no effect on the federally listed threatened and endangered species or state sensitive species. Migratory Birds: Through review of the IPaC and MBTA data, there are no migratory birds of conservation concern expected to occur in the Project Area.
Coastal Resources	The Proposed Action would not impact coastal resources as Angelina County is located approximately 125 miles north of the Gulf coast and is not included in the coastal zone counties.
Section 4(f)	The Proposed Action would result in no use of DOT Section 4(f) resources.
Farmlands	Coordination with the NRCS determined that the Project Area does not contain "prime farmland" and is exempt from FPPA provisions. Therefore, the Proposed Action would result in no significant effect to "Important Farmland."
Hazardous Materials, Solid Waste, Pollution Prevention	The removal of the existing taxiway connector would generate millings that would be stockpiled on airport property for future reuse. The removal of the existing security/wildlife fence, and the demolition of vacant houses within the Project Area would generate solid waste; however, the waste would be hauled to the local landfill and disposed of in accordance with appropriate federal, state and local laws and regulations. It is not anticipated that the demolition waste would create a burden on the local landfill. Construction activities are also likely to use hazardous materials such as fuel, lubricants, oils, and other materials needed for the operation of construction equipment. Any waste materials generated would be handled and disposed of in accordance with appropriate Federal, state, and local laws and regulations. While there is no known hazardous waste contamination within the Proposed Action area, the proposed project improvements have the potential to cause short-term, temporary impacts regarding hazardous materials, pollution prevention, and solid waste. Mitigation and minimization is not required; however, a spill prevention plan and SWPPP are maintained by the Airport and would be updated as applicable. A project-specific SWPPP would not be required as the Proposed Action would fall under a Nationwide Permit. Therefore, the Proposed Action is expected to have no significant effect on hazardous materials, solid waste, or pollution prevention activities.
Historical, Architectural, Archaeological and Cultural Resources	The Proposed Action would not impact any resources eligible for the NRHP as no historical, architectural, archaeological or cultural resources exist within or near the Project Area.
Land Use	Under the Proposed Action, the Airport would acquire land that is currently incompatible with both the existing and future RPZ. Once acquired, the land would be considered Airport Operations and Aviation Related Development areas which are compatible within the RPZ. Therefore, the Proposed Action would have **no effect** on land use within the vicinity of the Airport and would result in compatible land uses within the RPZ.
Natural Resources and Energy Supply	No significant impact on natural resources and energy supply is anticipated as a result of the implementation of the Proposed Action. No significant impact to natural resources and energy supply is anticipated as a result of the Proposed Action. The construction, operation, and maintenance requirements of the Proposed Action would not induce demands that exceed the available or future supplies of natural resources or energy of the region. Therefore, **no significant effect** on natural resources and energy supply is anticipated.
Noise and Noise Compatible Land Use	No significant effect on noise and compatible land use are anticipated with the Proposed Action. The Proposed Action would not cause noise sensitive areas to experience an increase in noise of DNL 1.5 dB or more at or above the DNL 65 dB noise contour. Noise impacts due to construction would be localized to airport property and would be short-term and temporary in nature and as such, there would be no effect on noise sensitive areas in proximity to the Proposed Action.

Resource Category	Environmental Summary
Socioeconomic & Children's Health	The Proposed Action is not likely to cause or create an increase in aircraft operations beyond those forecasted without the Proposed Action. Construction activities associated with the Proposed Action would not have significant effects on air quality, hazardous materials, noise, and water resources. The Proposed Action would have no effect on economic activity, employment, income, housing, public services, or social conditions in the vicinity of the Airport. Likewise, the Proposed Action would have **no significant effect** children's environmental health and safety.
Visual Effects	Light Emissions: The new or modified lighting installations associated with the Proposed Action are not anticipated to create an annoyance among people, will not interfere with normal activities, and would not be out of character with the existing facilities. Therefore, the Proposed Action would have no effect on light emissions. Visual Effects: Visual changes to the landscape at and near the Airport would result from the construction activities (tree clearing, earthmoving, and grading) and the construction of the security/wildlife fence. It is not anticipated that the nearby residences would notice a significant visual difference as they are separated from the Proposed Action by trees that would remain in place. Therefore, the Proposed Action would have **no significant effect** on visual resources and visual character within and near the Project Area.
Water Resources	Wetlands: Under the Proposed Action, no jurisdictional wetlands would be impacted and therefore a Section 404 permit is not required. However, a wetland associated with a surface water body that is not a water of the U.S. is still subject to Executive Order 11990, Protection of Wetlands. The Proposed Action would result in impacts to wetlands falling under Executive Order 11990; however, per FAA Order 1050.1 Desk Reference, the Proposed Action would not result in the following significant impacts: – Adversely affect a wetland's function to protect the quality or quantity of municipal water supplies, including surface waters and sole source and other aquifers. – Substantially alter the hydrology needed to sustain the affected wetland system's values and functions or those of a wetland to which it is connected. – Substantially reduce the affected wetland's ability to retain floodwaters or storm runoff, thereby threatening public health, safety or welfare (the term welfare includes cultural, recreational, and scientific resources or property important to the public). – Adversely affect the maintenance of natural systems supporting wildlife and fish habitat or economically important timber, food, or fiber resources of the affected or surrounding wetlands. – Promote development of secondary activities or services that would cause the circumstances listed above to occur. – Be inconsistent with applicable state wetland strategies. As such, the Proposed Action would result in no significant effect on wetland resources. Floodplains: The Airport as well as the entire Project Area, to include both the area to be acquired as well as the future runway extension area, are not located within a floodplain. Therefore, the Proposed Action would have **no effect** on floodplain resources. Surface and Ground Waters: Within the Proposed Action, all stormwater runoff would be directed to the existing airfield drainage system and therefore have **no effect** on surface waters or groundwater. Wild and Scenic Rivers: This resource is not present within the Project Area and would not be affected by the Proposed Action.

Source: Woolpert, Inc.

5 PUBLIC INVOLVEMENT

5.1 Property Owner Coordination

Using Angelina County records, approximately 175 local property owners were identified within a 1-mile radius of the Project Area. Letters were mailed to the identified property owners in June of 2026 to notify owners of the Proposed Action and invite them to submit any questions, comments, or concerns regarding the runway extension and land acquisitions. No comments were received. See **Appendix H** for the letter that was mailed to property owners.

5.2 2024 Airport Master Plan Public Coordination

As discussed in **Section 2.1**, the Airport completed an AMP Update in 2024. As part of the AMP process, several meetings with the planning advisory committee (PAC) were held to discuss the findings identified in the AMP and the proposed solutions, including the Proposed Action. Additionally, a public information meeting was held on August 2, 2023, to inform members of the community about the updates to the AMP. **Appendix I** provides a copy of the public meeting announcement.

5.3 Draft EA Notification and Distribution

The Draft EA was released for public comment on October 31, 2026, through a Public Notice in the Lufkin Daily News and translated to Spanish for a Public Notice on November 9, 2026, in La Lengua News, a publication for the local Hispanic community. The Notice includes the opportunity for the public to submit written comments on the Draft EA as well as request a public hearing. Comments and a request for public hearing will be accepted through November 16, 2026. See **Appendix J** for the Notice of Opportunity for a Public Hearing and Notice of Availability for Public Comment.

6 LIST OF PREPARERS

6.1 Lead Agency

Per the FAA State Block Grant Program (SBGP) Memorandum of Agreement (MOA), TxDOT is the lead agency for the preparation of this EA. The FAA provided review at TxDOT's request.

6.2 Principal Reviewers

Responsibility for review of this EA rests with TxDOT and the FAA. The following persons are the principal TxDOT and FAA individuals responsible for the review of this EA.

TxDOT

Sana Drissi
Environmental Project Planner
TxDOT Aviation Division (AVN)
Planning and Programming
4777 US-80
Mesquite, TX 75150
Ph: (972) 741-1190
sana.drissi@txdot.gov

FAA

Kristi Ponozzo
Environmental Protection Specialist
FAA, Texas Airports District Office, Southwest Region
10101 Hillwood Parkway
Fort Worth, TX 76177
Ph: (907) 271-3665
Kristi.M.Ponozzo@faa.gov

6.3 Angelina County Airport

The Angelina County Airport (Airport Sponsor), as the sponsor of the project, is responsible for project oversight. The Airport Sponsor also reviewed all documents prepared as part of this EA to ensure understanding and compliance. The following Airport individuals are responsible for project management and review of the EA:

Keith Wright
County Judge, Angelina County
kwright@angelinacounty.net
(936) 634-5413

6.4 Principal Preparers

The Airport Sponsor retained Woolpert Inc. to prepare this EA; the following Woolpert staff were involved in its preparation:

- Kari Campbell, Engineering Program Director
- Tom Hart, Engineer Project Manager
- Morgan Einspahr, Environmental Project Manager
- Emily Yea, Environmental Planner
- John Hall, Environmental Planner

7 LIST OF AGENCIES CONSULTED

The agencies and stakeholders listed in **Table 7-1** were consulted to determine the presence or absence of environmental resources within the Project Area. The consultations were largely completed through phone calls and email exchanges.

Table 7-1: Agencies and Stakeholders Consulted

Stakeholder Agency or Type	Names of Individuals or Groups Engaged	Date of Coordination	Reference Section
Angelina County, TX	– Keith Wright, County Judge – Kenneth Jeffrey, County Commissioner – Gary Letney, Airport Manager	Throughout Project.	All
FAA Facilities & Engineering Services, Technical Operations Air Traffic Organization.	Aaron Comrov	October 14, 2026	All
Tribes With Interests	– Alabama-Coushatta Tribe of Texas – Apache Tribe of Oklahoma – Coushatta Tribe of Louisiana – Muscogee (Creek) Nation – Tonkawa Tribe of Indians of Oklahoma – Wichita and Affiliated Tribes (Wichita, Keechi, Waco & Tawakonie), Oklahoma	September 24, 2026	Section 4.9
Texas Historical Commission (THC)	None Listed	August 5, 2026	Section 4.9
U.S. Army Corps of Engineers.	Andrew Gray	August 19,2026	Section 4.15
U.S. Department of Agriculture, Natural Resource Conservation Service.	Chris Holle	July 6, 2026	Section 4.7
U.S. Department of the Interior, U.S. Fish and Wildlife Service	None Listed	May 13, 2026 (Date IPaC Texas DKeys submitted by SWCA)	Section 4.4

Source: Woolpert, Inc.

8 APPENDICES

A. Threatened and Endangered Species Report

B. Cultural Resources Survey

C. NRCS Form AD-1006 Coordination

D. Phase I Environmental Site Assessment

E. THPO Coordination

F. Noise Analysis

G. Aquatic Resources Delineation Report

H. Property Owner Coordination

I. Airport Master Plan Public Coordination

J. Notice of Opportunity for a Public Hearing and Notice of Availability for Public Comment


WOOLPERT
Prepared by Woolpert, Inc.