Airport Traffic Control Tower (ATCT) Replacement

Ogden-Hinckley Airport (OGD) ATCT Draft Tiered Environmental Assessment (EA)

Ogden, Utah
December 2025

This page intentionally left blank

Table of Contents

Table of Figures

Table of Tables

ACRONYMS AND ABBREVIATIONS

AGL ..... Above Ground Level
AJW ..... Technical Operation Services, Air Traffic Organization
ALP ..... Airport Layout Plan
APE ..... Area of Potential Effects
ATCT ..... Airport Traffic Control Tower
ATO ..... Air Traffic Organization
AVCO ..... Aviation Corporation
BIL ..... Bipartisan Infrastructure Law
BLM ..... Bureau of Land Management
BMP ..... Best Management Practices
CAA ..... Clean Air Act
CEQ ..... Council on Environmental Quality
CFR ..... Code of Federal Regulations
DOI ..... Department of the Interior
DOT ..... Department of Transportation
EA ..... Environmental Assessment
ECOS ..... Environmental Conservation Online System
EDRR ..... Early Detection Rapid Response
EPA ..... U.S. Environmental Protection Agency
ESA ..... Endangered Species Act
FAA ..... Federal Aviation Administration
FEMA ..... Federal Emergency Management Agency
FONSI ..... Finding of No Significant Impact
IIJA ..... Infrastructure Investment and Jobs Act
IPaC ..... Information for Planning and Consultation
LLC ..... Limited Liability Company
MS4 ..... Municipal Separate Sewer System
NAS ..... National Airspace System
n.d. ..... No Date
NEPA ..... National Environmental Policy Act
NHPA ..... National Historic Preservation Act of 1966
NPS ..... National Park Service
NRHP ..... National Register of Historic Places
NRI ..... Nationwide Rivers Inventory
OGD ..... Ogden-Hinckley Airport
PEA ..... Programmatic Environmental Assessment
P.L. ..... Public Law
ROD ..... Record of Decision
SHPO ..... State Historic Preservation Officer
SOP ..... Standard Operating Procedure
SWPPP ..... Stormwater Pollution Prevention Plan
UDAF ..... Utah Department of Agriculture and Food
UPDES ..... Utah Pollutant Discharge Elimination System
U.S. ..... United States of America
U.S.C. ..... U.S. Code
USDA ..... U.S. Department of Agriculture
USFWS ..... U.S. Fish and Wildlife Service
USGS ..... U.S. Geological Survey
VISTA ..... Virtual Immersive Siting Tower Assessment

SECTION 1 | INTRODUCTION

1.1 OVERVIEW

The Federal Aviation Administration (FAA) is proposing to replace the existing Airport Traffic Control Tower (ATCT) at Ogden-Hinckley Airport (OGD). The Infrastructure Investment and Jobs Act (IIJA; Public Law [P.L.] 117-58), enacted on November 15, 2021, formerly referred to as the Bipartisan Infrastructure Law appropriated $25 billion (B) over a five-year period (Fiscal Year 2022 [FY22] to 2026 [FY26]) for National Airspace System (NAS) improvements, which includes airport traffic control and other airport infrastructure projects. As a result, the FAA Air Traffic Organization (ATO) established the ATCT Replacement Program to replace existing FAA-owned ATCTs at mainly non-major airports with modern ATCT facilities (FAA, n.d.). The National Environmental Policy Act (NEPA) of 1969, as amended (42 United States Code [U.S.C.] § 4321 et seq.), requires that a federal agency prepare a statement of environmental impacts as part of the development process for projects requiring a federal action, such as funding, approving, or permitting.

The FAA prepared a Final Programmatic Environmental Assessment (PEA) for the Bipartisan Infrastructure Law (BIL) ATCT Replacement Program (hereinafter referred to as ATCT Final PEA[1]) (FAA ATCT Final PEA, 2023) in accordance with NEPA (42 U.S.C. § 4321 et seq.); FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*;[2] the Fiscal Responsibility Act of 2023 (Public Law 118-5); and other applicable federal laws and regulations. The ATCT Final PEA provided sufficient evidence and analysis for a Finding of No Significant Impact (FONSI) / Record of Decision (ROD) determination (FAA ATCT Final PEA, 2023). This ATCT EA for OGD tiers[3] from the ATCT Final PEA and follows the FAA's updated Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures,* to evaluate the existing environment and analyzes the reasonably foreseeable environmental consequences of the proposed alternatives at a site-specific level through the framework established by the ATCT Final PEA and FONSI/ROD.

1.2 PROPOSED ACTION

The FAA's Proposed Action is to replace the existing FAA-owned ATCT with a modern ATCT facility at OGD. The Proposed Action is anticipated to include the following activities (Figure 1-1):

---

[1] The ATCT Final PEA can be found here: https://www.faa.gov/air-traffic/bilatctfinalpea21sept2023signed

[2] FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*, was published on July 3, 2025. Projects that commence after July 3, 2025 are required to comply with FAA Order 1050.1G, while those projects already underway by that date may follow FAA Order 1050.1F. While the original PEA was completed under FAA Order 1050.1F, tiered EAs will be completed under FAA Order 1050.1G. This change between Orders encompasses and relies upon the Fiscal Responsibility Act of 2023; Executive Order 14173, *Ending Illegal Discrimination and Restoring Merit Based Opportunity;* Executive Order 14154, *Unleashing American Energy*; and the Supreme Court decision in Seven County Infrastructure Coalition v. Eagle County, 605 U.S. 168 (2025). As a result, this tiered EA does not include an analysis of environmental justice, climate change, or cumulative impacts.

[3] Tiering in accordance with NEPA is defined in FAA Order 1050.1G, Section 3-1.

- Acquisition of a new lease with the airport authority to construct an ATCT in a new location.
- Unconditional approval of portions of the Airport Layout Plan (ALP) that depict those portions of the Proposed Project subject to FAA review and approval pursuant to 49 USC §47107(a)(16).
- Construction and operation of a replacement ATCT, an administrative base building, and other associated facility support features such as a parking area and security fences.
- Extension and/or relocation of utilities to the replacement ATCT.
- Installation of modern air traffic control electronic equipment in the replacement ATCT.
- Commissioning of the replacement ATCT, cutover of air traffic services to the replacement ATCT, and decommissioning of the existing ATCT.
- Demolition and disposal of the existing ATCT facility, three hangar buildings, and associated infrastructure.
- Modification and/or relocation of existing National Airspace System (NAS) facilities or airport structures necessary to enable project implementation.

Construction of the replacement ATCT is estimated to begin in August 2026 and finish in September 2028. The proposed timeframe from the beginning of ATCT construction to cutover and demolition of the existing ATCT is five years.

1.3 BACKGROUND

1.3.1 Airport Information

The Ogden-Hinckley Airport (OGD) is located approximately 2 miles southwest of the city center in Ogden, Utah. OGD is a certified regulated Class 1 regional airport that operates commercial and general aviation flights with 108,000 passengers served in 2022 (FAA, 2023a). Initial construction of OGD was completed in December 1941 and included two asphalt-paved runways. In September 1942, a lease between the City of Ogden and the United States (U.S.) Government established joint military and civilian use at the airport under the name Robert H. Hinckley Field. Military operations shifted to Hill Air Force Base located approximately 5 miles south of OGD heavily towards the end of World War II and into the 1950s. In 1988, the airport was officially renamed Ogden-Hinckley Airport. Restricted airspace and military operations occur near OGD given its proximity to Hill Air Force Base.

OGD operates two intersecting runways, with a third runway decommissioned in 2016. Originally constructed in the 1940s, the airport expanded the OGD terminal building in 2012. Most other buildings located on the airfield are hangars used predominantly for storing aircraft. Support facilities at the airport include aircraft rescue and firefighting, utilities, fixed base operator services, maintenance, and snow removal.

Figure 1-1. Aerial Image of the Airport Property

1.3.2 Existing Airport Traffic Control Tower Information

Constructed in 1973 and commissioned in 1975, the existing OGD ATCT is a Hunt/Aviation Corporation (AVCO) design facility. The ATCT is 226 square feet (sq ft) and approximately 90 feet tall with a cab floor level of 64 ft above ground level (AGL). The existing ATCT is located just east of the terminal building at 41° 11' 36.8" N, -112° 00' 29.7" W, and operates with four air traffic controller positions from 0700 to 2000 daily.

Figure 1-2. Existing Ogden Hunt/AVCO ATCT

SECTION 2 | PURPOSE AND NEED

This Purpose and Need is tiered from, and consistent with the ATCT Final PEA (FAA ATCT Final PEA, 2023), but focuses on the specific requirements of the OGD ATCT.

2.1 PURPOSE

The OGD ATCT is an FAA-owned ATCT proposed for replacement under the ATCT Replacement Program. The purpose of the Proposed Action is to replace the OGD ATCT with a modern ATCT providing for uninterrupted air traffic control services. According to OGD, the existing ATCT is outdated, deteriorating, and has a line-of-sight that is partially impacted by ground facilities (Airport Development Group, Inc., 2020).

The Proposed Action would provide for a safe and modern, operationally efficient ATCT that would meet all applicable FAA requirements. This replacement ATCT would enable the installation of modern and required air traffic control equipment, provide adequate space and an enhanced work environment for FAA personnel, lower operating costs, and improve environmental performance, resulting in reduced energy consumption due to an efficient design including energy efficient features, windows, and ventilation/heating systems while meeting applicable FAA requirements.

2.2 NEED

The FAA recognizes the need to provide air traffic control services at OGD. The existing OGD ATCT does not have the ability to accommodate upgrades to the latest air traffic control technologies, lacks modern amenities and seismic upgrades, and may have physical problems such as maintenance-intensive deficient mechanical appurtenances (e.g., heating and ventilation, plumbing). Improvements made to rectify this situation would ensure uninterrupted air traffic control services to maintain the safety of the NAS.

SECTION 3 | ALTERNATIVES

In compliance with FAA Order 6480.4C, *Siting of Airport Traffic Control Towers (ATCTs)* , the FAA adheres to a siting process to provide the lowest cost ATCT that meets all siting criteria for the establishment or replacement of an ATCT facility (FAA, 2025a). This siting process takes into consideration multiple technical criteria, as prescribed in Order 6480.4C.

Representatives from the FAA and OGD airport conducted siting for this project in conjunction with the FAA's Virtual Immersive Siting Tower Assessment (VISTA) team in December 2022 and March 2023. (FAA, 2023b)

This tiered EA evaluates the selected site alternative (as determined by the ATCT siting process) and no build alternative for the proposed replacement of the OGD ATCT. Other sites were evaluated in the siting report but were deemed unviable due to not meeting the technical siting criteria as outlined in FAA Order 6480.4B. Figure 3-1 provides an aerial image of the proposed new replacement tower at the selected site alternative.

3.1 ALTERNATIVE 1: PROPOSED ACTION (PREFERRED ALTERNATIVE)

The Proposed Action, as determined by the siting process governed by Order 6480.4C: *Siting Airport Traffic Control Towers,* is construction and operation of a replacement ATCT at the proposed new ATCT site. The proposed new ATCT site is located at a latitude of 41° 11' 40.81" N, and a longitude of -112° 00' 23.21" W, approximately 640 feet northeast from the existing ATCT. The new ATCT is proposed to be a total height of 160 ft above ground level with a 440 sq ft cab and a cab eye level at 125 ft. The proposed 1.2-acre paved site has existing adjacent road access, utility access present, and no issues with runway visibility and safety hazards. Following commissioning of the new ATCT, the previous ATCT would be decommissioned and demolished. (FAA, 2023b)

3.2 ALTERNATIVE 2: NO ACTION

A No Action Alternative is required to be included in this EA consistent with FAA Order 1050.1 G. The No Action Alternative is defined as maintaining the status quo (baseline conditions) without federal agency involvement. The No Action Alternative is used to evaluate the effects of not replacing the ATCT and provides a benchmark against which other alternatives may be evaluated. Therefore, for purposes of comparative analysis in this EA, the No Action Alternative represents the conditions that would be reasonably foreseeable if Alternative 1 (Proposed Action) were not implemented.

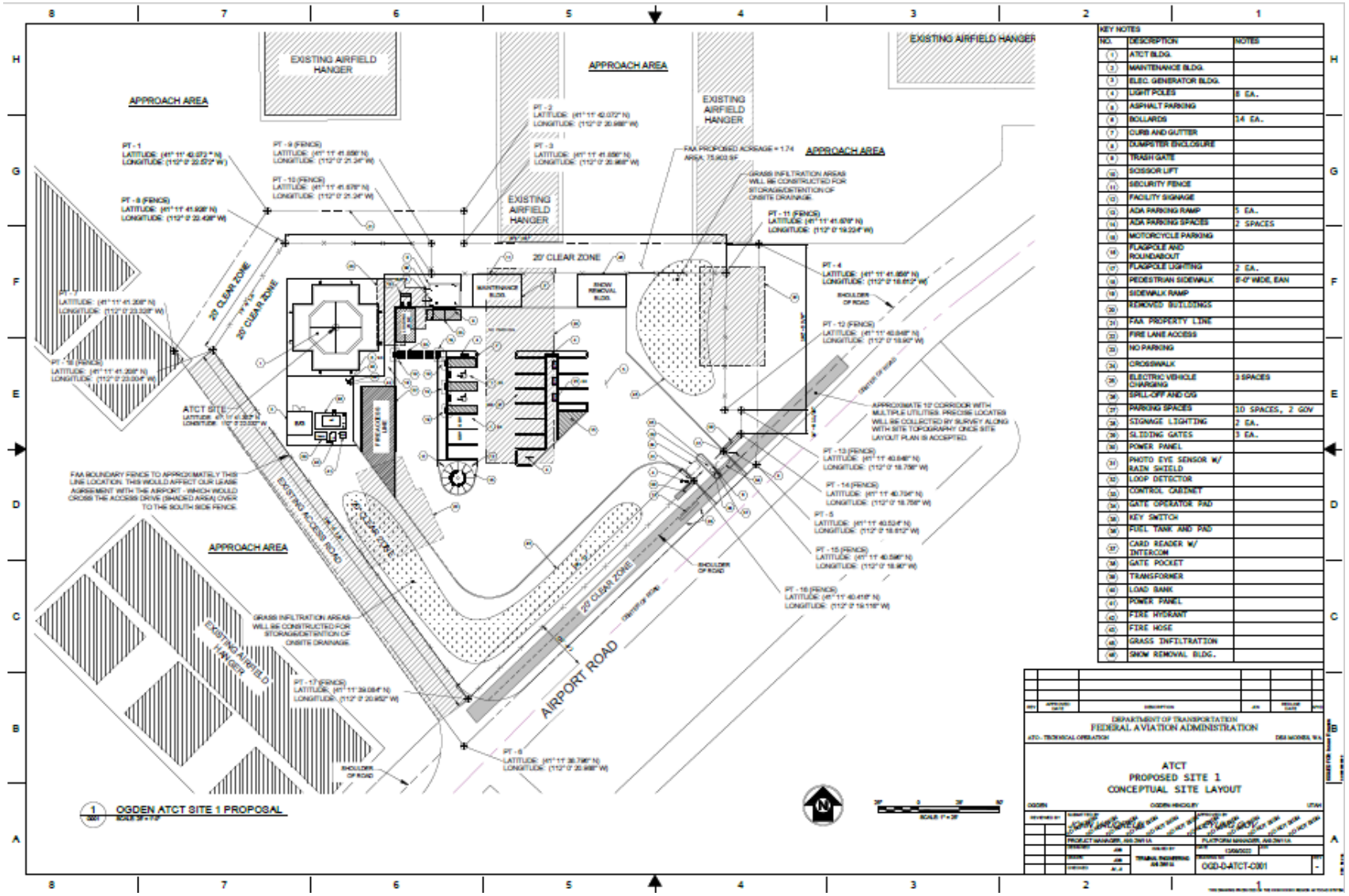

Figure 3-1. Proposed Layout of Replacement ATCT

Source: (FAA, 2022)

SECTION 4 | AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This section provides documentation of existing environmental resource conditions or affected environment at OGD and surrounding areas. This section also analyzes the reasonably foreseeable environmental consequences from each alternative for each resource category.

As detailed in the ATCT Final PEA and FONSI/ROD, the FAA identified and analyzed reasonably foreseeable environmental impacts for the broad scope of actions planned for ATCT replacement activities. This programmatic approach allows the FAA to review project-specific details and reasonably foreseeable impacts during the planning, site selection, and construction processes for those ATCT projects within the scope of the PEA analysis.

4.1 RESOURCE CATEGORIES PREVIOUSLY REVIEWED BY THE FAA ATCT FINAL PEA

The ATCT Final PEA and FONSI/ROD identified six resource categories as having "no significant impact" (FAA ATCT Final PEA, 2023). The following resource categories were reviewed for project specific impacts and were determined to be consistent with the PEA in that no significant impacts are reasonably foreseeable from implementation of the Proposed Action.

Air Quality

☒ Climate[4]

☒ Farmlands

☒ Hazardous Materials, Solid Waste, and Pollution Prevention

☒ Land Use

☒ Natural Resources and Energy Supply

☒ Noise

☒ Socioeconomics, Environmental Justice,[5] and Children's Environmental Health and Safety Risks

[4] See footnote 2

[5] On January 21, 2025, President Trump issued Executive Order 14173, *Ending Illegal Discrimination and Restoring Merit-Based Opportunity.* Due to the rescission of prior Executive Orders regarding environmental justice and the recent action by the Council on Environmental Quality (CEQ) to rescind the NEPA implementing regulations, it is no longer a legal requirement or the policy of the federal government to conduct an environmental justice analysis. Any prior data gathering, analysis, or discussion regarding environmental justice is not relevant for purposes of evaluating the NEPA significance of this project, nor did it play any role in agency decision-making.

4.2 RESOURCE CATEGORIES REQUIRING SITE-SPECIFIC ANALYSIS PER THE ATCT FINAL PEA

The ATCT Final PEA and FONSI/ROD also identified resource categories that were unlikely to be significantly impacted but would require a site-specific analysis (FAA ATCT Final PEA, 2023). In accordance with the ATCT Final PEA, this EA reviews the following resource categories:

- Biological Resources – Section 4.2.1 includes a description of the existing environment and reasonably foreseeable environmental consequences for biological resources.
- Coastal Resources – There are no coastal resources within proximity of OGD; therefore, the resource is not analyzed in this EA.
- Historical Architectural, Archeological, and Cultural Resources – Section 4.2.2 includes a description of the existing environment and reasonably foreseeable environmental consequences for historic and cultural resources (see Section 4.2.5).
- Department of Transportation (DOT) Act, Section 4(f) – Section 4.2.3 includes a description of the existing environment and reasonably foreseeable environmental consequences for Section 4(f) properties on or near OGD.
- Visual Effects – Section 4.2.4 includes a description of the existing environment and reasonably foreseeable environmental consequences for visual effects.
- Water Resources – Section 4.2.5 includes a description of the existing environment and reasonably foreseeable environmental consequences for water resources.

Regulatory requirements for these resource categories can be found in more detail in the ATCT Final PEA (FAA ATCT Final PEA, 2023).

4.2.1 Biological Resources (Including Fish, Wildlife, and Plants)

Biological resources include native plants, animals, and their habitats. Protected and sensitive biological resources include federally listed (endangered[6] or threatened[7]), and candidate[8] species designated by the U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Service, or a State. Sensitive habitats described in this section include those

[6] Endangered species are "any species which is in danger of extinction throughout all or a significant portion of its range" (ESA, Section 3(6))

[7] Threatened species are "any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range" (ESA, Section 3(20))

[8] Candidate species are any species whose status is under review "to determine whether it warrants listing under the Endangered Species Act (ESA)" (ESA, Section 4)

areas designated by the USFWS as critical habitat[9] protected by the Endangered Species Act of 1973 (ESA; 16 U.S.C. Chapter 35 § 1531 et seq.)

4.2.1.1 Affected Environment

Vegetation

The airport is located within the Central Basin and Range Level III Ecoregion, and the Moist Wasatch Front Footslopes Level IV Ecoregion (Woods, et al., 2001). Most of the surrounding landscape is developed with housing, businesses, or industrial facilities. The existing ATCT is located within a developed area with pavement and gravel on all sides of the tower and adjacent Stars structure. The proposed tower location is located in a paved area with three nearby airplane hangars (slated for demolition). An office building within the proposed ATCT site maintains landscaping with a few shrubs, a small lawn area, and a tree, which are slated for demolition as an action connected to the ATCT project. Some bare soil is present which supports non-native and weed species. No native plant or forage species were identified near the existing ATCT and the proposed new ATCT site.

The airport operates under a Wildlife Hazard Management Plan, approved by the FAA in 2019 (Tews Inc., 2019). Under this plan, mowing, management of vegetation on bare soils, and tree removal are actions the airport uses to reduce vegetation and desirable habitat on airport grounds (Tews Inc., 2019). The closest "natural area" with native vegetation and habitat is approximately 0.75 miles east from the proposed ATCT site. The Weber River and surrounding riparian corridor flows from south to north through the Ogden Valley where it joins the Ogden River north of OGD. Riparian tree species such as willow (*Salix sp*.), cottonwood (*Populus sp*.) are dominant along the narrow river corridor.

Wildlife and Fish

Under the Wildlife Hazard Management Plan, OGD aims to reduce wildlife presence on the airport to reduce the potential of wildlife strikes. Species noted in the plan include feral cats, red foxes, coyotes, and deer. The plan includes controlling small mammals considered prey species for birds and mammals in order to reduce the presence of larger predators within the airport (Tews Inc., 2019). The existing ATCT and the proposed new ATCT site are located within an operating airport; both sites are surrounded by pavement, buildings, and gravel. There is very little habitat for wildlife nesting, foraging, or hunting present. The airport actively maintains the grounds to deter wildlife, birds, insects, and other wildlife to prevent aircraft collisions. The existing ATCT and other buildings could provide nesting or roosting habitat for birds or bat species; however, due to the Wildlife Hazard Management Plan, it is unlikely that species would be allowed to nest for a full season until deterrence measures were implemented.

[9] Critical habitat refers to "(i) the specific areas within the geographical area occupied by the species, at the time it is listed in accordance with the provisions of section 4 of this Act, on which are found those physical or biological features (I) essential to the conservation of the species and (II) which may require special management considerations or protection; and (ii) specific areas outside the geographical area occupied by the species at the time it is listed in accordance with the provisions of section 4 of this Act, upon a determination by the Secretary that such areas are essential for the conservation of the species." (ESA, Section 3(5)(A))

Special Status Species

Special status species generally occupy unique or specific habitats, such as riverine forests, wetlands, or native ecosystems. Table 4-1 displays the federally listed species within Weber County, where OGD is located. According to the USFWS Environmental Conservation Online System (ECOS), there are eight special status species known to occur within Weber County. A more focused search of the study area using the USFWS Information for Planning and Consultation (IPaC) identified three (3) species, which are already identified in the County list, as shown in Table 4-1. Both USFWS lists are provided in Appendix A.

Table 4-1. Federally Listed Species

Common Name	Scientific Name	County Listed Status	Study Area Status
Suckley's cuckoo bumble bee	*Bombus suckleyi*	Proposed Endangered	Proposed Endangered
Gray wolf	*Canis lupus*	Under Review	NA
Yellow-billed cuckoo	*Coccyzus americanus*	Threatened	Threatened
Monarch butterfly	*Danaus plexippus*	Proposed Threatened	Proposed Threatened
North American wolverine	*Gulo gulo luscus*	Threatened	NA
Canada lynx	*Lynx canadensis*	Threatened	NA
Little brown bat	*Myotis lucifugus*	Under Review	NA
Ute ladies' tresses	*Spiranthes diluvialis*	Threatened	NA

Source: (USFWS, 2025a; USFWS, 2025b)

A focused search for federally listed species within the study area found three species: monarch butterfly (*Danaus plexippus*), yellow-billed cuckoo (*Coccyzus americanus*), and Suckley's cuckoo bumble bee. No critical habitat is designated for monarchs and the bumble bee. Adult monarch butterflies feed on the nectar of flowering plants and their larva requires milkweed plants to develop. Monarch butterflies only reproduce where milkweed plants are located (USDA, n.d. (a)). No milkweed plants were identified during the site survey conducted in March 2024. The yellow-billed cuckoo's preferred habitat in the Western States is near rivers or water with dense trees or shrub cover. Foraging habitat for the cuckoo consists of caterpillars found in trees and other insects, fruits, small reptiles, and amphibians (USFWS, 2024a). Riparian and wetland habitat with willows and cottonwoods, similar to the vegetation noted along the Weber River could support the cuckoo; however, the closest habitat is approximately 0.75 miles from OGD, no critical habitat is within the study area (USFWS, 2024a). The Suckley's cuckoo bumble bee requires host bumble bee colonies for reproduction and food gathering (NatureServe Explorer, 2025). Known host bumble bees, *Bombus occidentalis*, are found in vegetated areas such as grassy meadows, parks, and chaparral habitat; none of which are present within the proposed new ATCT site or the existing tower site (NatureServe Explorer, 2025).

It is fairly unlikely the 'under review' little brown bat (*Myotis lucifugus*) would find suitable roosting habitat and hibernacula (places for bats to hibernate) at OGD. Bats could pass through the proposed ATCT site during foraging or flight. Bats could use the existing tower or other structures at the airport for shelter; although the paved, active airport is not ideal foraging habitat for bats. Given the developed nature of OGD and the proposed ATCT site,

available habitat and food sources are limited. It is possible for the status of this species to change to candidate, threatened, or endangered during the development of this project.

The other federally listed species in Table 4-1 are unlikely to be present at OGD due to lack of habitat, such as high alpine terrain or wetlands adjacent to a river or stream. Most of the wildlife would not be present in an active airport. In addition to the federally listed species above, 37 other state-listed species have been documented in Weber County. Species that are mobile such as birds, small or flying mammals, or flying insects could be found within the proposed ATCT site although OGD is disturbed, developed, and has frequent disturbance from aircraft.

Migratory Birds

Utah is within the migratory bird Pacific Flyway route which many migratory species travel as they move from wintering to nesting areas (USFWS, n.d.). There are 17 migratory birds that are of particular concern which could be present seasonally within the project area based on the known or extended range of the species (USFWS, 2025a). Some species have a "probability of being present" within the project area for only one week in the year (Calliope hummingbird, Lewis's woodpecker, and sage thrasher), while others have a probability of being present for at least one week over 11 months (California gull). No direct observations are recorded within OGD. Table 4-2 displays when the 17 migratory birds have the probability of being present for at least one week in the vicinity of OGD.

Table 4-2. Migratory Birds

Common Name	Scientific Name	Probably of Presence (months)
American White Pelican	*Pelecanus erythrorhynchos*	March, April, May, June
Bald Eagle	*Haliaeetus leucocephalus*	January to March, November, December
Broad-tailed Hummingbird	*Selasphorus platycerus*	April to August
California Gull	*Larus californicus*	October to August
Calliope Hummingbird	*Selasphorus calliope*	August
Cassin's Finch	*Haemorhous cassinii*	October to February, May, June
Clark's Grebe	*Aechmophorus clarkia*	May, June
Evening Grosbeak	*Coccothraustes vespertinus*	October, December, January, May
Franklin's Gull	*Leucophaeus pipixcan*	May, June
Golden Eagle	*Aquila chrysaetos*	July
Lewis's Woodpecker	*Melanerpes lewis*	September
Northern Harrier	*Circus hudsonius*	January to March
Olive-sided Flycatcher	*Contopus cooperi*	May, August, September
Rufous Hummingbird	*Selasphorus rufus*	July to September
Sage Thrasher	*Oreoscoptes montanus*	August
Virginia's Warbler	*Leiothlypis virginiae*	April, June
Western Grebe	*Aechmophorus occidentalis*	May, June, August

Source: (USFWS, 2025a)

Bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d). Based on their known or extended range, bald eagles have a probability of being present in the early part of their breeding season, December to March; bald eagle management guidelines would apply if any nests were observed in or near the study area (USFWS, 2007).

Invasive Species

Invasive species may be plants, animals, insects, or other living organisms that are defined as 'alien' meaning not native to an ecosystem and which could harm the environment, economy, or human health (USDA, 1999). These species are often easily transported by human activity, and once introduced to a new location, may spread by land, water, animals, and again, humans. Invasive species at OGD are primarily plants (USDA, n.d. (b)). In Utah there are five classes of invasive plant species—

- Class 1A: Early Detection Rapid Response (EDRR) Watch List. Nine species are listed under this category.
- Class 1B: EDRR. There are 12 species under this category.
- Class 2: Control. There are 12 species under this category.
- Class 3: Containment. There are 16 species under this category.
- Class 4: Prohibited for sale or propagation. Five species are listed under this category (UDAF, 2022).

All counties in Utah may prioritize the species to manage needs within their areas. Table 4-3 lists the invasive species of greatest impact in Weber County.

Table 4-3. Invasive and Noxious Weeds in Weber County

Common Name	Scientific Name	Utah State Category
Burdock	*Arctium minus*	NA
Dalmatian toadflax	*Linaria dalmatica*	Class 2
Dyer's woad	*Isatis tinctoria*	Class 2
Houndstongue	*Cynoglossum officianale*	Class 3
Leafy spurge	*Euphorbia esula*	Class 2
Myrtle spurge	*Euphorbia myrsinites*	Class 4
Phragmites	*Phragmites australis ssp.*	Class 3
Puncturevine	*Tribulus terrestris*	Class 3
Purple loosestrife	*Lythrum salicaria*	Class 2
Whitetop / Perennial pepperweed	*Lepidium latifolium*	Class 3
Yellow starthistle	*Centaurea solstitialis*	Class 2

Source: (Weber County Utah, n.d.)

The OGD airport actively controls broadleaf weedy species and bare ground to reduce the presence and spread of invasive plant species (Tews Inc., 2019).

4.2.1.2 Environmental Consequences

Detailed guidance on significance thresholds and effects determinations and/or factors to consider when evaluating context and intensity for biological resource impacts can be found in the ATCT Final PEA (FAA ATCT Final PEA, 2023) and FAA Order 1050.1G Appendix A (FAA, 2025b) .

Alternative 1: Proposed Action

The Proposed Action would occur at the proposed new ATCT site (Preferred Alternative) and would involve construction on a previously disturbed and paved area on OGD property. No critical habitat exists at this location and construction activities are not expected to impact native vegetation, wildlife and fish, migratory birds, or special status species. Based on the lack of habitat and surrounding development, the effect determination under the ESA would be 'No effect.' The proposed new ATCT site is within a developed area with existing exterior lighting. Although the new tower cab would be taller than the existing tower, the exterior lighting is unlikely to result in any new effects on wildlife species. The lack of natural habitat, trees, surface water, and vegetation at OGD does not provide desirable habitat for wildlife, federally listed species, and migratory bird species. Species that are mobile such as birds, small or flying mammals, or flying insects could be found within the proposed ATCT site, but due to the disturbed and developed nature of the site and frequent disturbance from aircraft, it is unlikely that suitable long-term habitat is present. The increase of human foot traffic, vehicles, and heavy equipment during construction and demolition could introduce noxious weeds and invasive, non-native plant species within and surrounding the construction and demolition sites. The airport actively manages broadleaf weedy species, which would help to prevent the growth and spread of noxious weeds (Tews Inc., 2019).

Alternative 2: No Action Alternative

Under the No Action Alternative, the existing ATCT would not be removed and replaced, and activities associated with the ATCT would remain the same. No impacts to existing biological resources would occur.

4.2.1.3 Best Management Practices

BMPs to reduce or prevent the introduction and spread of noxious weeds and invasive, non-native plant species include:

- Requiring clean fill material, if needed.
- Requiring rinsing of heavy equipment prior to use on-site.
- Monitoring bare soils for non-native plant species and applying removal methods such as hand removal or application of herbicides.

4.2.2 Historical, Architectural, Archeological, and Cultural Resources

Historic and cultural resources are sites, structures, buildings, districts, or objects, associated with important historic events or people, demonstrating design or construction associated with a historically significant movement, or with the potential to yield historic or prehistoric data, that are considered important to a culture, a subculture, or a community for scientific, traditional, religious, or other reasons (NPS, 1997). Historic and cultural resources may be subdivided into the following categories: Archaeological resources, Architectural resources, Native resources, and Traditional cultural properties.

4.2.2.1 Affected Environment

In accordance with applicable federal laws and regulations, the FAA evaluated the proposed alternatives and Area of Potential Effect (APE) for historic and cultural resources. The APE is "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." (36 Code of Federal Regulations [CFR] § 800.16(d)). The FAA assessed previously identified cultural resources within the APE and the potential for unidentified resources for each alternative.

Actions that have the potential to affect historic and cultural resources typically involve construction, ground disturbance, or modification of a historic property or a property in the viewshed of a historic property or district. Other effects to consider include noise, vibration, lighting, and increased traffic. Based on the potential for direct and indirect effects, the APE for the proposed undertaking consists of 0.25-mile radius areas around the existing and proposed ATCTs. The APE is defined as the area shown on Figure 4-1.

Between October 2024 and January 2025, Logan Simpson conducted a cultural resources survey for the project (Ellis S. M., 2025). One archaeological site and nine historic-age buildings were identified in the survey area. The archaeological site (site number 42WB561) is the Ogden-Hinckley Airport itself, including the site's landscape features (e.g., runways, taxiways, lighting systems, etc.); this site was determined ineligible for the National Register of Historic Places (NRHP). The nine buildings, including the existing ATCT, an office building, and seven airplane hangars, were determined individually ineligible for the NRHP and non-contributing within a historic district that was also determined ineligible for the NRHP (Ellis & Hansen, 2024). Prior evaluation of the built environment by Certus Environmental Solutions in 2020 determined that no historic district is present at OGD due to the majority of existing structures having been built outside the Airport's period of significance (ca. 1942 to 1945) or having been altered they no longer retain historical integrity.

Based on the survey's findings, Logan Simpson recommended a Finding of No Historic Properties Affected for the undertaking (Ellis S. M., 2025).

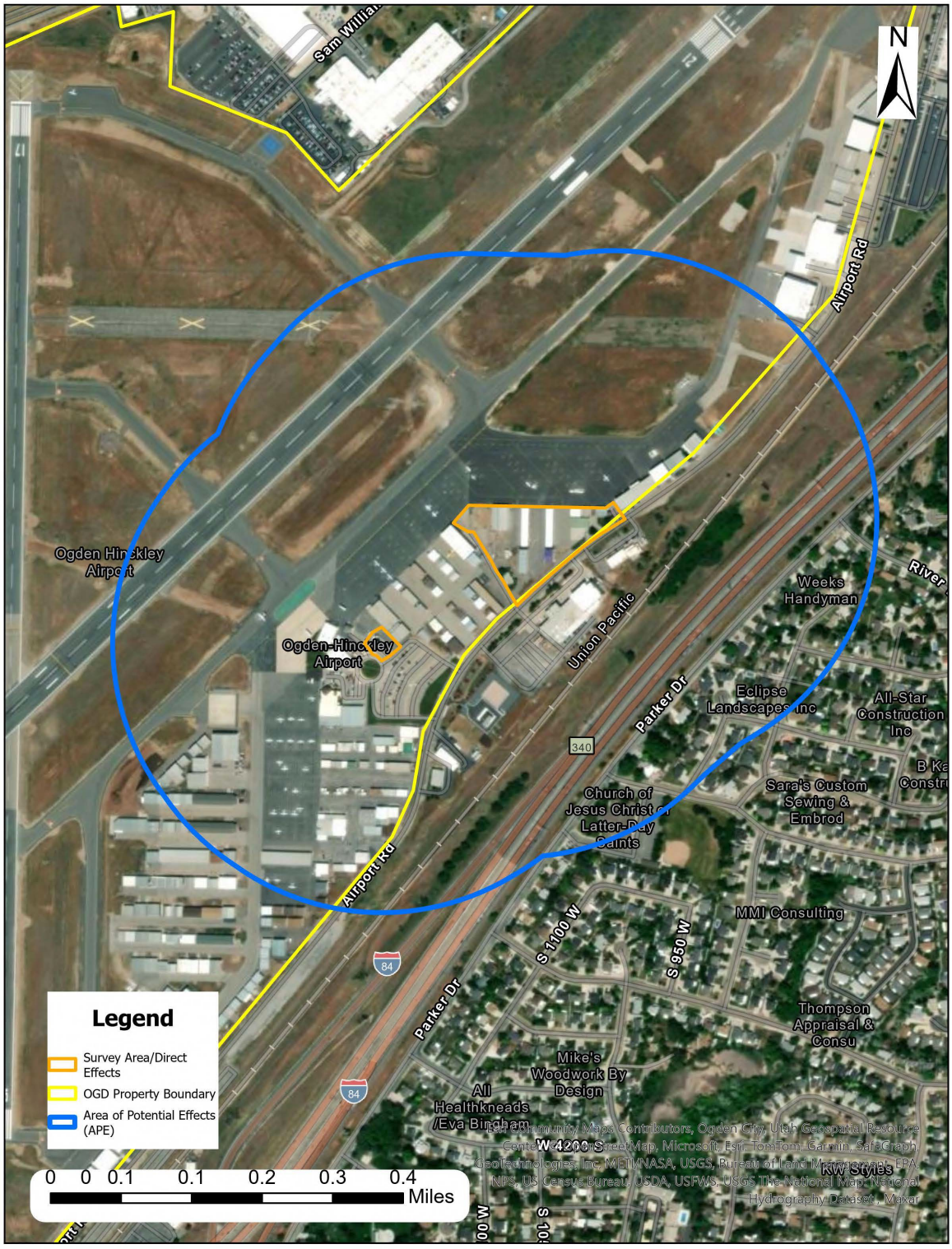

Figure 4-1. OGD Area of Potential Effects

Source: (Ellis S. M., 2025)

The FAA reviewed Logan Simpson's findings and upon consideration, the FAA finds that the existing OGD ATCT is eligible. The existing OGD ATCT is a Hunt/Aviation Corporation (AVCO) standard design consisting of a square functional steel framed shaft supporting a hexagonal steel framed cab (Figure 1-2). The Hunt and AVCO standard ATCT design are functionally the same design. Given the similarities, the two design types are combined under a single ATCT type. The FAA developed the Hunt/AVCO tower design type in the late 1960s into the 1970s as a means of reducing time and construction costs. The tower design differs from previous ATCTs as this design type used prefabricated building components throughout, while the earlier designs used prefabricated cabs only. In the early to mid-1970s, this modular type ATCT was constructed at numerous low activity level airports. The prefabricated nature for the whole tower construction allowed them to be erected in a very short time from a "kit of parts." The first Hunt/AVCO ATCT was commissioned in July 1971. Most of the Hunt/AVCO towers were commissioned in the 1973-1975 timeframe with the design type predominately phased out by the end of the 1970s. Construction of the ATCT at Ogden-Hinckley Airport began ca. 1973, and the tower was commissioned in 1975.

The OGD ATCT maintains enough integrity to sufficiently convey its historic significance as an intact and recognizable example of the Hunt/AVCO tower construction program. The FAA has determined that the OGD ATCT is eligible for listing in the NRHP under Criterion A for its association with transportation, with a local level of significance for its association with air traffic control, air safety, and the establishment and management of the national airspace.

4.2.2.2 Environmental Consequences

Detailed guidance on significance thresholds and effects determinations for historical, architectural, archeological, and cultural resource impacts can be found in the ATCT Final PEA (FAA ATCT Final PEA, 2023) and FAA Order 1050.1G Appendix A (FAA, 2025b).

Alternative 1: Proposed Action

The undertaking would occur at the location of the existing ATCT and the proposed new ATCT site. The Proposed Action would displace one historic-age resource, the 1973 Hunt/AVCO standard design OGD ATCT, which is eligible for listing in the National Register under Criteria A, would constitute an adverse effect. Per 36 CFR 800.5(a)(2)(i), "Physical destruction of or damage to all or part of the (historic) property" constitutes an adverse effect under Section 106 of the National Historic Preservation Act (NHPA).

The FAA reviewed Logan Simpson's findings and upon consideration, the FAA finds that the existing OGD ATCT is eligible for listing on the NRHP per the integrity aspects and criteria found in 36 CFR § 60.4 under Criteria A for transportation as an example of the Hunt/AVCO tower construction program for low activity airports. The NRHP-eligible existing ATCT is also considered a Section 4(f) resource (DOT n.d.(a)). No other historic or cultural resources were identified as eligible for the NRHP under Criteria A, B, C, or D, and impacts to these resources are not expected to occur from the Proposed Action.

Construction of the proposed new ATCT and demolition of the existing ATCT would occur within previously disturbed areas of the developed airport. Past ground disturbance indicates there is little to no potential for archaeological resources within the project area.

The FAA initiated Section 106 consultation under the National Historic Preservation Act (NHPA) with the State Historic Preservation Officer (SHPO) and notified the SHPO of the FAA's Finding of Adverse Effect on December 4, 2025. The FAA also initiated Section 106 consultation with federally recognized tribes with known interests or affiliations with the project area and notified them of the FAA's finding on December 4, 2025. Tribes include the Confederated Tribes of the Goshute Reservation, Nevada and Utah; Eastern Shoshone Tribe of the Wind River Reservation; Kaibab Band of Paiute Indians of the Kaibab Indian Reservation, Arizona; Las Vegas Tribe of Paiute Indians of the Las Vegas Indian Colony, Nevada; Moapa Band of Paiute Indians of the Moapa River Indian Reservation, Nevada; Navajo Nation, Arizona, New Mexico, and Utah; Northwestern Band of the Shoshone Nation; Paiute Indian Tribe of Utah (Cedar Band of Paiutes, Kanosh Band of Paiutes, Koosharem Band of Paiutes, Indian Peaks Band of Paiutes, and Shivwits Band of Paiutes); Shoshone-Bannock Tribes of the Fort Hall Reservation; Skull Valley Band of Goshute Indians of Utah; Ute Indian Tribe of the Uintah and Ouray Reservation, Utah; and Ute Mountain Ute Tribe. The FAA also sent letters to Ogden City Landmarks Commission, Weber County Heritage Foundation, and OGD airport for their interest as consulting parties.

Alternative 2: No Action Alternative

Under the No Action Alternative, the existing ATCT would not be removed and replaced, and activities associated with the ATCT would remain the same. No impacts to existing historical, architectural, archaeological, and cultural resources would occur.

4.2.2.3 Mitigation

Proposed mitigation stipulations to resolve the adverse effects under NHPA Section 106 from the demolition of the existing ATCT include recordation of the existing ATCT to NPS Historic American Buildings Survey (HABS) Level III standards utilizing digital photography, developing an interpretative panel on the tower's history for display in a publicly accessible space, and adding the same content from the interpretative panel to a page on the airport's website. Any available original plans for the construction of the ATCT will also be provided to the SHPO in an electronic format.

4.2.2.4 Unanticipated Discovery

If unanticipated discovery of cultural resources occurs during project implementation, activities would immediately stop in the area of the resource (FAA, 2020). The uncovered resources would be protected. In compliance with all applicable laws and regulations, the FAA would consult with the SHPO and tribes on the discovery. The FAA would consider their recommendations, conduct appropriate actions, and then provide a report of those actions after they are completed (36 CFR 800.13).

4.2.3 Department of Transportation Act, Section 4(f)

Section 4(f) of the U.S. Department of Transportation (DOT) Act of 1966 (codified in 49 U.S.C. § 303 and 23 U.S.C. § 138) applies to projects that receive funding from or require approval by agencies within the DOT and provides for the consideration of certain properties of national, state, and/or local significance during transportation project development, such as: public owned parks, recreational areas, wildlife and waterfowl refuges, and public and private historic sites.

Before approving a transportation project requiring the use of these properties, the DOT agency must determine that there is no feasible and prudent alternative to using that land and the project includes all possible planning to minimize harm resulting from the use (FAA, 2020).

4.2.3.1 Affected Environment

According to the Bureau of Land Management (BLM) National Data Viewer, there are no recreational sites or wildlife refuges listed within the OGD study area (Bureau of Land Management, 2024). The closest Section 4(f) property is Riverdale Park, a city park in Ogden, which is located approximately 0.6 miles south of the proposed new ATCT site and outside of the study area. Other city parks and the Weber River – Riverdale Parkway are located 0.65 miles or more to the east of the airport and outside of the study area.

As described in Section 4.2.2, the existing OGD ATCT is eligible for listing on the NRHP per the integrity aspects and criteria found in 36 CFR § 60.4 under Criteria A for transportation as an example of the Hunt/AVCO tower construction program for low activity airports. The NRHP-eligible existing ATCT is also considered a Section 4(f) resource (DOT n.d.(a)).

4.2.3.2 Environmental Consequences

Detailed guidance on significance thresholds and effects determinations for DOT Section 4(f) resource impacts can be found in the ATCT Final PEA (FAA ATCT Final PEA, 2023) and FAA Order 1050.1G Appendix A (FAA, 2025b).

Alternative 1: Proposed Action

The Proposed Action would not alter the recreational services of Riverdale Park, Weber River–Riverdale Parkway, and other city parks. The parks have an obstructed view of OGD due to the topography and the I-15 corridor, it is unlikely the construction of the new ATCT and demolition of the existing ATCT would affect the viewsheds of these resources. Noise is not anticipated to change with the relocation of the ATCT. While there may be a temporary increase in construction noise during the demolition of the existing ATCT and construction of the proposed new ATCT, this noise would not alter resource enjoyment at the parks and parkway.

The Proposed Action would substantially impair the NRHP-eligible existing ATCT, a Section 4(f) resource, through the demolition of the existing ATCT itself. The demolition of the NRHP-eligible existing ATCT would adversely impact its physical integrity, resulting in a permanent physical use of the Section 4(f) property. The FAA is preparing a Section 4(f) evaluation and plans to consult with the Utah SHPO and DOI during the Section 106 consultation to identify measures to avoid or minimize the harm of impacts before proceeding with the project. The FAA plans to coordinate with the Department of Interior (DOI) to review the project and Section 4(f) evaluation. The Section 4(f) finding would be included in the Final EA.

Alternative 2: No Action Alternative

Under the No Action Alternative, the existing ATCT would not be removed and replaced, and activities associated with the ATCT would remain the same. No impacts to existing DOT 4(f) resources would occur.

4.2.3.3 Mitigation

The FAA plans to prepare a Section 4(f) evaluation and consult with the Utah SHPO and DOI to identify measures to avoid or minimize the harm resulting from impacts before proceeding with the project. The Final EA would include the mitigation measures identified in the Section 106 consultation and Section 4(f) finding.

4.2.4 Visual Effects

Visual effects are considered under two categories, light emissions, and visual resources/character. Light emissions from outdoor lighting in parking lots, streets, and within businesses or homes affect the darkness of the night sky, particularly in rural areas where fewer light sources are present. Visual character is the overall description of an area, such as rural, farmland, urban, coastal, or mountainous. (FAA, 2020)

4.2.4.1 Affected Environment

The proposed ATCT site is located approximately 640 feet northeast of the existing ATCT (in the same viewshed) within an existing lot of buildings and hangars at OGD. The surrounding area is characterized by a densely developed residential neighborhood approximately 0.25 miles southwest of the proposed site. Residential properties are located south of the airport, and a mobile home park is located approximately 0.70 miles west of the airport terminal. The airport property is located on a plateau which drops to the east toward the Weber River corridor. During the site visit, it was noted that an elevation difference and sound barrier along the highway (Interstate 15) adjacent east of the airport visually separate the airport from the residential neighborhood. North of the airport are mainly commercial and industrial buildings.

Light Emission

The existing ATCT operates from 0700 to 2000 daily, and after-hours runway lighting may be activated by pilots. OGD maintains airfield lighting systems for safe operations. Lighting is present in aircraft ramp areas, and there is security lighting around parking and building areas, including the ATCT and terminal parking lot, which are illuminated all night (Airport Development Group, Inc., 2020; Nelson, 2024). Light emission from airport activities has the potential to impact residential areas and other sensitive land uses. Currently, light emission at OGD does not conflict with the neighboring residential neighborhood and other land uses (Airport Development Group, Inc., 2020).

Wildlife, especially nocturnal species, may be sensitive to nighttime light sources which may disrupt migratory or breeding cycles. As mentioned in Section 4.2.2.1, the light sensitive little brown bat was not identified as a species of concern within the study area. Due to commercial and industrial properties within and surrounding the study area, along with a busy interstate to the east, it is unlikely that light sensitive species identified in Section 4.2.2.1 would utilize immediate habitat surrounding the ATCT for nesting or foraging.

Visual Resources and Visual Character

Visual resources around the proposed new ATCT are consistent with those of the existing ATCT. The area around the airport is characterized as rural and commercial with Interstate 15 (I-15) running north to south adjacent to the airport on the eastern side. Visual

resources surrounding the airport include suburban commercial and residential properties, local and interstate highways, with mountain views to the north and east. The nearest residential area is approximately 0.25 miles to the east and southeast of the proposed new ATCT site. I-15 runs between OGD and the neighborhood, which is approximately 60 to 100 feet lower in elevation than the airport, obscuring the line of sight of OGD and the proposed new ATCT site.

Riverdale Park, a city park in Ogden, is located approximately 0.6 miles south of the proposed new ATCT site. Other city parks and the Weber River – Riverdale Parkway are located 0.65 miles or more to the east of the airport. Riverdale Park and the other parks located in the Weber River corridor have an obscured view of OGD due to the land being 50 to 100 ft lower in elevation than OGD.

4.2.4.2 Environmental Consequences

Detailed guidance on significance thresholds and effects determinations for visual effect impacts can be found in the ATCT Final PEA (FAA ATCT Final PEA, 2023) and FAA Order 1050.1G Appendix A (FAA, 2025b).

Alternative 1: Proposed Action

The proposed action would involve construction of the new ATCT on previously paved and developed airport property. The proposed new ATCT site is located approximately 640 feet northeast of the existing ATCT within an area equipped with existing airport lighting. The new ATCT therefore would not impose any change to the light emissions in the immediate area once the existing tower is decommissioned. Reflective surfaces on the new ATCT and support building could alter the visual character of the airport because of the tower's height and shift in location. The proposed ATCT would be installed with security lighting and walkway lighting around the perimeter of the building, in parking areas, at building entrances, at gate entrances, and elsewhere needed to support video monitoring systems (FAA). Given the new ATCT would replace the old tower, the proposed site is currently illuminated, and the amount of new exterior lighting would be similar to the old tower and surrounding area, there is not likely to have a significant impact to light emissions in the area.

Changes to visual resources and visual character from construction of the proposed new ATCT and removal of the existing tower would not affect or obstruct visually important resources. The proposed action is consistent with the visual character of the airport and would not contrast or obstruct the visual character or resources of the area. The proposed new ATCT would replace the existing ATCT on the airport's property once the existing tower is decommissioned. The proposed new ATCT would be located to the northeast, which would slightly alter the viewshed given the new design, location, and height; however, the presence of the new tower would be consistent with the character and previous viewshed of the airport.

Alternative 2: No Action Alternative

Under the No Action Alternative, the existing ATCT would not be removed and replaced, and activities associated with the ATCT would remain the same. No impacts to existing visual effects would occur.

4.2.5 Water Resources

Water resources include wetlands, floodplains, surface water, groundwater, and wild and scenic rivers. These resources provide drinking water, irrigation, and other water uses for communities, in addition to recreation and transportation opportunities, and habitat for vegetation and wildlife species.

4.2.5.1 Affected Environment

Wetlands

The USFWS shows the nearest wetland area to OGD as a cluster of freshwater forested/shrub wetland designated areas flanking a riverine wetland approximately 0.75 miles east of the study area (Figure 4-2). There are no wetlands located within the study area (USFWS, 2024b).

Floodplains

The study area is located within flood Zone X which is an area of minimal flood hazard. The study area is not located with a 100-year or 500-year floodplain (FEMA, 2023).

Surface Water

There are no man-made or naturally occurring ponds, lakes, or rivers within the study area at OGD. While there are no surface water features within the study area, there is a catchment 475 feet southeast and the Weber River approximately 0.80 miles east of the proposed new ATCT site (Figure 4-2). The Weber River flows northwest and deposits into the Great Salt Lake located approximately 7 miles west of OGD (Figure 4-3).

Groundwater

The Ogden area contains two principal aquifers that are recharged by mountain runoff through Weber Canyon as water flows west towards Great Salt Lake. The Delta aquifer is located 500 to 700 feet below ground surface and serves as the primary groundwater source in the Ogden area. The Sunset aquifer is shallower than the Delta aquifer and is not used as often for groundwater given its lower permeability. Groundwater levels in the Ogden area have experienced consistent decline over the last 70 years and aquifer recharge efforts are active to mitigate the risk of saltwater intrusion from Great Salt Lake (Utah Geological Survey, 2003).

Wild and Scenic Rivers

Green River and Virgin River are the two rivers in Utah designated as wild and scenic. The study area is located approximately 175 miles northwest of Green River and approximately 300 miles northeast of Virgin River (National Wild and Scenic Rivers System, n.d.).

Rivers inventoried for inclusion under the National Wild and Scenic Rivers Act but have been designated under the Act may have segments including in the Nationwide Rivers Inventory (NRI). These river segments meet at least one of the “outstanding remarkable values” and are afforded some protections from impacts of federal actions, but do not receive the same protection and management as the designated Wild and Scenic Rivers (National Wild and Scenic Rivers System, 2024). The nearest NRI segment is approximately 13 miles northeast of OGD along Willard Creek (NPS, 2025).

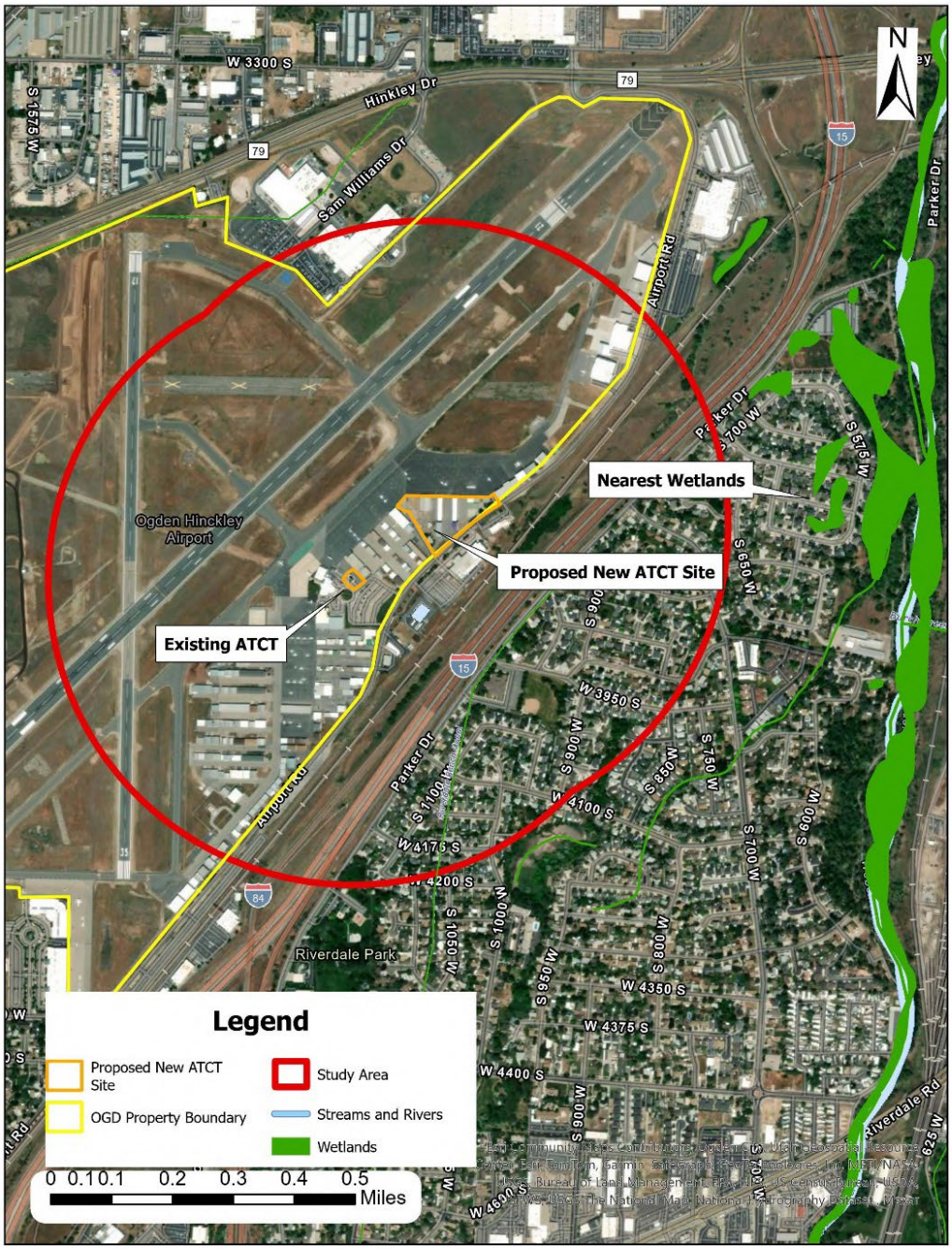

Figure 4-2. Aerial Image of Wetland Features and Surface Water Near OGD Airport

Figure 4-3. Surface Water Near OGD

4.2.5.2 Environmental Consequences

Detailed guidance on significance thresholds and effects determinations for water resources impacts can be found in the ATCT Final PEA (FAA ATCT Final PEA, 2023) and FAA Order 1050.1G Appendix A (FAA, 2025b).

Alternative 1: Proposed Action

Construction of the new ATCT would cause temporary, short term surface disturbing activities in the span of approximately 1.2 acres involving increased vehicle traffic and use of machinery. No direct impacts to wetlands would occur since no wetlands are located in the study area. Indirect impacts are unlikely to occur given the nearest wetland is approximately 0.75 miles east of the proposed new ATCT site and the existing ATCT.

As stated above, OGD is not within an area of flood hazard and no impacts to floodplains are likely from the Proposed Action.

Disruption of surface soil and contamination of soils from chemicals such as hydraulic fluids or petroleum leaks, could occur during ground disturbing activities. Runoff from contamination and contaminated soils could result in impacts to downstream surface waters, including the Weber River east of the proposed new ATCT site, but is unlikely. Soil, sediment, or chemical runoff could have direct or indirect impacts to water quality through sediment build-up or chemical changes to the water. An increased presence of heavy machinery, equipment, and necessary fuels, chemicals and solvents could impact groundwater quality in the event of a spill or release. The impact of a spill or release would depend on its location, volume, duration, and site personnel's ability to respond to it. The proposed new ATCT site is located on a paved surface and direct impacts to soil from a spill are unlikely. Applying construction BMPs such as spill/leak monitoring and runoff prevention could reduce or prevent impacts to groundwater from excavation and construction.

Excavation volume and depth for foundation structural components is unknown at this time. It is possible that groundwater could be encountered during excavation and construction. If groundwater is encountered and pumping is required, this water might be discharged offsite through the airport's stormwater system. This discharge could result in sediment and chemical runoff where outflow occurs. Groundwater or groundwater flow could be disrupted at the excavation sites and where structural components are placed; however, these impacts would be temporary in nature. Implementing runoff and contamination prevention BMPs could reduce or prevent impacts to groundwater from excavation and construction.

No wild or scenic rivers are within 175 miles of OGD, and the nearest NRI is over 13 miles from OGD; there would be no impact from the Proposed Action.

Alternative 2: No Action Alternative

Under the No Action Alternative, the existing ATCT would not be removed and replaced, and activities associated with the ATCT would remain the same. No impacts to existing water resources would occur.

4.2.5.3 Best Management Practices

Applying BMPs to offset unavoidable impacts to water resources allow for on-site absorption of rainwater such as permeable surfaces, allowing natural drainage processes, and erosion prevention measures. Descriptions of BMP examples for wetlands, surface water, and groundwater are below.

As the proposed ATCT site exceeds 1 acre and the project has the potential to discharge into the public stormwater system and the Weber River approximately 0.80 miles east of the proposed new ATCT site, a Utah Pollutant Discharge Elimination System (UPDES) General Permit for Storm Water Discharges from Construction Activities (General Permit) would be required (Utah Division of Water Quality, 2020). OGD is located within Ogden City's Municipal Separate Sewer System (MS4) permit boundary which requires the development of a Stormwater Pollution Prevention Plan (SWPPP), coverage under a UPDES General Permit, development of standard operating procedures (SOP) for SWPPP review and recordkeeping, and implementation of SOPs for enforcement of construction stormwater pollution control and BMPs (Utah Division of Water Quality, 2019). Ogden City's Building Services and Engineering regulates SWPPP permits and outlines requirements for obtaining the permit (Ogden City). The General Permit generates an authorization to discharge once an SWPPP is developed, and a Notice of Intent is submitted, allowing one year of coverage (Utah Division of Water Quality, 2020).

Measures for reducing runoff and erosion, as described below, would prevent or reduce the potential for sediment and contamination impacts to surface water for water runoff or discharge from the proposed action. These measures should be implemented in the study area to avoid the potential for impacts to Weber River and surface water downstream.

- Use pervious surfaces where practicable.
- Control runoff, while ensuring the runoff control measures do not attract wildlife hazardous to aviation.
- Control waste and spoils disposal to prevent contaminating ground and surface water, while not attracting wildlife hazardous to aviation (e.g., control the use of pesticides and herbicides, maintain vegetative buffers to reduce sedimentation and delivery of chemical pollutants to the waterbody).
- Limit ground disturbance to the areas necessary for project-related construction.
- Employ erosion control measures to minimize sedimentation of surface waters.
- Restore vegetation on disturbed areas to prevent soil erosion following project completion.

BMPs to reduce direct impacts to groundwater include, but are not limited to, the following:

- Protect water quality of surface water runoff that may infiltrate into the ground.
- Restore vegetation on disturbed areas to prevent soil erosion following project completion.
- Limit the area of new impervious surfaces to the areas necessary for project-related construction.

4.3 CONCLUSION

This site-specific EA evaluates the existing environment at OGD and analyzes the reasonably foreseeable environmental consequences of the Proposed Action. . Implementation of the Proposed Action as presented in this EA would not result in reasonably foreseeable significant impacts to the environment.

SECTION 5 | PUBLIC INVOLVEMENT

The FAA is providing a 508-compliant electronic copy of this draft EA for review by the public on the following website: https://www.faa.gov/air_traffic/atf. Comments may be submitted to the FAA lead, Patrick Walsh (Patrick.Walsh@faa.gov). A Notice of Intent advertisement published in the Standard-Examiner daily newspaper identifies the availability of the EA to allow the public to view the document electronically and how to submit comments.

SECTION 6 | LIST OF PREPARERS

This EA was prepared by:

FAA

Vincent Nguyen
FAA Air Traffic Organization
Engineering Services Support (AJW-2W16E)
Western Service Area

Booz Allen Hamilton

Jennifer Salerno – NEPA Program Manager
M.S., Environmental Studies, American University
B.S., Biology, University of Maryland at College Park

Pamela Middleton – Resource Specialist
M.A.S., Environmental Policy and Management, University of Denver
B.A., Biology, Sonoma State University

Courtney Williams – Resource Specialist
M.A., Historical Archaeology, University of Massachusetts Boston
B.A., Anthropology, College of William & Mary
B.S., Environmental Science, College of William & Mary

Marissa Carvalho – Resource Specialist
M.N.R.S., Ecological Restoration, Colorado State University
B.S., Environmental Science, Northeastern University

Madison Clark – Resource Specialist
B.A., Government & Environmental Studies, Wesleyan University

Joseph Naughton – Resource Specialist
B.S., Environment and Sustainability, Cornell University

SECTION 7 | REFERENCES

Airport Development Group, Inc. (2020). *Ogden-Hinckley Airport Master Plan.*

Bureau of Land Management. (2024, November 1). *BLM National Data*. Retrieved from https://www.arcgis.com/apps/webappviewer/index.html?id=6f0da4c7931440a8a80bfe20eddd7550%20&extent=-125,%2031.0,%20-114,%2043.0

Ellis, S. M. (2021). *A Cultural Resource Assessment for the Ogden Hinckley Airport West Side Projects, Weber County, Utah.* Salt Lake City: Certus Environmental Solutions, LLC.

Ellis, S. M. (2025). *A Cultural Resources Survey for the Ogden-Hickley Airport Air Traffic Control Tower Relocation, Weber County, Utah.* Salt Lake City: Logan Simpson.

Ellis, S., & Hansen, C. (2024, December 9). Email: Ogden Airport.

FAA. (2006). *Airport Traffic Control Tower Siting Process.* Washington DC: FAA. Retrieved from https://www.faa.gov/documentLibrary/media/Order/6480.4A..pdf

FAA. (2018). *Order 6480.4B: Airport Traffic Control Tower Siting Process.* FAA.

FAA. (2020). *FAA Order 1050.1F Desk Reference.* Retrieved from https://qa-www.faa.gov/about/office_org/headquarters_offices/apl/environ_policy_guidance/policy/faa_nepa_order/desk_ref#:~:text=This%20Desk%20Reference%20provides%20explanatory%20guidance%20for%20environmental,%28FAA%29%20Order%201050.1F%20Environmental%2

FAA. (2022, December 9). ATCT Proposed Site 1 Conceptual Site Layout.

FAA. (2023a). *Ogden-Hinckley Airport (OGD) Replacement Airport Traffic Control Tower (ATCT) Safety Risk Management Document - Appendix K.*

FAA. (2023b). *DRAFT FAA Ogden-Hinkely Airport Ogden, Utah: Airport Traffic Control Tower Siting Report.* Engineering Service- Terminal Engineering Center. FAA.

FAA. (2025a). *FAA Order 6480.4C, Siting of Airport Traffic Control Towers (ATCTs).* FAA.

FAA. (2025b, June 30). *Order 1959.1G - FAA National Environmental Policy Act Implementing Procedures.* Retrieved from https://www.faa.gov/documentLibrary/media/Order/FAA_Order_1050.1G.pdf

FAA. (n.d.). *Air Traffic Control Tower Siting Report - Draft Copy.*

FAA ATCT Final PEA. (2023). *Final Programmatic Environmental Assessment and Finding of No Significant Impact/Record of Decision for the Airport Traffic Control Tower Replacement Program.* Washington, DC: FAA. Retrieved from https://www.faa.gov/air_traffic_atf

FAA. (n.d.). *Bipartisan Infrastructure Law - Air Traffic Facilities*. Retrieved from Federal Aviation Administration: www.faa.gov/bil/air-traffic-facilities

FEMA. (2023, November 30). *FEMA's National Floor Hazard Layer Viewer*. Retrieved March 12, 2024, from FEMA - Floods and Maps: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd

Google Earth. (2024, DATE). *https://earth.google.com/web/*.

National Environmental Title Research, LLC. (2023). *Historic Aerials*. Retrieved from Historic Aerials: NETRonline: https://www.historicaerials.com/viewer

National Wild and Scenic Rivers System. (2024). *Nationwide Rivers Inventory*. Retrieved from National Wild and Scenic Rivers System: https://rivers.gov/nri

National Wild and Scenic Rivers System. (n.d.). *Find a River*. Retrieved March 12, 2024, from National Wild and Scenic Rivers System: https://www.rivers.gov/map

NatureServe Explorer. (2025, January 3). *Bombus suckleyi*. Retrieved from NatureServe Explorer: https://explorer.natureserve.org/Taxon/ELEMENT_GLOBAL.2.819661/Bombus_suckleyi

Nelson, A. (2024, August 29). Email: Follow-up Question about OGD for Environmental Assessment.

NPS. (1997). *How to Apply the National Register Criteria for Evaluation.* Retrieved January 18, 2023, from NPS: https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

NPS. (2020). *A Preservation Partnership: Digitizing the National Register of Historic Places and National Historic Landmark Records*. Retrieved from National Park Service: https://www.nps.gov/articles/nr_digitization.htm

NPS. (2025). *Nationwide Rivers Inventory Interactive Map*. Retrieved from Nationwide Rivers Inventory: https://www.nps.gov/subjects/rivers/nationwide-rivers-inventory.htm

Ogden City. (n.d.). *Funded Projects*. Retrieved April 26, 2024, from Ogden Utah Regional Airport: https://ogdencity.com/2041/Projects

Ogden City. (n.d.). *Storm Water Permit & Storm Water Pollution Prevention Plan (SWPPP).* Retrieved April 8, 2024, from https://www.ogdencity.com/DocumentCenter/View/292/Storm-Water-Pollution-Prevention-Plan-PDF

Tews Inc. (2019, October 22). Wildlife Hazard Management Plan - Ogden-Hinckley Airport. Colorado Springs, CO, USA.

UDAF. (2022, June 23). *State of Utah Noxious Weed List*. Retrieved from Utah Department of Agriculture and Food: https://ag.utah.gov/plant-industry/noxious-weed-control-resources/state-of-utah-noxious-weed-list/

USDA. (1999, February 3). *Executive Order 13112 - Invasive Species*. Retrieved from U.S. Department of Agriculture, National Invasive Species Information Center: https://www.invasivespeciesinfo.gov/executive-order-13112#details--section-1-definitions

USDA. (n.d. (a)). *Monarch Butterfly Habitat Needs*. Retrieved October 3, 2023, from United States Department of Agriculture, US Forest Service: https://www.fs.usda.gov/wildflowers/pollinators/Monarch_Butterfly/habitat/

USDA. (n.d. (b)). *What are Invasive Species?* Retrieved from U.S. Department of Agriculture, National Invasive Species Information Center: https://www.invasivespeciesinfo.gov/what-are-invasive-species

USFWS. (2007, February 29). *Eagle Management*. Retrieved from https://www.fws.gov/program/eagle-management/working-around-eagles

USFWS. (2024). *ECOS - Ute Ladies'-tresses*. Retrieved from U.S. Fish and Wildlife Service: https://ecos.fws.gov/ecp/species/2159

USFWS. (2024a, March 27). *Yellow-billed Cuckoo (Coccyzus americanus)*. Retrieved March 27, 2024, from ECOS Environmental Conservation Online System: https://ecos.fws.gov/ecp/species/3911

USFWS. (2024b, March 12). *National Wetlands Inventory*. Retrieved from U.S. Fish and Wildlife Service: https://fwsprimary.wim.usgs.gov/server/rest/directories/arcgisoutput/ExportWebMap_GPServer/_ags_9890a1d9453740bfb0caec920897925a.pdf

USFWS. (2025a, January 31). *IPaC - Information for Planning and Consultation*. Retrieved from U.S. Fish and Wildlife Service: https://ipac.ecosphere.fws.gov/project/A4DA7U2OVFDRVHJJTYNLX6O3WA/index

USFWS. (2025b, January 31). *Environmental Conservation Online System*. Retrieved from ECOS: https://ecos.fws.gov/ecp/report/species-listings-by-current-range-county?fips=49057

USFWS. (n.d.). *Migratory Bird Program Administrative Flyways*. Retrieved from U.S. Fish and Wildlife Service: https://www.fws.gov/partner/migratory-bird-program-administrative-flyways

Utah Division of Water Quality. (2019). *General Permit for Discharges from Small Municipal Separate Storm Sewer Systems (MS4s).* Retrieved April 8, 2024, from https://www.ogdencity.com/DocumentCenter/View/10190/MS4-Permit-2019

Utah Division of Water Quality. (2020). *Utah Pollutant Discharge Elimination System General Permit for Storm Water Discharges from Construction Activities.* Retrieved April 8, 2024, from https://documents.deq.utah.gov/water-quality/stormwater/construction/DWQ-2020-013890.pdf

Utah Geological Survey. (2003, August). *New Aquifer Storage and Recovery Project to Augment Groundwater Supplies in the Ogden Area*. Retrieved April 8, 2024, from Utah Geological Survey: https://geology.utah.gov/map-pub/survey-notes/new-aquifer-storage-and-recovery-project-ogden-area/#:~:text=The%20Delta%20aquifer%20is%20the,age%20stream%20and%20delta%20sediments.

Utah State Historic Preservation Office. (2024). *Historic Utah Buildings Web Viewer*. Retrieved from Utah State Historic Preservation Office: https://shpo.utah.gov/portal/apps/webappviewer/index.html?id=8e218e18c2b74477b5f520e5617bebaf

Weber County Utah. (n.d.). *Weber County Weed Control*. Retrieved from Weber County Utah: https://www.webercountyutah.gov/weeds/

Woods, A., Lammers, D., Bryce, S., Omernik, J., Denton, R., Domeier, M., & and Comstock, J. (2001). Ecoregions of Utah. Reston, VA, USA. Retrieved March 20, 2024, from https://gaftp.epa.gov/EPADataCommons/ORD/Ecoregions/ut/ut_eco.pdf

APPENDIX A | FEDERALLY LISTED SPECIES REPORTS FOR THE PROJECT AREA, STUDY AREA, AND WEBER COUNTY

Appendix A includes the Section 7 species lists from the USFWS with critical habitat and listed species for the proposed new ATCT project area. The IPaC list for the study area includes the critical habitat, listed species, migratory birds, and other site-specific information. This appendix also contains the ECOS list of threatened, endangered, candidate, or species under review by the USFWS for Weber County, Utah.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Utah Ecological Services Field Office
2369 West Orton Circle, Suite 50
West Valley City, UT 84119-7603
Phone: (801) 975-3330 Fax: (801) 975-3331

In Reply Refer To: 01/31/2025 18:45:18 UTC
Project Code: 2025-0050284
Project Name: Ogden-Hinkley ATCT Replacement EA

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

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

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

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

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

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

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

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

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

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

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

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

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

This species list is provided by:

Utah Ecological Services Field Office
2369 West Orton Circle, Suite 50
West Valley City, UT 84119-7603
(801) 975-3330

PROJECT SUMMARY

Project Code: 2025-0050284
Project Name: Ogden-Hinkley ATCT Replacement EA
Project Type: Airport - New Construction
Project Description: BIL funded ATCT replacement project. Construction of new airport traffic control tower and demolition of new tower.
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@41.19412975,-112.01326704672624,14z

Counties: Weber County, Utah

ENDANGERED SPECIES ACT SPECIES

There is a total of 3 threatened, endangered, or candidate species on this species list.

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

BIRDS

NAME	STATUS
Yellow-billed Cuckoo *Coccyzus americanus* Population: Western U.S. DPS There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened
Suckley's Cuckoo Bumble Bee *Bombus suckleyi* Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10885	Proposed Endangered

CRITICAL HABITATS

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

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

IPAC USER CONTACT INFORMATION

Agency: Private Entity
Name: Pamela Middleton
Address: 8283 Greensboro Drive
City: McLean
State: VA
Zip: 22102

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Aviation Administration

U.S. Fish & Wildlife Service

Search ECOS

ECOS Environmental Conservation Online System

Conserving the Nature of America

ECOS / Species Reports / Species County Report

Listed species believed to or known to occur in Weber, Utah

This report includes species only if they have a **Spatial Current Range** in ECOS.

The following report contains species that are known to or are believed to occur in this county, based on the species current range, as defined by the USFWS. The definition of current range that the FWS uses is the general geographic area where we know or suspect that a species currently occurs.

This list of species by county cannot be used for consultation purposes. To obtain an official list of species that should be considered during consultation, please visit IPaC.

CSV

Show 10 entries Search:

10 Species Listings

Group	Name	Population		Status	Lead Region
Insects	Suckley's cuckoo bumble bee (Bombus suckleyi)		Proposed Endangered	7	Anchorage Fish & Wildlife Field Office
Mammals	North American wolverine (Gulo gulo luscus)	Wherever found	Threatened	6	Montana Ecological Services Field Office
Insects	Monarch butterfly (Danaus plexippus)	Wherever found	Proposed Threatened	3	Assistant Regional Director-Ecological Services
Mammals	Little brown bat (Myotis lucifugus)	Wherever found	Under Review	3	Indiana Ecological Services Field Office

Flowering Plants	Ute ladies'-tresses (Spiranthes diluvialis)	Wherever found	Threatened	6	Utah Ecological Services Field Office	
Mammals	Canada Lynx (Lynx canadensis)	Wherever Found in Contiguous U.S.	Threatened	6	Montana Ecological Services Field Office	
Birds	Greater sage-grouse (Centrocercus urophasianus)	Wherever found	Resolved Taxon	6	Wyoming Ecological Services Field Office	
Birds	Yellow-billed Cuckoo (Coccyzus americanus)	Western DPS: U.S.A. (AZ, CA, CO (western), ID, MT (western), NM (western), NV, OR, TX (western), UT, WA, WY (western)); Canada (British Columbia (southwestern); Mexico (Baja California, Baja California Sur, Chihuahua, Durango (western), Sinaloa, Sonora)	Threatened	2	Arizona Ecological Services Field Office	
Fishes	Least chub (Iotichthys phlegethontis)	Wherever found	Resolved Taxon	6	Utah Ecological Services Field Office	

Mammals	Gray wolf (Canis lupus)	Northern Rocky Mountain Distinct Population Segment: Montana, Idaho, Wyoming, eastern Washington, eastern Oregon, and north central Utah	Recovery	6	Assistant Regional Director-Ecological Services

Showing 1 to 10 of 10 entries Previous 1 Next