Airport Traffic Control Tower (ATCT) Replacement Program

Fort Worth Meacham International Airport (FTW) ATCT Draft Tiered Environmental Assessment (EA)

Fort Worth, Texas

June 2025

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ACRONYMS AND ABBREVIATIONS

AFTIL ..... Airport Facilities Terminal Integration Laboratory
AGL ..... Above Ground Level
ALP ..... Airport Layout Plan
APE ..... Area of Potential Effect
ATCT ..... Airport Traffic Control Tower
ATO ..... Air Traffic Organization
BCC ..... Birds of Conservation Concern
BIL ..... Bipartisan Infrastructure Law
BLM ..... Bureau of Land Management
BMP ..... Best Management Practice
CEQ ..... Council on Environmental Quality
CFR ..... Code of Federal Regulations
DFW ..... Dallas/Fort Worth International Airport
DOT ..... Department of Transportation
ECOS ..... Environmental Conservation Online System
EA ..... Environmental Assessment
EPA ..... U.S. Environmental Protection Agency
ESA ..... Endangered Species Act
FAA ..... Federal Aviation Administration
FBO ..... Fixed Base Operator
FEMA ..... Federal Emergency Management Agency
FIRM ..... Flood Insurance Rate Map
FONSI ..... Finding of No Significant Impact
FTW ..... Fort Worth Meacham International Airport
FY ..... Fiscal Year
IIJA ..... Infrastructure Investment and Jobs Act
IPaC ..... Information for Planning and Consultation
MOA ..... Memorandum of Understanding
NAS ..... National Airspace System
n.d. ..... No Date
NEPA ..... National Environmental Policy Act
NMFS ..... National Marine Fisheries Service
NPS ..... National Park Service
NRHP ..... National Register of Historic Places
PEA ..... Programmatic Environmental Assessment
ROD ..... Record of Decision
SMS ..... Safety Management System
SWCA ..... SWCA Environmental Consultants
SWPPP ..... Stormwater Pollution Prevention Plan
THC ..... Texas Historic Commission
TCP ..... Traditional Cultural Property
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 ..... United States Geological Survey
WHMP ..... Wildlife Habitat Management Plan

SECTION 1 | INTRODUCTION

1.1 OVERVIEW

The Federal Aviation Administration (FAA) is proposing to replace the existing Airport Traffic Control Tower (ATCT) at Fort Worth Meacham International Airport (FTW), Fort Worth, Texas. 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 (BIL), appropriated $25 billion (B) over a five-year period (Fiscal Year 2022 [FY22] to 2026 [FY26]) for National Airspace (NAS) improvements, which includes airport traffic control and other airport infrastructure projects. As a result, the FAA Air Traffic Organization (ATO) established a dedicated ATCT Replacement Program to use the IIJA funding 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 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*; 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 Environmental Assessment (EA) for FTW tiers[2] from the ATCT Final PEA (FAA ATCT Final PEA, 2023) to evaluate the existing environment and analyze the anticipated 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 FTW. The Proposed Action is anticipated to include the following activities:

- Execution of real property arrangements with the airport authority to construct an ATCT on a site adjacent to the existing ATCT location and to allow for other construction-related activities.
- 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 U.S.C. §47107(a)(16).

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

[2] Tiering in accordance with NEPA is defined in FAA Order 1050.1F Section 3-2.

- Construction and operation of a replacement ATCT and other associated facility support features such as a parking area and security fences.
- Extension, modification, and/or relocation of access roads and 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 and associated infrastructure.
- Modification and/or relocation of existing National Airspace System (NAS) facilities or airport structures necessary to enable project implementation.

The estimated construction start date to replace the ATCT is late 2025/early 2026.

1.3 BACKGROUND

1.3.1 Airport Information

Located in east central Tarrant County within northeastern Texas, FTW serves the greater north Texas region. The airport is located approximately 5 miles north of downtown Fort Worth. This 900-acre airport provides corporate and general aviation services as a designated reliever airport to the Dallas/Fort Worth International Airport (DFW) for corporate flights, with over 100,000 operations per year. The airport serves recreational aircraft, corporate jets, and helicopters with associated training areas. FTW also offers support facilities including two fixed base operators (FBO), aircraft maintenance facilities, flight schools, two museums, and other commercial tenants. The airport is owned and operated by the City of Fort Worth (City of Fort Worth, 2025).

The area around the airport is generally agricultural, residential, and commercial in nature. Interstate 820 and Highway 827 border much of the airport property, except for the southern airport boundary which is bordered by Diamond Hill-Jarvis and Marine Creek residential areas, and a cement manufacturing facility which borders the southwestern boundary (Figure 1-1).

1.3.2 Existing Airport Traffic Control Tower Information

Commissioned in 1968, the existing FAA-owned FTW ATCT is an I.M. Pei Type “O” design with a Facility Security Level 6 (Figure 1-2). The existing ATCT cab is 350 square feet with cab eye level at 65 feet above ground level (AGL) (FAA, 2025). The ATCT operates 24 hours a day. The existing ATCT is located at 32° 48’ 58.55” N, 97° 21’ 46.13” W.

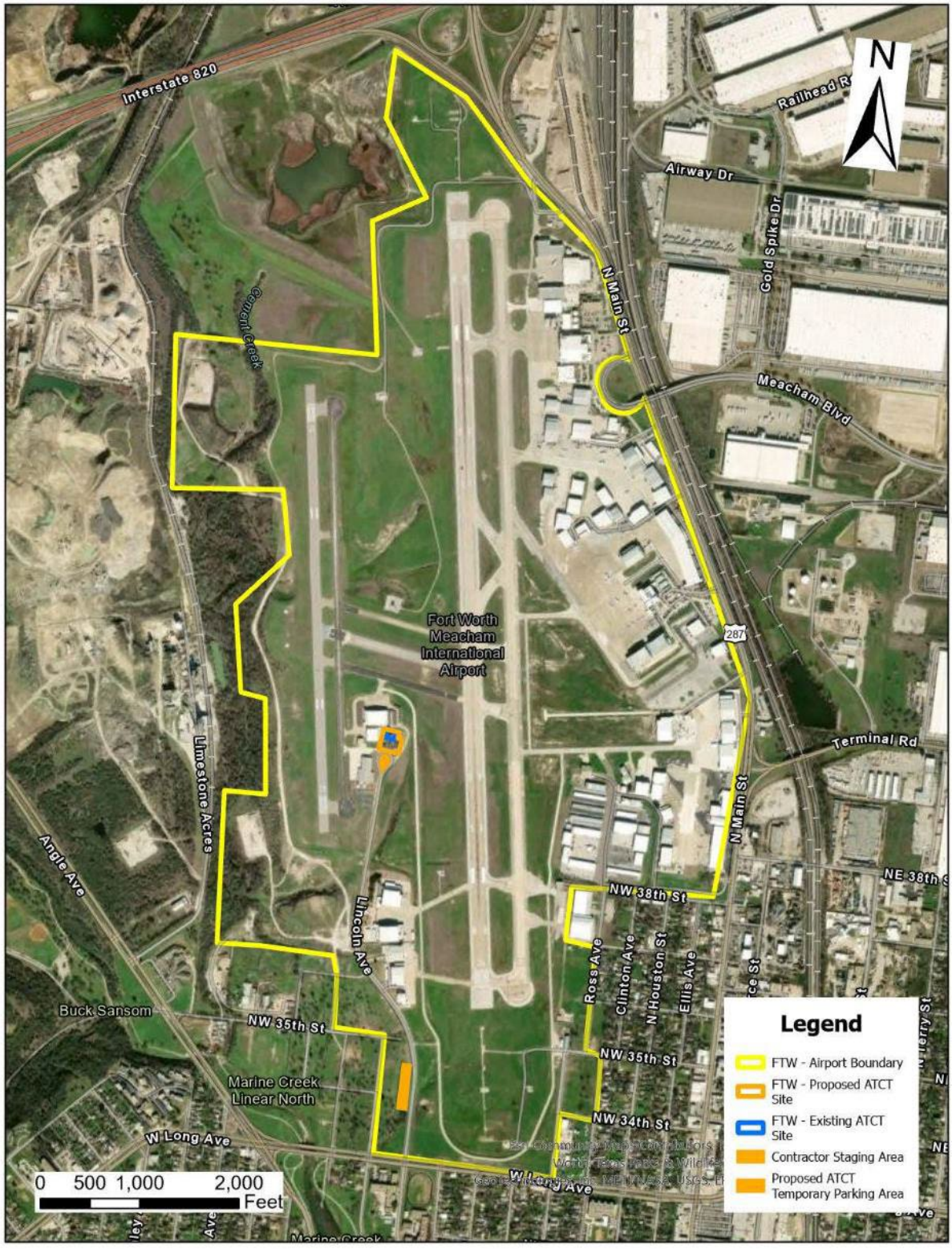

Figure 1-1. Aerial Image of Airport Property

Figure 1-2. Photo of Existing Type "O" ATCT at FTW

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 FTW ATCT.

2.1 PURPOSE

The FTW ATCT is an FAA-owned ATCT proposed for replacement under the ATCT Replacement Program. The purpose of the Proposed Action is to replace the FTW ATCT with a modern ATCT providing for uninterrupted air traffic control services.

The Proposed Action at FTW would provide for a 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, window, and ventilation/heating systems, while meeting applicable FAA requirements.

2.2 NEED

The FAA recognizes the need to provide continual air traffic control services at FTW. The existing FTW ATCT does not have the ability to accommodate upgrades to the latest air traffic control technologies, lacks the personnel space requirements and modern amenities, 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 Airport Traffic Control Towers,* the FAA adheres to a siting process to determine the single-most technically feasible site for the establishment or replacement of an ATCT facility (FAA, 2024a).[3] This siting process takes into consideration multiple technical criteria, as prescribed in FAA Order 6480.4C.

Representatives from the FAA and FTW airport conducted siting for this project working with the Airport Facilities Terminal Integration Laboratory (AFTIL) in Atlantic City, New Jersey. The AFTIL developed 3-dimensional airport models and simulations for the siting team to visualize line-of-sight (LOS) from any position on the airport (FAA, 2025).

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 FTW ATCT. Other alternatives which were considered in the siting report were not carried forward as they did not meet the technical siting criteria as outlined in FAA Order 6480.4C. Figure 3-1 provides an image of the proposed new ATCT layout considered within this EA.

[3] The FAA adopted/accepted for internal use the new FAA Order 6480.4C and is currently in the process of obtaining official signature.

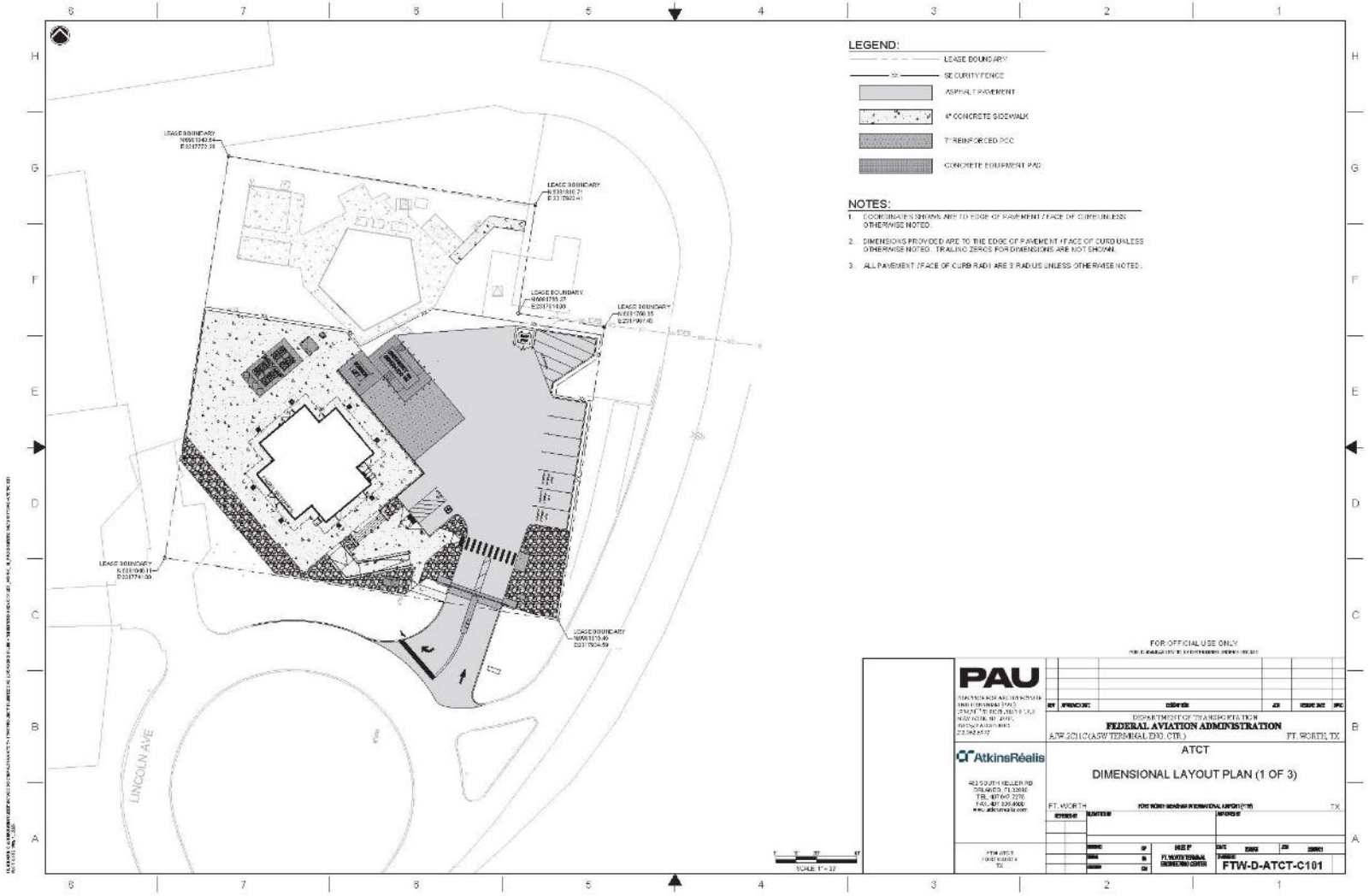

Figure 3-1. Proposed Layout of Replacement ATCT

Source: (PAU, 2025)

3.1 ALTERNATIVE 1: PROPOSED ACTION (PREFERRED ALTERNATIVE)

The Proposed Action, as determined by the siting process governed by FAA Order 6480.4C, is construction and operation of a replacement ATCT at a site referred to in the siting report as Site 1A. Site 1A, hereinafter referred to as the proposed new ATCT site, is located at a latitude of 32°48'57.18"N and a longitude of 97°21'46.48"W, approximately 120 feet southwest of the existing ATCT, overlapping the existing ATCT parking lot off of Lincoln Avenue. The siting report deemed this location most technically feasible of the siting alternatives considered based on the siting criteria referenced in Chapter 2 of the ATCT Final PEA (FAA ATCT Final PEA, 2023).

The approximately one-acre proposed new ATCT site overlaps much of the existing ATCT parking lot and undeveloped land within the perimeter fencing. The proposed new ATCT site provides the most optimal visibility of the considered alternatives for air traffic control. The proposed tower cab floor elevation would be approximately 120 feet AGL and a total height of approximately 155 feet. This is the minimum height that would meet all siting criteria under the Safety Management System (SMS). At this height, controllers would have unobstructed views of all airport-controlled areas and all airborne traffic. The new tower would have an 8-sided, 550 square foot cab. This proposed design would allow for a safe operating environment and improved line of sight (LOS). New utilities would be installed from existing lines within or adjacent to the site. Existing local roads would be used for construction and maintenance traffic.

A temporary parking area adjacent to the proposed new ATCT site would be used by FAA personnel during the 2-to-4 year construction timeframe. This previously disturbed site consists of approximately 0.35 acres of mowed vegetation surrounded by an existing roadway. The FAA may pave the site prior to use. A 0.64 acre mowed and previously disturbed roadside area located on Lincoln Avenue, north of W Long Avenue, would be used for a temporary contractor staging area to store construction materials. Figure 1-1 shows the locations of the temporary parking lot and contractor staging area. Both sites are proposed to be returned to their original conditions following completion of the new ATCT construction.

3.2 ALTERNATIVE 2: NO ACTION

A No Action Alternative is required to be included in this EA consistent with the FAA Order 1050.1F. The No Action Alternative is defined as maintaining the status quo (baseline conditions) without construction of a new ATCT. 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 anticipated if Alternative 1 (Proposed Action) were not implemented.

SECTION 4 | AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

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

As detailed in the ATCT Final PEA and FONSI/ROD (FAA ATCT Final PEA, 2023), the FAA identified and analyzed potential 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 potential impacts during the planning, site selection, and construction process for those ATCT projects within the scope of the PEA analysis.

4.1 RESOURCE CATEGORIES PREVIOUSLY REVIEWED BY THE 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 anticipated.

☒ Air Quality

☒ Climate

☒ Farmlands

☒ Hazardous Materials, Solid Waste, and Pollution Prevention

☒ Land Use

☒ Natural Resources and Energy Supply

☒ Noise

☒ Socioeconomics, Environmental Justice,[4] and Children's Environmental Health and Safety Risks

[4] 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 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 six 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 potential environmental consequences for biological resources.
- Coastal Resources – There are no coastal resources within proximity to FTW; therefore, this resource area has not been analyzed within this EA.
- Historical Architectural, Archeological, and Cultural Resources – Section 4.2.2 includes a description of the existing environment and potential environmental consequences for historic and cultural resources.
- Department of Transportation (DOT) Act, Section 4(f) – Section 4.2.3 includes a description of the existing environment and potential environmental consequences for Section 4(f) properties on or near the FTW.
- Visual Effects – Section 4.2.4 includes a description of the existing environment and potential environmental consequences for visual effects.
- Water Resources – Section 4.2.5 includes a description of the existing environment and potential 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[5] or threatened[6]), and candidate[7] species designated by the U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), or a State. Sensitive habitats described in this section

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

[6] 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)).

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

include those areas designated by the USFWS as critical habitat[8] protected by the Endangered Species Act (ESA) of 1973 (ESA; 16 U.S.C. Chapter 35 § 1531 et seq.).

4.2.1.1 Affected Environment

Vegetation

The FTW airport is within U.S. Environmental Protection Agency (EPA) Level III Ecoregion 29 Cross Timbers and Level IV 29d Grand Prairie Ecoregion (Griffith, et al., 2004). The Grand Prairie ecoregion historically included upland tallgrass with riparian trees, such as elm (*Ulmus* sp.), hackberry (*Celtis* sp.), and pecan (*Carya* sp.); however, present land use in this ecoregion is primarily grazing and farming (Griffith, et al., 2004). The airport study area (shown on Figure 1-1) is surrounded by property previously designated for aviation use. The proposed new ATCT site and existing ATCT are both located in the south-central portion of the airport property, surrounded by land developed for aviation use. The proposed new ATCT site is located on paved and mowed grassy areas, most of which is within the perimeter fence surrounding the existing ATCT. The proposed new ATCT site is surrounded by existing airport structures, paved parking areas, and road medians. The temporary parking lot and contractor staging area are on previously disturbed sites with mowed grassy areas (see Figure 1-1). Both temporary sites would be returned to existing conditions following completion of the proposed new ATCT.

Vegetation within the proposed new ATCT site is limited to frequently mowed grass and three trees. Grasses and forbs observed include field bindweed (*Convolvulus arvensis*), Bermuda grass (*Cynodon dactylon*), and upright prairie coneflower (*Ratibida columnifera*). Trees include two oak (*Quercus sp.*) and one sweetgum (*Liquidambar styraciflua*). It is not anticipated that this vegetation originated of natural processes and these species are not designated as special status. The Wildlife Hazard Management Plan (WHMP) for FTW applies vegetation management as a means of preventing wildlife from using the study area and creating aviation hazards. The airport uses mowing, brush removal, and avoidance of vegetation that attracts wildlife, such as clover and other legumes (City of Fort Worth, 2015).

Wildlife and Fish

During the June 2024 site visit, airport staff noted the following species had been observed on site: dogs, deer (*Cervidae* sp.), coyote (*Canis latrans*), swallow (*Hirundinid* sp.), and striped skunk (*Mephitis mephitis*). Eastern cottontail (*Sylvilagus floridanus*), coyote, and deer are most commonly sighted at the airport and the surrounding area. When these species are observed on airport property, staff follow the FTW Wildlife Hazard Management Plan guidance to safely remove the animals from the property (City of Fort Worth, 2015). The airport maintains a Wildlife Hazard Observation Report to log species observed and

[8] 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))

document the action taken to manage presence (physical removal, honking car horn, or using pyrotechnics).

The proposed new ATCT site is located adjacent to the existing ATCT within paved areas and landscaped grass and trees; the airport regularly mows the area. While stream fragments and wetlands are present at the western portion of the study area, no aquatic or other native habitat is present within or adjacent to the existing or proposed new ATCT site. Common birds such as swallow (*Hirundinid* sp.) could use nearby structures and trees for nesting or rearing of young. Highly mobile species such as birds, bats, or flying insects could be transiently present within the trees or disturbed grassy areas on site; however, it is unlikely most wildlife would use the proposed site and existing ATCT site as permanent habitat as these habitat areas are already fragmented by the surrounding runways. FTW is obligated to comply with the Wildlife Hazard Management Plan requirements, standards, and recommendations made by the FAA in Advisory Circulars, as well as their FTW Wildlife Hazard Management Plan, to maintain a safe operating environment (City of Fort Worth, 2015).

Special Status Species

Special status species generally occupy unique or specific habitat, such as riverine forests, wetlands, or native ecosystems. To date, no federal or state-listed endangered, threatened, or candidate species have been documented or observed within the FTW study area (Figure 1-1). Table 4-1 displays the federally listed species within Tarrant County, where FTW is located. According to the USFWS Environmental Conservation Online System (ECOS), there are seven species listed as threatened, endangered, or proposed for listing that may occur or are known to occur within Tarrant County. A more focused search of the study area using the USFWS Information for Planning and Consultation (IPaC) identified six species, which are also identified in the County list, as shown in Table 4-1. The USFWS species lists and Section 7(c) letter are provided in Appendix A.

Table 4-1. Federally Listed Species

Common Name	Scientific Name	County Listed Status	Study Area Status
Tricolored Bat	*Perimyotis subflavus*	Proposed Endangered	Proposed Endangered
Piping Plover	*Charadrius melodus*	Threatened	Threatened
Rufa Red Knot	*Calidris canutus rufa*	Threatened	Threatened
Whooping Crane	*Grus americana*	Endangered	Endangered
Alligator Snapping Turtle	*Macrochelys temminckii*	Proposed Threatened	Proposed Threatened
Monarch Butterfly	*Danaus plexippus*	Proposed Threatened	Proposed Threatened
Texas heelsplitter	*Potamilus amphichaenus*	Proposed Endangered	NA

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

Five of the seven species identified within the study area have the possibility to be present; however, the lack of forage or natural habitat within the proposed new ATCT site makes their presence unlikely. The Texas heelsplitter (*Potamilus amphichaenus*) is an aquatic species that requires surface water for their entire life cycle (USFWS, n.d. a). Piping plover (*Charadrius melodus*) prefer coastlines and gravel or sandy shores along surface water with little to no tree cover (NatureServe Explorer, 2025). There is no surface water within the

proposed new ATCT site or the existing ATCT location and the closest surface water is outside of the study area, approximately 0.44 miles from the proposed new ATCT.

Tricolored bats (*Perimyotis subflavus*) could use limited habitat within the study area and proposed new ATCT site. These bats winter in caves and abandoned mines, use trees for roosting, and forested areas feeding in the summer. The bat may occasionally roost in structures but have not been observed using structures at FTW. (USFWS, 2024c)

Adult monarch butterflies (*Danaus plexippus*) 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.). Only a small diversity of flowering plants were observed on the proposed new ATCT site. The existing and proposed ATCT sites are paved, disturbed, and the vegetation is consistently mowed. The species could use airport habitat for resting or feeding if flowering plants were present. No monarchs or milkweed plants were identified during the site visit in June. (Booz Allen Hamilton, 2024)

The presence of wetlands and forested habitat approximately 0.25 miles west of the proposed new ATCT site could provide short-term habitat for tri-colored bat, rufa red knot (*Calidris canutus rufa*), whooping crane (*Grus americana*), and alligator snapping turtle (*Macrochelys temminckii*). The wetlands and forest habitat is surrounded by a mining property, paved runway, and within a frequently disturbed area, reducing the likelihood of species using the area as permanent habitat (see Figure 4-2).

In addition to the federally listed species in Table 4-1, 14 other state listed species have been identified in Tarrant County (Texas Parks and Wildlife, 2025). None of these species were observed during the site visit in June 2024 (Booz Allen Hamilton, 2024). Special status species that are mobile, such as birds, flying mammals, or flying insects, could be found within the proposed new ATCT site, but due to the disturbed nature of the airport, it is unlikely that suitable habitat is present.

Migratory Birds

Texas is located within the Central Flyway for migratory birds (USFWS, 2025c). The USFWS lists nine migratory birds as potentially using or passing through the study area. Eight species are "Birds of Conservation Concern"[9] (BCC), which the USFWS is mandated to identify under the 1988 amendment to the Fish and Wildlife Conservation Act (USFWS, n.d. b). These species include American golden-plover (*Pluvialis dominica*), chimney swift (*Chaetura pelagica*), least tern (*Sternula antillarum antillarum*), lesser yellowlegs (*Tringa flavipes*), little blue heron (*Egretta caerulea*), pectoral sandpiper (*Calidris melanotos*), prairie loggerhead shrike (*Lanius ludovicianus excubitorides*), and Sprague's pipit (*Anthus spragueii*), plus the bald eagle (*Haliaeetus leucocephalus*), a non-BCC species. None of these species were observed during the June 2024 site visit and a bald eagle has not been observed at the airport since July 2023 (Booz Allen Hamilton, 2024).

[9] Birds of Conservation Concern: "The 1988 amendment to the Fish and Wildlife Conservation Act mandates the U.S. Fish and Wildlife Service to identify species, subspecies, and populations of all migratory nongame birds that, without additional conservation actions, are likely to become candidates for listing under the Endangered Species Act (ESA) of 1973. (USFWS, n.d. b)"

Four BCC species have a probability of presence in the study area during their breeding season, the chimney swift, least tern, little blue heron, and prairie loggerhead shrike. The probability of presence for chimney swift is highest in April, July, and August. The least tern's highest probability of presence is from May to July. The little blue heron has the highest probability of presence from March to October. The prairie loggerhead shrike is likely present in January, March, August, September, and December. (USFWS, 2025b)

Four BCC species do not have a probability of presence in the study area during their breeding season. The probability of presence for American golden-plover is only one week in April. Lesser yellowlegs has the highest probability of presence in January, April, May, August, and October. The pectoral sandpiper has the highest probability of presence in March to May and September. Sprague's pipit has the highest probability of presence in for at least a week in January, March, November, and two weeks in October. The probability of presence for bald eagle, a non-BCC species, is January, April, and December which could overlap with their breeding season. (USFWS, 2025b)

According to the E-bird data mapping tool, the area around FTW has been surveyed and bald or golden eagles have not been observed nor have any nests been found on the airport property (Cornell Lab of Ornithology, 2025). Airport staff reported sighting one bald eagle in 2023, but no others have been observed since that date (FAA, 2024b). The bald eagle is not a BCC but warrants additional attention due to its inclusion in the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d). Bald eagles could be migrating or breeding in the area and therefore bald eagle management guidelines would apply to any nests observed in the study area (USFWS, 2024).

Invasive Species

According to the Texas Department of Agriculture, a noxious and invasive plant is defined as "any plant species that has a serious potential to cause economical or ecological harm to the agriculture, horticulture, native plants, ecology and waterways of Texas" (Texas Department of Agriculture, 2025). These species are often transported by human activity, and once introduced to a new location, may spread by land, water, animals, and again, humans. Invasive plant species such as alligatorweed (*Alternanthera philoxeroides),* hydrilla *(Hydrilla verticillate),* kudzu *(Pueraria montana,* variety *lobata),* torpedograss *(Panicum repens),* and Chinese tallow tree *(Triadica sebifera)* could be present within or surrounding the proposed new ATCT site and the existing ATCT location (Texas Department of Agriculture, 2013). However, these species were not observed around the existing or proposed ATCT sites during the June 2024 site visit (Booz Allen Hamilton, 2024).

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 1050.1 Desk Reference, Section 2.3.1 (FAA, 2020a).

Alternative 1: Proposed Action

The proposed new ATCT site would undergo construction on a previously disturbed and paved portion of the FTW property. The site consists of parking lots, other paved areas, grass

areas, and three landscaping trees. The temporary parking and construction staging area are also previously disturbed locations. The grass at the proposed new ATCT site and temporary parking and staging area are regularly mowed to maintain low growth. Based on the design shown on Figure 3-1, two trees within the proposed new ATCT site are planned to be removed. None of the vegetation species identified during the June 2024 site visit were determined to be protected species. Other than the removal of the two landscaping trees, the construction of the new ATCT, temporary parking, and staging area would not result in effects to vegetation resources.

No designated critical habitat or suitable habitat exists at the study area and construction activities are not likely to impact any wildlife and/or fish, migratory birds, or special status species. The developed and disturbed nature of the land and consistent mowing at the proposed new ATCT site provide little desirable habitat and food sources to support wildlife and avian species. The removal of the two existing trees could affect birds, insects, or other wildlife that use the vegetation for nesting, feeding, or cover. Best Management Practices (BMP) to ensure nesting birds are not displaced when trees are removed would reduce or prevent impacts to those species. The FTW airport follows an existing Wildlife Hazard Management Plan to prevent wildlife from inhabiting the airport property. These practices would continue in the same manner with the new ATCT operations. There would be no change in impacts to wildlife or migratory birds.

Based on the overall lack of suitable habitat, presence of existing development, and existing aviation operations within the study area, the effect determination under the ESA would be 'No effect' for the tricolor bat, monarch butterfly, rufa red knot, whooping crane, piping plover, alligator snapping turtle, and Texas heelsplitter. BMPs to ensure tricolor bats are not present in the two existing trees prior to removal would reduce or prevent impacts to those species if present.

The proposed new ATCT site is within a developed area on the airport property with existing exterior lighting on the ATCT and parking lots. As the proposed new ATCT site is adjacent to the existing ATCT location, the overall exterior lighting from the new ATCT is expected to be similar to existing conditions. Although the new tower cab would be taller than the existing tower, the new exterior lighting is unlikely to result in any new effects on special status species, migratory birds, and wildlife. A short-term, temporary increase in noise and lighting would occur during construction and demolition, but these impacts are not anticipated to cause a permanent increase to noise or light-sensitive species at the proposed new ATCT site following construction completion.

The increase of human foot traffic, vehicle traffic, and heavy equipment during construction and demolition could introduce noxious weeds and invasive, non-native plant species within and surrounding the construction, temporary parking, staging area, and demolition sites. Adherence to vegetation management in the FTW Wildlife Hazard Management Plan could help prevent the spread of invasive plant species. BMPs to prevent or reduce the introduction and spread of invasive species would decrease impacts to the proposed new ATCT site and the study area.

The Proposed Action would also involve the demolition of the existing tower. The area of the existing tower would be converted to land similar to the surrounding area. The demolition

of the existing tower would not cause impacts to biological resources. BMPs to ensure bats and bird species are not present in the existing tower prior to demolition would reduce or prevent impacts to those species.

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 that prevent or reduce habitat loss, disturbance of wildlife species, and erosion and runoff to habitat and water bodies would help preclude impacts to biological resources.

To lessen the potential impacts to the tricolored bat and bird species, it is recommended that the existing ATCT and trees identified for removal be visually inspected for bats and nesting birds prior to demolition and removal.

Vehicle and equipment cleaning prior to accessing construction and demolition sites would be required to reduce the potential introduction and spread of noxious weeds.

While impacts to potential stream habitat west of the proposed new ATCT site are not anticipated, BMPs that would prevent, reduce, or capture sediment and runoff would be applied to the construction and demolition sites to diminish or preclude impacts. See Section 4.2.5 for further details about water resources and BMPs for those resources.

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 (TCP).

4.2.2.1 Affected Environment

In accordance with applicable federal laws and regulations, the FAA evaluated the proposed alternatives and area of potential effects (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. The direct APE at FTW is defined as the project footprint (proposed new ATCT site), and the indirect APE includes intersecting parcels within a 0.5 mile viewshed buffer from the direct APE. The cultural resources site file search also included a larger one mile study area in compliance with the Texas Antiquities Act. Figure 4-1 shows the direct APE, indirect APE, and study area at FTW.

Figure 4-1. Aerial Image of Study Area and Area of Potential Effects

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.

The existing ATCT on the property, commissioned in 1968, is a Type "O" ATCT (Figure 1-2). The Type "O" standard ATCT design consists of an occupied pentagonal steel framed shaft with inwardly sloping walls along its height supporting a pentagonal prefabricated, aluminum framed cab. In November 1962, the FAA accepted the Type "O" standard design concept prepared by I.M. Pei & Associates. Previously, ATCTs were airport sponsored and designed. The first Type "O" ATCT was commissioned in February 1965. The FAA commissioned the last Type "O" tower in 1968 (FAA, 2021).

SWCA Environmental Consultants (SWCA) prepared a report that evaluated the eligibility of the existing ATCT and other historic-age resources on the airport property for the National Register of Historic Places (NRHP). This report recommended the existing ATCT as individually eligible for the NRHP under Criteria A and C. The report also recommended the 1930 Southwest Aircraft Corporation Hangar District, including all resources within the hangar complex, as eligible for the NRHP under Criterion A. (SWCA, 2024)

Due to previous ground disturbance within the study area, no archaeological work was recommended. One historic property is shown approximately 0.55 miles northwest of the APE and study area on the National Park Service's (NPS) NRHP Database (NPS, 2020) and the public-facing side of the Texas Historical Commission's Texas Historic Site Atlas (Texas Historical Commission, n.d.). The American Airways Hanger and Administration Building was listed in the NRHP as "a structure significant to the early evolution of commercial aviation in the United States", "for its singular association with American Airlines", and as one of the few examples of the "lean-to" form associated with early air transit building types." (US Department of the Interior, 2008)

4.2.2.2 Environmental Consequences

Detailed guidance on significance thresholds and effects determinations for historical, architectural, archaeological, and cultural resource impacts can be found in the ATCT Final PEA (FAA ATCT Final PEA, 2023) and FAA Order 1050.1 Desk Reference, Section 8.3.1 (FAA, 2020a).

Alternative 1: Proposed Action

As discussed in Section 4.2.2.1, SWCA prepared a report that recommended the existing ATCT as individually eligible for the NRHP under Criteria A and C. The report also recommended the 1930 Southwest Aircraft Corporation Hangar District, including all resources within the hangar complex, as eligible for the NRHP under Criterion A. (SWCA, 2024)

The demolition of the existing historic ATCT, NRHP eligible under Criteria A and C, 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 American Hanger and Administration Building would not be impacted by the proposed undertaking. Construction of the proposed new ATCT and temporary parking area, contractor staging area during construction activities, 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 direct APE and temporary parking and staging areas.

Concurrently with the Draft EA public notice, the FAA is initiating the Section 106 consultation under the NHPA with the Texas Historic Commission (THC) through notification of the FAA's Finding of Adverse Effect on June 12, 2025. This Section 106 consultation aims to develop and evaluate strategies to avoid, minimize, or mitigate adverse effects to this historic property with identified consulting parties. The FAA initiated Section 106 consultation to develop and evaluate strategies to avoid, minimize, or mitigate adverse effects to this historic property with identified consulting parties, including the Apache Tribe of Oklahoma, Comanche Nation, Oklahoma, Coushatta Tribe of Louisiana, Delaware Nation, Oklahoma, Tonkawa Tribe of Indians of Oklahoma, and Wichita and Affiliated Tribes (Wichita, Keechi, Waco and Tawakonie), Oklahoma.

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

For the Proposed Action, the FAA is coordinating with the THC and other interested consulting parties to resolve adverse effects on the existing ATCT by developing and considering alternatives or modifications to avoid, minimize, or mitigate those effects before proceeding with the proposed undertaking. Mitigation may include plans for a qualified contractor to complete a Historic American Building Survey (HABS) in accordance with the NPS guidelines (NPS, 2023). The requirement to conduct the HABS would be contained within a Memorandum of Agreement (MOA) with the THC and other potential consulting parties. Details on the MOA would be included in the Final EA.

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, 2020a). The uncovered resources would be protected. In compliance with all applicable laws and regulations, the FAA would consult with the THC and tribes on the discovery. The FAA would consider their recommendations, conduct appropriate actions, 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, 2020a).

4.2.3.1 Affected Environment

In general, actions that have the potential to affect Section 4(f) properties involve a physical or constructive use. Further detail on what constitutes a physical or constructive occupation of the property may be reviewed in the ATCT Final PEA (FAA ATCT Final PEA, 2023).

According to the Bureau of Land Management (BLM) National Data Viewer, there are no listed recreational sites or wildlife refuges listed within the study area (BLM, 2024). The Vintage Flying Museum is leased from the City of Fort Worth (Figure 4-1) and is located approximately 0.45 miles east of the proposed new ATCT site and 0.47 miles east of the existing ATCT site within airport property. The Fort Worth Aviation Museum and B-36 Peacemaker Museum are both located 0.83 miles south of the proposed new ATCT site and 0.85 miles south of the existing ATCT site. As these museums are under public use, they are categorized as Section 4(f) resources.

Buck Sansome Park is located 0.75 miles southwest of the study area. The park hosts two baseball fields and is open to the public. The Airport Master Plan indicates that the Washington Heights Elementary School and Kirkpatrick Elementary and Middle Schools are located approximately 0.9 miles southeast and 0.87 miles southwest of the existing ATCT, respectively (Coffman Associates, 2022). The Kirkpatrick Elementary and Middle Schools include a playground and running track for the students; however, these features may also provide substantial walk-on recreational opportunities for the surrounding community that may qualify this as a Section 4(f) property. As the park and schools appear to host sporting events and community members may use the baseball fields and track for recreation, these recreational areas are subject to Section 4(f) requirements.

In addition to these sites, the Fort Worth Stockyards are located 2.0 miles to the southeast of the existing ATCT. This is considered a recreational site; however, as it is not publicly owned, the Fort Worth Stockyards would not be considered a Section 4(f) resource.

As described in Section 4.2.3, the existing FTW ATCT is eligible for listing on the NRHP per the integrity aspects and criteria found in 36 CFR § 60.4 under Criteria A and C for its association with early national FAA guidelines in the 1960's for construction and implementation of a NAS and as a well-preserved example of a modern master architect-designed ATCT. As such, the NRHP-eligible existing ATCT is a Section 4(f) resource (DOT n.d.(a)).

One historic property is shown approximately 0.55 miles northwest of the APE and study area on the National Park Service's NRHP Database (NPS, 2020) and the public-facing side of the Texas Historical Commission's Texas Historic Sites Atlas (Texas Historical Commission, n.d.). The American Airways Hanger and Administration Building is listed in the NRHP as "a structure significant to the early evolution of commercial aviation in the United States", "for

its singular association with American Airlines", and as "one of the few examples of the "lean-to" form associated with early air transit building types" (US Department of the Interior, 2008).

4.2.3.2 Environmental Consequences

Detailed guidance on significance thresholds and effects determinations for Section 4(f) resource impacts can be found in the ATCT Final PEA (FAA ATCT Final PEA, 2023) and FAA Order 1050.1 Desk Reference, Section 5.3.7 (FAA, 2020a).

Alternative 1: Proposed Action

The Proposed Action would not impact the American Airways Hanger and Administration Building but would impact the historic existing ATCT. The demolition of the NRHP-eligible existing ATCT would be constituted as an individual use under Section 4(f) and would significantly impact and result in a permanent physical use of the Section 4(f) property. Because there are no feasible or prudent alternatives to avoiding the 4(f) property, mitigation requirements under Section 106 of the NHPA would need to be fulfilled.

The viewsheds for the publicly owned Section 4(f) resources—Vintage Flying Museum, Fort Worth Aviation Museum, B-36 Peacemaker Museum, Buck Sansome Park, Washington Heights Elementary School, and Kirkpatrick Elementary and Middle Schools—could be affected by the proposed new ATCT due to the change in structure and height; however, these impacts are expected to be negligible. Based on the distance of these resources from the existing tower, the demolition of the existing tower is unlikely to affect these properties.

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 is preparing a Section 4(f) evaluation and plans to consult with the THC 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 receive concurrence on the resulting Section 4(f) evaluation. The FAA anticipates the mitigation outlined in the MOA (conducting a HABS) would inform the Section 4(f) finding in consultation with the DOI. The Section 4(f) finding would be included in the Final EA.

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, 2020a)

4.2.4.1 Affected Environment

The proposed new ATCT site is located on existing airport property, approximately 120 feet south of the existing tower (see Figure 4-2). The site is adjacent to the existing ATCT, paved parking lots, and surrounded by the airport access roads with existing overhead lighting. The area surrounding the proposed new ATCT site consists of existing buildings including the tower, hangars, and parking lots. The closest sensitive receptor is the residential area located approximately 0.55 miles southeast of the study area. Marine Creek Park and nearby residential area are located 0.75 miles southeast of the study area. Once constructed, the new tower would be one of the highest structures in the viewshed.

Light Emission

The existing FTW ATCT operates 24 hours daily and lighting of the runways, taxiways, and other airfield safety lights are controlled by air traffic controllers. At this time, the airport operates in the standard configuration at night with light emissions from the following areas: runways, taxiways, navigational aids, apron areas, parking lots, hanger buildings, and the tower. The study area has taxiways to the north and west, runways to the east, and airport parking lots and access roads to the south. The surrounding transportation corridor (1.38 miles north and 0.66 miles east) and existing airport facilities contribute to existing lighting that illuminates the area at night.

Wildlife, especially nocturnal species, may be sensitive to nighttime light sources which may disrupt migratory or breeding cycles.

Visual Resources and Visual Character

The study area is characterized as airport land use, heavy industrial, light industrial, planned development, agricultural, and single-family dwellings (The City of Fort Worth, 2025). Industrial properties are located along the western boundary of the airport property. Sensitive receptors near the study area include the Diamond Hill-Jarvis residential area (0.55 miles east) and the Far Greater Northside Historical area (1.0 miles to the south), and several businesses. The elevation in this area is relatively flat. Aside from the existing ATCT (65 feet AGL at cab eye level), the tallest building near the airport property is the CEMEX storage towers, located approximately 0.4 miles northwest of the proposed new ATCT site.

4.2.4.2 Environmental Consequences

Detailed guidance on significance thresholds and effects determinations for visual resource impacts can be found in the ATCT Final PEA (FAA ATCT Final PEA, 2023) and FAA Order 1050.1 Desk Reference, Section 13.3.3 (FAA, 2020a).

Alternative 1: Proposed Action

The Proposed Action would involve construction of the new ATCT directly adjacent to the existing ATCT. The proposed new ATCT site is located approximately 120 feet southwest of the existing ATCT and is surrounded by lit parking lots and driveways. As the area is equipped with existing lighting, the Proposed Action would not impose any change to light emissions in the immediate area. While light emissions may be increased temporarily during construction, it is not anticipated light emissions would noticeably increase when the existing tower is decommissioned once the new tower is operational. The reflective surfaces

of the proposed new ATCT could alter the visual character of the airport area due to the tower height and change to the viewshed.

Wildlife, especially nocturnal species, may be sensitive to nighttime light sources which may disrupt migratory or breeding cycles. As mentioned in Section 4.2.1.1, the light-sensitive tricolored bat was identified as a species of concern within the study area. Due to the lack of suitable habitat within the study area, it is not likely that this species would be present at FTW or affected by the change in lighting from the Proposed Action.

The proposed new tower height (top of tower) is approximately 155 feet AGL, which is approximately 50 feet taller than the existing ATCT. The nearest sensitive receptor to the proposed new ATCT site is the Diamond Hill-Jarvis residential area. It is unlikely the area would be impacted by the decommissioning of the existing tower and construction of the new, taller tower due to the study area being more than 0.55 miles to the west of Diamond Hill-Jarvis and the new tower site would only change by 120 feet to the south. Although the proposed new ATCT would be taller, from this distance the visual character would likely remain unchanged. 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.

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 encompass 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 within the study area as a 1.85 acre riverine, intermittent streambed, seasonally flooded, associated with Cement Creek, approximately 0.33 miles to the southwest. The next nearest wetland is a 0.79-acre freshwater forested/shrub wetland located 0.25 miles west of the proposed new ATCT, just outside of the study area. Another 1.96 acre freshwater forested/shrub wetland located approximately 0.49 miles northwest of the proposed new ATCT (shown on Figure 4-2). (USFWS, 2024)

The identified wetlands are situated within a forested area surrounded by a rail line, paved roadways, and highly trafficked areas. There are no wetlands located within the existing ATCT, temporary parking, contractor staging area, or proposed new ATCT project sites.

Floodplains

According to the Flood Insurance Rate Map (FIRM) for the airport location, the study area is within a Zone X area identified as having minimal flood hazard (Federal Insurance Administration, 2019).

Surface Water

Cement Creek is located approximately 0.33 miles southwest of the proposed new ATCT site, within the study area (see Figure 4-2). There is one unnamed pond approximately 0.32 miles to the southwest of the proposed new ATCT, within the study area. No other naturally occurring ponds or lakes are within the study area but there are two small ponds located approximately 0.44 miles northwest of the existing ATCT. There is a larger man-made retention pond bordering northwest corner of the study area, approximately 1 mile from the proposed new ATCT site. Airport personnel reported that the retention pond is managed by the Texas Parks and Wildlife Department and is occasionally used for fishing (Booz Allen Hamilton, 2024). The nearest river to the study area is the West Fork Trinity River which is located 3.58 miles south of the study area. The nearest tributary to this river is Cement Creek which flows along the western border of the study area, and flows into Marine Creek, approximately 0.7 miles southwest of the study area (see Figure 4-2). The FTW Stormwater Pollution Prevention Plan (SWPPP) notes 12 primary outfalls on airport property (Meacham International Airport, 2020). Stormwater around the existing ATCT and the area on the west side of the airport flows to the northwest to Outfall #002 which discharges to a tributary to Cement Creek (Meacham International Airport, 2020).

Groundwater

According to the National Water Dashboard, the study area is not located over a mapped aquifer zone. The nearest aquifer is located approximately 5.75 miles west of the study area. This sandstone and carbonate rock aquifer is associated with the Brazos River and its tributary, West Fork Trinity River. The flow of groundwater within the study area is to the southwest towards Marine Creek. (USGS, 2024a)

Wild and Scenic Rivers

According to the National Wild and Scenic River System map, there are no wild and scenic rivers listed within the study area. The nearest wild and scenic river is the Rio Grande River, located approximately 320 miles southwest of the study area near Langtry, Texas. (National Wild and Scenic Rivers System, 2024)

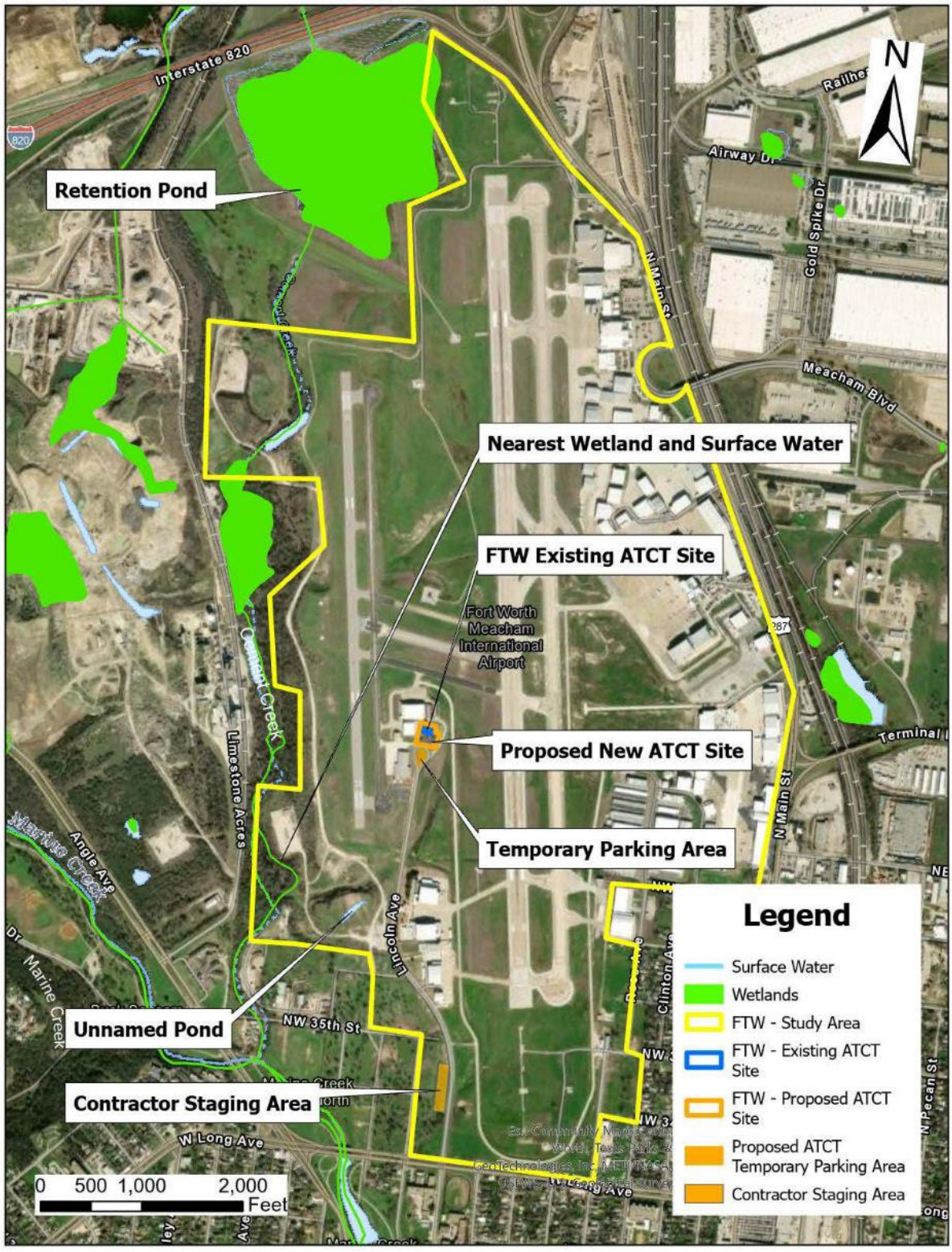

Figure 4-2. Aerial Image of Wetlands and Surface Water Features

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 1050.1 Desk Reference, Sections 14.1.3 through 14.5.3.1 (FAA, 2020a).

Alternative 1: Proposed Action

Construction of the proposed new ATCT would cause temporary, short-term surface disturbing activities in the span of approximately one acre involving increased vehicle traffic and use of machinery. The temporary parking area would undergo short-term surface disturbing activities within 0.35 acres, as would the 0.64 acre temporary contractor staging area. It is unlikely any direct impacts to wetlands would occur due to the limited presence of these resources within the study area. Indirect impacts to wetlands are unlikely to occur given the nearest wetland area is approximately 0.33 miles southwest of the proposed new ATCT site and the existing ATCT. Implementing BMPs such as erosion and sedimentation controls would reduce or prevent potential impacts to nearby wetlands.

Disruption of soil surfaces, introduction of non-native plant species through transfer of seeds, and contamination of soils from chemicals, such as hydraulic fluids or petroleum leaks, could occur during ground disturbing activities. Runoff containing contaminated soil could result in offsite interface with surface waters downstream of the proposed new ATCT site, temporary parking area, contractor staging area, and the existing ATCT. Soil, sediment, or chemical runoff directly or indirectly damage water quality, alter habitat from sediment build-up, or cause changes to the ecosystems from the introduction of non-native species. Applying BMPs to protect surface water would prevent and reduce runoff and the spread of invasive species.

The increased presence of heavy construction equipment, fuels, chemicals, or solvents during construction/demolition activities could affect groundwater if spills or leaks were to occur. The severity would depend on the volume or duration of the spill or leak and ability to respond appropriately. Applying BMPs, such as spill/leak monitoring and runoff prevention, could reduce or prevent impacts to surface water from excavation and construction. Excavation volume and depth for foundation structural components is unknown at this time. Groundwater could be encountered during excavation and construction activities. If this were to occur and requires pumping to extract water and continue construction, the excess water may be discharged offsite through the FTW stormwater system. Discharging this water could result in sediment and chemical runoff where outflow occurs. Disruption of groundwater or groundwater flow could occur at excavation sites and where placement of structural components is located, however these potential impacts would be temporary in nature. Applying runoff and contamination prevention BMPs could reduce or prevent impacts to groundwater from excavation and construction.

As stated above, the FTW airport is within the minimal flood hazard zone and no impacts to floodplains are likely to result from the Proposed Action.

No wild or scenic rivers are within the study area. There would be no impacts to wild or scenic rivers from the Proposed Action.

The Proposed Action would involve the demolition of the existing ATCT. The area of the existing ATCT would be converted to land similar to the surrounding area and would not result in a net increase in impervious surface area. The demolition of the existing ATCT would not lead to indirect impacts to water resources in proximity of the existing ATCT site.

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

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

The City of Fort Worth developed a Storm Water Management Program Master Plan for Construction Activities within Tarrant County (City of Fort Worth, 2018). This document provides general guidance related to erosion and sediment controls and other measures to control storm water pollutants from construction activities.

Measures for reducing runoff and erosion, as described below, would prevent or reduce sediment and the introduction of non-native plant species from degrading nearby wetlands waterways, and groundwater. These measures should be implemented within the study area to avoid the potential for temporary construction impacts to adjacent wetlands and Marine Creek.

- 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 CUMULATIVE IMPACTS

FAA Order 1050.1F Paragraph 4.2.d(3) implementing the procedural provisions of NEPA defines cumulative impacts as:

> *"those that result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, whether Federal or non-Federal." (FAA, 2015)*

Cumulative impacts can also "be viewed as the total combined impacts on the environment of the proposed action or alternative(s) and other known reasonably foreseeable actions." (FAA, 2020a)

On a programmatic level and combined with other actions, Alternative 1 could lead to cumulative impacts depending on the scale (number of projects) or geography (localized area) in which the actions are performed. This site-specific analysis included an evaluation of past, present, and reasonably foreseeable future projects in the vicinity of the airport and within the study area to identify actions that may amplify the effects of any potential impacts from the Proposed Action.

Although the ATCT Final PEA (FAA ATCT Final PEA, 2023) indicated that the ATCT Replacement Program would not result in cumulative impacts, this EA included a site-specific analysis to confirm that no cumulative impacts would result locally.

FTW projects occurring in the past five years include Taxiway J and Apron C pavement rehabilitations and renovations to the existing ATCT. FTW also constructed Commander Road approximately three years ago. In 2023, Broadie's Aircraft hangar, located in the northeast portion on the airport property, was demolished and included asbestos remediation. Approximately 0.64 miles east of the proposed ATCT site, outside airport property, Baker Aviation constructed several new hangars, finishing in 2020.

Ongoing and reasonably foreseeable future projects at FTW include service road reconstruction to Falcon Way and Gulfstream Road on the southeast portion of the airport property, hangar development around Midfield Road, 18 pavement improvements at the central/east portion of the airport, and a runway 16/34 rehabilitation project. Phase 1 of hangar development in and around Commander Road was expected to be completed by December 2024. Phase 2 development activities may overlap with the construction of the proposed ATCT. According to the airport Master Plan, 29 new buildings would be constructed, and nine public parking/roadways would be developed (The City of Fort Worth, 2023). The development of Taxiway C may overlap with the proposed new ATCT construction, but at the time of the site visit, airport personnel noted this schedule was yet to be determined. Airport personnel indicated there would be a bid submitted in Spring 2025 for underground utilities along Main Street (east, near Gate 1 to Fire Station 25), estimated to be complete the end of summer 2025. (Booz Allen Hamilton, 2024)

During construction activities, temporary minor erosion, runoff, and sedimentation effects could occur. Implementation of BMPs would further reduce the potential for any identified limited impacts to water resources associated with surface disturbance from excavation and construction. The proposed new ATCT would not contribute to a significant adverse cumulative impact to natural resources.

4.4 CONCLUSION

This site-specific EA evaluates the existing environment at FTW and analyzes the potential environmental consequences of the Proposed Action. The cumulative impact of the replacement ATCT presented in this EA is not anticipated to result in significant impacts or significant cumulative impacts to either human health or 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, Aaron.Comrov@faa.gov. The FAA published a Notice of Availability in the Fort Worth Star-Telegram on June 12, 2025 to advertise the availability of the EA to allow the public to view the document electronically and how to submit comments.

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SECTION 7 | REFERENCES

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APPENDIX A | FEDERALLY LISTED SPECIES REPORTS FOR TARRANT COUNTY AND THE STUDY AREA

This appendix contains the list of threatened, endangered, candidate, or species under review by the U.S. Fish and Wildlife Service for the study area and Tarrant County, Texas. Appendix A also provides site-specific species list, critical habitat, migratory birds, and other information.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Arlington Ecological Services Field Office
17629 El Camino Real, Suite 211
Houston, TX 77058-3051
Phone: (817) 277-1100 Fax: (817) 277-1129
Email Address: arles@fws.gov

In Reply Refer To:
Project Code: 2025-0045132
Project Name: FTW EA

01/21/2025 21:16:25 UTC

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

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, which may occur within the boundary of 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.).

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 section 7(a)(1) of the Act, Federal agencies are directed to utilize their authorities to carry out programs for the conservation of threatened and endangered species. Under and 7(a)(2) and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to determine whether their actions may affect threatened and endangered species and/or designated critical habitat. A Federal action is an activity or program authorized, funded, or carried out, in whole or in part, by a Federal agency (50 CFR 402.02).

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 Federal actions 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.

After evaluating the potential effects of a proposed action on federally listed species, one of the following determinations should be made by the Federal agency:

1. *No effect* - the appropriate determination when a project, as proposed, is anticipated to have no effects to listed species or critical habitat. A "no effect" determination does not require section 7 consultation and no coordination or contact with the Service is necessary. However, the action agency should maintain a complete record of their evaluation, including the steps leading to the determination of affect, the qualified personnel conducting the evaluation, habitat conditions, site photographs, and any other related information.
2. *May affect, but is not likely to adversely affect* - the appropriate determination when a proposed action's anticipated effects to listed species or critical habitat are insignificant, discountable, or completely beneficial. Insignificant effects relate to the size of the impact and should never reach the scale where "take" of a listed species occurs. Discountable effects are those extremely unlikely to occur. Based on best judgment, a person would not be able to meaningfully measure, detect, or evaluate insignificant effects, or expect discountable effects to occur. This determination requires written concurrence from the Service. A biological evaluation or other supporting information justifying this determination should be submitted with a request for written concurrence.
3. *May affect, is likely to adversely affect* - the appropriate determination if any adverse effect to listed species or critical habitat may occur as a consequence of the proposed action, and

the effect is not discountable or insignificant. This determination requires formal section 7 consultation.

The Service has performed up-front analysis for certain project types and species in your project area. These analyses have been compiled into *determination keys*, which allows an action agency, or its designated non-federal representative, to initiate a streamlined process for determining a proposed project's potential effects on federally listed species. The determination keys can be accessed through IPaC.

The Service recommends that candidate species, proposed species, and proposed critical habitat be addressed should consultation be necessary. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found at: https://www.fws.gov/service/section-7-consultations

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.

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), and projects affecting these species may require development of an eagle conservation plan (https://www.fws.gov/library/collections/bald-and-golden-eagle-management). Additionally, wind energy projects should follow the wind energy guidelines (https://www.fws.gov/media/land-based-wind-energy-guidelines) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: https://www.fws.gov/media/recommended-best-practices-communication-tower-design-siting-construction-operation. The Federal Aviation Administration (FAA) released specifications for and made mandatory flashing L-810 lights on new towers 150-350 feet AGL, and the elimination of L-810 steady-burning side lights on towers above 350 feet AGL. While the FAA made these changes to reduce the number of migratory bird collisions (by as much as 70%), extinguishing steady-burning side lights also reduces maintenance costs to tower owners. For additional information concerning migratory birds and eagle conservation plans, please contact the Service's Migratory Bird Office at 505-248-7882.

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 Tracking Number in

the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

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

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:

Arlington Ecological Services Field Office
17629 El Camino Real, Suite 211
Houston, TX 77058-3051
(817) 277-1100

PROJECT SUMMARY

Project Code: 2025-0045132
Project Name: FTW EA
Project Type: Airport - Maintenance/Modification
Project Description: FTW EA
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@32.8210725,-97.3620600202537,14z

Counties: Tarrant County, Texas

ENDANGERED SPECIES ACT SPECIES

There is a total of 6 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. Note that 2 of these species should be considered only under certain conditions.

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.

MAMMALS

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

BIRDS

NAME	STATUS
Piping Plover *Charadrius melodus* Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is **final** critical habitat for this species. Your location does not overlap the critical habitat. This species only needs to be considered under the following conditions: ▪ Wind Energy Projects Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Rufa Red Knot *Calidris canutus rufa* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. This species only needs to be considered under the following conditions: ▪ Wind Energy Projects Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened
Whooping Crane *Grus americana* Population: Wherever found, except where listed as an experimental population There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/758	Endangered

REPTILES

NAME	STATUS
Alligator Snapping Turtle *Macrochelys temminckii* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4658	Proposed 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

CRITICAL HABITATS

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

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

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

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

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

BALD & GOLDEN EAGLES

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

---

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

There are Bald Eagles and/or Golden Eagles in your project area.

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

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

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

Ensure Your Eagle List is Accurate and Complete

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

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

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

PROBABILITY OF PRESENCE SUMMARY

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

Probability of Presence (■)

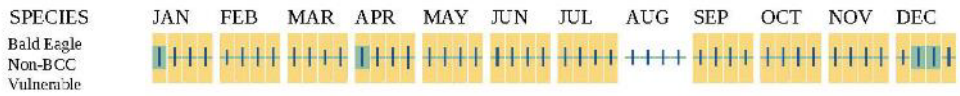
Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

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

No Data (–)
A week is marked as having no data if there were no survey events for that week.

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



Additional information can be found using the following links:

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

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service). The incidental take of migratory birds is the injury or death of birds that results from, but is not the purpose, of an activity. The Service interprets the MBTA to prohibit incidental take.

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

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

NAME	BREEDING SEASON
American Golden-plover *Pluvialis dominica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10561	Breeds elsewhere

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Least Tern *Sternula antillarum antillarum* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/11919	Breeds Apr 25 to Sep 5
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Little Blue Heron *Egretta caerulea* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9477	Breeds Mar 10 to Oct 15
Pectoral Sandpiper *Calidris melanotos* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9561	Breeds elsewhere
Prairie Loggerhead Shrike *Lanius ludovicianus excubitorides* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8833	Breeds Feb 1 to Jul 31
Sprague's Pipit *Anthus spragueii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8964	Breeds elsewhere

PROBABILITY OF PRESENCE SUMMARY

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

Project code: 2025-0045132 01/21/2025 21:16:25 UTC

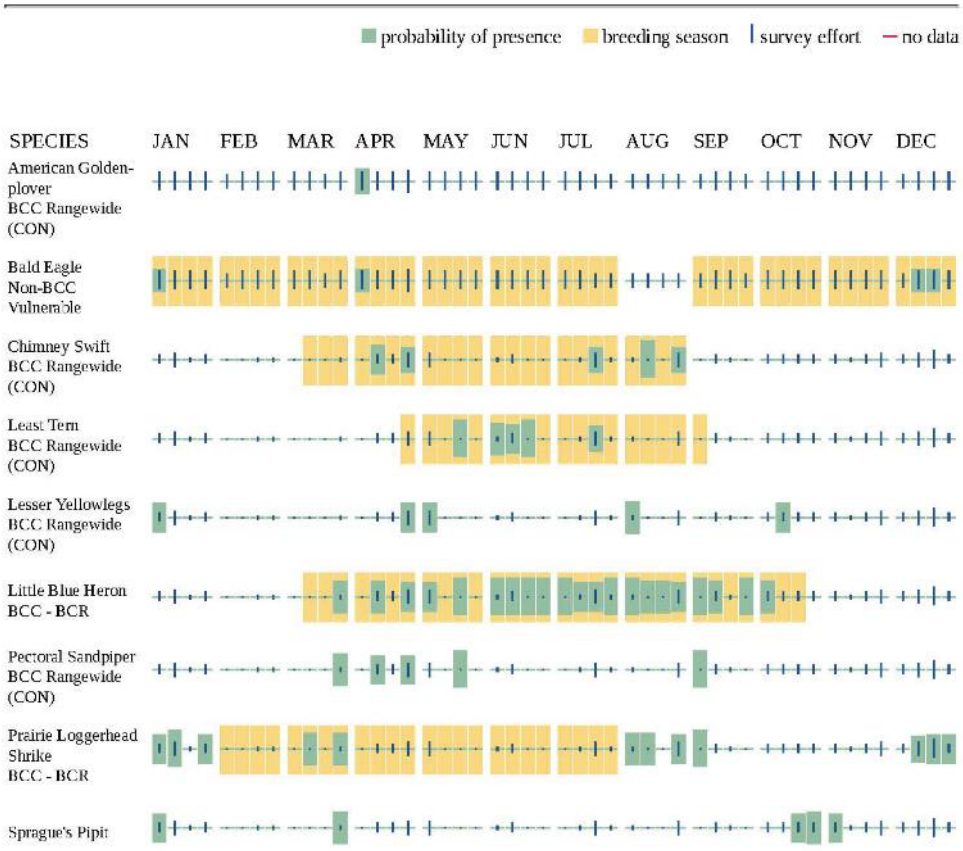
Probability of Presence (■)

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

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

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

No Data (–)
A week is marked as having no data if there were no survey events for that week.



12 of 14

BCC Rangewide
(CON)

Additional information can be found using the following links:

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

WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER FORESTED/SHRUB WETLAND
- PFO1Ah
- PFO1A
- PSS1C

LAKE
- L2USCx
- L1UBHx

RIVERINE
- R4SBC
- R5UBH

FRESHWATER EMERGENT WETLAND
- PEM1Ah

FRESHWATER POND
- PUSCh
- PUBHh

IPAC USER CONTACT INFORMATION

Agency: Federal Aviation Administration
Name: Leah Wise
Address: 901 15th street
City: Washington
State: DC
Zip: 20005
Email [redacted]
Phone: [redacted]

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 Tarrant, Texas

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 25 entries Search:

14 Species Listings

Group	Name	Population		Status	Lead Region
Flowering Plants	Comanche-peak prairie-clover (Dalea reverchonii)	Wherever found	Species of Concern	2	
Reptiles	Alligator snapping turtle (Macrochelys temminckii)	Wherever found	Proposed Threatened	4	Assistant Regional Director-Ecological Services
Birds	rufa red knot (Calidris canutus rufa)	Wherever found	Threatened	5	New Jersey Ecological Services Field Office
Birds	Bald Eagle (Haliaeetus leucocephalus)	U.S.A., conterminous (lower 48) States.	Recovery	3	Illinois-Iowa Ecological Services Field Office
Clams	Texas heelsplitter (Potamilus amphichaenus)	Wherever found	Proposed Endangered	2	Arlington Ecological Services Field Office

Birds	Piping Plover (Charadrius melodus)	[Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered.	Threatened	5	Office of the Regional Director
Birds	Piping Plover (Charadrius melodus)	[Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered.	Threatened	5	Office of the Regional Director
Birds	Piping Plover (Charadrius melodus)	[Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered.	Threatened	5	Office of the Regional Director
Birds	Least tern (Sternula antillarum)	U.S.A. (AR, CO, IA, IL, IN, KS, KY, LA_Miss. R. and tribs. N of Baton Rouge, MS_Miss. R., MO, MT, ND, NE, NM, OK, SD, TN, TX_except within 50 miles of coast)	Recovery	4	Mississippi Ecological Services Field Office

Insects	Monarch butterfly (Danaus plexippus)	Wherever found	Proposed Threatened	3	Assistant Regional Director-Ecological Services
Mammals	Tricolored bat (Perimyotis subflavus)	Wherever found	Proposed Endangered	5	Pennsylvania Ecological Services Field Office
Mammals	Plains Spotted Skunk (Spilogale interrupta)	Wherever found	Resolved Taxon	3	Missouri Ecological Services Field Office
Reptiles	Western Chicken turtle (Deirochelys reticularia ssp. miaria)	Wherever found	Under Review	2	Arlington Ecological Services Field Office
Birds	Whooping crane (Grus americana)	Wherever found, except where listed as an experimental population	Endangered	2	Assistant Regional Director-Ecological Services

Showing 1 to 14 of 14 entries Previous 1 Next

IPaC Information for Planning and Consultation U.S. Fish & Wildlife Service

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Tarrant County, Texas

Local office

Arlington Ecological Services Field Office

(817) 277-1100
(817) 277-1129
arles@fws.gov

17629 El Camino Real, Suite 211
Houston, TX 77058-3051

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. 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.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
Tricolored Bat Perimyotis subflavus Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

Birds

NAME	STATUS
Piping Plover Charadrius melodus This species only needs to be considered if the following condition applies: • Wind Energy Projects There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/6039	Threatened
Rufa Red Knot Calidris canutus rufa Wherever found This species only needs to be considered if the following condition applies: • Wind Energy Projects There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/1864	Threatened
Whooping Crane Grus americana There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/758	Endangered

Reptiles

NAME	STATUS
Alligator Snapping Turtle Macrochelys temminckii Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/4658	Proposed Threatened

Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus Wherever found There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

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

Additional information can be found using the following links:

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

There are Bald Eagles and/or Golden Eagles in your project area.

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

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

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

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

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

Review the FAQs
The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON

Bald Eagle Haliaeetus leucocephalus — Breeds Sep 1 to Jul 31

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

Probability of Presence Summary

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

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Bald & Golden Eagles FAQs

What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are an eagle (Bald and Golden Eagle Protection Act requirements may apply).

Proper interpretation and use of your eagle report
On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort line or no data line (red horizontal) means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide you in knowing when to implement avoidance and minimization measures to eliminate or reduce potential impacts from your project activities or get the appropriate permits should presence be confirmed.

How do I know if eagles are breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If an eagle on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your "IPaC PROBABILITY OF PRESENCE SUMMARY" at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

Interpreting the Probability of Presence Graphs

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

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

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Migratory birds

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service). The incidental take of migratory birds is the injury or death of birds that results from, but is not the purpose, of an activity. The Service interprets the MBTA to prohibit incidental take.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

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

Measures for Proactively Minimizing Migratory Bird Impacts

Your IPaC Migratory Bird list showcases birds of concern, including Birds of Conservation Concern (BCC), in your project location. This is not a comprehensive list of all birds found in your project area. However, you can help proactively minimize significant impacts to all birds at your project location by implementing the measures in the Nationwide avoidance and minimization measures for birds document, and any other project-specific avoidance and minimization measures suggested at the link Measures for avoiding and minimizing impacts to birds for the birds of concern on your list below.

Ensure Your Migratory Bird List is Accurate and Complete

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

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

Review the FAQs
The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON
American Golden-plover Pluvialis dominica This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere

Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Sep 1 to Jul 31
Chimney Swift Chaetura pelagica This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Least Tern Sternula antillarum antillarum This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 25 to Sep 5
Lesser Yellowlegs Tringa flavipes This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Little Blue Heron Egretta caerulea This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 10 to Oct 15
Pectoral Sandpiper Calidris melanotos This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Prairie Loggerhead Shrike Lanius ludovicianus excubitorides This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8833	Breeds Feb 1 to Jul 31
Sprague's Pipit Anthus spragueii This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8964	Breeds elsewhere

Probability of Presence Summary

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

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

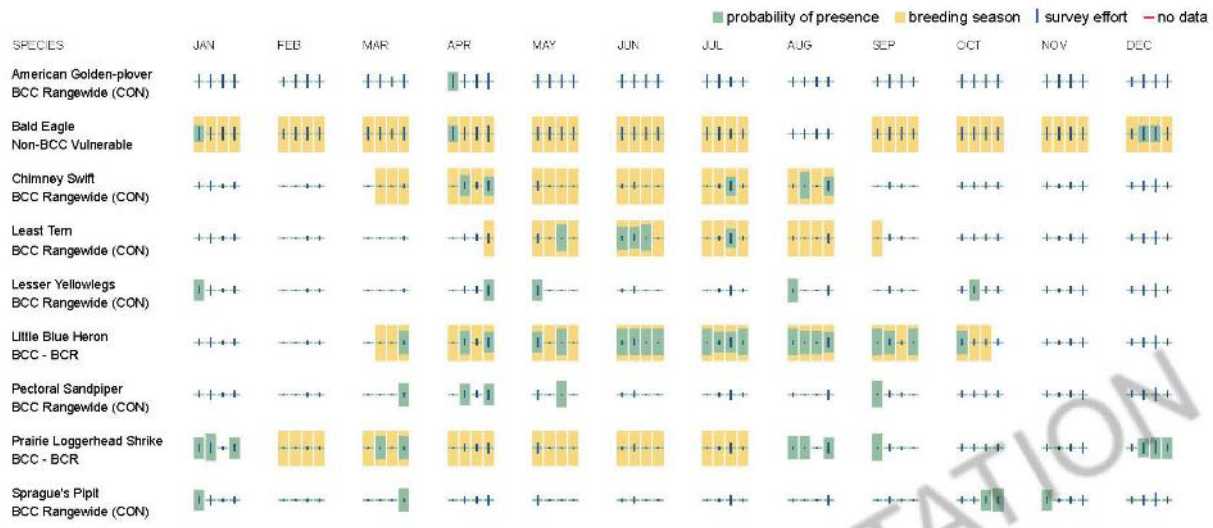
Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Migratory Bird FAQs

Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Avoidance & Minimization Measures for Birds describes measures that can help avoid and minimize impacts to all birds at any location year-round. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is one of the most effective ways to minimize impacts. To see when birds are most likely to occur and breed in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location, such as those listed under the Endangered Species Act or the Bald and Golden Eagle Protection Act and those species marked as "Vulnerable". See the FAQ "What are the levels of concern for migratory birds?" for more information on the levels of concern covered in the IPaC migratory bird species list.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) with which your project intersects. These species have been identified as warranting special attention because they are BCC species in that area, an eagle (Bald and Golden Eagle Protection Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, and to verify survey effort when no results present, please visit the Rapid Avian Information Locator (RAIL) Tool.

Why are subspecies showing up on my list?

Subspecies profiles are included on the list of species present in your project area because observations in the AKN for **the species** are being detected. If the species are present, that means that the subspecies may also be present. If a subspecies shows up on your list, you may need to rely on other resources to determine if that subspecies may be present (e.g. your local FWS field office, state surveys, your own surveys).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your "IPaC PROBABILITY OF PRESENCE SUMMARY" at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Bald and Golden Eagle Protection Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially BCC species. For more information on avoidance and minimization measures you can implement to help avoid and minimize migratory bird impacts, please see the FAQ "Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Proper interpretation and use of your migratory bird report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list does not represent all birds present in your project area. It is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide implementation of avoidance and minimization measures to eliminate or reduce potential impacts from your project activities, should presence be confirmed. To learn more about avoidance and minimization measures, visit the FAQ "Tell me about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Interpreting the Probability of Presence Graphs
Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

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

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Facilities

National Wildlife Refuge lands

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

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

FRESHWATER FORESTED/SHRUB WETLAND
PFO1A

FRESHWATER POND
PUSCh

LAKE
L2USCx

RIVERINE
R4SBC
R4SBCx

A full description for each wetland code can be found at the National Wetlands Inventory website

NOTE: This initial screening does **not** replace an on-site delineation to determine whether wetlands occur. Additional information on the NWI data is provided below.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

APPENDIX B | NHPA SECTION 106 CONSULTATION

U.S. Department of Transportation
Federal Aviation Administration

United States Department of Transportation
FEDERAL AVIATION ADMINISTRATION
Southwest Region
10101 Hillwood Parkway
Fort Worth, TX 76177

AIRPORT TRAFFIC CONTROL TOWER REPLACEMENT PROGRAM

June 12, 2025

Re: Initiation of Consultation under Section 106 of the National Historic Preservation Act and Notification Finding of Adverse Effect for the Proposed Replacement Airport Traffic Control Tower at the Fort Worth Meacham International Airport, Fort Worth Texas

Katharine Sheldon
North Texas Project Reviewer
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711

Dear Katharine Sheldon:

Introduction

The Federal Aviation Administration (FAA), in accordance with Section 106 of the National Historic Preservation Act of 1966 and implementing regulations (36 Code of Federal Regulations [CFR] Part 800), invites you to participate in consultation for the proposed construction of a new Airport Traffic Control Tower (ATCT) at Fort Worth Meacham International Airport at 201 American Concourse, Fort Worth, Texas 76106. In accordance with 36 CFR 800.3(g), this letter's purpose is to initiate a Section 106 consultation with your office and seek your concurrence with the FAA's findings.

Under the ATCT Replacement Program (Program), the FAA plans to replace existing FAA-owned ATCTs with modern facilities at airports across the nation. The Infrastructure Investment and Jobs Act (Public Law 117-58), formerly referred to as the Bipartisan Infrastructure Law (BIL), provided funding to improve ATCTs nationwide.

This project is a component of the Program and is an undertaking under Section 106 to construct a new ATCT and demolish the existing ATCT at Fort Worth Meacham International Airport. The FAA will be coordinating its review under Section 106 with its compliance under the National Environmental Policy Act (NEPA). The proposed undertaking would occur within Fort Worth Meacham Airport, Fort Worth, Texas (see Exhibit 1 – Project Area and Area of Potential Effects).

Description of the Undertaking

The FAA is proposing to build and operate an ATCT at latitude 32° 48' 57.18" N, longitude 97° 21' 46.48" W, located approximately 120 feet southwest of the existing ATCT (see Exhibit 2 – Site Plans) Total acreage of the project area is approximately one-acre and overlaps much of the existing ATCT parking lot and undeveloped land within the perimeter fencing. The proposed undertaking would provide for a

modern, operationally efficient ATCT that would meet all applicable FAA requirements. A 0.35 acre temporary parking area would be paved for use during the construction of the proposed ATCT, located immediately south of the proposed new ATCT site (see Exhibit 1). A 0.64 acre area located on the southern portion of the airport bordering Lincoln Avenue would serve as a temporary construction staging site, no paving or grading is planned for this site (see Exhibit 1).

The existing ATCT is beyond its useful design life and has reached its operational and functional capability. The existing ATCT does not have the ability to accommodate upgrades to the latest air traffic control technologies, lacks personnel space requirements and modern amenities, and exhibits physical problems such as maintenance-intensive deficient mechanical appurtenances (e.g., heating, ventilation, and plumbing). The proposed 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, while meeting applicable FAA requirements.

The proposed tower cab floor elevation would be approximately 120 feet above ground level and a total height of approximately 155 feet. This is the minimum height that would meet all siting criteria under the Safety Management System. At this height, controllers would have unobstructed views of all airport-controlled areas and all airborne traffic. The tower would have an 8-sided, 550 square foot cab.

For new construction, site access for the project would occur using Lincoln Avenue to the south of the project area. A temporary staging area would be located on the west side of Lincoln Avenue on a previously disturbed site. Temporary parking for ATCT employees would be in a previously disturbed area in the center of the oval turnaround on Lincoln Avenue, immediately south of the proposed new ATCT site. To provide uninterrupted air traffic control services, the current ATCT would be demolished after construction of the proposed ATCT is completed.

Area of Potential Effects

The Area of Potential Effects (APE), as defined at 36 CFR 800.16(d), is the geographic area or areas within which the undertaking may directly or indirectly cause alterations in the character or use of any historic properties. Actions that have the potential to affect historic properties include construction and ground disturbance as well as noise, vibration, and visual effects.

Based on the potential for direct and indirect effects, the APE for the proposed undertaking includes a 0.5-mile radius around the location of the proposed ATCT and the existing ATCT. Within the project area, construction, demolition, maintenance, and usage effects may occur (see Exhibit 1). New utilities would be placed from existing utility lines within the APE. Existing airport perimeter, maintenance, and public access roads would be used for construction and maintenance traffic.

The proposed ATCT would be visible from much of the surrounding airport area. The design intention for the proposed ATCT is to create an efficient, low maintenance facility which meets the operational requirements of the airport, harmonizes with the surrounding environment, and is consistent in character with the existing and proposed airport facilities.

Historic Property Identification

The Fort Worth Meacham International Airport was first established in 1925. The existing ATCT on the property is of a Type O tower type. The Type O standard ATCT design consists of an occupied pentagonal steel framed shaft with inwardly sloping walls along its height supporting a pentagonal prefabricated, aluminum framed cab. In November 1962, the FAA accepted the Type O standard design concept

prepared by I.M. Pei and Associates. Previously, towers were airport sponsored and designed. Commissioned in 1968, the Fort Worth Meacham Type O ATCT is greater than 45 years of age. The first Type O tower was commissioned in February 1965 and the last commissioned in 1968.

SWCA Environmental Consultants (SWCA) prepared a report, *Fort Worth Meacham International Airport Traffic Control Tower Historic Resources Survey* evaluating the eligibility of the existing ATCT (see Exhibit 3). SWCA recommended the existing ATCT as individually eligible for the NRHP under Criteria A and C. The report also recommended the 1930 Southwest Aircraft Corporation Hangar District, including all resources within the hangar complex, as eligible for the NRHP under Criterion A. The Southwest Aircraft Corporation Hangar District will not be impacted by the proposed undertaking. Due to previous ground disturbance within the project area, no archaeological work was recommended.

One historic property is shown approximately 0.55-miles northwest of the APE and project area on the National Park Service's NRHP Database and the public-facing side of the Texas Historical Commission's Texas Historic Sites Atlas. The American Airways Hanger and Administration Building was listed in the NRHP as a structure significant to the early evolution of commercial aviation in the United States, for its singular association with American Airlines, and as one of the few examples of the "lean-to" form associated with early air transit building types. The American Airways Hanger and Administration Building will not be impacted by the proposed undertaking.

Assessment of Effects

Construction of the proposed ATCT would occur within the developed airport property. The proposed new ATCT site is located within the airport operations area at latitude 32° 48' 57.18" N, longitude 97° 21' 46.48" W. The existing ATCT proposed for demolition is in the project area at 201 American Concourse, Fort Worth, Texas 76106 and is a historic property considered eligible for the NRHP. New utilities would be installed from existing lines within or adjacent to the site. Existing local roads would be used for construction and maintenance traffic. A temporary parking area adjacent to the proposed new ATCT site would be used by FAA personnel during the 2-to-4 year construction timeframe. This previously disturbed site consists of approximately 0.35 acres of mowed vegetation surrounded by an existing roadway. The FAA may pave the site prior to use. A 0.64 acre mowed and previously disturbed roadside area located on Lincoln Avenue, north of W Long Avenue, would be used for a temporary contractor staging area to store construction materials. Both temporary-use sites are proposed to be returned to their original conditions following completion of the new ATCT construction.

Construction of the proposed ATCT and demolition of the existing ATCT would occur within previously disturbed areas of the developed airport. Therefore, it is unlikely that undisturbed buried cultural resources remain within the project area. If, however, during construction or maintenance activities, any cultural resources are discovered, construction would cease and the appropriate state, federal, and tribal officials would be notified and given the opportunity to review, determine its significance, and implement any necessary mitigation measures.

The FAA proposes a Finding of Adverse Effect due to the existing ATCT's proposed demolition. In accordance with 36 CFR 800.6, the FAA will consult with you and other Section 106 consulting parties to develop and evaluate strategies to avoid, minimize, or mitigate adverse effects to this historic property.

Section 106 Consultation

In accordance with 36 CFR 800.3, the FAA has identified and will separately initiate consultation with the following federally recognized Tribes with known interests in the area: Apache Tribe of Oklahoma, Comanche Nation, Oklahoma, Coushatta Tribe of Louisiana, Delaware Nation, Oklahoma, Tonkawa Tribe

of Indians of Oklahoma, and Wichita and Affiliated Tribes (Wichita, Keechi, Waco and Tawakonie), Oklahoma. Invited parties will have 30 days to respond and provide comment.

The FAA integrated the public involvement for this undertaking with this project's NEPA process. Information regarding the Program is available at Tower Design Initiative website (https://www.faa.gov/tower-design); information on the Draft Environmental Assessment for FTW is available through a dedicated website location at: https://www.faa.gov/air_traffic/atf.

Request for Comment and Concurrence

As outlined above, the purpose of this letter is to seek your concurrence with the FAA's Finding of Adverse Effect and invite your views on the effects.

We request that you review the information and respond within 30 days of receiving this letter. If you should need any further information or wish to discuss the project, please contact Aaron Comrov at 847-294-7665 and aaron.comrov@faa.gov.

Sincerely,

Aaron Comrov

Aaron Comrov
Environmental Team Lead
CSA ES EOSH Center
Federal Aviation Administration

Enclosures:

Exhibit 1 – Project Area and Area of Potential Effects
Exhibit 2 – Site Plans
Exhibit 3 – *Fort Worth Meacham International Airport Control Tower Historic Resources Survey* (submitted separately due to file size)