Final Environmental Assessment

Selfridge ANGB Runway Encroachment Solution Project

May 2026

PRIVACY ADVISORY

This Environmental Assessment (EA) has been provided for public comment in accordance with the National Environmental Policy Act (NEPA) as amended by the Fiscal Responsibility Act of 2023 (Public Law 118-5), and the Department of Defense (DoD) NEPA Implementing Procedures, which provides an opportunity for public input on United States Department of the Air Force (DAF) decision-making, allows the public to offer input on alternative ways for DAF to accomplish what it is proposing, and solicits comments on DAF's analysis of environmental effects. Public commenting allows DAF to make better-informed decisions. Letters or other written or verbal comments provided may be published in this EA. Providing personal information is voluntary. Private addresses will be compiled to develop an inventory of stakeholders. However, only the names of the individuals making comments and specific comments will be disclosed. Personal information, home addresses, telephone numbers, and email addresses will not be published in this EA.

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Environmental Assessment for the Runway Encroachment Solution Project at Selfridge Air National Guard Base, Michigan

CERTIFICATION

DAF has considered the factors mandated by the NEPA and certifies that the Environmental Assessment for the Runway Encroachment Solution Project at Selfridge Air National Guard Base represents a good faith effort to prioritize documentation of the most important considerations required by the statute within the congressionally mandated page limits and this prioritization reflects DAF's expert judgement; and any considerations addressed briefly or left unaddressed are, in the DAF's judgment, comparatively not of a substantive nature that meaningfully informed the consideration of environmental effects and the resulting decision on how to proceed.

27 May 2026
Date

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Acronyms and Abbreviations

127 WG	127th Wing
AADT	Average Annual Daily Traffic
AFH	Air Force Handbook
AICUZ	Air Installations Compatible Use Zone
ANG	Air National Guard
ANGB	Air National Guard Base
AOA	Aircraft Operational Area
AOC	Area of Concern
APE	Area of Potential Effects
APZ	Accident Potential Zone
AST	Aboveground Storage Tank
BASH	Bird Aircraft Strike Hazard
BMP	Best Management Practice
CFR	Code of Federal Regulations
CO	carbon monoxide
CZ	Clear Zone
CZMA	Coastal Zone Management Act
DAF	Department of the Air Force
DAFI	Department of the Air Force Instruction
DAFMAN	Department of the Air Force Manual
dB	decibel
dBA	A-weighted decibel
DMVA	Department of Military and Veterans Affairs
DNL	Day-Night Average Sound Level
DoD	Department of Defense
DoW	Department of War
DoDI	Department of Defense Instruction
EA	Environmental Assessment
EGLE	Michigan Department of Environment, Great Lakes, and Energy
EO	Executive Order
EPA	United States Environmental Protection Agency
ERP	Environmental Restoration Program
ESA	Endangered Species Act
ESQD	Explosive Safety Quantity Distance
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FONPA	Finding of No Practicable Alternative
FONSI	Finding of No Significant Impact
HRD	Human Remains Detection
I-94	Interstate 94
INRMP	Integrated Natural Resources Management Plan
IPaC	Information for Planning and Consultation
IRP	Installation Restoration Program
LID	Low Impact Development
L_{max}	Maximum Sound Level
LUC	Land Use Control
M-59	Michigan Highway 59

MDOT	Michigan Department of Transportation
mg/kg	milligram per kilogram
MIANG	Michigan Air National Guard
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
ng/l	nanogram per liter
NGB	National Guard Bureau
NO_2	nitrogen dioxide
NOA	Notice of Availability
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NREPA	Natural Resources and Environmental Protection Act
NRHP	National Register of Historic Places
PA	Protection Act
PAL	Project Action Level
PCB	polychlorinated biphenyl
PFAS	Per- and Polyfluoroalkyl Substances
PFHxS	perfluorohexane sulfonic acid
PFNA	perfluorononanoic acid
PFOA	perfluorooctanoic acid
PFOS	perfluorooctane sulfonate
$PM_{2.5}$	particulate matter less than or equal to 2.5 microns in diameter
PM_{10}	particulate matter less than or equal to 10 microns in diameter
POI	Point of Interest
POL	petroleum, oil, and lubricants
PRL	Potential Release Location
REC	Recognized Environmental Condition
ROI	Region of Influence
SAF	Secretary of the Air Force
SEL	Sound Exposure Level
SEMCOG	Southeast Michigan Council of Governments
SF	square foot/feet
SGCN	Species of Greatest Conservation Need
SHPO	State Historic Preservation Office
SO_2	sulfur dioxide
SWPPP	Stormwater Pollution Prevention Plan
TCU	Transportation, Communication, and Utilities
U.S.	United States
UFC	Unified Facilities Criteria
USACE	United States Army Corps of Engineers
USC	United States Code
USFWS	United States Fish and Wildlife Service
UST	underground storage tank
VOC	volatile organic compound
vpd	vehicles per day
WIP	Wetland Identification Program
WQS	Water Quality Standards
WRD	Water Resources Division

1. Purpose of and Need for Action

1.1 Introduction

The Department of the Air Force (DAF) and the National Guard Bureau (NGB), in collaboration with the State of Michigan's Department of Military and Veterans Affairs (DMVA), proposes to implement the Runway Encroachment Solution Project at Selfridge Air National Guard Base (ANGB) to address residential encroachment and mitigate future risk of aircraft mishap and safety concerns within the southern clear zone (CZ) of the airfield.

Selfridge ANGB is located in southeast Michigan, approximately 30 miles northeast of Detroit, and occupies 3,077 acres of land, as shown in **Figure 1-1**. Selfridge ANGB is the only standalone military air base currently operating in Michigan. Selfridge ANGB is home to the 127th Wing (127 WG) of the Michigan Air National Guard (MIANG). It supports two separate Major Commands (Air Combat Command [ACC] and Air Mobility Command [AMC]), and flies two distinctly different missions in the KC-135 Stratotanker (hereafter KC-135) and the A-10 Thunderbolt II (hereafter A-10). The KC-135 aircraft are assigned to the 171st Air Refueling Squadron. These aircraft provide aerial refueling support to DAF, Navy, Marine Corps, and allied nation aircraft. The A-10 aircraft are assigned to the 107th Fighter Squadron. The primary mission of the A-10 is to provide close air support to ground forces by attacking tanks, armored vehicles, and other ground targets. The Base is a Joint Military Community, home to many diversified Department of War (DoW) and Department of Homeland Security units, including the MIANG, Air Force Reserve, Navy Reserve, Marine Corps Reserves, Army Reserve, Michigan Army National Guard, United States (U.S.) Customs and Border Protection, Border Patrol, and U.S. Coast Guard. The airfield is served by one runway: Runway 01/19, which is aligned in a north-south direction, as shown in **Figure 1-1**.

The 127 WG is one of the most complex units in the DAF, flying two aircraft missions, supporting two commands, and serving as the sole Air National Guard (ANG) host unit of a military installation. The 127 WG's assigned tanker aircraft fall under the purview of AMC, while fighter aircraft fall under the purview of ACC, which is responsible for all DAF combat aircraft. As a component of the MIANG, the 127 WG has a dual state and federal role, resulting in retaining three distinct missions. The federal mission of the 127 WG is to assist the Federal Government in defending the sovereign interests of the United States when they are threatened or avoided. The state mission is to protect the lives and property of Michigan citizens during times of natural disaster and to preserve peace, order, and public safety at the discretion of the Governor. Finally, the 127 WG also maintains a local mission of contributing to communities in which its units are based and provide resources and equipment to the communities, as applicable regulations allow.

Figure 1-1 Selfridge ANGB Boundary and Existing Conditions

1.2 Purpose of Action

The purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to ensure the long-term safety, operational effectiveness, and mission sustainment of the Base. Encroachment, as defined in Department of the Air Force Instruction (DAFI) 90-2001, is any action that does, or is likely to inhibit, curtail, or impede current/future military activities within the installation boundary or mission footprint; or any military activity that is or is likely to be incompatible with a community's use of its resources. An increase in incompatible uses or development that impacts or is impacted by military operations has been a leading factor in the loss of training operations at military sites across the country and forced the realignment of mission-critical components to different installations. Existing levels and types of encroachment are key factors that are evaluated by the DoW and other federal agencies when considering future missions and the realignment of assets from one installation to another (Macomb County Department of Planning and Economic Development 2021).

This project directly addresses critical safety vulnerabilities caused by incompatible residential land use and ongoing encroachment in the southern CZ, which have demonstrably increased the potential for aircraft mishaps within that area. This encroachment presents a significant threat to aircraft operations, personnel safety, and the ability of Selfridge ANGB to execute its core missions, including homeland security, combat readiness, and disaster response. This project would mitigate the current risks and proactively prevent future encroachment, securing the long-term viability of Selfridge ANGB.

1.3 Need For Action

The need for the proposed Runway Encroachment Solution Project is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week, and in inclement weather conditions.

Areas of high accident potential are known as the CZ, Accident Potential Zone (APZ) I, and APZ II. These zones are unique to DoW airfields. CZs and APZs are square and rectangular zones (respectively) extending outward from the ends of active runways at airfields and delineate those areas recognized as having the greatest risk of aircraft mishaps, most of which occur during takeoff or landing (**Figure 1-2**).

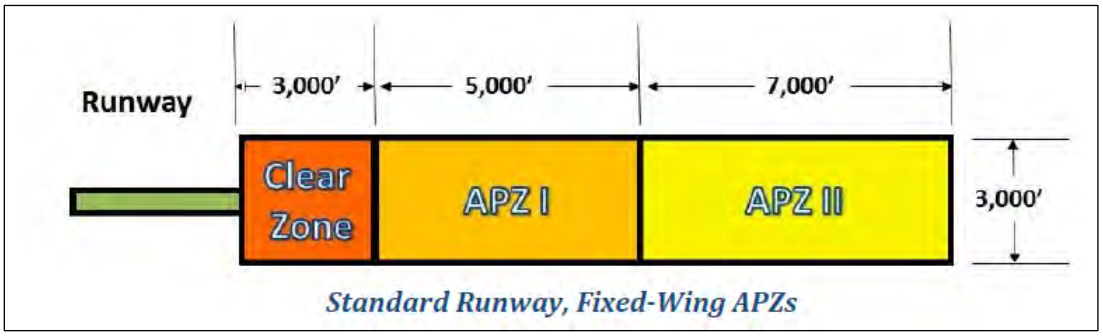


Figure 1-2 Clear Zone and Accident Potential Zones

Selfridge ANGB has a Class B runway, which meets the criteria outlined in **Table 1-1** (DoD 2020). Department of Defense (DoD) Instruction (DoDI) 4165.57, *Air Installations Compatible Use Zones (AICUZ)*, states that a CZ is required at the ends of all active runways (DoD 2021). While the shape and dimension of a CZ varies for each military service, Unified Facilities Criteria (UFC)

3-260-01, *Airfield and Heliport Planning and Design*, states that the required CZ dimension for a DAF installation is 3,000 feet by 3,000 feet (DoD 2020).

Table 1-1 Class B Runway Criteria

Runway Section	*Criteria*
Runway Length	To be determined by the Air Force Major Command (Selfridge ANGB runway is currently 9,000 feet)
Runway Width	150 feet
Paved Runway Shoulder Width	25 feet
Length of Paved Overrun	1,000 feet
Total Width of Overrun (paved and unpaved)	Sum of runway and shoulders
Paved Overrun Width	Same as width of runway (150 feet)
Taxiway Width	75 feet
Total Taxiway Shoulder Width (paved/unpaved)	50 feet
Paved Taxiway Shoulder Width	25 feet

Source: DoD 2025.

The CZ is the area immediately following the runway that has the greatest risk of accidents. Due to the high risk, land use restrictions can prohibit an otherwise reasonable economic use of the land to ensure safety. Therefore, it is DoW and DAF policy to own the land within the CZ or control the land through restrictive use easements. This policy is included in:

- Air Force Policy Directive 90-20, Mission Sustainment
- DoDI 4165.57, AICUZ
- Air Force Handbook (AFH) 32-7084, AICUZ Program Manager's Guide
- DAFI 32-1015, Integrated Installation Planning
- UFC 3-260-01, Airfield and Heliport Planning and Design
- DAFI 32-9001, Acquisition of Real Property

Currently, Selfridge ANGB owns the majority of the land in the northern CZ and has purchased easements for the remainder of the land to prevent incompatible development and land use. In the southern CZ, Selfridge owns property or has easements to prevent incompatible development; however, a portion of the southern CZ south of the Clinton River has remained single-family residential for over 50 years. As shown in **Figure 1-1**, a residential area with 65 homes is currently located within the southern CZ that is excluded from eminent domain acquisition. A 1979 agreement was reached between the DAF, representatives from the U.S. House, State representatives, and the community that minimized risk as much as possible with the Government halting the acquisition of land within the southern CZ south and east of the Clinton River. However, no waiver exists or is allowed for this CZ encroachment area.

New flying missions at Selfridge ANGB would be put at risk due to the incompatible land uses in the southern CZ. This coupled with the National Defense Strategy and modernization of the DAF's aircraft inventory has sparked new efforts to address the incompatible development to sustain flying operations at Selfridge ANGB. This type of land use encroachment is considered a critical safety concern and previously granted CZ exemptions allowing a smaller CZ are no longer available.

1.4 Interagency/Intergovernmental Coordination and Consultations

The DAF and NGB are the lead agencies for the Proposed Action and are responsible for the scope and content of the Final Environmental Assessment (EA). This Final EA considers the potential consequences to the human and natural environment that may result from implementation of this action and is prepared in accordance with the National Environmental Policy Act (NEPA) (42 U.S.

Code [USC] Sections 4321–4374), as amended by the Fiscal Responsibility Act of 2023 (Public Law 118-5), DoD NEPA Implementing Procedures (June 30, 2025), and the DAF NEPA Implementing Procedures (March 2, 2026).

As such, this EA assesses the potential environmental, social, economic, historic, and cultural effects of the Proposed Action and alternatives to meet each agency's distinct obligations to support its decision-making. **Appendix A** includes information on the consultations supporting this EA, including the letters and responses sent and received from agency and interagency coordination, agency consultation, and Tribal government-to-government consultation. **Appendix B** includes a summary of comments received during the public review of the Draft EA.

2. Proposed Action and Alternatives

2.1 Proposed Action

The DAF and NGB propose to implement the Runway Encroachment Solution Project to mitigate encroachment within the southern CZ of Runway 01/19 to satisfy the purpose of and need for the action as described in **Sections 1.2 and 1.3**. To address the encroachment, Selfridge ANGB proposes to shift the runway approximately 1,000 feet to the north, which would also include subsequent projects to ensure airfield and mission requirements are met. The Selfridge ANGB Runway Encroachment Solution Project includes several projects identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. The projects are described in subsequent sections and shown in **Figure 2-1**. No changes to airfield operations, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed under the Proposed Action.

Selfridge ANGB has approved use of Taxiway Bravo as a temporary landing zone during the proposed Runway 01/19 construction for A-10 and fixed wing DHS operations. This action has been covered under separate NEPA analysis and is not further analyzed in this document (Air Force 2024).

2.2 No Action Alternative

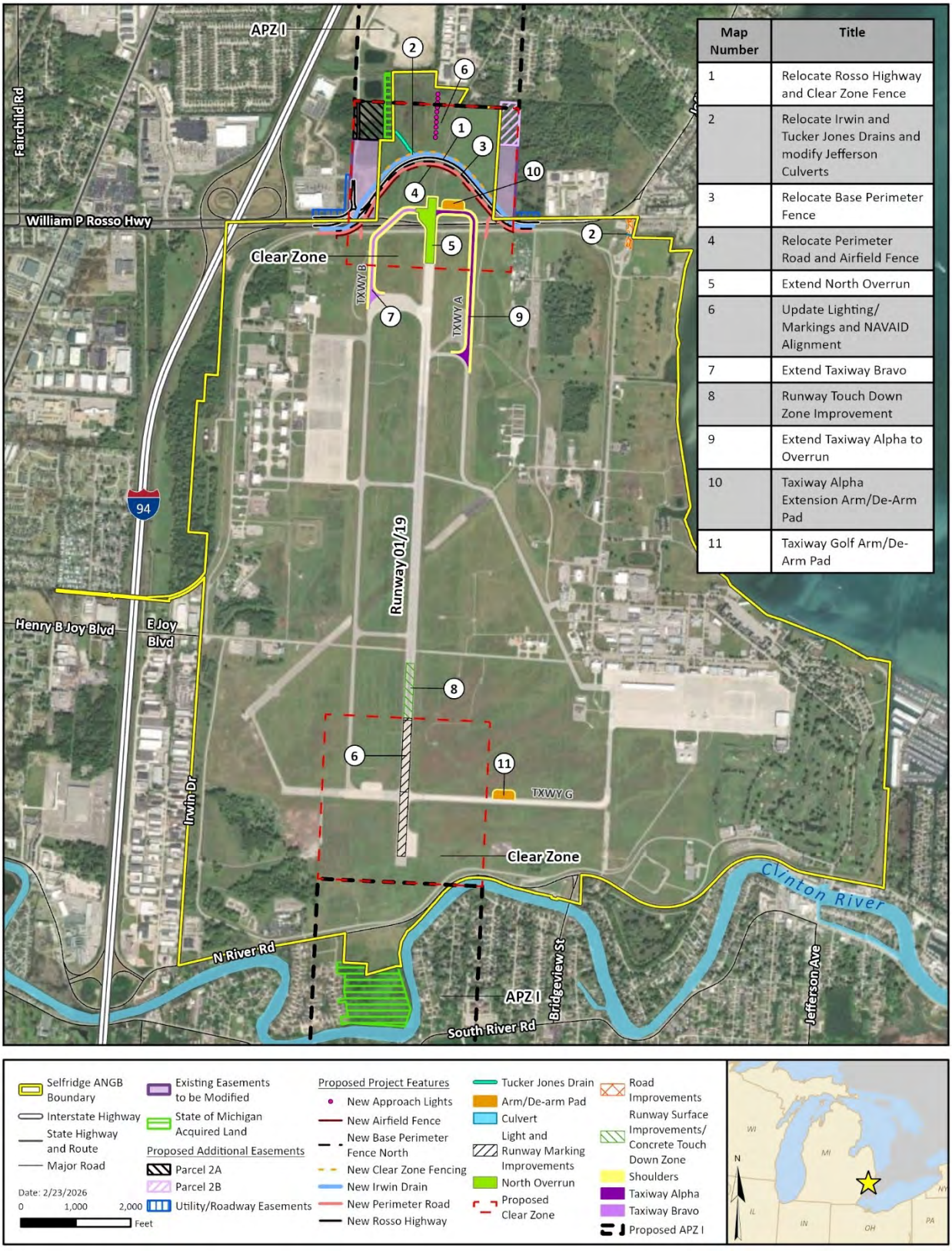
The consideration and analysis of the No Action Alternative is required by NEPA for the purpose of presenting a comparative analysis to the action alternatives. Under the No Action Alternative, the proposed Runway Encroachment Solution Project at Selfridge ANGB would not be implemented. Under this alternative, 65 occupied residences would remain in Selfridge ANGB's southern CZ, resulting in continued critical safety risk to the public, the State of Michigan, and the DAF. The No Action Alternative would allow current airfield operations to continue and severely limit the DAF's ability to base future missions at Selfridge ANGB.

The No Action Alternative is not considered reasonable as it fails to address the purpose of and need for the Proposed Action as described in **Chapter 1**. However, it has been carried forward for analysis, to provide a baseline against which the effects of the Proposed Action and alternatives were assessed.

2.3 Alternative 1

Alternative 1 would shift Runway 01/19 endpoints to the north, thereby alleviating the concerns regarding incompatible development and land use in the southern CZ (**Figure 2-1**).

The proposed shift of the runway to the north would push the northern CZ onto land that is primarily owned by Selfridge ANGB. Portions of the western and eastern sides of the northern CZ would be located outside of the Selfridge ANGB installation boundary. Selfridge ANGB or the State of Michigan either owns land within the relocated northern CZ, has, or is in the process of acquiring easements for those areas outside of the base boundary to prevent incompatible development and to remain in compliance with UFC 3-260-01, DoDI 4165.57, DAFI 32-1015, and AFH 32-7084. This would avoid real estate acquisition of the developed property within the existing southern CZ. Additionally, trees within the new restrictive use easements acquired for the new northern CZ would be cleared and maintained as required by DAF regulations.



Map Number	Title
1	Relocate Rosso Highway and Clear Zone Fence
2	Relocate Irwin and Tucker Jones Drains and modify Jefferson Culverts
3	Relocate Base Perimeter Fence
4	Relocate Perimeter Road and Airfield Fence
5	Extend North Overrun
6	Update Lighting/ Markings and NAVAID Alignment
7	Extend Taxiway Bravo
8	Runway Touch Down Zone Improvement
9	Extend Taxiway Alpha to Overrun
10	Taxiway Alpha Extension Arm/De-Arm Pad
11	Taxiway Golf Arm/De-Arm Pad

Figure 2-1 Alternative 1 Construction Projects

All land within the CZs following the Proposed Action would be considered compatible land use, due to shifting the CZs to the north and acquisition of real property interest in fee or through appropriate restrictive easements. Under Alternative 1, both APZ I and APZ II would also shift north. There would be an increase in incompatible land uses within the APZs to the north of the Base and changes in APZs to the south of the Base would result in less restrictive land uses in those areas.

To accommodate the proposed shift of the runway to the north, 11 airfield construction projects (as shown in detail in **Appendix C**) would be required to maintain operations at Selfridge ANGB, including new construction and demolition of existing pavements, roadways, and abandoned railroad tracks. The supporting projects analyzed in this EA are listed in **Appendix C** and locations of the proposed projects are shown in **Figure 2-1**. Under Alternative 1, new construction would result in up to 2,517,864 square feet (SF) (58 acres) of temporary disturbance within the project area, and up to 1,601,118 SF (37 acres) of new impervious surface.

2.4 Alternative 2

Under Alternative 2, proposed construction would remain similar to Alternative 1 with the exception of Project 9, *Extend Taxiway Alpha to Runway Threshold* and Project 10, *Taxiway Alpha Extension Arm/De-Arm Pad.* Taxiway Alpha would be extended to the runway threshold under this alternative, rather than the overrun as described for Alternative 1, as shown in **Appendix C** and **Figure 2-2**. Under Alternative 2, new construction would result in up to 2,379,255 SF (54 acres) of temporary disturbance to the project area, and up to 1,473,480 SF (34 acres) of new impervious surface, 8 percent less than Alternative 1.

2.5 Alternatives Eliminated

The following alternatives have been eliminated from further consideration as DAF and NGB determined the Proposed Action and any alternatives must meet the following selection standards:

- Mission Compatibility – Alternatives must support the mission of Selfridge ANGB. The selected alternative would minimize the disruption to ongoing airfield operations and mission. It would be implementable in a timely fashion, without excessive delays, and would avoid further foreseeable mission effects.
- Maximize Risk Mitigation – Alternatives must address the encroachment issues in the southern CZ of Runway 01/19. There are currently 65 residences located within the southern CZ, which presents an unacceptable risk to members of the community and the DAF.
- Land Constraint Considerations – Alternatives must fit within multiple land constraints as identified in **Section 1.3**. The selected alternative would be compliant with existing permits and regulatory requirements and must consider the presence of protected wetlands to the north of Runway 01/19.
- Regulation and Policy Conformance – Alternatives must be consistent with design criteria as promulgated by multiple policies and regulations. In addition, the airfield must comply with all DoW requirements for military airfields.

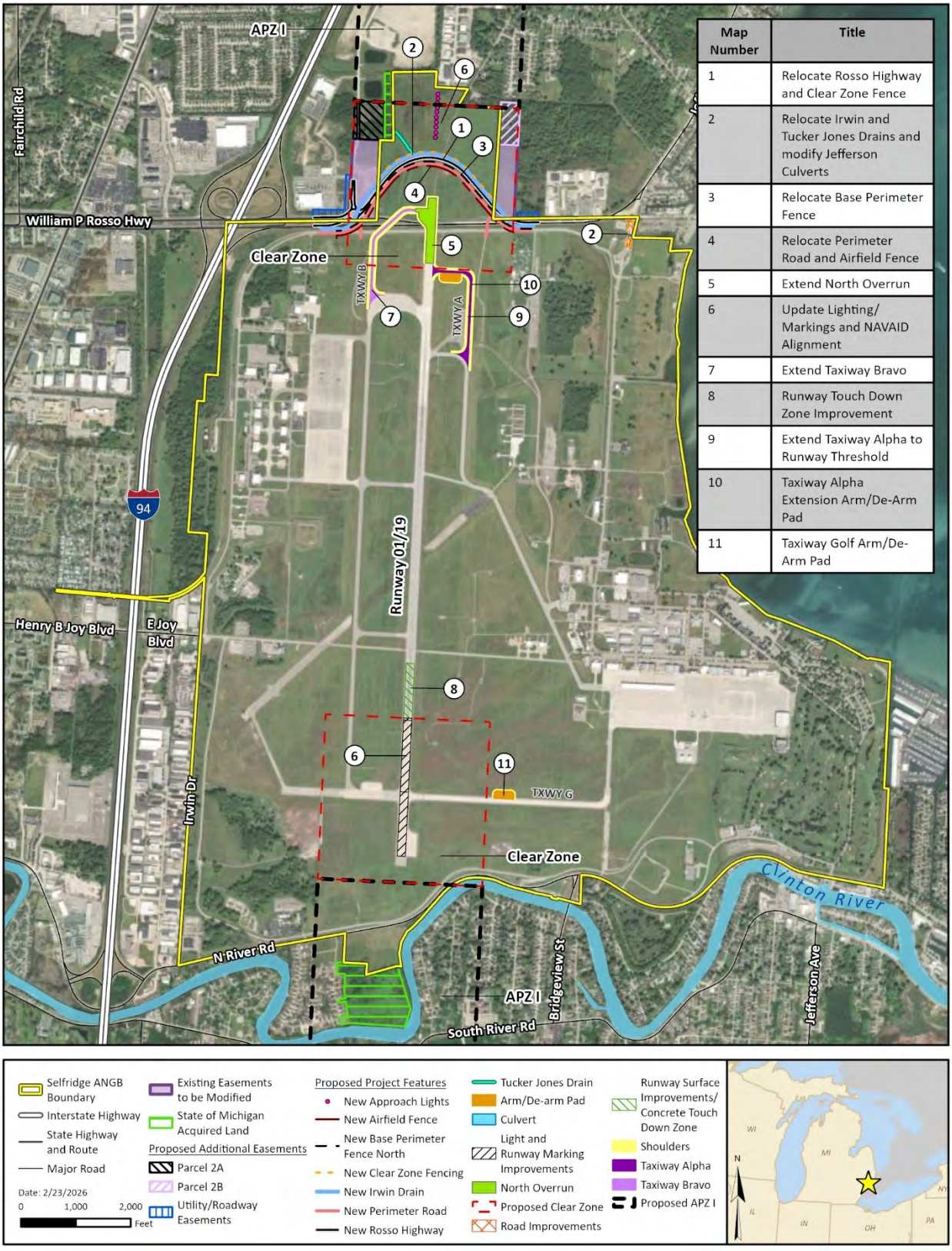


Figure 2-2 Alternative 2 Construction Projects

2.5.1. Alternative 3: Rotate Runway from Current Configuration

Alternative 3 would include the rotation of the existing runway from its current north/south configuration. This would require the construction of a new runway in a northwest-southeasterly direction to fit the entire CZ within Base property. This alternative would shift the CZ, removing the existing encroachment issues. However, this alternative would not be compatible with the existing mission, as it would require the relocation of several key facilities. This alternative was eliminated from further consideration, as it would affect the current mission.

2.5.2. Alternative 4: Shift Runway End 19 to the North Without Extending Runway End 01

Alternative 4 would include the reduction of the existing runway, shifting the southern end of the runway approximately 1,000 feet to the north without extending the northern end of the runway to the north. As part of this alternative, approach lighting, navigational aids, and glide slopes on the southern end of the runway would be shifted 1,000 feet to the north to accommodate the shift of the southern end of the runway. While this alternative would relocate the southern CZ onto property that is currently owned by Selfridge ANGB, it would fail to meet the purpose and need of maintaining current mission compatibility. The necessary runway takeoff and landing distances of the airframes currently assigned to Selfridge ANGB would not be met. The reduction in size of the runway would prohibit both mission and non-mission related transient aircraft from utilizing the runway due to its shortened length. Therefore, this alternative was eliminated from further consideration.

2.5.3. Alternative 5: Residential Property Acquisition

Alternative 5 would include the acquisition of 65 residences currently located in the southern CZ. Doing so would allow the removal of the residences from the CZ. While this alternative would meet the purpose of and need for the Proposed Action, given that the Secretary of the Air Force (SAF) agreed in the late 1970s that there would be no property acquisition to the south and east of the Clinton River, this alternative was eliminated from further consideration.

2.6 Permits, Licenses, and Other Authorizations

This EA lists all federal permits, licenses, and other authorizations that must be obtained in implementing the proposal. A summary of these requirements as applicable to the Proposed Action may be found in **Appendix D**.

2.7 Comparison of Environmental Consequences and Mitigations by Alternative

Comparing and differentiating among alternatives is a fundamental premise of NEPA. For the alternatives identified for this Proposed Action, summaries and comparisons of consequences are presented in **Table 2-1**.

Table 2-1 Comparison of Environmental Consequences and Mitigation/Best Management Practices Commitments by Alternative

Resource	*No Action*	*Alternative 1*	*Alternative 2*	*Mitigation*
Air Quality	No changes to air quality would be expected from the No Action Alternative.	Estimated construction emissions for VOCs, NO_x, and $PM_{2.5}$ would not exceed the General Conformity *de minimis* thresholds for these pollutants for any of the years of construction activity under Alternative 1. As a result, the action would be exempt from the General Conformity requirements. In addition, estimated annual emissions for CO, SO_2, and PM_{10} would be below the *de minimis* threshold conservative indicator, and would not contribute to significant effects to ambient air quality.	Estimated construction emissions for all pollutants are consistent or lower than under Alternative 1, are below the *de minimis* thresholds, and would not contribute to significant air quality effects.	No mitigation would be required for air quality from implementation of the Proposed Action.
Water Resources	No changes to water resources would be expected from the No Action Alternative.	The construction associated with Alternative 1 would affect more than 5 acres, thus requiring submittal of a Notice of Coverage to obtain NPDES authorization from the EGLE WRD. The collective area affected by the proposed construction activity would exceed 1 acre in size and therefore Michigan would require a Soil Erosion and Sedimentation Control Permit. Implementation of Alternative 1 would affect up to 17.15 acres of wetlands and would occur within the 100-year floodplain. Implementation of BMPs during construction would minimize effects to water resources. The realignment of the Irwin Drain, Tucker Jones Drain, and Jefferson Culverts would improve local hydrology by reducing flooding. No significant effects are expected. Selfridge ANGB is consulting with EGLE on the Consistency Determination for Alternative 1.	Effects from implementation of Alternative 2 would be similar to those described for Alternative 1 with the exception of the total acreage of effects to wetlands. Alternative 2 would affect up to 2 less acres of wetlands than Alternative 1.	Compensatory wetland mitigation would be required for both Alternatives. Selfridge ANGB would coordinate with EGLE to mitigate with wetland mitigation banks. Selfridge ANGB would be required to coordinate with the Macomb County Public Works and EGLE on the realignment of Irwin Drain, Tucker Jones Drain, and Jefferson Culverts and the potential consequences to the hydrology of the area.
Cultural Resources	No changes to cultural resources would be expected from the No Action Alternative.	A Phase I Archaeological Survey was conducted in fall 2025 in areas located outside the Selfridge ANGB boundary to the west and east within the proposed project footprint. No intact cultural deposits or cultural materials were identified during this Phase I Archaeological Survey (Stantec 2025). A Phase I Archaeological Survey was also conducted in fall 2025 to delineate the boundary of previously recorded site 20MB18 and evaluate the site for its NRHP eligibility. Based on the survey results, site 20MB18 is not eligible for listing in the NRHP.	Effects from implementation of Alternative 2 would be the same as those described for Alternative 1.	Ensure the completion of all ongoing archaeological investigations within site 20MB111.

Resource	*No Action*	*Alternative 1*	*Alternative 2*	*Mitigation*
		There are no NRHP-listed or eligible archaeological sites within the construction footprints of the Proposed Action within the Selfridge ANGB boundary. Through consultation among the NGB, Michigan National Guard, and the Michigan SHPO, a HRD dog survey was completed within site 20MB111 and the expanded area extending northeast/east towards site 20MB18, which overlaps with the current project footprint. The Michigan SHPO concurs that the Proposed Action would result in no adverse effects to historic properties once ongoing archaeological investigations are complete. Although these investigations would conclude after the issuance of the FONSI, adherence to agreed-upon field methodology ensures there will be no adverse effects to historic properties, including archaeological resources, traditional cultural places, or sacred sites.		
Biological Resources	No changes to biological resources would be expected from the No Action Alternative.	No significant effects to plant communities or wildlife are expected with implementation of Alternative 1. USFWS agreed that the project is unlikely to result in the incidental take of federally listed threatened or endangered species that may occur in the project area, including the eastern prairie fringed orchid. Overall, no significant effects to biological resources would be expected. In addition, Selfridge ANGB is coordinating with the Michigan Department of Natural Resources regarding the need for a state listed species permit for the Eastern fox snake. Selfridge ANGB would obtain a state threatened and endangered species permit from the Michigan Department of Natural Resources.	Effects would be similar to those described for Alternative 1.	Selfridge ANGB is consulting with the Michigan Department of Natural Resources regarding the state threatened and endangered species permit and any associated mitigation measures related to the Eastern fox snake, a state-listed species. Additionally, Selfridge ANGB will implement the Special Provisions for both the Eastern massasauga rattlesnake and Eastern fox snake.
Land Use	No changes to land use would be expected from the No Action Alternative. Under the No Action Alternative, 65 occupied residences would remain in	No significant effects to land use are expected with implementation of Alternative 1. Positive effects to land use from the Proposed Action would be expected with residential land use being excluded from the southern CZ. The northern shift in APZs would result in increased land use compatibility to the south of the	Effects would be similar to those described for Alternative 1.	No mitigation would be required for land use from implementation of the Proposed Action.

Resource	*No Action*	*Alternative 1*	*Alternative 2*	*Mitigation*
	Selfridge ANGB's southern CZ, resulting in continued critical safety and clear zone incompatibility risk to the public, the state of Michigan, and the DAF.	Base, but increased land use incompatibility to the north of the Base.		
Noise	No changes to noise would be expected from the No Action Alternative.	Under Alternative 1, no off-Base populations or households would be exposed to noise levels at or above 65 dB DNL with the exception of 4 additional acres of industrial land use which is considered a compatible land use. Implementation of Alternative 1 would result in noise levels from aircraft operations being similar (+/- 1 dB) and, in most cases, identical to the No Action Alternative; therefore, noise effects would not be significant. No significant effects from noise on surrounding communities are expected with implementation of Alternative 1.	Effects would be similar to those described for Alternative 1.	No mitigation would be required for noise from implementation of the Proposed Action.
Transportation	No changes to transportation would be expected from the No Action Alternative.	Minor, temporary increases in truck and worker trips during construction. Traffic flow would change from the relocation of Rosso Highway, but no adverse effects are expected. No significant effects to transportation are expected with implementation of Alternative 1.	Effects would be similar to those described for Alternative 1.	No mitigation would be required for transportation from implementation of the Proposed Action.
Public Health and Safety	No changes to public health and safety would be expected from the No Action Alternative. Under the No Action Alternative, 65 occupied residences would remain in Selfridge ANGB's southern CZ, resulting in continued critical safety risk to the public, the state of Michigan, and the DAF.	No significant effects to public health and safety, including fire/crash response, airfield management, explosive safety and bird aircraft strike hazards are expected with implementation of Alternative 1. Beneficial effects would be expected to CZ safety with exclusion of residential housing from the southern CZ. The northern shift in APZs would result in increased land use compatibility to the south of the Base, but increased land use incompatibility to the north of the Base.	Effects would be similar to those described for Alternative 1.	No mitigation would be required for public health and safety from implementation of the Proposed Action.

Resource	*No Action*	*Alternative 1*	*Alternative 2*	*Mitigation*
Hazardous Materials and Wastes	No changes to hazardous materials and wastes would be expected from the No Action Alternative.	No significant effects to hazardous materials and wastes are expected with implementation of Alternative 1. Construction would impact a capped foundry sand fill area to the east, an elevated fill area to the west, PRL Site 25, ERP Site 6, and a railroad track-AOC; however, impacts would be mitigated and not considered significant. Any contaminated soils in the project area would be characterized, managed, and disposed of according to federal, state, and local regulations.	Effects would be similar to those described for Alternative 1.	Mitigation would include coordination with EGLE; preparation of a Due Care Plan, a Soils Management Plan, and a Materials Management Plan; and testing and monitoring during construction to prevent contaminant migration and ensure safety.

Legend: ANGB = Air National Guard Base; AOC = Area of Concern; APZ = Accident Potential Zone; BMP = Best Management Practice; CO = carbon monoxide; CZ = clear zone; DAF = Department of the Air Force; dB = decibel; DNL = Day-Night Average Sound Level; EGLE = Environment, Great Lakes, and Energy; ERP = Environmental Restoration Program; FONSI = Finding of No Significant Impact; HRD = Human Remains Detection; NGB = National Guard Bureau; NO_x = nitrogen oxides; NPDES = National Pollutant Discharge Elimination System; NRHP = National Register of Historic Places; $PM_{2.5}$ = particulate matter less than or equal to 2.5 microns in diameter; PM_{10} = particulate matter less than or equal to 10 microns in diameter; PRL = Potential Release Location; SHPO = State Historic Preservation Office; SO_2 = sulfur dioxide; USFWS = United States Fish and Wildlife Service; VOC = volatile organic compound; WRD = Water Resources Division.

3. Affected Environment and Environmental Consequences

3.1 Introduction

This chapter presents relevant general baseline conditions, focusing on specific aspects of the environment that may be affected by the alternatives. This chapter also presents an analysis of the potential direct effects of each alternative on the affected environment. Past, present, and reasonably foreseeable future actions considered may be found in **Appendix E.** The definition and regulatory background of each resource area analyzed in this chapter may be found in **Appendix F.**

3.2 Resources Not Carried Forward for Detailed Analysis

The Proposed Action is not expected to appreciably affect the resources described in **Table 3.1-1**; therefore, they are not carried forward for detailed analysis in this EA.

Table 3.1-1 Resources Not Carried Forward for Detailed Analysis

Resource	*Rationale*
Visual Resources	The Proposed Action would have negligible effects on visual resources. The existing view is an airfield with infrastructure and lighting, and no aesthetically sensitive or historic districts exist within the viewshed (Selfridge ANGB 2023a). Construction activities would temporarily alter visual characteristics, but the completed facilities would be consistent with existing conditions. Therefore, visual resources were not analyzed further.
Airspace	Under the Proposed Action, the existing airspace would remain unchanged. While approach procedures may be updated due to runway relocation, the Proposed Action would not alter airfield operations or assigned aircraft at Selfridge ANGB. Therefore, airspace was not analyzed further in this EA.
Soils and Geological Resources	The Proposed Action would not significantly affect soils or geological resources. Most of the affected area is already disturbed, and the Proposed Action would not substantially alter topography. Construction BMPs (e.g., silt fences, dust control, soil stabilization) would minimize off-site soil migration. Selfridge ANGB will obtain soil erosion permits per NREPA Part 91 via the Macomb County Department of Public Works (see Section 3.4.2.1, Surface Water). These measures would ensure minor effects to soils. Therefore, impacts to soils or geological resources are not anticipated to be significant, and this section was not analyzed further in this EA.
Socioeconomics	The Proposed Action would not have significant socioeconomic effects. Spending and contract spending would increase, representing a minor (approximately 0.15%) positive impact on Macomb County's Gross Regional Product. Socioeconomic benefits are also anticipated if local construction workers are employed. The Proposed Action would not increase Base personnel, resulting in no induced effects on population or housing. Therefore, socioeconomics was not analyzed further in this EA.
Utilities	The Proposed Action would not have significant effects on utilities. Temporary disruptions or changes in energy/water demand may occur during construction, but utility agencies would coordinate to minimize impact. Overall energy and water consumption on Base would not appreciably increase. Utilities along Rosso Highway would be relocated off Base for maintenance access. While impervious surface would increase by 58 acres, new stormwater infrastructure would accommodate the increased runoff. Construction debris would be recycled or diverted from landfills where possible, including reuse of concrete on-site. Therefore, impacts to utilities are not anticipated to be significant, and this section was not analyzed further in this EA.

Legend: % = percent; ANGB = Air National Guard Base; BMP = Best Management Practice; EA = Environmental Assessment; NREPA = Natural Resources and Environmental Protection Act; Rosso Highway = William P. Rosso Highway.

3.3 Air Quality

3.3.1. Affected Environment

Air quality is defined by ambient air concentrations of specific pollutants determined by the U.S. Environmental Protection Agency (EPA) to be of concern with respect to the health and welfare of the general public. The region of influence (ROI) for assessing air quality effects is Macomb

County, Michigan, which is part of the Metropolitan Detroit-Port Huron Intrastate Air Quality Control Region (40 Code of Federal Regulations [CFR] 81.37).

Macomb County maintains the following designations for the National Ambient Air Quality Standards (NAAQS) (EPA 2024a):

- Unclassifiable/attainment for lead, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and inhalable particulate matter less than or equal to 10 microns in diameter (PM_{10})
- Maintenance for the 2006 fine inhalable particulate matter less than or equal to 2.5 microns in diameter ($PM_{2.5}$) standard
- Nonattainment (moderate) for the 2015 ozone standard

Relevant *de minimis* levels are shown in **Table 3.3-1**.

Table 3.3-1 *De Minimis* Thresholds for Conformity Applicability of Selfridge ANGB Proposed Action

Pollutant	***Nonattaintment/Maintenance Area De Minimis Threshold (TPY)***
Ozone (NO_x/VOCs)	100
$PM_{2.5}$	100

Legend: NO_x = nitrogen oxides; $PM_{2.5}$ = particulate matter less than or equal to 2.5 microns in diameter; TPY = tons per year; VOCs = volatile organic compounds.
Source: 40 CFR 93.153.

A design value is a statistic that describes the air quality status of a given location relative to the level of the NAAQS. Design values are typically used to designate and classify nonattainment areas, as well as to assess progress towards meeting the NAAQS. Design values are computed and published annually by EPA's Office of Air Quality Planning and Standards and reviewed in conjunction with the EPA Regional Offices (EPA 2025). **Table 3.3-2** compares the 2024 Macomb County Design Values with the NAAQS.

Table 3.3-2 Comparison of Macomb County 2024 Design Values with NAAQS

Pollutant	***Maximum Design Values***	***NAAQS***	***Percent of NAAQS***
CO	2.1 ppm (1-hr)	35 ppm	6
	1.9 ppm (8-hr)	9 ppm	21
NO_2	37 ppb (1-hr)	100 ppb	37
	7 ppb (Annual)	53 ppb	13
$PM_{2.5}$	8.2 µg/m^3 (Annual)	9 µg/m³	91
SO_2	15 ppb	75 ppb	20
PM_{10}	N/A – The NAAQS metric for PM_{10} is the annual estimated number of exceedances, averaged over 3 consecutive years: 0 for 2022–2024	150 µg/m³	N/A

Legend: µg/m^3 =microgram per cubic meter; CO = carbon monoxide; N/A = not applicable; NAAQS = National Ambient Air Quality Standards; NO_2 = nitrogen dioxide; $PM_{2.5}$ = particulate matter less than or equal to 2.5 microns in diameter; PM_{10} = particulate matter less than or equal to 10 microns in diameter; ppb = parts per billion; ppm = parts per million; SO_2 = sulfur dioxide.
Source: EPA 2025.

3.3.2. Environmental Consequences

3.3.2.1. Evaluation Criteria

This analysis estimates the emissions associated with the action alternatives and the No Action Alternative and compares those emissions with the relevant pollution standards to assess the effects of potential increases in pollutant concentrations.

The air quality analysis includes Clean Air Act General Conformity Rule Applicability analyses for areas that were nonattainment but have achieved attainment. In accordance with the DAF *Air Quality EIAP Guide, Volume I* (DAF 2025), for criteria pollutants for which the ROI is in attainment, the project air quality analysis uses the General Conformity *de minimis* thresholds for those pollutants. The threshold serves as a conservative indicator as to whether or not a proposed action's emissions within an attainment area could be considered less than significant. In other words, if the threshold is acceptable in nonattainment areas, it must be more than suitable in an attainment area. If the worst-case annual emissions estimate for each pollutant of concern is below the corresponding *de minimis* threshold value, this indicates that further assessment is unwarranted. Evaluation is complete upon completing a Record of Air Analysis to document the conclusion. It is important to note that these indicators only provide a clue to the potential effects on air quality.

3.3.2.2. Alternative 1

Alternative 1 would include 11 airfield construction projects to maintain operations at Selfridge ANGB, including new construction and demolition of existing pavements and roadways. Under Alternative 1, new construction would result in up to 2,517,864 SF (58 acres) of temporary disturbance within the project area, and up to 1,601,118 SF (37 acres) of new impervious surface. A concrete batch plant would also be brought on-site. For the air quality analysis, physical construction activities for Projects 1 and 2 would begin in 2026, while construction for Projects 3 through 8 would begin in 2027 and last through 2029. No projects are anticipated to begin in 2031 or 2032, and therefore, there would not be any emissions associated with construction activity during this period. Physical construction activity for Projects 10 and 11 would begin in 2033 and last through 2034.

Table 3.3-3 presents the estimated annual emission totals for the construction period for all criteria pollutants and compares them to the applicable *de minimis* threshold.

Estimated construction emissions for volatile organic compounds (VOCs), nitrogen oxides (NO_x), and $PM_{2.5}$ would not exceed the General Conformity *de minimis* thresholds for these pollutants for any of the years of construction activity under Alternative 1. As a result, the action would be exempt from the General Conformity requirements.

In addition, estimated annual emissions for CO, SO_2, and PM_{10} would be below the *de minimis* threshold conservative indicator. Based on these results, these emissions would not be significant and would not be expected to affect ambient air quality. Short-term, minor-to-moderate adverse effects to local air quality would be anticipated to occur during construction as a result of an increase in emissions from construction equipment. Implementation of Alternative 1 would not be expected to result in significant effects to air quality within the ROI.

Table 3.3-3 Alternative 1 Annual Estimated Construction Emissions

Construction Year	*VOCs*	*NO_x*	*CO*	*SO_2*	*PM_{10}*	*$PM_{2.5}$*
2026	0.08	0.79	0.98	0.00	4.25	0.89
2027	0.10	0.63	1.18	0.00	1.56	0.20
2028	1.84	2.58	5.66	0.01	7.54	0.43
2029	0.24	1.52	2.21	0.00	13.24	1.02
2030	0.24	0.60	0.86	0.00	2.42	0.80
2031	0.00	0.00	0.00	0.00	0.00	0.00
2032	0.00	0.00	0.00	0.00	0.00	0.00
2033	0.01	0.14	0.17	0.00	0.79	2.11
2034	0.09	0.32	0.85	0.00	0.48	0.06
De Minimis Threshold	100[1]	100[1]	100	100	100	100[1]
Exceedance in any year?	No	No	No	No	No	No

Note: [1]*de minimis* threshold is used to evaluate General Conformity applicability.
Legend: CO = carbon monoxide; NO_x = nitrogen oxides; $PM_{2.5}$ = particulate matter less than or equal to 2.5 microns in diameter; PM_{10} = particulate matter less than or equal to 10 microns in diameter; SO_2 = sulfur dioxide; VOC = volatile organic compound.

3.3.2.3. Alternative 2

Under Alternative 2, proposed construction would remain similar to Alternative 1 with the exception of Project 9, *Extend Taxiway Alpha to Runway Threshold*. Taxiway Alpha would be extended to the runway threshold under this alternative, rather than the overrun. Under Alternative 2, new construction would result in up to 2,379,255 SF (54 acres) of temporary disturbance within the project area, and up to 1,473,480 SF (34 acres) of new impervious surface, 8 percent less than Alternative 1. A concrete batch plant would also be brought on-site. For the air quality analysis, physical construction activities for Projects 1 through 9 would begin in 2026 and last through 2030. No projects would begin in 2031 or 2032, and therefore, there would not be any emissions associated with construction activities during this period. Proposed construction for Projects 10 and 11 is estimated to begin in 2033 and last through 2034.

Table 3.3-4 presents the estimated annual emission totals for the construction period for all criteria pollutants and compares them to the applicable *de minimis* threshold.

Table 3.3-4 Alternative 2 Annual Estimated Construction Emissions

Construction Year	*VOCs*	*NO_x*	*CO*	*SO_2*	*PM_{10}*	*$PM_{2.5}$*
2026	0.08	0.79	0.98	0.00	4.25	0.89
2027	0.10	0.63	1.18	0.00	1.56	0.20
2028	1.69	2.48	3.63	0.01	7.54	0.38
2029	0.21	1.32	1.81	0.00	8.88	0.87
2030	0.22	0.50	0.76	0.00	1.25	0.66
2031	0.00	0.00	0.00	0.00	0.00	0.00
2032	0.00	0.00	0.00	0.00	0.00	0.00
2033	0.01	0.14	0.17	0.00	0.79	1.27
2034	0.08	0.32	0.81	0.00	0.48	0.06
De Minimis Threshold	100[1]	100[1]	100	100	100	100[1]
Exceedance in any year?	No	No	No	No	No	No

Note: [1]*de minimis* threshold is used to evaluate General Conformity applicability.
Legend: CO = carbon monoxide; NO_x = nitrogen oxides; $PM_{2.5}$ = particulate matter less than or equal to 2.5 microns in diameter; PM_{10} = particulate matter less than or equal to 10 microns in diameter; SO_2 = sulfur dioxide; VOC = volatile organic compound.

Estimated construction emissions for all pollutants are consistent or lower than under Alternative 1, are below the *de minimis* thresholds, and would not contribute to significant air quality effects. Implementation of Alternative 2 would not be expected to result in significant effects to air quality within the ROI.

3.3.2.4. No Action Alternative

Under the No Action Alternative, the proposed Runway Encroachment Solution Project at Selfridge ANGB would not be implemented. Air quality would be expected to remain as described in **Section 3.3.1**. Therefore, there would be no significant effects to air quality under the No Action Alternative.

3.4 Water Resources

3.4.1. Affected Environment

Water resources evaluated in this analysis include surface water, groundwater, floodplains, and wetlands. Surface water resources consist of lakes, rivers, and streams. Groundwater is the subsurface hydrological resource of the physical environment and commonly used for potable water consumption, agricultural irrigation, and industrial applications. Groundwater characteristics are often described in terms of water quality and surrounding geologic composition. Floodplains are low areas along waterbodies that are subject to periodic or infrequent inundation. As detailed in **Appendix F**, floodplains are subject to regulatory authority under Executive Order (EO) 11988, *Establishing a Federal Flood Risk Management Standard and Process for Further Soliciting and Considering Stakeholder Input*. Wetlands are sensitive habitats and are subject to federal regulatory authority and projects with potential effects to wetlands require permitting under the Clean Water Action Section 404.

The ROI for water resources primarily consists of Selfridge ANGB, with additional information presented for the surrounding water bodies and wetland areas, where relevant.

3.4.1.1. Surface Water

Selfridge ANGB is bordered by Lake St. Clair to the east and the Clinton River to the south (**Figure 3.4-1**). The majority of rainfall at Selfridge ANGB flows toward stormwater conveyances in the form of ditches, drains, or catch basins. There are six outfalls that receive the runoff from the Base, and these discharge into the Clinton River which flows to Lake St. Clair, directly to Lake St. Clair, or into a tributary of the Irwin Drain. The Base maintains a Storm Water Pollution Prevention Plan (SWPPP) (127 WG 2023a) in compliance with the EPA National Pollutant Discharge Elimination System (NPDES) program that outlines operations and management of stormwater. The Base is covered under an Industrial-Commercial Minor, Low-Flow, Individual Permit (permit number is MI0055328) (127 WG 2023a).

Irwin Drain is located adjacent to Rosso Highway, directly to the south of the highway, and flows east alongside Selfridge ANGB. Macomb County Public Works regulates Irwin Drain. Southeast of the Interstate 94 (I-94) and Rosso Highway interchange, Irwin Drain is daylighted from a 12-foot by 8.5-foot concrete box culvert. The daylighted channel continues to flow east approximately 5,700 feet before crossing through dual 72-inch corrugated metal pipe culverts under Jefferson Avenue (Jefferson culverts) to discharge into Lake St. Clair. Lake St. Clair and its water elevation can have significant effects on the flow capacity and stability of Irwin Drain; lake backwaters enter the drain and have the potential to attract various species of birds and waterfowl to the area. Additionally, backwaters have reduced the vegetation along Irwin Drain banks which has led to erosion (Spalding DeDecker 2021).

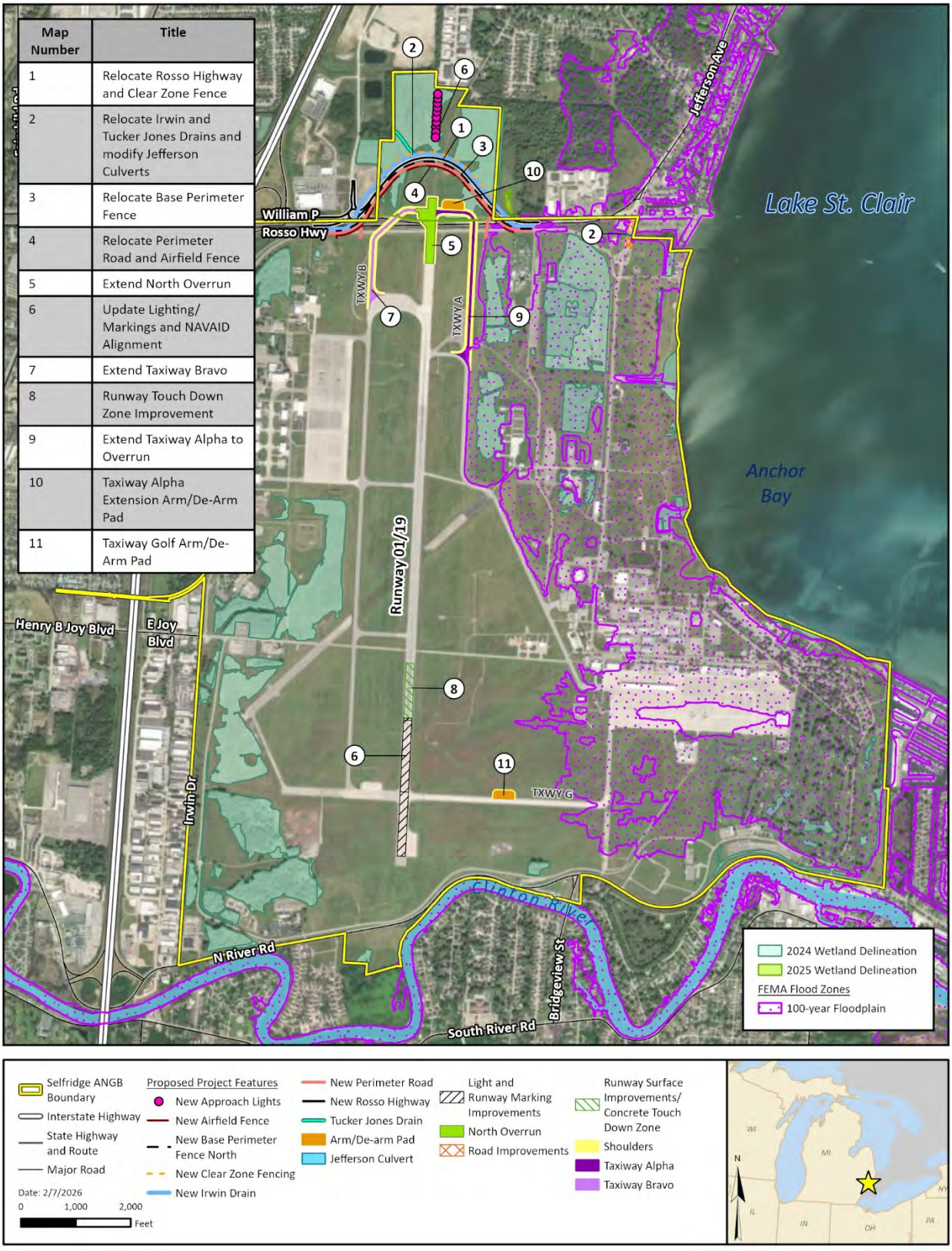


Figure 3.4-1 Water Resources for Alternative 1 at Selfridge ANGB

Tucker Jones Drain, also regulated by Macomb County Public Works, flows from northwest of the northern CZ, directly south underneath the existing Rosso Highway via a culvert and empties into Irwin Drain. Tucker Jones Drain has caused erosion issues in years of high-water levels and rainfall (Spalding DeDecker 2021).

The Jefferson Avenue Culvert is located immediately upstream of Irwin Drain's confluence with Lake St. Clair and is one of the primary hydrological entrances to Selfridge ANGB. Due to the high water levels, the entire Jefferson Avenue Culvert is submerged with lake sediments and often blocks the flow of water from Irwin Drain to Lake St. Clair (Spalding DeDecker 2021).

3.4.1.2. Groundwater

The groundwater table at Selfridge ANGB is influenced by water level fluctuations in Lake St. Clair and the Clinton River. The water table remains below the surface year-round because of continuous pumping (Selfridge ANGB 2023b). Groundwater level was measured to range from 6 to 12 feet below ground surface in the 2024 geotechnical investigation (MIANG 2024).

3.4.1.3. Floodplains

Water level fluctuations and periodic flooding of the shorelines of Lake St. Clair are a concern at Selfridge ANGB. The eastern side of Selfridge ANGB is located within the 100-year floodplain of Lake St. Clair as shown in **Figures 3.4-1** and **3.4-2** (Federal Emergency Management Agency [FEMA] 2020). The 100-year floodplain represents a 1 percent chance of annual flooding and is considered a high-risk flood area (FEMA n.d.). The Clinton River is a regulatory floodway and experiences flooding based upon rain events (FEMA 2020). Irwin Drain and Tucker Jones Drains are not considered regulatory floodways.

3.4.1.4. Wetlands

In July 2021, Selfridge ANGB conducted a review and delineation of the Waters of the U.S., including wetlands, on Selfridge ANGB (see **Figures 3.4-1** and **3.4-2**) (ANG 2022). Approximately 400 acres of wetlands and 70 linear feet of Waters of the U.S. (Clinton River) were delineated in the 2021 survey. This report was submitted to the U.S. Army Corps of Engineers (USACE) for jurisdiction confirmation, and on September 4, 2024, the USACE responded that the wetlands on Selfridge ANGB are part of Michigan Department of Environment, Great Lakes, and Energy's (EGLE's) regulatory jurisdiction and only coordination with EGLE is required (USACE 2024). The Proposed Action would only affect freshwater emergent wetlands, and therefore this is the only wetland type carried forward for analysis.

EGLE's Water Resources Division (WRD) conducted a Level 3 Wetland Identification Program (WIP) review of Selfridge ANGB (EGLE WRD 2024). The WIP confirmed a majority of the wetlands previously delineated on the Base (396 acres of regulated wetland) and identified nine additional wetland areas totaling less than 7 acres that had not been delineated previously (see **Figure 3.4-1**). These additional wetland areas are located in the southwestern and southeastern portions of the Base, which do not overlap with areas that would be affected by the Proposed Action.

Additionally, a separate wetland delineation was completed in 2025 for the areas located outside the Base boundary that would be affected by the Proposed Action (Tetra Tech 2025). The delineation identified freshwater emergent wetland areas which are shown in **Figure 3.4-2**.

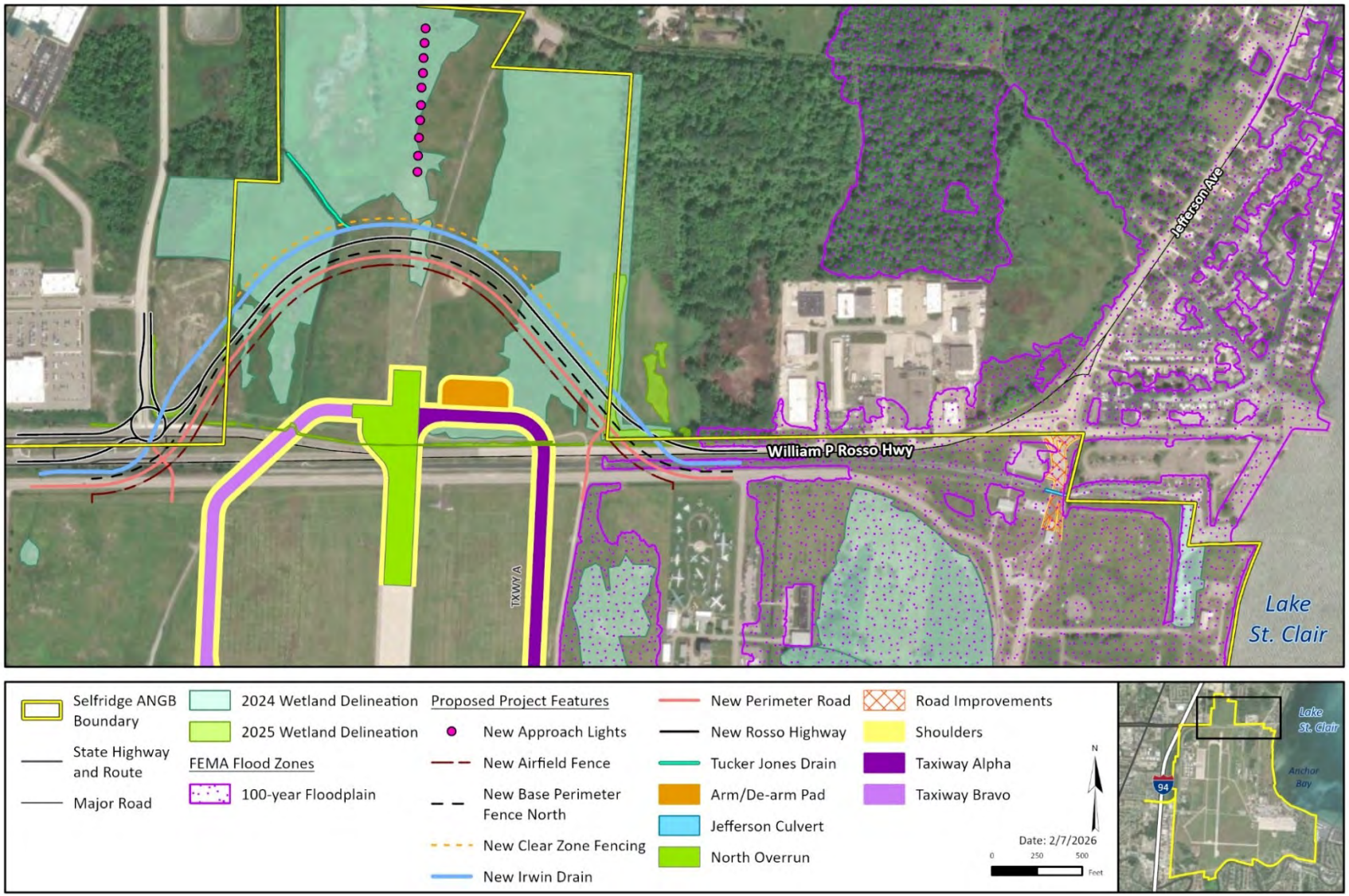


Figure 3.4-2 Northern Construction Projects, Floodplains, and Wetlands for Alternative 1 at Selfridge ANGB

3.4.1.5. Coastal Zone Management

In accordance with Section 307 of the Coastal Zone Management Act (CZMA) and 15 CFR part 930, Subpart C, federal agency activities affecting any coastal use or resource of a state's coastal management program must be "consistent to the maximum extent practicable" with the enforceable policies of the state's coastal management program.

Federally owned and controlled lands are excluded from the jurisdiction of state coastal management programs per 15 CFR section 923.33. However, the CZMA requires federal agencies to determine whether it is reasonably foreseeable that their proposed actions, whether inside or outside of a state's coastal zone, will directly or indirectly affect any land or water use or natural resource in the coastal zone. Selfridge ANGB is located directly adjacent to areas identified under the jurisdiction of the Michigan Coastal Management Program.

3.4.2. Environmental Consequences

3.4.2.1. Alternative 1

Surface Water

Ground-disturbance activities would require a Michigan Construction Stormwater Permit, and any project greater than 1 acre or within 500 feet of surface water features would require a Soil Erosion and Sedimentation Control permit from Macomb County. This serves to minimize potential effects associated with soil erosion and surface water effects during construction. Best Management Practices (BMPs) would be incorporated as part of the proposed projects of Alternative 1 during construction to minimize erosion, runoff, and sedimentation, consistent with the Base's SWPPP (127 WG 2023a). As discussed in **Appendix F,** facilities would be required to comply with UFC 3-210-10, *Low Impact Development* (as amended, 2016), and Energy Independence and Security Act section 438 (42 USC section 17094); this would serve to maintain, to the maximum extent feasible, the site's pre-development runoff rates and volumes to minimize effects from increased impervious surface area. Under Alternative 1, new construction would result in up to 2,517,864 SF (58 acres) of temporary disturbance within the project area, and up to 1,601,118 SF (37 acres) of new impervious surface. Implementation of Alternative 1 would not be expected to result in significant effects to stormwater.

Realignment of County Drains

As part of Alternative 1, Irwin Drain would be relocated to follow the new alignment of Rosso Highway, and Tucker Jones Drain would be truncated and tie into Irwin Drain through a culvert under Rosso Highway (Project Number 2). Approximately 3,530 feet of the existing Irwin Drain would be demolished and reconstructed to follow Rosso Highway with a total length of approximately 4,670 feet. Approximately 1,440 feet of Tucker Jones drain would be demolished in order to tie into the new Irwin Drain. Selfridge ANGB would be required to coordinate with the Macomb County Public Works and EGLE on the realignment of Irwin Drain and Tucker Jones Drain and the potential consequences to the hydrology of the area. Both drains fall under the regulation of the Michigan Drain Code (The Drain Code of 1956, Act 40 of 1956) regulated by Macomb County Public Works as well as the State of Michigan. Both drains would be designed to capture and convey proposed stormwater to reduce potential flooding risks. Additionally, approximately 150 feet of the Jefferson Culverts would be replaced to accommodate any changes to hydrology or flow from the realigned culverts to reduce flooding. The realignment of Irwin Drain, Tucker Jones Drain, and Jefferson Culverts would result in beneficial effects to the local

hydrologic system as the updated drainage infrastructure would reduce flooding potential compared to the No Action Alternative.

Additional coordination with Macomb County Public Works and EGLE would include completing a Hydrology and Hydraulics Study, Stream Quantification Report, and updating the legal drain alignments as part of agency consultation. Additionally, Selfridge ANGB would be required to submit a Joint Permit Application through EGLE for the following permits: Part 31, *Floodplain Regulatory Authority of the Water Resources Protection*; Part 301, *Inland Lakes and Streams*; and Part 303, *Wetlands Protection*. Also, in accordance with the administrative rules for Part 301, *Inland Lakes and Streams*, of the Natural Resources and Environmental Protection Act (NREPA), 1994 Protection Act (PA) 451, as amended, and upon approval by EGLE, a Mitigation Plan must be submitted by the permit applicant when stream mitigation is necessary to offset resource losses resulting from a proposed project. The additional coordination with Macomb County Public Works and EGLE would be completed to ensure that any effects from the realignment of the drainageways are minimized, that hydrology effects are minimized, and that if mitigation is required, it is implemented. Additionally, both dewatering and soil removal plans would be prepared during the rerouting of the drains to limit exacerbation of per- and polyfluoroalkyl substances (PFAS) contamination to surrounding areas (See **Section 3.11, *Hazardous Materials and Wastes***).

Groundwater

Construction activities would include stormwater runoff protection measures that would also serve to protect groundwater quality. By implementing BMPs identified in a site-specific Soil Erosion Plan, to be prepared in adherence with the Soil Erosion and Sedimentation Control Permit (see discussion above, ***Surface Water***), stormwater pollutant loading would be minimized and thus pollution loading potential to the underlying groundwater basins during construction would be minimized. Effects to groundwater recharge would be minimized through implementation of Low Impact Development (LID) technologies that would ensure pre-development hydrology is maintained to the maximum extent feasible. This policy is mandated by federal law, including Section 438 of the Energy Independence and Security Act, and is detailed in UFC 3-210-10. Site grading and construction activities would likely reach depths at which groundwater would be affected. In addition, as a result of construction, groundwater hydrology would be altered where existing drains are filled and where new drains are installed. Preloading the site would be accomplished with soils where roadways and airfield pavement would be constructed.

If groundwater were to be encountered during excavation then dewatering would occur during construction, in compliance with the Soil Erosion and Sedimentation Control Permit and Soil Erosion Plan, to minimize effects to groundwater. Effects to groundwater from contaminated sites are explained in more detail in **Section 3.11, *Hazardous Materials and Wastes***. After construction, adhering to the Selfridge ANGB SWPPP would help prevent stormwater pollutant loading potential to the underlying groundwater basins. Implementation of stormwater runoff protection measures, as necessary and appropriate, would ensure that effects to groundwater would not be significant.

Floodplains

Six of the 11 projects associated with the Runway Encroachment Solution Project would be partially located within the 100-year floodplain associated with Lake St. Clair, including the eastern end of Project 1, *Relocate Rosso Highway and Clear Zone Fence*; Project 2, *Relocate Irwin and Tucker Jones Drains and Modify Jefferson Culverts*; Project 3, *Relocate Base Perimeter*

Fence; Project 4, *Relocate Perimeter Road and Airfield Fence*; Project 9, *Extend Taxiway Alpha to the Overrun*; and Project 10, *Taxiway Alpha Extension Arm/De-Arm Pad* (see **Figures 3.4-1** and **3.4-2**). EO 11988 requires that agencies evaluate the potential effects of actions within a floodplain and to avoid floodplains unless the agency determines there is no practicable alternative.

Since no practicable alternative exists to construct these facilities outside the Lake St. Clair 100-year floodplain, a Finding of No Practicable Alternative (FONPA) has been prepared in conjunction with this EA. The preparation of the FONPA constitutes compliance of EO 11988. All construction in the floodplain would require compliance with DAFI 32-1023, *Designing and Constructing Military Construction Projects*; UFC 3-201-01, *Civil Engineering*, which includes compliance with federal standards; and Department of the Air Force Manual (DAFMAN) 32-7003. Additionally, no construction would impede the conveyance of flood waters, decrease floodplain capacity, or increase flood elevations, frequencies, or durations. Erosion and sediment control BMPs would be implemented to further prevent potential effects to floodplains from earthmoving construction activities. As discussed under the ***Surface Water*** section, pre-development hydrology would be maintained to the maximum extent feasible through compliance with LID and Energy Independence and Security Act. The majority of new impervious surfaces would direct stormwater to installation stormwater systems, which would be able to accommodate the increased flow related to the increase in impervious surfaces. Floodplains would not be impacted due to relative size of the Lake St. Clair floodplain. Therefore, implementation of Alternative 1 would not be expected to result in significant effects to floodplains.

Wetlands

Projects 1–4, 6, 7, and 9 would result in direct effects in up to an estimated 17.15 acres of wetlands, all classified as freshwater emergent wetlands (**Table 3.4-1** and **Figures 3.4-1** and **3.4-2**). All affected wetlands are located in the Lake St. Clair Watershed (Hydrologic Unit Code 8).

Table 3.4-1 Effects to Wetlands under Alternative 1

Project Number	*Project Name*	*Wetland Type*	*Watershed*	*Acres of Wetland Affected*
1	Relocate Rosso Highway and Clear Zone Fence	Emergent Wetland	Lake St. Clair	3.9
2	Relocate Irwin and Tucker Jones Drains	Emergent Wetland	Lake St. Clair	1.3
3	Relocate Base Perimeter Fence	Emergent Wetland	Lake St. Clair	1.2
4	Relocate Perimeter Road and Airfield Fence	Emergent Wetland	Lake St. Clair	8.8
6	Update Lighting/Markings and NAVAID Alignment	Emergent Wetland	Lake St. Clair	<1
7	Extend Taxiway Bravo	Emergent Wetland	Lake St. Clair	<1
9	Extend Taxiway Alpha to Overrun	Emergent Wetland	Lake St. Clair	<1
Approximate Total Acreage of Affected Wetlands				**17.15**

Legend: NAVAID = Navigational Aid.

The wetlands affected by Alternative 1 would not represent a significant portion of the freshwater emergent wetlands at or just proximate to the Base (approximately 3 percent of emergent wetlands and 2 percent of all wetlands), and therefore this project does not represent a significant loss of wetlands in the Lake St. Clair Watershed. However, loss of wetlands in any amount results in declined ecosystem services, which is why wetland mitigation would be necessary to offset the

loss of wetlands. Compensatory wetland mitigation is required by EGLE under Part 303 of the NREPA if a proposed project will cause unavoidable loss of wetland resources. As part of the permitting process, Selfridge ANGB is coordinating with EGLE to mitigate effects to wetlands through the use of an established wetland mitigation bank within the Lake St. Clair Watershed or an adjacent watershed; mitigation will include the purchase of 25.73 acres of wetland bank credits. In addition, since the proposed project would involve construction in wetlands, and as stated in the section above, a FONPA is required, in compliance with DAFMAN 32-7003, *Environmental Conservation*. Therefore, implementation of Alternative 1 would not be expected to result in significant effects to wetlands within the ROI.

Coastal Zone Management

To implement the provisions of the CZMA, federal agencies must make "consistency determinations" on their proposed activities. While the Proposed Action would occur outside the jurisdiction of Michigan Coastal Management Program, the DAF has determined that projects as described under the Proposed Action could potentially produce short-term effects to coastal resources that would be addressed through BMPs, standard operating procedures, and wetlands mitigation. Therefore, the DAF has prepared a Coastal Consistency Determination (**Appendix G**) in compliance with 15 CFR section 930.36 and the Michigan Coastal Management Program as administered by EGLE.

Selfridge ANGB received Federal Consistency Determination Concurrence from EGLE on October 24, 2025. In accordance with Section 307 of the Coastal Zone Management Act and 15 CFR 930, Subpart C, EGLE concurs with the determination that the activities associated with the Proposed Action are consistent to the maximum extent practicable with the approved enforceable policies of the Michigan Coastal Management Program and that no adverse impacts to coastal uses or resources are anticipated (**Appendix G**).

3.4.2.2. Alternative 2

Under Alternative 2, proposed construction would remain similar to Alternative 1 with the exception of Project 9, Extend Taxiway Alpha to Runway Threshold. Taxiway Alpha would be extended to the runway threshold under this alternative, rather than the overrun as described for Alternative 1. Under Alternative 2, new construction would result in up to 1,473,480 SF (34 acres) of new impervious surface, 8 percent less than Alternative 1. As such, effects to wetlands would be reduced by up to 2 acres under Alternative 2. Effects to surface water, groundwater, and floodplains would be similar to those as described in Alternative 1. Therefore, implementation of Alternative 2 would not be expected to result in significant effects to water resources.

3.4.2.3. No Action Alternative

Under the No Action Alternative, the proposed Runway Encroachment Solution Project at Selfridge ANGB would not be implemented. Water resources would be expected to remain as described in **Section 3.4.1**. Therefore, there would be no significant effects to water resources under the No Action Alternative.

3.5 Cultural Resources

3.5.1. Affected Environment

The affected environment for cultural resources is based on the establishment of the area of potential effects (APE) of an undertaking, through consultation with the State Historic Preservation

Office (SHPO). An APE is defined in 36 CFR Section 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The APE, and therefore the affected environment for this project, encompasses the areas where ground-disturbing activities, including new construction, would occur. The APE is also defined as the areas affected by noise levels of 65 decibels (dB) Day-Night Average Sound Level (DNL) and greater from the aircraft operations. Where present, operations are evaluated for their potential to affect historic properties where noise could adversely affect them.

3.5.1.1. Archaeological Resources

As a result of previously conducted archaeological surveys, 10 archaeological sites have been identified within the APE (eight within the northern CZ and two within the southern CZ). Nine of these sites are not eligible for listing in the National Register of Historic Places (NRHP) (Selfridge ANGB 2023a; Brockington Cultural Resources Consulting 2021). Archaeological monitoring was recommended at one site (20MB182) located in the southern CZ (Brockington Cultural Resources Consulting 2021).

A Phase I Archaeological Survey was conducted in fall 2025 in areas located outside the Selfridge ANGB boundary to the west and east within the proposed project footprint. No intact cultural deposits or cultural materials were identified during this Phase I archaeological survey (Stantec 2025). A Phase I Archaeological Survey was also conducted in fall 2025 to delineate the boundary of previously recorded site 20MB18 and evaluate the site for its NRHP eligibility. Based on the survey results, site 20MB18 is not eligible for listing in the NRHP and the Michigan SHPO concurred with this evaluation (see **Appendix A**).

In addition, potential burials were noted on the original Wayne State University site form based on informant interviews during the original 1960 recordation in the vicinity of site 20MB111. Through consultation with the Michigan SHPO and Forest County Potawatomi Community, Selfridge ANGB conducted a Human Remains Detection (HRD) dog survey in spring 2026. The survey encompassed the 20MB111 site boundary and an expanded buffer that overlapped with the current project footprint. The HRD dog survey was conducted to identify potential subsurface human skeletal remains and/or burial locations within the project area. This method was performed by certified HRD dogs and handlers experienced in archaeological contexts.

3.5.1.2. Architectural Resources

There are no NRHP-listed or eligible buildings or structures within any of the construction footprints of the Proposed Action (Selfridge ANGB 2023a).

3.5.1.3. Traditional Cultural Places and Sacred Sites

No known traditional cultural places or Native American sacred sites have been identified at Selfridge ANGB. Selfridge ANGB invited 16 federally recognized Tribal Nations and one treaty organization that may be historically, culturally, or linguistically affiliated with the area to consult on the project. These Tribal Nations are: Bay Mills Chippewa Indian Community; Forest County Potawatomi Community of Wisconsin; Grand Traverse Bay Band of Ottawa and Chippewa Indians; Hannahville Indian Community, Michigan; Keweenaw Bay Indian Community; Lac Vieux Desert Band of Lake Superior Chippewa Indians; Little River Band of Ottawa Indians; Little Traverse Bay Band of Odawa Indians; Match-E-Be-Nash-She-Wish Band of Pottawatomi (Gun Lake Tribe), Menominee Indian Tribe of Wisconsin; Miami Tribe of Oklahoma; Nottawaseppi

Huron Band of Potawatomi; Pokagon Band of Potawatomi Indians; Saginaw Chippewa Indian Tribe; Sault Ste. Marie Tribe of Chippewa Indians; and Seneca-Cayuga Nation. Selfridge ANGB also invited the Chippewa Ottawa Resource Authority to consult on the project. The Chippewa Ottawa Resource Authority gathers all 1836 Treaty fishing tribes under its mantle, including: Bay Mills Indian Community, Grand Traverse Band of Ottawa and Chippewa Indians, Little River Band of Ottawa Indians, Little Traverse Bay Bands of Odawa Indians, and Sault Ste. Marie Tribe of Chippewa Indians.

Selfridge ANGB received a response from the Forest County Potawatomi Community of Wisconsin stating they would like to be a consulting party for this project as it falls within Potawatomi Ceded Territory. The Saginaw Chippewa Indian Tribe also responded that they were willing to participate in plenary meetings and/or individual meetings and that they had no further comments at that time. Lastly, the Menominee Indian Tribe of Wisconsin responded that the project is not in the ancestral territory of the Menominee Tribe; however, they would like to comment on the Native American Graves Protection and Repatriation Act protocols and the handling of human remains, if found (see **Appendix A**).

3.5.1.4. Off-Base Resources

There are no known architectural historic properties located within the 65 dB DNL or greater noise contours surrounding Selfridge ANGB (National Park Service 2024). Therefore, off-Base historic properties were not further analyzed.

3.5.2. Environmental Consequences

Analysis of potential effects on historic properties is based on the following considerations (1) physically altering, damaging, or destroying all or part of a property; (2) altering characteristics of the surrounding environment that contribute to property significance; (3) introducing visual, audible, or atmospheric elements that are out of character with the property or alter its setting; or (4) neglecting the property to the extent that it deteriorates or is destroyed. In the case of the proposed action, potential effects to historic properties could result from damage caused by ground-disturbing activities associated with construction, demolition, or modification, as well as the introduction of new buildings or structures that could detract from the integrity of the setting or feeling of a historic property through visual, audible (noise), or atmospheric changes due to project implementation.

Under Section 106, adverse effects to historic properties must be resolved through measures that avoid, minimize, or mitigate the effects. Under NEPA, potential effects can be mitigated through avoiding, minimizing, or reducing effects, as well as compensating for effects to the human environment. Mitigation of effects to cultural resources, including historic properties as required by Section 106 and NEPA, can reduce those effects below the threshold of concern for NEPA.

3.5.2.1. Alternative 1

Archaeological Resources

There are no NRHP-listed or eligible archaeological sites within the construction footprints of the Proposed Action within the Selfridge ANGB boundary. Through consultation with the Michigan SHPO, Selfridge ANGB has formalized an agreed-upon field methodology for ongoing archaeological excavations within the 20MB111 site boundary. The Michigan SHPO concurs that implementation of Alternative 1 will result in no effects to historic properties once the ongoing archaeological investigations are complete. Although these archaeological activities will continue

beyond the issuance of the Finding of No Significant Impact (FONSI), the commitment to the established methodology ensures there would be no significant effects to archaeological resources. Under these conditions, there would be no significant effects to archaeological resources with implementation of Alternative 1.

Architectural Resources

There are no NRHP-listed or eligible buildings or structures within any of the construction footprints of the Proposed Action; therefore, there would be no significant effects to architectural resources with implementation of Alternative 1.

Traditional Cultural Places and Sacred Sites

No known traditional cultural places or sacred sites are located within the project area (Selfridge ANGB 2023a). Therefore, implementation of Alternative 1 would not result in significant effects to cultural resources and no adverse effects to historic properties. Michigan SHPO concurred with the finding of no adverse effects pursuant to 36 CFR section 800.5(b) for Alternative 1 (see **Appendix A**).

3.5.2.2. Alternative 2

Effects to cultural resources under Alternative 2 would be the same as described for Alternative 1 above. Therefore, there would be no significant effects to cultural resources or adverse effects to historic properties with implementation of Alternative 2.

3.5.2.3. No Action Alternative

Under the No Action Alternative, the proposed Runway Encroachment Solution Project at Selfridge ANGB would not be implemented. Cultural resources would be expected to remain as described in **Section 3.5.1**. Therefore, there would be no significant effects to cultural resources or adverse effects per 36 CFR Section 800.5(b) to historic properties under the No Action Alternative.

3.6 Biological Resources

3.6.1. Affected Environment

Biological resources include plant and animal species and the habitats within which they occur. Plant associations are referred to generally as vegetation, and animal species are referred to generally as wildlife. Habitat can be defined as the resources and conditions present in an area that support a plant or animal.

This analysis focuses on species or vegetation types that are important to the functions of ecosystems, are of special societal importance, or are protected under federal or state law or statute. For purposes of this EA, these resources are divided into three major categories: plant communities and wildlife, threatened and endangered species, and migratory birds.

An Integrated Natural Resources Management Plan (INRMP) was completed for Selfridge ANGB in 2023 (Selfridge ANGB 2023b). Surveys were conducted in 2015 and 2022 for terrestrial threatened and endangered species including the Indiana bat (*Myotis sodalis*), northern long eared bat (*Myotis septentrionalis*), tricolored bat (*Perimyotis subflavus*), piping plover (*Charadrius melodus*), rufa red knot (*Calidris canutus rufa*), and Eastern massasauga (*Sistrurus catenatus*) (Selfridge ANGB 2016; 127 WG 2024).

The County drains, including Tucker Jones Drain, Irwin Drain, and the Jefferson culverts have not been surveyed for aquatic species because no previous operational work at Selfridge ANGB was expected to affect aquatic species in these drains. U.S. Fish and Wildlife Service (USFWS) consultation concluded that no additional surveys are required for the drains and culverts (see **Section 3.6.2.1, *Threatened and Endangered Species***).

3.6.1.1. Plant Communities and Wildlife

The majority of the Base is composed of developed areas, landscaped areas such as lawns, ornamental trees, or maintained open fields of grass (Selfridge ANGB 2023b). The remaining portion of the Base is composed of forest or open woodland, shrubland and grassland, and water. Silver Maple-Elm Forest is the dominant forest type on the Base, and tree species in this forest type include boxelder (*Acer negundo*), red maple (*Acer rubrum*), sugar maple (*Acer saccharum*), shagbark hickory (*Carya ovata*), green ash (*Fraxinus pennsylvanica*), and eastern cottonwood (*Populus deltoides*), among others. Selfridge ANGB is located in the Maumee Lake Plain Ecoregion and historical forest cover consisted of mixed hardwood swamp forest (EGLE 2023).

Selfridge ANGB contains approximately 400 acres of wetlands. See **Section 3.4, *Water Resources*** for a detailed discussion of wetlands. The 2024 *Invasive Species Management Plan* (Selfridge ANGB 2024a) reported that field surveys identified reed canarygrass (*Phalaris arundinacea*), common reed (*Phragmites australis*), flowering rush (*Butomus umbellatus*), Canada thistle (*Cirsium arvense*), spotted knapweed (*Centaurea stoebe* ssp. *micranthos*), and purple loosestrife (*Lythrum salicaria*) occurring in wetlands on Base (Selfridge ANGB 2024a). Some woody species are present in wetland areas north of Rosso Highway and these consist of glossy buckthorn (*Frangula alnus*) and black willow (*Salix nigra*) (ANG 2022).

The upland and wetland communities at Selfridge ANGB provide habitat for a variety of animal species. Common mammals include the meadow vole (*Microtus pennsylvanicus*), raccoon (*Procyon lotor*), Virginia opossum (*Didelphis virginiana*), eastern cottontail (*Sylvilagus floridanus*), and white-tailed deer (*Odocoileus virginianus*) (Selfridge ANGB 2023b). Common birds include American goldfinch (*Spinus tristis*), Canada goose (*Branta canadensis*), and red-tailed hawk (*Buteo jamaicensis*) (Selfridge ANGB 2023b).

3.6.1.2. Threatened and Endangered Species

The USFWS Information for Planning and Consultation (IPaC) tool reports 10 endangered, threatened, proposed, or candidate species that have potential to occur at Selfridge ANGB (USFWS 2026). **Table 3.6-1** lists these species and their likelihood of occurrence on Selfridge ANGB. There is no critical habitat in the project area.

Table 3.6-1 Federally Listed Species with Potential to Occur in the Project Area

Common Name	*Scientific Name*	*Status*	*Likelihood of Occurrence on Selfridge ANGB*
Mammals			
Indiana bat	*Myotis sodalis*	E	Low – project area does not represent significant habitat for this species, but it may occur in passing.
Northern long-eared bat	*Myotis septentrionalis*	E	Low – project area does not represent significant habitat for this species, but it may occur in passing.
Tricolored bat	*Perimyotis subflavus*	PE	Low – project area does not represent significant habitat for this species, but it may occur in passing.
Birds			
Piping plover (Great Lakes Watershed Distinct Population Segment [DPS])	*Charadrius melodus*	E	Low – species is relatively rare but nests in Northern Michigan and may pass through the project area during migration.
Rufa red knot[1]	*Calidris canutus rufa*	T	Moderate – species known to migrate through area from May through September.
Reptiles			
Eastern massasauga (rattlesnake)	*Sistrurus catenatus*	T	Moderate – species may be found in and around wetland areas.
Clams			
Rayed bean	*Villosa fabalis*	E	Low – species occurs only in waterbodies such as rivers, streams, and lakes. Species is known to occur in the nearby Clinton River.
Salamander mussel	*Simpsonaias ambigua*	PE	Low – species occurs only in waterbodies with clear, flowing water such as rivers and lakes. Considered functionally extirpated in the Clinton River and Lake St. Clair.
Insects			
Monarch butterfly	*Danaus plexippus*	PT	High – species migrates through Michigan during summer and fall. May be found wherever milkweed or other nectar-producing plants are found.
Flowering Plants			
Eastern prairie fringed orchid	*Platanthera leucophaea*	T	Low – project area unlikely to provide habitat for this species due to frequent mowing and disturbance. Nearest known populations are located across Lake St. Clair on Dickinson Island.

Notes: [1]Rufa red knot only needs to be considered if actions occur along coastal areas during the red knot migratory window of May 1–September 30 (USFWS 2026).
Legend: DPS = Distinct Population Segment; E = Endangered; PE = Proposed Endangered; PT = Proposed Threatened; T = Threatened.
Source: USFWS 2026.

Bats

Summer habitat for the Indiana bat includes small to medium river and stream corridors with well-developed riparian woods; woodlots within 1 to 3 miles of small to medium rivers and streams; and upland forests. Caves and mines serve as hibernacula (hibernation sites). The northern long-eared bat roosts and forages in upland forests during spring and summer. Tricolored bats are found in caves and abandoned mines, as well as culverts, during roosting periods. From spring through fall, tricolored bats are found in forest habitats in dying or recently dead deciduous hardwood trees (USFWS 2024). The Clinton River corridor to the south of Selfridge ANGB may represent habitat for these bat species, though the proximity of human residences and activity likely makes this area poor habitat.

Two bat surveys have been conducted at Selfridge ANGB in 2015 and 2022 as part of the threatened and endangered species surveys. The only threatened or endangered bat species that have been recorded within Selfridge ANGB is the tricolored bat. Echolocation calls of the tricolored bat were identified at three bat survey sites in 2015 (Selfridge ANGB 2016). Tricolored bats were not recorded in 2022 (127 WG 2024). Tricolored bat populations have declined by 65 percent from 2016 to 2019 in Michigan (North American Bat Monitoring Program 2022). These declines are mostly due to white nose syndrome, but loss of habitat and other stressors also contribute.

Rufa Red Knot

Habitat for the rufa red knot includes coastal areas during the migratory window of May 1–September 30 each year. Rufa red knots may pass through the coastal areas along Lake St. Clair during this migratory window and may utilize the adjacent wetland areas on the Base. Surveys in 2015 and 2022 did not record any rufa red knots at the Base (Selfridge ANGB 2016; 127 WG 2024). The USFWS requires that the rufa red knot be considered in analysis if actions along coastal areas would occur during the rufa red knot migratory window of May 1–September 30.

Piping Plover

Habitat for the piping plover consists of shorelines with sandy areas and sparse vegetation, including marshes, islands, reservoirs, and rivers, as well as sandflats and mudflats. Piping plovers migrate from the Gulf Coast and southern Atlantic coast to the upper Great Lakes, the northern plains, and northern Atlantic Coast for breeding (127 WG 2024). Piping plovers have not been recorded on the Base but have been recorded several miles south of the Base at Lake St. Clair Metropark (127 WG 2024). Suitable habitat does not exist on the Base (127 WG 2024). This species may pass near the Base but is unlikely to occur on Selfridge ANGB.

Eastern Massasauga

Eastern massasaugas are usually associated with damp lowlands, including river bottom woodlands, shrub swamps, bogs and fens, marsh borders, sedge meadows, and moist prairie but also can be found in well-drained uplands in the summer months (USFWS 2025). Wetlands and grassy fields in the project area may represent habitat for the Eastern massasauga. This species was not recorded during the 2015 or 2022 surveys (Selfridge ANGB 2016; 127 WG 2024).

Mussels

The mussel species reported by USFWS IPaC occur in waterways such as rivers and lakes and specifically Lake St. Clair and the Clinton River. Irwin Drain, Tucker Jones Drain, and the Jefferson culverts have not been surveyed for mussels (Selfridge ANGB 2016; 127 WG 2024). The rayed bean (*Villosa fabalis*) is known to occur in the Clinton River, which borders Selfridge ANGB to the south (USFWS 2018). It is unlikely that the rayed bean occurs in Irwin Drain, Tucker Jones Drain, or the Jefferson culverts, to the north of the project area. There is no record of the rayed bean occurring in Lake St. Clair (USFWS 2018), which would be the most likely source of rayed bean population for those drains as they experience backflow from the lake. See **Section 3.4, *Water Resources*** for detailed descriptions of the drainageways.

The salamander mussel (*Simpsonaias ambigua)* only occurs in clear, flowing water and is therefore unlikely to occur in the drains to the north of Selfridge ANGB (USFWS 2023). Additionally, both the Clinton and St. Clair population in Michigan is considered functionally extirpated due to

urbanization, impervious surfaces, vegetative cover, and tree canopy (USFWS 2023) and therefore it is highly unlikely that this species would occur in the drains affected by the Proposed Action.

Monarch Butterfly

The monarch butterfly (*Danaus plexippus*) migrates annually through Michigan. Monarchs are attracted to milkweed and other nectar-producing plants and are likely to occur in the project area during summer and fall. This species has been recorded at Selfridge ANGB and is a common species in Michigan.

Eastern Prairie Fringed Orchid

The eastern prairie fringed orchid (*Platanthera leucophaea*) occurs in small, isolated populations in Michigan in a variety of habitats, including mesic prairie to wetlands, sedge meadows, marsh edges, and bogs. The nearest known population is located across Lake St. Clair on Dickinson Island (USFWS 2020). This species has not been recorded at Selfridge ANGB, and frequent mowing and disturbance makes it unlikely that this species would occur in the project area.

State Listed Species

Eleven state listed species have been recorded on Selfridge ANGB, as well as two species of Special Concern and five Species of Greatest Conservation Need (SGCN). These include the three-square bulrush (*Schoenoplectus americanus*), the short-eared owl (*Asio flammeus*), red mulberry (*Morus rubra*), evening bat (*Nycticeius humeralis*), peregrine falcon (*Falco peregrinus*), Caspian tern (*Hydroprogne caspia*), forster's tern (*Sterna forsteri*), common loon (*Gavia immer*), common tern (*Sterna hirundo*), Eastern fox snake (*Pantherophis gloydi*), upland sandpiper (*Bartramia longicauda*), merlin (*Falco columbarius*) (Special Concern), trumpeter swan (*Cygnus buccinator*) (Special Concern), bald eagle (*Haliaeetus leucocephalus*) (SGCN), grasshopper sparrow (*Ammodramus savannarum*) (SGCN), northern harrier (*Circus hudsonius*) (SGCN), osprey (*Pandion haliaetus*) (SGCN), and red-headed woodpecker (*Melanerpes erythrocephalus*) (SGCN). There have been several reports of bald eagle sightings on and near Selfridge ANGB by Base personnel in September and October 2015. Most of the reports were from the eastern side of Selfridge ANGB, along Lake St. Clair. In addition, historic bald eagle perching spots have been identified along the Lake St. Clair shoreline for approximately 4 years, and a nesting pair has been documented approximately 2 miles north and east of the Base (Selfridge ANGB 2016).

3.6.1.3. Migratory Birds

The USFWS IPaC report lists migratory birds that have the potential to occur in the project area (**Table 3.6-2**) (USFWS 2026). Birds of Conservation Concern are a USFWS classification of birds that indicate they warrant special attention in the project location. These species may occur in the project area during migratory periods. Birds with breeding seasons listed indicate that these species may occur near or in the project area during the listed breeding seasons (USFWS 2026).

Table 3.6-2 Migratory Birds with Potential to Occur in the Project Area

Common Name	*Scientific Name*	*Status*	*Breeding Season*
American golden-plover	*Pluvialis dominica*	BCC	Breeds elsewhere
Bald eagle	*Haliaeetus leucocephalus*	BGEPA	Dec 1 to Aug 31
Black tern	*Chlidonias niger*	BCC	May 15 to Aug 20
Black-billed cuckoo	*Coccyzus erythropthalmus*	BCC	May 15 to Oct 10
Bobolink	*Dolichonyx oryzivorus*	BCC	May 20 to Jul 31
Canada warbler	*Cardellina canadensis*	BCC	May 20 to Aug 10

Common Name	*Scientific Name*	*Status*	*Breeding Season*
Cerulean warbler	*Dendroica cerulea*	BCC	Apr 22 to Jul 20
Chimney swift	*Chaetura pelagica*	BCC	Mar 15 to Aug 25
Eastern whip-poor-will	*Antrostomus vociferus*	BCC	May 1 to Aug 20
Goldean eagle	*Aquila chrysaetos*	BGEPA	Breeds elsewhere
Golden-winged warbler	*Vermivora chrysoptera*	BCC	May 1 to Jul 20
Grasshopper sparrow	*Ammodramus savannarum perpallidus*	BCC	Jun 1 to Aug 20
Henslow's sparrow	*Ammodramus henslowii*	BCC	May 1 to Aug 31
King rail	*Rallus elegans*	BCC	May 1 to Sep 5
Lesser yellowlegs	*Tringa flavipes*	BCC	Breeds elsewhere
Long-eared owl	*Asio otus*	BCC	Mar 1 to Jul 15
Pectoral sandpiper	*Calidris melanotos*	BCC	Breeds elsewhere
Red-headed woodpecker	*Melanerpes erythrocephalus*	BCC	May 10 to Sep 10
Ruddy turnstone	*Arenaria interpres morinella*	BCC	Breeds elsewhere
Rusty blackbird	*Euphagus carolinus*	BCC	Breeds elsewhere
Semipalmated sandpiper	*Calidris pusilla*	BCC	Breeds elsewhere
Short-billed dowitcher	*Limnodromus griseus*	BCC	Breeds elsewhere
Upland sandpiper	*Bartramia longicauda*	BCC	May 1 to Aug 31
Wood thrush	*Hylocichla mustelina*	BCC	May 10 to Aug 31

Legend: BCC = Birds of Conservation Concern; BGEPA = Bald and Golden Eagle Protection Act.
Source: USFWS 2026.

3.6.1.4. Vegetation Management

Bird Aircraft Strike Hazard and Ongoing Vegetation Management

The Selfridge ANGB Bird Aircraft Strike Hazard (BASH) Plan (127 WG 2023b) establishes procedures to minimize hazards at Selfridge ANGB to deployed aircraft at the Base and in their operating areas. There were a total of 239 recorded bird/wildlife strikes at Selfridge ANGB from 2004 to 2019, mostly during July and August (127 WG 2023b). Strikes generally involve bird species but there have been several occurrences of bat strikes. BASH is controlled at the Base by habitat modification, fence maintenance, noise determent, and if required, depredation. The airfield is managed to be unattractive habitat, so it is avoided by birds and other wildlife (127 WG 2023b). For additional information on BASH, see **Section 3.10, *Public Health and Safety***.

Selfridge ANGB performs ongoing habitat management (in the form of maintaining vegetative cover to a height between 7 and 14 inches and that trees in the CZ be maintained to a height of 10 feet below the approach-departure clearing surface) in accordance with the INRMP to address BASH concerns within the Base boundary. This habitat management reduces the risk of BASH and therefore reduces risk to bird species, including migratory birds protected by the Migratory Bird Treaty Act and bald and golden eagles protected by the Bald and Golden Eagle Protection Act. Maintaining Base areas as herbaceous habitat complies with Vegetative Management Objectives VM2 and VM3 of the INRMP (Selfridge ANGB 2023b). Selfridge ANGB utilizes the INRMP in accordance with DAFMAN 32-7003, *Environmental Conservation*, which implements Air Force Policy Directive 32-70, *Environmental Considerations in Air Force Programs and Activities*, and supports DAFI 32-7001, *Environmental Management*; DoDI 4715.03, *Natural Resources Conservation Program*; and the provisions of the Sikes Act (16 USC section 670a et seq.).

Airfield Management

Aircraft Operational Areas (AOAs), including CZs, are maintained to protect flight and people and property on the ground. Required maintenance of AOAs is described in UFC 3-260-01. All airfield grass must be maintained between 7 to 14 inches per the BASH Plan and INRMP. Per DAF Instruction 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Program*, Section 3.2.1.4., vegetative cover within Aircraft Movement Area must be maintained at a height between 7 to 14 inches and converted to a locally adapted vegetation species deemed unattractive to birds and other wildlife. UFC 3-260-01 requires that trees in the CZ be maintained to a height of 10 feet beneath the approach-departure clearing surface or to a lesser height if necessary to ensure the visibility of airfield lighting.

3.6.2. Environmental Consequences

3.6.2.1. Alternative 1

Plant Communities and Wildlife

Wildlife would generally experience short-term and minor effects from construction. Wildlife may be disturbed from construction noise, vehicles, machinery, and human activity in the area. Mobile species are likely to temporarily flee the area. Less mobile species, such as insects and small mammals, may be subject to injury or demise. However, the locations that would experience construction under Alternative 1 do not represent high quality habitat and already have high levels of human, vehicle, and aircraft activity and do not support robust wildlife populations. Therefore, wildlife species are unlikely to experience significant, long-term negative effects from Alternative 1. Any loss of common species of wildlife would not represent significant effects to population numbers.

As stated in **Section 3.4.2.1**, up to 17.15 acres of wetlands would be lost due to construction under Alternative 1. The Proposed Action does not represent a significant loss of wetland habitat in the Lake St. Clair Watershed. Additionally, these wetland areas are already managed to minimize the attractiveness to wildlife that would otherwise frequent the areas near the airfield. However, loss of wetlands in any amount results in declined ecosystem services and loss of habitat. Wetlands lost under Alternative 1 would be mitigated. See **Section 3.4, *Water Resources*** for further discussion related to wetland mitigation.

Threatened and Endangered Species

Effects to threatened and endangered species from construction would be minor. Construction would occur in areas where habitat is currently managed to reduce the attractiveness of wildlife, and frequent vehicle traffic and reoccurring ground maintenance activities occur. As part of the Endangered Species Act (ESA) Section 7 consultation process, Selfridge ANGB first submitted a USFWS IPaC Michigan Determination Key on August 15, 2024. The Michigan Determination Key uses project information and known species ranges to designate automatic species effect determinations and these are included below. After the Michigan Determination Key was submitted, Selfridge ANGB conducted consultation with USFWS on August 23, 2024, to confirm these species effect determinations identify necessary mitigation measures to protect threatened and endangered species. The USFWS Michigan Ecological Services Office responded on September 25, 2024 and agreed that the project is unlikely to result in the incidental take of federally listed threatened or endangered species that may occur in the project area. The USFWS IPaC report was reproduced in October 2025, and an additional species not included in 2024 was included in the 2025 species list, the eastern prairie fringed orchid. Selfridge ANGB submitted an

additional consultation letter for this species to USFWS on November 4, 2025. The USFWS responded on November 13, 2025 that the project is unlikely to result in the incidental take of federally listed threatened or endangered species that may occur in the project area, including the eastern prairie fringed orchid. Correspondence and documentation associated with ESA Section 7 consultation is provided in **Appendix A**.

The bats that have potential to occur in the project area (Indiana bat, northern long-eared bat, and tricolored bat) have a low likelihood of occurrence in areas affected by construction. Habitat for these bat species consists of small to medium river and stream corridors with well-developed riparian woods; woodlots near small to medium rivers and streams; upland forests; and caves and mines. Construction would not take place in these types of habitats. Eighteen acres of forested areas would undergo habitat management in the new northern portion of the airfield, but these areas do not represent high bat population areas or high-quality bat habitat. Additionally, management strategies described under the Base's INRMP would be implemented to limit potential effects to bats. This includes limiting vegetation trimming to the inactive bat season (1 October through 14 March) consistent with the INRMP. Therefore, Alternative 1 would have no effect on the three bat species.

The piping plover is relatively rare but passes through Selfridge ANGB and the surrounding area, specifically the Lake St. Clair shoreline, during migration. Construction would not remove any existing piping plover habitat as none occurs on Base. This species may experience temporary, brief disturbance by construction during the migration period and individuals may avoid the project area. However, the lack of habitat on the Base makes any significant disturbances unlikely. Therefore, Alternative 1 would have no effect on the piping plover.

The rufa red knot has a moderate potential to occur in the project area, mainly during the migration period of May through September. Because construction from Alternative 1 would affect less than 2 percent of all wetlands at the Base, these effects are unlikely to alter the availability of habitat for the rufa red knot. This species may experience brief and temporary disturbance from construction and individuals may avoid the project area. Therefore, Alternative 1 would have no effect on the rufa red knot.

The Eastern massasauga has a moderate likelihood of occurrence in the project area, specifically in and around wetland areas. This species may be found in damp lowlands, swamps, bogs and fens, sedge meadows, moist prairie or uplands. This type of habitat is found across Selfridge ANGB, so it is moderately likely that Eastern massasaugas may be found on the Base, though it has not been recorded during surveys. Due to the lack of recorded occurrence on Base, Alternative 1 would have no effect on the Eastern massasauga. Additionally, as part of this project, Selfridge ANGB would implement the Michigan Department of Transportation Special Provision for Eastern Massasauga Rattlesnake (Michigan Department of Transportation 2020), which provides additional protections for the species, if it were present.

Two mussel species have low potential to occur in the project area. These species are the rayed bean and the salamander mussel. These species may inhabit Lake St. Clair and the Clinton River, neither of which would be affected by Alternative 1. The only waterbodies that are affected as part of Alternative 1 are Irwin Drain and Tucker Jones Drain (including replacement of the Jefferson culverts), which would be relocated due to the extension of the runway to the north of Selfridge ANGB. The rayed bean and salamander mussel are unlikely to occur in these drains and Alternative 1 would have no effect on these species. The State of Michigan has a mussel survey protocol (Michigan Mussel Committee 2022) and associated Mussel Map Viewer (Michigan

Natural Features Inventory 2025). The Mussel Map Viewer does not include Tucker Jones Drain or Irwin Drain as potential mussel habitat.

Monarch butterflies are highly likely to occur in the project area as they are common in Michigan throughout the spring, summer, and fall during their annual migration. The area of monarch habitat removal as a result of Alternative 1 is relatively small and large areas of vegetation on Selfridge ANGB that may serve as habitat for the monarch would not be affected by Alternative 1. Therefore, Alternative 1 would have no effect on the monarch butterfly.

The eastern prairie fringed orchid occurs in southern Michigan in wetlands and mesic prairies. Although this species is found in the general region of Selfridge ANGB, the habitat management that occurs on the Base would likely preclude any establishment in the project area and this species will experience no effect from the Proposed Action.

State Listed Species

Impacts to state listed species would be similar to effects on wildlife as discussed above. Selfridge ANGB implements the Special Provision for Eastern Fox Snake Protection, which addresses education, notification, intentional take prohibitions, and required conservation measures to protect the Eastern fox snake as required by Part 365 and Michigan Department of Natural Resources coordination (Selfridge ANGB n.d.). These measures, in addition to measures included in the INRMP, would further reduce potential effects to state listed species. As part of the consultation process with Michigan Department of Natural Resources, Selfridge ANGB is under consultation with the Michigan Department of Natural Resources documenting the potential occurrence of the Eastern fox snake and the protection measures in place. Communication regarding this species and potential need for a permit is ongoing. Selfridge ANGB will obtain and comply with all necessary permits for state listed species, including the Eastern fox snake. Communication with the Michigan Department of Natural Resources may be found in **Appendix A.**

Migratory Birds

Effects from construction under Alternative 1 to migratory birds would be minimal. Tree clearing would be limited to 1 October through 14 March to protect migratory birds, in accordance with the INRMP. Birds would avoid the area of construction because of noise, machinery, and human presence in the project area. In addition, the maintenance of vegetation at the Base generally minimizes the quality of attractive habitat for migratory birds so that bird populations are reduced on the Base. The project area is in locations that are already developed or maintained for the Base and are not high-quality migratory bird habitat. Additionally, because the project would remove wetland habitat, this would potentially reduce bird attraction to the Base and decrease the risk of bird-aircraft strikes and therefore reduce overall negative effects to migratory birds. Although bald eagles are known to occupy areas along the shore of Lake St. Clair, and a nesting pair has been documented approximately 2 miles north and east of the Base (Selfridge ANGB 2016), Alternative 1 would not represent a significant change of effect to bald eagles as the mission at the Base would not change and construction of the runway would not affect the species. The project is not expected to result in take of migratory birds or eagles.

BASH and Airfield Vegetation Management

Shifting the runway north would result in relocated CZs at both the northern and southern end of the runway. As shown in **Figure 2-1**, the southern CZ would be relocated farther north primarily within Base property except for the southeastern corner which is located over the Clinton River.

The northern CZ would also shift farther north and would include areas west and east outside of the existing Base boundary not currently managed under the existing CZ (**Figure 3.6-1**).

UFC 3-260-01 requires maintenance of AOAs, which include CZs, to ensure military installations can protect the safety of flight and people on the ground. Per UFC 3-260-01, all trees in the AOA that project into the imaginary surfaces must be removed or lowered to a distance below the imaginary surface, which for the Selfridge ANGB runway would be 10 feet (DoD 2025). This could require up to approximately 18 acres of tree clearing and habitat management on the northeast and northwest sides of the relocated northern CZ (**Figure 3.6-1**), and therefore potential conversion of up to 18 acres of forested habitat into grassland/shrubland habitat. The 18 acres of forested area within real property interests are being acquired by the State of Michigan as part of the Proposed Action and have not been delineated for wetlands at this time. Selfridge ANGB would coordinate with EGLE and USACE concerning any impacts to Waters of the United States to include wetland, as well as USFWS and Department of Natural Resources concerning any potential protected species impacts in accordance with the Selfridge ANGB INRMP, abiding by special procedures/BMPs, permits, and any required mitigation for habitat conversion or tree cutting. As outlined above under the ***Threatened and Endangered Species*** section, Selfridge ANGB engaged in consultation with the USFWS regarding the Proposed Action (see **Appendix A**).

The potential tree clearing due to the relocated northern CZ could result in reduced wildlife attraction to the Base and therefore may reduce potential BASH risk. In addition, the removal of up to 17.15 acres of wetland (see **Section 3.4.2**) would also result in reduced attraction of wildlife species to the area and therefore may reduce BASH risk. Truncating Tucker Jones Drain may incrementally reduce wildlife attraction but would not likely represent a significant change to BASH.

Therefore, implementation of Alternative 1 would not be expected to result in significant effects to biological resources at Selfridge ANGB and the immediate surrounding area where Alternative 1 would occur.

3.6.2.2. Alternative 2

Under Alternative 2, proposed construction would remain similar to Alternative 1 with the exception of Project 9, *Extend Taxiway Alpha to Runway Threshold*. Taxiway Alpha would be extended to the runway threshold under this alternative, rather than the overrun as described for Alternative 1. Under Alternative 2, new construction would result in up to 1,473,480 SF (34 acres) of new impervious surface, 8 percent less than Alternative 1. As such, effects to wetlands would be reduced by up to 2 acres under Alternative 2. Alternative 2 would have very similar effects to threatened and endangered species as those described under Alternative 1. Therefore, effects to biological resources under Alternative 2 would not be significant.

3.6.2.3. No Action Alternative

Under the No Action Alternative, the proposed Runway Encroachment Solution Project at Selfridge ANGB would not be implemented. Biological resources would be expected to remain as described in **Section 3.6.1**. Therefore, there would be no significant effects to biological resources under the No Action Alternative.

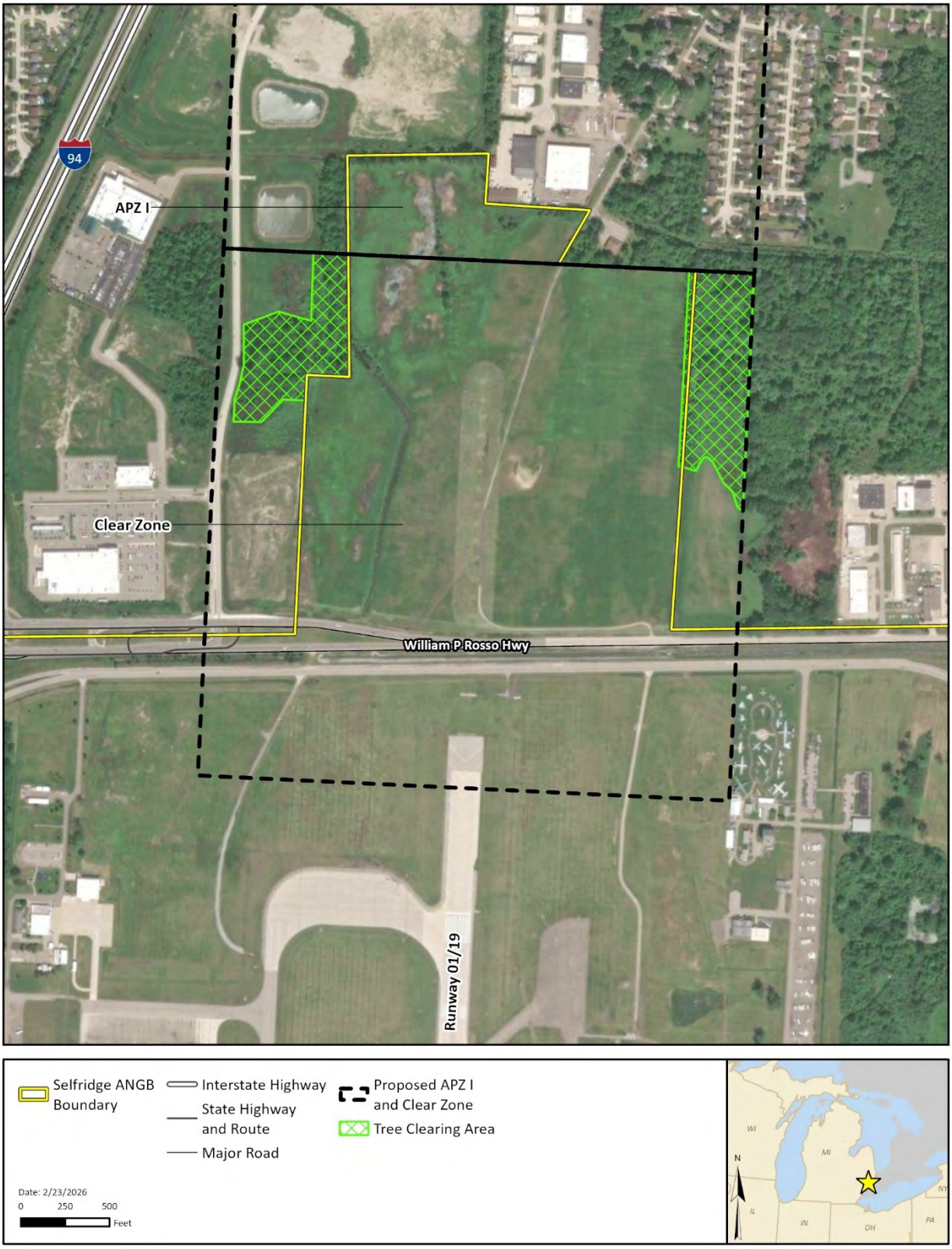


Figure 3.6-1 Potential Tree Clearing and Habitat Management Area in the Relocated Northern Clear Zone under Alternative 1

3.7 Land Use

3.7.1. Affected Environment

Land use comprises the natural conditions and/or human-modified activities occurring at a particular location. Human-modified land use categories include residential, commercial, industrial, transportation, communications and utilities, agricultural, institutional, recreational, and other developed use areas. Management plans and zoning regulations determine the type and extent of land use allowable in specific areas and are often intended to protect specially designated or environmentally sensitive areas and sensitive noise receptors.

As described in detail in **Section 1.3*, Need for Action***, CZs and APZs are square and rectangular zones (respectively) extending outward from the ends of active runways at airfields and delineate those areas recognized as having the greatest risk of aircraft mishaps, most of which occur during takeoff or landing (see **Figure 1-2**). See **Section 3.8, *Noise*** for a detailed discussion on noise related to the Proposed Action.

The ROI for land use is the area including and immediately surrounding Selfridge ANGB.

3.7.1.1. Land Use

Land use planning in the area surrounding Selfridge ANGB is a combined effort by Macomb County, Chesterfield Township, and Harrison Township. Rather than developing County-wide plans or growth policies, the Macomb County Planning Commission assists local units of governments, such as Harrison and Chesterfield Townships, in establishing their own land use goals and plans. Macomb County, Chesterfield Township, and Harrison Township are all members of the Southeast Michigan Council of Governments (SEMCOG). SEMCOG is the principal regional planning agency serving the seven-county southeast Michigan region. Its main role is to foster intergovernmental cooperation and to coordinate planning activities that are regional in scope (SEMCOG 2024).

As illustrated in **Figure 3.7-1**, the Base is surrounded by residential, recreation and open space, and transportation, communication, and utilities (TCU) areas to the south; industrial, retail, recreation and open space, residential, and vacant land uses to the west; and a combination of retail, industrial, vacant, residential, recreation and open space, and office land uses to the north. To the east, the Base is bordered by Lake St. Clair and a mix of recreational and open space, institutional, and vacant land uses and some waterfront single-family housing slightly further east. All property north of the Clinton River in the existing southern CZ and a portion of APZ I and all property in the existing northern CZ are currently protected from further development via an easement to DAF or owned by the State of Michigan to prevent incompatible development.

3.7.1.2. Air Installations Compatible Use Zones

The AICUZ program is a DoW discretionary program, as outlined in AFH 32-7084 and DoDI 4165.57, designed to promote development compatible with military flight operations. The purpose of AICUZ is twofold: (1) to promote public health and safety through the local adoption of compatible land use controls, and (2) to protect the operational capability of the air installation. It achieves these goals by promoting community growth that is compatible with the airfield operations (Air Force Civil Engineer Center 2024).

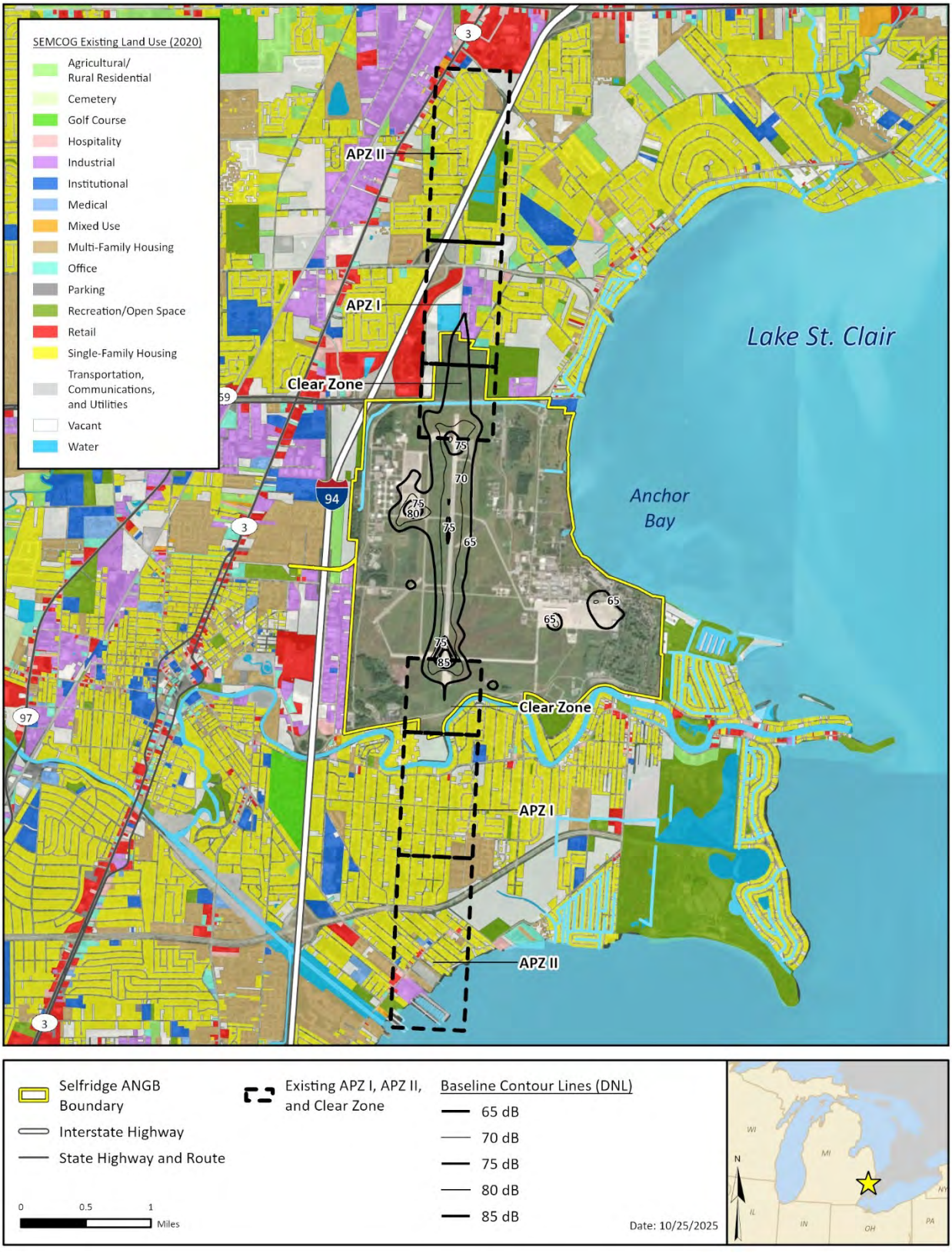


Figure 3.7-1 Existing Noise Contours, Land Use, CZs, and APZs at Selfridge ANGB

The most recent AICUZ Report for Selfridge ANGB was completed in 2009 (Selfridge ANGB 2009). Harrison Township has also incorporated the Selfridge ANGB AICUZ study into its master plan and planning principles (Harrison Township 2024). The Harrison Township Master Plan and Chesterfield Township Master Plan identify the CZs and APZs from the AICUZ as a planning influence and the townships have attempted to coordinate land use with the AICUZ recommendations and the development community (Harrison Township 2010; Chesterfield Township 2021). Additionally, a Selfridge Sustainability Study was developed from a collaborative land use planning effort between local, state, and federal agencies, the public, and other affected stakeholders, that aims to identify and address land use compatibility issues (Macomb County Department of Planning and Economic Development 2021).

3.7.1.3. Safety Zones

Areas of high accident potential are known as the CZ, APZ I, and APZ II. These zones are unique to DoW airfields. CZs and APZs are square and rectangular zones (respectively) extending outward from the ends of active runways at airfields and delineate those areas recognized as having the greatest risk of aircraft mishaps, most of which occur during takeoff or landing (see **Figure 1-2**).

Clear Zones

At either end of the existing Selfridge ANGB runway is a 3,000-foot by 3,000-foot CZ. The CZ has the highest accident potential of the three zones, with 27 percent of accidents occurring in this area. Selfridge ANGB has taken several proactive steps to limit incompatible development in its northern and southern CZs, including acquisition of real property interest in fee or through appropriate restrictive easements over all land within the CZs pursuant to Air Force Policy Directive 90-20, AFH 32-7084, DAFI 32-1015, and DoDI 4161.57.

All property north of the Clinton River in the southern CZ and all property in the northern CZ is currently protected from further development via an easement to DAF or owned by DAF to prevent incompatible development.

However, there are 65 residential homes currently located within the southern CZ that were excluded from eminent domain acquisition per a 1979 SAF memo, but no waiver exists or is allowed for this CZ encroachment south of the Clinton River. During previous CZ acquisition efforts at Selfridge ANGB in the 1970s, an agreement was reached between the DAF and the community that minimized risk as much as possible with the Government halting the acquisition of land within the southern CZ. Additional coordination between SAF, U.S. House of Representatives, and State representatives in 1979 resulted in an agreement that additional land acquisition south and east of the Clinton River in the southern CZ would not be pursued. The existing CZs for Selfridge ANGB are shown in **Figure 3.7-1.**

Accident Potential Zones

APZ I

Per AFH 32-7084, APZ I is a 3,000-foot by 5,000-foot area that lies along the extended runway centerline, just beyond the end of the CZ. APZ I possesses somewhat less accident potential than the CZ, with 10 percent of accidents occurring in this area. APZ I lies beyond the CZ and is of lower but still considerable accident potential. Land use compatibility guidelines in APZ I allow reasonable economic uses of the land, such as industrial/manufacturing, wholesale trade, open

space, and agriculture. However, uses that concentrate people in small areas are not compatible or recommended (Selfridge ANGB 2009).

As shown in **Figure 3.7-1**, land use within the existing northern APZ I is a mix of industrial, vacant, residential, institutional, office, TCU, retail, water, and recreation and open space land uses. As shown in **Figure 3.7-1**, land use within the southern APZ I is predominately residential with a mix of retail, institutional, residential, water, recreation and open space, and vacant land use.

APZ II

APZ II is a 3,000-foot by 7,000-foot area lying beyond the APZ I, extending to 15,000 feet from the runway threshold. APZ II has less accident potential than APZ I, with 6 percent of accidents occurring in this area. Accident potential in APZ II is less critical than APZ I but still possesses potential for accidents. Compatible or recommended land uses include those of APZ I, as well as low-density single-family residential and those personal and business services and commercial/retail trade uses of low intensity or scale of operation. The optimum density recommended for residential usage (where it does not conflict with noise criteria) in APZ II is one-to-two dwelling units per acre (Selfridge ANGB 2009).

As shown in **Figure 3.7-1**, land use within the northern APZ II is primarily residential, with a mix of vacant, water, retail, office, hospitality, industrial, medical, mixed use, parking, TCU, and recreation and open space land use. As shown in **Figure 3.7-1**, land use within the southern APZ II is predominately residential, with a blend of industrial, vacant, medical, water, TCU, institutional, retail, mixed use, parking, hospitality, and recreation and open space land use. The percentages of accidents within the two APZs are such that, while purchase is not typically necessary, some type of land use control is essential.

3.7.1.4. Noise

As shown in **Figure 3.7-1**, the 65 dB DNL noise contour extends approximately 0.25 miles north of the Base boundary, encompassing about 7 acres. The existing land use in this area, which includes industrial, office, institutional, vacant land, water features, and agriculture/rural residents, is considered compatible with current noise levels (DoD 2021). **Section 3.8, *Noise***, discusses existing noise levels at points of interest (POIs) such as schools and residential neighborhoods located within the greater than 65 dB DNL off-airport noise contour areas.

3.7.1.5. Imaginary Surfaces

The area surrounding a runway or airfield must be kept clear of objects that may damage an aircraft or become a hazard to safe navigation by aircraft. UFC 3-260-1, *Airfield and Heliport Planning and Design*, defines seven different airspace imaginary surfaces and their dimensions and slopes. An object, either manmade or natural that projects or penetrates any of the imaginary surfaces is defined as an obstruction. Currently, known vertical obstructions are registered with the FAA and maintained in the Digital Obstacle File for Selfridge ANGB that is updated every 56 days by the FAA (Selfridge ANGB 2024b).

3.7.2. Environmental Consequences

3.7.2.1. Alternative 1

Land Use

The proposed construction activities would improve efficiency in daily operations by providing more efficient and secure operations for mission partners at Selfridge ANGB with new access to the runway on the east side at both ends. Land uses would be consistent with current functions on the Base and all facilities would be designed and sited to be compatible with existing land uses and safety guidelines.

Air Installations Compatible Use Zones

Alternative 1 addresses incompatible land use for both the southern and northern CZs, either through acquisition or CZ easement, in accordance with DAFI 32-1015. Implementation of Alternative 1 would result in beneficial effects to land use within the CZs, as incompatible residential land use would be excluded from the southern CZ. Following implementation of Alternative 1, land use compatibility recommendations off Base will shift slightly, and an update to the existing Selfridge ANGB AICUZ Study would be required.

Clear Zones

Shifting the runway north would result in relocated CZs at both the northern and southern end of the runway. As shown in **Figure 3.7-2, t**he northern CZ would shift farther north and would include areas west and east outside of the existing Base boundary that are not currently managed under the existing CZ. As shown in **Figure 3.7-3**, the southern CZ would also shift farther north primarily within Base property except for the southeastern corner which is located over the Clinton River. This would avoid having the southern CZ overlie the residential area and would exclude the incompatible residential land uses.

As shown on **Figure 3.7-4**, Selfridge ANGB or State of Michigan either owns land within the relocated northern CZ or has or is in the process of acquiring easements for those areas outside of the Base boundary in order to prevent incompatible development and to remain in compliance with UFC 3-260-01, DoDI 4165.57, DAFI 32-1015, and AFH 32-7084. Habitat management and maintenance, as required by UFC 3-260-01, within the relocated CZs would be done in accordance with the new restrictive use easements acquired for the relocated northern CZ.

Implementation of Alternative 1 would result in beneficial effects to land use, as incompatible residential land use would be excluded from the southern CZ. All land within the CZs following the Proposed Action would be considered compatible land use, due to shifting the CZs to the north and acquisition of real property interest in fee or through appropriate restrictive easements.

Accident Potential Zones

Under Alternative 1, both APZ I and APZ II would shift north. **Table 3.7-1** shows the changes in acreages of the land uses for APZ I and APZ II for the northern and southern safety zones. There would be changes in land use compatibility resulting in increased incompatibility to the north of the Base, but increased compatibility to the south of the Base, because of the shift in APZs. Increased incompatibility to the north of the Base would only occur in the APZs, and changes in APZs to the south of the Base would result in less restrictive land uses in those areas.

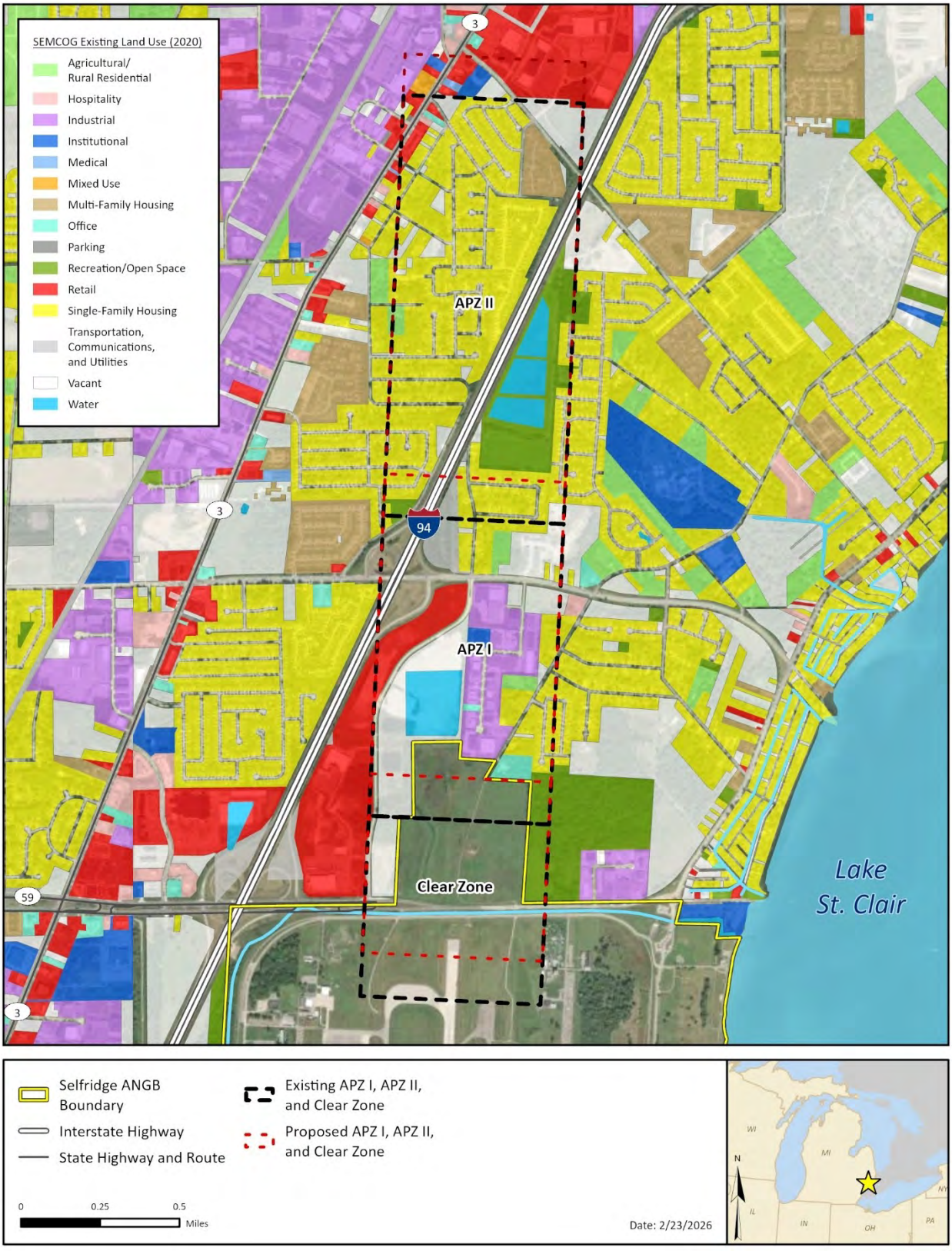


Figure 3.7-2 Land Use in the Northern Clear Zone, CZs, and APZs at Selfridge ANGB

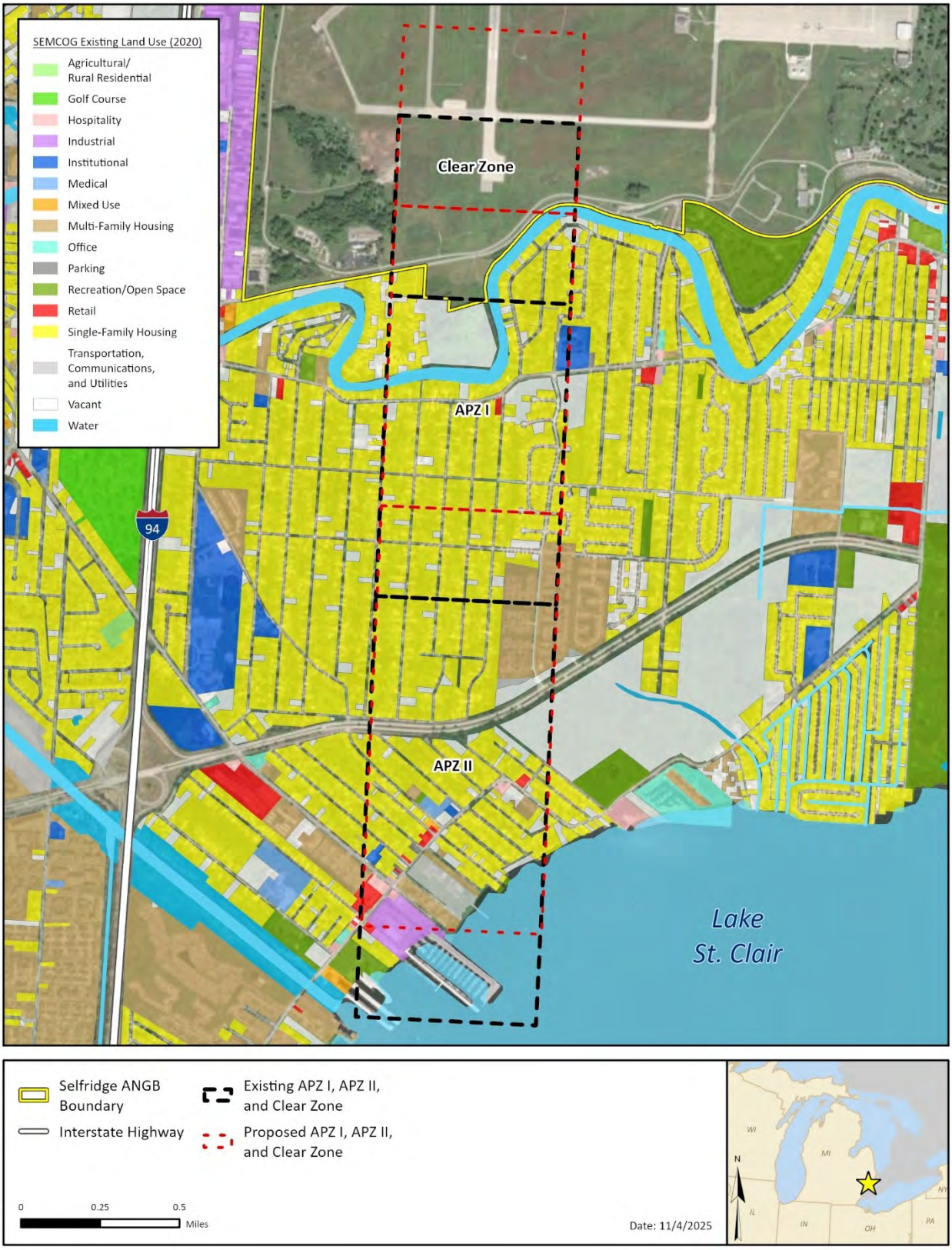


Figure 3.7-3 Land Use in the Southern Clear Zone, CZs, and APZs at Selfridge ANGB

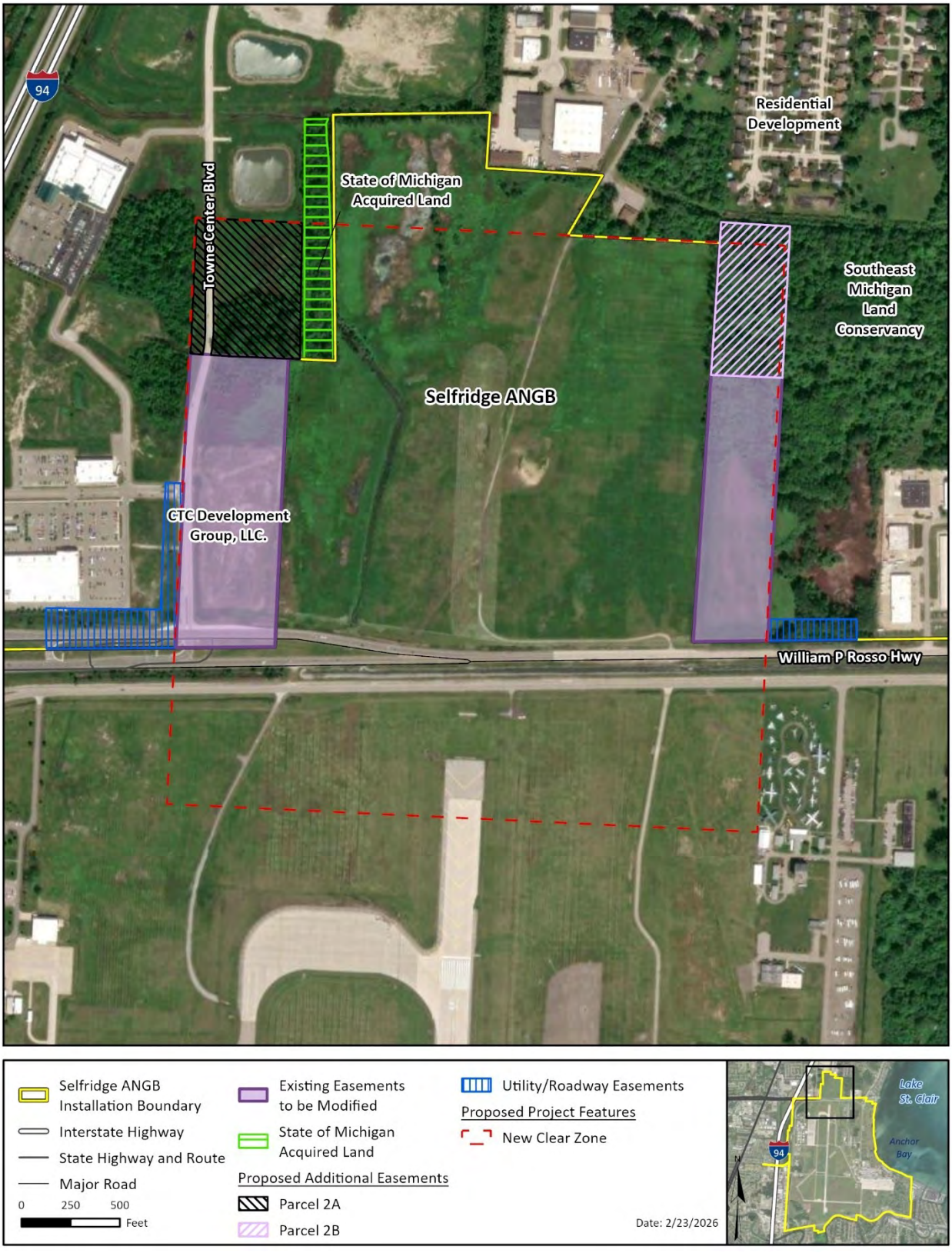


Figure 3.7-4 Restricted Use Easements within the Relocated Northern Clear Zone

Table 3.7-1 Land Use Types within the Proposed Safety Zones under Alternative 1

Safety Zones	*No Action Alternative (acres)*	*Alternative 1 (acres)*	*Change (acres)*
Clear Zone (North)			
Institutional	<1	<1*	0
Office	0	2*	+2
Recreation and Open Space	11	17*	+6
Retail	<1	1*	+1
Vacant	13	23*	+10
Selfridge ANGB	179	164	-15
Clear Zone (South)			
Recreation and Open Space	<1	0	-<1
Single-Family Housing	28	0	-28
Vacant	3	0	-3
Selfridge ANGB	161	205	-44
APZ I (North)			
Agricultural/Rural Residential	7	7	0
Industrial	50	50	0
Institutional	3	3	0
Office	7	5	-2
Recreation and Open Space	7	3	-4
Retail	23	21	-2
Single-Family Housing	40	72	+32
Transportation, Communications, and Utilities	10	14	+4
Vacant	67	59	-8
Selfridge ANGB	45	11	-34
APZ I (South)			
Attached Condo Housing	8	0	-8
Institutional	3	3	0
Multi-Family Housing	7	0	-7
Recreation and Open Space	0	<1	+<1
Retail	1	1	0
Single-Family Housing	212	170	-42
Vacant	50	47	-3
Selfridge ANGB	2	60	+58
APZ II (North)			
Agricultural/Rural Residential	2	2	0
Hospitality	1	1	0
Industrial	<1	5	+5
Medical	0	1	+1
Mixed Use	<1	3	+3
Multi-Family Housing	14	14	0
Office	1	1	0
Parking	<1	<1	0
Recreation and Open Space	49	47	-2
Retail	6	37	+31
Single-Family Housing	240	208	-32
Transportation, Communications, and Utilities	4	<1	-4
Vacant	34	36	+2

Safety Zones	*No Action Alternative (acres)*	*Alternative 1 (acres)*	*Change (acres)*
APZ II (South)			
Attached Condo Housing	2	10	+8
Hospitality	3	3	0
Industrial	16	9	-7
Institutional	2	2	0
Medical	2	2	0
Mixed Use	1	1	0
Mobile Home	9	9	0
Multi-Family Housing	26	34	+8
Parking	1	1	0
Recreation and Open Space	5	1	-4
Retail	6	5	-1
Single-Family Housing	182	247	+65
Transportation, Communications, and Utilities	17	13	-4
Vacant	39	38	-1

Note: Roadways and water are not included in the acreages.
Acreages with an "" are those that will be under restrictive use easements so that no incompatible development will be allowed in the proposed northern CZ. Land within the new northern CZ is owned by DAF or the State of Michigan, and easements are being obtained or land acquisition is being accomplished in order to prevent incompatible development and to remain in compliance with UFC 3-260-01, DoDI 4165.57, DAFI 32-1015, and AFH 32-7084.
Source: SEMCOG 2020.

Noise

As shown in **Figure 3.7-5**, under Alternative 1, the 65 dB DNL contour extends outside of the Base boundary to the north over approximately 11 acres of industrial, water features, vacant, and office land use. Under Alternative 1, shifting the runway north would result in an increase in the off-Base land uses affected by noise levels up to 65 dB DNL by approximately 4 acres. Per DAFI 32-7063, most industrial uses are compatible up to 85 dB DNL with appropriate noise level reduction measures; therefore, effects to industrial land uses would not be considered a significant effect under Alternative 1. See **Section 3.8, *Noise***, for a detailed discussion of potential noise effects related to sensitive uses (e.g., residential homes, schools, churches, nursing homes).

Imaginary Surfaces

Using Geographic Information System tools, three-dimensional airspace imaginary surfaces were created and compared to the known obstacles listed by FAA (Selfridge ANGB 2024b). Within the footprint of the proposed new runway ends at Selfridge ANGB, there are 197 vertical structures of which a total of only two (lighted towers) penetrate any of the airspace imaginary surfaces within the FAA's Digital Obstacle File database. These penetrations occur to the southwest of Selfridge ANGB and are depicted and noted on FAA's aeronautical charts. Obstacle 26-001410 has an above ground level height of 656 feet that penetrates the outer horizontal surface. Obstacle 26-001081 is 523 feet above ground level and is also lighted with white medium-intensity white strobes that penetrate the outer Horizontal Surface by 53 feet. Shifting of the runway under Alternative 1 will not adversely affect or infringe upon the necessary airspace imaginary surfaces. However, future development within the imaginary surface footprint should consider verticality and the potential to create hazards to air navigation (Selfridge ANGB 2024b).

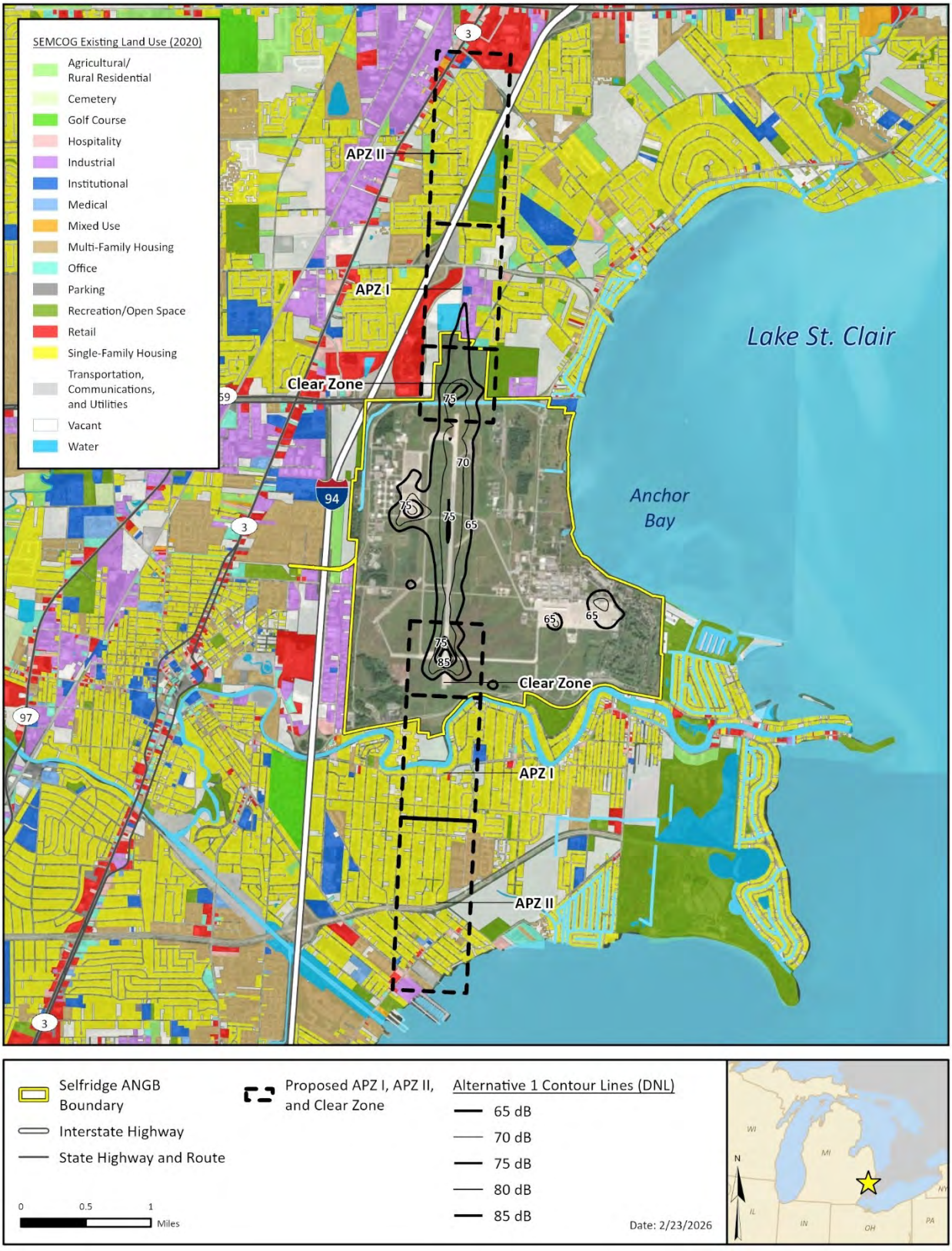


Figure 3.7-5 Proposed Noise Contours, Land Use, CZs, and APZs under Alternative 1

3.7.2.2. Alternative 2

Under Alternative 2, proposed construction would remain similar to Alternative 1 with the exception of Project 9, Extend Taxiway Alpha to Runway Threshold. Effects to land use under Alternative 2 would be similar to the effects described above for Alternative 1, as the safety zones would remain in the same location under both alternatives.

Land use and the noise contours for Alternative 2 would be similar to those shown for Alternative 1. Under Alternative 2, the acoustic environment around Selfridge ANGB and specifically off-Base, would be similar to conditions presented under Alternative 1. A total of 11 acres off-Base would exceed the 65+ dB DNL contour; however, this exposure is limited to open space and industrial land use. While the relocation of the runway would be identical to Alternative 1, aircraft accessing Runway 01/19 via Taxiway Alpha would depart at the new runway threshold and not at the northern end of the overrun as described for Alternative 1.

The noise contours would differ slightly based on the placement of Taxiway Alpha and described in more detail in **Section 3.8, *Noise***. Similar to Alternative 1, there would be no significant effects to land use on or surrounding Selfridge ANGB under Alternative 2.

3.7.2.3. No Action Alternative

Under the No Action Alternative, the proposed Runway Encroachment Solution Project at Selfridge ANGB would not be implemented. Under this alternative, 65 occupied residences would remain in Selfridge ANGB's southern CZ, resulting in continued critical safety risk to the public, the state of Michigan, and the DAF. Land use would be expected to remain as described in **Section 3.7.1, *Affected Environment***.

3.8 Noise

This EA evaluates noise effects to people, land uses, and historic structures, as well as wildlife and domesticated animals. Noise effects on populations are evaluated in the noise and cultural resources sections; noise effects on land uses and historic structures are evaluated in the land use and cultural resources sections, respectively; and the potential noise effects to wildlife and domesticated animals is addressed in the biological resources section. Details regarding the analyzed noise metrics and noise modeling methodology can be found in the Final Noise Study for the Runway Encroachment Solution Project document (**Appendix H**). The ROI for noise is the area including and surrounding Selfridge ANGB. The predominant sources of noise are aircraft operations from an active airfield. Additionally, construction, ground support equipment, and vehicular traffic contribute to the noise environment, though these are transitory and provide a negligible contribution to the overall average noise level.

3.8.1. Affected Environment

3.8.1.1. Operations

Existing conditions comprise a total of 19,148 flight operations at Selfridge ANGB with approximately 9 percent of operations occurring during the DNL nighttime period. Annual operations were determined through interviews and confirmation with based Michigan Air and Army National Guard, Coast Guard, Customs and Border Protection, and transient alert (NGB 2024). **Table 3.8-1** details the documented 19,148 annual operations comprised of approximately 95 percent based and 5 percent transient operations. Of based operations, HH-65 Dolphin helicopters account for the largest portion of operations at 31 percent, followed by A-10 Thunderbolt II at 27 percent, KC-135 Stratotanker at 11 percent, ASTAR Airbus AS350 at 9

percent, as well as based CH-47 Chinook, H-60 Sikorsky helicopter, C-12 King Air, and C-206 Cessna accounting for the remaining based operations. Transient aircraft include various small and large propeller aircraft (C-12 and C-130), fighter (F-16, light jet [such as G5]), heavy jet (KC-135), and helicopters (such as H-60).

Table 3.8-1 Existing Annual Operations Modeled at Selfridge ANGB

Agency	*Reported A/C Type*	*Modeled A/C Type*	*Operations*			
			Arrivals	*Departures*	*Closed Patterns*[1]	*Total*
MIANG	A-10	A-10A	2,388	2,388	322	5,098
MIARNG	CH-47F	CH-47D	320	320	480	1,120
MIANG	KC-135T	KC-135R	267	267	1,602	2,136
Coast Guard	HH-65	DAUPHIN SA365N	1,800	1,800	2,288	5,888
C&BP	ASTAR SA350	ASTAR SA350D	625	625	492	1,742
C&BP	H-60	UH-60A	406	406	302	1,114
C&BP	KingAir	C-12	348	348	42	738
C&BP	C-206	GASEPV	200	200	24	424
DoW	Transients	F-16C, KC-135R, C-130, C-12, H-60, G5	444	444	0	888
		TOTAL[2]	**6,796**	**6,796**	**5,552**	**19,148**

Notes: [1]Closed Patterns count a single circuit as 1 departure and 1 arrival.
[2]Totals may differ slightly due to rounding.
Legend: A/C = aircraft; C&BP = Customs and Border Protection; DoW = Department of War; MIANG = Michigan Air National Guard; MIARNG = Michigan Army National Guard.
Source: NGB 2024.

Operational tempo at Selfridge ANGB is low enough that flights can use the primary runway, Runway 01/19, from either runway end by request. Therefore, the overall runway utilization is generally split about 50/50 but varies by aircraft type, as detailed in **Appendix H**, **Table H-1**. Exceptions in terms of fixed-wing aircraft included the A-10 utilizing Runway 01 to depart to the north and Runway 19 for arrival from the north for 90 percent of operations, which helps to reduce noise exposure to noise sensitive areas south of the airfield. The KC-135 slightly favored departing to the north and arriving from the north with 60 percent of total operations. Rotary-wing aircraft utilize a number of landing spots near their respective hangars, as well as two pads for training exercises in the Western Training Area, on the west side of the airfield.

All departures south of Runway 19 at Selfridge ANGB must remain at or below 5,000 feet mean sea level and A-10 operations with multiple aircraft taking off in quick succession stay at 3,000 or 4,000 feet mean sea level to maintain vertical separation from Detroit Metropolitan Wayne County Airport. Departures north of Selfridge ANGB are restricted to 5,000 feet or below for 10 miles to deconflict from arrival traffic into Pontiac and Ypsilanti airports.

3.8.1.2. Cumulative Metrics (Day-Night Average Sound Level)

Figure 3.8-1 depicts the current DNL contours at Selfridge ANGB in 5 dB increments from 65 dB to 85 dB. As shown, the 65 dB DNL contour extends outside of the Base boundary approximately 0.20 mile to the north, which is primarily driven by based A-10, transient fighter jet, and KC-135T departures on Runway 01. Existing land use in this area to the north, comprised primarily of industrial land uses, is considered compatible with current DNL (DoD 2021). Gradient shading within the figure depicts noise levels down to 55 dB DNL which extends beyond the Base boundary and would typically be above the ambient noise environment. The residential areas beyond the Selfridge ANGB boundary experience a DNL less than 65 dB, which is considered compatible without restriction or exceptions. The 70 dB and greater noise contours remain within the Base boundary.

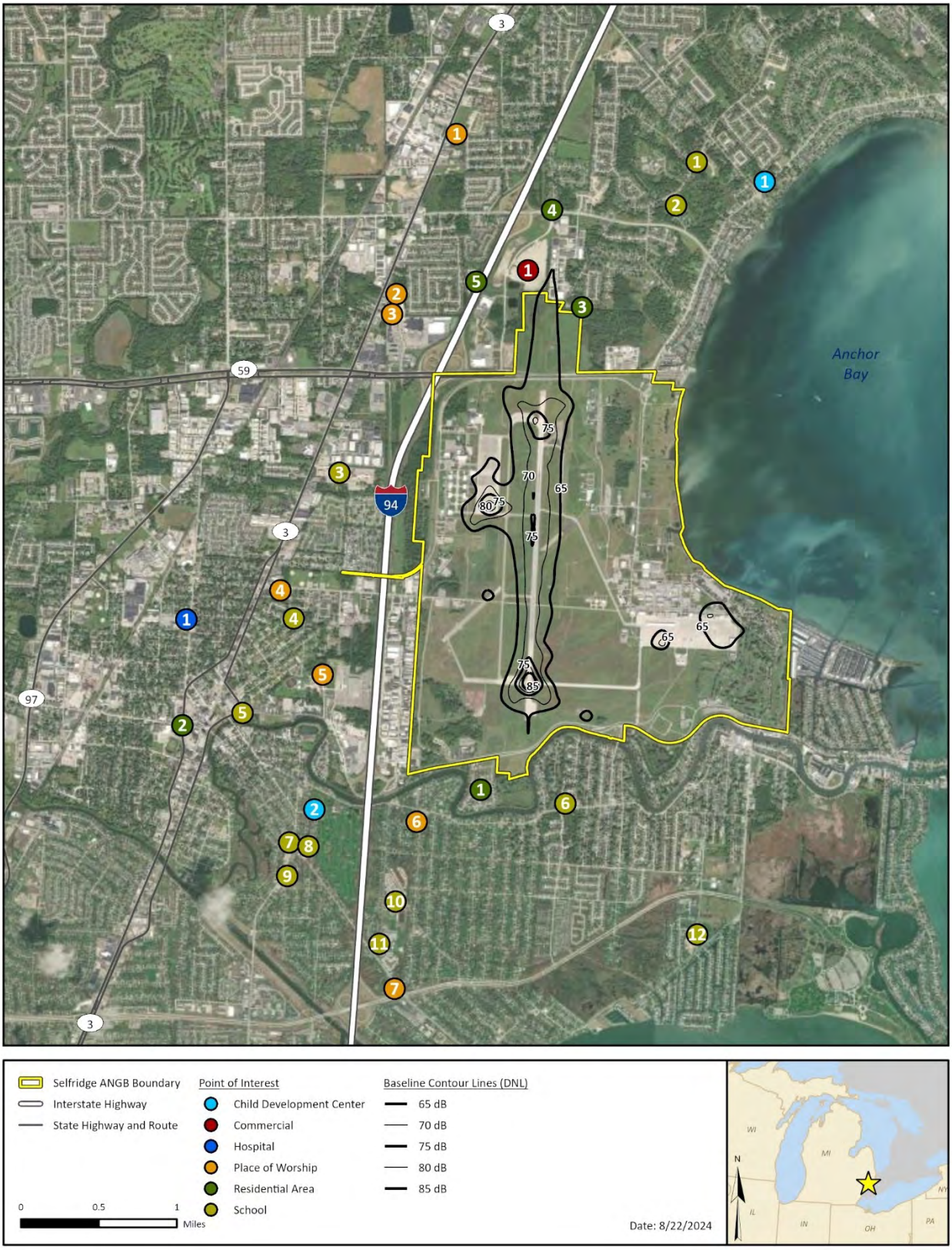


Figure 3.8-1 Existing DNL Noise Contours at Selfridge ANGB

Table 3.8-2 shows the acreage of the areas defined by the various noise contours under existing conditions. The 65 dB DNL contour encompasses 563 acres with only 7 acres extending off Base to the north of Selfridge ANGB over primarily industrial land. No off-Base populations or households would be exposed to noise levels at or above 65 dB DNL.

Table 3.8-2 Existing Acreage Inside Noise Contours

DNL (dB)	*Existing/No Action Acreage*		
	On Base	*Off-Base*	*Total*
65–70	356	7	363
70–75	169	0	169
75–80	27	0	27
80–85	7	0	7
85+	4	0	4
Total >65 dB	**563**	**7**	**570**

Legend: > = greater than; dB = decibel; DNL = Day-Night Average Sound Level.
Source: NGB 2024.

Table 3.8-3 shows the calculated DNL values for each of the 28 POIs selected within the vicinity of the Base boundary with none currently exceeding 65 dB DNL. The POI locations are shown in **Figure 3.8-1**. The residential neighborhoods at Hennings and Shiller Street and at Sugarbush Road to the north of the Base and Duluth Street (between Brigantine Estates [POI RES_1] and South River School [POI SCH_6]) to the south range from 55 to 61 dB DNL. The proposed commercial land use at POI COMM_1 is also exposed to 62 dB DNL, which is considered compatible at this noise exposure. Of the remaining POIs, only six are greater than 50 dB DNL. Only one school (South River School) has a value greater than 50 dB.

Table 3.8-3 DNL at POIs under Existing Conditions in the Vicinity of Selfridge ANGB

Map ID	*Named POI*	*DNL (dB)*
CDC_1	Tots Learning Center	42
CDC_2	St. Mary Preschool	41
COMM_1	Industrial	62
HSP_1	McLaren Macomb General Hospital	36
PoW_1	Gateway Church	50
PoW_2	Faith Christian Center	48
PoW_3	Northridge Baptist Church	48
PoW_4	Tried Stone Missionary Baptist Church	41
PoW_5	Martin Chapel African Methodist Episcopal Zion Church	42
PoW_6	Faith Missionary Baptist Church	47
PoW_7	Knox Presbyterian Church	44
RES_1	Brigantine Estates	54
RES_2	City of Mount Clemens	35
RES_3	Jasmine Court	59
RES_4	Hennings Street	61
RES_5	Kings Pointe	55
SCH_1	Dean A Naldrett School	47
SCH_2	Green Elementary School	48
SCH_3	Frederick V Pankow Center	46
SCH_4	Christian Clemens School	41
SCH_5	L'Anse Creuse Adult Education School	38
SCH_6	South River School	53
SCH_7	Future Scholars Learning Center	39

Map ID	*Named POI*	*DNL (dB)*
SCH_8	Saint Louise School	40
SCH_9	Trinity Lutheran Church School	38
SCH_10	L'Anse Creuse High School	45
SCH_11	L'Anse Creuse Middle School	43
SCH_12	Emma V. Loobestael Elementary School	41

Legend: ANGB = Air National Guard Base; CDC = Child Development Center; COMM = Commercial; dB = decibel; DNL = Day-Night Average Sound Level; HSP = Hospital; ID = Identification; IND = Industrial; POI = Point of Interest; PoW = Place of Worship; RES = Residential; SCH = School.
Source: NGB 2024.

3.8.2. Environmental Consequences

3.8.2.1. Alternative 1

Aircraft Operations

A 2024 noise study assessed the potential noise effects of a northern shift of the existing Runway 01/19 to geographically separate the runway's southern CZ from the group of residential homes currently located within it (NGB 2024). Under Alternative 1, the existing modeled aircraft flight tracks and flight profiles (as detailed in **Section 3.8.1**) would remain and continue to operate over the same areas. The runway shift would have fixed-wing aircraft arriving and touching down on the runway further north based on the movement of the runway thresholds. Local aircraft operations and procedures would remain consistent with current conditions.

Figure 3.8-2 depicts the proposed DNL contours at Selfridge ANGB in 5 dB increments from 65 dB to 85 dB (NGB 2024). As shown, the 65 dB DNL contour extends outside of the Base boundary approximately 0.25 miles to the north, which is predominately the result of based A-10, transient fighter jet, and KC-135T departures on Runway 01. Existing land use in this area to the north, comprised primarily of industrial, is considered compatible with current DNL (DoD 2021). The 65 dB DNL contour does not extend off the Base to the south. The 70 dB and greater noise contours remain within the Base boundary.

Table 3.8-4 shows the acreage of the areas defined by the various noise contours under Alternative 1. The 65 dB DNL contour encompasses 11 acres extending off-Base to the north of Selfridge ANGB. No off-Base populations or households would be exposed to noise levels at or above 65 dB DNL.

Table 3.8-4 Alternative 1 Noise Exposure Acreage in the Vicinity of Selfridge ANGB

DNL (dB)	*Existing/No Action Off-Base Acreage*	*Alternative 1 Off-Base Acreage*	*Difference Off-Base Acreage*
65–70	7	11	+4
70–75	0	0	0
75–80	0	0	0
80–85	0	0	0
85+	0	0	0
Total >65 dB	**7**	**11**	**+4**

Legend: ANGB = Air National Guard Base; dB = decibel; DNL = Day-Night Average Sound Level.
Source: NGB 2024.

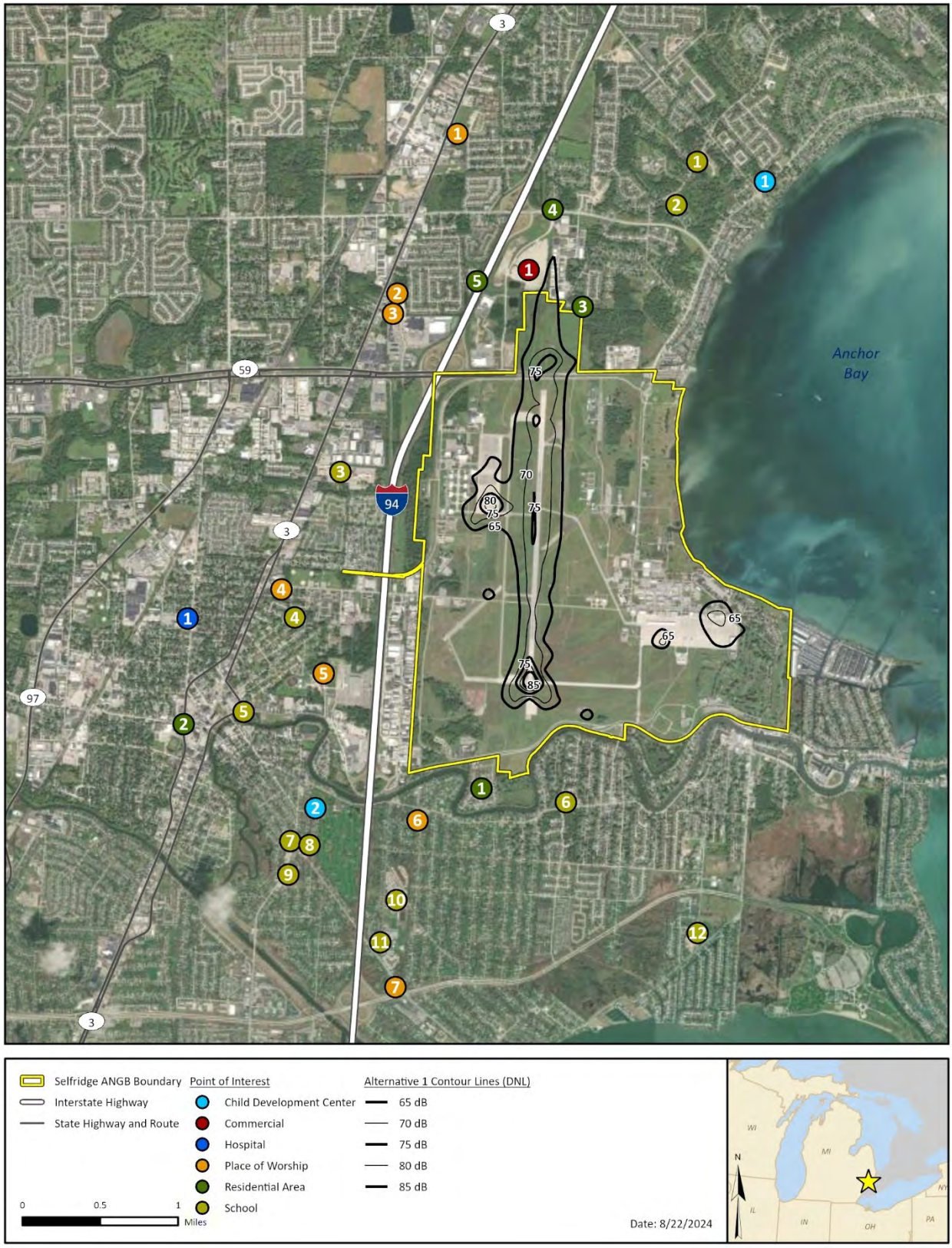


Figure 3.8-2 Proposed DNL Noise Contours under Alternative 1

Table 3.8-5 shows the calculated DNL values for each of the 28 POIs selected within the vicinity of the Base boundary with none currently exceeding 65 dB DNL. The residential neighborhoods at Hennings and Shiller Street and at Sugarbush Road to the north of the Base and Duluth Street to the south range from 55 to 62 dB DNL. The proposed Commercial Center is also exposed to 62 dB DNL; however, current developed properties in the dB DNL are not considered noise sensitive land uses per AFH 32-7084. Of the remaining POIs, only six are greater than 50 dB DNL. Only one school (South River School) has a value greater than 50 dB. The greatest increase in DNL values at representative POIs when comparing the No Action Alternative to Alternative 1 is +1 dB.

Table 3.8-5 DNL at POIs under Alternative 1 in the Vicinity of Selfridge ANGB

Map ID	*Named POI*	*Existing/ No Action*	*Alternative 1*[1]
CDC_1	Tots Learning Center	42	43 (+1)
CDC_2	St. Mary Preschool	41	41 (+0)
COMM_1	Industrial	62	62 (+0)
HSP_1	McLaren Macomb General Hospital	36	36 (+0)
PoW_1	Gateway Church	50	50 (+0)
PoW_2	Faith Christian Center	48	48 (+0)
PoW_3	Northridge Baptist Church	48	47 (-1)
PoW_4	Tried Stone Missionary Baptist Church	41	41 (+0)
PoW_5	Martin Chapel African Methodist Episcopal Zion Church	42	42 (+0)
PoW_6	Faith Missionary Baptist Church	47	47 (+0)
PoW_7	Knox Presbyterian Church	44	44 (+0)
RES_1	Brigantine Estates	54	53 (-1)
RES_2	City of Mount Clemens	35	35 (+0)
RES_3	Jasmine Court	59	59 (+0)
RES_4	Hennings Street	61	62 (+1)
RES_5	Kings Pointe	55	55 (+0)
SCH_1	Dean A Naldrett School	47	47 (+0)
SCH_2	Green Elementary School	48	48 (+0)
SCH_3	Frederick V Pankow Center	46	46 (+0)
SCH_4	Christian Clemens School	41	41 (+0)
SCH_5	L'Anse Creuse Adult Education School	38	38 (+0)
SCH_6	South River School	53	53 (+0)
SCH_7	Future Scholars Learning Center	39	39(+0)
SCH_8	Saint Louise School	40	40 (+0)
SCH_9	Trinity Lutheran Church School	38	38(+0)
SCH_10	L'Anse Creuse High School	45	45 (+0)
SCH_11	L'Anse Creuse Middle School	43	42 (-1)
SCH_12	Emma V. Loobestael Elementary School	41	41 (+0)

Note: [1]Value in parenthesis is the difference in dBs when compared to the Existing/No Action Alternative.
Legend: ANGB = Air National Guard Base; CDC = Child Development Center; COMM = Commercial; dB = decibel; DNL = Day-Night Average Sound Level; HSP = Hospital; ID = Identification; IND = Industrial; POI = Point of Interest; PoW = Place of Worship; RES = Residential; SCH = School.
Source: NGB 2024.

To supplement the cumulative DNL metric analysis, single-event Sound Exposure Levels (SELs) are provided at each POI for the greatest noise events analyzed, as listed in **Table 3.8-6**. SEL accounts for both the magnitude and duration of individual events, making it a good metric to compare disparate noise events.

Table 3.8-6 Alternative 1 SEL Values at POIs Noise Exposure in the Vicinity of Selfridge ANGB

Map ID	*Named POI*	*Existing/ No Action*	*Alternative 1*[1]	*Source (Category, A/C Runway, Operation)*
CDC_1	Tots Learning Center	89	89 (+0)	Transient, F-16C, Runway 01 Departure
CDC_2	St. Mary Preschool	90	90 (+0)	Transient, F-16C, Runway 01 Departure
COMM_1	Industrial	110	110 (+0)	Transient, F-16C, Runway 01 Departure
HSP_1	McLaren Macomb General Hospital	82	82 (+0)	Transient, F-16C, Runway 19 Departure
PoW_1	Gateway Church	96	96 (+0)	Transient, F-16C, Runway 01 Departure
PoW_2	Faith Christian Center	93	93 (+0)	Transient, F-16C, Runway 19 Departure
PoW_3	Northridge Baptist Church	94	93 (-1)	Transient, F-16C, Runway 19 Departure
PoW_4	Tried Stone Missionary Baptist Church	86	87 (+1)	Transient, F-16C, Runway 19 Departure
PoW_5	Martin Chapel African Methodist Episcopal Zion Church	89	89 (+0)	Transient, F-16C, Runway 19 Departure
PoW_6	Faith Missionary Baptist Church	97	96 (-1)	Transient, F-16C, Runway 19 Departure
PoW_7	Knox Presbyterian Church	94	93 (-1)	Transient, F-16C, Runway 19 Departure
RES_1	Brigantine Estates	104	104 (+0)	Transient, F-16C, Runway 19 Departure
RES_2	City of Mount Clemens	82	82 (+0)	Transient, F-16C, Runway 19 Departure
RES_3	Jasmine Court	106	106 (+0)	Transient, F-16C, Runway 01 Departure
RES_4	Hennings Street	109	109 (+0)	Transient, F-16C, Runway 01 Departure
RES_5	Kings Pointe	100	100 (+0)	Transient, F-16C, Runway 01 Departure
SCH_1	Dean A Naldrett School	93	93 (+0)	Transient, F-16C, Runway 01 Departure
SCH_2	Green Elementary School	94	94 (+0)	Transient, F-16C, Runway 01 Departure
SCH_3	Frederick V Pankow Center	97	97 (+0)	Based, CH-47F, Runway 01, Arrival
SCH_4	Christian Clemens School	87	87 (+0)	Transient, F-16C, Runway 19 Departure
SCH_5	L'Anse Creuse Adult Education School	85	85 (+0)	Transient, F-16C, Runway 19 Departure
SCH_6	South River School	105	104 (-1)	Transient, F-16C, Runway 19 Departure
SCH_7	Future Scholars Learning Center	89	89 (+0)	Transient, F-16C, Runway 01 Departure
SCH_8	Saint Louise School	89	89 (+0)	Transient, F-16C, Runway 01 Departure
SCH_9	Trinity Lutheran Church School	87	87 (+0)	Transient, F-16C, Runway 19 Departure
SCH_10	L'Anse Creuse High School	94	94 (+0)	Transient, F-16C, Runway 19 Departure
SCH_11	L'Anse Creuse Middle School	93	92 (-1)	Transient, F-16C, Runway 19 Departure
SCH_12	Emma V. Loobestael Elementary School	91	90 (-1)	Transient, F-16C, Runway 19 Departure

Note: [1]Value in parenthesis is the difference in dBs when compared to the Existing/No Action Alternative.
Legend: A/C = Aircraft; ANGB = Air National Guard Base; CDC = Child Development Center; COMM = Commercial; dB = decibel; HSP = Hospital; ID = Identification; IND = Industrial; POI = Point of Interest; PoW = Place of Worship; RES = Residential; SCH = School; SEL = Sound Exposure Level.
Source: NGB 2024.

Under Alternative 1, the greatest SELs would primarily continue to be due to transient aircraft not assigned to Selfridge ANGB, such as F-16s. The loudest events tend to occur closest to the airfield and nearest the flight tracks that align with the runways at Selfridge ANGB. Although helicopters are generally quieter than fighter aircraft (like the F-16 and F-35A), they generate relatively high single event sound levels at the Frederick V. Pankow Center POI, which would continue at similar levels under Alternative 1 due to their lower altitude operation in that area. Alternative 1 would result in a change of SEL of plus or minus 1 dB from the existing levels, which would generally not be perceptible.

Implementation of Alternative 1 would result in noise levels from aircraft operations being similar (+/- 1dB) and, in most cases, identical to the No Action Alternative; therefore, noise effects would not be significant.

Construction

Construction activity associated with the Proposed Action would take place primarily within the existing airfield boundary, with exception of the reconfiguration of Rosso Highway.

The highest A-weighted sound level measured during a single event is called maximum sound level (L_{max}). Construction noise varies by type of equipment and ranges from an L_{max} of 70 to 85 dB when measured at 50 feet (Federal Highway Administration 2006). Noise levels at other distances without obstructions can be estimated using this formula provided by Federal Highway Administration (Federal Highway Administration 2006):

$$(1)\ L_2 = L_1 + 20*\log(D_1/D_2)$$

Where D_1 and D_2 represent the known and target distances, respectively, L_1 refers to the known sound level and L2 results in the estimated sound level at distance D2.

The nearest off-Base noise sensitive receptor to the north would be a residential area which would be approximately 400 feet away from the proposed relocation of the outer fence. This residential location would be exposed to intermittent periods of increased noise from L_{max} 52 to 67 dB. These construction noise levels could be noticeable and could potentially interfere with speech and cause annoyance.

Additional off-Base sensitive receptors to the south are made up of residential areas which are approximately 1,800 feet away from the proposed Taxiway Golf Arm/De-arm development location. This residential area would experience an L_{max} range of 40 to 55 dB which would be similar to the ambient noise levels of the area. Construction noise associated with implementation of the Proposed Action would be temporary and sporadic throughout the development period and, to the extent practical, would be performed during daytime hours.

At the nearest sensitive receptor, noise associated with construction operations would be short term, temporary effects that would be similar to that of a car driving by. Thus, noise effects from construction operations would not be significant.

Therefore, implementation of Alternative 1 would not be expected to result in significant effects from noise at Selfridge ANGB and the surrounding communities.

3.8.2.2. Alternative 2

Under Alternative 2, the acoustic environment around Selfridge ANGB and specifically off Base, would be similar to conditions presented under Alternative 1. A total of 11 acres off Base would exceed the 65+ dB DNL contour; however, this exposure is limited to open space and industrial land use. While the relocation of the runway would be identical to Alternative 1, aircraft accessing Runway 01/19 via Taxiway Alpha would depart at the new runway threshold and not at the northern end of the overrun as described for Alternative 1.

Aircraft Operations

Figure 3.8-3 depicts the proposed DNL contours at Selfridge ANGB in 5 dB increments from 65 dB to 85 dB (NGB 2024). As shown, the 65 dB DNL contour extends outside of the Base boundary approximately 0.25 mile to the north, which is predominately the result of based A-10, transient fighter jet, and KC-135T departures on Runway 01. Existing land use in this area to the north, comprised primarily of industrial, is considered compatible with current DNL (DoD 2021). The 65 dB DNL contour does not extend off the Base to the south. The 70 dB and greater noise contours remain within the Base boundary.

Table 3.8-7 shows the acreage of the areas defined by the various noise contours under Alternative 2. The 65 dB DNL contour encompasses 11 acres extending off Base to the north of Selfridge ANGB. No off-Base populations or households would be exposed to noise levels at or above 65 dB DNL.

Table 3.8-7 Alternative 2 Noise Exposure Acreage in the Vicinity of Selfridge ANGB

DNL (dB)	*Existing/No Action Off-Base Acreage*	*Alternative 2 Off-Base Acreage*	*Difference Off-Base Acreage*
65–70	7	11	+4
70–75	0	0	0
75–80	0	0	0
80–85	0	0	0
85+	0	0	0
Total >65 dB	**7**	**11**	**+4**

Legend: ANGB = Air National Guard Base; dB = decibel; DNL = Day-Night Average Sound Level.
Source: NGB 2024.

Table 3.8-8 shows the calculated DNL values for each of the 28 POIs selected within the vicinity of the Base boundary with none currently exceeding 65 dB DNL. The residential neighborhoods at Hennings and Shiller Street and at Sugarbush Road to the north of the Base and Duluth Street to the south range from 55 to 62 dB DNL. The proposed Commercial Center is also exposed to 62 dB DNL; however, current developed properties in the dB DNL are not considered noise sensitive land uses per AFH 32-7084. Of the remaining POIs, only six are greater than 50 dB DNL. Only one school (South River School) has a value greater than 50 dB. The greatest increase in DNL values at representative POIs when comparing the No Action Alternative to Alternative 2 is +1 dB.

Under Alternative 2, noise levels would be similar to values under Alternative 1 and noise effects would not be significant.

To supplement the cumulative metric analysis, single-event SELs are provided at each POI for the greatest noise events listed in **Table 3.8-9**. SEL accounts for both the magnitude and duration of individual events, making it a good metric to compare disparate noise events. For each POI, **Table 3.8-9** shows the greatest noise event at each POI.

Implementation of Alternative 2 would result in noise levels from aircraft operations being similar (+/- 1dB) and, in most cases, identical to the No Action Alternative; therefore, noise effects would not be significant.

Figure 3.8-3 DNL Noise Contours under Alternative 2

Table 3.8-8 DNL at POIs under Alternative 2 in the Vicinity of Selfridge ANGB

Map ID	*Named POI*	*Existing/ No Action*	*Alternative 2[1]*
CDC_1	Tots Learning Center	42	42 (+0)
CDC_2	St. Mary Preschool	41	41 (+0)
COMM_1	Industrial	62	62 (+0)
HSP_1	McLaren Macomb General Hospital	36	36 (+0)
PoW_1	Gateway Church	50	50 (+0)
PoW_2	Faith Christian Center	48	48 (+0)
PoW_3	Northridge Baptist Church	48	48 (-1)
PoW_4	Tried Stone Missionary Baptist Church	41	41 (+0)
PoW_5	Martin Chapel African Methodist Episcopal Zion Church	42	42 (+0)
PoW_6	Faith Missionary Baptist Church	47	47 (+0)
PoW_7	Knox Presbyterian Church	44	44 (+0)
RES_1	Brigantine Estates	54	53 (-1)
RES_2	City of Mount Clemens	35	35 (+0)
RES_3	Jasmine Court	59	59 (+0)
RES_4	Hennings Street	61	62 (+1)
RES_5	Kings Pointe	55	55 (+0)
SCH_1	Dean A Naldrett School	47	47 (+0)
SCH_2	Green Elementary School	48	48 (+0)
SCH_3	Frederick V Pankow Center	46	46 (+0)
SCH_4	Christian Clemens School	41	41 (+0)
SCH_5	L'Anse Creuse Adult Education School	38	38 (+0)
SCH_6	South River School	53	53 (+0)
SCH_7	Future Scholars Learning Center	39	39 (+0)
SCH_8	Saint Louise School	40	40 (+0)
SCH_9	Trinity Lutheran Church School	38	38 (+0)
SCH_10	L'Anse Creuse High School	45	45 (+0)
SCH_11	L'Anse Creuse Middle School	43	43 (+0)
SCH_12	Emma V. Loobestael Elementary School	41	41 (+0)

Note: [1]Value in parenthesis is the difference in dBs when compared to the Existing/No Action Alternative.
Legend: ANGB = Air National Guard Base; CDC = Child Development Center; COMM = Commercial; dB = decibel; DNL = Day-Night Average Sound Level; HSP = Hospital; ID = Identification; IND = Industrial; POI = Point of Interest; PoW = Place of Worship; RES = Residential; SCH = School.
Source: NGB 2024.

Table 3.8-9 Alternative 2 SEL Values at POIs Noise Exposure in the Vicinity of Selfridge ANGB

Map ID	*Named POI*	*Existing/ No Action*	*Alternative 2*	*Source (Category, A/C Runway, Operation)*
CDC_1	Tots Learning Center	89	89 (+0)	Transient, F-16C, Runway 01 Departure
CDC_2	St. Mary Preschool	90	90 (+0)	Transient, F-16C, Runway 01 Departure
COMM_1	Industrial	110	110 (+0)	Transient, F-16C, Runway 01 Departure
HSP_1	McLaren Macomb General Hospital	82	82 (+0)	Transient, F-16C, Runway 19 Departure
PoW_1	Gateway Church	96	96 (+0)	Transient, F-16C, Runway 01 Departure
PoW_2	Faith Christian Center	93	94 (+1)	Transient, F-16C, Runway 19 Departure
PoW_3	Northridge Baptist Church	94	94 (+0)	Transient, F-16C, Runway 19 Departure
PoW_4	Tried Stone Missionary Baptist Church	86	86 (+1)	Transient, F-16C, Runway 19 Departure
PoW_5	Martin Chapel African Methodist Episcopal Zion Church	89	89 (+0)	Transient, F-16C, Runway 19 Departure
PoW_6	Faith Missionary Baptist Church	97	96 (-1)	Transient, F-16C, Runway 19 Departure

Map ID	*Named POI*	*Existing/ No Action*	*Alternative 2*	*Source (Category, A/C Runway, Operation)*
PoW_7	Knox Presbyterian Church	94	94 (+0)	Transient, F-16C, Runway 19 Departure
RES_1	Brigantine Estates	104	104 (+0)	Transient, F-16C, Runway 19 Departure
RES_2	City of Mount Clemens	82	82 (+0)	Transient, F-16C, Runway 19 Departure
RES_3	Jasmine Court	106	106 (+0)	Transient, F-16C, Runway 01 Departure
RES_4	Hennings Street	109	109 (+0)	Transient, F-16C, Runway 01 Departure
RES_5	Kings Pointe	100	100 (+0)	Transient, F-16C, Runway 01 Departure
SCH_1	Dean A Naldrett School	93	93 (+0)	Transient, F-16C, Runway 01 Departure
SCH_2	Green Elementary School	94	94 (+0)	Transient, F-16C, Runway 01 Departure
SCH_3	Frederick V Pankow Center	97	97 (+0)	Based, CH-47F, Runway 01, Arrival
SCH_4	Christian Clemens School	87	87 (+0)	Transient, F-16C, Runway 19 Departure
SCH_5	L'Anse Creuse Adult Education School	85	85 (+0)	Transient, F-16C, Runway 19 Departure
SCH_6	South River School	105	104 (-1)	Transient, F-16C, Runway 19 Departure
SCH_7	Future Scholars Learning Center	89	89 (+0)	Transient, F-16C, Runway 01 Departure
SCH_8	Saint Louise School	89	89 (+0)	Transient, F-16C, Runway 01 Departure
SCH_9	Trinity Lutheran Church School	87	87 (+0)	Transient, F-16C, Runway 19 Departure
SCH_10	L'Anse Creuse High School	94	94 (+0)	Transient, F-16C, Runway 19 Departure
SCH_11	L'Anse Creuse Middle School	93	93 (+0)	Transient, F-16C, Runway 19 Departure
SCH_12	Emma V. Loobestael Elementary School	91	91 (+0)	Transient, F-16C, Runway 19 Departure

Note: [1]Value in parenthesis is the difference in dBs when compared to the Existing/No Action Alternative.
Legend: ANGB = Air National Guard Base; CDC = Child Development Center; COMM = Commercial; dB = decibel; SEL = Sound Exposure Level; HSP = Hospital; ID = Identification; IND = Industrial; POI = Point of Interest; PoW = Place of Worship; RES = Residential; SCH = School; SEL = Sound Exposure Level.
Source: NGB 2024.

Construction

Construction activity associated with Alternative 2 in support of the Runway Encroachment Solution Project would take place primarily within the existing airfield boundary, with the exception of the reconfiguration of Rosso Highway.

Similar to Alternative 1, under Alternative 2 the nearest off-Base noise sensitive receptor to the north would be a residential area which would be approximately 400 feet away from the proposed relocation of the outer fence. This residential location would be exposed to intermittent periods of increased noise from L_{max} 52 to 67 dB. These construction noise levels could be noticeable and could potentially interfere with speech and cause annoyance.

Additional off-Base sensitive receptors to the south are made up of residential areas which are approximately 1,800 feet away from the proposed Taxiway Golf Arm/De-arm development location. This residential area would experience an L_{max} range of 40 to 55 dB which would be similar to the ambient noise levels of the area. Construction noise associated with implementation of Alternative 2 would be temporary and sporadic throughout the development period and, to the extent practical, would be performed during daytime hours. Therefore, effects associated with noise from construction equipment would not be significant.

3.8.2.3. No Action Alternative

Under the No Action Alternative, the proposed Runway Encroachment Solution Project at Selfridge ANGB would not be implemented. Under this alternative, 65 occupied residences would remain in Selfridge ANGB's southern CZ, resulting in continued critical safety risk to the public, the state of Michigan, and the DAF. The acoustic environment would be expected to remain as

described in **Section 3.8.1**. Therefore, there would be no significant effects from noise under the No Action Alternative.

3.9 Transportation

Transportation and circulation refer to roadway and street systems, the movement of vehicles on roadway networks, pedestrian and bicycle traffic, and mass transit. The ROI for transportation consists of Selfridge ANGB and Chesterfield Township, with additional information presented for the surrounding vicinity, where relevant.

3.9.1. Affected Environment

3.9.1.1. Roadways

Public Roads

Rosso Highway is the main roadway used to access the main gate at Selfridge ANGB from west to east and is also a predominant roadway for accessing residential properties along Jefferson Avenue. Rosso Highway is classified as a minor arterial, on the north side of the Base, with a posted speed of 50 miles per hour that transitions from a divided four-lane managed corridor in the west to a two-lane highway in the east. Rosso Highway ownership transitions from Michigan Department of Transportation (MDOT) to Macomb County east of I-94, just east of the existing runway.

Hall Road (M-59), west of Gratiot Avenue, is classified as a principal arterial that extends to Pontiac, Michigan and is a heavily traveled corridor. Hall Road (M-59) transitions to Rosso Highway at Gratiot Avenue. Just west of the ROI, Rosso Highway intersects Towne Center Boulevard. Further west there is a full-access interchange between Rosso Highway and I-94. To the east, Rosso Highway intersects with Jefferson Avenue at a roundabout where drivers can turn south to access the Base or north to residential areas. Jefferson Avenue is a four-lane roadway that is classified as a minor arterial to the north and is unclassified to the south.

Towne Center Boulevard is privately owned and is a north-south local street providing access to several commercial properties between Rosso Highway and 21 Mile Road. Towne Center Boulevard is a two-lane street and there is no posted speed limit.

On-Base Roads

Perimeter Road is a two-lane road that circumvents the Base and parallels Rosso Highway on the north side of the Base and has a posted speed of 40 miles per hour.

3.9.1.2. Existing Traffic Data

Traffic data was collected from MDOT Transportation Data Management System for Rosso Highway and Jefferson Avenue (MDOT 2024). No existing count information is available for Towne Center Boulevard or the on-Base Perimeter Road. Assumed Average Daily Traffic for Perimeter Road is less than 400 vehicles (MDOT 2024).

Traffic counts presented are expressed as an Annual Average Daily Traffic (AADT) volume which represents the traffic that can be expected on any given day. Values are shown in vehicles per day (vpd) unless otherwise noted. The traffic count collected for Rosso Highway was taken between Towne Center Boulevard and Jefferson Avenue and is denoted as Location ID No. 50-5353 in the Transportation Data Management System. The most recent traffic count was taken in 2023 with an AADT of 9,900 vpd, which represents a decline from the 2016 count of 14,600 vpd (MDOT

2024). AADT for 2022 was counted as 14,729. A total decrease of about one-third was observed between 2016 and 2023.

Traffic counts were gathered for Jefferson Avenue just south of Anchor Drive. The most recent count was taken in 2021 with an AADT of 10,300 vpd and 1 percent trucks. While this was taken during the COVID-19 pandemic, Jefferson Avenue appears to remain relatively consistent in traffic volume with little variability between 2011 and 2021 with a low of 10,300 vpd and high of 12,000 vpd (MDOT 2024).

3.9.2. Environmental Consequences

3.9.2.1. Alternative 1

Roadways

During construction there would be an addition of approximately 13 haul trips for construction materials and 21 construction worker trips per day to the existing roadways. In addition, minor effects to traffic in the local area may also occur when construction causes temporary closures or blockages of roads. During construction, traffic would be rerouted which may cause a temporary increase in the number of vehicles on the rerouted road. Potential effects would be reduced and maintained with the development of a Traffic Control Plan coordinated with MDOT and Macomb County Department of Roads and would include mitigation measures to manage traffic effects from the road construction.

Traffic flow would change as a result of the relocated Rosso Highway. However, no long-term negative effects are expected as part of this change and the highway alignment shift would not represent a significant change to traffic in the area. No change in traffic volume is expected on Perimeter Road or other on-Base roads as a result of Alternative 1. Additionally, there would be no increase in the number of personnel stationed at Selfridge ANGB and no long-term effect to daily traffic counts added to the existing roadways.

Therefore, implementation of Alternative 1 would not be expected to result in significant effects to transportation.

3.9.2.2. Alternative 2

Under Alternative 2, proposed construction would remain similar to Alternative 1 with the exception of Project 9, Extend Taxiway Alpha to Runway Threshold. Taxiway Alpha would be extended to the runway threshold under this alternative, rather than the overrun. There would be a 14 percent decrease in the amount of construction under Alternative 2 consequently reducing construction-related traffic. Therefore, Alternative 2 would result in slightly less effects to transportation than described under Alternative 1, and would result in no significant effects.

3.9.2.3. No Action Alternative

Under the No Action Alternative, the proposed Runway Encroachment Solution Project at Selfridge ANGB would not be implemented. Transportation resources would be expected to remain as described in **Section 3.9.1**. Therefore, there would be no significant effects to transportation resources under the No Action Alternative.

3.10 Public Health and Safety

3.10.1. Affected Environment

Ground safety considers issues associated with human activities, operations, and maintenance activities that support mission operations. Construction site safety is largely a matter of adherence to regulatory requirements imposed for the benefit of employees and of operational practices that reduce risks of illness, injury, death, and property damage. Safety and accident hazards can often be identified and reduced or eliminated. The ROI for public health and safety primarily consists of Selfridge ANGB, with additional information presented for the surrounding vicinity, where relevant.

3.10.1.1. Ground Safety

Fire/Crash Response

The 127 WG manages operations and maintenance activities in accordance with applicable DAF safety regulations, published DAF Technical Orders, and standards prescribed by Air Force Occupational Safety and Health Requirements. The 127 WG provides fire, crash, rescue, and structural fire protection for the Base and its aircraft. Selfridge Fire and Emergency Services is a full-time department that has daily manning from operational firefighters and is housed on Selfridge ANGB. The 127 WG Fire Department has mutual aid agreements with local agencies for aid in fire protection, first responder and lifesaving services, and hazardous materials incident response. Other mutual aid agreement participating fire protection locations are shown in **Figure 3.10-1**.

Clear Zones/Accident Potential Zones

As shown in **Figure 3.10-1**, existing CZs are established at the northern and southern end of Runway 01/19. The CZ at the northern end of the runway lies primarily on land owned by Selfridge ANGB. While in the southern CZ, single-family housing has been built south of Clinton River. There are two APZs, each located on both ends of the CZs that occur within the boundary of Selfridge ANGB as well as areas outside of the Base's boundaries. As described in **Section 3.7.1.4,** both APZ I and APZ II contain areas of residential, vacant, recreation and open space, and industrial development.

As described under **Section 1.3**, the CZ is the area that has the greatest risk of accidents after the runway itself based on analysis of historic aircraft accident locations near military airfields. Because of this high risk, the CZ warrants special attention. The potential for accidents is so high that land use restrictions necessary to ensure compatibility can prohibit an otherwise reasonable economic use of the land. Therefore, it is DoW and DAF policy to own the land within the CZ or control the land through restrictive use easements. APZ I and II possess somewhat less accident potential than the CZ and therefore have land use guidelines that permit certain economic activities but restrict those that concentrate people.

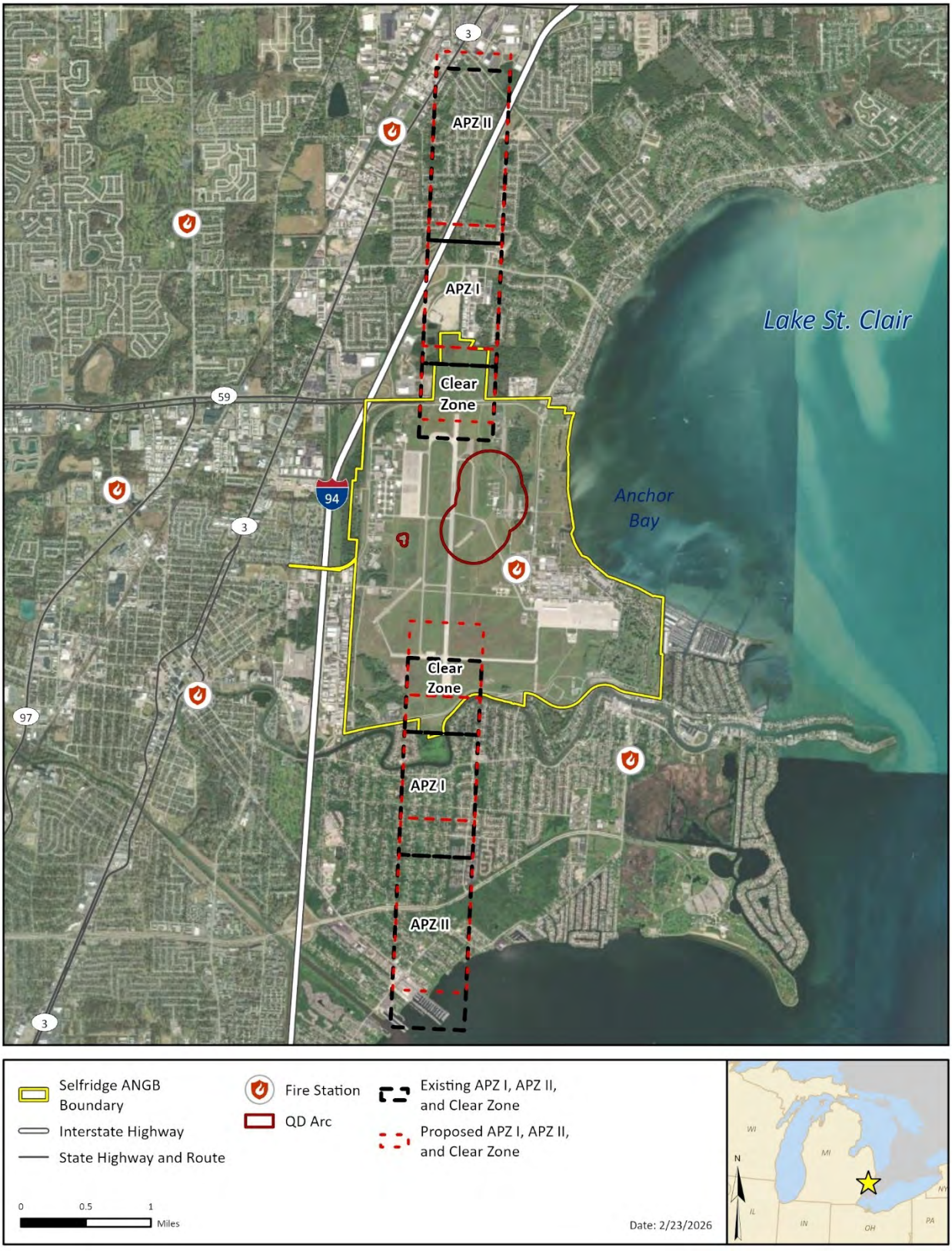


Figure 3.10-1 Ground Safety Areas at Selfridge ANGB

Explosive Safety

Selfridge ANGB stores, maintains, and uses munitions required to perform its mission. The Munitions Storage Area is used for munitions storage and is located east of the runway. The maintenance of the prescribed explosive safety quantity distance (ESQD) arcs for stored munitions is essential for munitions operations. ESQD arcs define levels of risk considered acceptable for potential explosive sites. ESQD arcs have been established for Selfridge ANGB, located east of the runway and Taxiway Alpha, as shown in **Figure 3.10-1**. The Munitions Storage Area at Selfridge ANGB currently has 10 facilities within its ESQD arc (DoD Explosives Safety Board 2015). Included in the ESQD arc is a Hot Cargo Pad located off Taxiway Alpha where munitions and materials are unloaded and moved within the Base. All munitions are handled and stored in accordance with the DAF explosive safety manual.

3.10.2. Environmental Consequences

3.10.2.1. Alternative 1

Fire/Crash Response

Under Alternative 1, there would be a temporary increase in personnel on Base related to construction. The 127 WG Fire Department would continue to respond to all Selfridge ANGB-related fire and emergency incidents, which are not expected to increase in frequency under Alternative 1 as annual operations and number of personnel remain unchanged. Effects to mutual aid agreements and emergency response could be temporarily affected during construction due to road closures and increased construction traffic; however, mitigation measures would be identified in the Traffic Control Plan to manage traffic-related effects from the road construction. Any increase in incident response time due to construction-related activities would be temporary in frequency and duration. Therefore, no significant effects to fire/crash safety are expected under Alternative 1.

Clear Zones/Accident Potential Zones

Alternative 1 includes relocating the northern and southern CZs and APZs. In addition, there are seven construction projects located within the relocated northern CZ: Project 1, Relocate Rosso Highway and CZ Fence; Project 2, Relocate Irwin and Tucker Jones Drains; Project 3, Relocate Base Perimeter Fence; Project 4, Relocate Perimeter Road and Airfield Fence; Project 5, Extend North Overrun; Project 7, Extend Taxiway Bravo; and Project 9, Extend Taxiway Alpha to the End of the Overrun (see **Figure 2-1** and **Table 2-1**).

In addition, Alternative 1 would exclude the residential land use from the southern CZ, the area that has the greatest risk of accidents, and would result in more compatible land uses for the southern CZs. Implementation of Alternative 1 would result in beneficial effects to safety, as incompatible residential land use would be excluded from the southern CZ and operational safety at the airfield would improve.

Airfield Management

As proposed construction would require the runway to close for a period of time and require relocation of refueling operations, Alternative 1 would affect the use of the airfield, including aircraft takeoffs and landings during construction. Construction in these areas would be temporary and is essential for sustained flying operations at Selfridge ANGB. Selfridge ANGB has approved use of Taxiway Bravo as a temporary landing zone during the proposed Runway 01/19

construction for A-10 and fixed wing DHS operations. Construction in the CZs would be temporary in duration, and no significant effects related to construction would be expected under Alternative 1.

Implementation of Alternative 1 would increase long-term operational safety at the airfield. The inclusion of Project 9, Extend Taxiway Alpha to the End of the Overrun, would reduce overall aircraft runway crossings and potentially reduce the risk of runway incursions.

Explosive Safety

Under Alternative 1, there would be no change to the amount or type of munitions stored on Selfridge ANGB. However, there is one construction project that would be implemented under Alternative 1 located within the footprint of the existing ESQD arc: Project 9, Extend Taxiway Alpha to the End of the Overrun. While this construction project is within the ESQD arcs, all applicable criteria per Air Force Manual 91-201, *Explosive Safety Standards*, would be met to reduce risk. No explosives would be handled during construction activities. Therefore, no additional risk would be expected as a result of implementation of Alternative 1.

In addition, Project 10, Taxiway Alpha Extension Arm/De-Arm Pad and Project 11, Taxiway Golf Arm/De-Arm Pad would include construction of two new arm/de-arm pads on both the northern and southern ends of the runway (see **Figure 2-1**). These arm/de-arm pads do not have associated ESQD arcs. Therefore, no additional explosive safety risk would be expected from the arm/de-arm construction. There would be no change to the amount or type of munitions at the Base proposed under Alternative 1, thus there would be no significant effects related to explosive safety.

Bird Aircraft Strike Hazards

Under Alternative 1, the overall potential for BASH is not anticipated to be statistically different following the relocation of Runway 01/19. The Federal Aviation Administration (FAA) reports 97 percent of bird strikes occur during the takeoff and landing phases of flight. The DAF mitigates these risks through proper risk management procedures. Hazard avoidance is reported, and bird watch conditions are assigned each day of wing flying to determine risk. Bird watch conditions are separated into categories based on severity and written in accordance with DAFI 91-202, *The U.S. Air Force Mishap Prevention Program.* These conditions, if severe enough, could restrict flying until conditions subside (127 WG 2023b). Furthermore, drain construction recommendations, per FAA Advisory Circular 150/5200-33C, *Hazardous Wildlife Attractant Near Airports*, would be incorporated where feasible, including covering portions of the drain and modifying banks to reduce attraction to birds.

Moving the runway north may bring it into closer proximity to wetlands, potentially increasing the likelihood of BASH in that area**.** However, as described in **Section 3.6.2**, required maintenance of the CZ would include tree clearing (see **Figure 3.6-1**). The potential tree clearing related to the forested areas adjacent to runways and aircraft operations areas, including in the relocated northern CZ, would result in reduced wildlife attraction to the Base and therefore may reduce potential BASH risk since fewer birds would be in the path of aircraft taking off and landing. In addition, the removal of up to 17.15 acres of wetland would also result in reduced attraction of wildlife species to the area and therefore may reduce BASH risk. The 127 WG BASH program would continue to be implemented under Alternative 1 to minimize the risk of BASH to the extent possible. When tree clearing occurs in the CZ or other areas of the airfield adjacent to the aircraft movement areas, those areas are subsequently maintained as herbaceous habitat so they are less

attractive to wildlife. Implementation of Alternative 1 would not result in a significant increase in BASH-related effects.

3.10.2.2. Alternative 2

Under Alternative 2, proposed construction would remain similar to Alternative 1 with the exception of Project 9, Extend Taxiway Alpha to Runway Threshold. Taxiway Alpha would be extended to the runway threshold under this alternative, rather than the overrun as described for Alternative 1. This would result in a slight reduction to operational safety when compared to Alternative 1 where the aircraft runway crossings (primarily of tanker aircraft) would increase and consequently potentially increase associated runway incursions and controlled movement area violations. Under Alternative 2, Project 9, Extend Taxiway Alpha to the Runway Threshold would not fall in the northern CZ and APZ. Implementation of Alternative 2 would not be expected to result in significant effects to safety.

3.10.2.3. No Action Alternative

Under the No Action Alternative, the proposed Runway Encroachment Solution Project at Selfridge ANGB would not be implemented. Under this alternative, 65 occupied residences would remain in Selfridge ANGB's southern CZ, resulting in continued critical safety risk to the public, the state of Michigan, and the DAF. Safety would be expected to remain as described in **Section 3.10.1**.

3.11 Hazardous Materials and Wastes

"Hazardous materials," "toxic substances," and "hazardous waste," broadly defined, can all be classified as "hazardous substances" as defined by the federal Comprehensive Environmental Response, Compensation, and Liability Act of 1980 because they may present a threat to human health and/or the environment. The phrase "hazardous substance" is used in this document to describe any item or agent (i.e., biological, chemical, or physical) that has the potential to cause harm to humans, animals, or the environment.

The ROI for hazardous substances primarily consists of Selfridge ANGB, with additional information presented for the surrounding vicinity, where relevant.

3.11.1. Affected Environment

No hazardous substances are anticipated to be encountered as part of the footprint for the Proposed Action as no building construction, renovation, or demolition would occur. In addition, short-term, minor construction-related effects are expected for hazardous substances and hazardous substance management. Therefore, hazardous substances and hazardous substance management are not further evaluated in this analysis which focuses only on those resources that could potentially cause a significant effect.

3.11.1.1. Contaminated Sites

2025 Environmental Baseline Study

In July 2025, a Phase I Environmental Baseline Study was conducted for the northern extent of the proposed Runway Encroachment Solution project area. Visual observations showed evidence of a 'soil mounds/berm' recognized environmental condition (REC) area located on Parcel 2B and a 'soil mound/elevated fill area' REC on the west side of the proposed project area (**Figure 3.11-1**).

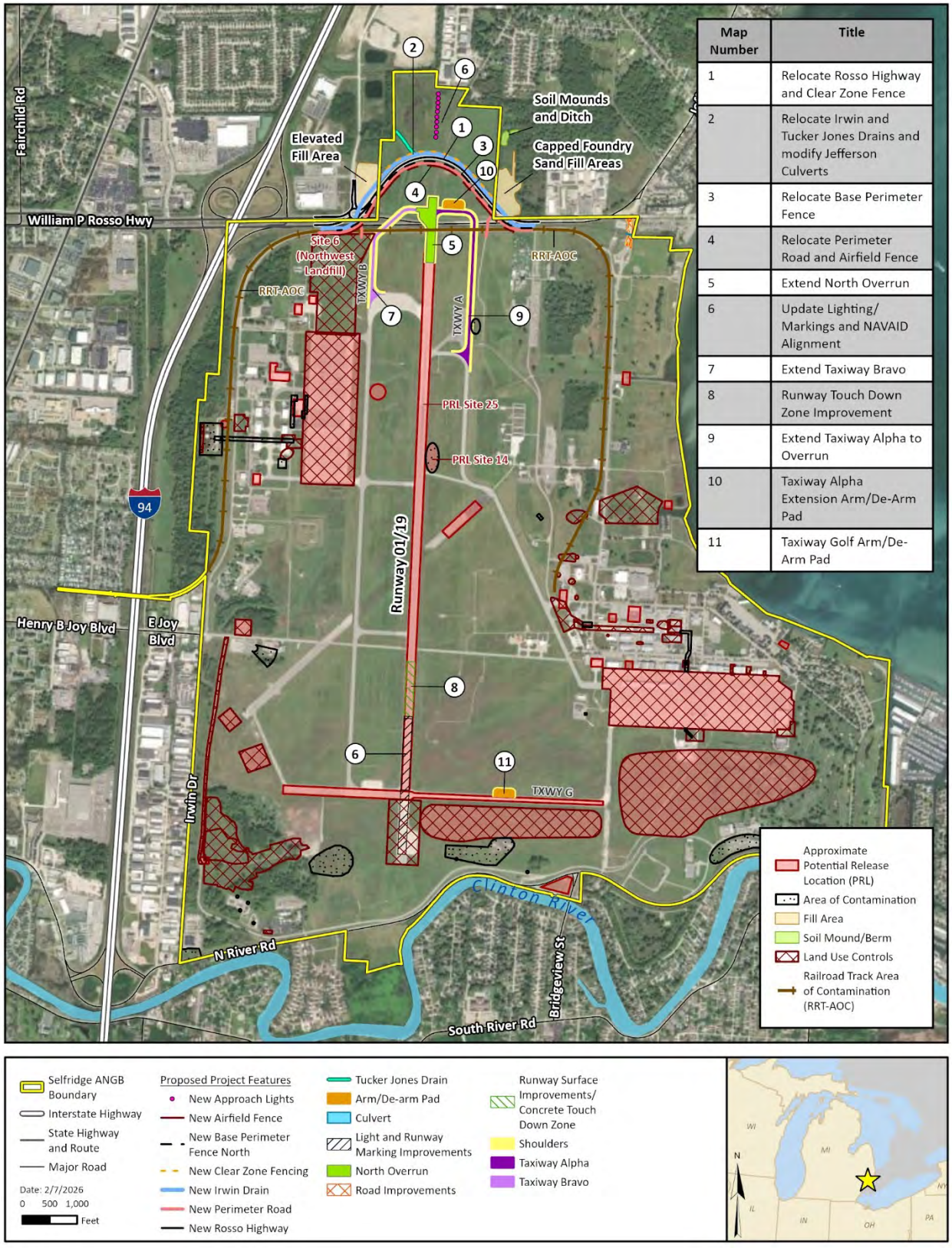


Figure 3.11-1 Contaminated Sites, LUCs, and PRLs Near Selfridge ANGB

The soil mound/berm REC area was evaluated via soil borings and temporary monitoring wells for analysis of VOCs, semi-volatile organic compounds, polychlorinated biphenyls (PCBs), and Resource Conservation and Recovery Act 8 metals, in addition to copper and zinc. Concentrations of methylene chloride were detected in soil, and copper was detected in groundwater at concentrations above the 201 of NREPA criteria but below levels that would represent a risk based on the planned use of the site (Selfridge ANGB 2025a).

Additionally, in July 2025, a Phase II Environmental Baseline Study for the 'soil mound/elevated fill area' REC was completed. Soil and groundwater samples showed detections of arsenic, copper, lead, mercury, selenium, and zinc above the Part 201 cleanup criteria, and perfluorooctanoic acid (PFOA), perfluorohexane sulfonic acid (PFHxS), perfluorononanoic acid (PFNA), and perfluorooctane sulfonate (PFOS) above EPA regional screening levels (Selfridge ANGB 2025b).

As outlined in the 2025 Phase I Environmental Baseline Study, on the east side of the proposed project area, an area of capped contaminated foundry sands was also identified (see **Figure 3.11-1**). Elevated levels of cadmium, chromium, copper, lead, and zinc were identified in soil samples collected from the foundry sands fill area. Maximum concentrations of lead identified in the foundry sands fill area were measured at 1,430 milligrams per kilogram (mg/kg), which is above the residential and non-residential direct contact-based criteria of 400 mg/kg and 900 mg/kg, respectively, as well as the drinking water protection criteria of 700 mg/kg; generic groundwater surface water interface protection criteria is preliminarily calculated at 0.28 mg/kg. Based on the results, foundry sands waste fill material was put into a clay-lined pit and capped with clay (Selfridge ANGB 2025a).

Environmental Restoration Program Sites

The Defense Environmental Restoration Program (ERP) (former Installation Restoration Program [IRP]) is designed to identify, evaluate, and remediate sites where activities may threaten public health, welfare, or the environment and is the basis for response actions at Selfridge ANGB under the provisions of the Comprehensive Environmental Response, Compensation, and Liability Act, as amended. ERP Sites have been under investigation at the Base from 1982 to present. Of the ERP sites that have been investigated, only one is still active (Selfridge ANGB 2023b). Sites that are no longer active are closed with either Unlimited Use/Unrestricted Exposure or have applicable Land Use Controls (LUCs) in place for the protection of human and environmental health. The only active ERP site is located outside the runway and taxiway areas. The ERP sites are detailed in **Appendix I.**

The 127 WG maintains a Selfridge ANGB ERP Site Summary Table with updated ERP site status and LUC requirements. An Annual Certificate of Compliance, including the Selfridge ANGB ERP Site Summary Table, is submitted to EGLE. All LUCs outlined in the No Further Action documents are incorporated into the Selfridge ANGB ERP Site Summary Table. Access to ERP sites is controlled to prevent unacceptable exposure and maintain ERP sites in a condition that is protective of public health, safety, welfare, and environment.

Per- and Polyfluoroalkyl Substances

PFAS refers to a large group of man-made chemicals that includes PFOS, PFOA, and other chemicals. On April 10, 2024, EPA released a final National Primary Drinking Water Regulation to establish legally enforceable levels, called Maximum Contaminant Levels, for six PFAS in drinking water. On June 25, 2024, the federal Safe Drinking Water Act rule became effective on drinking water standards for certain PFAS. EPA also finalized health-based, non-enforceable Maximum Contaminant Level Goals for these PFAS (EPA 2024b). PFAS regulations are quickly

evolving in the state of Michigan, and it is the responsibility of the 127 WG to remain in compliance with the current regulations at the time of construction.

A Site Investigation for PFAS was performed at the 127 WG in 2018 (Selfridge ANGB 2018). Twenty-five potential release locations (PRLs) were investigated based on a Preliminary Assessment conducted in 2016 (127 WG 2016). All 25 PRLs were recommended for either an Expanded Site Investigation to further delineate the extent of contamination or for a Remedial Investigation, because based on analytical data obtained during the Site Investigation, there was confirmation that PFAS exist in all media at the Base. The PFAS PRLs at Selfridge ANGB are detailed in **Appendix I**.

The Michigan Department of Environmental Quality has established Water Quality Standards (WQS) for PFOS that are protective of surface waters for both drinking water and non-drinking water sources. The WQS for drinking water is 11 nanograms per liter (ng/L) and the WQS for non-drinking water standard is 12 ng/L. Since municipal drinking water is obtained from Lake St. Clair, the WQS for drinking water (11 ng/L) was selected to conservatively screen all surface water that is discharging from Selfridge ANGB. PFAS were detected in groundwater, soil, surface water, and/or sediment sampled at each PRL. The purpose of the project action level (PAL) is to select an analytical laboratory method that can provide accurate data that is protective of regulatory limits and risk-based screening criteria to define the presence or absence of PFAS to the best extent practicable. PFAS were detected above the PALs in groundwater at eight of the 25 PRLs investigated and were detected in soil above the PALs at two of the 25 PRLs. PFAS concentrations exceeded PALs in surface water at six of the PRLs sampled; however, it was not detected above PALs in any of the co-located sediment samples.

3.11.2. Environmental Consequences

State and federal laws regulate storage, handling, disposal, and transportation of hazardous materials and wastes. Hazardous material and waste issues can occur during ground-disturbing activities near aboveground storage tanks, underground storage tanks, and areas used for the storage or transport of pesticides; bulk fuel; and petroleum, oils, and lubricants. Effects to hazardous materials and wastes would be considered significant if the Proposed Action: (1) altered the quantity of materials/wastes generated, (2) caused a release of hazardous materials/waste that negatively affected human or environmental health, or (3) affected an ERP/Area of Concern (AOC) or PRL site or site containing hazardous materials. Toxic substances are addressed separately from other hazardous substances. The effects of toxic substances would be significant if the Proposed Action posed a risk to human health due to exposure to asbestos-containing material, lead-based paint, and/or PCBs.

3.11.2.1. Alternative 1

Contaminated Sites

The proposed construction associated with Projects 1–4 would be routed through the capped foundry sand fill area and elevated fill area as shown in **Figure 3.11-1**. Since contaminated soil and groundwater would be disturbed during construction of the realignment of Rosso Highway, fencing, and perimeter road, remediation of the soils and groundwater would be necessary prior to construction. Characterization of the soil and groundwater would be required prior to construction activities and disposal of the capped foundry sand fill area and elevated fill area. Selfridge ANGB would coordinate with the EGLE and NGB regarding a course of action to ensure federal and state agency regulatory requirements are met and to arrange for agency consultation and permitting as

necessary. Additionally testing and monitoring would be required during construction activities to ensure that migration of these contaminants does not further contaminate groundwater. If groundwater was to be encountered during excavation, then dewatering would occur during construction, in compliance with the Soil Erosion and Sedimentation Control Permit and Soil Erosion Plan, to minimize effects to groundwater. If dewatering is required in known contamination areas, Selfridge ANGB would identify and prepare dewatering and soil removal plans as needed for containment or treatment of the water prior to discharge. A Due Care Plan would be prepared and maintained for the owner/operator, who is responsible for complying with the Due Care Obligations outlined in Michigan Compiled Law 324.20101–.20142, if onsite operations could result in exposure to or exacerbate known contamination. All Due Care Obligations would be met and followed during construction to protect workers and ensure community safety after construction. A Soils Management Plan would also be developed for affected soils leaving the site as a result of construction. Lastly, all areas of construction, demolition, and excavation would adhere to standard operating procedures of the EGLE 2025 Certification of Compliance, address potential worker exposure, and prevent off-site migration of contamination, as well as adhere to site-specific soil relocation restrictions, as feasible.

Environmental Restoration Program Sites

In accordance with DAFI 32-7020, *The Environmental Restoration Program*, construction, modifications, and/or additions to existing buildings can occur on or in proximity to existing ERP sites. Accordingly, the appropriate organizations (e.g., installation planners, ERP managers, design engineers) must consider a compatible land use based on current site conditions and the selected or projected remedial action alternatives. If the potential for uncharacterized ERP sites exists, Selfridge ANGB would be responsible for identifying existing contamination at the proposed construction sites to avoid unknowingly locating construction projects in contaminated areas.

Under Alternative 1, Project 7, Extend Taxiway Bravo would overlap Site 6 (Northwest Landfill) (see **Figure 3.11-1)**. The site contains contaminated groundwater and soil with semi-volatile organic compounds and heavy metals resulting from historic operations that included its use as a landfill. It is classified as Category 3 in the Final Phase I Environmental Baseline Survey, indicating that hazardous substances have been released at concentrations that do not require removal or remedial action. In 2003, the area received a No Further Action determination from Michigan Department of Environmental Quality, with land use restrictions remaining in place on the landfill area.

Under Alternative 1, five of the proposed projects (Project 3, Relocate Base Perimeter Fence; Project 4, Relocate Perimeter Road and Airfield Fence; Project 5, Extend North Overrun; Project 7, Extend Taxiway Bravo; and Project 9, Extend Taxiway Alpha to the End of the Overrun) would overlap the LUC for the railroad track-AOC site. Portions of the abandoned railroad track that are within the proposed project footprint would be removed prior to construction. This site is contaminated with metals and semi-volatile organic compounds from historic practices that included the application and leakage of oils on the tracks, support ties, and the gravel base. LUCs for this area include soil and groundwater relocation restrictions due to exceedances above state criteria (see **Figure 3.11-1)**.

Selfridge ANGB would take appropriate measures to ensure that personnel are not exposed to unacceptable levels of contaminated soil and that the soil is not relocated without proper procedures in place. They would also coordinate with the EGLE and NGB regarding a course of action to ensure federal and state agency notification requirements are met and to arrange for

agency consultation as necessary. A LUC compliance plan would be prepared prior to construction that would include each applicable LUC and its prohibitions/conditions; a description of the approval processes and agency coordination; and confirmation of oversight and documentation that LUCs remain protective post-construction. If proper measures, as described above, are followed, no effects are expected as a result of the implementation of Alternative 1 and no further investigations would be affected.

PFAS

Under Alternative 1, there would be four proposed construction projects that would overlap with areas identified as being potential sources of PFAS (see **Figure 3.11-1**). Project 5, Extend North Overrun; Project 6, Update Lighting/Markings and NAVAID Alignment; Project 8, Runway Touchdown Zone Improvement; and Project 11, Taxiway Golf Arm/De-Arm Pad would overlap with PRL Site 25. PRL Site 25 involves potential foam discharges from firefighting vehicles used for emergency response activities in response to non-specified crash locations (Selfridge ANGB 2023b). Additionally, LUCs for this area include soil and groundwater relocation restrictions due to exceedances above state criteria. Disposal and/or use of discarded asphalt and removed soil should be made with considerations to potential exposure to and/or exacerbation of PFAS contamination.

Additionally, known concentrations of PFAS are present in the Tucker Jones Drain (Project 2), including a detection of PFOS at 13 ng/L, which is an exceedance of the Water Quality Value in Rule 57 (R 323.1057), Toxic substances, of the Part 4, Water Quality Standards (Part 4 Rules), promulgated pursuant to Part 31 of the NREPA. Plans regarding removal/disposal of water (dewatering) and soil during the rerouting of the drains would be made with considerations to PFAS and limit exacerbation of PFAS contamination to surrounding areas. Appropriate characterization and discharge approval for dewatering water generated during the proposed activities would be required.

Selfridge ANGB would evaluate all investigative findings up to the initiation of construction activities and develop a Materials Management Plan to identify, contain, and properly dispose of PFAS above federal and/or state regulatory limits in soil and groundwater at the time of construction. Based on the results of investigative findings in the area of proposed construction, management strategies could include media sampling protocol in accordance with the Site Inspection or Remedial Investigation Work Plans, media characterization, erosion control BMPs, and media disposal requirements based on current state and federal guidelines on PFAS. With proper materials management, no further contamination or migration of PFAS from the soil or groundwater would be expected to occur. By following applicable federal and state regulations and implementation of any required management plans, effects from PFAS contamination would not be significant.

Therefore, implementation of Alternative 1 would not be expected to result in significant effects from hazardous materials and wastes or contaminated sites.

3.11.2.2. Alternative 2

Under Alternative 2, proposed construction would remain similar to Alternative 1 with the exception of Project 9, Extend Taxiway Alpha to Runway Threshold and effects from hazardous materials and wastes or contaminated sites under Alternative 2 would be similar to those found under Alternative 1. Effects related to construction within the railroad site would be less for Alternative 2 because the Taxiway Alpha extension would not be affected by potential release of

contamination. Therefore, Alternative 2 would result in similar if not slightly less effects from hazardous materials and wastes than Alternative 1.

3.11.2.3. No Action Alternative

Under the No Action Alternative, the proposed Runway Encroachment Solution Project at Selfridge ANGB would not be implemented. Hazardous materials and wastes would be expected to remain as described in **Section 3.11.1.** Therefore, there would be no significant effects to hazardous materials and wastes under the No Action Alternative.

APPENDICES

APPENDIX A
GOVERNMENT AND AGENCY COORDINATION AND CONSULTATIONS

APPENDIX A: 2024 SCOPING

NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable Gretchen Whitmer
Governor
State of Michigan
P.O. Box 30013
Lansing, MI 48909

Dear Governor Whitmer,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

The purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern CZ and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. All proposed construction projects would be implemented as summarized in the Proposed Action project list (**Attachment 2**) and shown in the figures in **Attachment 3** resulting in the potential to affect areas of proposed ground disturbance (including locations of newly constructed pavement). No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed under the Proposed Action or alternatives.

The upcoming EA will include the analysis of alternatives for the Runway Encroachment Solution Project, including Alternative 1 (Preferred Alternative), Alternative 2, and the No

Action Alternative. The Department of the Air Force (DAF) and the NGB are the lead agencies for the Proposed Action. As part of our efforts to evaluate the effects of our action, the NGB respectfully requests information or agency-specific preliminary comments that would alleviate or highlight areas of concern preceding the EA. Areas of concern may include potential effects to the following resources: physical, ecological, wetlands, floodplains, stream relocation, land use, social, cultural, archaeological resources, transportation, and hazardous materials. The NGB and Selfridge ANGB also request any information that your agency may have regarding other proposed, ongoing, or recently completed projects that could create or exacerbate impacts to the Proposed Action.

Please respond within thirty (30) days of receipt of this letter to Kristi L. Kucharek, NEPA Program Manager, ATTN: Selfridge ANGB EA, 3501 Fetchet Avenue, Joint Base Andrews MD 20762-5157 or by email at ngb.cca4f.nepacommentsorg@us.af.mil with the subject titled as ATTN: Selfridge ANGB EA. Thank you for your assistance.

Sincerely

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager

Attachments (3):
1. Selfridge ANGB Regional Location Map
2. Proposed Runway Encroachment Solution Project List
3. Proposed Runway Encroachment Solution Project Maps

Attachment 1 – Selfridge ANGB Regional Location Map

Attachment 2 – Proposed Construction Projects for the
Selfridge ANGB Runway Encroachment Solution Project (Alternative 1 and Alternative 2)

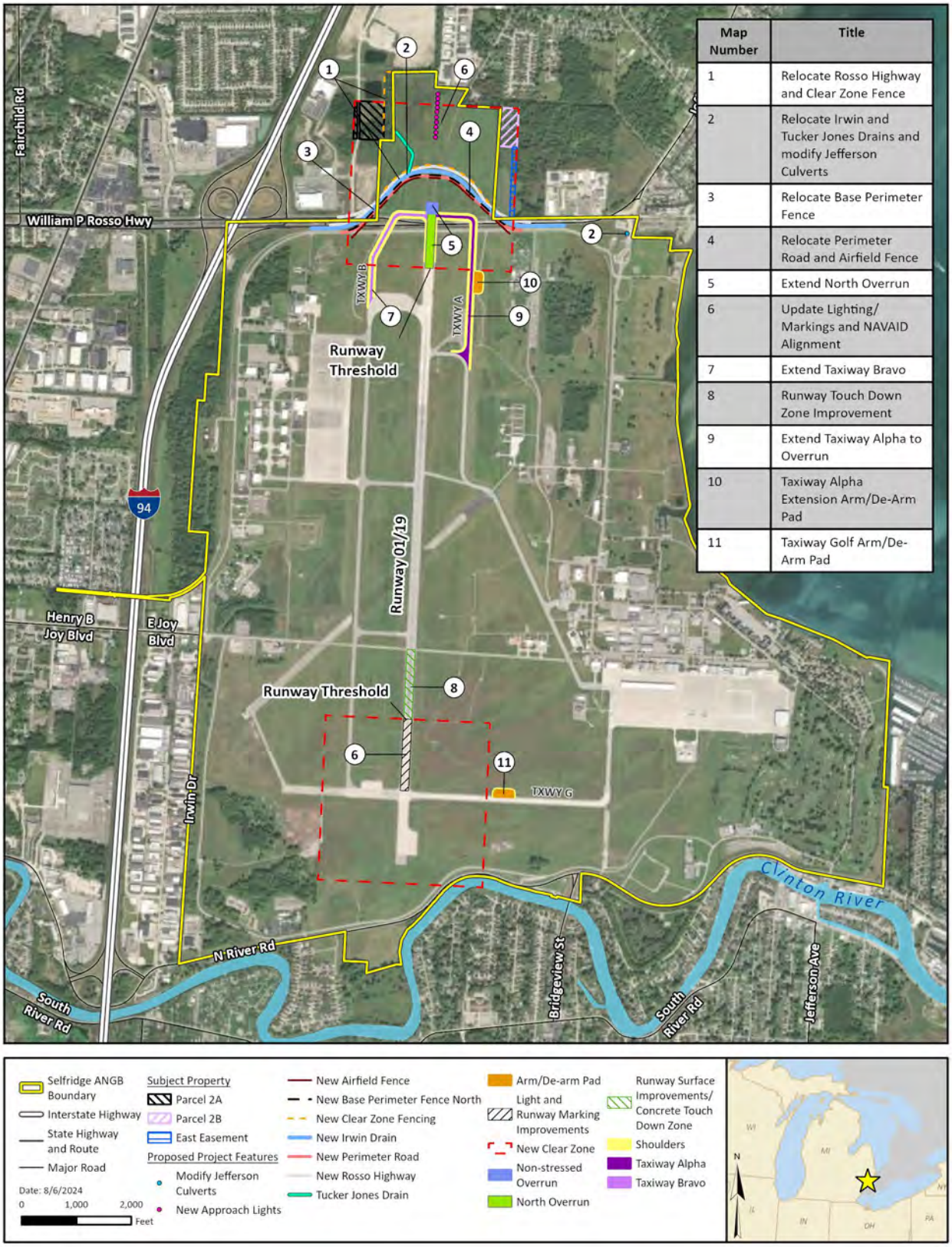
Project No.	***Project Title/1391 No.***	***Project Description***	***Implementation Year***	***Project Impact Area***	***New Impervious Surface***
1	Relocate Rosso Highway and Clear Zone Fence (VGLZ2395XX)	Rosso Highway and the Clear Zone fencing would be realigned to the north to accommodate the new overrun. Demolition would include 44,332 SF of the existing Rosso Highway asphalt.	2026	Rosso Highway 211,000 SF Clear Zone Fence 33,000 SF	Rosso Highway 165,315 SF Clear Zone Fence N/A
2	Relocate Irwin and Tucker Jones Drains (VGLZ239502) and modify Jefferson Culverts	Irwin Drain would be relocated to follow the new alignment of Rosso Highway; the new drainageway would be made of rip/rap and concrete. Tucker Jones Drain would be truncated to tie into Irwin Drain through a culvert under Rosso Highway; the new drainageway would consist of rip/rap and concrete. Jefferson Culverts would be updated to accommodate increased drainage capacity and resolve existing flooding concerns. Demolition would include 900 LF of concrete/rip-rap associated with the existing Irwin Drain.	2026	Irwin Drain 4,345 LF Tucker Jones Drain 927 LF Jefferson Culverts TBD	N/A
3	Relocate Base Perimeter Fence (VGLZ239503)	The Base Perimeter Fence would be relocated to follow the new alignment of Rosso Highway.	2026	30,000 SF	N/A
4	Relocate Perimeter Road and Airfield Fence (VLGZ239504)	Perimeter Road would be relocated to the north to accommodate the new overrun. The Airfield Fence would be installed south of the new perimeter road. Demolition would include 17,850 SF of the existing Perimeter Road asphalt.	2026	Perimeter Road 115,000 SF Airfield Fence 30,000 SF	Perimeter Road 93,872 SF Airfield Fence N/A
5	Extend North Overrun (VGLZ239505)	A new 1,200-foot overrun would be constructed north of the current overrun and include 25-foot paved shoulders. The first 1,000 feet will be full strength pavement and the most northern 200 feet of the overrun would be non-stressed pavement. Demolition would include 26,300 SF of concrete.	2026	190,000 SF runway/ overrun pavement	151,000 SF

Project No.	*Project Title/1391 No.*	*Project Description*	*Implementation Year*	*Project Impact Area*	*New Impervious Surface*
6	Update Lighting/Markings and NAVAID Alignment (VGLZ239513)	All applicable lighting and markings would be updated, and navigational aid alignment would be updated per UFC to accommodate the runway shift to the north. Additionally, the existing portion of the runway on the south end would require updated lighting and markings to allow aircraft operations at night and during IMC.	2026	4,000 LF	4,000 LF
7	Extend Taxiway Bravo (VGLZ239508)	Taxiway Bravo would be extended to the north to connect to the west side of the overrun and include 25-foot paved shoulders. Demolition would include 17,000 SF of concrete.	2026	285,000 SF	258,000 SF
8	Runway Touchdown Zone Improvement (New Project – No 1391)	The new touchdown zone for Runway 01 is currently asphalt and would need to be replaced with concrete to support the landing weight of aircraft. Demolition would include 191,000 SF of paved asphalt.	2026	191,000 SF	0
9 (Alt 1 only)	Extend Taxiway Alpha to the End of the Overrun	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the east side of the overrun.	2034	640,000 SF	574,000 SF
9 (Alt 2 only)	Extend Taxiway Alpha to Runway Threshold (VGLZ239509)	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the east side of the runway threshold.	2034	320,000 SF	287,000 SF
10	Taxiway Alpha Extension Arm/De-Arm Pad (New Project – No 1391)	A new arm/de-arm pad to include 25-foot paved shoulders would be constructed on the Taxiway Alpha extension to provide arm/de-arm capabilities on the north and east side of the runway. Demolition would include 1,700 SF of concrete.	2034	64,000 SF	63,000 SF
11	Taxiway Golf Arm/De-Arm Pad (VGLZ239511)	A new arm/de-arm pad to include 25-foot shoulders would be constructed on Taxiway Golf to provide arm/de-arm capabilities on the south and east side of the runway. Demolition would include 11,400 SF of concrete.	2034	64,000 SF	54,000 SF

Notes: A 4-foot buffer was used to identify potential temporary construction impacts associated with the construction of fences; a 6-foot buffer was used to identify potential temporary construction impacts associated with the construction of roadways. Fencing was not assumed to result in any appreciable permanent impervious surfaces.

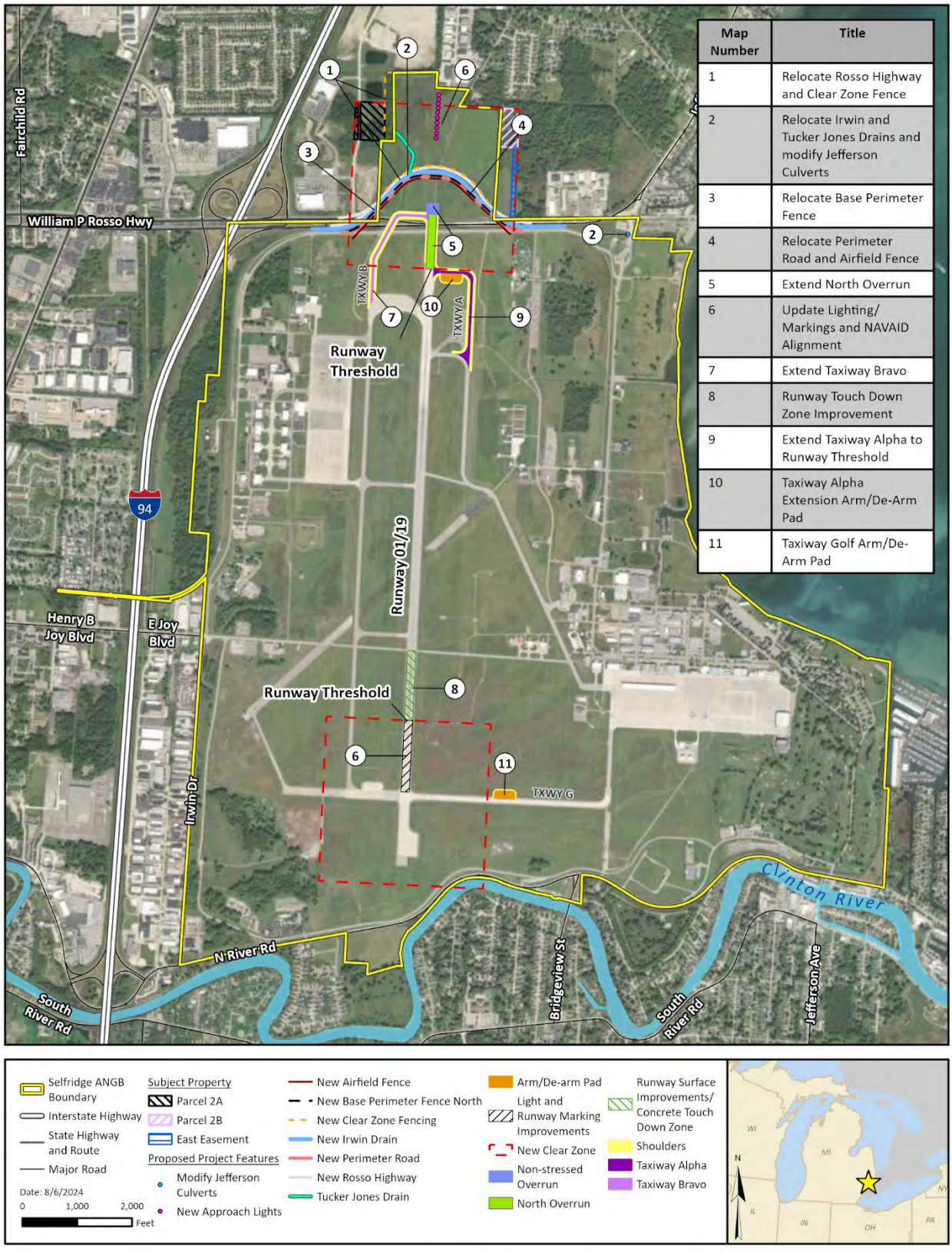
Legend: IMC = Instrument Meteorological Conditions; LF = linear feet; N/A = Not Applicable; SF = square feet; TBD = To Be Determined; NAVAID = Navigation Aid; UFC = Unified Facilities Criteria.

Attachment 3 – Proposed Runway Encroachment Solution Alternatives



Map Number	Title
1	Relocate Rosso Highway and Clear Zone Fence
2	Relocate Irwin and Tucker Jones Drains and modify Jefferson Culverts
3	Relocate Base Perimeter Fence
4	Relocate Perimeter Road and Airfield Fence
5	Extend North Overrun
6	Update Lighting/ Markings and NAVAID Alignment
7	Extend Taxiway Bravo
8	Runway Touch Down Zone Improvement
9	Extend Taxiway Alpha to Overrun
10	Taxiway Alpha Extension Arm/De-Arm Pad
11	Taxiway Golf Arm/De-Arm Pad

Alternative 1



Alternative 2

NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable Debbie Stabenow
Senator
United States Senate
221 W Lake Lansing Rd, Suite 100
East Lansing, MI 48823

Dear Senator Stabenow,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

The purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern CZ and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. All proposed construction projects would be implemented as summarized in the Proposed Action project list (**Attachment 2**) and shown in the figures in **Attachment 3** resulting in the potential to affect areas of proposed ground disturbance (including locations of newly constructed pavement). No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed under the Proposed Action or alternatives.

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Action Alternative. The Department of the Air Force (DAF) and the NGB are the lead agencies for the Proposed Action. As part of our efforts to evaluate the effects of our action, the NGB respectfully requests information or agency-specific preliminary comments that would alleviate or highlight areas of concern preceding the EA. Areas of concern may include potential effects to the following resources: physical, ecological, wetlands, floodplains, stream relocation, land use, social, cultural, archaeological resources, transportation, and hazardous materials. The NGB and Selfridge ANGB also request any information that your agency may have regarding other proposed, ongoing, or recently completed projects that could create or exacerbate impacts to the Proposed Action.

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NEPA Program Manager

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October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable Gary Peters
Senator
United States Senate
124 W Allegan St, Suite 1400
Lansing, MI 48933

Dear Senator Peters,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable Laura Kropp
Mayor
City of Mount Clemens
One Crocker Blvd
Mount Clemens, MI 48043

Dear Mayor Kropp,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable John James
Congressman
U.S. House of Representatives, 10th District
30500 Van Dyke Ave, Suite 306
Warren, MI 48093

Dear Comgressman James,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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Sincerely

Kristi L. Kucharek, M.S., GS-13, DAF
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Attachments (3):
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NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable Lisa McClain
Congresswoman
U.S. House of Representatives, 9th District
6725 Airport Rd
Marlette, MI 48453

Dear Congresswoman McClain,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable Kevin Hertel
Senator
Michigan State Senate, 12th District
P.O. Box 30036
Lansing, MI 48909

Dear Senator Hertel,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable Veronica Klinefelt
Senator
Michigan State Senate, 11th District
P.O. Box 30036
Lansing, MI 48909

Dear Senator Klinefelt,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable Joseph Aragona
Congressman
Michigan House of Representatives, District 60
N-994 House Office Building
P.O. Box 30014
Lansing, MI 48909

Dear Congressman Aragona,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable Denise Mentzer
Congresswoman
Michigan House of Representatives, District 61
N-994 House Office Building
P.O. Box 30014
Lansing, MI 48909

Dear Congresswoman Mentzer,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable Alicia St. Germaine
Congresswoman
Michigan House of Representatives, District 62
N-994 House Office Building
P.O. Box 30014
Lansing, MI 48909

Dear Congresswoman St. Germaine,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable Jay DeBoyer
Congressman
Michigan House of Representatives, District 63
N-994 House Office Building
P.O. Box 30014
Lansing, MI 48909

Dear Congressman DeBoyer,

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Christina Salenbien
Acting State Executive Director
U.S. Department of Agriculture Farm Service Agency
3001 Coolidge Rd, Suite 350
East Lansing, MI 48823

Dear Ms. Salenbien,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Lieutenant Colonel Wallace W. Bandeff
Commander
U.S. Army Corps of Engineers, Detroit District
477 Michigan Ave
Detroit, MI 48226

Dear Lieutenant Colonel Bandeff,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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Sincerely

Kristi L. Kucharek, M.S., GS-13, DAF
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3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Bert Frost
Regional Director
National Park Service, Midwest Region
601 Riverfront Dr
Omaha, NE 68102

Dear Mr. Frost,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Martina Barnes
District Ranger
U.S. Department of Agriculture Forest Service
Eastern Region - R9
626 E Wisconsin Ave
Milwaukee, WI 53202

Dear Ms. Barnes,

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Shannon McCrory
Deputy District Manager
Bureau of Land Management
Northeastern States Field Office
250 E Wisconsin Ave, Suite 200
Milwaukee, WI 53202

Dear Ms. McCrory,

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Kurt Newman
Director
U.S. Geological Survey
Great Lakes Science Center
1451 Green Rd
Ann Arbor, MI 48105

Dear Mr. Newman,

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Michael S. Regan
Administrator
U.S. Environmental Protection Agency, Region 5
77 West Jackson Blvd
Chicago, IL 60604

Dear Mr. Regan,

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Scott Hicks
Field Office Supervisor
U.S. Fish and Wildlife Service, Region 3 - Midwest
Michigan Ecological Services Field Office
2651 Coolidge Rd, Suite 101
East Lansing, MI 48823

Dear Mr. Hicks,

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NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Michael Pentony
Regional Administrator
NOAA Fisheries, Greater Atlantic Regional Fisheries Office
55 Great Republic Dr
Gloucester, MA 01930

Dear Mr. Pentony,

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Adam Wit
Clerk
Harrison Township
38151 L'Anse Creuse St
Harrison Township, MI 48045

Dear Mr. Wit,

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Kenneth Verkest
Supervisor
Harrison Township
38151 L'Anse Creuse St
Harrison Township, MI 48045

Dear Supervisor Verkest,

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Sincerely

Kristi L. Kucharek, M.S., GS-13, DAF
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Attachments (3):
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NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Melody Picklo
Secretary
Harrison Township, Planning and Zoning Department
38151 L'Anse Creuse St
Harrison Township, MI 48045

Dear Ms. Picklo,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Paula Rose
Trustee
Harrison Township
38151 L'Anse Creuse St
Harrison Township, MI 48045

Dear Ms. Rose,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Candice S. Miller
Public Works Commissioner
Macomb County Public Works Department
21777 Dunham Rd
Clinton Township, MI 48036

Dear Commissioner Miller,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Cathleen Martin
City Clerk
City of Mount Clemens
One Crocker Blvd
Mount Clemens, MI 48043

Dear Ms. Martin,

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Bryan Santo
Director
Macomb County Department of Roads
117 South Groesbeck Highway
Mount Clemens, MI 48043

Dear Mr. Santo,

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Vicky Rowinski
Director
Macomb County Department of Planning and Economic Development
Macomb County Administration Building
1 S Main St.
Mount Clemens, MI 48043

Dear Ms. Rowinski,

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Amanda Minaudo
Program Director
Macomb County Department of Planning and Economic Development
Macomb County Administration Building
1 S Main St.
Mount Clemens, MI 48043

Dear Ms. Minaudo,

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Mark Hackel
County Executive
Macomb County Executive Office
Macomb County Administration Building
1 S Main St.
Mount Clemens, MI 48043

Dear Mr. Hackel,

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Tom Lehrer
Deputy County Executive
Macomb County Executive Office
Macomb County Administration Building
1 S Main St.
Mount Clemens, MI 48043

Dear Mr. Lehrer,

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Sincerely

Kristi L. Kucharek, M.S., GS-13, DAF
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NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Frank J. Viviano
Supervisor
Macomb Township Board
54111 Broughton Rd
Macomb, MI 48042

Dear Supervisor Viviano,

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Jeffrey Wood
Public Services Director
City of Mount Clemens Public Services Department
95 Eldredge St
Mount Clemens, MI 48043

Dear Mr. Wood,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Phil Kraft
Commissioner
Macomb County Board of Commissioners, District 2
Macomb County Administration Building
1 S Main St, 9th Floor
Mount Clemens, MI 48043

Dear Commissioner Kraft,

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Barbara Zinner
Commissioner
Macomb County Board of Commissioners, District 9
Macomb County Administration Building
1 S Main St, 9th Floor
Mount Clemens, MI 48043

Dear Commissioner Zinner,

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Kim Meltzer
Township Clerk
Clinton Township Board
40700 Romeo Plank Rd
Clinton Township, MI 48038

Dear Ms. Meltzer,

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Robert Cannon
Township Supervisor
Clinton Township Board, Building Committee
40700 Romeo Plank Rd
Clinton Township, MI 48038

Dear Mr. Cannon,

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NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Bradley A. Kersten
Chesterfield Township Supervisor
47275 Sugarbush Rd
Chesterfield Township, MI 48047

Dear Mr. Kersten,

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Mandy Grewal
Chairperson
Southeast Michigan Council of Governments
1001 Woodward Ave
Suite 1400
Detroit, MI 48226

Dear Chairperson Grewal,

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NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Carl Leonard
Vice-Chairman
Chesterfield Township Planning Commission
47275 Sugarbush Rd
Chesterfield, MI 48047

Dear Mr. Leonard,

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Sincerely

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager

Attachments (3):
1. Selfridge ANGB Regional Location Map
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NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Jill Lewis
Executive Director
Southeast Michigan Land Conservancy
8383 Vreeland Road
Superior Township, MI 48198

Dear Ms. Lewis,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Phillip Roos
Director
Michigan Department of Environment, Great Lakes, and Energy
P.O. Box 30473
Lansing, MI 48909

Dear Mr. Roos,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. John Skubinna
Transportation Review Unit
Michigan Department of Environment, Great Lakes, and Energy, Water Resources Division
P.O. Box 30458
Lansing, MI 48909

Dear Mr. Skubinna,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Erica Volansky
Environmental Quality Analyst
Michigan Department of Environment, Great Lakes, and Energy, Water Resources Division
Warren District Office
27700 Donald Court
Warren, MI 48092

Dear Ms. Volansky,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Bradley C. Wieferich
Director
Michigan Department of Transportation
State Transportation Building
425 W Ottawa St
Lansing, MI 48933

Dear Mr. Wieferich,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Garry Lee
State Conservationist
Michigan State Office, Natural Resources Conservation Service
3001 Coolidge Rd, Suite 250
East Lansing, MI 48823

Dear Mr. Lee,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Jason D. Olberle
Superintendent
Michigan Agency, Bureau of Indian Affairs
Department of the Interior
2845 Ashmun St
Sault Ste. Marie, MI 49783

Dear Superintendent Olberle,

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Amy Hovey
Executive Director & CEO
Michigan State Housing Development Authority
P.O. Box 30044
Lansing, MI 48909

Dear Ms. Hovey,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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DAF and the NGB have begun informal consultation with the United States Fish and Wildlife Service (USFWS). The informal consultation response from USFWS is provided in **Attachment 4**.

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Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager

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4. USFWS Informal Consultation Response

NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Scott Bowen
Director
Michigan Department of Natural Resources
Executive Division
P.O. Box 30028
Lansing, MI 48909

Dear Mr. Bowen,

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Sincerely

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager

Attachments (3):
1. Selfridge ANGB Regional Location Map
2. Proposed Runway Encroachment Solution Project List
3. Proposed Runway Encroachment Solution Project Maps

NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Matt Smar
Federal Consistency Specialist
Department of Environment, Great Lakes, and Energy
Field Operations Support Section, Water Resources Division
P.O. Box 30458
Lansing, MI 48909

Dear Mr. Smar,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

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October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Ronda E. Wuycheck
Michigan Coastal Program Manager
Department of Environment, Great Lakes, and Energy
Constitution Hall
P.O. Box 30458
Lansing, MI 48909

Dear Ms. Wuycheck,

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October 11, 2024

Kristi L. Kucharek, M.S., GS-13, DAF
NEPA Program Manager
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Sara Thompson
Division Manager
Michigan Department of Natural Resources
Wildlife Division
P.O. Box 30444
Lansing, MI 48909

Dear Ms. Thompson,

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APPENDIX A: 2025 SCOPING

NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

August 22, 2025

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable Gretchen Whitmer
Governor
State of Michigan
P.O. Box 30013
Lansing, MI 48909

Dear Governor Whitmer,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), approximately 1,000 feet to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met.

Scoping was initiated for this project in the fall of 2024 and this letter serves as an addendum to the initial scoping letter dated October 11, 2024. As the project has evolved through continued design development and planning meetings, several project updates have been made, including:

- the Clear Zone (CZ) and associated runway infrastructure projects, including realignment of Rosso Highway, have shifted approximately 200 feet to the north, resulting in an expanded project footprint and increased impervious surfaces,
- additional restrictive use easements and/or property acquisition parcels are being established along the proposed construction footprint of Rosso Highway,
- additional wetland delineations have been conducted to assess potential impacts to wetlands along the proposed construction footprint of Rosso Highway, and
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Environmental Planning Lead

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Attachment 1 - Selfridge ANGB Regional Location Map

Attachment 2 - Proposed Construction Projects for the Selfridge ANGB Runway Encroachment Solution Project (Alternative 1 and Alternative 2)

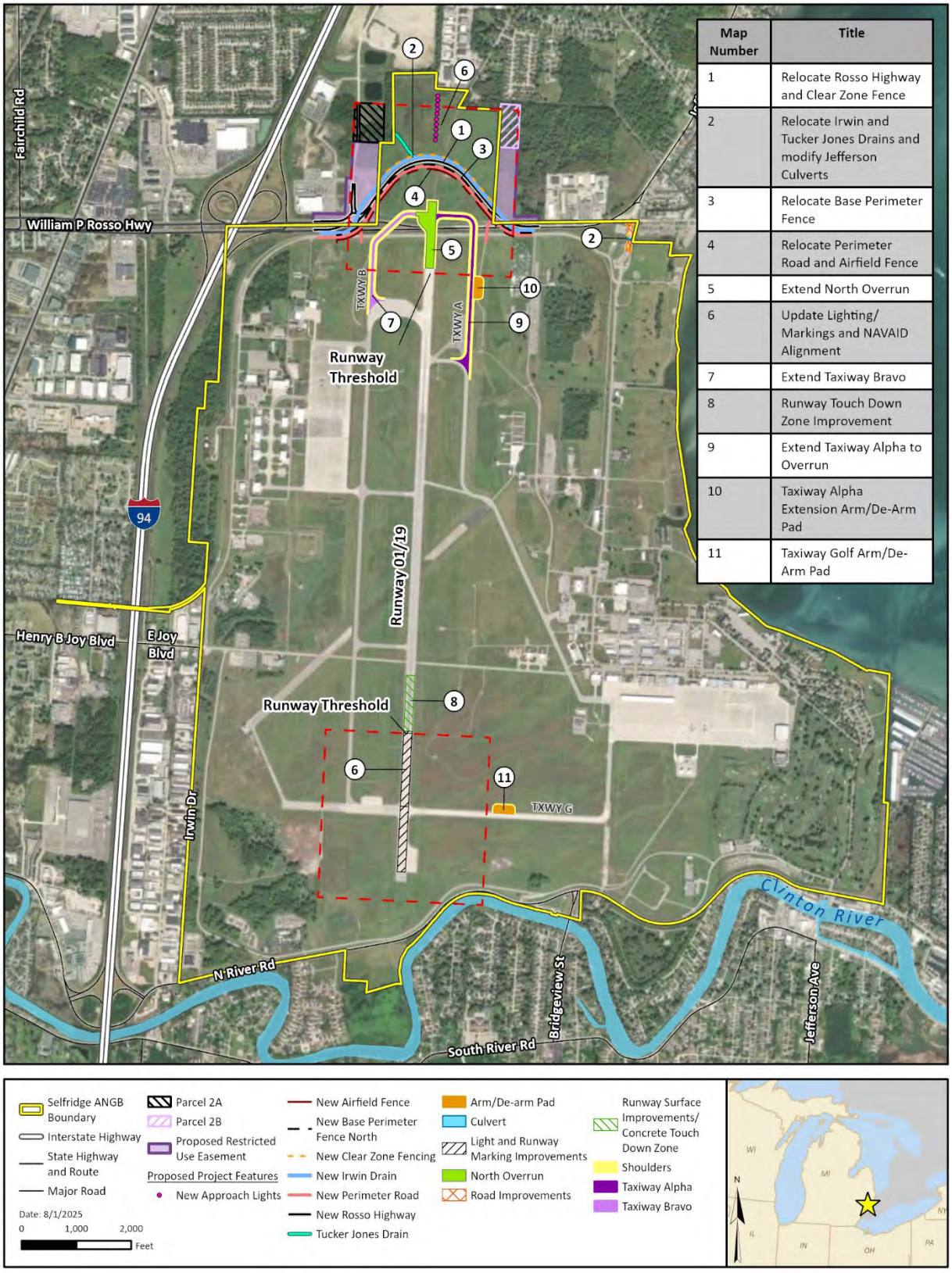
Project No.	*Project Title/1391 No.*	*Project Description*	*Construction Start*	*Project Impact Area*
1	Relocate Rosso Highway and Clear Zone Fence (VGLZ2395XX)	Rosso Highway and the Clear Zone fencing would be realigned to the north to accommodate the new overrun. Demolition would include 44,332 SF of the existing Rosso Highway asphalt.	2026	Rosso Highway 300,000 SF Clear Zone Fence 33,000 SF
2	Relocate Irwin and Tucker Jones Drains (VGLZ239502) and modify Jefferson Culverts	Irwin Drain would be relocated to follow the new alignment of Rosso Highway; the new drainageway would be made of rip/rap and concrete. Tucker Jones Drain would be truncated to tie into Irwin Drain through a culvert under Rosso Highway; the new drainageway would consist of rip/rap and concrete. Jefferson Culverts would be updated to accommodate increased drainage capacity and resolve existing flooding concerns. Existing twin culverts would be replaced with a concrete box culvert. The upstream channel bottom will be dredged and lowered to meet the new culvert. The roadway above the culvert will need to be raised to accommodate the height of the new culvert. Demolition would include 900 LF of concrete/rip-rap associated with the existing Irwin Drain.	2026	Irwin Drain 5,000 LF Tucker Jones Drain 500 LF Jefferson Culverts 2,000 SF
3	Relocate Base Perimeter Fence (VGLZ239503)	The Base Perimeter Fence would be relocated to follow the new alignment of Rosso Highway.	2026	40,000 SF
4	Relocate Perimeter Road and Airfield Fence (VLGZ239504)	Perimeter Road would be relocated to the north to accommodate the new overrun. The Airfield Fence would be installed south of the new perimeter road. Demolition would include 17,850 SF of the existing Perimeter Road asphalt.	2026	Perimeter Road 130,000 SF Airfield Fence 40,000 SF
5	Extend North Overrun (VGLZ239505)	A new 1,200-foot overrun would be constructed north of the current overrun and include 25-foot paved shoulders. The first 1,000 feet will be full strength pavement and the most northern 200 feet of the overrun would be non-stressed pavement. Demolition would include 26,300 SF of concrete.	2026	190,000 SF runway/ overrun pavement

Project No.	*Project Title/1391 No.*	*Project Description*	*Construction Start*	*Project Impact Area*
6	Update Lighting/Markings and NAVAID Alignment (VGLZ239513)	All applicable lighting and markings would be updated, and navigational aid alignment would be updated per UFC to accommodate the runway shift to the north. Additionally, the existing portion of the runway on the south end would require updated lighting and markings to allow aircraft operations at night and during IMC.	2026	4,000 LF
7	Extend Taxiway Bravo (VGLZ239508)	Taxiway Bravo would be extended to the north to connect to the west side of the overrun and include 25-foot paved shoulders. Demolition would include 17,000 SF of concrete.	2026	285,000 SF
8	Runway Touchdown Zone Improvement (New Project – No 1391)	The new touchdown zone for Runway 01 is currently asphalt and would need to be replaced with concrete to support the landing weight of aircraft. Demolition would include 191,000 SF of paved asphalt.	2026	191,000 SF
9 (Alt 1 only)	Extend Taxiway Alpha to the End of the Overrun	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the northern end of the overrun.	2034	640,000 SF
9 (Alt 2 only)	Extend Taxiway Alpha to Runway Threshold (VGLZ239509)	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the runway threshold.	2034	320,000 SF
10	Taxiway Alpha Extension Arm/De-Arm Pad (New Project – No 1391)	A new arm/de-arm pad to include 25-foot paved shoulders would be constructed. The hammerhead would be constructed on the Taxiway Alpha extension to provide arm/de-arm capabilities on the north and east side of the runway. The hammerhead would be constructed in different places under Alternative 1 and 2 to align with the construction of Taxiway Alpha. Demolition would include 1,700 SF of concrete.	2034	64,000 SF
11	Taxiway Golf Arm/De-Arm Pad (VGLZ239511)	A new arm/de-arm pad to include 25-foot shoulders would be constructed on Taxiway Golf to provide arm/de-arm capabilities on the south and east side of the runway. Demolition would include 11,400 SF of concrete.	2034	64,000 SF

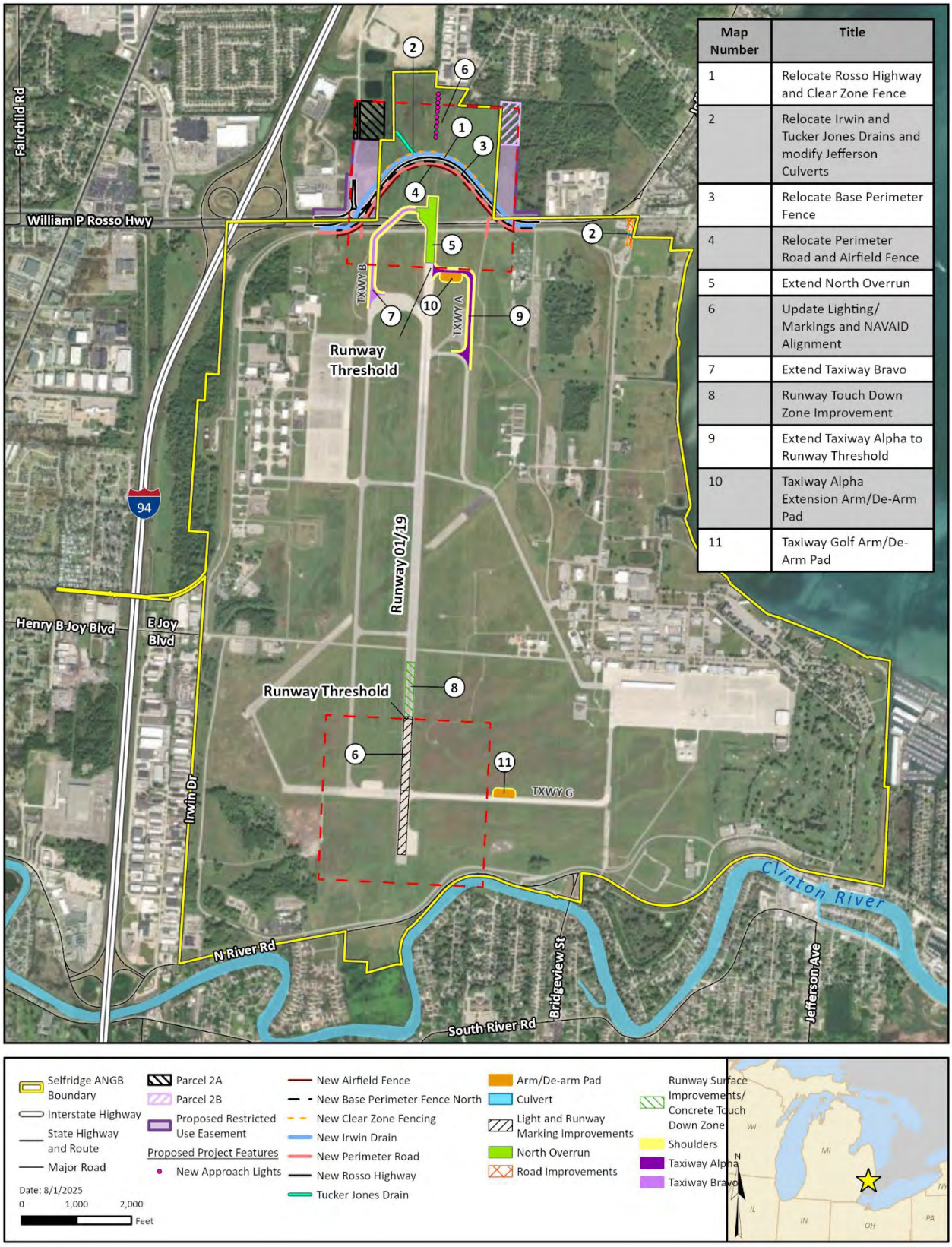
Notes: A 4-foot buffer was used to identify potential temporary construction impacts associated with the construction of fences; a 6-foot buffer was used to identify potential temporary construction impacts associated with the construction of roadways. Fencing was not assumed to result in any appreciable permanent impervious surfaces.

Legend: IMC = Instrument Meteorological Conditions; LF = linear feet; N/A = Not Applicable; SF = square feet; TBD = To Be Determined; NAVAID = Navigation Aid; UFC = Unified Facilities Criteria.

Attachment 3 - Proposed Runway Encroachment Solution Alternatives



Alternative 1



Alternative 2

NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

August 22, 2025

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable Elissa Slotkin
Senator
United States Senate
315 West Allegan Street
Lansing, MI 48933

Dear Senator Slotkin,

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August 22, 2025

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable Gary Peters
Senator
United States Senate
124 W Allegan St., Suite 1400
Lansing, MI 48933

Dear Senator Peters,

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Environmental Planning Lead

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NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

August 22, 2025

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable Laura Kropp
Mayor
City of Mount Clemens
One Crocker Blvd
Mount Clemens, MI 48043

Dear Mayor Kropp,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), approximately 1,000 feet to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met.

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Sincerely

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable John James
Congressman
U.S. House of Representatives, 10th District
30500 Van Dyke Ave
Suite 306
Warren, MI 48093

Dear Congressman James,

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August 22, 2025

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable Lisa McClain
Congresswoman
U.S. House of Representatives, 9th District
6725 Airport Rd
Marlette, MI 48453

Dear Congresswoman McClain,

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August 22, 2025

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable Kevin Hertel
Senator
Michigan State Senate, 12th District
P.O. Box 30036
Lansing, MI 48909

Dear Senator Hertel,

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August 22, 2025

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable Veronica Klinefelt
Senator
Michigan State Senate, 11th District
P.O. Box 30036
Lansing, MI 48909

Dear Senator Klinefelt,

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Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable Joseph Aragona
Congressman
Michigan House of Representatives, District 60
N-994 House Office Building
P.O. Box 30014
Lansing, MI 48909

Dear Congressman Aragona,

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable Denise Mentzer
Congresswoman
Michigan House of Representatives, District 61
N-994 House Office Building
P.O. Box 30014
Lansing, MI 48909

Dear Congresswoman Mentzer,

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable Alicia St. Germaine
Congresswoman
Michigan House of Representatives, District 62
N-994 House Office Building
P.O. Box 30014
Lansing, MI 48909

Dear Congresswoman St. Germaine,

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead

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NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

August 22, 2025

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

The Honorable Jay DeBoyer
Congressman
Michigan House of Representatives, District 63
N-994 House Office Building
P.O. Box 30014
Lansing, MI 48909

Dear Congressman DeBoyer,

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Joel Johnson
Acting State Executive Director
U.S. Department of Agriculture Farm Service Agency
124 N Capitol Ave
Lansing, MI 48933

Dear Mr. Johnson,

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Lieutenant Colonel Wallace W. Bandeff
Commander
U.S. Army Corps of Engineers, Detroit District
477 Michigan Ave
Detroit, MI 48226

Dear Lieutenant Colonel Bandeff,

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Bert Frost
Regional Director
National Park Service, Midwest Region
601 Riverfront Dr
Omaha, NE 68102

Dear Mr. Frost,

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Martina Barnes
District Ranger
U.S. Department of Agriculture Forest Service
Eastern Region - R9
626 E Wisconsin Ave
Milwaukee, WI 53202

Dear Ms. Barnes,

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Shannon McCrory
Deputy District Manager
Bureau of Land Management
Northeastern States Field Office
250 E Wisconsin Ave, Suite 200
Milwaukee, WI 53202

Dear Ms. McCrory,

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Kurt Newman
Director
U.S. Geological Survey
Great Lakes Science Center
1451 Green Rd
Ann Arbor, MI 48105

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3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

August 22, 2025

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Anne M. Vogel
Administrator
U.S. Environmental Protection Agency, Region 5
77 West Jackson Blvd
Chicago, IL 60604

Dear Ms. Vogel,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), approximately 1,000 feet to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met.

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead

Attachments (3):
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3. Proposed Runway Encroachment Solution Project Maps

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Michael Pentony
Regional Administrator
NOAA Fisheries, Greater Atlantic Regional Fisheries Office
55 Great Republic Dr
Gloucester, MA 01930

Dear Mr. Pentony,

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Adam Wit
Clerk
Harrison Township
38151 L'Anse Creuse St
Harrison Township, MI 48045

Dear Mr. Wit,

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Kenneth Verkest
Supervisor
Harrison Township
38151 L'Anse Creuse St
Harrison Township, MI 48045

Dear Mr. Verkest,

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Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Melody Picklo
Secretary
Harrison Township, Planning and Zoning Department
38151 L'Anse Creuse St
Harrison Township, MI 48045

Dear Ms. Picklo,

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Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Liza Brown
Trustee
Harrison Township
38151 L'Anse Creuse St
Harrison Township, MI 48045

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Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Candice S. Miller
Public Works Commissioner
Macomb County Public Works Department
21777 Dunham Rd
Clinton Township, MI 48036

Dear Commissioner Miller,

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Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Cathleen Martin
City Clerk
City of Mount Clemens
One Crocker Blvd
Mount Clemens, MI 48043

Dear Ms. Martin,

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead

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NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

August 22, 2025

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Bryan Santo
Director
Macomb County Department of Roads
117 South Groesbeck Highway
Mount Clemens, MI 48043

Dear Mr. Santo,

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Vicky Rowinski
Director
Macomb County Department of Planning and Economic Development
Macomb County Administration Building
1 S Main St.
Mount Clemens, MI 48043

Dear Ms. Rowinski,

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August 22, 2025

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Amanda Minaudo
Program Director
Macomb County Department of Planning and Economic Development
Macomb County Administration Building
1 S Main St.
Mount Clemens, MI 48043

Dear Ms. Minaudo,

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Mark Hackel
County Executive
Macomb County Executive Office
Macomb County Administration Building
1 S Main St.
Mount Clemens, MI 48043

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3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

August 22, 2025

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Mark Deldin
Deputy County Executive
Macomb County Executive Office
Macomb County Administration Building
1 S Main St.
Mount Clemens, MI 48043

Dear Mr. Deldin,

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Frank J. Viviano
Supervisor
Macomb Township Board
54111 Broughton Rd
Macomb, MI 48042

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Jeffrey Wood
Public Services Director
City of Mount Clemens Public Services Department
95 Eldredge St
Mount Clemens, MI 48043

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Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Phil Kraft
Commissioner
Macomb County Board of Commissioners, District 2
Macomb County Administration Building
1 S Main St, 9th Floor
Mount Clemens, MI 48043

Dear Mr. Kraft,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), approximately 1,000 feet to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met.

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Sincerely

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead

Attachments (3):
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2. Proposed Runway Encroachment Solution Project List
3. Proposed Runway Encroachment Solution Project Maps

NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

August 22, 2025

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Barbara Zinner
Commissioner
Macomb County Board of Commissioners, District 9
Macomb County Administration Building
1 S Main St, 9th Floor
Mount Clemens, MI 48043

Dear Ms. Zinner,

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3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

August 22, 2025

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Kim Meltzer
Township Clerk
Clinton Township Board
40700 Romeo Plank Rd
Clinton Township, MI 48038

Dear Ms. Meltzer,

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Environmental Planning Lead

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3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

August 22, 2025

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Paul Gieleghem
Township Supervisor
Clinton Township Board, Building Committee
40700 Romeo Plank Rd
Clinton Township, MI 48038

Dear Mr. Gieleghem,

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3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

August 22, 2025

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Bradley A. Kersten
Supervisor
Chesterfield Township Supervisor
47275 Sugarbush Rd
Chesterfield Township, MI 48047

Dear Mr. Kersten,

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August 22, 2025

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Gwen Markham
Chairperson
Southeast Michigan Council of Governments
1001 Woodward Ave
Suite 1400
Detroit, MI 48226

Dear Ms. Markham,

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August 22, 2025

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. James Klonowski
Vice-Chairman
Chesterfield Township Planning Commission
47275 Sugarbush Rd
Chesterfield, MI 48047

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Jill Lewis
Executive Director
Southeast Michigan Land Conservancy
8383 Vreeland Road
Superior Township, MI 48198

Dear Ms. Lewis,

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead

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NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

August 22, 2025

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Phillip Roos
Director
Michigan Department of Environment, Great Lakes, and Energy
P.O. Box 30473
Lansing, MI 48909

Dear Mr. Roos,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), approximately 1,000 feet to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met.

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Rachel Matejewski
Transportation Review Unit
Michigan Department of Environment, Great Lakes, and Energy, Water Resources Division
P.O. Box 30458
Lansing, MI 48909

Dear Ms. Matejewski,

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Erica Volansky
Environmental Quality Analyst
Michigan Department of Environment, Great Lakes, and Energy, Water Resources Division
Warren District Office
27700 Donald Court
Warren, MI 48092

Dear Ms. Volansky,

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Bradley C. Wieferich
Director
Michigan Department of Transportation
State Transportation Building
425 W Ottawa St
Lansing, MI 48933

Dear Mr. Wieferich,

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August 22, 2025

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Diane Gray
State Conservationist
Michigan State Office, Natural Resources Conservation Service
3001 Coolidge Rd
Suite 250
East Lansing, MI 48823

Dear Ms. Gray,

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Jason D. Olberle
Superintendent
Michigan Agency, Bureau of Indian Affairs
Department of the Interior
2845 Ashmun St
Sault Ste. Marie, MI 49783

Dear Mr. Olberle,

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Amy Hovey
Executive Director & CEO
Michigan State Housing Development Authority
P.O. Box 30044
Lansing, MI 48909

Dear Ms. Hovey,

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3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

August 22, 2025

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Matt Smar
Federal Consistency Specialist
Department of Environment, Great Lakes,
and Energy
Field Operations Support Section, Water Resources Division
P.O. Box 30458
Lansing, MI 48909

Dear Mr. Smar,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), approximately 1,000 feet to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met.

Scoping was initiated for this project in the fall of 2024 and this letter serves as an addendum to the initial scoping letter dated October 11, 2024. As the project has evolved through continued design development and planning meetings, several project updates have been made, including:

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Please note that the exact location of the CZ and associated runway infrastructure may shift as the design phase continues to advance, dependent upon required safety concerns and mission requirements.

The purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern CZ and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway approximately 1,000 feet to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. All proposed construction projects would be implemented as summarized in the Proposed Action project list (**Attachment 2**) and shown in the figures in **Attachment 3**, resulting in the potential to affect areas of proposed ground disturbance (including locations of newly constructed pavement). No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed under the Proposed Action or alternatives.

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Please respond within thirty (30) days of receipt of this letter to Kristi L. Kucharek, NEPA Program Manager, ATTN: Selfridge ANGB EA, 3501 Fetchet Avenue, Joint Base Andrews MD 20762-5157 or by email at NGB.CCA4F.NEPACOMMENTSOrg@us.af.mil with the subject titled as ATTN: Selfridge ANGB Runway Encroachment Solution EA. Thank you for your assistance.

Sincerely

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead

Attachments (3):
1. Selfridge ANGB Regional Location Map
2. Proposed Runway Encroachment Solution Project List
3. Proposed Runway Encroachment Solution Project Maps

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Kristi L. Kucharek, M.S., GS-14, DAF
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Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Ronda E. Wuycheck
Michigan Coastal Program Manager
Department of Environment, Great Lakes,
and Energy
Constitution Hall - 525 W. Allegan St
P.O. Box 30458
Lansing, MI 48909

Dear Ms. Wuycheck,

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Environmental Planning Lead

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Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Scott Bowen
Director
Michigan Department of Natural Resources
Executive Division
P.O. Box 30028
Lansing, MI 48909

Dear Mr. Bowen,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**), approximately 1,000 feet to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met.

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The upcoming EA will include the analysis of alternatives for the Runway Encroachment Solution Project, including Alternative 1 (Preferred Alternative), Alternative 2, and the No Action Alternative. The Department of the Air Force (DAF) and the NGB are the lead agencies for the Proposed Action. As part of our efforts to evaluate the effects of our action, the NGB respectfully requests information or agency-specific preliminary comments that would alleviate or highlight areas of concern preceding the EA. Areas of concern may include potential effects to the following resources: physical, ecological, wetlands, floodplains, stream relocation, land use, social, cultural, archaeological resources, transportation, and hazardous materials. The NGB and Selfridge ANGB also request any information that your agency may have regarding other proposed, ongoing, or recently completed projects that could create or exacerbate impacts to the Proposed Action.

DAF and the NGB have begun informal consultation with the United States Fish and Wildlife Service (USFWS). The informal consultation response from USFWS is provided in **Attachment 4**.

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Sincerely

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead

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Attachment 1 - Selfridge ANGB Regional Location Map

Attachment 2 - Proposed Construction Projects for the Selfridge ANGB Runway Encroachment Solution Project (Alternative 1 and Alternative 2)

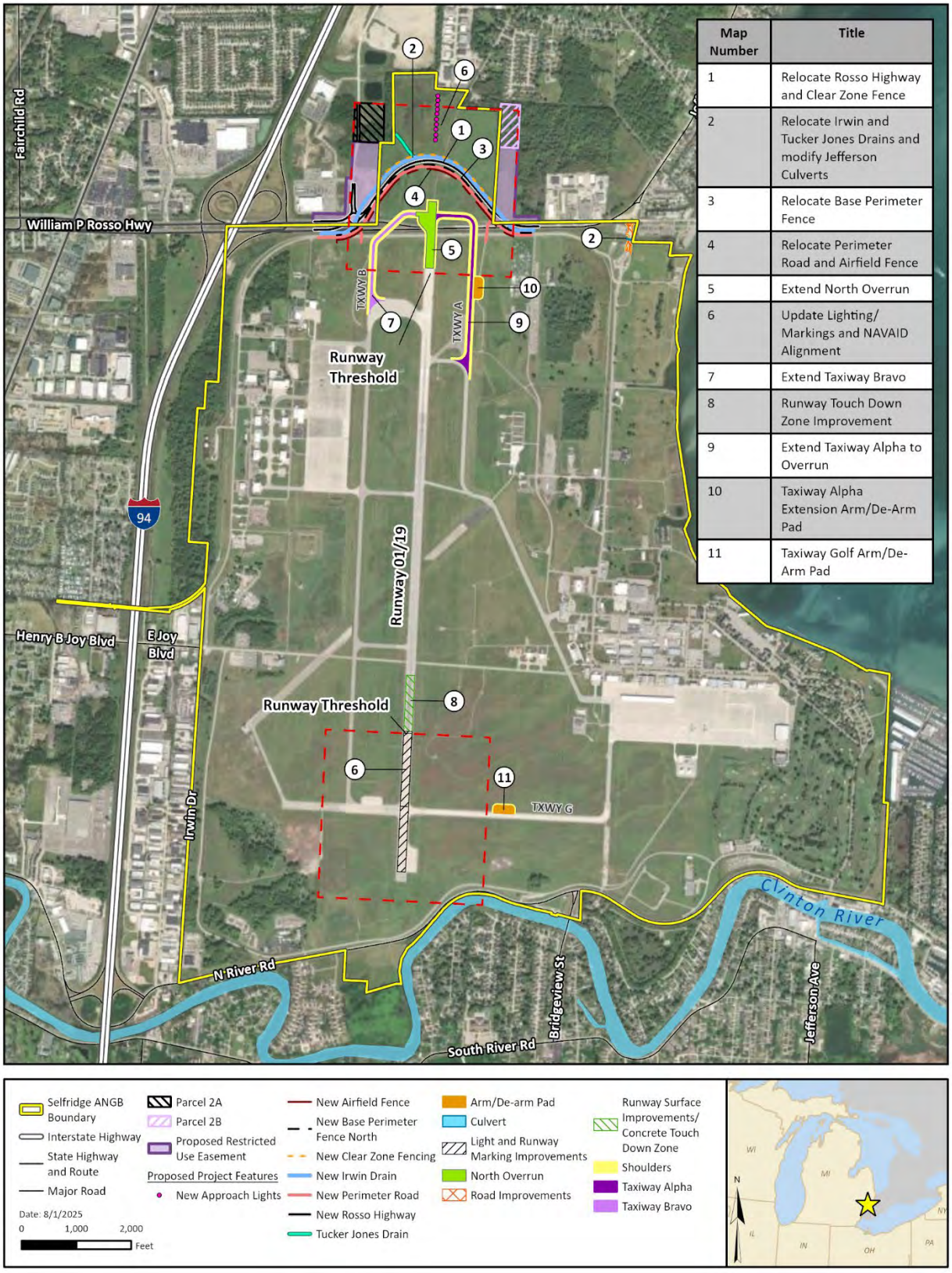
Project No.	*Project Title/1391 No.*	*Project Description*	*Construction Start*	*Project Impact Area*
1	Relocate Rosso Highway and Clear Zone Fence (VGLZ2395XX)	Rosso Highway and the Clear Zone fencing would be realigned to the north to accommodate the new overrun. Demolition would include 44,332 SF of the existing Rosso Highway asphalt.	2026	Rosso Highway 300,000 SF Clear Zone Fence 33,000 SF
2	Relocate Irwin and Tucker Jones Drains (VGLZ239502) and modify Jefferson Culverts	Irwin Drain would be relocated to follow the new alignment of Rosso Highway; the new drainageway would be made of rip/rap and concrete. Tucker Jones Drain would be truncated to tie into Irwin Drain through a culvert under Rosso Highway; the new drainageway would consist of rip/rap and concrete. Jefferson Culverts would be updated to accommodate increased drainage capacity and resolve existing flooding concerns. Existing twin culverts would be replaced with a concrete box culvert. The upstream channel bottom will be dredged and lowered to meet the new culvert. The roadway above the culvert will need to be raised to accommodate the height of the new culvert. Demolition would include 900 LF of concrete/rip-rap associated with the existing Irwin Drain.	2026	Irwin Drain 5,000 LF Tucker Jones Drain 500 LF Jefferson Culverts 2,000 SF
3	Relocate Base Perimeter Fence (VGLZ239503)	The Base Perimeter Fence would be relocated to follow the new alignment of Rosso Highway.	2026	40,000 SF
4	Relocate Perimeter Road and Airfield Fence (VLGZ239504)	Perimeter Road would be relocated to the north to accommodate the new overrun. The Airfield Fence would be installed south of the new perimeter road. Demolition would include 17,850 SF of the existing Perimeter Road asphalt.	2026	Perimeter Road 130,000 SF Airfield Fence 40,000 SF
5	Extend North Overrun (VGLZ239505)	A new 1,200-foot overrun would be constructed north of the current overrun and include 25-foot paved shoulders. The first 1,000 feet will be full strength pavement and the most northern 200 feet of the overrun would be non-stressed pavement. Demolition would include 26,300 SF of concrete.	2026	190,000 SF runway/ overrun pavement

Project No.	*Project Title/1391 No.*	*Project Description*	*Construction Start*	*Project Impact Area*
6	Update Lighting/Markings and NAVAID Alignment (VGLZ239513)	All applicable lighting and markings would be updated, and navigational aid alignment would be updated per UFC to accommodate the runway shift to the north. Additionally, the existing portion of the runway on the south end would require updated lighting and markings to allow aircraft operations at night and during IMC.	2026	4,000 LF
7	Extend Taxiway Bravo (VGLZ239508)	Taxiway Bravo would be extended to the north to connect to the west side of the overrun and include 25-foot paved shoulders. Demolition would include 17,000 SF of concrete.	2026	285,000 SF
8	Runway Touchdown Zone Improvement (New Project – No 1391)	The new touchdown zone for Runway 01 is currently asphalt and would need to be replaced with concrete to support the landing weight of aircraft. Demolition would include 191,000 SF of paved asphalt.	2026	191,000 SF
9 (Alt 1 only)	Extend Taxiway Alpha to the End of the Overrun	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the northern end of the overrun.	2034	640,000 SF
9 (Alt 2 only)	Extend Taxiway Alpha to Runway Threshold (VGLZ239509)	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the runway threshold.	2034	320,000 SF
10	Taxiway Alpha Extension Arm/De-Arm Pad (New Project – No 1391)	A new arm/de-arm pad to include 25-foot paved shoulders would be constructed. The hammerhead would be constructed on the Taxiway Alpha extension to provide arm/de-arm capabilities on the north and east side of the runway. The hammerhead would be constructed in different places under Alternative 1 and 2 to align with the construction of Taxiway Alpha. Demolition would include 1,700 SF of concrete.	2034	64,000 SF
11	Taxiway Golf Arm/De-Arm Pad (VGLZ239511)	A new arm/de-arm pad to include 25-foot shoulders would be constructed on Taxiway Golf to provide arm/de-arm capabilities on the south and east side of the runway. Demolition would include 11,400 SF of concrete.	2034	64,000 SF

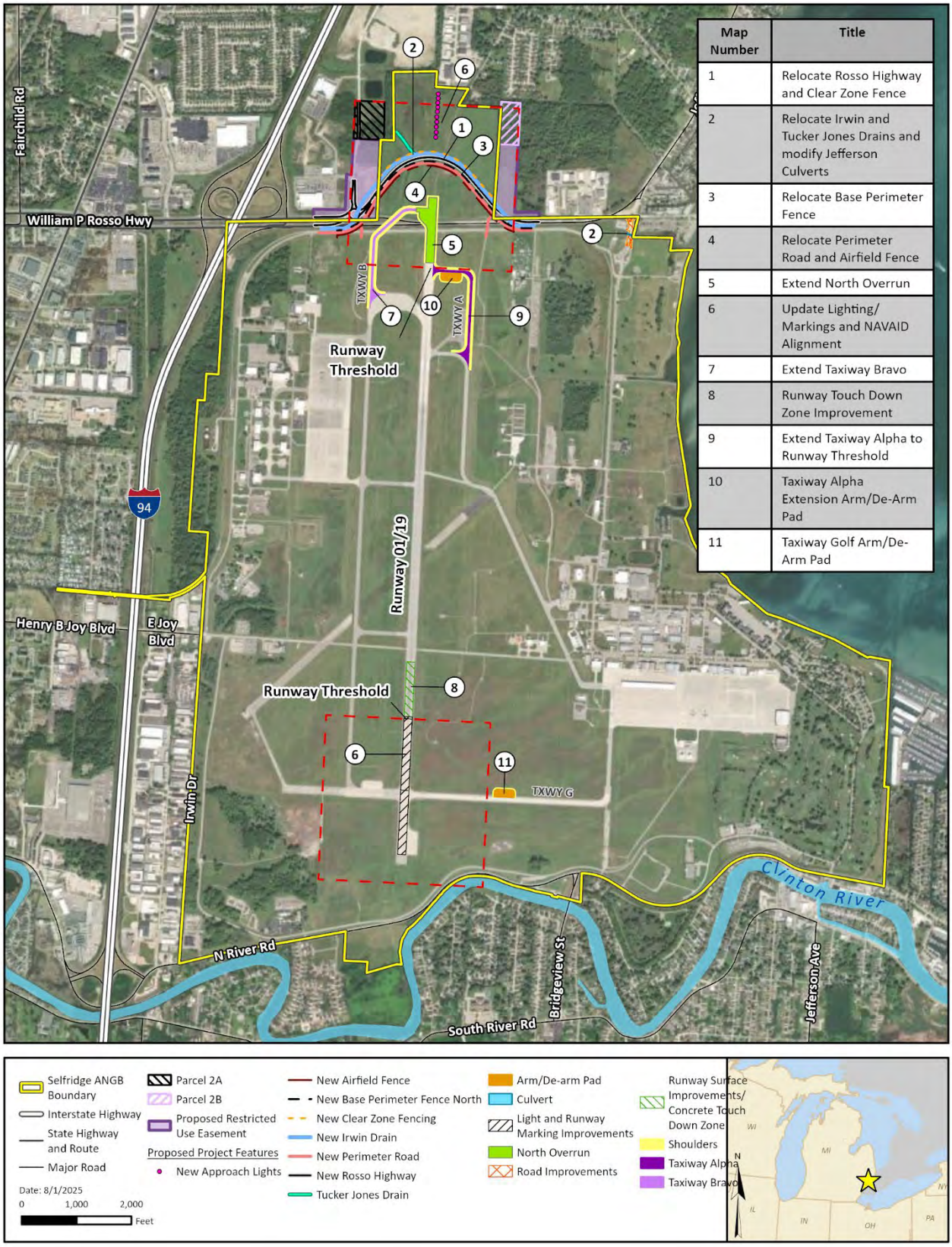
Notes: A 4-foot buffer was used to identify potential temporary construction impacts associated with the construction of fences; a 6-foot buffer was used to identify potential temporary construction impacts associated with the construction of roadways. Fencing was not assumed to result in any appreciable permanent impervious surfaces.

Legend: IMC = Instrument Meteorological Conditions; LF = linear feet; N/A = Not Applicable; SF = square feet; TBD = To Be Determined; NAVAID = Navigation Aid; UFC = Unified Facilities Criteria.

Attachment 3 - Proposed Runway Encroachment Solution Alternatives



Alternative 1



Alternative 2

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Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Ms. Sara Thompson
Division Manager
Michigan Department of Natural Resources
Wildlife Division
P.O. Box 30444
Lansing, MI 48909

Dear Ms. Thompson,

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Environmental Planning Lead
Air National Guard Readiness Center, NGB/A4FR
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Scott Hicks
Field Office Supervisor
U.S. Fish and Wildlife Service, Region 3 - Midwest
Michigan Ecological Services Field Office
Ecological Services
2651 Coolidge Rd, Suite 101
East Lansing, MI 48823

Dear Mr. Hicks,

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Kristi L Kucharek

Kristi L. Kucharek, M.S., GS-14, DAF
Environmental Planning Lead

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APPENDIX A: TRIBAL AND SHPO CONSULTATION

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

October 11, 2024

Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairman James Crawford
Forest County Potawatomi Community of Wisconsin
5416 Everybodys Rd
Crandon, WI 54520

Dear Chairman Crawford,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

Need and Purpose

The need and purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern CZ and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. All proposed construction projects would be implemented as summarized in the Proposed Action project list (**Attachment 2**) and shown in the figures in **Attachment 3.** No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed for this project undertaking. Please note that the exact location of the CZ and associated runway

infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

The NGB has determined that the proposed Federal action is an undertaking defined in 36 Code of Federal Regulations (CFR) Section 800.16(y) and has the potential to cause effects on historic properties. As such, NGB would like to solicit input regarding Tribal resources that may be present within the Area of Potential Effects (APE). To that end, and in accordance with Executive Order (EO) 13175, *Consultation and Coordination with Indian Tribal Governments*; EO 12372, *Intergovernmental Review of Federal Programs*; and Section 106 of the National Historic Preservation Act (36 CFR Sections 800.2, 800.3, and 800.4), Selfridge ANGB and NGB would like to invite you to consult on the proposed undertaking.

Area of Potential Effects (36 CFR Section 800.4(a)(1))

An APE is defined in 36 CFR Section 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The NGB has reviewed the undertaking and defined the APE for the proposed undertaking as areas of proposed ground disturbance, staging areas, and areas affected by noise levels of 65 decibels (dB) Day-Night Average Sound Level (DNL) and greater from the aircraft operations. Where present, operations are evaluated for their potential to affect historic properties where noise could adversely impact them.

Identification of Historic Properties (36 CFR Section 800.4(b))

The NGB and 127th Wing (127 WG) at Selfridge ANGB have conducted cultural resource surveys for the installation in 1995 (Thomas and Associates), 2002 (Parsons Infrastructure & Technologies Group, Inc.), 2017 (EA Engineering, Science, and Technology, Inc), and 2020–2021 (Brockington and Associates). The surveys have identified two historic districts at Selfridge ANGB, the 1930s era cantonment district and the officer's housing district. As of the latest 2020–2021 survey, no archaeological sites within the jurisdictional boundary of Selfridge ANGB are determined eligible for listing in the National Register of Historic Places (NRHP).

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Due to Site 20MB111 being within the APE of the northern runway extension, NGB and the 127 WG are continuing to plan for ways to minimize impacts to what may be an unmarked cemetery. As noted within the 2021 Phase II survey, 20MB111 is scattered with household and architectural debris, which could affect the viability of using ground penetrating radar for the identification of intact burials. Because of this, NGB and the 127 WG are currently studying the feasibility of archaeological monitoring for ground disturbing actions at the proposed northern runway project site.

The 2021 cultural resource Phase II survey (Brockington and Associates) conducted investigation and evaluation of four archaeological sites within the project area of the proposed northern runway extension. All four sites were determined not eligible for the NRHP, and the State Historic Preservation Office concurred in a letter dated 8 June 2022 with a stipulation that NGB and the 127 WG continue to plan for the possibility of burials within the vicinity of site 20MB111, a former nineteenth century farmstead (and also 20MB182 at the runway's southern end CZ). Your Tribal Nation will receive a courtesy electronic copy of the Brockington and Associates 2021 report from NGB via a DoD SAFE Link. If you have any questions, please contact Ms. Michelle Kasunic. Her contact information is located below.

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Sincerely

Gen. Matthew G. Brancato
Commander, 127th Wing
Selfridge Air National Guard Base, Michigan

Attachments (4):
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Attachment 1 – Selfridge ANGB Regional Location Map

Attachment 2 – Proposed Construction Projects for the
Selfridge ANGB Runway Encroachment Solution Project (Alternative 1 and Alternative 2)

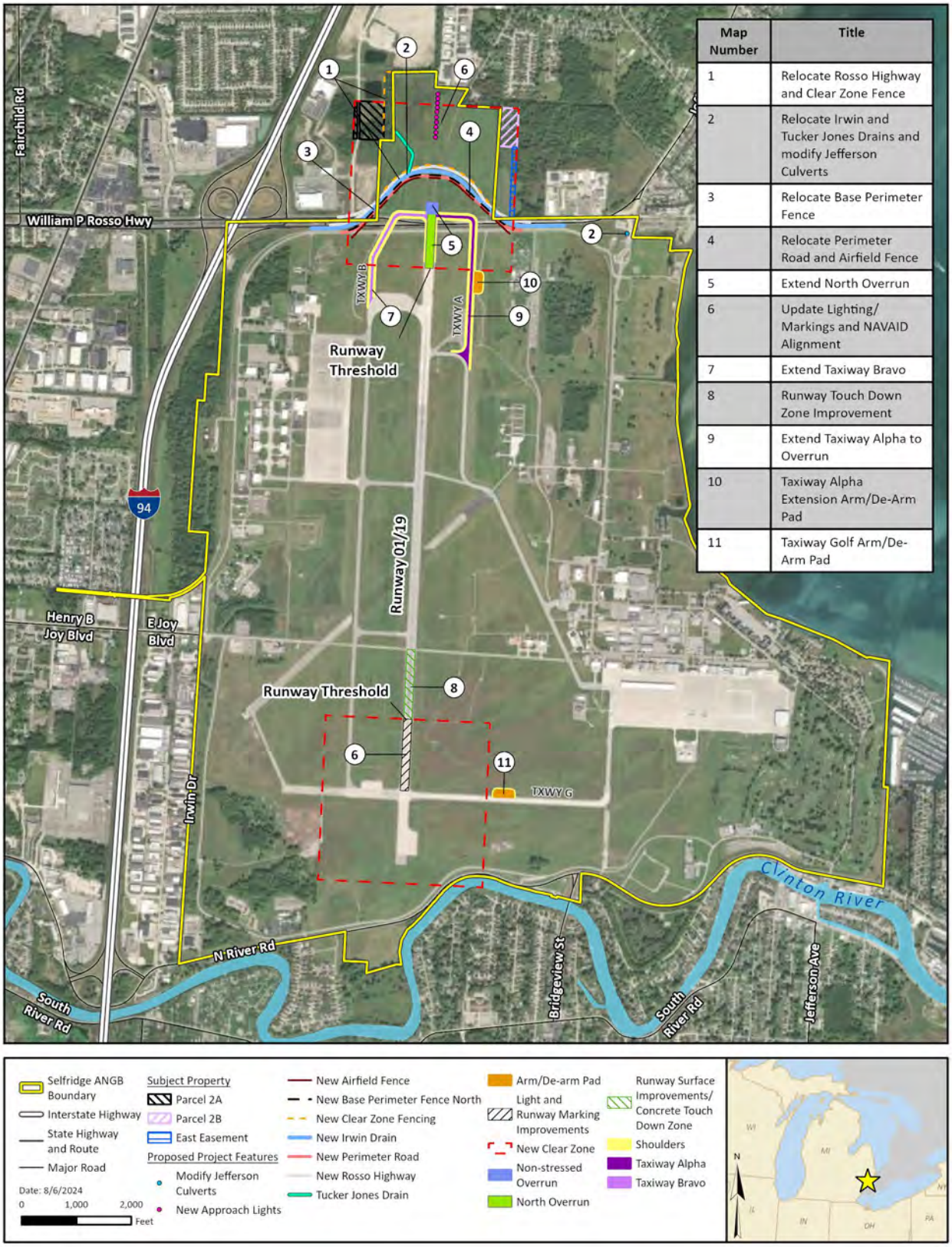
Project No.	***Project Title/1391 No.***	***Project Description***	***Implementation Year***	***Project Impact Area***	***New Impervious Surface***
1	Relocate Rosso Highway and Clear Zone Fence (VGLZ2395XX)	Rosso Highway and the Clear Zone fencing would be realigned to the north to accommodate the new overrun. Demolition would include 44,332 SF of the existing Rosso Highway asphalt.	2026	Rosso Highway 211,000 SF Clear Zone Fence 33,000 SF	Rosso Highway 165,315 SF Clear Zone Fence N/A
2	Relocate Irwin and Tucker Jones Drains (VGLZ239502) and modify Jefferson Culverts	Irwin Drain would be relocated to follow the new alignment of Rosso Highway; the new drainageway would be made of rip/rap and concrete. Tucker Jones Drain would be truncated to tie into Irwin Drain through a culvert under Rosso Highway; the new drainageway would consist of rip/rap and concrete. Jefferson Culverts would be updated to accommodate increased drainage capacity and resolve existing flooding concerns. Demolition would include 900 LF of concrete/rip-rap associated with the existing Irwin Drain.	2026	Irwin Drain 4,345 LF Tucker Jones Drain 927 LF Jefferson Culverts TBD	N/A
3	Relocate Base Perimeter Fence (VGLZ239503)	The Base Perimeter Fence would be relocated to follow the new alignment of Rosso Highway.	2026	30,000 SF	N/A
4	Relocate Perimeter Road and Airfield Fence (VLGZ239504)	Perimeter Road would be relocated to the north to accommodate the new overrun. The Airfield Fence would be installed south of the new perimeter road. Demolition would include 17,850 SF of the existing Perimeter Road asphalt.	2026	Perimeter Road 115,000 SF Airfield Fence 30,000 SF	Perimeter Road 93,872 SF Airfield Fence N/A
5	Extend North Overrun (VGLZ239505)	A new 1,200-foot overrun would be constructed north of the current overrun and include 25-foot paved shoulders. The first 1,000 feet will be full strength pavement and the most northern 200 feet of the overrun would be non-stressed pavement. Demolition would include 26,300 SF of concrete.	2026	190,000 SF runway/ overrun pavement	151,000 SF

Project No.	*Project Title/1391 No.*	*Project Description*	*Implementation Year*	*Project Impact Area*	*New Impervious Surface*
6	Update Lighting/Markings and NAVAID Alignment (VGLZ239513)	All applicable lighting and markings would be updated, and navigational aid alignment would be updated per UFC to accommodate the runway shift to the north. Additionally, the existing portion of the runway on the south end would require updated lighting and markings to allow aircraft operations at night and during IMC.	2026	4,000 LF	4,000 LF
7	Extend Taxiway Bravo (VGLZ239508)	Taxiway Bravo would be extended to the north to connect to the west side of the overrun and include 25-foot paved shoulders. Demolition would include 17,000 SF of concrete.	2026	285,000 SF	258,000 SF
8	Runway Touchdown Zone Improvement (New Project – No 1391)	The new touchdown zone for Runway 01 is currently asphalt and would need to be replaced with concrete to support the landing weight of aircraft. Demolition would include 191,000 SF of paved asphalt.	2026	191,000 SF	0
9 (Alt 1 only)	Extend Taxiway Alpha to the End of the Overrun	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the east side of the overrun.	2034	640,000 SF	574,000 SF
9 (Alt 2 only)	Extend Taxiway Alpha to Runway Threshold (VGLZ239509)	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the east side of the runway threshold.	2034	320,000 SF	287,000 SF
10	Taxiway Alpha Extension Arm/De-Arm Pad (New Project – No 1391)	A new arm/de-arm pad to include 25-foot paved shoulders would be constructed on the Taxiway Alpha extension to provide arm/de-arm capabilities on the north and east side of the runway. Demolition would include 1,700 SF of concrete.	2034	64,000 SF	63,000 SF
11	Taxiway Golf Arm/De-Arm Pad (VGLZ239511)	A new arm/de-arm pad to include 25-foot shoulders would be constructed on Taxiway Golf to provide arm/de-arm capabilities on the south and east side of the runway. Demolition would include 11,400 SF of concrete.	2034	64,000 SF	54,000 SF

Notes: A 4-foot buffer was used to identify potential temporary construction impacts associated with the construction of fences; a 6-foot buffer was used to identify potential temporary construction impacts associated with the construction of roadways. Fencing was not assumed to result in any appreciable permanent impervious surfaces.

Legend: IMC = Instrument Meteorological Conditions; LF = linear feet; N/A = Not Applicable; SF = square feet; TBD = To Be Determined; NAVAID = Navigation Aid; UFC = Unified Facilities Criteria.

Attachment 3 – Proposed Runway Encroachment Solution Alternatives



Map Number	Title
1	Relocate Rosso Highway and Clear Zone Fence
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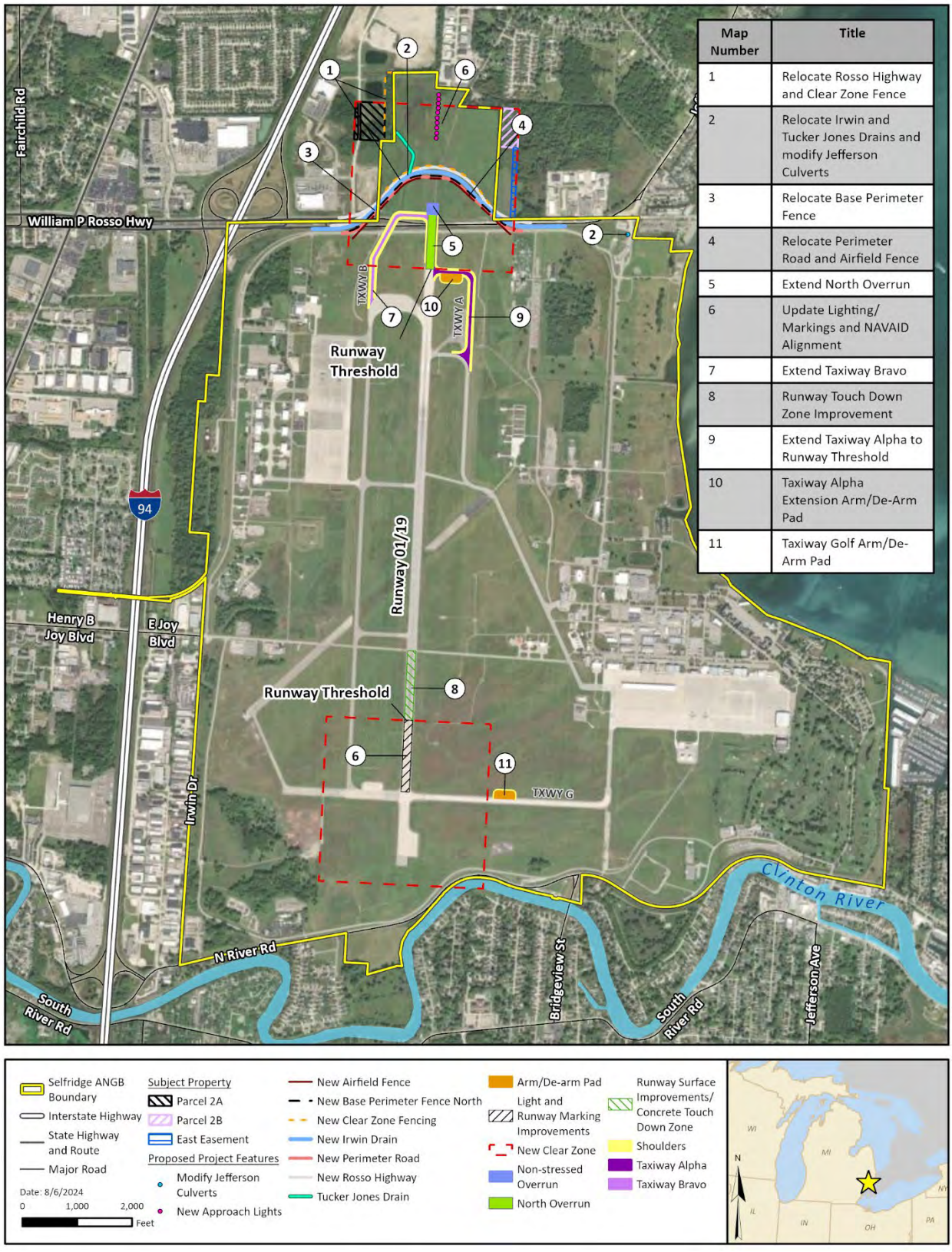
4	Relocate Perimeter Road and Airfield Fence
5	Extend North Overrun
6	Update Lighting/ Markings and NAVAID Alignment
7	Extend Taxiway Bravo
8	Runway Touch Down Zone Improvement
9	Extend Taxiway Alpha to Overrun
10	Taxiway Alpha Extension Arm/De-Arm Pad
11	Taxiway Golf Arm/De-Arm Pad

Alternative 1



Alternative 2

Attachment 4 – References Cited

Brockington Cultural Resources Consulting. 2021. Evaluation and Phase II Testing of Ten Archaeological Sites at Selfridge Air National Guard Base, Macomb County, Michigan. Prepared for National Guard Bureau. November.

EA Engineering, Science, and Technology, Inc. 2017. Final: Michigan Air National Guard Cultural Resources Survey Selfridge Air National Guard Base. Report submitted to the Air National Guard, Headquarters ANG, Joint Base Andrews, Maryland. Prepared by EA Engineering, Science, and Technology, Inc., PBC, Greenwood Village, Colorado.

National Park Service. 2024. National Register of Historic Places Spatial Data. Last updated 19 April 2024.

Parsons Infrastructure & Technologies Group, Inc. 2002. Archaeological Assessment-U.S. Army Garrison-Selfridge, Selfridge Air National Guard Base. Prepared for U.S. Army Garrison, Selfridge, Michigan.

Thomas and Associates Preservation Planners. 1995. Intensive Survey of Historic Properties Naval Air Facility Detroit, Harrison Township, Macomb County, Michigan. Report submitted to Department of the Navy, Southern Division, Naval Engineering Command, Charleston, South Carolina. Prepared by Thomason & Associates Preservation Planners, Nashville, Tennessee.

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

October 11, 2024

Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Mr. Ben Rhodd
Tribal Historic Preservation Officer
Forest County Potawatomi Community of Wisconsin
P.O. Box 340
Crandon, WI 54520

Dear Mr. Rhodd,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

Need and Purpose

The need and purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern CZ and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. All proposed construction projects would be implemented as summarized in the Proposed Action project list (**Attachment 2**) and shown in the figures in **Attachment 3.** No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed for this project undertaking. Please note that the exact location of the CZ and associated runway

infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

The NGB has determined that the proposed Federal action is an undertaking defined in 36 Code of Federal Regulations (CFR) Section 800.16(y) and has the potential to cause effects on historic properties. As such, NGB would like to solicit input regarding Tribal resources that may be present within the Area of Potential Effects (APE). To that end, and in accordance with Executive Order (EO) 13175, *Consultation and Coordination with Indian Tribal Governments*; EO 12372, *Intergovernmental Review of Federal Programs*; and Section 106 of the National Historic Preservation Act (36 CFR Sections 800.2, 800.3, and 800.4), Selfridge ANGB and NGB would like to invite you to consult on the proposed undertaking.

Area of Potential Effects (36 CFR Section 800.4(a)(1))

An APE is defined in 36 CFR Section 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The NGB has reviewed the undertaking and defined the APE for the proposed undertaking as areas of proposed ground disturbance, staging areas, and areas affected by noise levels of 65 decibels (dB) Day-Night Average Sound Level (DNL) and greater from the aircraft operations. Where present, operations are evaluated for their potential to affect historic properties where noise could adversely impact them.

Identification of Historic Properties (36 CFR Section 800.4(b))

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There are no known architectural historic properties located within the 65 dB DNL or greater noise contours located outside of the Selfridge ANGB boundary (National Park Service 2024).

Conclusion

As part of our consultation efforts, we respectfully request your assistance in identifying the following:

- traditional resources that may be located within the current APE;
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Commander, 127th Wing
Selfridge Air National Guard Base, Michigan

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

October 11, 2024

Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairwoman Gena Kakkak
Menominee Indian Tribe of Wisconsin
W2908 Tribal Office Loop
Keshena, WI 54135

Dear Chairwoman Kakkak,

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

October 11, 2024

Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Mr. David Grignon
Tribal Historic Preservation Officer
Menominee Indian Tribe of Wisconsin
P.O. Box 910
Keshena, WI 54135

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Sincerely

Gen. Matthew G. Brancato
Commander, 127th Wing
Selfridge Air National Guard Base, Michigan

Attachments (4):
1. Selfridge ANGB Regional Location Map
2. Proposed Runway Encroachment Solution Project List
3. Proposed Runway Encroachment Solution Project Maps
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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

October 11, 2024

Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chief Douglas Lankford
Miami Tribe of Oklahoma
3410 P St
Miami, OK 74354

Dear Chief Lankford,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

Need and Purpose

The need and purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern CZ and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. All proposed construction projects would be implemented as summarized in the Proposed Action project list (**Attachment 2**) and shown in the figures in **Attachment 3.** No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed for this project undertaking. Please note that the exact location of the CZ and associated runway

infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

The NGB has determined that the proposed Federal action is an undertaking defined in 36 Code of Federal Regulations (CFR) Section 800.16(y) and has the potential to cause effects on historic properties. As such, NGB would like to solicit input regarding Tribal resources that may be present within the Area of Potential Effects (APE). To that end, and in accordance with Executive Order (EO) 13175, *Consultation and Coordination with Indian Tribal Governments*; EO 12372, *Intergovernmental Review of Federal Programs*; and Section 106 of the National Historic Preservation Act (36 CFR Sections 800.2, 800.3, and 800.4), Selfridge ANGB and NGB would like to invite you to consult on the proposed undertaking.

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An APE is defined in 36 CFR Section 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The NGB has reviewed the undertaking and defined the APE for the proposed undertaking as areas of proposed ground disturbance, staging areas, and areas affected by noise levels of 65 decibels (dB) Day-Night Average Sound Level (DNL) and greater from the aircraft operations. Where present, operations are evaluated for their potential to affect historic properties where noise could adversely impact them.

Identification of Historic Properties (36 CFR Section 800.4(b))

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Oral histories gathered during previous field investigations and background literature reviews for Selfridge ANGB have pointed to the possibility of unmarked burials within the runway's northern and southern CZs. These oral accounts have never been verified, but NGB and the 127 WG continue to consider the possibility of burials when planning projects at the two locations.

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There are no known architectural historic properties located within the 65 dB DNL or greater noise contours located outside of the Selfridge ANGB boundary (National Park Service 2024).

Conclusion

As part of our consultation efforts, we respectfully request your assistance in identifying the following:

- traditional resources that may be located within the current APE;
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Gen. Matthew G. Brancato
Commander, 127th Wing
Selfridge Air National Guard Base, Michigan

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

October 11, 2024

Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Mr. Logan York
Tribal Historic Preservation Officer
Miami Tribe of Oklahoma
P.O. Box 1326
Miami, OK 74355

Dear Mr. York,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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Conclusion

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Commander, 127th Wing
Selfridge Air National Guard Base, Michigan

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

October 11, 2024

Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chief Charles Diebold
Seneca-Cayuga Nation
23701 South 655 Rd
Grove, OK 74344

Dear Chief Diebold,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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Sincerely

Gen. Matthew G. Brancato
Commander, 127th Wing
Selfridge Air National Guard Base, Michigan

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

October 11, 2024

Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Mr. William Tarrant
Tribal Historic Preservation Officer
Seneca-Cayuga Nation
P.O. Box 453220
Grove, OK 74345

Dear Mr. Tarrant,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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Gen. Matthew G. Brancato
Commander, 127th Wing
Selfridge Air National Guard Base, Michigan

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

October 11, 2024

Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Ms. Jane TenEyck
Executive Director
Chippewa Ottawa Resource Authority
179 West Three Mile Rd
Saulte Ste. Marie, MI 49783

Dear Ms. TenEyck,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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The NGB has determined that the proposed Federal action is an undertaking defined in 36 Code of Federal Regulations (CFR) Section 800.16(y) and has the potential to cause effects on historic properties. As such, NGB would like to solicit input regarding Tribal resources that may be present within the Area of Potential Effects (APE). To that end, and in accordance with Executive Order (EO) 13175, *Consultation and Coordination with Indian Tribal Governments*; EO 12372, *Intergovernmental Review of Federal Programs*; and Section 106 of the National Historic Preservation Act (36 CFR Sections 800.2, 800.3, and 800.4), Selfridge ANGB and NGB would like to invite you to consult on the proposed undertaking.

Area of Potential Effects (36 CFR Section 800.4(a)(1))

An APE is defined in 36 CFR Section 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The NGB has reviewed the undertaking and defined the APE for the proposed undertaking as areas of proposed ground disturbance, staging areas, and areas affected by noise levels of 65 decibels (dB) Day-Night Average Sound Level (DNL) and greater from the aircraft operations. Where present, operations are evaluated for their potential to affect historic properties where noise could adversely impact them.

Identification of Historic Properties (36 CFR Section 800.4(b))

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Oral histories gathered during previous field investigations and background literature reviews for Selfridge ANGB have pointed to the possibility of unmarked burials within the runway's northern and southern CZs. These oral accounts have never been verified, but NGB and the 127 WG continue to consider the possibility of burials when planning projects at the two locations.

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There are no known architectural historic properties located within the 65 dB DNL or greater noise contours located outside of the Selfridge ANGB boundary (National Park Service 2024).

Conclusion

As part of our consultation efforts, we respectfully request your assistance in identifying the following:

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- historic properties in the APE of which we may not be aware; and/or
- your Tribe's interest in participating in additional consultation.

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Sincerely

Gen. Matthew G. Brancato
Commander, 127th Wing
Selfridge Air National Guard Base, Michigan

Attachments (4):
1. Selfridge ANGB Regional Location Map
2. Proposed Runway Encroachment Solution Project List
3. Proposed Runway Encroachment Solution Project Maps
4. References Cited

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

October 11, 2024

Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairperson Kenneth Meshiguad
Hannahville Potawatomi Indian Community
14911 N Hannahville B-1 Rd
Wilson, MI 49896

Dear Chairperson Meshiguad,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

Need and Purpose

The need and purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern CZ and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. All proposed construction projects would be implemented as summarized in the Proposed Action project list (**Attachment 2**) and shown in the figures in **Attachment 3.** No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed for this project undertaking. Please note that the exact location of the CZ and associated runway

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Sincerely

Gen. Matthew G. Brancato
Commander, 127th Wing
Selfridge Air National Guard Base, Michigan

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

October 11, 2024

Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chief Tim Davis
Saginaw Chippewa Indian Tribe
7500 Soaring Eagle Blvd
Mt Pleasant, MI 48858

Dear Chief Davis,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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Sincerely

Gen. Matthew G. Brancato
Commander, 127th Wing
Selfridge Air National Guard Base, Michigan

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

October 11, 2024

Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Ms. Marcella Hadden
Tribal Historic Preservation Officer
Saginaw Chippewa Indian Tribe
6650 E. Broadway
Mt Pleasant, MI 48858

Dear Ms. Hadden,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

October 11, 2024

Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

President John Johnson, Sr.
Lac du Flambeau Band of Lake Superior - Chippewa Indians of the Lac du Flambeau
P.O. Box 67
Lac du Flambeau, WI 54538

Dear President Johnson,

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The 2021 cultural resource Phase II survey (Brockington and Associates) conducted investigation and evaluation of four archaeological sites within the project area of the proposed northern runway extension. All four sites were determined not eligible for the NRHP, and the State Historic Preservation Office concurred in a letter dated 8 June 2022 with a stipulation that NGB and the 127 WG continue to plan for the possibility of burials within the vicinity of site 20MB111, a former nineteenth century farmstead (and also 20MB182 at the runway's southern end CZ). Your Tribal Nation will receive a courtesy electronic copy of the Brockington and Associates 2021 report from NGB via a DoD SAFE Link. If you have any questions, please contact Ms. Michelle Kasunic. Her contact information is located below.

There are no known architectural historic properties located within the 65 dB DNL or greater noise contours located outside of the Selfridge ANGB boundary (National Park Service 2024).

Conclusion

As part of our consultation efforts, we respectfully request your assistance in identifying the following:

- traditional resources that may be located within the current APE;
- historic properties in the APE of which we may not be aware; and/or
- your Tribe's interest in participating in additional consultation.

If you request additional consultation, the NGB and Selfridge ANGB will work with your office to adopt procedures that will meet your Tribe's needs and requirements for continued consultation.

In order for DAF and the NGB to move this EA forward in a timely matter as the lead federal agencies, we request that you provide comments to this initial invitation within thirty (30) days of receipt. In addition to your office, NGB is consulting with other federally recognized Tribal Nations who may have cultural and/or historical interests in the project area. We look forward to coordinating this EA with you, and please send comments to Michelle Kasunic, Acting Cultural Resources Program Manager, NGB /A4VN, ATTN: Selfridge Runway Encroachment Solution EA, 3501 Fetchet Avenue, Joint Base Andrews MD 20762-5157 or by email at ngb.cca4f.nepacommentsorg@us.af.mil with the subject titled as ATTN: Selfridge Runway Encroachment Solution EA. Thank you for your assistance.

Sincerely

Gen. Matthew G. Brancato
Commander, 127th Wing
Selfridge Air National Guard Base, Michigan

Attachments (4):
1. Selfridge ANGB Regional Location Map
2. Proposed Runway Encroachment Solution Project List
3. Proposed Runway Encroachment Solution Project Maps
4. References Cited

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

October 11, 2024

Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Ms. Sarah Thompson
Tribal Historic Preservation Officer
Lac du Flambeau Band of Lake Superior – Chippewa Indians of the Lac du Flambeau
P.O. Box 67
Lac du Flambeau, WI 54538

Dear Ms. Thompson,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

Need and Purpose

The need and purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern CZ and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. All proposed construction projects would be implemented as summarized in the Proposed Action project list (**Attachment 2**) and shown in the figures in **Attachment 3.** No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed for this project undertaking. Please note that the exact location of the CZ and associated runway

infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

The NGB has determined that the proposed Federal action is an undertaking defined in 36 Code of Federal Regulations (CFR) Section 800.16(y) and has the potential to cause effects on historic properties. As such, NGB would like to solicit input regarding Tribal resources that may be present within the Area of Potential Effects (APE). To that end, and in accordance with Executive Order (EO) 13175, *Consultation and Coordination with Indian Tribal Governments*; EO 12372, *Intergovernmental Review of Federal Programs*; and Section 106 of the National Historic Preservation Act (36 CFR Sections 800.2, 800.3, and 800.4), Selfridge ANGB and NGB would like to invite you to consult on the proposed undertaking.

Area of Potential Effects (36 CFR Section 800.4(a)(1))

An APE is defined in 36 CFR Section 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The NGB has reviewed the undertaking and defined the APE for the proposed undertaking as areas of proposed ground disturbance, staging areas, and areas affected by noise levels of 65 decibels (dB) Day-Night Average Sound Level (DNL) and greater from the aircraft operations. Where present, operations are evaluated for their potential to affect historic properties where noise could adversely impact them.

Identification of Historic Properties (36 CFR Section 800.4(b))

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Sincerely

Gen. Matthew G. Brancato
Commander, 127th Wing
Selfridge Air National Guard Base, Michigan

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

October 11, 2024

Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairperson Regina Gasco
Little Traverse Bay Bands of Odawa Indians
7500 Odawa Circle
Harbor Springs, MI 49740

Dear Chairperson Gasco,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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Conclusion

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Sincerely

Gen. Matthew G. Brancato
Commander, 127th Wing
Selfridge Air National Guard Base, Michigan

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

October 11, 2024

Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Ms. Melissa Wiatrolik
Tribal Historic Preservation Officer
Little Traverse Bay Bands of Odawa Indians
7500 Odawa Circle
Harbor Springs, MI 49740

Dear Ms. Wiatrolik,

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Sincerely

Gen. Matthew G. Brancato
Commander, 127th Wing
Selfridge Air National Guard Base, Michigan

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

October 11, 2024

Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Ms. Emma Donmyer
Repatriation and Historic Preservation Specialist
Sault Ste. Marie Tribe of Chippewa Indians
2 Ice Circle Chi Mukwa
Sault Ste. Marie, MI 49783

Dear Ms. Donmyer,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

October 11, 2024

Michelle Kasunic
Air National Guard Readiness Center, NGB/A4VN
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Ryan Schumaker
State Historic Preservation Officer
Michigan State Historic Preservation Office
300 North Washington Square
Lansing, MI 48913

Dear Mr. Schumaker,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. Please note that the exact location of the Clear Zone (CZ) and associated runway infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

Need and Purpose

The need and purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern CZ and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. All proposed construction projects would be implemented as summarized in the Proposed Action project list (**Attachment 2**) and shown in the figures in **Attachment 3.** No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed for this project undertaking. Please note that the exact location of the CZ and associated runway

infrastructure may shift slightly to the north as the design phase advances, dependent upon required safety concerns and mission requirements.

The NGB has determined that the proposed Federal action is an undertaking defined in 36 Code of Federal Regulations (CFR) Section 800.16(y) and has the potential to cause effects on historic properties. As such, NGB is initiating consultation under Section 106 of the National Historic Preservation Act (NHPA), as amended. This letter also serves to define the Area of Potential Effects (APE) for the proposed undertaking.

Area of Potential Effects (36 CFR Section 800.4(a)(1))

An APE is defined in 36 CFR Section 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The NGB has reviewed the undertaking and defined the APE for the proposed undertaking as the areas of proposed ground disturbance, staging areas, and areas affected by noise levels of 65 decibels (dB) Day-Night Average Sound Level (DNL) and greater from the aircraft operations. Where present, operations are evaluated for their potential to affect historic properties where noise could adversely impact them.

Identification of Historic Properties (36 CFR Section 800.4(b))

The NGB and 127th Wing (127 WG) at Selfridge ANGB conducted cultural resource surveys for the installation in 1995 (Thomas and Associates), 2002 (Parsons Infrastructure & Technologies Group, Inc.), 2017 (EA Engineering, Science, and Technology, Inc.), and 2020–2021 (Brockington and Associates). The surveys have identified two historic districts at Selfridge ANGB, the 1930s era cantonment district and the officer's housing district. As of the latest 2020–2021 survey, no archaeological sites within the jurisdictional boundary of Selfridge ANGB are determined eligible for listing in the National Register of Historic Places (NRHP).

Oral histories gathered during previous field investigations and background literature reviews for Selfridge ANGB have pointed to the possibility of unmarked burials within the runway's northern and southern CZs. These oral accounts have never been verified, but NGB and the 127 WG continue to consider the possibility of burials when planning projects at the two locations.

Due to Site 20MB111 being within the APE of the northern runway extension, NGB and the 127 WG are continuing to plan for ways to minimize impacts to what may be an unmarked cemetery. As noted within the 2021 Phase II survey, 20MB111 is scattered with household and architectural debris, which could affect the viability of using ground penetrating radar for the identification of intact burials. Because of this, NGB and the 127 WG are currently studying the feasibility of archaeological monitoring for ground disturbing actions at the proposed northern runway project site.

The 2021 cultural resource Phase II survey (Brockington and Associates) conducted investigation and evaluation of four archaeological sites within the project area of the proposed northern runway extension. All four sites were determined not eligible for the NRHP, and your

office concurred in a letter dated 8 June 2022 with a stipulation that NGB and the 127 WG continue to plan for the possibility of burials within the vicinity of site 20MB111, a former nineteenth century farmstead (and also 20MB182 at the runway's southern end CZ).

There are no known architectural historic properties located within the 65 dB DNL or greater noise contours located outside of the Selfridge ANGB boundary (National Park Service 2024).

Conclusion

The NGB and 127 WG would like to extend an invitation to your office to begin consultation for the proposed Selfridge ANGB Runway Encroachment Solution EA. In order for DAF and the NGB to move this EA forward in a timely matter as the lead federal agencies, we request that you provide comments to this initial invitation within thirty (30) days of receipt. In addition to your office, NGB is consulting with federally recognized Tribal Nations who may have cultural and/or historical interests in the project area. We look forward to coordinating this EA with you, and please send comments to me, Michelle Kasunic, Acting Cultural Resources Program Manager, NGB/A4VN, ATTN: Selfridge Runway Encroachment Solution EA, 3501 Fetchet Avenue, Joint Base Andrews MD 20762-5157 or by email at ngb.cca4f.nepacommentsorg@us.af.mil with the subject titled as ATTN: Selfridge Runway Encroachment Solution EA. Thank you for your assistance.

Sincerely

Michelle Kasunic, GS-13
Acting Cultural Resources Program Manager
NGB /A4VN

Attachments (4):
1. Selfridge ANGB Regional Location Map
2. Proposed Runway Encroachment Solution Project List
3. Proposed Runway Encroachment Solution Project Maps
4. References Cited

Attachment 1 – Selfridge ANGB Regional Location Map

Attachment 2 – Proposed Construction Projects for the
Selfridge ANGB Runway Encroachment Solution Project (Alternative 1 and Alternative 2)

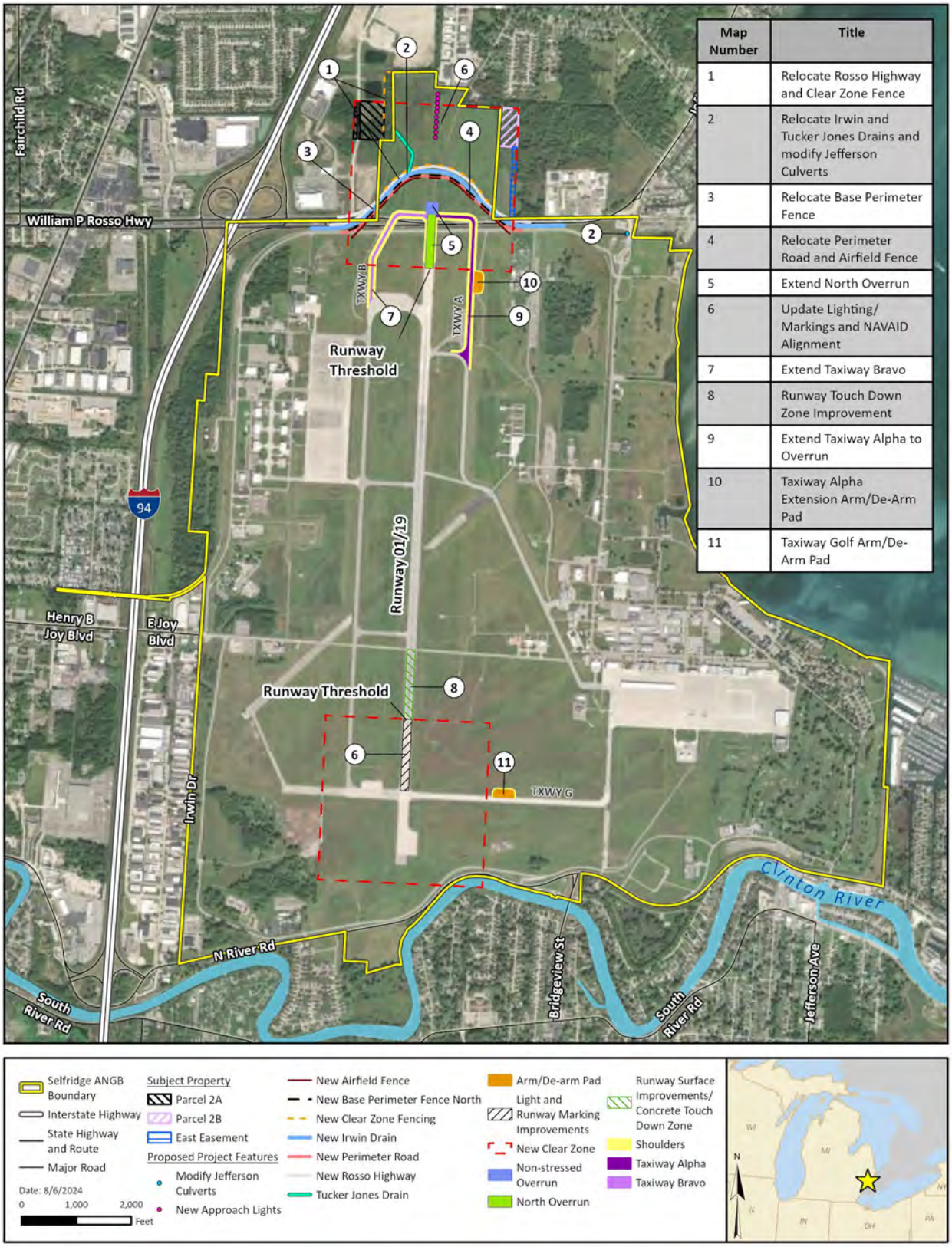
Project No.	***Project Title/1391 No.***	***Project Description***	***Implementation Year***	***Project Impact Area***	***New Impervious Surface***
1	Relocate Rosso Highway and Clear Zone Fence (VGLZ2395XX)	Rosso Highway and the Clear Zone fencing would be realigned to the north to accommodate the new overrun. Demolition would include 44,332 SF of the existing Rosso Highway asphalt.	2026	Rosso Highway 211,000 SF Clear Zone Fence 33,000 SF	Rosso Highway 165,315 SF Clear Zone Fence N/A
2	Relocate Irwin and Tucker Jones Drains (VGLZ239502) and modify Jefferson Culverts	Irwin Drain would be relocated to follow the new alignment of Rosso Highway; the new drainageway would be made of rip/rap and concrete. Tucker Jones Drain would be truncated to tie into Irwin Drain through a culvert under Rosso Highway; the new drainageway would consist of rip/rap and concrete. Jefferson Culverts would be updated to accommodate increased drainage capacity and resolve existing flooding concerns. Demolition would include 900 LF of concrete/rip-rap associated with the existing Irwin Drain.	2026	Irwin Drain 4,345 LF Tucker Jones Drain 927 LF Jefferson Culverts TBD	N/A
3	Relocate Base Perimeter Fence (VGLZ239503)	The Base Perimeter Fence would be relocated to follow the new alignment of Rosso Highway.	2026	30,000 SF	N/A
4	Relocate Perimeter Road and Airfield Fence (VLGZ239504)	Perimeter Road would be relocated to the north to accommodate the new overrun. The Airfield Fence would be installed south of the new perimeter road. Demolition would include 17,850 SF of the existing Perimeter Road asphalt.	2026	Perimeter Road 115,000 SF Airfield Fence 30,000 SF	Perimeter Road 93,872 SF Airfield Fence N/A
5	Extend North Overrun (VGLZ239505)	A new 1,200-foot overrun would be constructed north of the current overrun and include 25-foot paved shoulders. The first 1,000 feet will be full strength pavement and the most northern 200 feet of the overrun would be non-stressed pavement. Demolition would include 26,300 SF of concrete.	2026	190,000 SF runway/ overrun pavement	151,000 SF

Project No.	*Project Title/1391 No.*	*Project Description*	*Implementation Year*	*Project Impact Area*	*New Impervious Surface*
6	Update Lighting/Markings and NAVAID Alignment (VGLZ239513)	All applicable lighting and markings would be updated, and navigational aid alignment would be updated per UFC to accommodate the runway shift to the north. Additionally, the existing portion of the runway on the south end would require updated lighting and markings to allow aircraft operations at night and during IMC.	2026	4,000 LF	4,000 LF
7	Extend Taxiway Bravo (VGLZ239508)	Taxiway Bravo would be extended to the north to connect to the west side of the overrun and include 25-foot paved shoulders. Demolition would include 17,000 SF of concrete.	2026	285,000 SF	258,000 SF
8	Runway Touchdown Zone Improvement (New Project – No 1391)	The new touchdown zone for Runway 01 is currently asphalt and would need to be replaced with concrete to support the landing weight of aircraft. Demolition would include 191,000 SF of paved asphalt.	2026	191,000 SF	0
9 (Alt 1 only)	Extend Taxiway Alpha to the End of the Overrun	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the east side of the overrun.	2034	640,000 SF	574,000 SF
9 (Alt 2 only)	Extend Taxiway Alpha to Runway Threshold (VGLZ239509)	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the east side of the runway threshold.	2034	320,000 SF	287,000 SF
10	Taxiway Alpha Extension Arm/De-Arm Pad (New Project – No 1391)	A new arm/de-arm pad to include 25-foot paved shoulders would be constructed on the Taxiway Alpha extension to provide arm/de-arm capabilities on the north and east side of the runway. Demolition would include 1,700 SF of concrete.	2034	64,000 SF	63,000 SF
11	Taxiway Golf Arm/De-Arm Pad (VGLZ239511)	A new arm/de-arm pad to include 25-foot shoulders would be constructed on Taxiway Golf to provide arm/de-arm capabilities on the south and east side of the runway. Demolition would include 11,400 SF of concrete.	2034	64,000 SF	54,000 SF

Notes: A 4-foot buffer was used to identify potential temporary construction impacts associated with the construction of fences; a 6-foot buffer was used to identify potential temporary construction impacts associated with the construction of roadways. Fencing was not assumed to result in any appreciable permanent impervious surfaces.

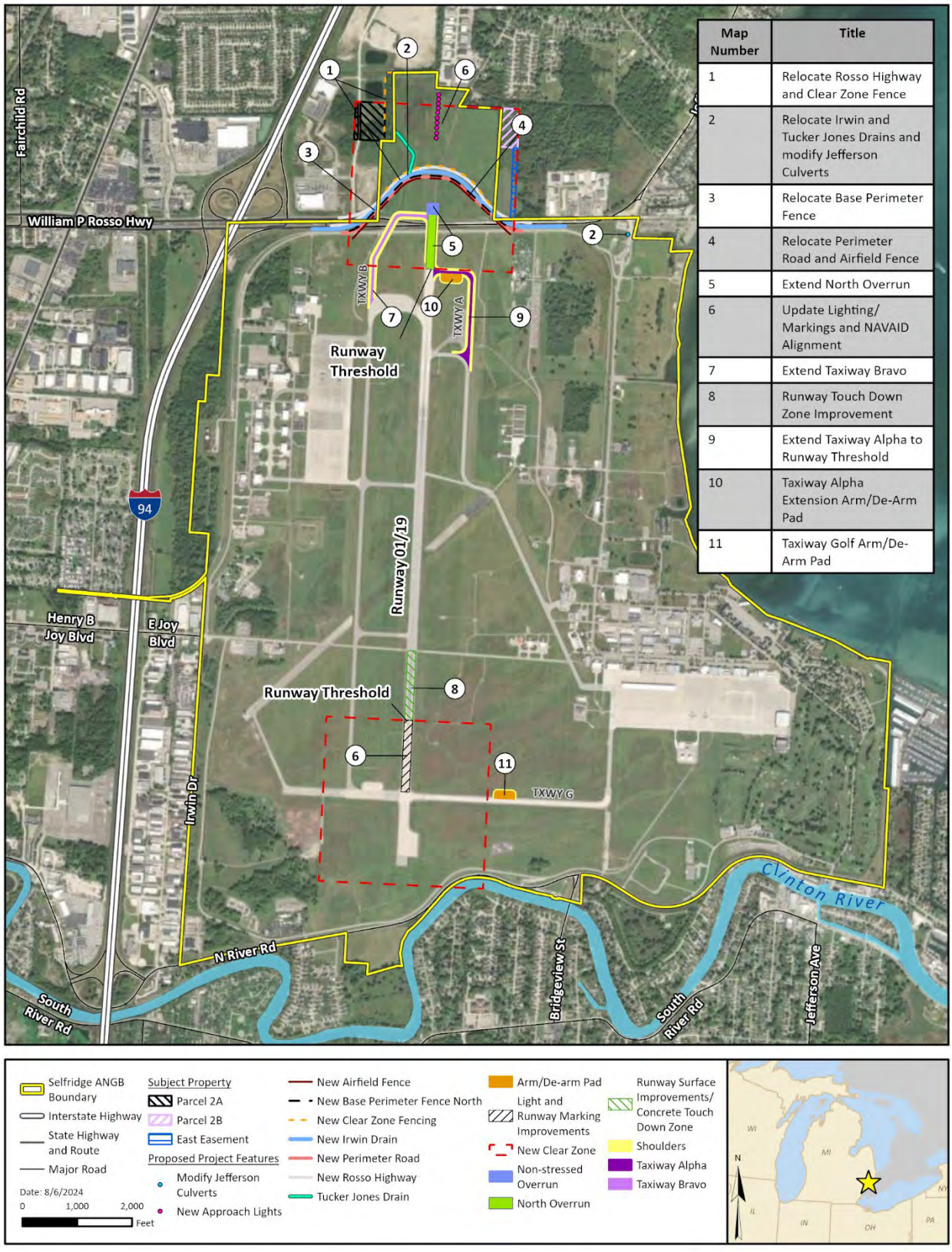
Legend: IMC = Instrument Meteorological Conditions; LF = linear feet; N/A = Not Applicable; SF = square feet; TBD = To Be Determined; NAVAID = Navigation Aid; UFC = Unified Facilities Criteria.

Attachment 3 – Proposed Runway Encroachment Solution Alternatives



Map Number	Title
1	Relocate Rosso Highway and Clear Zone Fence
2	Relocate Irwin and Tucker Jones Drains and modify Jefferson Culverts
3	Relocate Base Perimeter Fence
4	Relocate Perimeter Road and Airfield Fence
5	Extend North Overrun
6	Update Lighting/ Markings and NAVAID Alignment
7	Extend Taxiway Bravo
8	Runway Touch Down Zone Improvement
9	Extend Taxiway Alpha to Overrun
10	Taxiway Alpha Extension Arm/De-Arm Pad
11	Taxiway Golf Arm/De-Arm Pad

Alternative 1



Alternative 2

Attachment 4 – References Cited

Brockington Cultural Resources Consulting. 2021. Evaluation and Phase II Testing of Ten Archaeological Sites at Selfridge Air National Guard Base, Macomb County, Michigan. Prepared for National Guard Bureau. November.

EA Engineering, Science, and Technology, Inc. 2017. Final: Michigan Air National Guard Cultural Resources Survey Selfridge Air National Guard Base. Report submitted to the Air National Guard, Headquarters ANG, Joint Base Andrews, Maryland. Prepared by EA Engineering, Science, and Technology, Inc., PBC, Greenwood Village, Colorado.

National Park Service. 2024. National Register of Historic Places Spatial Data. Last updated 19 April 2024.

Parsons Infrastructure & Technologies Group, Inc. 2002. Archaeological Assessment-U.S. Army Garrison-Selfridge, Selfridge Air National Guard Base. Prepared for U.S. Army Garrison, Selfridge, Michigan.

Thomas and Associates Preservation Planners. 1995. Intensive Survey of Historic Properties Naval Air Facility Detroit, Harrison Township, Macomb County, Michigan. Report submitted to Department of the Navy, Southern Division, Naval Engineering Command, Charleston, South Carolina. Prepared by Thomason & Associates Preservation Planners, Nashville, Tennessee.

GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
MICHIGAN STRATEGIC FUND
STATE HISTORIC PRESERVATION OFFICE

QUENTIN L. MESSER, JR.
PRESIDENT

October 31, 2024

MARK PAASCHE
ENVIRONMENTAL MANAGER
SELFRIDGE ANG BASE
HARRISON TOWNSHIP MI 48045

RE: ER25-56 Selfridge Air National Guard Base (ANGB) Runway Shift, Harrison Township, Macomb County (NGB)

Dear Mark Paasche:

Thank you for hosting members of our staff for a visit to the Selfridge ANGB on October 24, 2024. We greatly appreciate the agency's initiation of early consultation for this project. We look forward to receiving a formal Sec. 106 application for the undertaking. Our required application form and instructions can be found on our webpage www.michigan.gov/shposectoin106. Our team is happy to coordinate further on both architectural and archaeological survey methods for this undertaking and encourage you and the project team to reach out to us in advance of fieldwork.

Based on the information submitted for our review and information relayed to us at the site visit, we recommend that the agency considers the utilization of Human Remains Detection (HRD) dogs to investigate the proposed project area for unmarked graves and possible burials. Enclosed, please find a primer on HRD dogs, details of the methods employed by dogs and their handlers, and a bibliography of references related to HRD dog surveys. Please let us know if you need additional information. Once you progress with planning, we will look forward to learning more about the approaches that the agency will utilize to possibly locate any potential unmarked burials at Selfridge.

Please note that the SHPO does not accept the results of archaeological research conducted in snow-covered or frozen ground conditions.

All subsequent project-related information can be submitted to us online through the SHPO Additional Information Portal.

If you have any questions, please contact Cassandra Nelson, Historian, at 517-648-4050 or by email at nelsonc32@michigan.gov. Please direct questions about archaeology to Amy Krull, Federal Projects Archaeologist, at 517- 285-4211 or by email at krulla@michigan.gov. **Please reference our project number in all communication with this office regarding this undertaking.** Thank you for this opportunity to review and comment, and for your cooperation.

Sincerely,

Cassandra Nelson
Historian

AK:CN

Enclosures: HRD Dog Survey Primer and Bibliography

copy: Mark Barron, USAF ANGRA
Michelle Kasunic, ANG

GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
MICHIGAN STRATEGIC FUND
STATE HISTORIC PRESERVATION OFFICE

QUENTIN L. MESSER, JR.
PRESIDENT

April 29, 2026

RYAN A KRISTOF, PE, COLONEL, MIANG
A7/ENGINEERING DIRECTOR
MICHIGAN AIR NATIONAL GUARD
3411 N. MARTIN LUTHER KING JR BLVD -SUITE 206
LANSING MI 48906

RE: **ER25-968** Selfridge Air National Guard Base Runway Encroachment Solution Project, Chesterfield and Harrison Townships, Macomb County (ANGB)

Dear Col. Ryan Kristof:

Thank you for submitting the information that we requested in our March 2, 2026 letter. Our current review included a well-prepared faunal analysis report for Site 20MB18 by Anne Lee of Stantec Consulting Services, Inc. (Stantec), 2026. We concur that Site 20MB18 is not eligible for listing in the National Register of Historic Places and would not contribute to the eligibility of Selfridge ANGB. We also concur with the results of the most recent archaeological survey conducted by Stantec (2025) for the Runway Encroachment Solution Project.

Based on the results of the current archaeological survey and the previous survey in 2022 (ER22-733), it is evident that the previously recorded sites within the runway expansion area to the north of M-59 are not eligible for listing in the National Register, respectively or as a group. The sites (Sites 20MB18, 20MB76, 220MB110, *20MB111, 20MB118, 20MB126, 20MB186, 20MB198, and 20MB199) would also not contribute to the eligibility of Selfridge ANGB. We concur with the finding that no further archaeological work is required for the Area of Potential Effect (APE), aside from any potential fieldwork that would relate to the recent Human Remains Detection (HRD) dog survey alerts at Site 20MB111.

It is our understanding that next steps with respect to Site 20MB111 and the HRD dog alerts from March 30, 2026, will occur in consultation between the ANGB and Consulting Party Tribes.

Based on the results of the archaeological survey conducted by Stantec (2025), the State Historic Preservation Officer (SHPO) concurs with ANGB that the Runway Encroachment Solution Project, as currently proposed, will have **no adverse effect** [36 CFR § 800.5(b)] on historic properties within the APE for the above-cited undertaking. Tribal Historic Preservation Officers may have a different or more nuanced understanding of the APE than the State Historic Preservation Office.

This letter evidences ANGB's compliance with 36 CFR § 800.4 "Identification of historic properties" and 36 CFR § 800.5 "Assessment of adverse effects," and the fulfillment of ANGB's responsibility to notify the SHPO, as a consulting party in the Section 106 process, under 36 CFR § 800.5(c) "Consulting party review." If the scope of work changes, please notify this office. In the event that human remains or archaeological material are encountered during construction activities related to the above-cited undertaking, work halt, and the Michigan SHPO and other appropriate authorities must be contacted.

The NHPA requires that federal agencies consult with any Native American Tribes who attach religious and cultural significance to historic properties that may be affected by the agency's undertakings per 36 CFR § 800.2(c)(2)(ii). Federal agency officials are also required to involve the public in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties per 36 CFR § 800.2(d)

Archaeological site data is confidential, including location, character, and ownership. To the extent consistent with the NHPA Section 304 (54 U.S.C. § 300310), and the Archaeological Resources Protection Act of 1979, as amended, Section 9(a), archaeological data related to proposed undertakings should be treated as confidential. Archaeological site information should not be shared or disseminated to the public. This includes restricting access and/or redacting archaeological data from websites, reports (including mapping and the cultural resources assessment prepared for the proposed undertaking), and all environmental review documents. Additionally, archaeological site locations are confidential and exempt from public disclosure under the Michigan Freedom of Information Act, MCL 15.231(1)(o).

For questions, please contact Scott Slagor, Cultural Resource Protection Manager (517-285-5120; slagors2@michigan.gov) and Amy Krull, Federal Projects Archaeologist (517-285-4211; krulla@michigan.gov). Please reference our project number in all communication with this office (ER25-968). Thank you.

Sincerely,

RMS:SES:AK

Copy: THPO Luke Heider, Forest County Potawatomi, luke.heider@fcp-nsn.gov
Lakota Hobia, Match-E-Be-Nash-She-Wish Band of Pottawatomi, lakota.hobia@glt-nsn.gov
Kaila Akina, Match-E-Be-Nash-She-Wish Band of Pottawatomi, kaila.akina@glt-nsn.gov
Josiah Meyers, MI DTMB, MeyersJ11@michigan.gov
Mark Barron, mark.barron.2.ctr@us.af.mil
Rocco de Gregory, joseph.de_gregory@us.af.mil
Vanessa Williford, Stantec, Vanessa.Williford@cardno-gs.com
Isla Nelson, Stantec, Isla.Nelson@cardno-gs.com
Martin Menz, Stantec, martin.menz@stantec.com

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

09 May 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Luke Heider, Tribal Historic Preservation Officer
Forest County Potawatomi Community of Wisconsin
5320 Wensaut Lane
PO Box 340
Crandon, WI 54520

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Mr Heider,

The National Guard Bureau (NGB) is currently investigating the feasibility of shifting the runway at Selfridge Air National Guard Base (ANGB), home of the 127th Wing (127 WG), located in Macomb County, Michigan to the north (Attachment 1). The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (Attachments 2-3) identified to address critical safety concerns, improve airfield operational efficiency, and to ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The NGB is the lead federal agency for the proposed undertaking and is currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

In October of 2024, the 127 WG mailed to your office a notification letter for the proposed undertaking with a copy of a 2020 archaeological Phase II testing report performed at the proposed site location. A particular concern with the proposed project location, based on an oral history interview conducted in the 1960s, is the possible presence of human burials in the vicinity of archaeological site 20MB111. The 1960s interview did not specify if the burials are of European descent or of Native American origin.

In the time since our initial notification, NGB and the 127 WG have conducted further reviews of the proposed project and are considering various methods to test and possibly identify human remains in the area. Specifically, we are considering the use of an excavator with a smooth-edged bucket to remove the plow zone in the vicinity of 20MB211. The removal of the plow zone will allow for better identification of any grave shafts or features that may contain human remains. We are also considering using a canine recovery team (human remains detection dogs) to identify anomalies that may be human remains. We believe that these options will best minimize potential disturbance to any burials that may be located below the plow zone, if they are present.

As NGB and the 127 WG continue to plan for the proposed undertaking, we respectfully extend an invitation to you and your representatives to consult on the proposed construction project. For your participation in this process, we wish to ask the following questions:

1. What is the most convenient way for us to contact you?
2. Are there other representatives within your Tribe or Nation that we should be sure to contact as well?
3. Do you and your representatives have any preference for virtual vs in-person meetings?
4. Do you have any preferences regarding plenary meetings, or would you rather consult on an individual basis?
5. Is there anything else you would like us to keep in mind at this time?

As part of our efforts to minimize impacts due to our construction activities at the project location, we look forward to working with you on the continued development of our Selfridge Runway EA. Please provide any comments or concerns you have on the undertakings listed here and within the attachments to J. Rocco de Gregory, cultural resources program manager, at the Air National Guard Readiness Center (ANGRC), 3501 Fetchet Ave, Joint Base Andrews, MD 20762 or by email at joseph.de_gregory@us.af.mil.

Sincerely,

Matthew G. Brancato, Brigadier General, MI ANG
Commander

Attachments (3):
1. Project Location Map
2. Proposed Project List
3. Proposed Design Schematic with Recorded Archaeological Sites

Attachment 1 – Selfridge ANGB Regional Location Map

Attachment 2 – Proposed Construction Projects for the Selfridge ANGB Runway Encroachment Solution Project

Project No.	*Project Title/1391 No.*	*Project Description*	*Implementation Year*	*Project Impact Area*	*New Impervious Surface*
1	Relocate Rosso Highway and Clear Zone Fence (VGLZ2395XX)	Rosso Highway and the Clear Zone fencing would be realigned to the north to accommodate the new overrun. Demolition would include 44,332 SF of the existing Rosso Highway asphalt.	2026	Rosso Highway 211,000 SF Clear Zone Fence 33,000 SF	Rosso Highway 165,315 SF Clear Zone Fence N/A
2	Relocate Irwin and Tucker Jones Drains (VGLZ239502) and modify Jefferson Culverts	Irwin Drain would be relocated to follow the new alignment of Rosso Highway; the new drainageway would be made of rip/rap and concrete. Tucker Jones Drain would be truncated to tie into Irwin Drain through a culvert under Rosso Highway; the new drainageway would consist of rip/rap and concrete. Jefferson Culverts would be updated to accommodate increased drainage capacity and resolve existing flooding concerns. Demolition would include 900 LF of concrete/rip-rap associated with the existing Irwin Drain.	2026	Irwin Drain 4,345 LF Tucker Jones Drain 927 LF Jefferson Culverts TBD	N/A
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Project No.	*Project Title/1391 No.*	*Project Description*	*Implementation Year*	*Project Impact Area*	*New Impervious Surface*
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Notes: A 4-foot buffer was used to identify potential temporary construction impacts associated with the construction of fences; a 6-foot buffer was used to identify potential temporary construction impacts associated with the construction of roadways. Fencing was not assumed to result in any appreciable permanent impervious surfaces.

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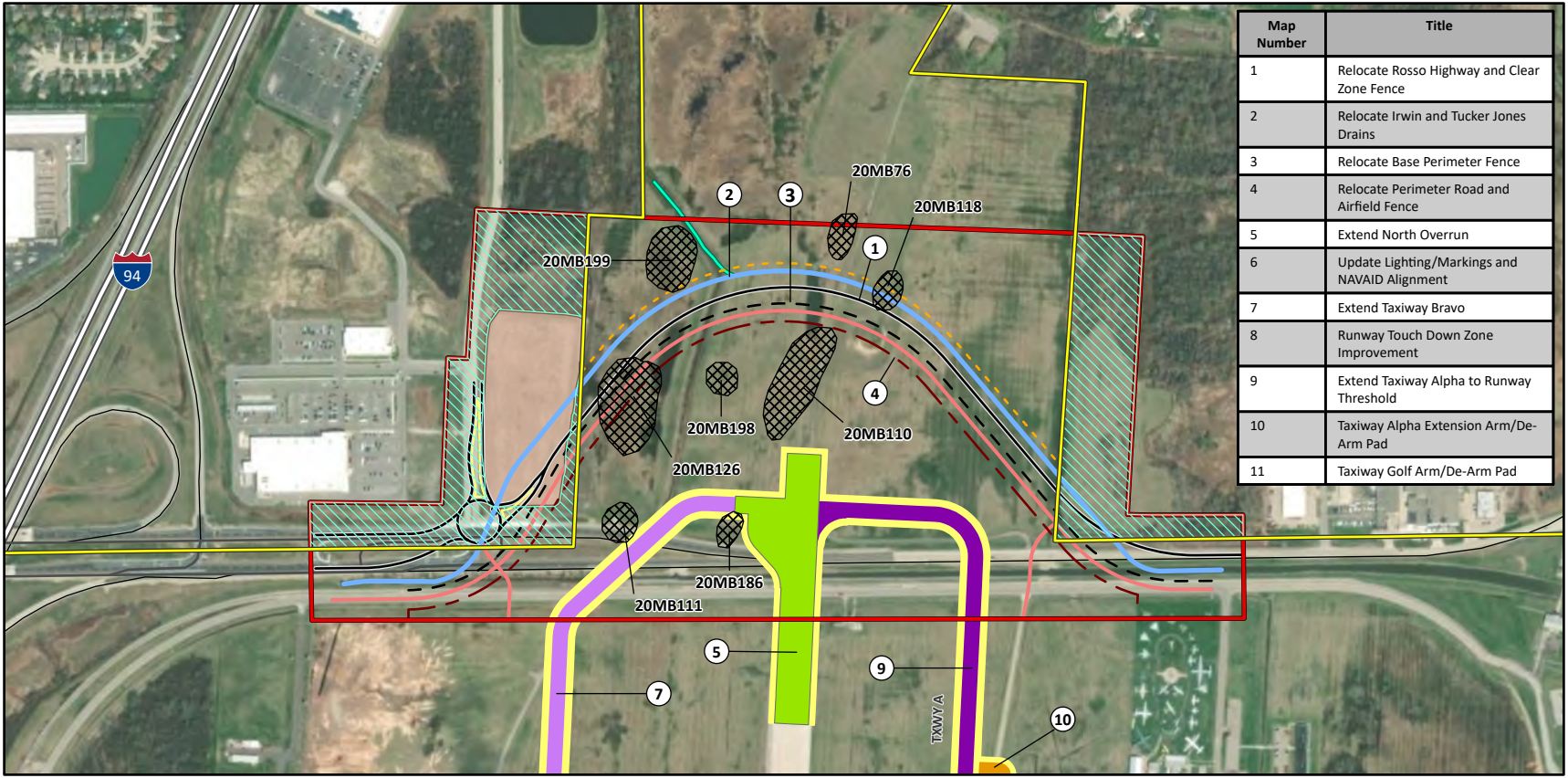

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10	Taxiway Alpha Extension Arm/De-Arm Pad
11	Taxiway Golf Arm/De-Arm Pad

- Selfridge ANGB Boundary
- Interstate Highway
- State Highway and Route
- Major Road
- Previously Recorded Archaeological Sites
- Soil Testing Project Area
- Fill Area
- Shovel Testing Area

Proposed Project Features

- New Airfield Fence
- New Base Perimeter Fence North
- New Clear Zone Fencing
- New Irwin Drain
- New Perimeter Road
- New Rosso Highway
- Tucker Jones Drain
- Arm/De-arm Pad
- North Overrun
- Shoulders
- Taxiway Alpha
- Taxiway Bravo

ATTACHMENT 3

Date: 4/2/2025

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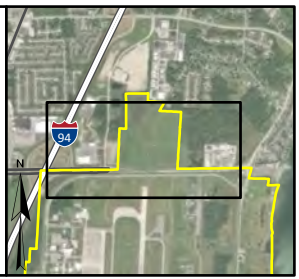

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

09 May 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairperson Kenneth Meshigaud
Hannahville Indian Community, Michigan
N14911 Hannahville
B1 Road
Wilson, MI 49896

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Chairperson Meshigaud,

The National Guard Bureau (NGB) is currently investigating the feasibility of shifting the runway at Selfridge Air National Guard Base (ANGB), home of the 127th Wing (127 WG), located in Macomb County, Michigan to the north (Attachment 1). The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (Attachments 2-3) identified to address critical safety concerns, improve airfield operational efficiency, and to ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The NGB is the lead federal agency for the proposed undertaking and is currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

In October of 2024, the 127 WG mailed to your office a notification letter for the proposed undertaking with a copy of a 2020 archaeological Phase II testing report performed at the proposed site location. A particular concern with the proposed project location, based on an oral history interview conducted in the 1960s, is the possible presence of human burials in the vicinity of archaeological site 20MB111. The 1960s interview did not specify if the burials are of European descent or of Native American origin.

In the time since our initial notification, NGB and the 127 WG have conducted further reviews of the proposed project and are considering various methods to test and possibly identify human remains in the area. Specifically, we are considering the use of an excavator with a smooth-edged bucket to remove the plow zone in the vicinity of 20MB211. The removal of the plow zone will allow for better identification of any grave shafts or features that may contain human remains. We are also considering using a canine recovery team (human remains detection dogs) to identify anomalies that may be human remains. We believe that these options will best minimize potential disturbance to any burials that may be located below the plow zone, if they are present.

As NGB and the 127 WG continue to plan for the proposed undertaking, we respectfully extend an invitation to you and your representatives to consult on the proposed construction project. For your participation in this process, we wish to ask the following questions:

1. What is the most convenient way for us to contact you?
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3. Do you and your representatives have any preference for virtual vs in-person meetings?
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As part of our efforts to minimize impacts due to our construction activities at the project location, we look forward to working with you on the continued development of our Selfridge Runway EA. Please provide any comments or concerns you have on the undertakings listed here and within the attachments to J. Rocco de Gregory, cultural resources program manager, at the Air National Guard Readiness Center (ANGRC), 3501 Fetchet Ave, Joint Base Andrews, MD 20762 or by email at joseph.de_gregory@us.af.mil.

Sincerely,

Matthew G. Brancato, Brigadier General, MI ANG
Commander

Attachments (3):
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Attachment 2 – Proposed Construction Projects for the Selfridge ANGB Runway Encroachment Solution Project

Project No.	*Project Title/1391 No.*	*Project Description*	*Implementation Year*	*Project Impact Area*	*New Impervious Surface*
1	Relocate Rosso Highway and Clear Zone Fence (VGLZ2395XX)	Rosso Highway and the Clear Zone fencing would be realigned to the north to accommodate the new overrun. Demolition would include 44,332 SF of the existing Rosso Highway asphalt.	2026	Rosso Highway 211,000 SF Clear Zone Fence 33,000 SF	Rosso Highway 165,315 SF Clear Zone Fence N/A
2	Relocate Irwin and Tucker Jones Drains (VGLZ239502) and modify Jefferson Culverts	Irwin Drain would be relocated to follow the new alignment of Rosso Highway; the new drainageway would be made of rip/rap and concrete. Tucker Jones Drain would be truncated to tie into Irwin Drain through a culvert under Rosso Highway; the new drainageway would consist of rip/rap and concrete. Jefferson Culverts would be updated to accommodate increased drainage capacity and resolve existing flooding concerns. Demolition would include 900 LF of concrete/rip-rap associated with the existing Irwin Drain.	2026	Irwin Drain 4,345 LF Tucker Jones Drain 927 LF Jefferson Culverts TBD	N/A
3	Relocate Base Perimeter Fence (VGLZ239503)	The Base Perimeter Fence would be relocated to follow the new alignment of Rosso Highway.	2026	30,000 SF	N/A
4	Relocate Perimeter Road and Airfield Fence (VLGZ239504)	Perimeter Road would be relocated to the north to accommodate the new overrun. The Airfield Fence would be installed south of the new perimeter road. Demolition would include 17,850 SF of the existing Perimeter Road asphalt.	2026	Perimeter Road 115,000 SF Airfield Fence 30,000 SF	Perimeter Road 93,872 SF Airfield Fence N/A
5	Extend North Overrun (VGLZ239505)	A new 1,200-foot overrun would be constructed north of the current overrun and include 25-foot paved shoulders. The first 1,000 feet will be full strength pavement and the most northern 200 feet of the overrun would be non-stressed pavement. Demolition would include 26,300 SF of concrete.	2026	190,000 SF runway/ overrun pavement	151,000 SF

Project No.	*Project Title/1391 No.*	*Project Description*	*Implementation Year*	*Project Impact Area*	*New Impervious Surface*
6	Update Lighting/Markings and NAVAID Alignment (VGLZ239513)	All applicable lighting and markings would be updated, and navigational aid alignment would be updated per UFC to accommodate the runway shift to the north. Additionally, the existing portion of the runway on the south end would require updated lighting and markings to allow aircraft operations at night and during IMC.	2026	4,000 LF	4,000 LF
7	Extend Taxiway Bravo (VGLZ239508)	Taxiway Bravo would be extended to the north to connect to the west side of the overrun and include 25-foot paved shoulders. Demolition would include 17,000 SF of concrete.	2026	285,000 SF	258,000 SF
8	Runway Touchdown Zone Improvement (New Project – No 1391)	The new touchdown zone for Runway 01 is currently asphalt and would need to be replaced with concrete to support the landing weight of aircraft. Demolition would include 191,000 SF of paved asphalt.	2026	191,000 SF	0
9 (Alt 1 only)	Extend Taxiway Alpha to the End of the Overrun	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the east side of the overrun.	2034	640,000 SF	574,000 SF
9 (Alt 2 only)	Extend Taxiway Alpha to Runway Threshold (VGLZ239509)	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the east side of the runway threshold.	2034	320,000 SF	287,000 SF
10	Taxiway Alpha Extension Arm/De-Arm Pad (New Project – No 1391)	A new arm/de-arm pad to include 25-foot paved shoulders would be constructed on the Taxiway Alpha extension to provide arm/de-arm capabilities on the north and east side of the runway. Demolition would include 1,700 SF of concrete.	2034	64,000 SF	63,000 SF
11	Taxiway Golf Arm/De-Arm Pad (VGLZ239511)	A new arm/de-arm pad to include 25-foot shoulders would be constructed on Taxiway Golf to provide arm/de-arm capabilities on the south and east side of the runway. Demolition would include 11,400 SF of concrete.	2034	64,000 SF	54,000 SF

Notes: A 4-foot buffer was used to identify potential temporary construction impacts associated with the construction of fences; a 6-foot buffer was used to identify potential temporary construction impacts associated with the construction of roadways. Fencing was not assumed to result in any appreciable permanent impervious surfaces.

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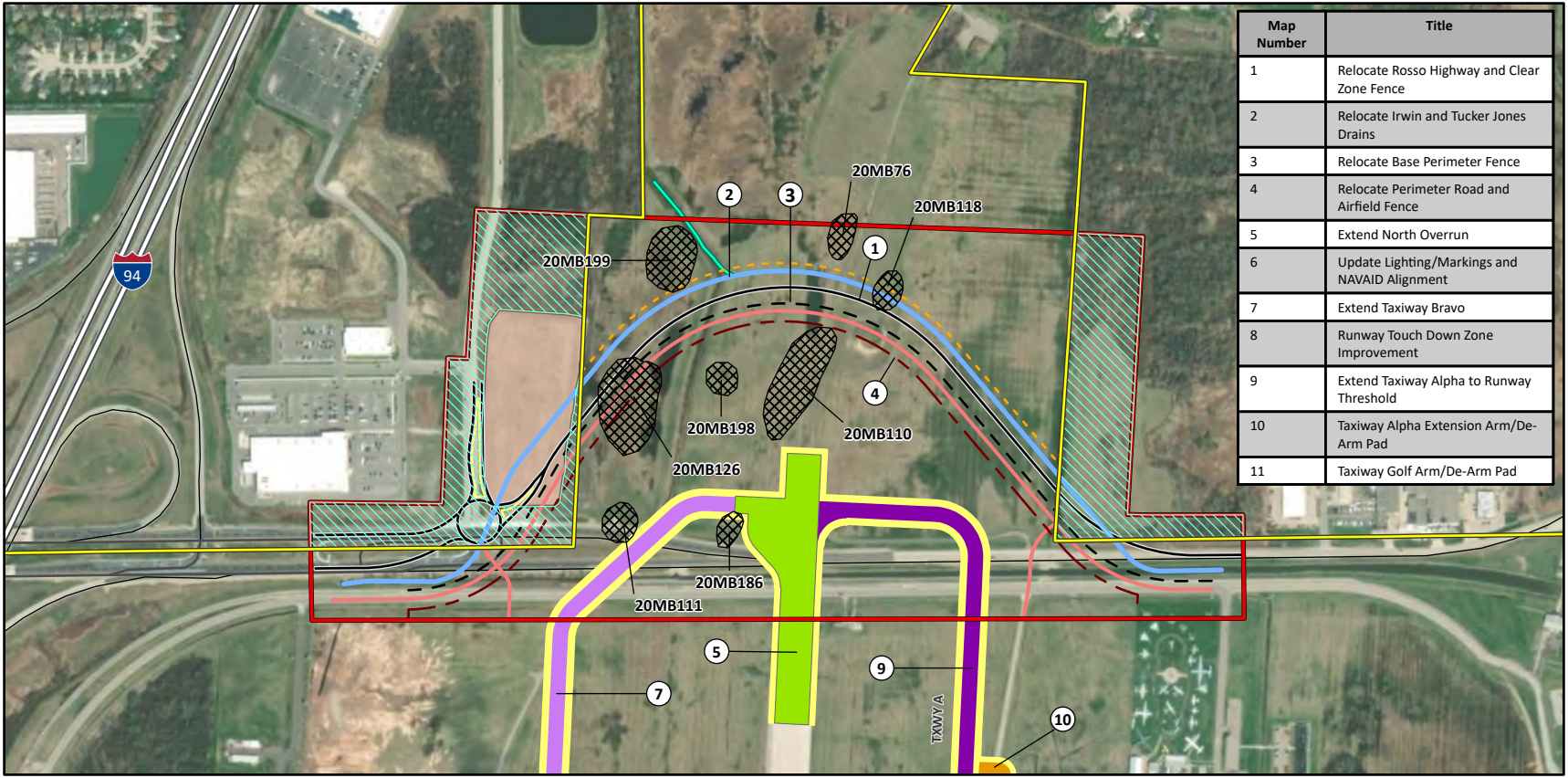

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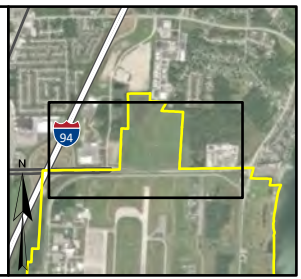

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

09 May 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairman James Williams
Lac Vieux Desert Band of Lake Superior Chippewa Indians
East 23968 PowWow Trail
Watersmeet, MI 49969

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Chairman Williams,

The National Guard Bureau (NGB) is currently investigating the feasibility of shifting the runway at Selfridge Air National Guard Base (ANGB), home of the 127th Wing (127 WG), located in Macomb County, Michigan to the north (Attachment 1). The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (Attachments 2-3) identified to address critical safety concerns, improve airfield operational efficiency, and to ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The NGB is the lead federal agency for the proposed undertaking and is currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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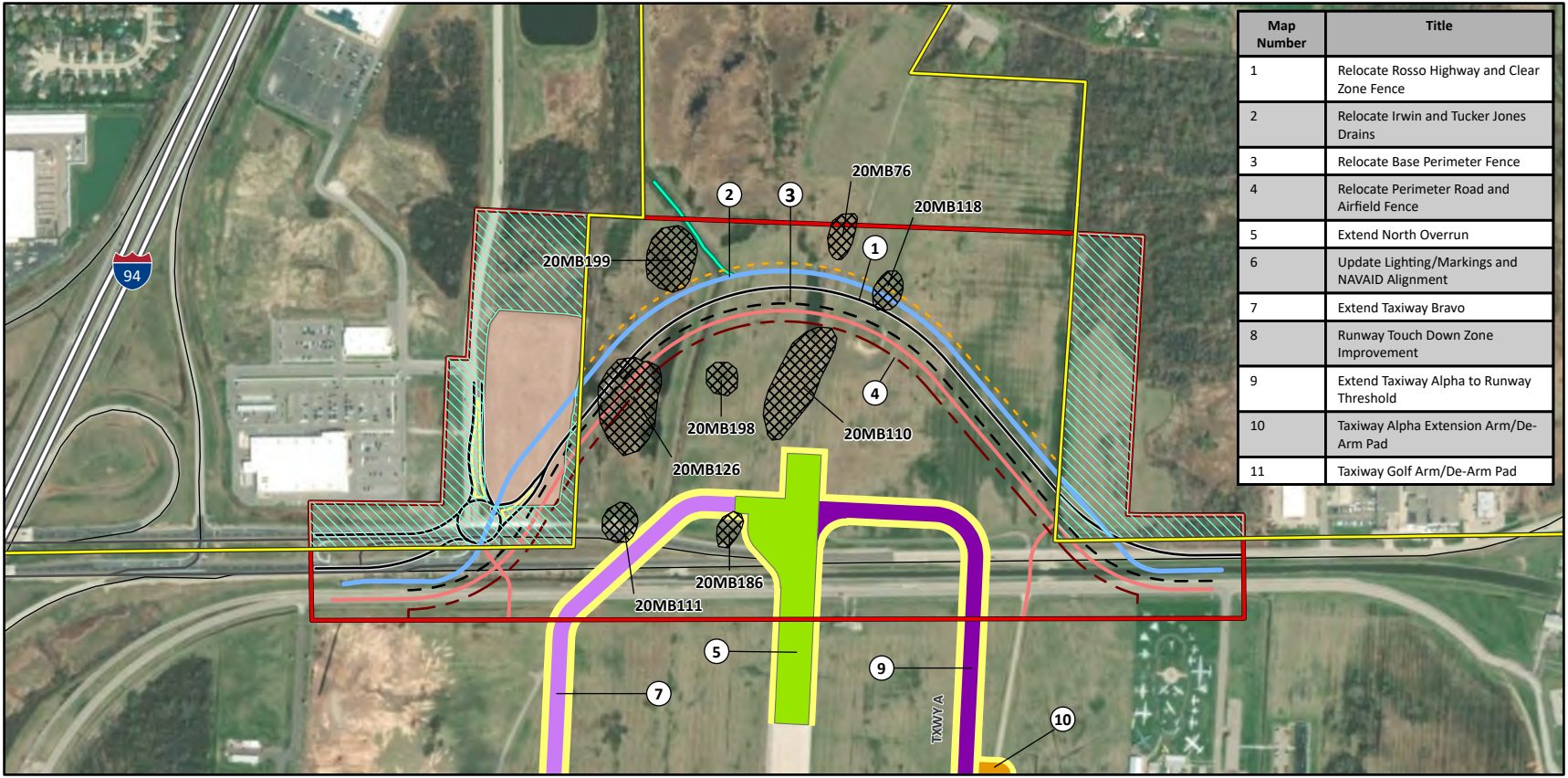

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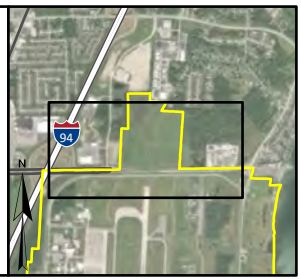

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09 May 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Melissa Wiatrolik, Tribal Historic Preservation Officer
Little Traverse Bay Bands of Odawa Indians, Michigan
7500 Odawa Circle
Harbor Springs, MI 49740

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Ms. Wiatrolik,

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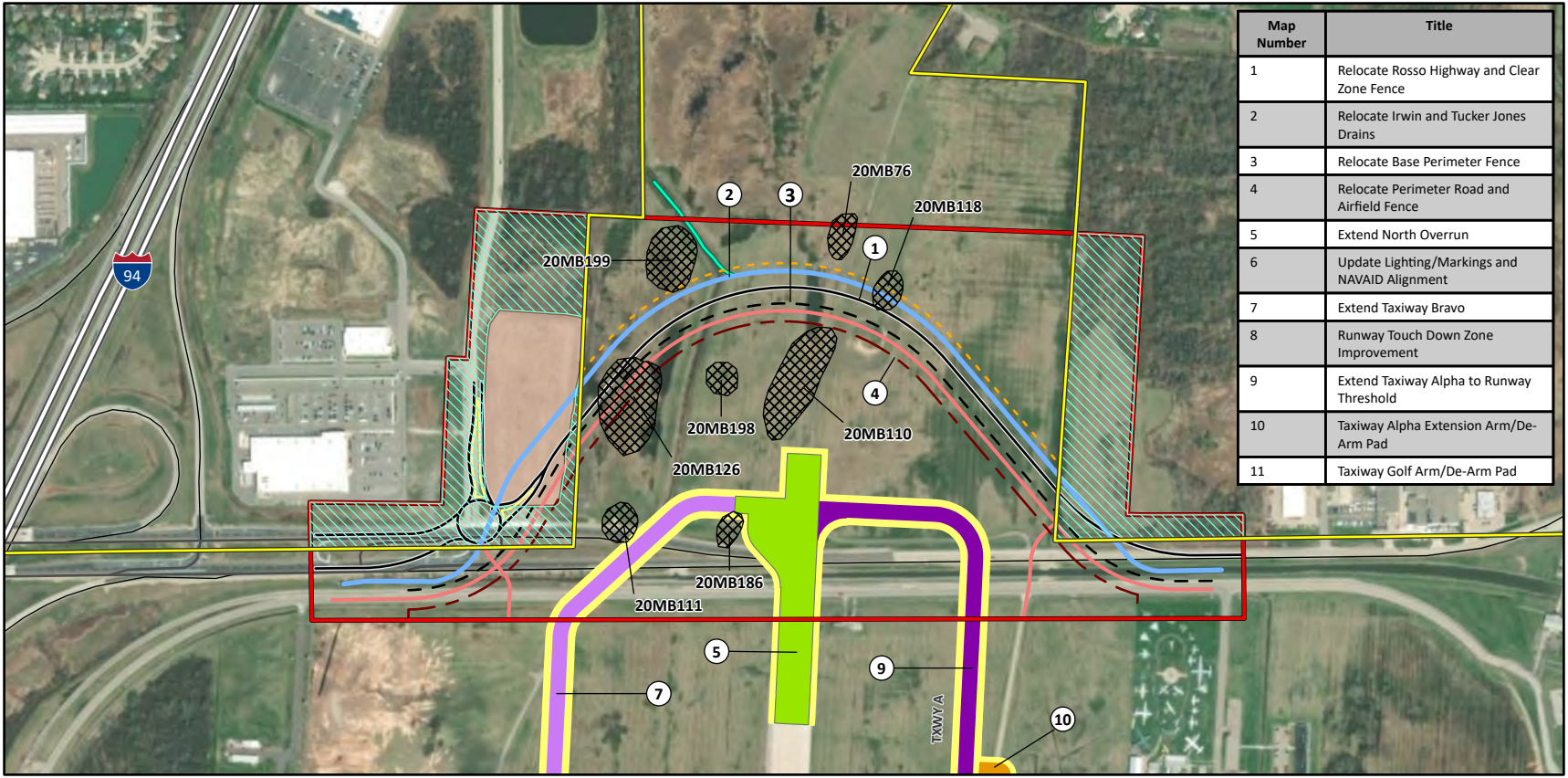

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- Selfridge ANGB Boundary
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- Soil Testing Project Area
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Proposed Project Features

- New Airfield Fence
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ATTACHMENT 3

Date: 4/2/2025

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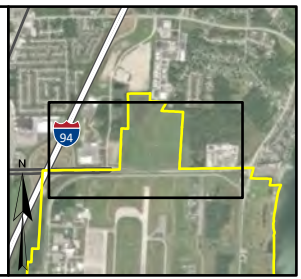

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

09 May 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Alina Shively, Tribal Historic Preservation Officer
Lac Vieux Desert Band of Lake Superior Chippewa Indians of Michigan
PO Box 249
Watersmeet, MI 49969

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Ms. Shively,

The National Guard Bureau (NGB) is currently investigating the feasibility of shifting the runway at Selfridge Air National Guard Base (ANGB), home of the 127th Wing (127 WG), located in Macomb County, Michigan to the north (Attachment 1). The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (Attachments 2-3) identified to address critical safety concerns, improve airfield operational efficiency, and to ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The NGB is the lead federal agency for the proposed undertaking and is currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

In October of 2024, the 127 WG mailed to your office a notification letter for the proposed undertaking with a copy of a 2020 archaeological Phase II testing report performed at the proposed site location. A particular concern with the proposed project location, based on an oral history interview conducted in the 1960s, is the possible presence of human burials in the vicinity of archaeological site 20MB111. The 1960s interview did not specify if the burials are of European descent or of Native American origin.

In the time since our initial notification, NGB and the 127 WG have conducted further reviews of the proposed project and are considering various methods to test and possibly identify human remains in the area. Specifically, we are considering the use of an excavator with a smooth-edged bucket to remove the plow zone in the vicinity of 20MB211. The removal of the plow zone will allow for better identification of any grave shafts or features that may contain human remains. We are also considering using a canine recovery team (human remains detection dogs) to identify anomalies that may be human remains. We believe that these options will best minimize potential disturbance to any burials that may be located below the plow zone, if they are present.

As NGB and the 127 WG continue to plan for the proposed undertaking, we respectfully extend an invitation to you and your representatives to consult on the proposed construction project. For your participation in this process, we wish to ask the following questions:

1. What is the most convenient way for us to contact you?
2. Are there other representatives within your Tribe or Nation that we should be sure to contact as well?
3. Do you and your representatives have any preference for virtual vs in-person meetings?
4. Do you have any preferences regarding plenary meetings, or would you rather consult on an individual basis?
5. Is there anything else you would like us to keep in mind at this time?

As part of our efforts to minimize impacts due to our construction activities at the project location, we look forward to working with you on the continued development of our Selfridge Runway EA. Please provide any comments or concerns you have on the undertakings listed here and within the attachments to J. Rocco de Gregory, cultural resources program manager, at the Air National Guard Readiness Center (ANGRC), 3501 Fetchet Ave, Joint Base Andrews, MD 20762 or by email at joseph.de_gregory@us.af.mil.

Sincerely,

Matthew G. Brancato, Brigadier General, MI ANG
Commander

Attachments (3):
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Attachment 1 – Selfridge ANGB Regional Location Map

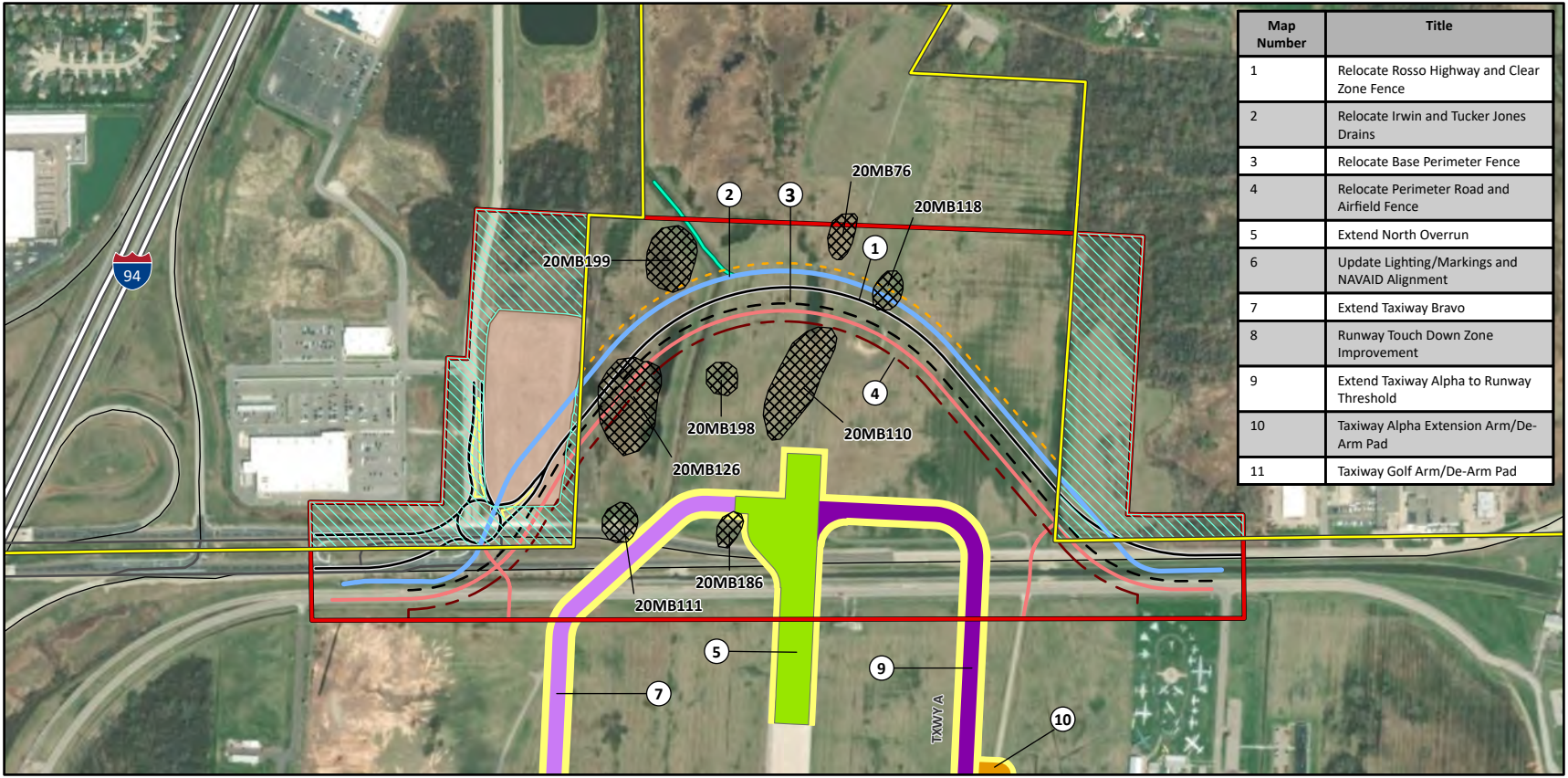
Attachment 2 – Proposed Construction Projects for the Selfridge ANGB Runway Encroachment Solution Project

Project No.	*Project Title/1391 No.*	*Project Description*	*Implementation Year*	*Project Impact Area*	*New Impervious Surface*
1	Relocate Rosso Highway and Clear Zone Fence (VGLZ2395XX)	Rosso Highway and the Clear Zone fencing would be realigned to the north to accommodate the new overrun. Demolition would include 44,332 SF of the existing Rosso Highway asphalt.	2026	Rosso Highway 211,000 SF Clear Zone Fence 33,000 SF	Rosso Highway 165,315 SF Clear Zone Fence N/A
2	Relocate Irwin and Tucker Jones Drains (VGLZ239502) and modify Jefferson Culverts	Irwin Drain would be relocated to follow the new alignment of Rosso Highway; the new drainageway would be made of rip/rap and concrete. Tucker Jones Drain would be truncated to tie into Irwin Drain through a culvert under Rosso Highway; the new drainageway would consist of rip/rap and concrete. Jefferson Culverts would be updated to accommodate increased drainage capacity and resolve existing flooding concerns. Demolition would include 900 LF of concrete/rip-rap associated with the existing Irwin Drain.	2026	Irwin Drain 4,345 LF Tucker Jones Drain 927 LF Jefferson Culverts TBD	N/A
3	Relocate Base Perimeter Fence (VGLZ239503)	The Base Perimeter Fence would be relocated to follow the new alignment of Rosso Highway.	2026	30,000 SF	N/A
4	Relocate Perimeter Road and Airfield Fence (VLGZ239504)	Perimeter Road would be relocated to the north to accommodate the new overrun. The Airfield Fence would be installed south of the new perimeter road. Demolition would include 17,850 SF of the existing Perimeter Road asphalt.	2026	Perimeter Road 115,000 SF Airfield Fence 30,000 SF	Perimeter Road 93,872 SF Airfield Fence N/A
5	Extend North Overrun (VGLZ239505)	A new 1,200-foot overrun would be constructed north of the current overrun and include 25-foot paved shoulders. The first 1,000 feet will be full strength pavement and the most northern 200 feet of the overrun would be non-stressed pavement. Demolition would include 26,300 SF of concrete.	2026	190,000 SF runway/ overrun pavement	151,000 SF

Project No.	*Project Title/1391 No.*	*Project Description*	*Implementation Year*	*Project Impact Area*	*New Impervious Surface*
6	Update Lighting/Markings and NAVAID Alignment (VGLZ239513)	All applicable lighting and markings would be updated, and navigational aid alignment would be updated per UFC to accommodate the runway shift to the north. Additionally, the existing portion of the runway on the south end would require updated lighting and markings to allow aircraft operations at night and during IMC.	2026	4,000 LF	4,000 LF
7	Extend Taxiway Bravo (VGLZ239508)	Taxiway Bravo would be extended to the north to connect to the west side of the overrun and include 25-foot paved shoulders. Demolition would include 17,000 SF of concrete.	2026	285,000 SF	258,000 SF
8	Runway Touchdown Zone Improvement (New Project – No 1391)	The new touchdown zone for Runway 01 is currently asphalt and would need to be replaced with concrete to support the landing weight of aircraft. Demolition would include 191,000 SF of paved asphalt.	2026	191,000 SF	0
9 (Alt 1 only)	Extend Taxiway Alpha to the End of the Overrun	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the east side of the overrun.	2034	640,000 SF	574,000 SF
9 (Alt 2 only)	Extend Taxiway Alpha to Runway Threshold (VGLZ239509)	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the east side of the runway threshold.	2034	320,000 SF	287,000 SF
10	Taxiway Alpha Extension Arm/De-Arm Pad (New Project – No 1391)	A new arm/de-arm pad to include 25-foot paved shoulders would be constructed on the Taxiway Alpha extension to provide arm/de-arm capabilities on the north and east side of the runway. Demolition would include 1,700 SF of concrete.	2034	64,000 SF	63,000 SF
11	Taxiway Golf Arm/De-Arm Pad (VGLZ239511)	A new arm/de-arm pad to include 25-foot shoulders would be constructed on Taxiway Golf to provide arm/de-arm capabilities on the south and east side of the runway. Demolition would include 11,400 SF of concrete.	2034	64,000 SF	54,000 SF

Notes: A 4-foot buffer was used to identify potential temporary construction impacts associated with the construction of fences; a 6-foot buffer was used to identify potential temporary construction impacts associated with the construction of roadways. Fencing was not assumed to result in any appreciable permanent impervious surfaces.

Legend: IMC = Instrument Meteorological Conditions; LF = linear feet; N/A = Not Applicable; SF = square feet; TBD = To Be Determined; NAVAID = Navigation Aid; UFC = Unified Facilities Criteria.



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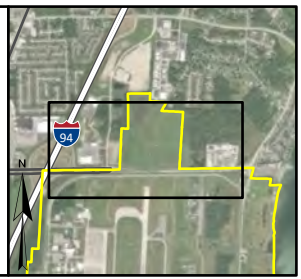

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

09 May 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

David Grignon, Tribal Historic Preservation Officer
Menominee Indian Tribe of Wisconsin
PO Box 910
Keshena, WI 54135

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Mr. Grignon,

The National Guard Bureau (NGB) is currently investigating the feasibility of shifting the runway at Selfridge Air National Guard Base (ANGB), home of the 127th Wing (127 WG), located in Macomb County, Michigan to the north (Attachment 1). The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (Attachments 2-3) identified to address critical safety concerns, improve airfield operational efficiency, and to ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The NGB is the lead federal agency for the proposed undertaking and is currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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In the time since our initial notification, NGB and the 127 WG have conducted further reviews of the proposed project and are considering various methods to test and possibly identify human remains in the area. Specifically, we are considering the use of an excavator with a smooth-edged bucket to remove the plow zone in the vicinity of 20MB211. The removal of the plow zone will allow for better identification of any grave shafts or features that may contain human remains. We are also considering using a canine recovery team (human remains detection dogs) to identify anomalies that may be human remains. We believe that these options will best minimize potential disturbance to any burials that may be located below the plow zone, if they are present.

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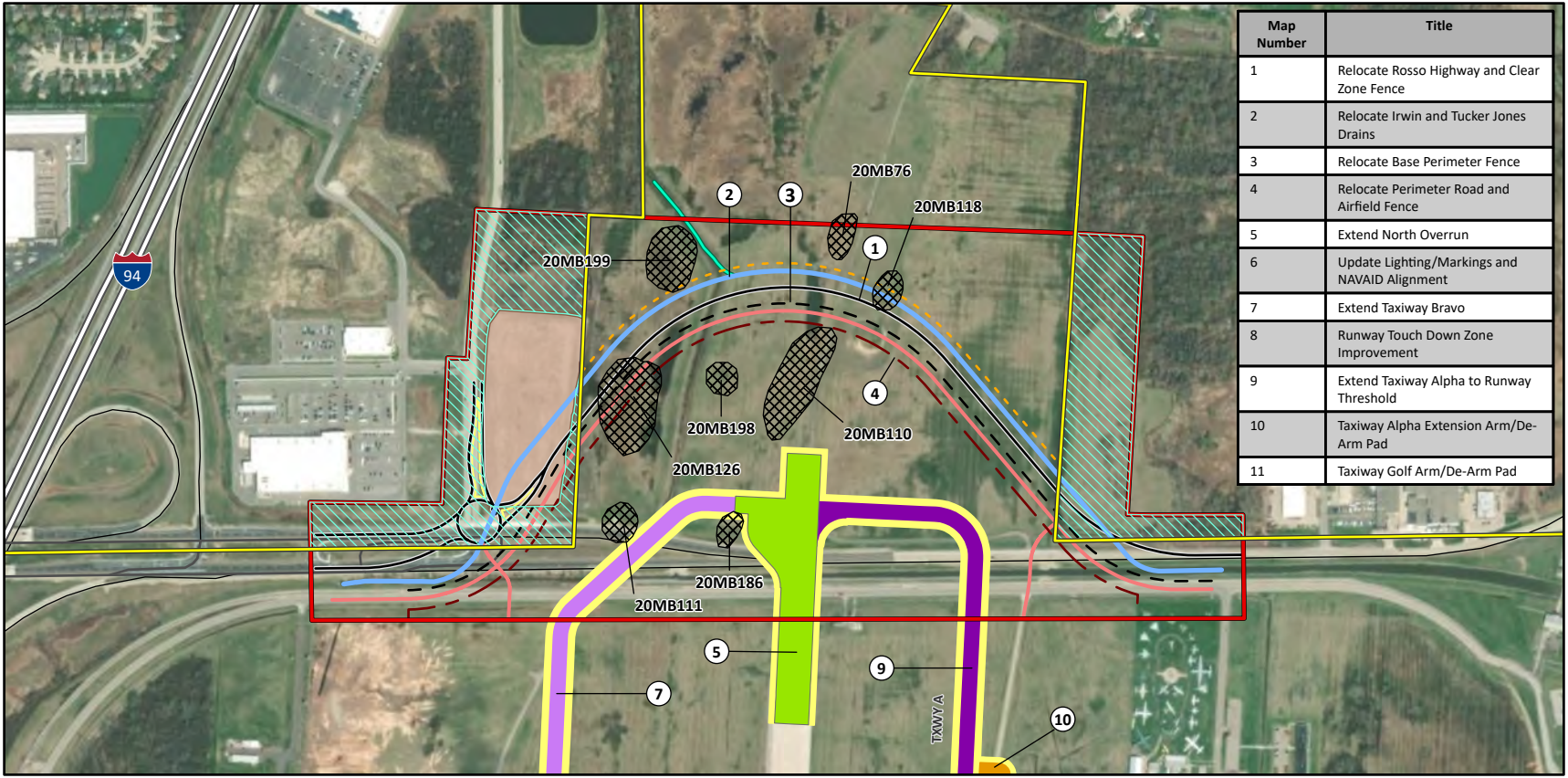

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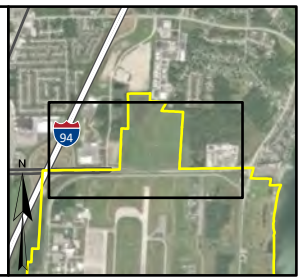

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

09 May 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Logan York, Tribal Historic Preservation Officer
Miami Tribe of Oklahoma
PO Box 1326
Miami, OK 74355

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Mr. York,

The National Guard Bureau (NGB) is currently investigating the feasibility of shifting the runway at Selfridge Air National Guard Base (ANGB), home of the 127th Wing (127 WG), located in Macomb County, Michigan to the north (Attachment 1). The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (Attachments 2-3) identified to address critical safety concerns, improve airfield operational efficiency, and to ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The NGB is the lead federal agency for the proposed undertaking and is currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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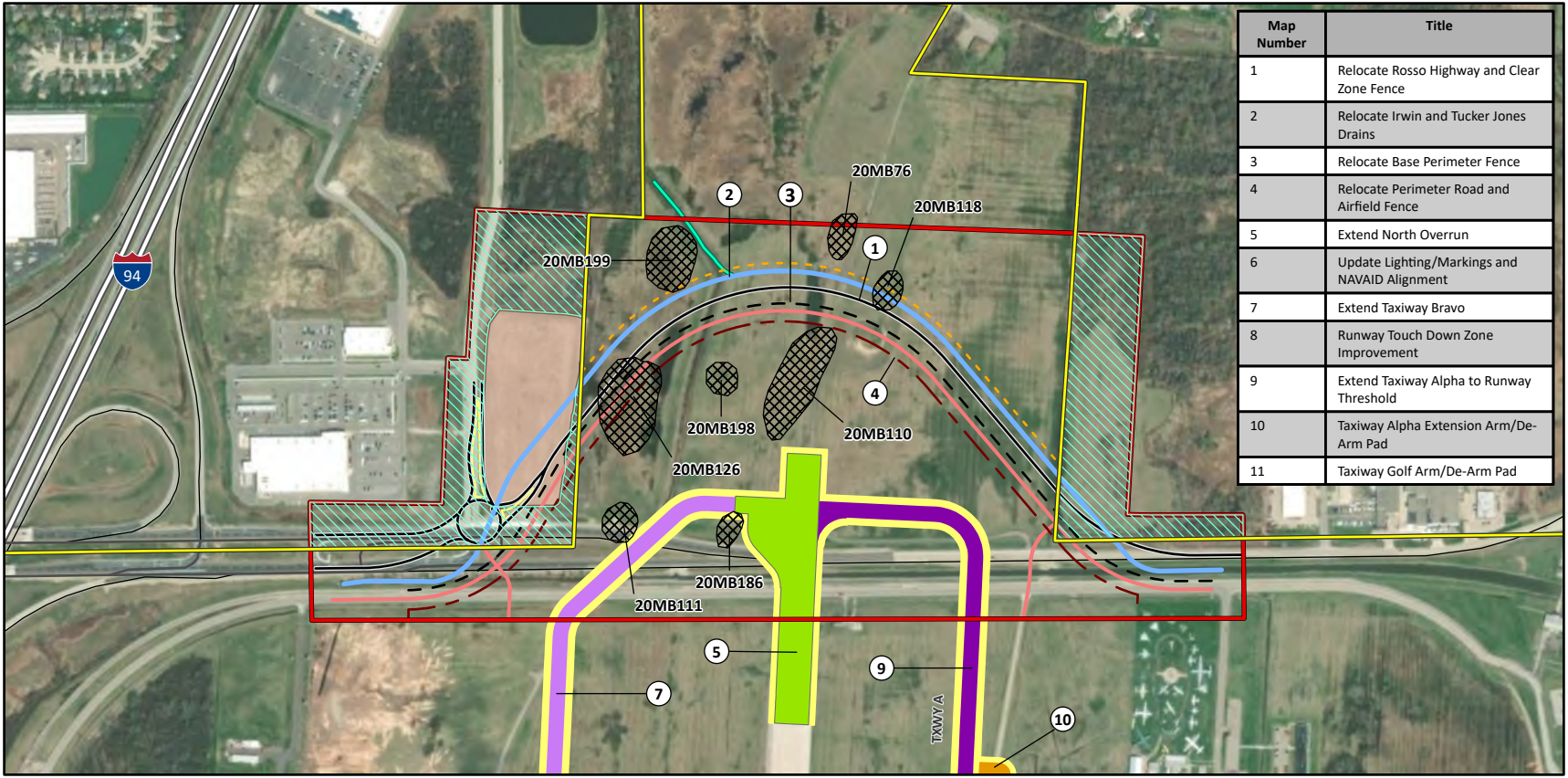

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Proposed Project Features

- New Airfield Fence
- New Base Perimeter Fence North
- New Clear Zone Fencing
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- New Perimeter Road
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- Shoulders
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ATTACHMENT 3

Date: 4/2/2025

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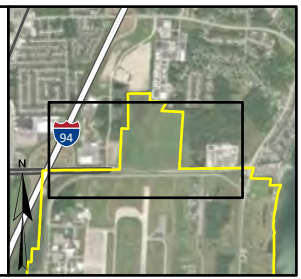

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

09 May 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Marcella Hadden, Tribal Historic Preservation Officer
Saginaw Chippewa Indian Tribe of Michigan
6650 E. Broadway
Mt. Pleasant, MI 48858

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Ms. Hadden,

The National Guard Bureau (NGB) is currently investigating the feasibility of shifting the runway at Selfridge Air National Guard Base (ANGB), home of the 127th Wing (127 WG), located in Macomb County, Michigan to the north (Attachment 1). The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (Attachments 2-3) identified to address critical safety concerns, improve airfield operational efficiency, and to ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The NGB is the lead federal agency for the proposed undertaking and is currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

In October of 2024, the 127 WG mailed to your office a notification letter for the proposed undertaking with a copy of a 2020 archaeological Phase II testing report performed at the proposed site location. A particular concern with the proposed project location, based on an oral history interview conducted in the 1960s, is the possible presence of human burials in the vicinity of archaeological site 20MB111. The 1960s interview did not specify if the burials are of European descent or of Native American origin.

In the time since our initial notification, NGB and the 127 WG have conducted further reviews of the proposed project and are considering various methods to test and possibly identify human remains in the area. Specifically, we are considering the use of an excavator with a smooth-edged bucket to remove the plow zone in the vicinity of 20MB211. The removal of the plow zone will allow for better identification of any grave shafts or features that may contain human remains. We are also considering using a canine recovery team (human remains detection dogs) to identify anomalies that may be human remains. We believe that these options will best minimize potential disturbance to any burials that may be located below the plow zone, if they are present.

As NGB and the 127 WG continue to plan for the proposed undertaking, we respectfully extend an invitation to you and your representatives to consult on the proposed construction project. For your participation in this process, we wish to ask the following questions:

1. What is the most convenient way for us to contact you?
2. Are there other representatives within your Tribe or Nation that we should be sure to contact as well?
3. Do you and your representatives have any preference for virtual vs in-person meetings?
4. Do you have any preferences regarding plenary meetings, or would you rather consult on an individual basis?
5. Is there anything else you would like us to keep in mind at this time?

As part of our efforts to minimize impacts due to our construction activities at the project location, we look forward to working with you on the continued development of our Selfridge Runway EA. Please provide any comments or concerns you have on the undertakings listed here and within the attachments to J. Rocco de Gregory, cultural resources program manager, at the Air National Guard Readiness Center (ANGRC), 3501 Fetchet Ave, Joint Base Andrews, MD 20762 or by email at joseph.de_gregory@us.af.mil.

Sincerely,

Matthew G. Brancato, Brigadier General, MI ANG
Commander

Attachments (3):
1. Project Location Map
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Attachment 1 – Selfridge ANGB Regional Location Map

Attachment 2 – Proposed Construction Projects for the Selfridge ANGB Runway Encroachment Solution Project

Project No.	*Project Title/1391 No.*	*Project Description*	*Implementation Year*	*Project Impact Area*	*New Impervious Surface*
1	Relocate Rosso Highway and Clear Zone Fence (VGLZ2395XX)	Rosso Highway and the Clear Zone fencing would be realigned to the north to accommodate the new overrun. Demolition would include 44,332 SF of the existing Rosso Highway asphalt.	2026	Rosso Highway 211,000 SF Clear Zone Fence 33,000 SF	Rosso Highway 165,315 SF Clear Zone Fence N/A
2	Relocate Irwin and Tucker Jones Drains (VGLZ239502) and modify Jefferson Culverts	Irwin Drain would be relocated to follow the new alignment of Rosso Highway; the new drainageway would be made of rip/rap and concrete. Tucker Jones Drain would be truncated to tie into Irwin Drain through a culvert under Rosso Highway; the new drainageway would consist of rip/rap and concrete. Jefferson Culverts would be updated to accommodate increased drainage capacity and resolve existing flooding concerns. Demolition would include 900 LF of concrete/rip-rap associated with the existing Irwin Drain.	2026	Irwin Drain 4,345 LF Tucker Jones Drain 927 LF Jefferson Culverts TBD	N/A
3	Relocate Base Perimeter Fence (VGLZ239503)	The Base Perimeter Fence would be relocated to follow the new alignment of Rosso Highway.	2026	30,000 SF	N/A
4	Relocate Perimeter Road and Airfield Fence (VLGZ239504)	Perimeter Road would be relocated to the north to accommodate the new overrun. The Airfield Fence would be installed south of the new perimeter road. Demolition would include 17,850 SF of the existing Perimeter Road asphalt.	2026	Perimeter Road 115,000 SF Airfield Fence 30,000 SF	Perimeter Road 93,872 SF Airfield Fence N/A
5	Extend North Overrun (VGLZ239505)	A new 1,200-foot overrun would be constructed north of the current overrun and include 25-foot paved shoulders. The first 1,000 feet will be full strength pavement and the most northern 200 feet of the overrun would be non-stressed pavement. Demolition would include 26,300 SF of concrete.	2026	190,000 SF runway/ overrun pavement	151,000 SF

Project No.	*Project Title/1391 No.*	*Project Description*	*Implementation Year*	*Project Impact Area*	*New Impervious Surface*
6	Update Lighting/Markings and NAVAID Alignment (VGLZ239513)	All applicable lighting and markings would be updated, and navigational aid alignment would be updated per UFC to accommodate the runway shift to the north. Additionally, the existing portion of the runway on the south end would require updated lighting and markings to allow aircraft operations at night and during IMC.	2026	4,000 LF	4,000 LF
7	Extend Taxiway Bravo (VGLZ239508)	Taxiway Bravo would be extended to the north to connect to the west side of the overrun and include 25-foot paved shoulders. Demolition would include 17,000 SF of concrete.	2026	285,000 SF	258,000 SF
8	Runway Touchdown Zone Improvement (New Project – No 1391)	The new touchdown zone for Runway 01 is currently asphalt and would need to be replaced with concrete to support the landing weight of aircraft. Demolition would include 191,000 SF of paved asphalt.	2026	191,000 SF	0
9 (Alt 1 only)	Extend Taxiway Alpha to the End of the Overrun	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the east side of the overrun.	2034	640,000 SF	574,000 SF
9 (Alt 2 only)	Extend Taxiway Alpha to Runway Threshold (VGLZ239509)	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the east side of the runway threshold.	2034	320,000 SF	287,000 SF
10	Taxiway Alpha Extension Arm/De-Arm Pad (New Project – No 1391)	A new arm/de-arm pad to include 25-foot paved shoulders would be constructed on the Taxiway Alpha extension to provide arm/de-arm capabilities on the north and east side of the runway. Demolition would include 1,700 SF of concrete.	2034	64,000 SF	63,000 SF
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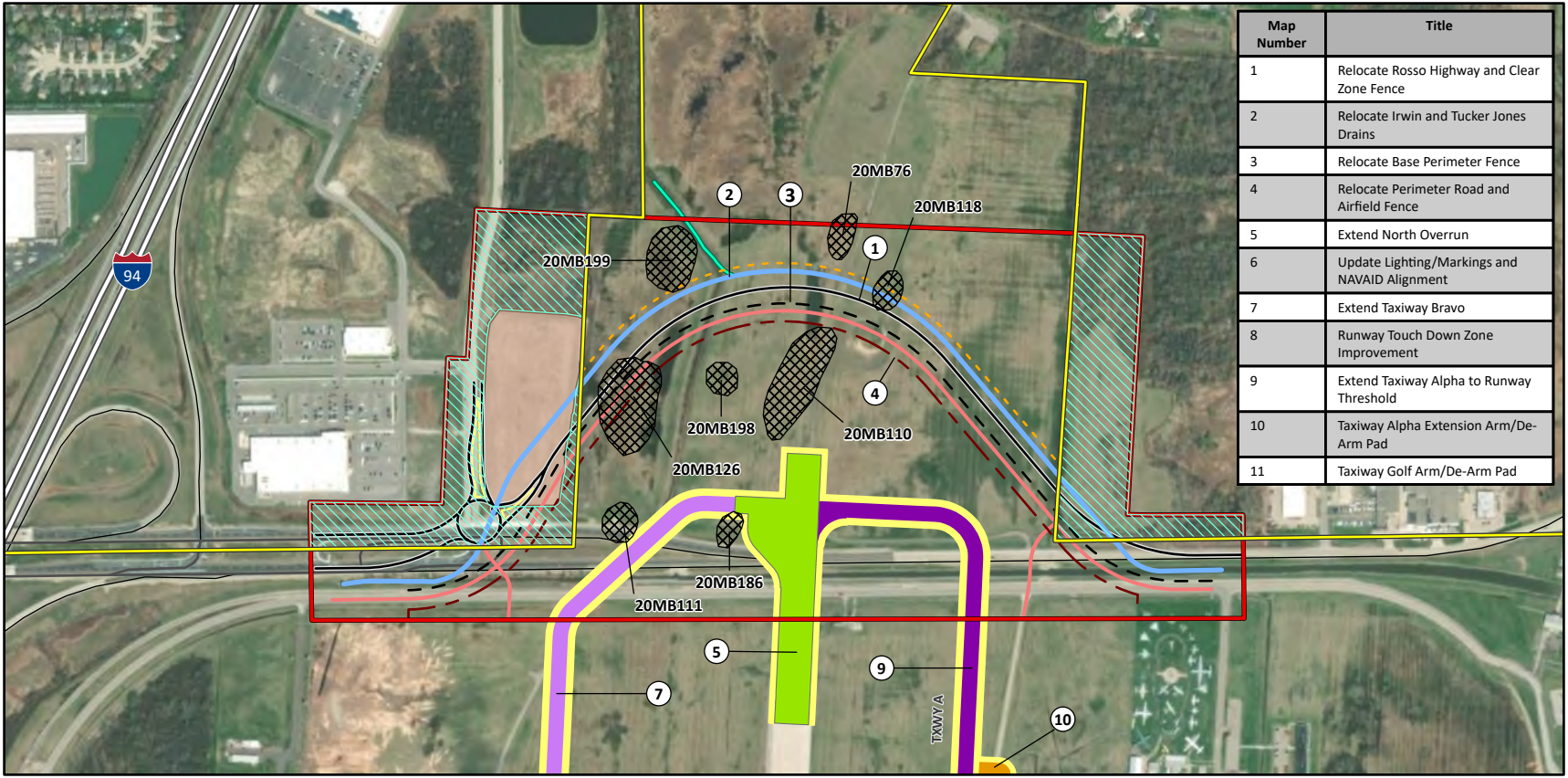

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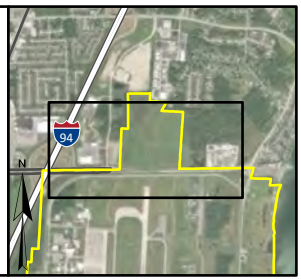

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

09 May 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Emma Donmyer, Repatriation & Historic Preservation Specialist
Sault Ste. Marie Tribe of Chippewa Indians, Michigan
531 Ashmun St
Sault Ste. Marie, MI 49783

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Ms. Donmyer,

The National Guard Bureau (NGB) is currently investigating the feasibility of shifting the runway at Selfridge Air National Guard Base (ANGB), home of the 127th Wing (127 WG), located in Macomb County, Michigan to the north (Attachment 1). The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (Attachments 2-3) identified to address critical safety concerns, improve airfield operational efficiency, and to ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The NGB is the lead federal agency for the proposed undertaking and is currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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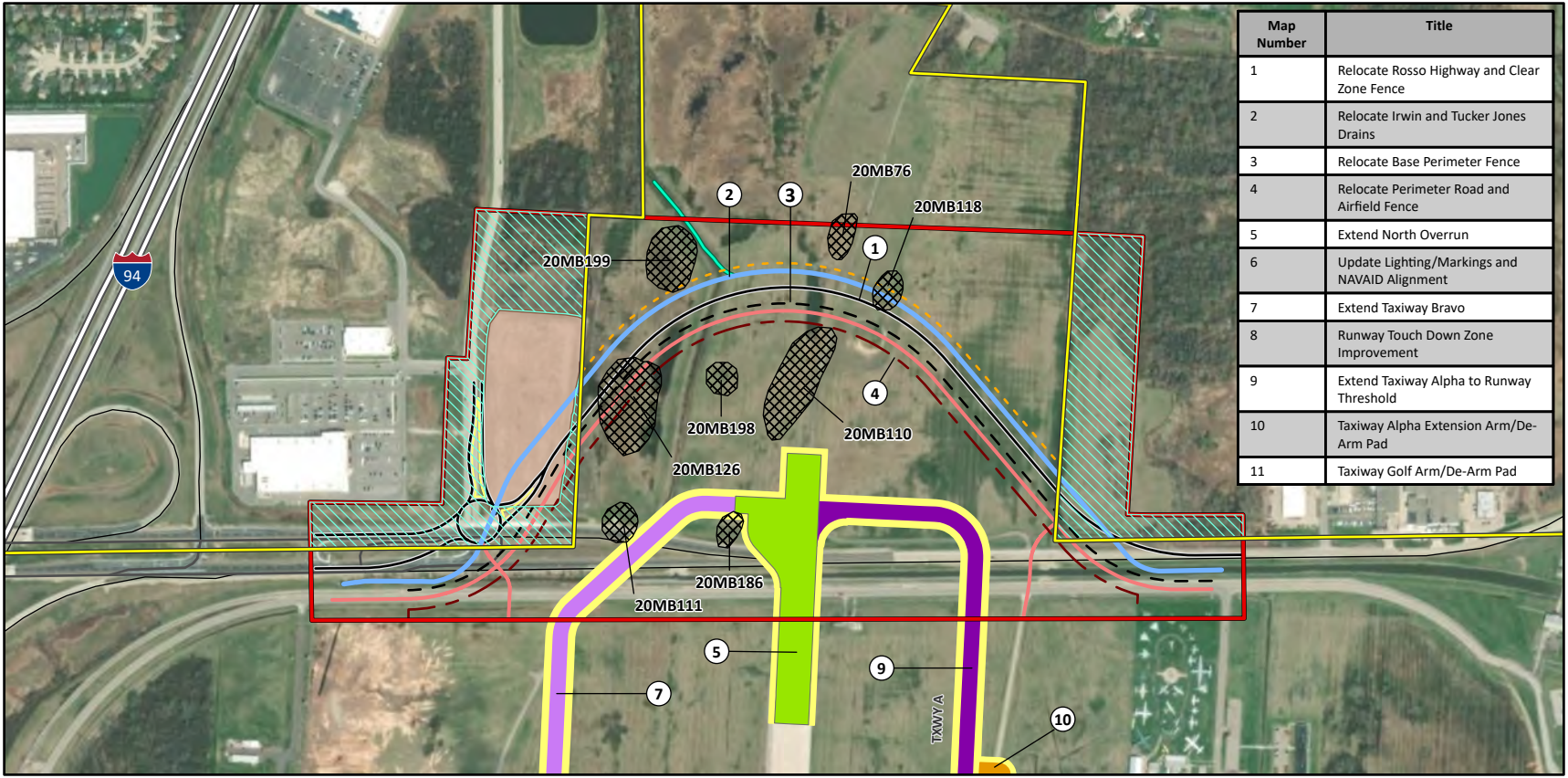

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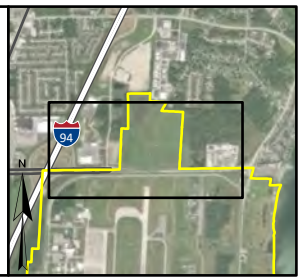

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

09 May 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

William Tarrant, Tribal Historic Preservation Officer
Seneca-Cayuga Nation
PO Box 453220
Grove, OK 74345

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Mr. Tarrant,

The National Guard Bureau (NGB) is currently investigating the feasibility of shifting the runway at Selfridge Air National Guard Base (ANGB), home of the 127th Wing (127 WG), located in Macomb County, Michigan to the north (Attachment 1). The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (Attachments 2-3) identified to address critical safety concerns, improve airfield operational efficiency, and to ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The NGB is the lead federal agency for the proposed undertaking and is currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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7	Extend Taxiway Bravo (VGLZ239508)	Taxiway Bravo would be extended to the north to connect to the west side of the overrun and include 25-foot paved shoulders. Demolition would include 17,000 SF of concrete.	2026	285,000 SF	258,000 SF
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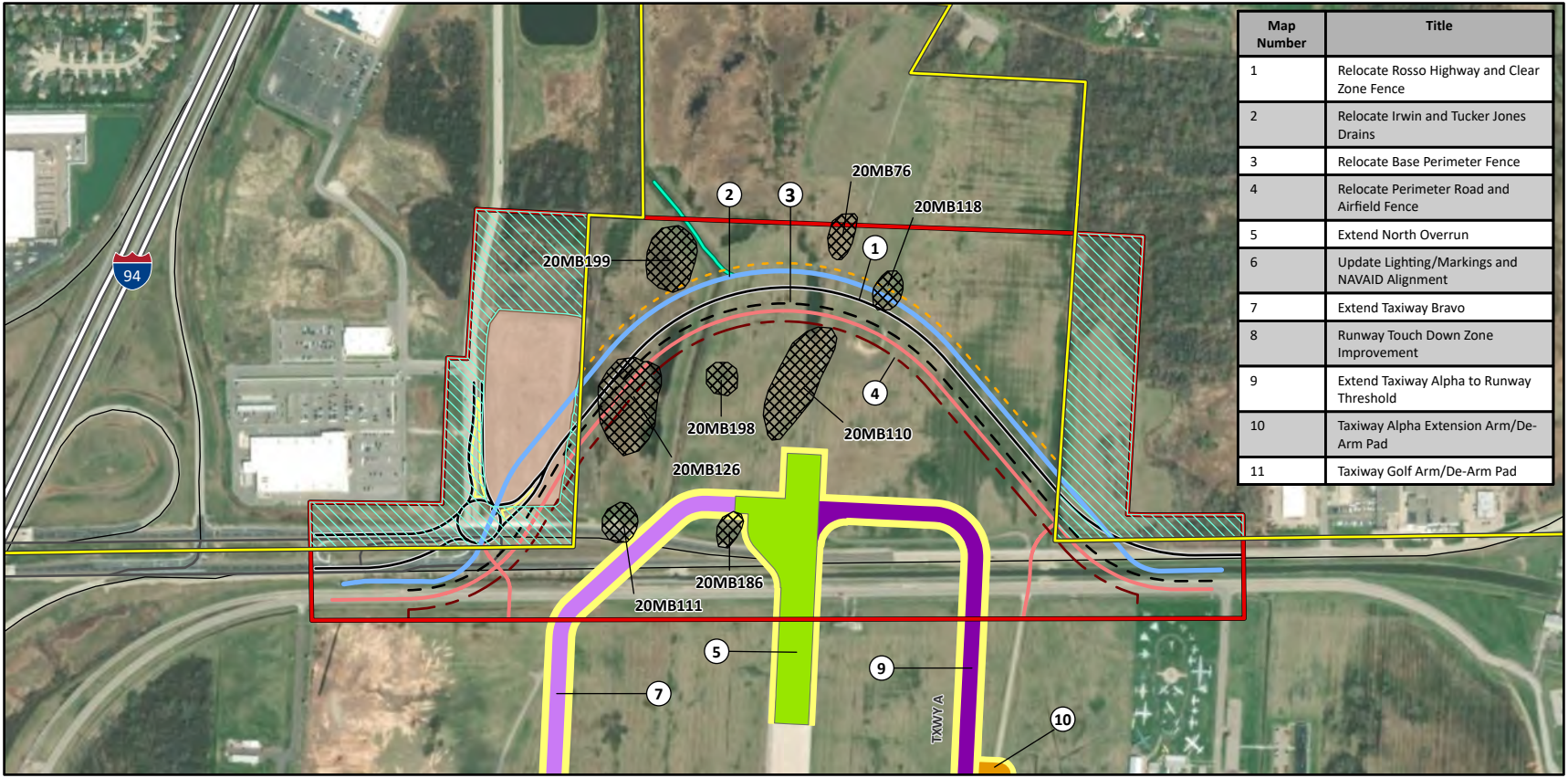
9 (Alt 1 only)	Extend Taxiway Alpha to the End of the Overrun	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the east side of the overrun.	2034	640,000 SF	574,000 SF
9 (Alt 2 only)	Extend Taxiway Alpha to Runway Threshold (VGLZ239509)	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the east side of the runway threshold.	2034	320,000 SF	287,000 SF
10	Taxiway Alpha Extension Arm/De-Arm Pad (New Project – No 1391)	A new arm/de-arm pad to include 25-foot paved shoulders would be constructed on the Taxiway Alpha extension to provide arm/de-arm capabilities on the north and east side of the runway. Demolition would include 1,700 SF of concrete.	2034	64,000 SF	63,000 SF
11	Taxiway Golf Arm/De-Arm Pad (VGLZ239511)	A new arm/de-arm pad to include 25-foot shoulders would be constructed on Taxiway Golf to provide arm/de-arm capabilities on the south and east side of the runway. Demolition would include 11,400 SF of concrete.	2034	64,000 SF	54,000 SF

Notes: A 4-foot buffer was used to identify potential temporary construction impacts associated with the construction of fences; a 6-foot buffer was used to identify potential temporary construction impacts associated with the construction of roadways. Fencing was not assumed to result in any appreciable permanent impervious surfaces.

Legend: IMC = Instrument Meteorological Conditions; LF = linear feet; N/A = Not Applicable; SF = square feet; TBD = To Be Determined; NAVAID = Navigation Aid; UFC = Unified Facilities Criteria.



Map Number	Title
1	Relocate Rosso Highway and Clear Zone Fence
2	Relocate Irwin and Tucker Jones Drains
3	Relocate Base Perimeter Fence
4	Relocate Perimeter Road and Airfield Fence
5	Extend North Overrun
6	Update Lighting/Markings and NAVAID Alignment
7	Extend Taxiway Bravo
8	Runway Touch Down Zone Improvement
9	Extend Taxiway Alpha to Runway Threshold
10	Taxiway Alpha Extension Arm/De-Arm Pad
11	Taxiway Golf Arm/De-Arm Pad

- Selfridge ANGB Boundary
- Interstate Highway
- State Highway and Route
- Major Road
- Previously Recorded Archaeological Sites
- Soil Testing Project Area
- Fill Area
- Shovel Testing Area

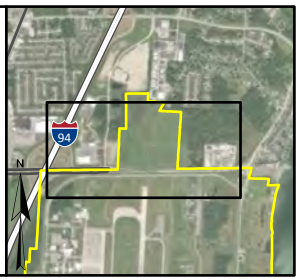
Proposed Project Features

- New Airfield Fence
- New Base Perimeter Fence North
- New Clear Zone Fencing
- New Irwin Drain
- New Perimeter Road
- New Rosso Highway
- Tucker Jones Drain
- Arm/De-arm Pad
- North Overrun
- Shoulders
- Taxiway Alpha
- Taxiway Bravo

ATTACHMENT 3

Date: 4/2/2025

0 250 500 Feet



From: Luke Heider <Luke.Heider@fcp-nsn.gov>
Sent: Monday, July 14, 2025 2:49 PM
To: DE GREGORY, JOSEPH R CIV USAF ANGRC NGB/A4 <joseph.de_gregory@us.af.mil>
Cc: Olivia Nunway <Olivia.Nunway@fcp-nsn.gov>
Subject: [Non-DoD Source] RE: Selfridge Air National Guard Base Runway Encroachment Solution Project

Good afternoon Dr. Gregory and I hope all is well.

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi Community (FCPC), a Federally Recognized Native American Tribe, reserves the right to comment on Federal undertakings, as defined under the act.

Regarding the project you mentioned, are those sites of precontact origin? Has anything diagnostic been found during those surveys that have been completed thus far? The last questions is I noticed that you were considering a canine survey to try and find the location of these burials, has that been completed yet and is there an inadvertent discovery plan in place if human remains are encountered or buffers to be created if the canines find something? We would like to be a consulting party for this project as well as it falls within Potawatomi Ceded Territory.

If you wish to schedule a meeting to further discuss the previous surveys along with the project itself, please feel free to contact me with the information in the signature block below.

Best,

Luke Heider | Tribal Historic Preservation Officer | Land & Natural Resources

Forest County Potawatomi | 5320 Wensaut Lane | PO Box 340, Crandon, WI 54520

P: 715-478-7354 | C: 715-889-0202 | Main: 715-478-7222

www.fcpotawatomi.com | luke.heider@fcp-nsn.gov

Please note the office hours are Monday – Thursday: 7:00 am – 5:00 pm. Our office is closed on Fridays

From: Marcella Hadden <MlHadden@sagchip.org>
Sent: Monday, July 21, 2025 4:30 PM
To: DE GREGORY, JOSEPH R CIV USAF ANGRC NGB/A4 <joseph.de_gregory@us.af.mil>
Subject: [Non-DoD Source] [External E-Mail] RE: Selfridge Air National Guard Base Runway Encroachment Solution Project

J. Rocco de Gregory,

In response to the letter we received, dated 09 May 2025, from Brig. Gen. Matthew G. Brancato:

1. The most convenient way to contact me is via email.
2. My accompanying representative is William Johnson; he may be reached at the following email: WJohnson@sagchip.org
3. We have no preference for virtual or in-person meetings, both may be arranged.
4. We are further willing to participate in plenary meetings and/or individual meetings, both may be arranged.
5. We have no further comments at this time.

Thank you for your time in reaching out to us, we look forward to further correspondence.

TRIBAL HISTORIC PRESERVATION OFFICE

Marcella L Hadden
TRIBAL HISTORIC PRESERVATION OFFICER
Saginaw Chippewa Indian Tribe of Michigan

Tribal Historic Preservation Office
6650 E. Broadway
Mt. Pleasant, MI 48858

989.775.4751
mlhadden@sagchip.org

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairman James Crawford
Forest County Potawatomi Community of Wisconsin
5416 Everybodys Rd
Crandon, WI 54520

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Chairman Crawford,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

Scoping was initiated for this project in the fall of 2024 and this letter serves as an addendum to the initial scoping letter dated October 11, 2024. An additional letter was mailed on May 13, 2025, outlining proposed survey methods to identify cultural resources in the proposed project area. As the project has evolved through continued design development and planning meetings, several project updates have been made, including:

- the Clear Zone (CZ) and associated runway infrastructure projects, including realignment of Rosso Highway, have shifted approximately 200 feet to the north resulting in an expanded project footprint and increased impervious surfaces,
- additional restrictive use easements and/or property acquisition parcels are being established along the proposed construction footprint of Rosso Highway,
- additional wetland delineations have been conducted to assess potential impacts to wetlands along the proposed construction footprint of Rosso Highway, and
- an increase in the size of the Area of Potential Effects (APE) has been established for cultural and tribal resources.

Please note that the exact location of the CZ and associated runway infrastructure may shift as the design phase continues to advance, dependent upon required safety concerns and mission requirements.

Need and Purpose

The need and purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern CZ and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. All proposed construction projects would be implemented as summarized in the Proposed Action project list (**Attachment 2**) and shown in the figures in **Attachment 3.** No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed for this project undertaking.

The NGB has determined that the proposed Federal action is an undertaking defined in 36 Code of Federal Regulations (CFR) Section 800.16(y) and has the potential to cause effects on historic properties. As such, NGB would like to solicit input regarding Tribal resources that may be present within the APE. To that end, and in accordance with Executive Order (EO) 13175, *Consultation and Coordination with Indian Tribal Governments*; EO 12372, *Intergovernmental Review of Federal Programs*; and Section 106 of the National Historic Preservation Act (36 CFR Sections 800.2, 800.3, and 800.4), Selfridge ANGB and NGB would like to invite you to consult on the proposed undertaking.

Area of Potential Effects (36 CFR Section 800.4(a)(1))

An APE is defined in 36 CFR Section 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The NGB has reviewed the undertaking and defined the APE for the proposed undertaking as areas of proposed ground disturbance, staging areas, and areas affected by noise levels of 65 decibels (dB) Day-Night Average Sound Level (DNL) and greater from the aircraft operations. Where present, operations are evaluated for their potential to affect historic properties where noise could adversely impact them.

Identification of Historic Properties (36 CFR Section 800.4(b))

The NGB and 127th Wing (127 WG) at Selfridge ANGB have conducted cultural resource surveys for the installation in 1995 (Thomas and Associates), 2002 (Parsons Infrastructure & Technologies Group, Inc.), 2017 (EA Engineering, Science, and Technology, Inc), and 2020–2021 (Brockington and Associates). The surveys have identified two historic districts at Selfridge ANGB, the 1930s era cantonment district and the officer's housing district. As of the latest 2020–2021 survey, no archaeological sites within the jurisdictional boundary of

Selfridge ANGB are determined eligible for listing in the National Register of Historic Places (NRHP).

Oral histories gathered during previous field investigations and background literature reviews for Selfridge ANGB have pointed to the possibility of unmarked burials within the runway's northern and southern CZs. These oral accounts have never been verified, but NGB and the 127 WG continue to consider the possibility of burials when planning projects at the two locations.

Due to Site 20MB111 being within the APE of the northern runway extension, NGB and the 127 WG are continuing to plan for ways to minimize impacts to what may be an unmarked cemetery. As noted within the 2021 Phase II survey, 20MB111 is scattered with household and architectural debris, which could affect the viability of using ground penetrating radar for the identification of intact burials. Because of this, NGB and the 127 WG are currently undertaking archaeological surveys for areas that have yet to be surveyed and area around site 20MB111.

The 2021 cultural resource Phase II survey (Brockington and Associates) conducted investigation and evaluation of four archaeological sites within the project area of the proposed northern runway extension. All four sites were determined not eligible for the NRHP, and the State Historic Preservation Office concurred in a letter dated 8 June 2022 with a stipulation that NGB and the 127 WG continue to plan for the possibility of burials within the vicinity of site 20MB111, a former nineteenth century farmstead (and also 20MB182 at the runway's southern end CZ). Your Tribal Nation has already received a courtesy electronic copy of the Brockington and Associates 2021 report from NGB via a DoD SAFE Link. If you have any questions, please contact Mr. Rocco de Gregory, ANG Cultural Resources Program Manager. His contact information is located below.

There are no known architectural historic properties located within the 65 dB DNL or greater noise contours located outside of the Selfridge ANGB boundary (National Park Service 2024).

Conclusion

As part of our consultation efforts, we respectfully request your assistance in identifying the following:

- traditional resources that may be located within the updated APE;
- historic properties in the APE of which we may not be aware; and/or
- your Tribe's interest in participating in additional consultation.

If you request additional consultation, the NGB and Selfridge ANGB will work with your office to adopt procedures that will meet your Tribe's needs and requirements for continued consultation.

In order for DAF and the NGB to move this EA forward in a timely matter as the lead federal agencies, we request that you provide comments to this invitation within thirty (30) days

of receipt. In addition to your office, NGB is consulting with other federally recognized Tribal Nations who may have cultural and/or historical interests in the project area. We look forward to coordinating this EA with you, and please send comments to Rocco de Gregory, Cultural Resources Program Manager, NGB /A4VN, ATTN: Selfridge Runway Encroachment Solution EA, 3501 Fetchet Avenue, Joint Base Andrews MD 20762-5157 or by email at ngb.cca4f.nepacommentsorg@us.af.mil with the subject titled as ATTN: Selfridge Runway Encroachment Solution EA. Thank you for your assistance.

Sincerely,

Matthew G. Brancato, Brigadier General, MI ANG
Commander

Attachments (4):
1. Selfridge ANGB Regional Location Map
2. Proposed Runway Encroachment Solution Project List
3. Proposed Runway Encroachment Solution Project Maps
4. References Cited

Attachment 1 - Selfridge ANGB Regional Location Map

Attachment 2 - Proposed Construction Projects for the Selfridge ANGB Runway Encroachment Solution Project (Alternative 1 and Alternative 2)

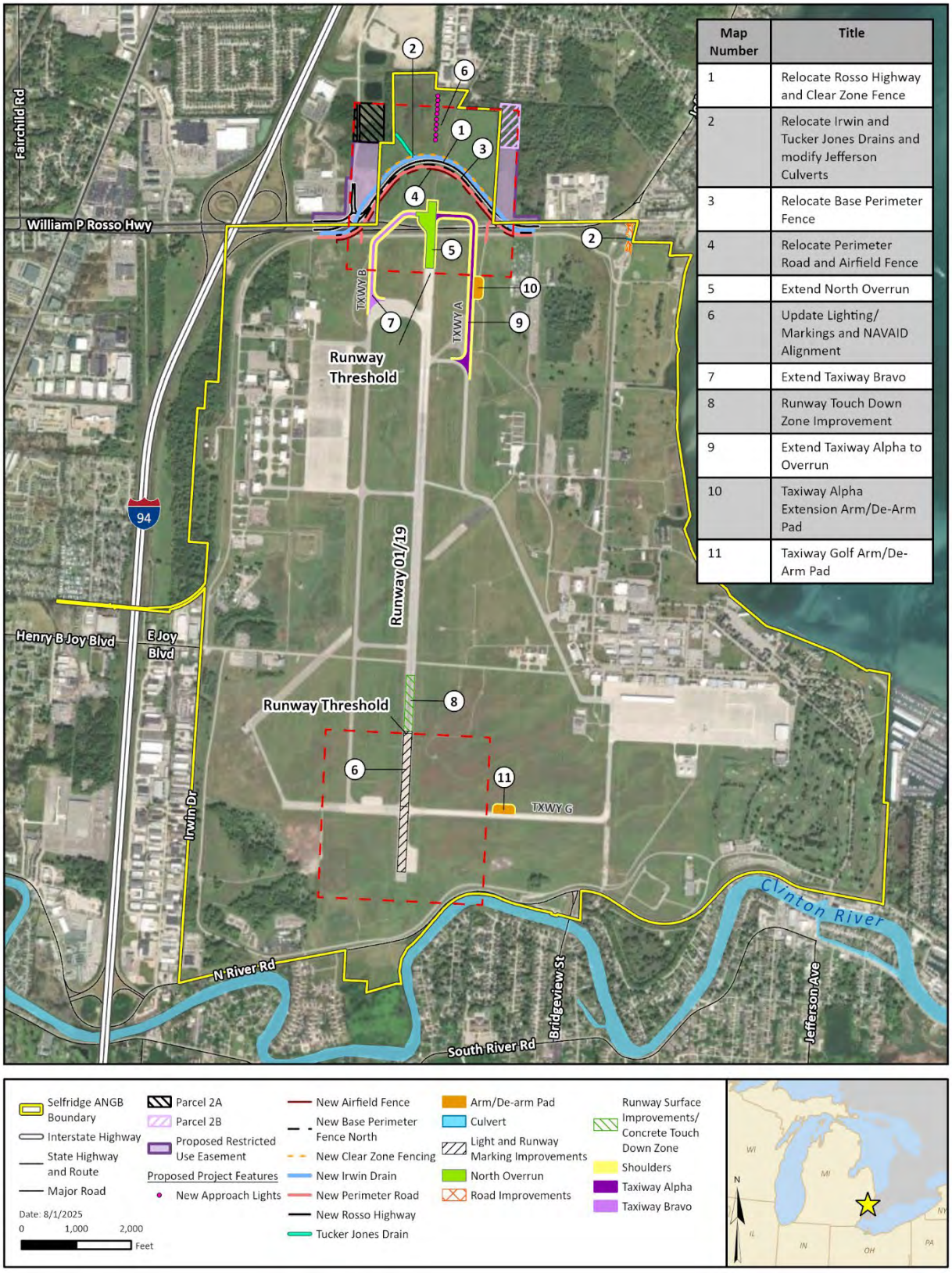
Project No.	*Project Title/1391 No.*	*Project Description*	*Construction Start*	*Project Impact Area*
1	Relocate Rosso Highway and Clear Zone Fence (VGLZ2395XX)	Rosso Highway and the Clear Zone fencing would be realigned to the north to accommodate the new overrun. Demolition would include 44,332 SF of the existing Rosso Highway asphalt.	2026	Rosso Highway 300,000 SF Clear Zone Fence 33,000 SF
2	Relocate Irwin and Tucker Jones Drains (VGLZ239502) and modify Jefferson Culverts	Irwin Drain would be relocated to follow the new alignment of Rosso Highway; the new drainageway would be made of rip/rap and concrete. Tucker Jones Drain would be truncated to tie into Irwin Drain through a culvert under Rosso Highway; the new drainageway would consist of rip/rap and concrete. Jefferson Culverts would be updated to accommodate increased drainage capacity and resolve existing flooding concerns. Existing twin culverts would be replaced with a concrete box culvert. The upstream channel bottom will be dredged and lowered to meet the new culvert. The roadway above the culvert will need to be raised to accommodate the height of the new culvert. Demolition would include 900 LF of concrete/rip-rap associated with the existing Irwin Drain.	2026	Irwin Drain 5,000 LF Tucker Jones Drain 500 LF Jefferson Culverts 2,000 SF
3	Relocate Base Perimeter Fence (VGLZ239503)	The Base Perimeter Fence would be relocated to follow the new alignment of Rosso Highway.	2026	40,000 SF
4	Relocate Perimeter Road and Airfield Fence (VLGZ239504)	Perimeter Road would be relocated to the north to accommodate the new overrun. The Airfield Fence would be installed south of the new perimeter road. Demolition would include 17,850 SF of the existing Perimeter Road asphalt.	2026	Perimeter Road 130,000 SF Airfield Fence 40,000 SF
5	Extend North Overrun (VGLZ239505)	A new 1,200-foot overrun would be constructed north of the current overrun and include 25-foot paved shoulders. The first 1,000 feet will be full strength pavement and the most northern 200 feet of the overrun would be non-stressed pavement. Demolition would include 26,300 SF of concrete.	2026	190,000 SF runway/ overrun pavement

Project No.	*Project Title/1391 No.*	*Project Description*	*Construction Start*	*Project Impact Area*
6	Update Lighting/Markings and NAVAID Alignment (VGLZ239513)	All applicable lighting and markings would be updated, and navigational aid alignment would be updated per UFC to accommodate the runway shift to the north. Additionally, the existing portion of the runway on the south end would require updated lighting and markings to allow aircraft operations at night and during IMC.	2026	4,000 LF
7	Extend Taxiway Bravo (VGLZ239508)	Taxiway Bravo would be extended to the north to connect to the west side of the overrun and include 25-foot paved shoulders. Demolition would include 17,000 SF of concrete.	2026	285,000 SF
8	Runway Touchdown Zone Improvement (New Project – No 1391)	The new touchdown zone for Runway 01 is currently asphalt and would need to be replaced with concrete to support the landing weight of aircraft. Demolition would include 191,000 SF of paved asphalt.	2026	191,000 SF
9 (Alt 1 only)	Extend Taxiway Alpha to the End of the Overrun	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the northern end of the overrun.	2034	640,000 SF
9 (Alt 2 only)	Extend Taxiway Alpha to Runway Threshold (VGLZ239509)	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the runway threshold.	2034	320,000 SF
10	Taxiway Alpha Extension Arm/De-Arm Pad (New Project – No 1391)	A new arm/de-arm pad to include 25-foot paved shoulders would be constructed. The hammerhead would be constructed on the Taxiway Alpha extension to provide arm/de-arm capabilities on the north and east side of the runway. The hammerhead would be constructed in different places under Alternative 1 and 2 to align with the construction of Taxiway Alpha. Demolition would include 1,700 SF of concrete.	2034	64,000 SF
11	Taxiway Golf Arm/De-Arm Pad (VGLZ239511)	A new arm/de-arm pad to include 25-foot shoulders would be constructed on Taxiway Golf to provide arm/de-arm capabilities on the south and east side of the runway. Demolition would include 11,400 SF of concrete.	2034	64,000 SF

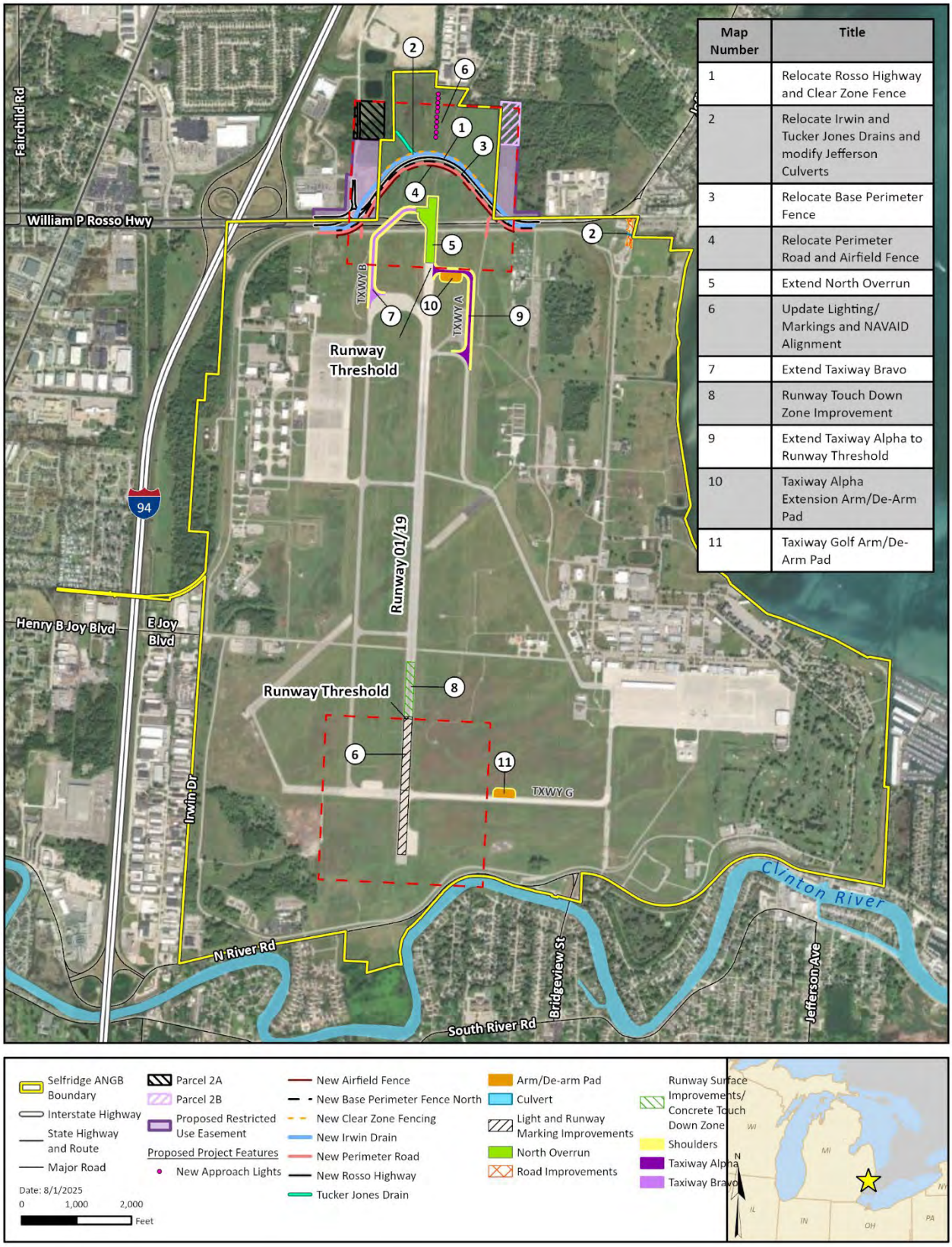
Notes: A 4-foot buffer was used to identify potential temporary construction impacts associated with the construction of fences; a 6-foot buffer was used to identify potential temporary construction impacts associated with the construction of roadways. Fencing was not assumed to result in any appreciable permanent impervious surfaces.

Legend: IMC = Instrument Meteorological Conditions; LF = linear feet; N/A = Not Applicable; SF = square feet; TBD = To Be Determined; NAVAID = Navigation Aid; UFC = Unified Facilities Criteria.

Attachment 3 - Proposed Runway Encroachment Solution Alternatives



Alternative 1



Alternative 2

Attachment 4 – References Cited

Brockington Cultural Resources Consulting. 2021. Evaluation and Phase II Testing of Ten Archaeological Sites at Selfridge Air National Guard Base, Macomb County, Michigan. Prepared for National Guard Bureau. November.

EA Engineering, Science, and Technology, Inc. 2017. Final: Michigan Air National Guard Cultural Resources Survey Selfridge Air National Guard Base. Report submitted to the Air National Guard, Headquarters ANG, Joint Base Andrews, Maryland. Prepared by EA Engineering, Science, and Technology, Inc., PBC, Greenwood Village, Colorado.

National Park Service. 2024. National Register of Historic Places Spatial Data. Last updated 19 April 2024.

Parsons Infrastructure & Technologies Group, Inc. 2002. Archaeological Assessment-U.S. Army Garrison-Selfridge, Selfridge Air National Guard Base. Prepared for U.S. Army Garrison, Selfridge, Michigan.

Thomas and Associates Preservation Planners. 1995. Intensive Survey of Historic Properties Naval Air Facility Detroit, Harrison Township, Macomb County, Michigan. Report submitted to Department of the Navy, Southern Division, Naval Engineering Command, Charleston, South Carolina. Prepared by Thomason & Associates Preservation Planners, Nashville, Tennessee.

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Mr. Luke Heider
Forest County Potawatomi Community of Wisconsin
P.O. Box 340
Crandon, WI 54520

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Mr. Heider,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

Scoping was initiated for this project in the fall of 2024 and this letter serves as an addendum to the initial scoping letter dated October 11, 2024. An additional letter was mailed on May 13, 2025, outlining proposed survey methods to identify cultural resources in the proposed project area. As the project has evolved through continued design development and planning meetings, several project updates have been made, including:

- the Clear Zone (CZ) and associated runway infrastructure projects, including realignment of Rosso Highway, have shifted approximately 200 feet to the north resulting in an expanded project footprint and increased impervious surfaces,
- additional restrictive use easements and/or property acquisition parcels are being established along the proposed construction footprint of Rosso Highway,
- additional wetland delineations have been conducted to assess potential impacts to wetlands along the proposed construction footprint of Rosso Highway, and
- an increase in the size of the Area of Potential Effects (APE) has been established for cultural and tribal resources.

Please note that the exact location of the CZ and associated runway infrastructure may shift as the design phase continues to advance, dependent upon required safety concerns and mission requirements.

Need and Purpose

The need and purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern CZ and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. All proposed construction projects would be implemented as summarized in the Proposed Action project list (**Attachment 2**) and shown in the figures in **Attachment 3.** No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed for this project undertaking.

The NGB has determined that the proposed Federal action is an undertaking defined in 36 Code of Federal Regulations (CFR) Section 800.16(y) and has the potential to cause effects on historic properties. As such, NGB would like to solicit input regarding Tribal resources that may be present within the APE. To that end, and in accordance with Executive Order (EO) 13175, *Consultation and Coordination with Indian Tribal Governments*; EO 12372, *Intergovernmental Review of Federal Programs*; and Section 106 of the National Historic Preservation Act (36 CFR Sections 800.2, 800.3, and 800.4), Selfridge ANGB and NGB would like to invite you to consult on the proposed undertaking.

Area of Potential Effects (36 CFR Section 800.4(a)(1))

An APE is defined in 36 CFR Section 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The NGB has reviewed the undertaking and defined the APE for the proposed undertaking as areas of proposed ground disturbance, staging areas, and areas affected by noise levels of 65 decibels (dB) Day-Night Average Sound Level (DNL) and greater from the aircraft operations. Where present, operations are evaluated for their potential to affect historic properties where noise could adversely impact them.

Identification of Historic Properties (36 CFR Section 800.4(b))

The NGB and 127th Wing (127 WG) at Selfridge ANGB have conducted cultural resource surveys for the installation in 1995 (Thomas and Associates), 2002 (Parsons Infrastructure & Technologies Group, Inc.), 2017 (EA Engineering, Science, and Technology, Inc), and 2020–2021 (Brockington and Associates). The surveys have identified two historic districts at Selfridge ANGB, the 1930s era cantonment district and the officer's housing district. As of the latest 2020–2021 survey, no archaeological sites within the jurisdictional boundary of

Selfridge ANGB are determined eligible for listing in the National Register of Historic Places (NRHP).

Oral histories gathered during previous field investigations and background literature reviews for Selfridge ANGB have pointed to the possibility of unmarked burials within the runway's northern and southern CZs. These oral accounts have never been verified, but NGB and the 127 WG continue to consider the possibility of burials when planning projects at the two locations.

Due to Site 20MB111 being within the APE of the northern runway extension, NGB and the 127 WG are continuing to plan for ways to minimize impacts to what may be an unmarked cemetery. As noted within the 2021 Phase II survey, 20MB111 is scattered with household and architectural debris, which could affect the viability of using ground penetrating radar for the identification of intact burials. Because of this, NGB and the 127 WG are currently undertaking archaeological surveys for areas that have yet to be surveyed and area around site 20MB111.

The 2021 cultural resource Phase II survey (Brockington and Associates) conducted investigation and evaluation of four archaeological sites within the project area of the proposed northern runway extension. All four sites were determined not eligible for the NRHP, and the State Historic Preservation Office concurred in a letter dated 8 June 2022 with a stipulation that NGB and the 127 WG continue to plan for the possibility of burials within the vicinity of site 20MB111, a former nineteenth century farmstead (and also 20MB182 at the runway's southern end CZ). Your Tribal Nation has already received a courtesy electronic copy of the Brockington and Associates 2021 report from NGB via a DoD SAFE Link. If you have any questions, please contact Mr. Rocco de Gregory, ANG Cultural Resources Program Manager. His contact information is located below.

There are no known architectural historic properties located within the 65 dB DNL or greater noise contours located outside of the Selfridge ANGB boundary (National Park Service 2024).

Conclusion

As part of our consultation efforts, we respectfully request your assistance in identifying the following:

- traditional resources that may be located within the updated APE;
- historic properties in the APE of which we may not be aware; and/or
- your Tribe's interest in participating in additional consultation.

If you request additional consultation, the NGB and Selfridge ANGB will work with your office to adopt procedures that will meet your Tribe's needs and requirements for continued consultation.

In order for DAF and the NGB to move this EA forward in a timely matter as the lead federal agencies, we request that you provide comments to this invitation within thirty (30) days

of receipt. In addition to your office, NGB is consulting with other federally recognized Tribal Nations who may have cultural and/or historical interests in the project area. We look forward to coordinating this EA with you, and please send comments to Rocco de Gregory, Cultural Resources Program Manager, NGB /A4VN, ATTN: Selfridge Runway Encroachment Solution EA, 3501 Fetchet Avenue, Joint Base Andrews MD 20762-5157 or by email at ngb.cca4f.nepacommentsorg@us.af.mil with the subject titled as ATTN: Selfridge Runway Encroachment Solution EA. Thank you for your assistance.

Sincerely,

Matthew G. Brancato, Brigadier General, MI ANG
Commander

Attachments (4):
1. Selfridge ANGB Regional Location Map
2. Proposed Runway Encroachment Solution Project List
3. Proposed Runway Encroachment Solution Project Maps
4. References Cited

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairwoman Gena Kakkak
Menominee Indian Tribe of Wisconsin
W2908 Tribal Office Loop
Keshena, WI 54135

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Chairwoman Kakkak,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

Scoping was initiated for this project in the fall of 2024 and this letter serves as an addendum to the initial scoping letter dated October 11, 2024. An additional letter was mailed on May 13, 2025, outlining proposed survey methods to identify cultural resources in the proposed project area. As the project has evolved through continued design development and planning meetings, several project updates have been made, including:

- the Clear Zone (CZ) and associated runway infrastructure projects, including realignment of Rosso Highway, have shifted approximately 200 feet to the north resulting in an expanded project footprint and increased impervious surfaces,
- additional restrictive use easements and/or property acquisition parcels are being established along the proposed construction footprint of Rosso Highway,
- additional wetland delineations have been conducted to assess potential impacts to wetlands along the proposed construction footprint of Rosso Highway, and
- an increase in the size of the Area of Potential Effects (APE) has been established for cultural and tribal resources.

Please note that the exact location of the CZ and associated runway infrastructure may shift as the design phase continues to advance, dependent upon required safety concerns and mission requirements.

Need and Purpose

The need and purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern CZ and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. All proposed construction projects would be implemented as summarized in the Proposed Action project list (**Attachment 2**) and shown in the figures in **Attachment 3.** No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed for this project undertaking.

The NGB has determined that the proposed Federal action is an undertaking defined in 36 Code of Federal Regulations (CFR) Section 800.16(y) and has the potential to cause effects on historic properties. As such, NGB would like to solicit input regarding Tribal resources that may be present within the APE. To that end, and in accordance with Executive Order (EO) 13175, *Consultation and Coordination with Indian Tribal Governments*; EO 12372, *Intergovernmental Review of Federal Programs*; and Section 106 of the National Historic Preservation Act (36 CFR Sections 800.2, 800.3, and 800.4), Selfridge ANGB and NGB would like to invite you to consult on the proposed undertaking.

Area of Potential Effects (36 CFR Section 800.4(a)(1))

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There are no known architectural historic properties located within the 65 dB DNL or greater noise contours located outside of the Selfridge ANGB boundary (National Park Service 2024).

Conclusion

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of receipt. In addition to your office, NGB is consulting with other federally recognized Tribal Nations who may have cultural and/or historical interests in the project area. We look forward to coordinating this EA with you, and please send comments to Rocco de Gregory, Cultural Resources Program Manager, NGB /A4VN, ATTN: Selfridge Runway Encroachment Solution EA, 3501 Fetchet Avenue, Joint Base Andrews MD 20762-5157 or by email at ngb.cca4f.nepacommentsorg@us.af.mil with the subject titled as ATTN: Selfridge Runway Encroachment Solution EA. Thank you for your assistance.

Sincerely,

Matthew G. Brancato, Brigadier General, MI ANG
Commander

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Mr. David Grignon
Menominee Indian Tribe of Wisconsin
P.O. Box 910
Keshena, WI 54135

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Mr. Grignon,

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Commander

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chief Douglas Lankford
Miami Tribe of Oklahoma
3410 P St
Miami, OK 74354

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Chief Lankford,

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HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Mr. Logan York
Miami Tribe of Oklahoma
P.O. Box 1326
Miami, OK 74355

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

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SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chief Charles Diebold
Seneca-Cayuga Nation
23701 South 655 Rd
Grove, OK 74344

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Chief Diebold,

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Scoping was initiated for this project in the fall of 2024 and this letter serves as an addendum to the initial scoping letter dated October 11, 2024. An additional letter was mailed on May 13, 2025, outlining proposed survey methods to identify cultural resources in the proposed project area. As the project has evolved through continued design development and planning meetings, several project updates have been made, including:

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- an increase in the size of the Area of Potential Effects (APE) has been established for cultural and tribal resources.

Please note that the exact location of the CZ and associated runway infrastructure may shift as the design phase continues to advance, dependent upon required safety concerns and mission requirements.

Need and Purpose

The need and purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern CZ and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. All proposed construction projects would be implemented as summarized in the Proposed Action project list (**Attachment 2**) and shown in the figures in **Attachment 3.** No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed for this project undertaking.

The NGB has determined that the proposed Federal action is an undertaking defined in 36 Code of Federal Regulations (CFR) Section 800.16(y) and has the potential to cause effects on historic properties. As such, NGB would like to solicit input regarding Tribal resources that may be present within the APE. To that end, and in accordance with Executive Order (EO) 13175, *Consultation and Coordination with Indian Tribal Governments*; EO 12372, *Intergovernmental Review of Federal Programs*; and Section 106 of the National Historic Preservation Act (36 CFR Sections 800.2, 800.3, and 800.4), Selfridge ANGB and NGB would like to invite you to consult on the proposed undertaking.

Area of Potential Effects (36 CFR Section 800.4(a)(1))

An APE is defined in 36 CFR Section 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The NGB has reviewed the undertaking and defined the APE for the proposed undertaking as areas of proposed ground disturbance, staging areas, and areas affected by noise levels of 65 decibels (dB) Day-Night Average Sound Level (DNL) and greater from the aircraft operations. Where present, operations are evaluated for their potential to affect historic properties where noise could adversely impact them.

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Conclusion

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Sincerely,

Matthew G. Brancato, Brigadier General, MI ANG
Commander

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Mr. William Tarrant
Seneca-Cayuga Nation
P.O. Box 453220
Grove, OK 74345

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Mr. Tarrant,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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Need and Purpose

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Sincerely,

Matthew G. Brancato, Brigadier General, MI ANG
Commander

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Ms. Jane TenEyck
Chippewa Ottawa Resource Authority
179 West Three Mile Rd
Saulte Ste. Marie, MI 49783

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Ms. TenEyck,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairperson Kenneth Meshiguad
Hannahville Potawatomi Indian Community
14911 N Hannahville B-1 Rd
Wilson, MI 49896

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Chairperson Meshiguad,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chief Tim Davis
Saginaw Chippewa Indian Tribe
7500 Soaring Eagle Blvd
Mt Pleasant, MI 48858

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Chief Davis,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

Scoping was initiated for this project in the fall of 2024 and this letter serves as an addendum to the initial scoping letter dated October 11, 2024. An additional letter was mailed on May 13, 2025, outlining proposed survey methods to identify cultural resources in the proposed project area. As the project has evolved through continued design development and planning meetings, several project updates have been made, including:

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Please note that the exact location of the CZ and associated runway infrastructure may shift as the design phase continues to advance, dependent upon required safety concerns and mission requirements.

Need and Purpose

The need and purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern CZ and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. All proposed construction projects would be implemented as summarized in the Proposed Action project list (**Attachment 2**) and shown in the figures in **Attachment 3.** No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed for this project undertaking.

The NGB has determined that the proposed Federal action is an undertaking defined in 36 Code of Federal Regulations (CFR) Section 800.16(y) and has the potential to cause effects on historic properties. As such, NGB would like to solicit input regarding Tribal resources that may be present within the APE. To that end, and in accordance with Executive Order (EO) 13175, *Consultation and Coordination with Indian Tribal Governments*; EO 12372, *Intergovernmental Review of Federal Programs*; and Section 106 of the National Historic Preservation Act (36 CFR Sections 800.2, 800.3, and 800.4), Selfridge ANGB and NGB would like to invite you to consult on the proposed undertaking.

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Conclusion

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Sincerely,

Matthew G. Brancato, Brigadier General, MI ANG
Commander

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Ms. Marcella Hadden
Saginaw Chippewa Indian Tribe
6650 E. Broadway
Mt Pleasant, MI 48858

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Ms. Hadden,

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Sincerely,

Matthew G. Brancato, Brigadier General, MI ANG
Commander

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

President John Johnson, Sr.
Lac du Flambeau Band
of Lake Superior - Chippewa Indians of the Lac du Flambeau
P.O. Box 67
Lac du Flambeau, WI 54538

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear President Johnson, Sr.,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Ms. Sarah Thompson
Lac du Flambeau Band
of Lake Superior - Chippewa Indians of the Lac du Flambeau
P.O. Box 67
Lac du Flambeau, WI 54538

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairperson Regina Gasco
Little Traverse Bay Bands of Odawa Indians
7500 Odawa Circle
Harbor Springs, MI 49740

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Chairperson Gasco,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

Scoping was initiated for this project in the fall of 2024 and this letter serves as an addendum to the initial scoping letter dated October 11, 2024. An additional letter was mailed on May 13, 2025, outlining proposed survey methods to identify cultural resources in the proposed project area. As the project has evolved through continued design development and planning meetings, several project updates have been made, including:

- the Clear Zone (CZ) and associated runway infrastructure projects, including realignment of Rosso Highway, have shifted approximately 200 feet to the north resulting in an expanded project footprint and increased impervious surfaces,
- additional restrictive use easements and/or property acquisition parcels are being established along the proposed construction footprint of Rosso Highway,
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- an increase in the size of the Area of Potential Effects (APE) has been established for cultural and tribal resources.

Please note that the exact location of the CZ and associated runway infrastructure may shift as the design phase continues to advance, dependent upon required safety concerns and mission requirements.

Need and Purpose

The need and purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern CZ and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. All proposed construction projects would be implemented as summarized in the Proposed Action project list (**Attachment 2**) and shown in the figures in **Attachment 3.** No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed for this project undertaking.

The NGB has determined that the proposed Federal action is an undertaking defined in 36 Code of Federal Regulations (CFR) Section 800.16(y) and has the potential to cause effects on historic properties. As such, NGB would like to solicit input regarding Tribal resources that may be present within the APE. To that end, and in accordance with Executive Order (EO) 13175, *Consultation and Coordination with Indian Tribal Governments*; EO 12372, *Intergovernmental Review of Federal Programs*; and Section 106 of the National Historic Preservation Act (36 CFR Sections 800.2, 800.3, and 800.4), Selfridge ANGB and NGB would like to invite you to consult on the proposed undertaking.

Area of Potential Effects (36 CFR Section 800.4(a)(1))

An APE is defined in 36 CFR Section 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The NGB has reviewed the undertaking and defined the APE for the proposed undertaking as areas of proposed ground disturbance, staging areas, and areas affected by noise levels of 65 decibels (dB) Day-Night Average Sound Level (DNL) and greater from the aircraft operations. Where present, operations are evaluated for their potential to affect historic properties where noise could adversely impact them.

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The NGB and 127th Wing (127 WG) at Selfridge ANGB have conducted cultural resource surveys for the installation in 1995 (Thomas and Associates), 2002 (Parsons Infrastructure & Technologies Group, Inc.), 2017 (EA Engineering, Science, and Technology, Inc), and 2020–2021 (Brockington and Associates). The surveys have identified two historic districts at Selfridge ANGB, the 1930s era cantonment district and the officer's housing district. As of the latest 2020–2021 survey, no archaeological sites within the jurisdictional boundary of

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The 2021 cultural resource Phase II survey (Brockington and Associates) conducted investigation and evaluation of four archaeological sites within the project area of the proposed northern runway extension. All four sites were determined not eligible for the NRHP, and the State Historic Preservation Office concurred in a letter dated 8 June 2022 with a stipulation that NGB and the 127 WG continue to plan for the possibility of burials within the vicinity of site 20MB111, a former nineteenth century farmstead (and also 20MB182 at the runway's southern end CZ). Your Tribal Nation has already received a courtesy electronic copy of the Brockington and Associates 2021 report from NGB via a DoD SAFE Link. If you have any questions, please contact Mr. Rocco de Gregory, ANG Cultural Resources Program Manager. His contact information is located below.

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Conclusion

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Sincerely,

Matthew G. Brancato, Brigadier General, MI ANG
Commander

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3. Proposed Runway Encroachment Solution Project Maps
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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Ms. Melissa Wiatrolik
Little Traverse Bay Bands of Odawa Indians
7500 Odawa Circle
Harbor Springs, MI 49740

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Ms. Wiatrolik,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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Need and Purpose

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Conclusion

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Sincerely,

Matthew G. Brancato, Brigadier General, MI ANG
Commander

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Ms. Emma Donmyer
Sault Ste. Marie Tribe of Chippewa Indians
2 Ice Circle Chi Mukwa
Sault Ste. Marie, MI 49783

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Ms. Donmyer,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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Matthew G. Brancato, Brigadier General, MI ANG
Commander

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Ms. Paula Carrick
Bay Mills Indian Community
12140 West Lakeshore Drive
Brimley, MI 49715

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Ms. Carrick,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

President Whitney Gravelle
Bay Mills Indian Community
12140 West Lakeshore Drive
Brimley, MI 49715

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear President Gravelle,

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Scoping was initiated for this project in the fall of 2024 and this letter serves as an addendum to the initial scoping letter dated October 11, 2024. An additional letter was mailed on May 13, 2025, outlining proposed survey methods to identify cultural resources in the proposed project area. As the project has evolved through continued design development and planning meetings, several project updates have been made, including:

- the Clear Zone (CZ) and associated runway infrastructure projects, including realignment of Rosso Highway, have shifted approximately 200 feet to the north resulting in an expanded project footprint and increased impervious surfaces,
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Please note that the exact location of the CZ and associated runway infrastructure may shift as the design phase continues to advance, dependent upon required safety concerns and mission requirements.

Need and Purpose

The need and purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern CZ and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. All proposed construction projects would be implemented as summarized in the Proposed Action project list (**Attachment 2**) and shown in the figures in **Attachment 3.** No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed for this project undertaking.

The NGB has determined that the proposed Federal action is an undertaking defined in 36 Code of Federal Regulations (CFR) Section 800.16(y) and has the potential to cause effects on historic properties. As such, NGB would like to solicit input regarding Tribal resources that may be present within the APE. To that end, and in accordance with Executive Order (EO) 13175, *Consultation and Coordination with Indian Tribal Governments*; EO 12372, *Intergovernmental Review of Federal Programs*; and Section 106 of the National Historic Preservation Act (36 CFR Sections 800.2, 800.3, and 800.4), Selfridge ANGB and NGB would like to invite you to consult on the proposed undertaking.

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Conclusion

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Sincerely,

Matthew G. Brancato, Brigadier General, MI ANG
Commander

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairwoman Sandra Witherspoon
Grand Traverse Band of Ottawa and Chippewa Indians
2605 N. West Bay Shore Drive
Peshawbestown, MI 49682

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Chairwoman Witherspoon,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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Need and Purpose

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Sincerely,

Matthew G. Brancato, Brigadier General, MI ANG
Commander

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Mr. Alden Connor
Keweenaw Bay Indian Community
16429 Beartown Road
Baraga, MI 49908

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Mr. Connor,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

President Robert Curtis Jr.
Keweenaw Bay Indian Community
16429 Beartown Road
Baraga, MI 49908

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

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HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairman James Williams Jr.
Lac Vieux Desert Band of Lake Superior Chippewa Indians
P.O. Box 249
Watersmeet, MI 49969

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Chairman Williams Jr.,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

Scoping was initiated for this project in the fall of 2024 and this letter serves as an addendum to the initial scoping letter dated October 11, 2024. An additional letter was mailed on May 13, 2025, outlining proposed survey methods to identify cultural resources in the proposed project area. As the project has evolved through continued design development and planning meetings, several project updates have been made, including:

- the Clear Zone (CZ) and associated runway infrastructure projects, including realignment of Rosso Highway, have shifted approximately 200 feet to the north resulting in an expanded project footprint and increased impervious surfaces,
- additional restrictive use easements and/or property acquisition parcels are being established along the proposed construction footprint of Rosso Highway,
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- an increase in the size of the Area of Potential Effects (APE) has been established for cultural and tribal resources.

Please note that the exact location of the CZ and associated runway infrastructure may shift as the design phase continues to advance, dependent upon required safety concerns and mission requirements.

Need and Purpose

The need and purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern CZ and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. All proposed construction projects would be implemented as summarized in the Proposed Action project list (**Attachment 2**) and shown in the figures in **Attachment 3.** No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed for this project undertaking.

The NGB has determined that the proposed Federal action is an undertaking defined in 36 Code of Federal Regulations (CFR) Section 800.16(y) and has the potential to cause effects on historic properties. As such, NGB would like to solicit input regarding Tribal resources that may be present within the APE. To that end, and in accordance with Executive Order (EO) 13175, *Consultation and Coordination with Indian Tribal Governments*; EO 12372, *Intergovernmental Review of Federal Programs*; and Section 106 of the National Historic Preservation Act (36 CFR Sections 800.2, 800.3, and 800.4), Selfridge ANGB and NGB would like to invite you to consult on the proposed undertaking.

Area of Potential Effects (36 CFR Section 800.4(a)(1))

An APE is defined in 36 CFR Section 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The NGB has reviewed the undertaking and defined the APE for the proposed undertaking as areas of proposed ground disturbance, staging areas, and areas affected by noise levels of 65 decibels (dB) Day-Night Average Sound Level (DNL) and greater from the aircraft operations. Where present, operations are evaluated for their potential to affect historic properties where noise could adversely impact them.

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The NGB and 127th Wing (127 WG) at Selfridge ANGB have conducted cultural resource surveys for the installation in 1995 (Thomas and Associates), 2002 (Parsons Infrastructure & Technologies Group, Inc.), 2017 (EA Engineering, Science, and Technology, Inc), and 2020–2021 (Brockington and Associates). The surveys have identified two historic districts at Selfridge ANGB, the 1930s era cantonment district and the officer's housing district. As of the latest 2020–2021 survey, no archaeological sites within the jurisdictional boundary of

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The 2021 cultural resource Phase II survey (Brockington and Associates) conducted investigation and evaluation of four archaeological sites within the project area of the proposed northern runway extension. All four sites were determined not eligible for the NRHP, and the State Historic Preservation Office concurred in a letter dated 8 June 2022 with a stipulation that NGB and the 127 WG continue to plan for the possibility of burials within the vicinity of site 20MB111, a former nineteenth century farmstead (and also 20MB182 at the runway's southern end CZ). Your Tribal Nation has already received a courtesy electronic copy of the Brockington and Associates 2021 report from NGB via a DoD SAFE Link. If you have any questions, please contact Mr. Rocco de Gregory, ANG Cultural Resources Program Manager. His contact information is located below.

There are no known architectural historic properties located within the 65 dB DNL or greater noise contours located outside of the Selfridge ANGB boundary (National Park Service 2024).

Conclusion

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Sincerely,

Matthew G. Brancato, Brigadier General, MI ANG
Commander

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Ms. Alina Shively
Lac Vieux Desert Band of Lake Superior Chippewa Indians
P.O. Box 249
Watersmeet, MI 49969

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Ms. Shively,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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Need and Purpose

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Sincerely,

Matthew G. Brancato, Brigadier General, MI ANG
Commander

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Mr. Larry Romanelli
Little River Band of Ottawa Indians
2608 Government Center Drive
Manistee, MI 49660

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Mr. Romanelli,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Mr. Jay Sam
Little River Band of Ottawa Indians
2608 Government Center Drive
Manistee, MI 49660

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Mr. Sam,

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairperson Dorrie Rios
Notawaseppi Huron Band of the Potawatomi
1485 Mno-Bmadzewen Way
Fulton, MI 49052

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Chairperson Rios,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

Scoping was initiated for this project in the fall of 2024 and this letter serves as an addendum to the initial scoping letter dated October 11, 2024. An additional letter was mailed on May 13, 2025, outlining proposed survey methods to identify cultural resources in the proposed project area. As the project has evolved through continued design development and planning meetings, several project updates have been made, including:

- the Clear Zone (CZ) and associated runway infrastructure projects, including realignment of Rosso Highway, have shifted approximately 200 feet to the north resulting in an expanded project footprint and increased impervious surfaces,
- additional restrictive use easements and/or property acquisition parcels are being established along the proposed construction footprint of Rosso Highway,
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- an increase in the size of the Area of Potential Effects (APE) has been established for cultural and tribal resources.

Please note that the exact location of the CZ and associated runway infrastructure may shift as the design phase continues to advance, dependent upon required safety concerns and mission requirements.

Need and Purpose

The need and purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern CZ and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. All proposed construction projects would be implemented as summarized in the Proposed Action project list (**Attachment 2**) and shown in the figures in **Attachment 3.** No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed for this project undertaking.

The NGB has determined that the proposed Federal action is an undertaking defined in 36 Code of Federal Regulations (CFR) Section 800.16(y) and has the potential to cause effects on historic properties. As such, NGB would like to solicit input regarding Tribal resources that may be present within the APE. To that end, and in accordance with Executive Order (EO) 13175, *Consultation and Coordination with Indian Tribal Governments*; EO 12372, *Intergovernmental Review of Federal Programs*; and Section 106 of the National Historic Preservation Act (36 CFR Sections 800.2, 800.3, and 800.4), Selfridge ANGB and NGB would like to invite you to consult on the proposed undertaking.

Area of Potential Effects (36 CFR Section 800.4(a)(1))

An APE is defined in 36 CFR Section 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The NGB has reviewed the undertaking and defined the APE for the proposed undertaking as areas of proposed ground disturbance, staging areas, and areas affected by noise levels of 65 decibels (dB) Day-Night Average Sound Level (DNL) and greater from the aircraft operations. Where present, operations are evaluated for their potential to affect historic properties where noise could adversely impact them.

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The NGB and 127th Wing (127 WG) at Selfridge ANGB have conducted cultural resource surveys for the installation in 1995 (Thomas and Associates), 2002 (Parsons Infrastructure & Technologies Group, Inc.), 2017 (EA Engineering, Science, and Technology, Inc), and 2020–2021 (Brockington and Associates). The surveys have identified two historic districts at Selfridge ANGB, the 1930s era cantonment district and the officer's housing district. As of the latest 2020–2021 survey, no archaeological sites within the jurisdictional boundary of

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Due to Site 20MB111 being within the APE of the northern runway extension, NGB and the 127 WG are continuing to plan for ways to minimize impacts to what may be an unmarked cemetery. As noted within the 2021 Phase II survey, 20MB111 is scattered with household and architectural debris, which could affect the viability of using ground penetrating radar for the identification of intact burials. Because of this, NGB and the 127 WG are currently undertaking archaeological surveys for areas that have yet to be surveyed and area around site 20MB111.

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Conclusion

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of receipt. In addition to your office, NGB is consulting with other federally recognized Tribal Nations who may have cultural and/or historical interests in the project area. We look forward to coordinating this EA with you, and please send comments to Rocco de Gregory, Cultural Resources Program Manager, NGB /A4VN, ATTN: Selfridge Runway Encroachment Solution EA, 3501 Fetchet Avenue, Joint Base Andrews MD 20762-5157 or by email at ngb.cca4f.nepacommentsorg@us.af.mil with the subject titled as ATTN: Selfridge Runway Encroachment Solution EA. Thank you for your assistance.

Sincerely,

Matthew G. Brancato, Brigadier General, MI ANG
Commander

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Onyleen Zapata
Notawaseppi Huron Band of the Potawatomi
1485 Mno-Bmadzewen Way
Fulton, MI 49052

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Onyleen Zapata,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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Need and Purpose

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Sincerely,

Matthew G. Brancato, Brigadier General, MI ANG
Commander

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairperson Matthew Wesaw
Pokagon Band of Potawatomi Indians
P.O. Box 180
Dowagiac, MI 49047

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Chairperson Wesaw,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Mr. Matthew Bussler
Pokagon Band of Potawatomi Indians
P.O. Box 180
Dowagiac, MI 49047

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Mr. Bussler,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

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Matthew G. Brancato, Brigadier General, MI ANG
Commander

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MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

August 22, 2025

Brig. Gen. Matthew G. Brancato
127th Wing Commander
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairperson Austin Lowes
Sault Ste. Marie Tribe of Chippewa Indians
523 Ashmun Street
Sault Ste. Marie, MI 49783

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Chairperson Lowes,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

Scoping was initiated for this project in the fall of 2024 and this letter serves as an addendum to the initial scoping letter dated October 11, 2024. An additional letter was mailed on May 13, 2025, outlining proposed survey methods to identify cultural resources in the proposed project area. As the project has evolved through continued design development and planning meetings, several project updates have been made, including:

- the Clear Zone (CZ) and associated runway infrastructure projects, including realignment of Rosso Highway, have shifted approximately 200 feet to the north resulting in an expanded project footprint and increased impervious surfaces,
- additional restrictive use easements and/or property acquisition parcels are being established along the proposed construction footprint of Rosso Highway,
- additional wetland delineations have been conducted to assess potential impacts to wetlands along the proposed construction footprint of Rosso Highway, and
- an increase in the size of the Area of Potential Effects (APE) has been established for cultural and tribal resources.

Please note that the exact location of the CZ and associated runway infrastructure may shift as the design phase continues to advance, dependent upon required safety concerns and mission requirements.

Need and Purpose

The need and purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern CZ and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. All proposed construction projects would be implemented as summarized in the Proposed Action project list (**Attachment 2**) and shown in the figures in **Attachment 3.** No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed for this project undertaking.

The NGB has determined that the proposed Federal action is an undertaking defined in 36 Code of Federal Regulations (CFR) Section 800.16(y) and has the potential to cause effects on historic properties. As such, NGB would like to solicit input regarding Tribal resources that may be present within the APE. To that end, and in accordance with Executive Order (EO) 13175, *Consultation and Coordination with Indian Tribal Governments*; EO 12372, *Intergovernmental Review of Federal Programs*; and Section 106 of the National Historic Preservation Act (36 CFR Sections 800.2, 800.3, and 800.4), Selfridge ANGB and NGB would like to invite you to consult on the proposed undertaking.

Area of Potential Effects (36 CFR Section 800.4(a)(1))

An APE is defined in 36 CFR Section 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The NGB has reviewed the undertaking and defined the APE for the proposed undertaking as areas of proposed ground disturbance, staging areas, and areas affected by noise levels of 65 decibels (dB) Day-Night Average Sound Level (DNL) and greater from the aircraft operations. Where present, operations are evaluated for their potential to affect historic properties where noise could adversely impact them.

Identification of Historic Properties (36 CFR Section 800.4(b))

The NGB and 127th Wing (127 WG) at Selfridge ANGB have conducted cultural resource surveys for the installation in 1995 (Thomas and Associates), 2002 (Parsons Infrastructure & Technologies Group, Inc.), 2017 (EA Engineering, Science, and Technology, Inc), and 2020–2021 (Brockington and Associates). The surveys have identified two historic districts at Selfridge ANGB, the 1930s era cantonment district and the officer's housing district. As of the latest 2020–2021 survey, no archaeological sites within the jurisdictional boundary of

Selfridge ANGB are determined eligible for listing in the National Register of Historic Places (NRHP).

Oral histories gathered during previous field investigations and background literature reviews for Selfridge ANGB have pointed to the possibility of unmarked burials within the runway's northern and southern CZs. These oral accounts have never been verified, but NGB and the 127 WG continue to consider the possibility of burials when planning projects at the two locations.

Due to Site 20MB111 being within the APE of the northern runway extension, NGB and the 127 WG are continuing to plan for ways to minimize impacts to what may be an unmarked cemetery. As noted within the 2021 Phase II survey, 20MB111 is scattered with household and architectural debris, which could affect the viability of using ground penetrating radar for the identification of intact burials. Because of this, NGB and the 127 WG are currently undertaking archaeological surveys for areas that have yet to be surveyed and area around site 20MB111.

The 2021 cultural resource Phase II survey (Brockington and Associates) conducted investigation and evaluation of four archaeological sites within the project area of the proposed northern runway extension. All four sites were determined not eligible for the NRHP, and the State Historic Preservation Office concurred in a letter dated 8 June 2022 with a stipulation that NGB and the 127 WG continue to plan for the possibility of burials within the vicinity of site 20MB111, a former nineteenth century farmstead (and also 20MB182 at the runway's southern end CZ). Your Tribal Nation has already received a courtesy electronic copy of the Brockington and Associates 2021 report from NGB via a DoD SAFE Link. If you have any questions, please contact Mr. Rocco de Gregory, ANG Cultural Resources Program Manager. His contact information is located below.

There are no known architectural historic properties located within the 65 dB DNL or greater noise contours located outside of the Selfridge ANGB boundary (National Park Service 2024).

Conclusion

As part of our consultation efforts, we respectfully request your assistance in identifying the following:

- traditional resources that may be located within the updated APE;
- historic properties in the APE of which we may not be aware; and/or
- your Tribe's interest in participating in additional consultation.

If you request additional consultation, the NGB and Selfridge ANGB will work with your office to adopt procedures that will meet your Tribe's needs and requirements for continued consultation.

In order for DAF and the NGB to move this EA forward in a timely matter as the lead federal agencies, we request that you provide comments to this invitation within thirty (30) days

of receipt. In addition to your office, NGB is consulting with other federally recognized Tribal Nations who may have cultural and/or historical interests in the project area. We look forward to coordinating this EA with you, and please send comments to Rocco de Gregory, Cultural Resources Program Manager, NGB /A4VN, ATTN: Selfridge Runway Encroachment Solution EA, 3501 Fetchet Avenue, Joint Base Andrews MD 20762-5157 or by email at ngb.cca4f.nepacommentsorg@us.af.mil with the subject titled as ATTN: Selfridge Runway Encroachment Solution EA. Thank you for your assistance.

Sincerely,

Matthew G. Brancato, Brigadier General, MI ANG
Commander

Attachments (4):
1. Selfridge ANGB Regional Location Map
2. Proposed Runway Encroachment Solution Project List
3. Proposed Runway Encroachment Solution Project Maps
4. References Cited

NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

August 22, 2025

Rocco de Gregory
Air National Guard Readiness Center, NGB/A4VN
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Ryan Schumaker
State Historic Preservation Officer
Michigan State Historic Preservation Office
300 North Washington Square
Lansing, MI 48913

Re: Selfridge Air National Guard Base Runway Encroachment Solution Project

Dear Mr. Schumaker,

The National Guard Bureau (NGB) is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan (**Attachment 1**) to the north. The proposed Selfridge ANGB Runway Encroachment Solution Project includes eleven (11) unique projects (**Attachments 2 and 3**) identified to address critical safety concerns, improve airfield operational efficiency, and ensure airfield and mission requirements are met in accordance with Department of the Air Force (DAF) instructions and standards. The DAF and the NGB are the lead federal agencies for the proposed undertaking and are currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate potential environmental effects associated with the proposed federal action alternatives.

Scoping was initiated for this project in the fall of 2024 and this letter serves as an addendum to the initial scoping letter dated October 11, 2024. An additional letter and Section 106 Package (ER25-968) was submitted on June 27, 2025, outlining proposed survey methods to identify cultural resources in the proposed project area. As the project has evolved through continued design development and planning meetings, several project updates have been made, including:

- the Clear Zone (CZ) and associated runway infrastructure projects, including realignment of Rosso Highway, have shifted approximately 200 feet to the north resulting in an expanded project footprint and increased impervious surfaces,
- additional restrictive use easements and/or property acquisition parcels are being established along the proposed construction footprint of Rosso Highway,
- additional wetland delineations have been conducted to assess potential impacts to wetlands along the proposed construction footprint of Rosso Highway, and

- an increase in the size of the Area of Potential Effects (APE) has been established for cultural and tribal resources.

Please note that the exact location of the CZ and associated runway infrastructure may shift as the design phase continues to advance, dependent upon required safety concerns and mission requirements.

Need and Purpose

The need and purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern CZ and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. All proposed construction projects would be implemented as summarized in the Proposed Action project list (**Attachment 2**) and shown in the figures in **Attachment 3.** No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed for this project undertaking.

The NGB has determined that the proposed Federal action is an undertaking defined in 36 Code of Federal Regulations (CFR) Section 800.16(y) and has the potential to cause effects on historic properties. As such, NGB is initiating consultation under Section 106 of the National Historic Preservation Act (NHPA), as amended. This letter also serves to define the APE for the proposed undertaking.

Area of Potential Effects (36 CFR Section 800.4(a)(1))

An APE is defined in 36 CFR Section 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The NGB has reviewed the undertaking and defined the APE for the proposed undertaking as the areas of proposed ground disturbance, staging areas, and areas affected by noise levels of 65 decibels (dB) Day-Night Average Sound Level (DNL) and greater from the aircraft operations. Where present, operations are evaluated for their potential to affect historic properties where noise could adversely impact them.

Identification of Historic Properties (36 CFR Section 800.4(b))

The NGB and 127th Wing (127 WG) at Selfridge ANGB conducted cultural resource surveys for the installation in 1995 (Thomas and Associates), 2002 (Parsons Infrastructure & Technologies Group, Inc.), 2017 (EA Engineering, Science, and Technology, Inc.), and 2020–2021 (Brockington and Associates). The surveys have identified two historic districts at Selfridge ANGB, the 1930s era cantonment district and the officer's housing district. As of the

latest 2020–2021 survey, no archaeological sites within the jurisdictional boundary of Selfridge ANGB are determined eligible for listing in the National Register of Historic Places (NRHP).

Oral histories gathered during previous field investigations and background literature reviews for Selfridge ANGB have pointed to the possibility of unmarked burials within the runway's northern and southern CZs. These oral accounts have never been verified, but NGB and the 127 WG continue to consider the possibility of burials when planning projects at the two locations.

Due to Site 20MB111 being within the APE of the northern runway extension, NGB and the 127 WG are continuing to plan for ways to minimize impacts to what may be an unmarked cemetery. As noted within the 2021 Phase II survey, 20MB111 is scattered with household and architectural debris, which could affect the viability of using ground penetrating radar for the identification of intact burials. Because of this, NGB and the 127 WG are currently studying the feasibility of archaeological monitoring for ground disturbing actions at the proposed northern runway project site.

The 2021 cultural resource Phase II survey (Brockington and Associates) conducted investigation and evaluation of four archaeological sites within the project area of the proposed northern runway extension. All four sites were determined not eligible for the NRHP, and your office concurred in a letter dated 8 June 2022 with a stipulation that NGB and the 127 WG continue to plan for the possibility of burials within the vicinity of site 20MB111, a former nineteenth century farmstead (and also 20MB182 at the runway's southern end CZ). Currently, NGB is coordinating survey methodologies for archaeological surveys for areas that have not previously been surveyed and area around site 20MB111.

There are no known architectural historic properties located within the 65 dB DNL or greater noise contours located outside of the Selfridge ANGB boundary (National Park Service 2024).

Conclusion

The NGB and 127 WG would like to extend an invitation to your office for continued consultation for the proposed Selfridge ANGB Runway Encroachment Solution EA. In order for DAF and the NGB to move this EA forward in a timely matter as the lead federal agencies, we request that you provide comments to this invitation within thirty (30) days of receipt. In addition to your office, NGB is consulting with federally recognized Tribal Nations who may have cultural and/or historical interests in the project area.

We look forward to coordinating this EA with you, and please send comments to me, Rocco de Gregory, Cultural Resources Program Manager, NGB/A4VN, ATTN: Selfridge Runway Encroachment Solution EA, 3501 Fetchet Avenue, Joint Base Andrews MD 20762-5157 or by email at ngb.cca4f.nepacommentsorg@us.af.mil with the subject titled as ATTN: Selfridge Runway Encroachment Solution EA. Thank you for your assistance.

Sincerely

Rocco de Gregory
Cultural Resources Program Manager
NGB /A4VN

Attachments (4):
1. Selfridge ANGB Regional Location Map
2. Proposed Runway Encroachment Solution Project List
3. Proposed Runway Encroachment Solution Project Maps
4. References Cited

Attachment 1 - Selfridge ANGB Regional Location Map

Attachment 2 - Proposed Construction Projects for the Selfridge ANGB Runway Encroachment Solution Project (Alternative 1 and Alternative 2)

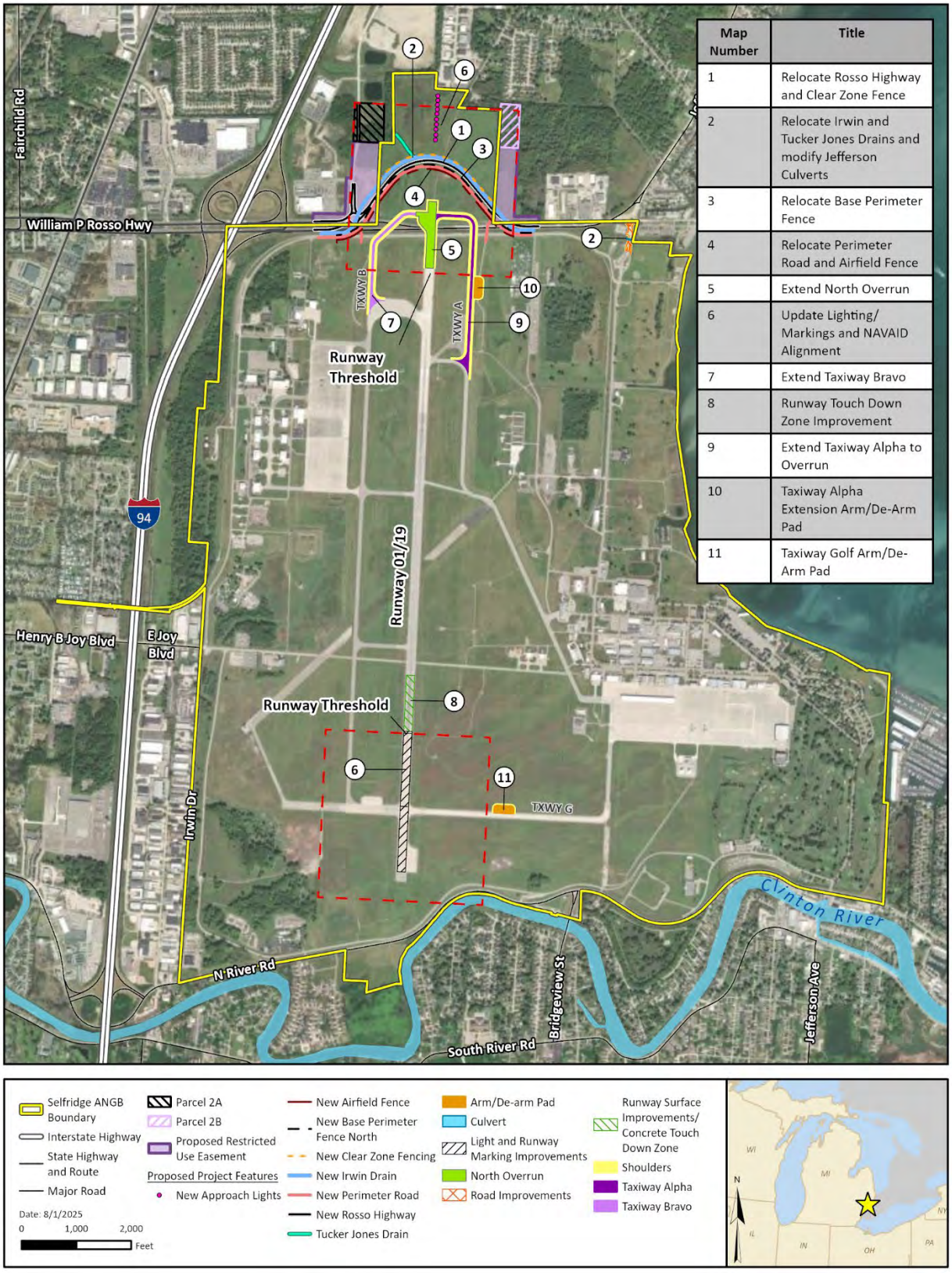
Project No.	*Project Title/1391 No.*	*Project Description*	*Construction Start*	*Project Impact Area*
1	Relocate Rosso Highway and Clear Zone Fence (VGLZ2395XX)	Rosso Highway and the Clear Zone fencing would be realigned to the north to accommodate the new overrun. Demolition would include 44,332 SF of the existing Rosso Highway asphalt.	2026	Rosso Highway 300,000 SF Clear Zone Fence 33,000 SF
2	Relocate Irwin and Tucker Jones Drains (VGLZ239502) and modify Jefferson Culverts	Irwin Drain would be relocated to follow the new alignment of Rosso Highway; the new drainageway would be made of rip/rap and concrete. Tucker Jones Drain would be truncated to tie into Irwin Drain through a culvert under Rosso Highway; the new drainageway would consist of rip/rap and concrete. Jefferson Culverts would be updated to accommodate increased drainage capacity and resolve existing flooding concerns. Existing twin culverts would be replaced with a concrete box culvert. The upstream channel bottom will be dredged and lowered to meet the new culvert. The roadway above the culvert will need to be raised to accommodate the height of the new culvert. Demolition would include 900 LF of concrete/rip-rap associated with the existing Irwin Drain.	2026	Irwin Drain 5,000 LF Tucker Jones Drain 500 LF Jefferson Culverts 2,000 SF
3	Relocate Base Perimeter Fence (VGLZ239503)	The Base Perimeter Fence would be relocated to follow the new alignment of Rosso Highway.	2026	40,000 SF
4	Relocate Perimeter Road and Airfield Fence (VLGZ239504)	Perimeter Road would be relocated to the north to accommodate the new overrun. The Airfield Fence would be installed south of the new perimeter road. Demolition would include 17,850 SF of the existing Perimeter Road asphalt.	2026	Perimeter Road 130,000 SF Airfield Fence 40,000 SF
5	Extend North Overrun (VGLZ239505)	A new 1,200-foot overrun would be constructed north of the current overrun and include 25-foot paved shoulders. The first 1,000 feet will be full strength pavement and the most northern 200 feet of the overrun would be non-stressed pavement. Demolition would include 26,300 SF of concrete.	2026	190,000 SF runway/ overrun pavement

Project No.	*Project Title/1391 No.*	*Project Description*	*Construction Start*	*Project Impact Area*
6	Update Lighting/Markings and NAVAID Alignment (VGLZ239513)	All applicable lighting and markings would be updated, and navigational aid alignment would be updated per UFC to accommodate the runway shift to the north. Additionally, the existing portion of the runway on the south end would require updated lighting and markings to allow aircraft operations at night and during IMC.	2026	4,000 LF
7	Extend Taxiway Bravo (VGLZ239508)	Taxiway Bravo would be extended to the north to connect to the west side of the overrun and include 25-foot paved shoulders. Demolition would include 17,000 SF of concrete.	2026	285,000 SF
8	Runway Touchdown Zone Improvement (New Project – No 1391)	The new touchdown zone for Runway 01 is currently asphalt and would need to be replaced with concrete to support the landing weight of aircraft. Demolition would include 191,000 SF of paved asphalt.	2026	191,000 SF
9 (Alt 1 only)	Extend Taxiway Alpha to the End of the Overrun	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the northern end of the overrun.	2034	640,000 SF
9 (Alt 2 only)	Extend Taxiway Alpha to Runway Threshold (VGLZ239509)	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the runway threshold.	2034	320,000 SF
10	Taxiway Alpha Extension Arm/De-Arm Pad (New Project – No 1391)	A new arm/de-arm pad to include 25-foot paved shoulders would be constructed. The hammerhead would be constructed on the Taxiway Alpha extension to provide arm/de-arm capabilities on the north and east side of the runway. The hammerhead would be constructed in different places under Alternative 1 and 2 to align with the construction of Taxiway Alpha. Demolition would include 1,700 SF of concrete.	2034	64,000 SF
11	Taxiway Golf Arm/De-Arm Pad (VGLZ239511)	A new arm/de-arm pad to include 25-foot shoulders would be constructed on Taxiway Golf to provide arm/de-arm capabilities on the south and east side of the runway. Demolition would include 11,400 SF of concrete.	2034	64,000 SF

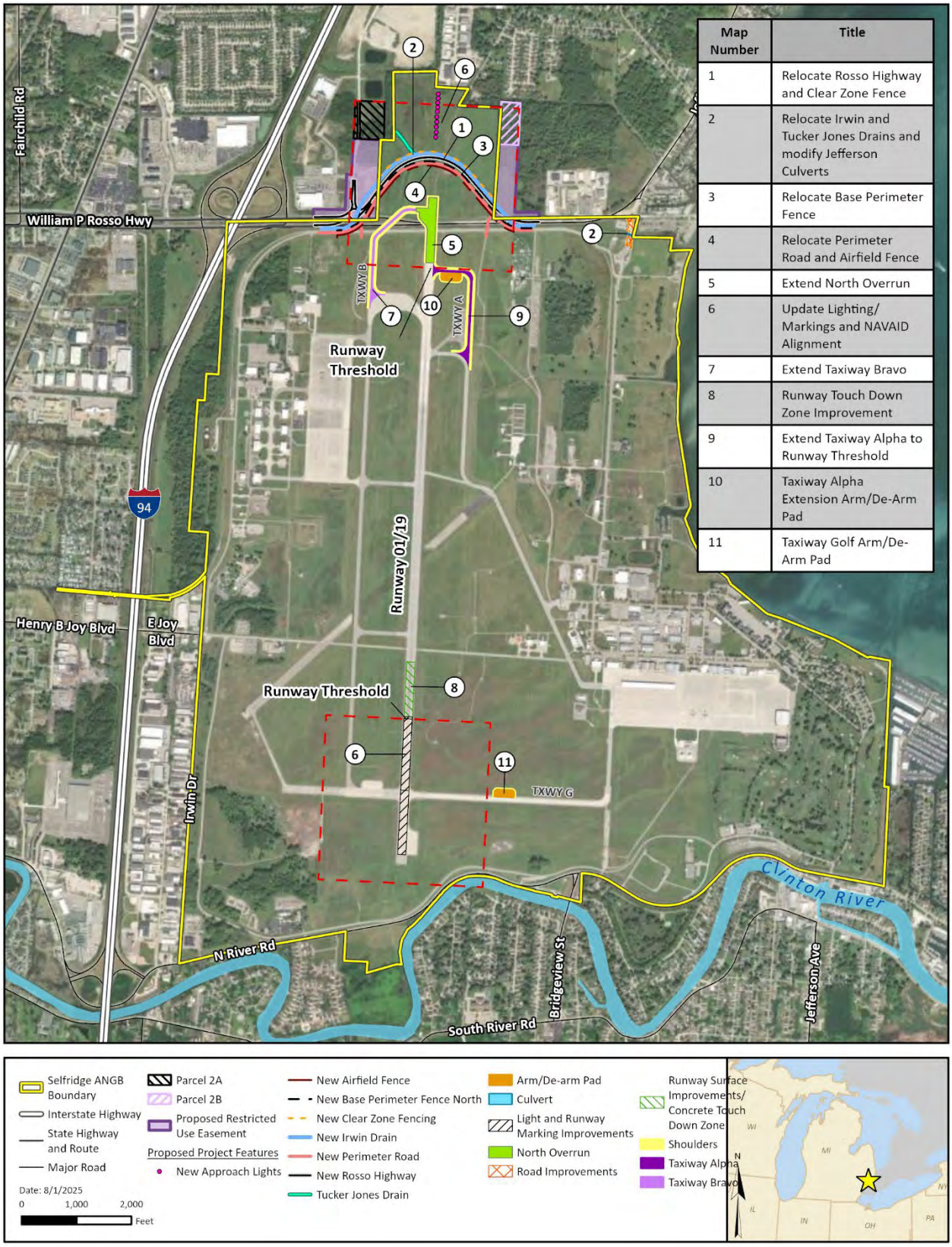
Notes: A 4-foot buffer was used to identify potential temporary construction impacts associated with the construction of fences; a 6-foot buffer was used to identify potential temporary construction impacts associated with the construction of roadways. Fencing was not assumed to result in any appreciable permanent impervious surfaces.

Legend: IMC = Instrument Meteorological Conditions; LF = linear feet; N/A = Not Applicable; SF = square feet; TBD = To Be Determined; NAVAID = Navigation Aid; UFC = Unified Facilities Criteria.

Attachment 3 - Proposed Runway Encroachment Solution Alternatives



Alternative 1



Alternative 2

Attachment 4 – References Cited

Brockington Cultural Resources Consulting. 2021. Evaluation and Phase II Testing of Ten Archaeological Sites at Selfridge Air National Guard Base, Macomb County, Michigan. Prepared for National Guard Bureau. November.

EA Engineering, Science, and Technology, Inc. 2017. Final: Michigan Air National Guard Cultural Resources Survey Selfridge Air National Guard Base. Report submitted to the Air National Guard, Headquarters ANG, Joint Base Andrews, Maryland. Prepared by EA Engineering, Science, and Technology, Inc., PBC, Greenwood Village, Colorado.

National Park Service. 2024. National Register of Historic Places Spatial Data. Last updated 19 April 2024.

Parsons Infrastructure & Technologies Group, Inc. 2002. Archaeological Assessment-U.S. Army Garrison-Selfridge, Selfridge Air National Guard Base. Prepared for U.S. Army Garrison, Selfridge, Michigan.

Thomas and Associates Preservation Planners. 1995. Intensive Survey of Historic Properties Naval Air Facility Detroit, Harrison Township, Macomb County, Michigan. Report submitted to Department of the Navy, Southern Division, Naval Engineering Command, Charleston, South Carolina. Prepared by Thomason & Associates Preservation Planners, Nashville, Tennessee.

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

16 March 2026

Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Ms. Paula Carrick
Tribal Historic Preservation Officer
Bay Mills Indian Community
12140 West Lakeshore Drive
Brimley, MI 49715

Dear Ms. Carrick

The National Guard Bureau (NGB) has prepared a Draft Environmental Assessment (EA), Proposed Finding of No Significant Impact (FONSI), and Finding of No Practicable Alternative (FONPA) evaluating the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan, to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. The Department of the Air Force (DAF) and the NGB are the lead agencies for the Proposed Action. The Draft EA was prepared in accordance with National Environmental Policy Act (NEPA) (42 United States Code [USC] Sections 4321–4374) and 32 Code of Federal Regulations (CFR) part 989 et seq., *Environmental Impact Analysis Process* (EIAP). The NGB is the lead agency for the Proposed Action and is responsible for the scope and content of the EA.

The purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern clear zone (CZ) and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway approximately 1,000 feet to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed under the Proposed Action or alternatives.

Scoping was initiated for this project in the fall of 2024 and an addendum letter to the initial scoping letter was sent in the summer of 2025. An additional letter was mailed on May 13,

2025, outlining proposed survey methods to identify cultural resources in the proposed project area.

The NGB and Selfridge ANGB have conducted a Phase I archaeological survey of approximately 4 hectares (10 acres) of previously unsurveyed areas outside of the current Selfridge ANGB boundary. The survey area was divided into two parcels, one along the eastern boundary (eastern survey area) of the Selfridge ANGB and one along the western boundary (western survey area). No intact cultural deposits or cultural materials were identified during the Phase I archaeological survey for those portions of the project area located outside of the Selfridge ANGB property boundary to the west and east that had not been previously surveyed and that coincide with the current Project footprints.

A Phase I archaeological survey was also completed to identify and delineate previously recorded site 20MB18 that falls within the project footprint. A total of 53 shovel test pits (STPs) were excavated within the vicinity of 20MB18, 25 of which were positive for historic or modern cultural materials. Based on the survey results, site 20MB18 is larger than was originally mapped in 1960 and represents a twentieth-century farmstead. The site's structures have been demolished, and the site has been disturbed to an unknown degree. The site retains little integrity and/or potential to yield additional information important to our understanding of history in the area. Thus, site 20MB18 is recommended not eligible for the National Register of Historic Places and no additional work is recommended. Your office will receive the technical report describing these surveys in early 2026. The initial survey results are included in the Draft EA.

Additionally, as you are aware, we are moving forward with a Programmatic Agreement that includes the Human Remains Detection (HRD) dog survey located between previously recorded sites 20MB111 and 20MB18. The HRD dog survey will be conducted to identify potential subsurface human skeletal remains and/or burial locations within the project area. The HRD dog survey will occur in the spring of 2026, once the snow is melted and the ground is not frozen.

Executive Order 12372, *Intergovernmental Review of Federal Programs*, requires federal agencies to solicit federal agency as well as state and local government participation in the NEPA process. The public is invited to review and make comments on the Draft EA and proposed FONSI/FONPA, which is available online at: https://www.127wg.ang.af.mil/Home/Energy-and-Environment.

Comments must be received no later than April 15, 2026 for consideration in the Final EA. Please submit written comments to Rocco de Gregory, Cultural Resources Program Manager, NGB /A4VN, ATTN: Selfridge Runway Encroachment Solution EA, 3501 Fetchet Avenue, Joint Base Andrews MD 20762-5157 or by email at NGB.CCA4F.NEPACOMMENTSOrg@us.af.mil with the subject titled as ATTN: Selfridge Runway Encroachment Solution EA.

Sincerely

LEAH V. VOELKER, Brigadier General, MIANG
Commander

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

16 March 2026

Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Ms. Whitney Gravelle
President
Bay Mills Indian Community
12140 West Lakeshore Drive
Brimley, MI 49715

Dear Ms. Gravelle

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Sincerely

LEAH V. VOELKER, Brigadier General, MIANG
Commander

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16 March 2026

Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Ms. Jane TenEyck
Executive Director
Chippewa Ottawa Resource Authority
179 West Three Mile Rd
Saulte Ste. Marie, MI 49783

Dear Ms. TenEyck

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Sincerely

LEAH V. VOELKER, Brigadier General, MIANG
Commander

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

16 March 2026

Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairman James Crawford
Forest County Potawatomi Community of Wisconsin
5416 Everybodys Rd
Crandon, WI 54520

Dear Chairman Crawford

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LEAH V. VOELKER, Brigadier General, MIANG
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16 March 2026

Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Mr. Luke Heider
Tribal Historic Preservation Officer
Forest County Potawatomi Community of Wisconsin
P.O. Box 340
Crandon, WI 54520

Dear Mr. Heider

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Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairwoman Sandra Witherspoon
Grand Traverse Band of Ottawa and Chippewa Indians
2605 N. West Bay Shore Drive
Peshawbestown, MI 49682

Dear Chairwoman Witherspoon

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Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairperson Kenneth Meshiguad
Hannahville Potawatomi Indian Community
14911 N Hannahville B-1 Rd
Wilson, MI 49896

Dear Chairperson Meshiguad

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Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Mr. Alden Connor
Tribal Historic Preservation Officer
Keweenaw Bay Indian Community
16429 Beartown Road
Baraga, MI 49908

Dear Mr, Connor

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Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
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President Robert Curtis Jr.
Keweenaw Bay Indian Community
16429 Beartown Road
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Sincerely

LEAH V. VOELKER, Brigadier General, MIANG
Commander

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

16 March 2026

Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

President John Johnson, Sr.
Lac du Flambeau Band
of Lake Superior - Chippewa Indians of the Lac du Flambeau
P.O. Box 67
Lac du Flambeau, WI 54538

Dear President Johnson, Sr.

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LEAH V. VOELKER, Brigadier General, MIANG
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Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Ms. Sarah Thompson
Tribal Historic Preservation Officer
Lac du Flambeau Band
of Lake Superior - Chippewa Indians of the Lac du Flambeau
P.O. Box 67
Lac du Flambeau, WI 54538

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LEAH V. VOELKER, Brigadier General, MIANG
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16 March 2026

Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairman James Williams Jr.
Lac Vieux Desert Band of Lake Superior Chippewa Indians
P.O. Box 249
Watersmeet, MI 49969

Dear Chairman Williams Jr.

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Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Ms. Alina Shively
Tribal Historic Preservation Officer
Lac Vieux Desert Band of Lake Superior Chippewa Indians
P.O. Box 249
Watersmeet, MI 49969

Dear Ms. Shively

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Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
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Omega Larry Romanelli
Little River Band of Ottawa Indians
2608 Government Center Drive
Manistee, MI 49660

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Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
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Mr. Jay Sam
Tribal Historic Preservation Officer
Little River Band of Ottawa Indians
2608 Government Center Drive
Manistee, MI 49660

Dear Mr. Sam

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127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairperson Regina Gasco
Little Traverse Bay Bands of Odawa Indians
7500 Odawa Circle
Harbor Springs, MI 49740

Dear Chairperson Gasco

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Sincerely

LEAH V. VOELKER, Brigadier General, MIANG
Commander

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

16 March 2026

Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Ms. Melissa Wiatrolik
Tribal Historic Preservation Officer
Little Traverse Bay Bands of Odawa Indians
7500 Odawa Circle
Harbor Springs, MI 49740

Dear Ms. Wiatrolik

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LEAH V. VOELKER, Brigadier General, MIANG
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16 March 2026

Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairwoman Gena Kakkak
Menominee Indian Tribe of Wisconsin
W2908 Tribal Office Loop
Keshena, WI 54135

Dear Chairwoman Kakkak

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Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Mr. David Grignon
Tribal Historic Preservation Officer
Menominee Indian Tribe of Wisconsin
P.O. Box 910
Keshena, WI 54135

Dear Mr. Grignon

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Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
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Chief Douglas Lankford
Miami Tribe of Oklahoma
3410 P St
Miami, OK 74354

Dear Chief Lankford

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Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Mr. Logan York
Tribal Historic Preservation Officer
Miami Tribe of Oklahoma
P.O. Box 1326
Miami, OK 74355

Dear Mr. York

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Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairperson Dorrie Rios
Notawaseppi Huron Band of the Potawatomi
1485 Mno-Bmadzewen Way
Fulton, MI 49052

Dear Chairperson Rios

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Sincerely

LEAH V. VOELKER, Brigadier General, MIANG
Commander

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

16 March 2026

Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Onyleen Zapata
Tribal Historic Preservation Officer
Notawaseppi Huron Band of the Potawatomi
1485 Mno-Bmadzewen Way
Fulton, MI 49052

Dear Onyleen Zapata

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LEAH V. VOELKER, Brigadier General, MIANG
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16 March 2026

Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chairperson Matthew Wesaw
Pokagon Band of Potawatomi Indians
P.O. Box 180
Dowagiac, MI 49047

Dear Chairperson Wesaw

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LEAH V. VOELKER, Brigadier General, MIANG
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16 March 2026

Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Mr. Matthew Bussler
Tribal Historic Preservation Officer
Pokagon Band of Potawatomi Indians
P.O. Box 180
Dowagiac, MI 49047

Dear Mr. Bussler

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Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chief Tim Davis
Saginaw Chippewa Indian Tribe
7500 Soaring Eagle Blvd
Mt Pleasant, MI 48858

Dear Chief Davis

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16 March 2026

Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Ms. Marcella Hadden
Tribal Historic Preservation Officer
Saginaw Chippewa Indian Tribe
6650 E. Broadway
Mt Pleasant, MI 48858

Dear Ms. Hadden

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Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Ms. Emma Donmyer
Repatriation and Historic Preservation Specialist
Sault Ste. Marie Tribe of Chippewa Indians
2 Ice Circle Chi Mukwa
Sault Ste. Marie, MI 49783

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Chairperson Austin Lowes
Sault Ste. Marie Tribe of Chippewa Indians
523 Ashmun Street
Sault Ste. Marie, MI 49783

Dear Chairperson Lowes

The National Guard Bureau (NGB) has prepared a Draft Environmental Assessment (EA), Proposed Finding of No Significant Impact (FONSI), and Finding of No Practicable Alternative (FONPA) evaluating the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan, to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. The Department of the Air Force (DAF) and the NGB are the lead agencies for the Proposed Action. The Draft EA was prepared in accordance with National Environmental Policy Act (NEPA) (42 United States Code [USC] Sections 4321–4374) and 32 Code of Federal Regulations (CFR) part 989 et seq., *Environmental Impact Analysis Process* (EIAP). The NGB is the lead agency for the Proposed Action and is responsible for the scope and content of the EA.

The purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern clear zone (CZ) and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway approximately 1,000 feet to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed under the Proposed Action or alternatives.

Scoping was initiated for this project in the fall of 2024 and an addendum letter to the initial scoping letter was sent in the summer of 2025. An additional letter was mailed on May 13, 2025, outlining proposed survey methods to identify cultural resources in the proposed project area.

The NGB and Selfridge ANGB have conducted a Phase I archaeological survey of approximately 4 hectares (10 acres) of previously unsurveyed areas outside of the current Selfridge ANGB boundary. The survey area was divided into two parcels, one along the eastern boundary (eastern survey area) of the Selfridge ANGB and one along the western boundary (western survey area). No intact cultural deposits or cultural materials were identified during the Phase I archaeological survey for those portions of the project area located outside of the Selfridge ANGB property boundary to the west and east that had not been previously surveyed and that coincide with the current Project footprints.

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Additionally, as you are aware, we are moving forward with a Programmatic Agreement that includes the Human Remains Detection (HRD) dog survey located between previously recorded sites 20MB111 and 20MB18. The HRD dog survey will be conducted to identify potential subsurface human skeletal remains and/or burial locations within the project area. The HRD dog survey will occur in the spring of 2026, once the snow is melted and the ground is not frozen.

Executive Order 12372, *Intergovernmental Review of Federal Programs*, requires federal agencies to solicit federal agency as well as state and local government participation in the NEPA process. The public is invited to review and make comments on the Draft EA and proposed FONSI/FONPA, which is available online at: https://www.127wg.ang.af.mil/Home/Energy-and-Environment.

Comments must be received no later than April 15, 2026 for consideration in the Final EA. Please submit written comments to Rocco de Gregory, Cultural Resources Program Manager, NGB /A4VN, ATTN: Selfridge Runway Encroachment Solution EA, 3501 Fetchet Avenue, Joint Base Andrews MD 20762-5157 or by email at NGB.CCA4F.NEPACOMMENTSOrg@us.af.mil with the subject titled as ATTN: Selfridge Runway Encroachment Solution EA.

Sincerely

LEAH V. VOELKER, Brigadier General, MIANG
Commander

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

16 March 2026

Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Mr. William Tarrant
Tribal Historic Preservation Officer
Seneca-Cayuga Nation
P.O. Box 453220
Grove, OK 74345

Dear Mr. Tarrant

The National Guard Bureau (NGB) has prepared a Draft Environmental Assessment (EA), Proposed Finding of No Significant Impact (FONSI), and Finding of No Practicable Alternative (FONPA) evaluating the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan, to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. The Department of the Air Force (DAF) and the NGB are the lead agencies for the Proposed Action. The Draft EA was prepared in accordance with National Environmental Policy Act (NEPA) (42 United States Code [USC] Sections 4321–4374) and 32 Code of Federal Regulations (CFR) part 989 et seq., *Environmental Impact Analysis Process* (EIAP). The NGB is the lead agency for the Proposed Action and is responsible for the scope and content of the EA.

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Sincerely

LEAH V. VOELKER, Brigadier General, MIANG
Commander

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

16 March 2026

Brigadier General Leah V. Voelker
Commander
127 Wing
29553 George Ave., Bldg. 303
Selfridge Air National Guard Base, MI 48045

Chief Charles Diebold
Seneca-Cayuga Nation
23701 South 655 Rd
Grove, OK 74344

Dear Chief Diebold

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Sincerely

LEAH V. VOELKER, Brigadier General, MIANG
Commander

NATIONAL GUARD BUREAU
3501 FETCHET AVENUE
JOINT BASE ANDREWS 20762-5157

16 March 2026

Rocco de Gregory
Air National Guard Readiness Center, NGB/A4VN
3501 Fetchet Ave
Joint Base Andrews MD 20762-5157

Mr. Ryan Schumaker
State Historic Preservation Officer
Michigan State Historic Preservation Office
300 North Washington Square
Lansing, MI 48913

SUBJECT: ER25-968 Proposed Runway Encroachment Solution Project at Selfridge Air National Guard Base, Macomb County, Michigan

Dear Mr. Shumaker

The National Guard Bureau (NGB) has prepared a Draft Environmental Assessment (EA), Proposed Finding of No Significant Impact (FONSI), and Finding of No Practicable Alternative (FONPA) evaluating the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan, to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. The Department of the Air Force (DAF) and the NGB are the lead agencies for the Proposed Action. The Draft EA was prepared in accordance with National Environmental Policy Act (NEPA) (42 United States Code [USC] Sections 4321–4374) and 32 Code of Federal Regulations (CFR) part 989 et seq., *Environmental Impact Analysis Process* (EIAP). The NGB is the lead agency for the Proposed Action and is responsible for the scope and content of the EA.

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Scoping was initiated for this project in the fall of 2024 and an addendum letter to the initial scoping letter was sent in the summer of 2025. An additional letter and Section 106

Package (ER25-968) was submitted on June 27, 2025, outlining proposed survey methods to identify cultural resources in the proposed project area.

The NGB and Selfridge ANGB have conducted a Phase I archaeological survey of approximately 4 hectares (10 acres) of previously unsurveyed areas outside of the current Selfridge ANGB boundary. The survey area was divided into two parcels, one along the eastern boundary (eastern survey area) of the Selfridge ANGB and one along the western boundary (western survey area). No intact cultural deposits or cultural materials were identified during the Phase I archaeological survey for those portions of the project area located outside of the Selfridge ANGB property boundary to the west and east that had not been previously surveyed and that coincide with the current Project footprints.

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Sincerely,

Rocco de Gregory
Cultural Resources Program Manager
NGB /A4VN

GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
MICHIGAN STRATEGIC FUND
STATE HISTORIC PRESERVATION OFFICE

QUENTIN L. MESSER, JR.
PRESIDENT

April 29, 2026

RYAN A KRISTOF, PE, COLONEL, MIANG
A7/ENGINEERING DIRECTOR
MICHIGAN AIR NATIONAL GUARD
3411 N. MARTIN LUTHER KING JR BLVD -SUITE 206
LANSING MI 48906

RE: **ER25-968** Selfridge Air National Guard Base Runway Encroachment Solution Project, Chesterfield and Harrison Townships, Macomb County (ANGB)

Dear Col. Ryan Kristof:

Thank you for submitting the information that we requested in our March 2, 2026 letter. Our current review included a well-prepared faunal analysis report for Site 20MB18 by Anne Lee of Stantec Consulting Services, Inc. (Stantec), 2026. We concur that Site 20MB18 is not eligible for listing in the National Register of Historic Places and would not contribute to the eligibility of Selfridge ANGB. We also concur with the results of the most recent archaeological survey conducted by Stantec (2025) for the Runway Encroachment Solution Project.

Based on the results of the current archaeological survey and the previous survey in 2022 (ER22-733), it is evident that the previously recorded sites within the runway expansion area to the north of M-59 are not eligible for listing in the National Register, respectively or as a group. The sites (Sites 20MB18, 20MB76, 220MB110, *20MB111, 20MB118, 20MB126, 20MB186, 20MB198, and 20MB199) would also not contribute to the eligibility of Selfridge ANGB. We concur with the finding that no further archaeological work is required for the Area of Potential Effect (APE), aside from any potential fieldwork that would relate to the recent Human Remains Detection (HRD) dog survey alerts at Site 20MB111.

It is our understanding that next steps with respect to Site 20MB111 and the HRD dog alerts from March 30, 2026, will occur in consultation between the ANGB and Consulting Party Tribes.

Based on the results of the archaeological survey conducted by Stantec (2025), the State Historic Preservation Officer (SHPO) concurs with ANGB that the Runway Encroachment Solution Project, as currently proposed, will have **no adverse effect** [36 CFR § 800.5(b)] on historic properties within the APE for the above-cited undertaking. Tribal Historic Preservation Officers may have a different or more nuanced understanding of the APE than the State Historic Preservation Office.

This letter evidences ANGB's compliance with 36 CFR § 800.4 "Identification of historic properties" and 36 CFR § 800.5 "Assessment of adverse effects," and the fulfillment of ANGB's responsibility to notify the SHPO, as a consulting party in the Section 106 process, under 36 CFR § 800.5(c) "Consulting party review." If the scope of work changes, please notify this office. In the event that human remains or archaeological material are encountered during construction activities related to the above-cited undertaking, work halt, and the Michigan SHPO and other appropriate authorities must be contacted.

The NHPA requires that federal agencies consult with any Native American Tribes who attach religious and cultural significance to historic properties that may be affected by the agency's undertakings per 36 CFR § 800.2(c)(2)(ii). Federal agency officials are also required to involve the public in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties per 36 CFR § 800.2(d)

Archaeological site data is confidential, including location, character, and ownership. To the extent consistent with the NHPA Section 304 (54 U.S.C. § 300310), and the Archaeological Resources Protection Act of 1979, as amended, Section 9(a), archaeological data related to proposed undertakings should be treated as confidential. Archaeological site information should not be shared or disseminated to the public. This includes restricting access and/or redacting archaeological data from websites, reports (including mapping and the cultural resources assessment prepared for the proposed undertaking), and all environmental review documents. Additionally, archaeological site locations are confidential and exempt from public disclosure under the Michigan Freedom of Information Act, MCL 15.231(1)(o).

For questions, please contact Scott Slagor, Cultural Resource Protection Manager (517-285-5120; slagors2@michigan.gov) and Amy Krull, Federal Projects Archaeologist (517-285-4211; krulla@michigan.gov). Please reference our project number in all communication with this office (ER25-968). Thank you.

Sincerely,

RMS:SES:AK

Copy: THPO Luke Heider, Forest County Potawatomi, luke.heider@fcp-nsn.gov
Lakota Hobia, Match-E-Be-Nash-She-Wish Band of Pottawatomi, lakota.hobia@glt-nsn.gov
Kaila Akina, Match-E-Be-Nash-She-Wish Band of Pottawatomi, kaila.akina@glt-nsn.gov
Josiah Meyers, MI DTMB, MeyersJ11@michigan.gov
Mark Barron, mark.barron.2.ctr@us.af.mil
Rocco de Gregory, joseph.de_gregory@us.af.mil
Vanessa Williford, Stantec, Vanessa.Williford@cardno-gs.com
Isla Nelson, Stantec, Isla.Nelson@cardno-gs.com
Martin Menz, Stantec, martin.menz@stantec.com

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28 April 2026

J. Rocco de Gregory, RPA
Cultural Resources Program Manager
Air National Guard Readiness Center
3501 Fetchet Avenue
Joint Base Andrews MD 20762-5157

Paula Carrick
Tribal Historic Preservation Officer
Bay Mills Indian Community, Michigan
12140 West Lakeshore Drive
Brimley, MI, 49715

Dear Ms. Carrick,

The Air National Guard (ANG) and the 127th Wing (127 WG) are writing to continue consultation regarding the Runway Encroachment Solution Project and its associated Environmental Impact Statement (EIS) at Selfridge Air National Guard Base (SANGB). As a follow-up to previous communications with your office since the start of this project in October of 2024, this letter provides a significant update on recent findings at archaeological Site [redacted] and outlines our proposed path forward for handling anticipated discoveries of human remains.

Summary of Previous and Recent Investigations

Site [redacted] has a long history of investigation, beginning with a 1960 Wayne State University (WSU) survey that first recorded the site and noted local information suggesting the presence of possible burials (Attachment 1). Subsequent, more comprehensive archaeological investigations have determined the site is predominantly a 19th and 20th-century occupation associated with former homesteads, though a small precontact component has been identified (Attachment 2). Over the decades, the site has experienced considerable ground disturbance, starting shortly after the initial 1960 survey when the [redacted] was bulldozed. Its integrity was further compromised by major infrastructure projects, including [redacted] construction, the [redacted] and agricultural and maintenance activities.

In accordance with Section 106 of the National Historic Preservation Act (NHPA), and in response to the 1960 report, the ANG and 127 WG recently conducted a Human Remains Detection Dog (HRDD) survey to identify any potential unmarked burials (Attachment 3). The survey identified 13 locations indicating the scent of human decomposition. While these are not confirmed burials, they are treated as sensitive locations requiring further action.

Project Constraints and Proposed Archaeological Methodology

In planning for the construction activities, we have determined that we are unable to alter the project footprint to avoid these 13 locations due to strict federal regulations governing military airfields. Specifically, design mandates established in the Department of Defense Unified Facilities Criteria (UFC 3-260-01, Airfield and Heliport Planning and Design) dictate that the grassy safety areas and shoulders immediately adjacent to runways and taxiways must adhere to highly controlled grading and structural specifications. These standards require precise, gentle slopes to ensure proper water drainage while strictly prohibiting abrupt drop-offs, ditches, or uneven terrain that could cause catastrophic landing gear failure in the event of an aircraft excursion. Furthermore, these critical zones must remain completely obstacle-free and heavily compacted to support the massive weight of military aircraft and emergency response vehicles. Any shift in the construction footprint to avoid these locations would directly interfere with these mandated safety margins, creating an unacceptable risk to flight operations and violating DoD design criteria.

Therefore, any potential discovery of human remains is now considered an anticipated discovery. To address this, all 13 locations will be subject to controlled professional archaeological excavation *prior* to any construction activities. This ensures that these sensitive areas are handled with the appropriate care and respect before any ground disturbance for the project begins.

We have developed two distinct plans of action:

1. A plan to address non-indigenous remains in accordance with applicable state and federal laws.
2. A Native American Graves Protection and Repatriation Act Plan of Action (POA) that will be strictly followed if any remains are found to be of Indigenous origin. Our protocol ensures that if at any point during excavation or analysis it is indicated that the remains are those of an Indigenous person, all analysis will stop immediately, and the NAGPRA process will be initiated.

NAGPRA Plan of Action (POA) & Invitation for Further Consultation

We are developing the NAGPRA POA to establish clear, respectful protocols. We are currently working with Forest County Potawatomi, as they have responded to previous requests to consult on this project. However, we welcome and formally invite your Tribe's participation

and input in this process to ensure it is comprehensive and culturally appropriate. The draft POA currently stipulates that any remains, and associated objects will be housed in a secure location, with access strictly limited, until repatriation or reinterment can occur in consultation with the appropriate Tribes.

Request for Information and Clarification

To ensure we proceed with the utmost respect and with all available knowledge, we respectfully ask for your Tribe's input in the following:

1. Historical Knowledge: Does your Tribe have any oral history or records concerning Site [redacted] or potential burials in this specific area?
2. NAGPRA Protocols: Are there specific cultural considerations, handling protocols, or concerns your Tribe would like to see incorporated into the NAGPRA Plan of Action?
3. Future Involvement: Would your Tribe like to engage with us further on the development of the POA?

We value your guidance and look forward to your response. Please let us know if you require further documentation. Due to the time constraints associated with this project, I request your comments on this document by May 27, 2026. Thank you for your continued partnership. If you have any questions, please do not hesitate to contact me by email at joseph.de_gregory@us.af.mil or via phone 240-612-8541.

Sincerely,

J. Rocco de Gregory, RPA, GS-13 DAF
Cultural Resource Program Manager

3 Attachments:
1. Site [redacted] Location Maps
2. KYK9 Search and Reunite Search Report
3. Draft NAGPRA Plan of Action

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28 April 2026

J. Rocco de Gregory, RPA
Cultural Resources Program Manager
Air National Guard Readiness Center
3501 Fetchet Avenue
Joint Base Andrews MD 20762-5157

Dustin Meshigaud
Tribal Historic Preservation Officer
Hannahville Indian Community, Michigan
N14911 Hannahville B1 Road
Wilson, MI, 49896

Dear Mr. Meshigaud,

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J. Rocco de Gregory, RPA, GS-13 DAF
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JOINT BASE ANDREWS, MARYLAND 20762-5157

28 April 2026

J. Rocco de Gregory, RPA
Cultural Resources Program Manager
Air National Guard Readiness Center
3501 Fetchet Avenue
Joint Base Andrews MD 20762-5157

Alden Connor
Tribal Historic Preservation Officer
Keweenaw Bay Indian Community, Michigan
16429 Beartown Road
Baraga, MI, 49908

Dear Mr. Connor,

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J. Rocco de Gregory, RPA
Cultural Resources Program Manager
Air National Guard Readiness Center
3501 Fetchet Avenue
Joint Base Andrews MD 20762-5157

Alina Shively
Director
Lac Vieux Desert Band of Lake Superior Chippewa Indians of Michigan
PO Box 249
Watersmeet, MI, 49969

Dear Director Shively,

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3501 Fetchet Avenue
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Johnny Sam
Tribal Historic Preservation Officer
Little River Band of Ottawa Indians, Michigan
2608 Government Center Drive
Manistee, MI, 49660

Dear Mr. Sam,

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J. Rocco de Gregory, RPA
Cultural Resources Program Manager
Air National Guard Readiness Center
3501 Fetchet Avenue
Joint Base Andrews MD 20762-5157

Mae Wright
Tribal Historic Preservation Officer
Little Traverse Bay Bands of Odawa Indians, Michigan
7500 Odawa Circle
Harbor Springs, MI, 49740

Dear Ms. Wright,

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David Grignon
Tribal Historic Preservation Officer
Menominee Indian Tribe of Wisconsin
PO Box 910
Keshena, WI, 54135

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Logan York
Tribal Historic Preservation Officer
Miami Tribe of Oklahoma
PO Box 1326
Miami, OK, 74355

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28 April 2026

J. Rocco de Gregory, RPA
Cultural Resources Program Manager
Air National Guard Readiness Center
3501 Fetchet Avenue
Joint Base Andrews MD 20762-5157

Onyleen Zapata
Tribal Historic Preservation Officer
Nottawaseppi Huron Band of the Potawatomi, Michigan
1486 Mno-Bmadzen Way
Fulton, MI, 49052

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J. Rocco de Gregory, RPA
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Air National Guard Readiness Center
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Joint Base Andrews MD 20762-5157

Matt Bussler
Tribal Historic Preservation Officer
Pokagon Band of Potawatomi Indians, Michigan and Indiana
P.O. Box 180
Dowagiac, MI, 49047

Dear Mr. Bussler,

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Marcella Hadden
Tribal Historic Preservation Officer
Saginaw Chippewa Indian Tribe of Michigan
6650 E. Broadway
Mt. Pleasant, MI, 48858

Dear Ms. Hadden,

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Air National Guard Readiness Center
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Emma Donmyer
Repatriation & Historic Preservation Specialist
Sault Ste. Marie Tribe of Chippewa Indians, Michigan
523 Ashmun St.
Sault Ste. Marie, MI, 49783

Dear Ms. Donmyer,

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William Tarrant
Tribal Historic Preservation Officer and Director of Director, Cultural/Historic Preservation
NAGPRA Representative
Seneca-Cayuga Nation
23701 S. 655 RD
Grove, OK, 74344

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David Arroyo
Chairman
Grand Traverse Band of Ottawa and Chippewa Indians
2605 N. West Bay Shore Dr
Peshawbestown, MI, 49682

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In planning for the construction activities, we have determined that we are unable to alter the project footprint to avoid these 13 locations due to strict federal regulations governing military airfields. Specifically, design mandates established in the Department of Defense Unified Facilities Criteria (UFC 3-260-01, Airfield and Heliport Planning and Design) dictate that the grassy safety areas and shoulders immediately adjacent to runways and taxiways must adhere to highly controlled grading and structural specifications. These standards require precise, gentle slopes to ensure proper water drainage while strictly prohibiting abrupt drop-offs, ditches, or uneven terrain that could cause catastrophic landing gear failure in the event of an aircraft excursion. Furthermore, these critical zones must remain completely obstacle-free and heavily compacted to support the massive weight of military aircraft and emergency response vehicles. Any shift in the construction footprint to avoid these locations would directly interfere with these mandated safety margins, creating an unacceptable risk to flight operations and violating DoD design criteria.

Therefore, any potential discovery of human remains is now considered an anticipated discovery. To address this, all 13 locations will be subject to controlled professional archaeological excavation *prior* to any construction activities. This ensures that these sensitive areas are handled with the appropriate care and respect before any ground disturbance for the project begins.

We have developed two distinct plans of action:

1. A plan to address non-indigenous remains in accordance with applicable state and federal laws.
2. A Native American Graves Protection and Repatriation Act Plan of Action (POA) that will be strictly followed if any remains are found to be of Indigenous origin. Our protocol ensures that if at any point during excavation or analysis it is indicated that the remains are those of an Indigenous person, all analysis will stop immediately, and the NAGPRA process will be initiated.

NAGPRA Plan of Action (POA) & Invitation for Further Consultation

We are developing the NAGPRA POA to establish clear, respectful protocols. We are currently working with Forest County Potawatomi, as they have responded to previous requests to consult on this project. However, we welcome and formally invite your Tribe's participation

and input in this process to ensure it is comprehensive and culturally appropriate. The draft POA currently stipulates that any remains, and associated objects will be housed in a secure location, with access strictly limited, until repatriation or reinterment can occur in consultation with the appropriate Tribes.

Request for Information and Clarification

To ensure we proceed with the utmost respect and with all available knowledge, we respectfully ask for your Tribe's input in the following:

1. Historical Knowledge: Does your Tribe have any oral history or records concerning Site [redacted] or potential burials in this specific area?
2. NAGPRA Protocols: Are there specific cultural considerations, handling protocols, or concerns your Tribe would like to see incorporated into the NAGPRA Plan of Action?
3. Future Involvement: Would your Tribe like to engage with us further on the development of the POA?

We value your guidance and look forward to your response. Please let us know if you require further documentation. Due to the time constraints associated with this project, I request your comments on this document by May 27, 2026. Thank you for your continued partnership. If you have any questions, please do not hesitate to contact me by email at joseph.de_gregory@us.af.mil or via phone 240-612-8541.

Sincerely,

J. Rocco de Gregory, RPA, GS-13 DAF
Cultural Resource Program Manager

3 Attachments:
1. Site [redacted] Location Maps
2. KYK9 Search and Reunite Search Report
3. Draft NAGPRA Plan of Action

NATIONAL GUARD BUREAU
AIR NATIONAL GUARD READINESS CENTER
3501 FETCHET AVENUE
JOINT BASE ANDREWS, MARYLAND 20762-5157

28 April 2026

J. Rocco de Gregory, RPA
Cultural Resources Program Manager
Air National Guard Readiness Center
3501 Fetchet Avenue
Joint Base Andrews MD 20762-5157

Lakota Hobia
Tribal Historic Preservation Officer
Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians
2872 Mission Dr.
Shelbyville, MI, 49344

Dear Ms. Hobia,

The Air National Guard (ANG) and the 127th Wing (127 WG) are writing to continue consultation regarding the Runway Encroachment Solution Project and its associated Environmental Impact Statement (EIS) at Selfridge Air National Guard Base (SANGB). As a follow-up to previous communications with your office since the start of this project in October of 2024, this letter provides a significant update on recent findings at archaeological Site [redacted] and outlines our proposed path forward for handling anticipated discoveries of human remains.

Summary of Previous and Recent Investigations

Site [redacted] has a long history of investigation, beginning with a 1960 Wayne State University (WSU) survey that first recorded the site and noted local information suggesting the presence of possible burials (Attachment 1). Subsequent, more comprehensive archaeological investigations have determined the site is predominantly a 19th and 20th-century occupation associated with former homesteads, though a small precontact component has been identified (Attachment 2). Over the decades, the site has experienced considerable ground disturbance, starting shortly after the initial 1960 survey when the [redacted] was bulldozed. Its integrity was further compromised by major infrastructure projects, including [redacted] construction, the [redacted] and agricultural and maintenance activities.

In accordance with Section 106 of the National Historic Preservation Act (NHPA), and in response to the 1960 report, the ANG and 127 WG recently conducted a Human Remains Detection Dog (HRDD) survey to identify any potential unmarked burials (Attachment 3). The survey identified 13 locations indicating the scent of human decomposition. While these are not confirmed burials, they are treated as sensitive locations requiring further action.

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Therefore, any potential discovery of human remains is now considered an anticipated discovery. To address this, all 13 locations will be subject to controlled professional archaeological excavation *prior* to any construction activities. This ensures that these sensitive areas are handled with the appropriate care and respect before any ground disturbance for the project begins.

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We value your guidance and look forward to your response. Please let us know if you require further documentation. Due to the time constraints associated with this project, I request your comments on this document by May 27, 2026. Thank you for your continued partnership. If you have any questions, please do not hesitate to contact me by email at joseph.de_gregory@us.af.mil or via phone 240-612-8541.

Sincerely,

J. Rocco de Gregory, RPA, GS-13 DAF
Cultural Resource Program Manager

3 Attachments:
1. Site [redacted] Location Maps
2. KYK9 Search and Reunite Search Report
3. Draft NAGPRA Plan of Action

NATIONAL GUARD BUREAU
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3501 FETCHET AVENUE
JOINT BASE ANDREWS, MARYLAND 20762-5157

28 April 2026

J. Rocco de Gregory, RPA
Cultural Resources Program Manager
Air National Guard Readiness Center
3501 Fetchet Avenue
Joint Base Andrews MD 20762-5157

Kaila Akina
Deputy Historic Preservation Officer
Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians
2872 Mission Dr.
Shelbyville, MI, 49344

Dear Ms. Akina,

The Air National Guard (ANG) and the 127th Wing (127 WG) are writing to continue consultation regarding the Runway Encroachment Solution Project and its associated Environmental Impact Statement (EIS) at Selfridge Air National Guard Base (SANGB). As a follow-up to previous communications with your office since the start of this project in October of 2024, this letter provides a significant update on recent findings at archaeological Site [redacted] and outlines our proposed path forward for handling anticipated discoveries of human remains.

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and input in this process to ensure it is comprehensive and culturally appropriate. The draft POA currently stipulates that any remains, and associated objects will be housed in a secure location, with access strictly limited, until repatriation or reinterment can occur in consultation with the appropriate Tribes.

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We value your guidance and look forward to your response. Please let us know if you require further documentation. Due to the time constraints associated with this project, I request your comments on this document by May 27, 2026. Thank you for your continued partnership. If you have any questions, please do not hesitate to contact me by email at joseph.de_gregory@us.af.mil or via phone 240-612-8541.

Sincerely,

J. Rocco de Gregory, RPA, GS-13 DAF
Cultural Resource Program Manager

3 Attachments:
1. Site [redacted] Location Maps
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3. Draft NAGPRA Plan of Action

NATIONAL GUARD BUREAU
AIR NATIONAL GUARD READINESS CENTER
3501 FETCHET AVENUE
JOINT BASE ANDREWS, MARYLAND 20762-5157

30 April 2026

J. Rocco de Gregory, RPA
Cultural Resources Program Manager
Air National Guard Readiness Center
3501 Fetchet Avenue
Joint Base Andrews MD 20762-5157

Luke Heider
Tribal Historic Preservation Officer
Forest County Potawatomi Community of Wisconsin
5320 Wensaut Lane
PO Box 340
Crandon, WI 54520

Dear Mr. Heider,

As you know, the Air National Guard (ANG) is currently investigating the feasibility of shifting the runway at Selfridge Air National Guard Base (ANGB), home of the 127th Wing (127 WG), located in Macomb County, Michigan to the north. In accordance with Section 106 of the National Historic Preservation Act (NHPA), ANG and 127 WG conducted a Human Remains Detection Dog (HRDD) survey at Site [redacted] (Attachment 1). The HRDD team identified 13 locations indicating the scent of human decomposition. Research suggests that any burials at these locations are likely associated with the historic (post-contact) occupation of the site prior to or during the early establishment of the installation.

In planning for the construction activities, we have determined that we are unable to alter the project footprint to avoid these 13 locations due to strict federal regulations governing military airfields. Specifically, design mandates established in the Department of Defense Unified Facilities Criteria (UFC 3-260-01, Airfield and Heliport Planning and Design) dictate that the grassy safety areas and shoulders immediately adjacent to runways and taxiways must adhere to highly controlled grading and structural specifications. These standards require precise, gentle slopes to ensure proper water drainage while strictly prohibiting abrupt drop-offs, ditches, or uneven terrain that could cause catastrophic landing gear failure in the event of an aircraft excursion. Furthermore, these critical zones must remain completely obstacle-free and heavily compacted to support the massive weight of military aircraft and emergency response vehicles. Any shift in the construction footprint to avoid these locations would directly interfere with these mandated safety margins, creating an unacceptable risk to flight operations and violating DoD design criteria.

The ANG and 127 WG understand the sensitive nature of this process. Per our phone conversation on April 1, 2026, we are respectfully requesting your aid in developing a Native American Graves Protection and Repatriation Act (NAGPRA) (25 U.S.C. § 3001 et seq. and 43 CFR Part 10) Plan of Action (POA) in the event that Indigenous human remains and/or associated funerary objects are encountered during excavations. Attached is a draft POA that I hope will serve as a starting point for developing the final POA (Attachment 2).

The following points are not currently addressed in the POA, and in your capacity as Forest County Potawatomi Tribal Historic Preservation Officer we would appreciate your expertise and guidance regarding these scenarios:

- In the event that a human skeletal element is identified within a disturbed context, without the presence of a discernible burial feature or grave shaft stain, what are the THPO's preferred notification and recovery protocols?

- What is the preferred procedure for documentation and notification if human osteological remains are identified during the screening process rather than during active excavation?

- When human osteological material is identified but lacks the diagnostic features necessary to determine cultural or temporal affiliation in the field, what steps should our team take to ensure appropriate handling and consultation?

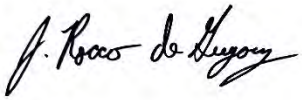
- What is the recommended protocol for the temporary management and expert review of osteological fragments that are too small to definitively distinguish between human and non-human mammal origin in the field?

- In instances where an excavation is conducted at a designated location, but no archaeological features or osteological remains are identified, what are the specific reporting requirements to satisfy THPO oversight?

- What is the preference for reinterment of any indigenous remains?

Due to the time constraints associated with this project, I request your comments on this document by May 30, 2026. Thank you for your continued partnership. If you have any questions, please do not hesitate to contact me by email at joseph.de_gregory@us.af.mil or via phone 240-612-8541.

Sincerely,



J. Rocco de Gregory RPA, GS-13 DAF
Cultural Resource Program Manager

Attachments:
1. KYK9 Search and Reunite Search Report
2. Draft NAGPRA Plan of Action

//SIGNED//
J. Rocco de Gregory, RPA, GS-13, DAF
Cultural Resources Program Manager
NGB/A4VN
Air National Guard Readiness Center (ANGRC)
3501 Fetchet Ave
Joint Base Andrews, MD 20762
Comm 240-612-8541

From: David Grignon <dgrignon@mitw.org>
Sent: Friday, May 1, 2026 10:51 AM
To: DE GREGORY, JOSEPH R CIV USAF ANGRC NGB/A4 <joseph.de_gregory@us.af.mil>
Cc: Historic Preservation Group <HistoricPreservationGroup@mitw.org>; Russell J. Wilber <rjwilber@mitw.org>; Joshua W Pyatskowit <jowpyatskowit@mitw.org>; Chairman <chairman@mitw.org>
Subject: [Non-DoD Source] RE: EXTERNAL - Selfridge Air National Guard Base Runway Encroachment Solutions Project

You don't often get email from dgrignon@mitw.org. Learn why this is important

J. Rocco de Gregory,

Thank you for sending the Menominee Tribe the proposed federal undertaking for review and compliance under Section 106 of the National Historic Preservation Act. The proposed federal undertaking is not in the ancestral territory of the Menominee Tribe, however we would like to comment on the NAGPRA protocols and the handling of human remains, if found. It appears that canine dogs have detected the presence of human remains in the “area of potential effect”? With that in mind a qualified archaeological monitor should be on site when any “ground disturbing” activity occurs. Second the term “objects” should not be used when referring to Indigenous human remains, if found. I would suggest the term “ancestors” should replace objects. Consulting tribes should be notified immediately and the project should stop if ancestors are found until consulting tribes can determine what to do. Maybe re-inter the ancestors as close as possible to the where they were found or move them to another location favorable to “consulting” tribes. These are just some recommendations and suggestions for the proposed project.

David J. Grignon
Tribal Historic Preservation Officer
Menominee Indian Tribe of Wisconsin

From: DE GREGORY, JOSEPH R CIV USAF ANGRC NGB/A4 <joseph.de_gregory@us.af.mil>
Sent: Thursday, April 30, 2026 2:42 PM
To: Historic Preservation Group <HistoricPreservationGroup@mitw.org>
Subject: EXTERNAL - Selfridge Air National Guard Base Runway Encroachment Solutions Project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon, Mr. Grignon,

The Air National Guard is sharing the attached draft Plan of Action regarding the runway project at Selfridge Air National Guard Base for your review.

This document outlines the proposed procedures concerning the potential discovery of human remains during the project's execution. We are requesting your feedback and any comments you may have on this draft plan by May 30, 2026.

Please let me know if you have any questions or if you would like to schedule a time to discuss this further.

V/R,

//SIGNED//

J. Rocco de Gregory, RPA, GS-13, DAF
Cultural Resources Program Manager
NGB/A4VN
Air National Guard Readiness Center (ANGRC)
3501 Fetchet Ave
Joint Base Andrews, MD 20762
Comm 240-612-8541

Joint Base Andrews, MD 20762
Comm 240-612-8541

From: Matthew Bussler <Matthew.Bussler@pokagonband-nsn.gov>
Sent: Friday, May 22, 2026 11:20 AM
To: DE GREGORY, JOSEPH R CIV USAF ANGRC NGB/A4 <joseph.de_gregory@us.af.mil>
Subject: [Non-DoD Source] RE: Selfridge Air National Guard Base Runway Encroachment Solutions Project

Bozho, Rocco.

I am sorry for the delay in my response to your inquiry. I have briefly reviewed the documentation you provided and am agreeable to the Plan of Action but may have some further insights to provide regarding the handling and care of discovered ancestors and items. I did want to ask if you have contacted the Nottawaseppi Huron Band of the Potawatomi THPO, Onyleen Zapata, to request their participation to consult, for they are the prominent Potawatomi tribe that occupied the Detroit area historically. I'd be happy to participate in consultation and look forward to working with you.

Onyleen's contact information is below:
Onyleen Zapata, THPO
Onyleen.zapata@nhbp-nsn.gov

Migwėtth Thank you,

Matthew Bussler
Tribal Historic Preservation Officer
Center of History & Culture

(269) 462-4316 desk
(269) 519-0838 cell

Pokégnek Bodéwadmik
POKAGON BAND OF POTAWATOMI
www.PokagonBand-nsn.gov

The content of this email is confidential and intended for the recipient specified in the message only. It is strictly forbidden to share any part of this message with any third party without the written consent of the sender. If you received this message by mistake, please reply to this message and follow with its deletion, so we can ensure such a mistake does not occur.

From: DE GREGORY, JOSEPH R CIV USAF ANGRC NGB/A4 <joseph.de_gregory@us.af.mil>
Sent: Thursday, May 21, 2026 1:59 PM
To: Matthew Bussler <Matthew.Bussler@pokagonband-nsn.gov>
Subject: Selfridge Air National Guard Base Runway Encroachment Solutions Project

Dear Mr. Bussler.

I hope this email finds you well.

I am writing to follow up on the message I sent on April 30th regarding the draft Plan of Action for the runway project at Selfridge Air National Guard Base. I want to ensure that you received the original email and the attached draft plan, which outlines the proposed procedures concerning the potential discovery of human remains during the project's execution.

As a reminder, we are requesting your feedback and any comments you may have on this draft plan by May 30, 2026.

Please let me know if you have any questions, require any additional information, or if you would like to schedule a time to discuss this further. We deeply value your input and look forward to collaborating with you on this project.

Respectfully,
//SIGNED//
J. Rocco de Gregory, RPA, GS-13, DAF
Cultural Resources Program Manager
NGB/A4VN
Air National Guard Readiness Center (ANGRC)
3501 Fetchet Ave
Joint Base Andrews, MD 20762
Comm 240-612-8541

From: Luke Heider <Luke.Heider@fcp-nsn.gov>
Sent: Wednesday, May 20, 2026 2:57 PM
To: DE GREGORY, JOSEPH R CIV USAF ANGRC NGB/A4 <joseph.de_gregory@us.af.mil>
Subject: [Non-DoD Source] RE: ANG Selfridge Runway Solution Project

Good afternoon Rocco and I hope this email finds you well.

We would like to defer this matter of if an inadvertent discovery occurs to the Pokagon Band of Potawatomi, Gun Lake Band of Potawatomi, Nottawaseppi Huron Band of the Potawatomi and their respective THPO and NAGPRA representatives. This in addition to speaking with MACPRA and for the point of contact, please speak to Mr. Willie Johnson (wjohnson@sagchip.org).

If you have any additional questions or comments, please reach out.

Best,

Luke Heider | Tribal Historic Preservation Officer | Land & Natural Resources
Forest County Potawatomi | 5320 Wensaut Lane | PO Box 340, Crandon, WI 54520
P: 715-478-7354 | C: 715-889-0202 | Main: 715-478-7222
FOR ALL PROJECTS, PLEASE SUBMIT TO: THPO@FCP-NSN.GOV
www.fcpotawatomi.com | luke.heider@fcp-nsn.gov
Please note the office hours are Monday – Thursday: 7:00 am – 5:00 pm. Our office is closed on Fridays

---

From: DE GREGORY, JOSEPH R CIV USAF ANGRC NGB/A4 <joseph.de_gregory@us.af.mil>
Sent: Thursday, April 30, 2026 8:31 AM
To: Luke Heider <Luke.Heider@fcp-nsn.gov>
Subject: ANG Selfridge Runway Solution Project

Good morning,

I hope spring is treating you well.

I am sending you the attached document your review. It is a letter regarding the runway project at Selfridge Air National Guard Base, along with a draft Plan of Action concerning the potential discovery of human remains. I am requesting your feedback on this plan by May 30, 2026.

Please let me know if you have any questions.

V/R,
//SIGNED//
J. Rocco de Gregory, RPA, GS-13, DAF
Cultural Resources Program Manager
NGB/A4VN
Air National Guard Readiness Center (ANGRC)
3501 Fetchet Ave
Joint Base Andrews, MD 20762
Comm 240-612-8541

APPENDIX A: UNITED STATES FISH AND WILDLIFE SERVICE AND MICHIGAN DEPARTMENT OF NATURAL RESOURCES CONSULTATION

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

23 August 2024

Kenneth Baker
State Environmental Officer
Selfridge Air National Guard Base
Selfridge ANGB, MI

Scott Hicks
Field Office Supervisor
U.S. Fish and Wildlife Service
2651 Coolidge Road, Suite 101
East Lansing, Michigan 48823
MIFO_DKey@fws.gov

Dear Supervisor Hicks,

Selfridge Air National Guard Base (SANGB), located in Macomb County, Michigan (**Attachment 1**), proposes to implement the Runway Encroachment Solution Project at Selfridge SANGB to address residential encroachment and mitigate future risk of aircraft mishap and safety concerns within the southern clear zone (CZ) of the airfield. The Selfridge ANGB Runway Encroachment Solution Project includes several projects identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met (as shown in **Attachments 2 and 3**). The National Guard Bureau (NGB) is the lead Federal agency and is currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act to evaluate potential environmental impacts associated with the Proposed Action Alternative. The purpose of this letter is to initiate informal consultation pursuant to Section 7 of the Endangered Species Act of 1973 (ESA), as amended (16 United States Code [U.S.C.] Section1531 et seq.). As part of the National Environmental Policy Act process, and to initiate the consultation process with United States (U.S.) Fish and Wildlife Service (USFWS), we have conducted an Information for Planning and Consultation (IPaC) Michigan Determination Key (DKey) and obtained a consistency letter for the Action Area (**Attachment 4**). We present the species effects determinations generated from the DKey consistency letter in **Table 1.**

The Proposed Action

The purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible land use and encroachment in the southern CZ and mitigate the increased risk of aircraft mishap within that CZ. Selfridge ANGB would implement all proposed Runway Encroachment Solution projects as summarized in the Proposed Action project list (**Attachment 2**) and shown in the figure in **Attachment 3**. The upcoming EA will include analysis of alternatives for the Runway Encroachment Solution Project. The Proposed Action consists of the

realignment of Rosso Highway and Irwin Drain to the north; truncating Tucker Jones Drain; construction of new pavement, lights, and fencing associated with the realignment of the runway to the north; and realignment of the southern and northern CZs to the north (**Attachment 2**). The Proposed Action would result in up to 31 acres of new impervious surface, removal of approximately 4–6 acres of freshwater emergent wetlands and would require trimming or clearing of 18 acres of forested area to comply with airfield safety regulations. SANGB understands that impacts to wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes. NGB will also be addressing those permits and associated mitigation requirements in our EA for the prosed action.

Effects Determinations for Threatened and Endangered Species

The following table shows the effects determinations generated from the Michigan All Species Dkey on August 15, 2024 (**Attachment 4**).

Table 1. Effects Determinations from the Michigan All Species DKey

Species	Listing Status	DKey Determination
Eastern Massasauga (=rattlesnake) (*Sistrurus catenatus*)	Threatened	May affect
Indiana Bat (*Myotis sodalis*)	Endangered	No effect
Monarch Butterfly (*Danaus plexippus*)	Candidate	May affect
Northern Long-eared Bat (*Myotis septentrionalis*)	Endangered	No effect
Piping Plover (*Charadrius melodus*)	Endangered	May affect
Rayed Bean (*Villosa fabalis*)	Endangered	No effect
Rufa Red Knot (*Calidris canutus rufa*)	Threatened	May affect
Salamander Mussel (*Simpsonaias ambigua*)	Proposed Endangered	May affect
Tricolored Bat (*Perimyotis subflavus*)	Proposed Endangered	No effect

Surveys for threatened and endangered species at Selfridge ANGB were completed in 2015 and 2022 (127th Wing 2024). Federally listed species surveyed consisted of the eastern massasauga, Indiana bat, northern long-eared bat, tricolored bat, and rufa red knot. Echolocation calls of the tricolored bat were identified at three bat survey sites in 2015. Tricolored bats were not recorded in 2022. No other federally listed species were identified during the surveys during either year. The following paragraph discusses species that received a 'may affect' determination from the Dkey.

Focused surveys in 2015 and 2022 (127th Wing 2024) did not result in observations of the eastern massasauga. The base is low-quality habitat for the eastern massasauga because wetland areas become very flooded in the spring and then bone dry later in the summer (127th Wing 2024). The monarch butterfly is common in Michigan during the migration period and has been recorded on the base. Piping plovers have been recorded along the Lake St. Clair shoreline within several miles of Selfridge ANGB but have not been recorded on the base and no suitable habitat occurs there (127th Wing 2024). The rufa red knot has not been recorded on base and no suitable habitat occurs there (127th Wing 2024). The salamander mussel is considered functionally extirpated in the Clinton River and Lake St. Clair (referred to as the Clinton population and the St. Clair population) (USFWS 2023). No mussel surveys have been completed for waterbodies on or adjacent to the base, including the Irwin Drain and Tucker Jones Drain, both of which will be impacted by the Proposed Action (**Attachments 2 and 3**) but are unlikely to contain the salamander mussel due to local population status of the mussel and general low-quality habitat of the drains. Water level surveys completed on

Irwin Drain in 2021 (Spalding DeDecker 2021) indicate that this drainageway would not serve as high quality habitat for mussel species due to fluctuating water levels, slow water flow, and otherwise degraded functioning from proximity to roadways and other human development. Both drains were also surveyed as part of a base-wide wetland and WUS delineation in 2021 (ANG 2022). Both studies are available to USFWS upon request. The NGB request input as to whether mussel-focused surveys should be completed for the drains affected by the Proposed Action.

Selfridge ANGB has completed its 5-year operations and effect review of its Integrated Natural Resources Management Plan, its current signature date is 26 January 2024. The INRMP provides guidance to Selfridge ANGB for the management of natural resources, sustainable land use, compliance with applicable environmental laws and regulations, and ensures "no net loss" of the capability to support the military mission. The INRMP discusses the physical environment, the ecosystems and biotic environment, mission impacts on natural resources, natural resources program management, and INRMP implementation (Selfridge ANGB 2023).

As part of the INRMP update, new surveys were completed in the last year. The surveys included a Waters of the U.S. (WUS) Survey and Report, an Invasive Species Management Plan, and a Wetland Identification Program (WIP) report through Michigan Department of Environment, Great Lakes, and Energy (EGLE).

The WUS Survey and Report identified 401.8 acres of wetland on base (Air National Guard [ANG] 2022). Types of wetland identified consisted of freshwater emergent wetland (222.59 acres), forested/scrub-shrub wetland (166.59 acres), open water wetland (12.62 acres), and WUS/Perennial Stream Channel (71.45 feet), as well as several non-jurisdictional stormwater management features. The report was submitted to EGLE Water Resources Division (WRD) who conducted a Level 3 WIP review and a response from EGLE was issued in January 2024 (EGLE 2024). EGLE confirmed, in part, the wetland boundary lines as submitted; however, EGLE identified nine additional wetland areas totaling less than 7 acres (located mostly within the southwestern and southeastern portions of the base) that had not been previously delineated or mapped (EGLE 2024). None of the nine additional wetland areas are located within the project area.

The Invasive Species Management Plan identifies 18 invasive plant species known to occur in the area, with emphasis on species previously observed during a vegetation survey (Selfridge ANGB 2024).

SANGB in cooperation with the NGB is requesting input from USFWS on the effects of the Proposed Action on the federally listed species that received a 'may affect' determination from the Dkey and supplemented by the information obtained during the surveys completed. Please respond within thirty (30) days of receipt of this letter to Kenneth Baker, State Environmental Officer, ATTN: Kenneth Baker email at kenneth.baker.22@us.af.mil with the subject titled ATTN: Selfridge ANGB EA. Thank you for your assistance.

Sincerely,

Kenneth Baker
State Environmental Officer
Selfridge Air National Guard Base

Attachments (4):
1. Selfridge ANGB Regional Location Map
2. Proposed Construction Projects for the Selfridge ANGB Runway Encroachment Solution Project (Alternative 1 and Alternative 2)
3. Proposed Runway Encroachment Solution Project Map
4. Michigan DKey Consistency Letter

References:

127th Wing. 2024. Final Report. Threatened and Endangered Species Surveys and Management Plan. 127th Wing Selfridge Air National Guard Base. Macomb County, Michigan. April.

Air National Guard (ANG). 2022. Draft Final Waters of the United States Report. Air National Guard-127th Wing Selfridge Air National Guard Base, Mount Clemens, Michigan.

EGLE. 2024. Wetland Identification Report. MiEnviro WIP Application Submission Number: HPT-TVM8-ZXWG4. January.

Selfridge ANGB. 2023. Draft Final Integrated Natural Resources Management Plan (INRMP). September.

Selfridge ANGB. 2024. Draft Final Invasive Species Management Plan. March.

Spalding DeDecker. 2021. Irwin Drain Water Level Control Study Technical Memorandum.

USFWS. 2023. Special Status Species Assessment Report for the Salamander Mussel (*Simpsonaias ambigua*).

Attachment 1 – Selfridge ANGB Regional Location Map

Attachment 2 – Proposed Construction Projects for the
Selfridge ANGB Runway Encroachment Solution Project (Alternative 1 and Alternative 2)

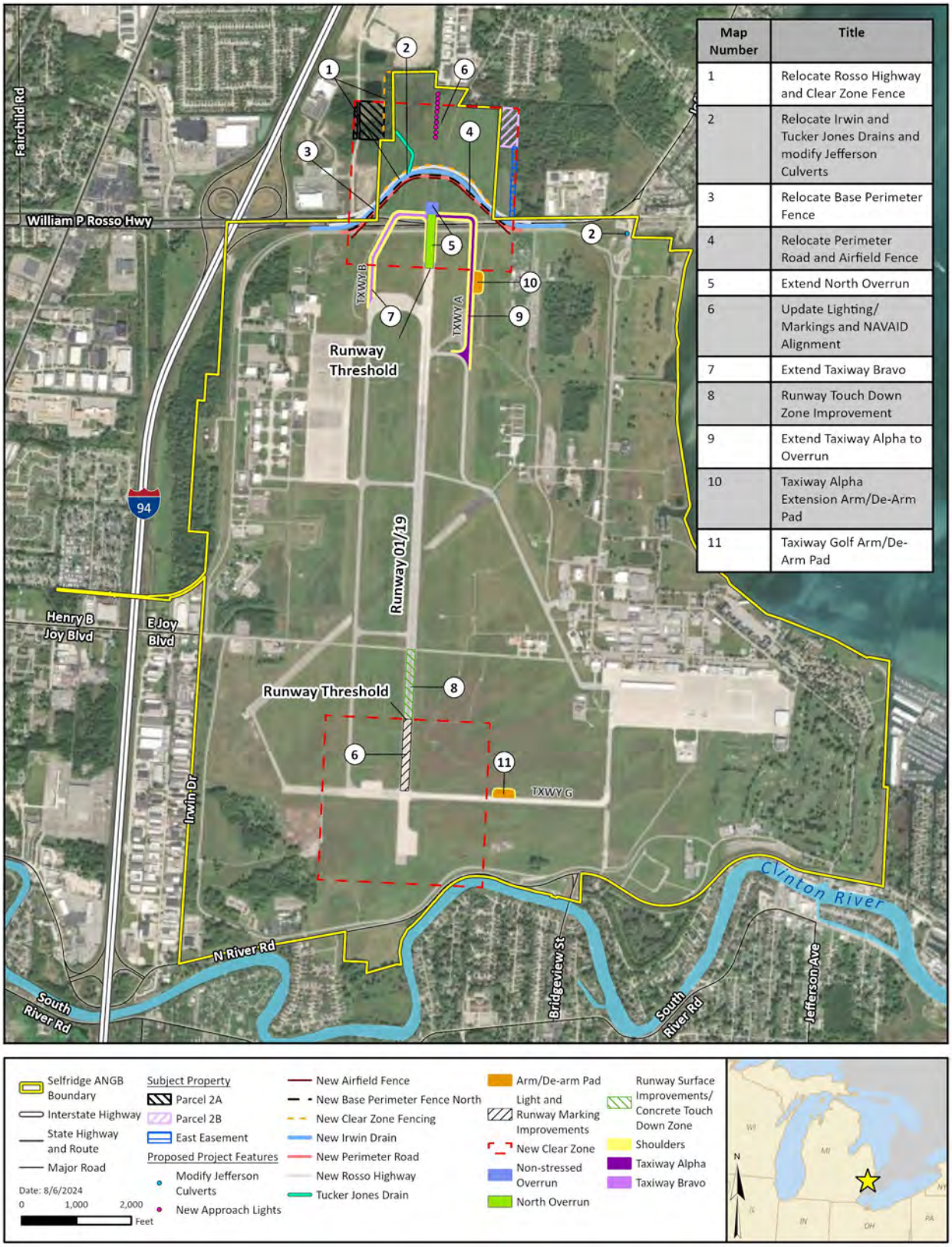
Project No.	***Project Title/1391 No.***	***Project Description***	***Implementation Year***	***Project Impact Area***	***New Impervious Surface***
1	Relocate Rosso Highway and Clear Zone Fence (VGLZ2395XX)	Rosso Highway and the Clear Zone fencing would be realigned to the north to accommodate the new overrun. Demolition would include 44,332 SF of the existing Rosso Highway asphalt.	2026	Rosso Highway 211,000 SF Clear Zone Fence 33,000 SF	Rosso Highway 165,315 SF Clear Zone Fence N/A
2	Relocate Irwin and Tucker Jones Drains (VGLZ239502) and modify Jefferson Culverts	Irwin Drain would be relocated to follow the new alignment of Rosso Highway; the new drainageway would be made of rip/rap and concrete. Tucker Jones Drain would be truncated to tie into Irwin Drain through a culvert under Rosso Highway; the new drainageway would consist of rip/rap and concrete. Jefferson Culverts would be updated to accommodate increased drainage capacity and resolve existing flooding concerns. Demolition would include 900 LF of concrete/rip-rap associated with the existing Irwin Drain.	2026	Irwin Drain 4,345 LF Tucker Jones Drain 927 LF Jefferson Culverts TBD	N/A
3	Relocate Base Perimeter Fence (VGLZ239503)	The Base Perimeter Fence would be relocated to follow the new alignment of Rosso Highway.	2026	30,000 SF	N/A
4	Relocate Perimeter Road and Airfield Fence (VLGZ239504)	Perimeter Road would be relocated to the north to accommodate the new overrun. The Airfield Fence would be installed south of the new perimeter road. Demolition would include 17,850 SF of the existing Perimeter Road asphalt.	2026	Perimeter Road 115,000 SF Airfield Fence 30,000 SF	Perimeter Road 93,872 SF Airfield Fence N/A
5	Extend North Overrun (VGLZ239505)	A new 1,200-foot overrun would be constructed north of the current overrun and include 25-foot paved shoulders. The first 1,000 feet will be full strength pavement and the most northern 200 feet of the overrun would be non-stressed pavement. Demolition would include 26,300 SF of concrete.	2026	190,000 SF runway/ overrun pavement	151,000 SF

Project No.	*Project Title/1391 No.*	*Project Description*	*Implementation Year*	*Project Impact Area*	*New Impervious Surface*
6	Update Lighting/Markings and NAVAID Alignment (VGLZ239513)	All applicable lighting and markings would be updated, and navigational aid alignment would be updated per UFC to accommodate the runway shift to the north. Additionally, the existing portion of the runway on the south end would require updated lighting and markings to allow aircraft operations at night and during IMC.	2026	4,000 LF	4,000 LF
7	Extend Taxiway Bravo (VGLZ239508)	Taxiway Bravo would be extended to the north to connect to the west side of the overrun and include 25-foot paved shoulders. Demolition would include 17,000 SF of concrete.	2026	285,000 SF	258,000 SF
8	Runway Touchdown Zone Improvement (New Project – No 1391)	The new touchdown zone for Runway 01 is currently asphalt and would need to be replaced with concrete to support the landing weight of aircraft. Demolition would include 191,000 SF of paved asphalt.	2026	191,000 SF	0
9 (Alt 1 only)	Extend Taxiway Alpha to the End of the Overrun	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the east side of the overrun.	2034	640,000 SF	574,000 SF
9 (Alt 2 only)	Extend Taxiway Alpha to Runway Threshold (VGLZ239509)	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the east side of the runway threshold.	2034	320,000 SF	287,000 SF
10	Taxiway Alpha Extension Arm/De-Arm Pad (New Project – No 1391)	A new arm/de-arm pad to include 25-foot paved shoulders would be constructed on the Taxiway Alpha extension to provide arm/de-arm capabilities on the north and east side of the runway. Demolition would include 1,700 SF of concrete.	2034	64,000 SF	63,000 SF
11	Taxiway Golf Arm/De-Arm Pad (VGLZ239511)	A new arm/de-arm pad to include 25-foot shoulders would be constructed on Taxiway Golf to provide arm/de-arm capabilities on the south and east side of the runway. Demolition would include 11,400 SF of concrete.	2034	64,000 SF	54,000 SF

Notes: A 4-foot buffer was used to identify potential temporary construction impacts associated with the construction of fences; a 6-foot buffer was used to identify potential temporary construction impacts associated with the construction of roadways. Fencing was not assumed to result in any appreciable permanent impervious surfaces.

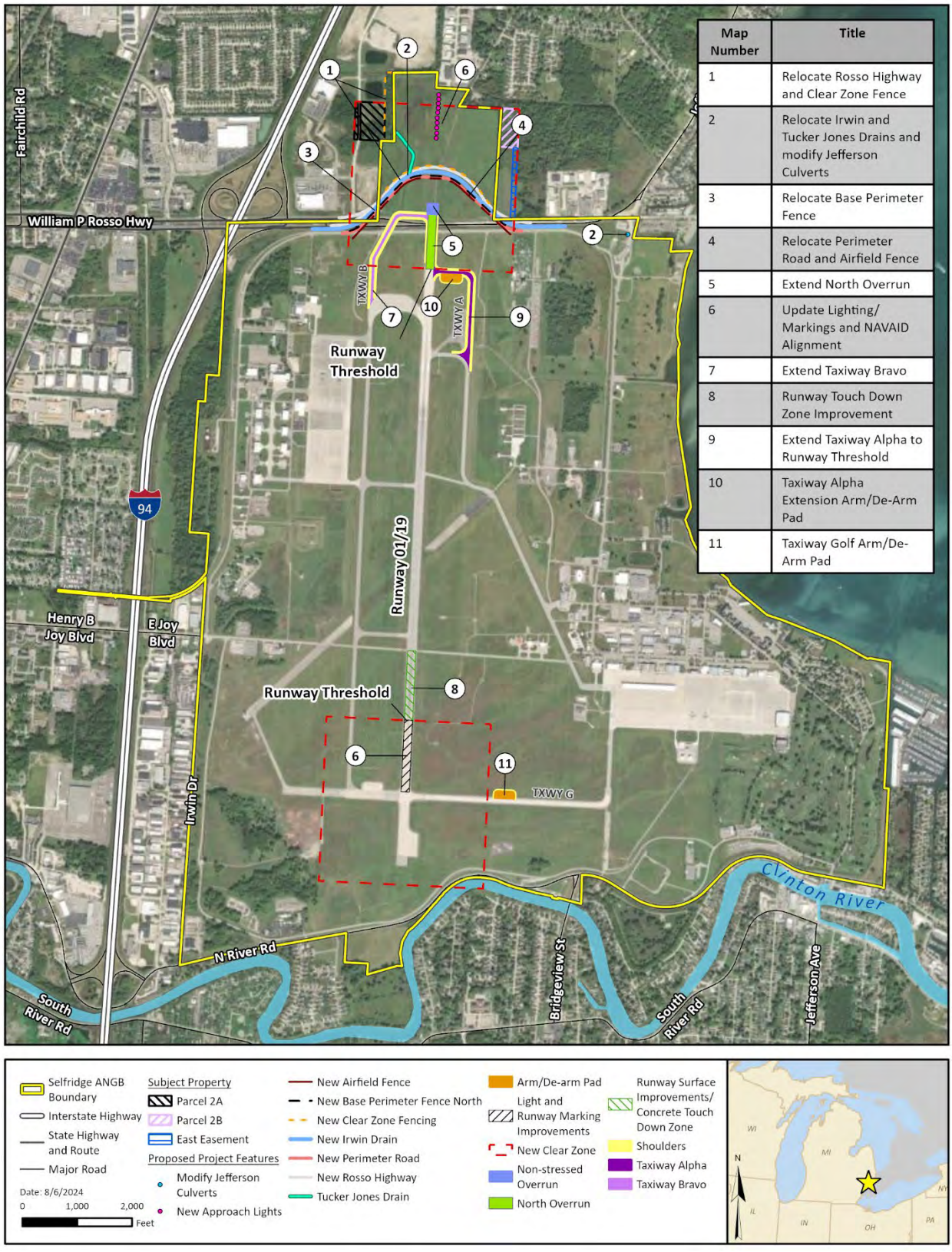
Legend: IMC = Instrument Meteorological Conditions; LF = linear feet; N/A = Not Applicable; SF = square feet; TBD = To Be Determined; NAVAID = Navigation Aid; UFC = Unified Facilities Criteria.

Attachment 3 – Proposed Runway Encroachment Solution Alternatives



Map Number	Title
1	Relocate Rosso Highway and Clear Zone Fence
2	Relocate Irwin and Tucker Jones Drains and modify Jefferson Culverts
3	Relocate Base Perimeter Fence
4	Relocate Perimeter Road and Airfield Fence
5	Extend North Overrun
6	Update Lighting/ Markings and NAVAID Alignment
7	Extend Taxiway Bravo
8	Runway Touch Down Zone Improvement
9	Extend Taxiway Alpha to Overrun
10	Taxiway Alpha Extension Arm/De-Arm Pad
11	Taxiway Golf Arm/De-Arm Pad

Alternative 1



Alternative 2

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Michigan Ecological Services Field Office
2651 Coolidge Road Suite 101
East Lansing, MI 48823-6360
Phone: (517) 351-2555 Fax: (517) 351-1443

In Reply Refer To: 08/15/2024 10:34:43 UTC
Project code: 2024-0130071
Project Name: Selfridge Runway Encroachment Solution Project (Final Submission)

Subject: Consistency letter for 'Selfridge Runway Encroachment Solution Project (Final Submission)' for specified federally threatened and endangered species and designated critical habitat that may occur in your proposed project area consistent with the Michigan Determination Key for project review and guidance for federally listed species (Michigan Dkey).

Dear Kenneth Baker:

The U.S. Fish and Wildlife Service (Service) received on **August 15, 2024** your effect determination(s) for the 'Selfridge Runway Encroachment Solution Project (Final Submission)' (the Action) using the Michigan DKey within the Information for Planning and Consultation (IPaC) system. The Service developed this system in accordance with the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.).

Based on your answers and the assistance of the Service's Michigan DKey, you made the following effect determination(s) for the proposed Action:

Species	**Listing Status**	**Determination**
Eastern Massasauga (=rattlesnake) (*Sistrurus catenatus*)	Threatened	May affect
Indiana Bat (*Myotis sodalis*)	Endangered	No effect
Monarch Butterfly (*Danaus plexippus*)	Candidate	May affect
Northern Long-eared Bat (*Myotis septentrionalis*)	Endangered	No effect
Piping Plover (*Charadrius melodus*)	Endangered	May affect
Rayed Bean (*Villosa fabalis*)	Endangered	No effect
Rufa Red Knot (*Calidris canutus rufa*)	Threatened	May affect
Salamander Mussel (*Simpsonaias ambigua*)	Proposed Endangered	May affect
Tricolored Bat (*Perimyotis subflavus*)	Proposed Endangered	No effect

Please carefully review this letter. Your Endangered Species Act requirements are not complete.

Eastern Massasauga (EMR):
EMR may be present in the Action area. The following projects are not within the scope of the Michigan DKey: prescribed fire; new roads or trails that create a permanent barrier to EMR movement; projects that alter hydrology permanently, or temporarily if during the inactive season; projects that are large in scale; and projects that do not apply recommended conservation measures. Project-specific review is needed for these types of projects. **Please coordinate with the Michigan Ecological Services Field Office to further evaluate effects of the Action on EMR.**

Freshwater Mussels:
Based on your answers to the Michigan DKey, the Action will have ”No Effect” on Federally listed mussels. **However, state-listed mussels may occur in your Action area. Contact the Michigan Department of Natural Resources to determine effects to state-listed mussels.**

Freshwater mussels are one of the most critically imperiled groups of organisms in the world. In North America, 65% of the remaining 300 species are vulnerable to extinction (Haag and Williams 2014). Implementing measures to conserve and restore freshwater mussel populations directly improves water quality in lakes, rivers, and streams throughout Michigan. An adult freshwater mussel filters anywhere from 1 to 38 gallons of water per day (Baker and Levinton 2003, Barnhart pers. comm. 2019). A 2015 survey found that in some areas mussels can reduce the bacterial populations by more than 85% (Othman et al. 2015 in Vaughn 2017). Mussels are also considered to be ecosystem engineers, stabilizing substrate and providing habitat for other aquatic organisms (Vaughn 2017). In addition to ecosystem services, mussels play an important role in the food web, contributing critical nutrients to both terrestrial and aquatic habitats, including those that support sport fish (Vaughn 2017). Taking proactive measures to conserve and restore freshwater mussels will improve water quality, which has the potential to positively impact human health and recreation in the State of Michigan.

Piping Plover:
Piping plover may be present in the Action area. Projects have potential to affect piping plover if they result in any changes to the quality, quantity, or availability of suitable piping plover habitat during the breeding season (April 15 through August 15) or to Critical Habitat (CH) at any time of year; any permanent changes to suitable habitat or CH; and/or increased activity within suitable habitat or CH. If the Action does not occur in suitable habitat along the Great Lakes shoreline, or if the CH does not contain the physical and biological features essential to the conservation of piping plover (for details, refer to 66 FR 22938), piping plovers are not likely to be present in the Action area. As such, adverse effects are discountable. Projects that increase human disturbance (including from pets) or increase the potential for predation need further evaluation and do not qualify for the Dkey. **Please coordinate with the Michigan Ecological Services Field Office to further evaluate effects of the Action on piping plover..**

Rufa Red Knot:
Rufa red knot may be present in the Action area. Projects have potential to affect red knot if they permanently modify beaches, dunes, mudflats, peat banks, sandbars, shoals, or other red knot

habitats during the red knot migration windows (May 15 through June 15 in the spring OR July 1 through September 30 in the fall) and/or result in increased human disturbance or predation7 during the red knot migration windows (May 15 through June 15 in the spring OR July 1 through September 30 in the fall). During migration, habitat loss, disturbance and increased predation could result in adverse effects and warrant additional evaluation separate from the Michigan DKey. If these actions occur outside of the migration window, adverse effects are discountable. **Please coordinate with the Michigan Ecological Services Field Office to further evaluate effects of the Action on rufa red knot.**

Monarch:
In December 2020, after an extensive status assessment of the monarch butterfly, we determined that listing the monarch under the Endangered Species Act is warranted but precluded by higher priority actions to amend the Lists of Endangered and Threatened Wildlife and Plants. Therefore, the Service added the monarch butterfly to the candidate list. The Service will review its status each year until we are able to begin developing a proposal to list the monarch.

The Endangered Species Act does not establish protections or consultation requirements for candidate species. Some Federal and State agencies may have policy requirements to consider candidate species in planning. We encourage implementing measures that will remove or reduce threats to these species and possibly make listing unnecessary. Please refer to our recommendations in the Monarch and Pollinators section, below.

Bald and Golden Eagles:
Bald eagles, golden eagles, and their nests are protected under the Bald and Golden Eagle Protection Act (54 Stat. 250, as amended, 16 U.S.C. 668a-d) (Eagle Act). The Eagle Act prohibits, except when authorized by an Eagle Act permit, the "taking" of bald and golden eagles and defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb." The Eagle Act's implementing regulations define disturb as "…to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, (1) injury to an eagle, (2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or (3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior."

If the Action may impact bald or golden eagles, additional coordination with the Service under the Eagle Act may be required. For more information on eagles and conducting activities in the vicinity of an eagle nest, please visit https://www.fws.gov/library/collections/all-about-eagles. In addition, the Service developed the National Bald Eagle Management Guidelines (May 2007) in order to assist landowners in avoiding the disturbance of bald eagles. The full Guidelines are available at https://www.fws.gov/media/national-bald-eagle-management-guidelines-0.

If you have further questions regarding potential impacts to eagles, please contact Chris Mensing, Chris_Mensing@fws.gov or 517-351-2555.

Your communications tower, as proposed, may have significant impacts to migratory birds. We strongly recommend that all communications towers are either unlit or use flashing-only LED lights at the minimum configuration allowed by the FAA. Additionally, we strongly recommend that all on-ground facilities, equipment, and infrastructure use motion- or heat-sensitive, down-shielded, and minimum intensity security lighting (as applicable). Guyed towers may have

increased risk to migratory birds, especially when over 450 feet tall and/or when constructed near areas that may have large concentrations of birds (e.g., riparian and coastline areas, Audubon Society “Important Bird Areas”, National Wildlife Refuges, State Game Areas, etc.). Towers built with these configurations may necessitate the development of an Environmental Assessment and be subject to additional environmental review.

Monarch butterfly and other pollinators
In December 2020, after an extensive status assessment of the monarch butterfly, we determined that listing the monarch under the Endangered Species Act is warranted but precluded by higher priority actions to amend the Lists of Endangered and Threatened Wildlife and Plants. Therefore, the Service added the monarch butterfly to the candidate list. The Service will review its status each year until we are able to begin developing a proposal to list the monarch.

The Endangered Species Act does not establish protections or consultation requirements for candidate species. Some Federal and State agencies may have policy requirements to consider candidate species in planning. We encourage implementing measures that will remove or reduce threats to these species and possibly make listing unnecessary.

For all projects, we recommend the following best management practices (BMPs) to benefit monarch and other pollinators.

Monarch and Pollinator BMP Recommendations

Consider monarch and other pollinators in your project planning when possible. Many pollinators are declining, including species that pollinate key agricultural crops and help maintain natural plant communities. Planting a diverse group of native plant species will help support the nutritional needs of Michigan’s pollinators. We recommend a mix of flowering trees, shrubs, and herbaceous plants so that something is always blooming and pollen is available during the active periods of the pollinators, roughly early spring through fall (mid-March to mid-October). To benefit a wide variety of pollinators, choose a wide range of flowers with diverse colors, heights, structure, and flower shape. It is important to provide host plants for any known butterfly species at your site, including native milkweed for Monarch butterfly. Incorporating a water source (e.g., ephemeral pool or low area) and basking areas (rocks or bare ground) will provide additional resources for pollinators.

Many pollinators need a safe place to build their nests and overwinter. During spring and summer, leave some areas unmowed or minimize the impacts from mowing (e.g., decrease frequency, increase vegetation height). In fall, leave areas unraked and leave plant stems standing. Leave patches of bare soil for ground nesting pollinators.

Avoid or limit pesticide use. Pesticides can kill more than the target pest. Some pesticide residues can kill pollinators for several days after the pesticide is applied. Pesticides can also kill natural predators, which can lead to even worse pest problems.

Planting native wildflowers can also reduce the need to mow and water, improve bank stabilization by reducing erosion, and improve groundwater recharge and water quality.

Resources:

https://www.fws.gov/initiative/monarchs
https://www.fws.gov/library/collections/pollinators

Coordination with the Service is not complete if additional coordination is advised above for any species. Please email our office at MIFO_DKey@fws.gov and attach a copy of this letter, so we can discuss methods to avoid or minimize potential adverse effects to those species.

Mussel References

Baker, S.M. and J. Levinton. 2003. Selective feeding by three native North American freshwater mussels implies food competition with zebra mussels. Hydrobiologia 505(1):97-105.
Haag, W. R. and J.D. Williams, 2014. Biodiversity on the brink: an assessment of conservation strategies for North American freshwater mussels. Hydrobiologia 735:45-60.
Morowski, D., L. James and D. Hunter. 2009. Freshwater mussels in the Clinton River, southeastern Michigan: an assessment of community status. Michigan Academician XXXIX: 131-148.
Othman, F., M.S. Islam, E.N. Sharifah, F. Shahrom-Harrison and A. Hassan. 2015. Biological control of streptococcal infection in Nile tilapia Oreochromis niloticus (Linnaeus, 1758) using filter-feeding bivalve mussel Pilsbryoconcha exilis (Lea, 1838). Journal of Applied Ichthyology 31: 724-728.
Vaughn, C.C. 2017. Ecosystem services provided by freshwater mussels. Hydrobiologia DOI: 10.1007/s10750-017-3139-x.

1.The Group 3 is a specific list of stream segments within known counties that contain habitat likely to be occupied by listed mussels (see Michigan Freshwater Mussel Survey Protocol and Relocation Procedures for additional information).

Summary of conservation measures for your project You agreed to the following conservation measures to avoid adverse effects to listed species and our concurrence is only valid if the measures are fully implemented. These must be included as permit conditions if a permit is required and/or included in any contract language.

Communication Towers: Your communications tower is less than 450 feet high.

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

1. Name

Selfridge Runway Encroachment Solution Project (Final Submission)

2. Description

The following description was provided for the project 'Selfridge Runway Encroachment Solution Project (Final Submission)':

> The Department of the Air Force (DAF), in collaboration with the State of Michigan's Department of Military and Veteran Affairs (DMVA), proposes to implement the Runway Encroachment Solution Project at Selfridge Air National Guard Base (ANGB) to address residential encroachment and mitigate future risk of aircraft mishap and safety concerns within the southern clear zone (CZ) of the airfield. The NGB proposes to implement the Runway Encroachment Solution Project to mitigate encroachment within the southern CZ of Runway End 19 to satisfy the purpose of and need for the action described. To address the encroachment, Selfridge ANGB is proposing to shift the runway to the north, which would also include subsequent projects to ensure airfield and mission requirements are met. The Selfridge ANGB Runway Encroachment Solution Project includes several projects identified to mitigate encroachment, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. No changes to airfield operations, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed under the Proposed Action or alternatives. One major component of the project is the relocation of Rosso Highway to accommodate the runway shifted to the north. Associated projects include relocating the Clear Zone fence, relocating Irwin and Tucker Jones Drains, relocating the base perimeter fence, relocating the perimeter road and airfield fence, and updating all associated lighting. Projects are planned to commence beginning in 2026 (highway relocation and associated projects), and some are set to begin in 2034 (taxiway changes).

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@42.60190035,-82.83057720067728,14z

Twp
Selfridge
Air National
Guard Base
Selfridge
AFB Golf
Course
Mt Clemens

QUALIFICATION INTERVIEW

1. Are there any possible effects to any listed species or to designated critical habitat from your project or effects from any other actions or projects subsequently made possible by your project?

   Select "Yes" even if the expected effects to the species or critical habitat are expected to be 1) extremely unlikely (discountable), 2) can't meaningfully be measured, detected, or evaluated (insignificant), or 3) wholly beneficial.

   Select "No" to confirm that the project details and supporting information allow you to conclude that listed species and their habitats will not be exposed to any effects (including discountable, insignificant, or beneficial effects) and therefore, you have made a "no effect" determination for all species. If you are unsure, select YES to answer additional questions about your project.

   Yes

2. This determination key is intended to assist the user in the evaluating the effects of their actions on Federally listed species in Michigan. It does not cover other prohibited activities under the Endangered Species Act (e.g., for wildlife: import/export, Interstate or foreign commerce, possession of illegally taken wildlife, purposeful take for scientific purposes or to enhance the survival of a species, etc.; for plants: import/export, reduce to possession, malicious destruction on Federal lands, commercial sale, etc.) or other statutes. Click yes to acknowledge that you must consider other prohibitions of the ESA or other statutes outside of this determination key.

   Yes

3. Is the action the approval of a long-term (i.e., in effect greater than 10 years) permit, plan, or other action? (e.g., a new or re-issued hydropower license, a large-scale land management plan, or other kinds of documents that provide direction for projects or actions that may be conducted over a long term (>10 years) without the need for additional section 7 consultation).

   No

4. Is the action being funded, authorized, or carried out by a Federal agency?

   Yes

5. Does the action involve the installation or operation of wind turbines?

   No

6. Are there at least 30 days prior to your action occurring? Endangered species consultation must be completed before taking any action that may have effects to listed species. The Service also needs 30 days to review projects before we can verify conclusions in some dkey output letters. For example, if you have already started some components of the project on the ground (e.g., removed vegetation) before completing this key, answer “no” to this question. The only exception is if you have a Michigan Field Office pre-approved emergence survey (i.e., if you have conducted pre-approved emergence surveys for listed bats before tree removal, you can still answer yes to this question).

   Yes

7. Does the action involve constructing a new communications tower or modifying an existing communications tower?

   Yes

8. Is your tower unlit?

   No

9. Will you use flashing only LED lights at the minimum configuration allowed by the FAA (i.e. no pulsing or steady-burning lights)?

   No

10. Will your project utilize motion- or heat-sensitive, down-shielded, and minimum intensity security lighting on all on-ground facilities, equipment, and infrastructure to reduce nighttime bird attraction? (If no ground lighting, select "N/A")

    No

11. Is your communications tower self-supported (i.e., without guy wires)?

    No

12. Is your tower over 450 feet?

    No

13. Does the activity involve aerial or other large-scale application of any chemical (including insecticide, herbicide, etc.)?

    No

14. Does your project include water withdrawal (ground or surface water) greater than 10,000 gallons/day?

    No

15. Will your action permanently affect hydrology?

    Yes

16. Will your project have any direct impacts to a stream or river (e.g., Horizontal Directional Drilling (HDD), hydrostatic testing, stream/road crossings, new storm-water outfall discharge, dams, other in-stream work, changes to water quality or hydrology, etc.)?

    Yes

17. Does your project have the potential to indirectly impact the stream/river or the riparian zone (e.g., cut and fill, horizontal directional drilling, hydrostatic testing, construction, vegetation removal, discharge, changes to water quality or hydrology, etc.)?

    Yes

18. Are you applying for one of the following Michigan EGLE/Army Corps of Engineers joint permit application Minor Permit (MP) Categories:
    MP 3 - Boat Hoist; MP 5 - Boal Wells; MP 7 - Completed Enforcement Actions; MP 13 - Dock;
    MP 22 - Fish and Wildlife Habitat Structures;
    MP 25 - Ford Stream Crossings for Commercial Forestry Operations;
    MP 31 - Maintenance and Repair of Serviceable Structures;
    MP 52 - Temporary Recreational Structures;
    MP 54 - Wetland Habitat Restoration and Enhancement?

    Verify the MP category number and associated description matches your project/ application (https://www.michigan.gov/documents/egle/WRD-Minor-Project-Categories_733320_7.pdf). If you don't know what category applies for your project, answer no to this question.

    No

19. Are you applying for one of the following Michigan EGLE/Army Corps of Engineers joint permit application General Permit (GP) Categories:
    GP A - Aids to Navigation;
    GP C - Clear Span Bridge;
    GP J - Dry Fire Hydrant;
    GP O - Minor Permit Revisions and Transfers;
    GP Q - Mooring Buoy;
    GP W - Scientific Measuring Devices;
    GP X - Snow Road Stream Crossings for Forestry Operations;
    GP Z - Spring Piles and Piling Clusters?

    Verify the GP category number and associated description matches your project/ application (https://www.michigan.gov/documents/deq/wrd-general-permit-categories_555828_7.pdf). If you don't know what category applies for your project, answer no to this question.

    No

20. Will your action disturb the ground or existing vegetation? This includes any off road vehicle access, soil compaction, digging, seismic survey, directional drilling, heavy equipment, grading, trenching, placement of fill, pesticide application, vegetation management (including removal or maintenance using equipment or chemicals), cultivation, development, etc.

    Yes

21. Is the action a utility-scale solar development project?

    Note: Solar projects are considered utility scale if they will be 1 megawatt or larger.

    No

22. [Hidden semantic] Does the action intersect the MOBU AOI?

    Automatically answered
    Yes

23. Under the ESA, monarchs remain warranted but precluded by listing actions of higher priority. The monarch is a candidate for listing at this time. The Endangered Species Act does not establish protections or consultation requirements for candidate species. Some Federal and State agencies may have policy requirements to consider candidate species in planning. We encourage implementing measures that will remove or reduce threats to these species and possibly make listing unnecessary. If your project will have no effect on monarch butterflies (for example, if your project won't affect their habitat or individuals), then you can make a "no effect" determination for this project. Are you making a "no effect" determination for monarch?

    No

24. Is this project funded, authorized, or carried out by the U.S. Fish and Wildlife Service?

    No

25. [Hidden Semantic] Does the action intersect the Eastern massasauga rattlesnake area of influence?

    Automatically answered
    Yes

26. In a previous answer in this key, you indicated your project will have permanent effects to hydrology. Will the hydrological impacts result in a significant change in the elevation of surface water upstream or downstream, or in the local groundwater elevations?

    A significant change is one where the elevations are expected to change more than 6 inches or result in inundation.

    No

27. Does your action involve prescribed fire?

    No

28. Will this action occur entirely in the Eastern massasauga rattlesnake inactive season (October 16 through April 14)?

    No

29. Will this action occur entirely in the Eastern massasauga rattlesnake active season (April 15 through October 15)?

    No

30. Will the action result in permanent loss of more than one acre of wetland or conversion of more than 10 acres of uplands of potential Eastern massasauga rattlesnake habitat (uplands associated with high quality wetland habitat) to other land uses?

    Yes

31. [Semantic] Does the action area intersect the rayed bean area of influence?

    Automatically answered
    Yes

32. [Semantic] Does the action area intersect the Salamander mussel AOI?

    Automatically answered
    Yes

33. Section 7 conferences are required if a federal action is likely to jeopardize the continued existence of a proposed species. Jeopardize the continued existence of means to engage in an action that reasonably would be expected, directly or indirectly, to reduce appreciably the likelihood of both the survival and recovery of a listed species in the wild by reducing the reproduction, numbers, or distribution of that species (50 CFR 402.02). Is your project likely to jeopardize the continued existence of the salamander mussel?

    No

34. [Hidden Semantic] Does the action area intersect the piping plover area of influence?

    Automatically answered
    Yes

35. [Hidden Semantic] Does the action area intersect the rufa red knot area of influence?

    Automatically answered
    Yes

36. The project has the potential to affect federally listed bats. Does the action area contain any known or potential bat hibernacula (natural caves, abandoned mines, or underground quarries)?

    No

37. Has a presence/absence bat survey or field-based habitat assessment following the Service's Range-wide Indiana Bat and Northern Long-eared Bat Summer Survey Guidelines been conducted within the action area?

    Yes

38. Did you coordinate with the Michigan Field Office in advance of your survey effort and receive authorization for the study proposal and approval of the results?

    If NO, please contact the Michigan Field Office (MIFO_Dkey@fws.gov) before completing this DKey.

    Yes

    SUBMITTED DOCUMENTS

    - *2024 TE Species Report Mgmt Plan Selfridge_final_040124.pdf https://ipac.ecosphere.fws.gov/project/HRVLSMYJLNBBPEYAN6EAZVTBOE/projectDocuments/147908700*

39. Did survey results demonstrate the probable absence of Indiana bats and northern long-eared bats?

    Yes

40. [Hidden Semantic] Does the action area intersect the Indiana bat AOI?

    Automatically answered
    Yes

41. [Hidden Semantic] Does this project intersect the northern long-eared bat area of influence?

    Automatically answered
    Yes

42. [Hidden semantic] Does the action intersect the Tricolored bat AOI/SLA/range?

    Automatically answered
    Yes

43. The tricolored bat was proposed for listing as endangered on September 13, 2022. In Michigan, the tricolored bat was rare pre-white nose syndrome (WNS) and is exceedingly rare post-WNS. The species has been observed in 12 Michigan counties to date, largely during the fall or winter. With very few exceptions, the species has not been observed in Michigan in the summer months, and no maternity colonies have been found. During winter, tricolored bats hibernate in caves, abandoned mines, and abandoned tunnels ranging from small to large in size. During spring, summer and fall months, they roost primarily among leaf clusters of live or recently dead deciduous/hardwood trees.

    Are you making a no effect determination on this project for the tricolored bat?

    Yes

IPAC USER CONTACT INFORMATION

Agency: Air National Guard
Name: Kenneth Baker
Address: 28900 Selfridge Ave
City: Harrison TWP
State: MI
Zip: 48035
Email kenneth.baker.22@us.af.mil
Phone: 5862395741

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Air Force
Name: Kenneth Baker
Email: kenneth.baker.22@us.af.mil

From: Digges, Diana K <diana_digges@fws.gov>
Sent: Wednesday, September 25, 2024 10:53 AM
To: BAKER, KENNETH F CIV USAF ANG 127 CES/CEV <kenneth.baker.22@us.af.mil>; MIFO DKey, FW3 <MIFO_DKey@fws.gov>; Hicks, Scott <scott_hicks@fws.gov>; East Lansing, FW3 <EastLansing@fws.gov>

Subject: RE: [EXTERNAL] 23 August 2024 - SANGB USFWS Informal Consultation Letter - Runway Encroachment Solution Project (RESP)

Caution: This email originated from outside of Stantec GS Inc. Please take extra precaution.

Hi Ken,

We received your email dated Aug. 23, 2024 and iPaC letter dated August 15, 2024. Thank you for the follow-up phone call to talk through the details of the project. Our mussel biologist and myself reviewed the information and concurrence requests submitted in regard to the Runway Encroachment Solution Project (RESP) at Selfridge Air National Guard Base (SANGB).

You received a "may affect" determination for Salamander Mussel, Eastern Massasauga, Monarch Butterfly, Piping Plover, and Rufa Red Knot.

Salamander Mussel

As indicated in your letter, the Irwin and Tucker Jones Drains are unlikely to contain the salamander mussel due to local population status of the mussel and low-quality habitat of the drains, so a survey is not warranted for these areas.

The proposed project does fall within the Clinton River, which is a Group 3 river where federally listed species are likely to be present. However, the area of the Clinton River near SANGB has been significantly impacted by zebra mussels, sedimentation, and development resulting in hardened shoreline causing habitat degradation. Based on these site-specific conditions, it is highly unlikely that Salamander mussel and associated suitable habitat is present within the proposed action area. As such, a determination of "no effect" is appropriate given that Salamander mussel is unlikely to be present.

Eastern Massasauga

Based on the project locations you provided, the proposed project does not overlap suitable habitat and falls outside of the modeled Tier 1 and Tier 2 habitat boundaries. No effect is the appropriate determination when the best available data indicate that the species and/or critical habitat will not be exposed to environmental changes or will not respond in any manner as a result of the proposed action.

Monarch Butterfly

In December 2020, after an extensive status assessment of the monarch butterfly, we determined that listing the monarch under the Endangered Species Act is warranted but precluded by higher priority actions to amend the Lists of Endangered and Threatened Wildlife and Plants. Therefore,

the Service added the monarch butterfly to the candidate list. The Service will review its status each year until we are able to begin developing a proposal to list the monarch.

The Endangered Species Act does not establish protections or consultation requirements for candidate species. Some Federal and State agencies may have policy requirements to consider candidate species in planning. We encourage implementing measures that will remove or reduce threats to these species and possibly make listing unnecessary. For all projects, we recommend the best management practices (BMPs) that are listed in iPac letter to benefit monarch and other pollinators.

Piping Plover

As indicated in your letter, piping plovers have been recorded along the Lake St. Clair shoreline within several miles of Selfridge ANGB but have not been recorded on the base and no suitable habitat occurs there (127th Wing 2024). No effect is the appropriate determination when the best available data indicate that the species and/or critical habitat will not be exposed to environmental changes or will not respond in any manner as a result of the proposed action.

Rufa Red Knot

As indicated in your letter, rufa red knot has not been recorded on base and no suitable habitat occurs there (127th Wing 2024). No effect" (NE) is the appropriate determination when the best available data indicate that the species and/or critical habitat will not be exposed to environmental changes or will not respond in any manner as a result of the proposed action.

Please note that the Service does not provide concurrence on "no effect" determinations. However, we are happy to provide conservation planning assistance and appreciate your consideration of potential effects to federally listed species. We agree that the above project, as proposed, is unlikely to result in the incidental take of federally listed threatened or endangered species that may occur in the project area. For "no effect" determinations, you should document your finding and rationale for your records. No further consultation is required for projects with no effects to listed species or critical habitat.

When the Action agency maintains discretionary involvement or control over the project, reinitiation of consultation is required (50 CFR 402.16(a)) under certain conditions: (1) if new information reveals effects of the project that may affect listed species or critical habitat in a manner or to an extent not previously considered; (2) if the project is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in the written concurrence; or (3) if a new species is listed or critical habitat designated that may be affected by the project.

Feel free to file copies of this email in your administrative records for each project, and email or call me if you have any questions or concerns. Thank you for your cooperation in helping to conserve threatened and endangered species.

Sincerely,

Diana Digges

Diana Digges (she/her)
Biologist
US Fish & Wildlife Service
Michigan Ecological Services Field Office
517.580.5310 **New number**
2651 Coolidge Road, Suite 101
East Lansing, MI 48823

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

30 October 2025

Kenneth Baker
State Environmental Officer
Selfridge Air National Guard Base
Selfridge ANGB, MI

Scott Hicks
Field Office Supervisor
U.S. Fish and Wildlife Service
2651 Coolidge Road, Suite 101
East Lansing, Michigan 48823
MIFO_DKey@fws.gov

Project Code: 2024-0130071
Project Name: Selfridge Runway Encroachment Solution Project

Dear Mr. Hicks,

The National Guard Bureau (NGB), pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code 4321 et seq.), is preparing an Environmental Assessment (EA) that will analyze the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan, approximately 1,000 feet to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met.

We are following up on an Endangered Species Act section 7 informal consultation that was completed on 25 September 2024 for the proposed Runway Encroachment Solution Project. Scoping was initiated for this project in October 2024 and due to project changes, an addendum to the initial scoping letter was sent to the U.S. Fish and Wildlife Service in August 2025.

In 2024, the project received a No Effect determination for all species included in the Information for Planning and Consultation (IPaC) species list: Indiana bat, northern long-eared bat, tricolored bat, piping plover, rufa red knot, eastern massasauga, rayed bean, salamander mussel, and monarch butterfly. During recent preparation of the Draft EA, we generated an updated IPaC species list. One additional species not included in the 2024 list, and therefore consultation, was added in this 2025 list: the eastern prairie fringed orchid (*Platanthera leucophaea*).

Selfridge ANGB regularly surveys for threatened and endangered species and vegetation, and the eastern prairie fringed orchid has not been identified on the base (127th Wing 2024; Selfridge ANGB 2023). Additionally, aircraft operation areas are maintained to protect flight and people and property on the ground. All vegetation must be maintained between 7 to 14 inches and converted to a locally adapted vegetation species deemed unattractive to birds and other wildlife; therefore, making Selfridge ANGB unlikely to provide undisturbed habitat for this species to occur.

We therefore conclude that the Runway Encroachment Solution Project would have No Effect on the eastern prairie fringed orchid due to lack of recorded occurrence and lack of habitat. Please let us know if you have any questions regarding this conclusion or require additional information. The IPaC report generated in October 2025, as well as previous consultation communication and submittal are attached for your reference.

Sincerely,

Kenneth Baker
State Environmental Officer

Attachments (3):
1. USFWS IPaC Report October 2025
2. USFWS Section 7 Consultation Email September 2024
3. USFWS Section 7 Consultation Submittal August 2024

References:

127th Wing. 2024. Final Report. Threatened and Endangered Species Surveys and Management Plan. 127th Wing Selfridge Air National Guard Base. Macomb County, Michigan. April.

Selfridge ANGB. 2023. Draft Final Integrated Natural Resources Management Plan (INRMP). September.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Michigan Ecological Services Field Office
2651 Coolidge Road Suite 101
East Lansing, MI 48823-6360
Phone: (517) 351-2555 Fax: (517) 351-1443

In Reply Refer To: 10/21/2025 16:35:20 UTC
Project Code: 2024-0130071
Project Name: Selfridge Runway Encroachment Solution Project (Final Submission)

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:

Official Species List
The attached species list identifies any Federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Under 50 CFR 402.12(e) (the regulations that implement section 7 of the Endangered Species Act), the accuracy of this species list should be verified after 90 days. You may verify the list by visiting the IPaC website (https://ipac.ecosphere.fws.gov/) at regular intervals during project planning and implementation. To update an Official Species List in IPaC: from the My Projects page, find the project, expand the row, and click Project Home. In the What's Next box on the Project Home page, there is a Request Updated List button to update your species list. Be sure to select an "official" species list for all projects.

Consultation requirements and next steps
Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize Federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-Federal representative) must consult with the Fish and Wildlife Service if they determine their project may affect listed species or critical habitat.

There are two approaches to evaluating the effects of a project on listed species.

Approach 1. Use the All-species Michigan determination key in IPaC. This tool can assist you in making determinations for listed species for some projects. In many cases, the determination key

will provide an automated concurrence that completes all or significant parts of the consultation process. Therefore, we strongly recommend screening your project with the **All-Species Michigan Determination Key (Dkey)**. For additional information on using IPaC and available Determination Keys, visit https://www.fws.gov/media/mifo-ipac-instructions (and click on the attachment), or for a video overview, please visit: https://www.youtube.com/watch?v=FfcerNCiL0I. Please carefully review your Dkey output letter to determine whether additional steps are needed to complete the consultation process.

Approach 2. Evaluate the effects to listed species on your own without utilizing a determination key. Once you obtain your official species list, you are not required to continue in IPaC, although in most cases using a determination key should expedite your review. If the project is a Federal action, you should review our section 7 step-by-step instructions before making your determinations: https://www.fws.gov/office/midwest-region-headquarters/midwest-section-7-technical-assistance. If you evaluate the details of your project and conclude "no effect," document your findings, and your listed species review is complete; you do not need our concurrence on "no effect" determinations. If you cannot conclude "no effect," you should coordinate/consult with the Michigan Ecological Services Field Office. The preferred method for submitting your project description and effects determination (if concurrence is needed) is electronically to EastLansing@fws.gov. Please include a copy of this official species list with your request.

For all **wind energy projects**, please contact this field office directly for assistance, even if no Federally listed plants, animals or critical habitat are present within your proposed project area or may be affected by your proposed project.

Migratory Birds
Please see the "Migratory Birds" section below for important information regarding incorporating migratory birds into your project planning. Our Migratory Bird Program has developed recommendations, best practices, and other tools to help project proponents voluntarily reduce impacts to birds and their habitats. The Bald and Golden Eagle Protection Act prohibits the take and disturbance of eagles without a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at https://www.fws.gov/program/eagle-management to help you avoid impacting eagles or determine if a permit may be necessary.

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

We appreciate your consideration of threatened and endangered species during your project

planning. Please include a copy 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:

Michigan Ecological Services Field Office
2651 Coolidge Road Suite 101
East Lansing, MI 48823-6360
(517) 351-2555

PROJECT SUMMARY

Project Code: 2024-0130071

Project Name: Selfridge Runway Encroachment Solution Project (Final Submission)

Project Type: Airport - Maintenance/Modification

Project Description: The Department of the Air Force (DAF), in collaboration with the State of Michigan's Department of Military and Veteran Affairs (DMVA), proposes to implement the Runway Encroachment Solution Project at Selfridge Air National Guard Base (ANGB) to address residential encroachment and mitigate future risk of aircraft mishap and safety concerns within the southern clear zone (CZ) of the airfield. The NGB proposes to implement the Runway Encroachment Solution Project to mitigate encroachment within the southern CZ of Runway End 19 to satisfy the purpose of and need for the action described. To address the encroachment, Selfridge ANGB is proposing to shift the runway to the north, which would also include subsequent projects to ensure airfield and mission requirements are met. The Selfridge ANGB Runway Encroachment Solution Project includes several projects identified to mitigate encroachment, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. No changes to airfield operations, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed under the Proposed Action or alternatives. One major component of the project is the relocation of Rosso Highway to accommodate the runway shifted to the north. Associated projects include relocating the Clear Zone fence, relocating Irwin and Tucker Jones Drains, relocating the base perimeter fence, relocating the perimeter road and airfield fence, and updating all associated lighting. Projects are planned to commence beginning in 2026 (highway relocation and associated projects), and some are set to begin in 2034 (taxiway changes).

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@42.60190035,-82.83057720067728,14z

Counties: Macomb County, Michigan

ENDANGERED SPECIES ACT SPECIES

There is a total of 10 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.

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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
Indiana Bat *Myotis sodalis* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
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: [Great Lakes watershed DPS] - Great Lakes, watershed in States of IL, IN, MI, MN, NY, OH, PA, and WI and Canada (Ont.) There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6039	Endangered
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: ▪ Only actions that occur along coastal areas during the Red Knot migratory window of MAY 1 - SEPTEMBER 30. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened

REPTILES

NAME	STATUS
Eastern Massasauga (=rattlesnake) *Sistrurus catenatus* No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: ▪ For all Projects: Project is within EMR Range Species profile: https://ecos.fws.gov/ecp/species/2202 General project design guidelines: https://ipac.ecosphere.fws.gov/project/HRVLSMYJLNBBPEYAN6EAZVTBOE/documents/generated/5280.pdf	Threatened

CLAMS

NAME	STATUS
Rayed Bean *Villosa fabalis* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat.	Endangered

NAME	STATUS
Species profile: https://ecos.fws.gov/ecp/species/5862	
Salamander Mussel *Simpsonaias ambigua* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6208	Proposed Endangered

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

FLOWERING PLANTS

NAME	STATUS
Eastern Prairie Fringed Orchid *Platanthera leucophaea* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/601	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 Dec 1 to Aug 31

NAME	BREEDING SEASON
Golden Eagle *Aquila chrysaetos* 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/1680	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.

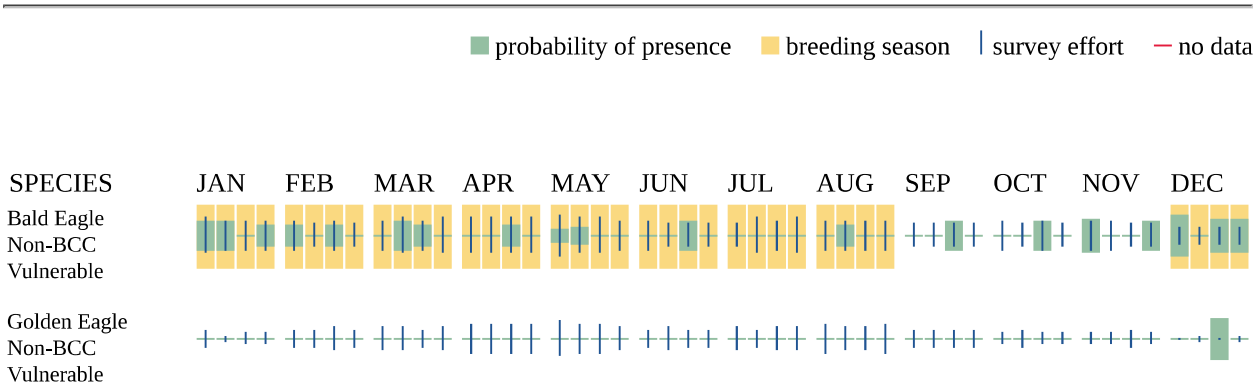
Probability of Presence (■)

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

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

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

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



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management

- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-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).

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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
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 Dec 1 to Aug 31
Black Tern *Chlidonias niger surinamenisis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3093	Breeds May 15 to Aug 20
Black-billed Cuckoo *Coccyzus erythropthalmus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10

NAME	BREEDING SEASON
Bobolink *Dolichonyx oryzivorus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9454	Breeds May 20 to Jul 31
Canada Warbler *Cardellina canadensis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9643	Breeds May 20 to Aug 10
Cerulean Warbler *Setophaga cerulea* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 22 to Jul 20
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
Eastern Whip-poor-will *Antrostomus vociferus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10678	Breeds May 1 to Aug 20
Golden Eagle *Aquila chrysaetos* 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/1680	Breeds elsewhere
Golden-winged Warbler *Vermivora chrysoptera* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8745	Breeds May 1 to Jul 20
Grasshopper Sparrow *Ammodramus savannarum perpallidus* 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/8329	Breeds Jun 1 to Aug 20
Henslow's Sparrow *Centronyx henslowii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3941	Breeds May 1 to Aug 31
King Rail *Rallus elegans* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8936	Breeds May 1 to Sep 5

NAME	BREEDING SEASON
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
Long-eared Owl *asio otus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3631	Breeds Mar 1 to Jul 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
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Rusty Blackbird *Euphagus carolinus* 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/9478	Breeds elsewhere
Semipalmated Sandpiper *Calidris pusilla* 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/9603	Breeds elsewhere
Short-billed Dowitcher *Limnodromus griseus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere
Upland Sandpiper *Bartramia longicauda* 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/9294	Breeds May 1 to Aug 31
Wood Thrush *Hylocichla mustelina* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental

Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

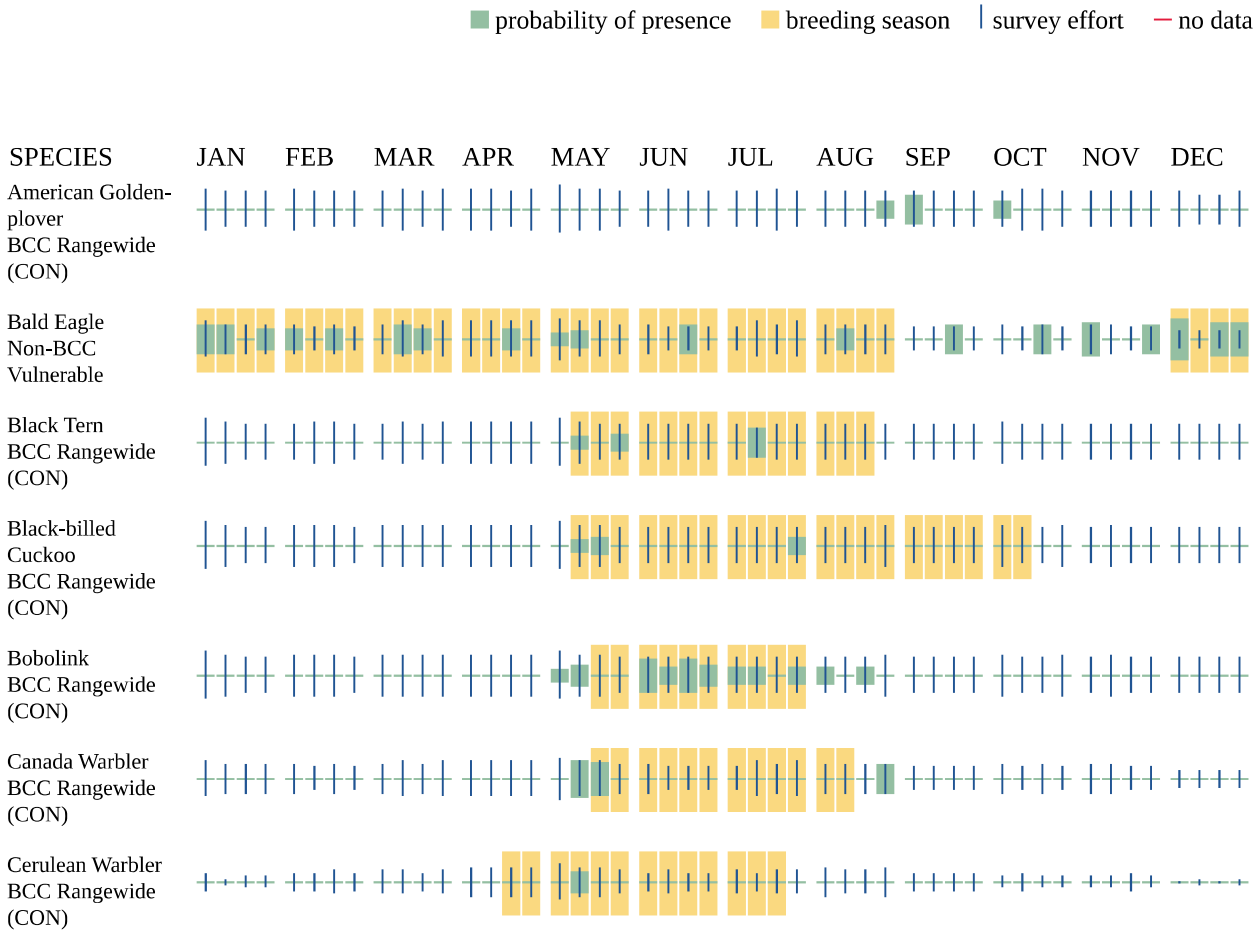
Probability of Presence (■)

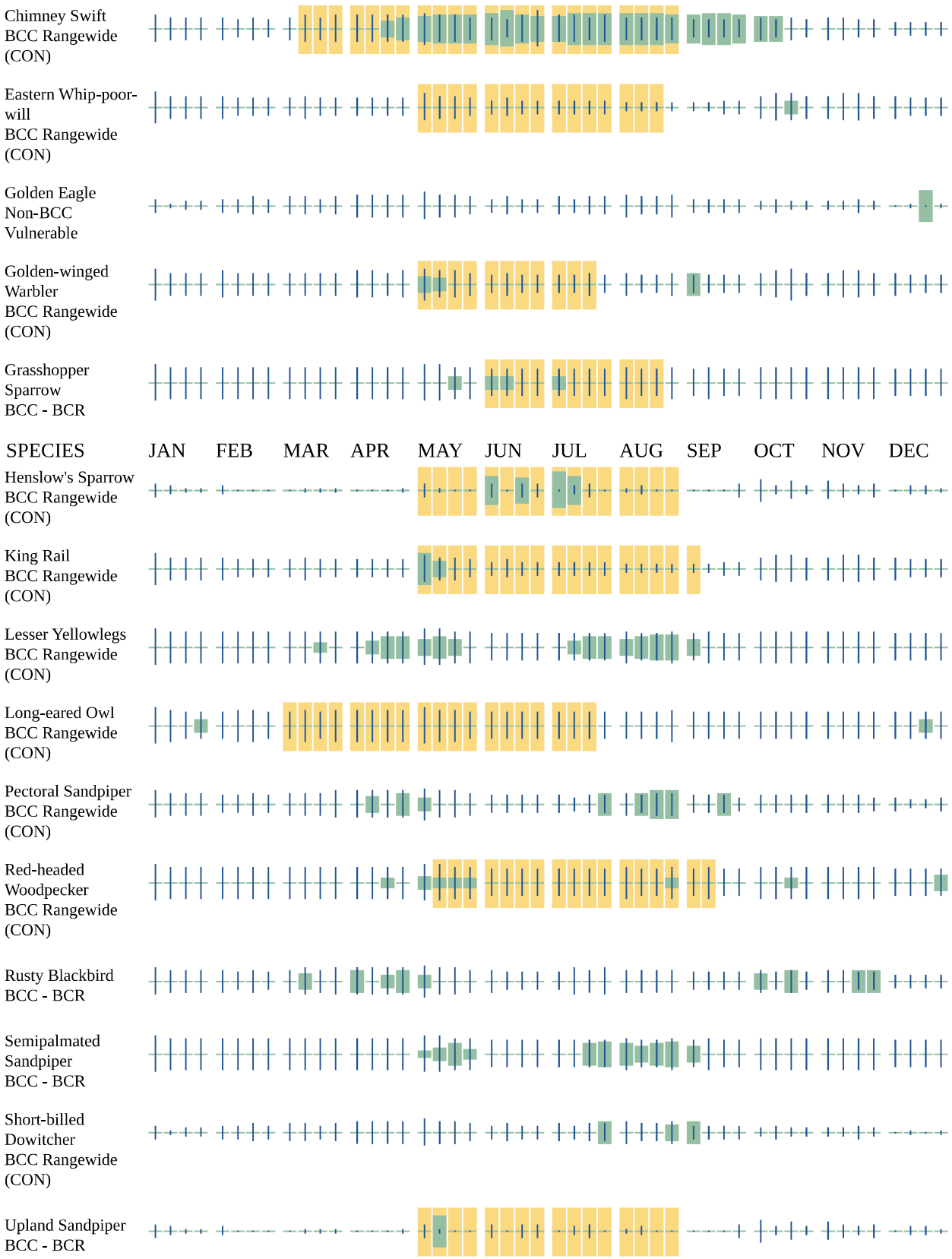
Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

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

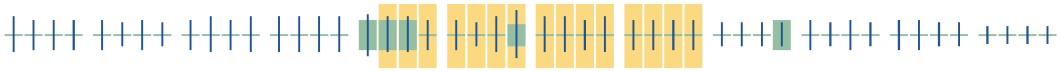
Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

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




Chimney Swift
BCC Rangewide
(CON)
Eastern Whip-poor-will
BCC Rangewide
(CON)
Golden Eagle
Non-BCC
Vulnerable
Golden-winged Warbler
BCC Rangewide
(CON)
Grasshopper Sparrow
BCC - BCR
SPECIES
JAN
FEB
MAR
APR
MAY
JUN
JUL
AUG
SEP
OCT
NOV
DEC
Henslow's Sparrow
BCC Rangewide
(CON)
King Rail
BCC Rangewide
(CON)
Lesser Yellowlegs
BCC Rangewide
(CON)
Long-eared Owl
BCC Rangewide
(CON)
Pectoral Sandpiper
BCC Rangewide
(CON)
Red-headed Woodpecker
BCC Rangewide
(CON)
Rusty Blackbird
BCC - BCR
Semipalmated Sandpiper
BCC - BCR
Short-billed Dowitcher
BCC Rangewide
(CON)
Upland Sandpiper
BCC - BCR

Wood Thrush
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.

RIVERINE

- R2UBHx
- R2UBFx

FRESHWATER EMERGENT WETLAND

- PEM1A
- PEM1Ad

FRESHWATER FORESTED/SHRUB WETLAND

- PFO1A

IPAC USER CONTACT INFORMATION

Agency: Private Entity
Name: Abby Mouch
Address: 250 Bobwhite Court, Suite 200
City: Boise
State: ID
Zip: 83706
Email abigail.mouch@stantecgs.com
Phone: 9063602229

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Air Force
Name: Kenneth Baker
Email: kenneth.baker.22@us.af.mil

From: Digges, Diana K <diana_digges@fws.gov>
Sent: Wednesday, September 25, 2024 10:53 AM
To: BAKER, KENNETH F CIV USAF ANG 127 CES/CEV <kenneth.baker.22@us.af.mil>; MIFO DKey, FW3 <MIFO_DKey@fws.gov>; Hicks, Scott <scott_hicks@fws.gov>; East Lansing, FW3 <EastLansing@fws.gov>
Cc: Meyers, Josiah (DTMB) <MeyersJ11@michigan.gov>; Vanessa Williford <Vanessa.Williford@cardno-gs.com>; melanie.frisch@us.af.mil <melanie.frisch@us.af.mil>; CABRA, JASON D CIV USAF ANG 127 CES/CEN <jason.cabra.1@us.af.mil>; PROBSTFELD, DEREK M CIV USAF ANG 127 CES/CENC <derek.probstfeld@us.af.mil STEPHEN M Maj USAF ANG 127 CES/BCE <stephen.klenke.2@us.af.mil>; KUCHAREK, KRISTI L CIV USAF ANGRC NGB/A4 <kristi.kucharek@us.af.mil>; PAASCHE, MARK H CIV USAF ANG 127 CES/CEEM <mark.paasche@us.af.mil>
Subject: RE: [EXTERNAL] 23 August 2024 - SANGB USFWS Informal Consultation Letter - Runway Encroachment Solution Project (RESP)

Hi Ken,

We received your email dated Aug. 23, 2024 and iPaC letter dated August 15, 2024. Thank you for the follow-up phone requests submitted in regard to the Runway Encroachment Solution Project (RESP) at Selfridge Air National Guard Base (SANGB).

You received a "may affect" determination for Salamander Mussel, Eastern Massasauga, Monarch Butterfly, Piping Plover, and Rufa Red Knot.

Salamander Mussel

As indicated in your letter, the Irwin and Tucker Jones Drains are unlikely to contain the salamander mussel due to local population status of the mussel and low-quality habitat of the drains, so a survey is not warranted for these areas.

The proposed project does fall within the Clinton River, which is a Group 3 river where federally listed species are likely to be present. However, the area of the Clinton River near SANGB has been significantly impacted by zebra mussels, sedimentation, and development resulting in hardened shoreline causing habitat degradation. Based on these site-specific conditions, it is highly unlikely that Salamander mussel and associated suitable habitat is present within the proposed action area. As such, a determination of "no effect" is appropriate given that Salamander mussel is unlikely to be present.

Eastern Massasauga

Based on the project locations you provided, the proposed project does not overlap suitable habitat and falls outside of the modeled Tier 1 and Tier 2 habitat boundaries. No effect is the appropriate determination when the best available data indicate that the species and/or critical habitat will not be exposed to environmental changes or will not respond in any manner as a result of the proposed action.

Monarch Butterfly

In December 2020, after an extensive status assessment of the monarch butterfly, we determined that listing the monarch under the Endangered Species Act is warranted but precluded by higher priority actions to amend the Lists of Endangered and Threatened Wildlife and Plants. Therefore, the Service added the monarch butterfly to the candidate list. The Service will review its status each year until we are able to begin developing a proposal to list the monarch.

The Endangered Species Act does not establish protections or consultation requirements for candidate species. Some Federal and State agencies may have policy requirements to consider candidate species in planning. We encourage implementing measures that will remove or reduce threats to these species and possibly make listing unnecessary. For all projects, we recommend the best management practices (BMPs) that are listed in iPac letter to benefit monarch and other pollinators.

Piping Plover

As indicated in your letter, piping plovers have been recorded along the Lake St. Clair shoreline within several miles of Selfridge ANGB but have not been recorded on the base and no suitable habitat occurs there (127th Wing 2024). No effect is the appropriate determination when the best available data indicate that the species and/or critical habitat will not be exposed to environmental changes or will not respond in any manner as a result of the proposed action.

Rufa Red Knot

As indicated in your letter, rufa red knot has not been recorded on base and no suitable habitat occurs there (127th Wing 2024). No effect" (NE) is the appropriate determination when the best available data indicate that the species and/or critical habitat will not be exposed to environmental changes or will not respond in any manner as a result of the proposed action.

Please note that the Service does not provide concurrence on "no effect" determinations. However, we are happy to provide conservation planning assistance and appreciate your consideration of potential effects to federally listed species. We agree that the above project, as proposed, is unlikely to result in the incidental take of federally listed threatened or endangered species that may occur in the project area. For "no effect" determinations, you should document your finding and rationale for your records. No further consultation is required for projects with no effects to listed species or critical habitat.

When the Action agency maintains discretionary involvement or control over the project, reinitiation of consultation is required (50 CFR 402.16(a)) under certain conditions: (1) if new information reveals effects of the project that may affect listed species or critical habitat in a manner or to an extent not previously considered; (2) if the project is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in the written concurrence; or (3) if a new species is listed or critical habitat designated that may be affected by the project.

Feel free to file copies of this email in your administrative records for each project, and email or call me if you have any questions or concerns. Thank you for your cooperation in helping to conserve threatened and endangered species.

Sincerely,

Diana Digges

Diana Digges (she/her)
Biologist
US Fish & Wildlife Service
Michigan Ecological Services Field Office
517.580.5310 **New number**

2651 Coolidge Road, Suite 101
East Lansing, MI 48823

From: BAKER, KENNETH F CIV USAF ANG 127 CES/CEV <kenneth.baker.22@us.af.mil>
Sent: Friday, August 23, 2024 10:49 AM
To: MIFO DKey, FW3 <MIFO_DKey@fws.gov>; Hicks, Scott <scott_hicks@fws.gov>
Cc: Digges, Diana K <diana_digges@fws.gov>; Meyers, Josiah (DTMB) <MeyersJ11@michigan.gov>; Vanessa Williford <Vanessa.Williford@cardno-gs.com>; melanie.frisch@us.af.mil; CABRA, JASON D CIV USAF ANG 127 CES/CEN <jason.cabra.1@us.af.mil>; PROBSTFELD, DEREK M CIV USAF ANG 127 CES/CENC <derek.probstfeld@us.af.mil>; KLENKE, STEPHEN M Maj USAF ANG 127 CES/BCE <stephen.klenke.2@us.af.mil>; KUCHAREK, KRISTI L CIV USAF ANGRC NGB/A4 <kristi.kucharek@us.af.mil>; PAASCHE, MARK H CIV USAF ANG 127 CES/CEEM <mark.paasche@us.af.mil>
Subject: [EXTERNAL] 23 August 2024 - SANGB USFWS Informal Consultation Letter - Runway Encroachment Solution Project (RESP)

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Supervisor Hicks,

Selfridge Air National Guard Base (SANGB) in cooperation with the NGB is requesting input from USFWS on the effects of a proposed action on the federally listed species that received a 'may affect' determination from a Dkey completed for the action. Attached is a letter describing the proposed action to implement the Runway Encroachment Solution Project at SANGB to address residential encroachment and mitigate future risk of aircraft mishap and safety concerns within the southern clear zone (CZ) of the airfield.

The purpose of the letter is to initiate informal consultation pursuant to Section 7 of the Endangered Species Act of 1973 (ESA), as amended (16 United States Code [U.S.C.] Section1531 et seq.).

If you have any questions, please let me know.

VR,

Kenneth Baker
State Environmental Officer
Selfridge Air National Guard Base
127 CES/CEV
(586)239-5741

MICHIGAN AIR NATIONAL GUARD
HEADQUARTERS 127TH WING (ACC)
SELFRIDGE ANG BASE, MICHIGAN

23 August 2024

Kenneth Baker
State Environmental Officer
Selfridge Air National Guard Base
Selfridge ANGB, MI

Scott Hicks
Field Office Supervisor
U.S. Fish and Wildlife Service
2651 Coolidge Road, Suite 101
East Lansing, Michigan 48823
MIFO_DKey@fws.gov

Dear Supervisor Hicks,

Selfridge Air National Guard Base (SANGB), located in Macomb County, Michigan (**Attachment 1**), proposes to implement the Runway Encroachment Solution Project at Selfridge SANGB to address residential encroachment and mitigate future risk of aircraft mishap and safety concerns within the southern clear zone (CZ) of the airfield. The Selfridge ANGB Runway Encroachment Solution Project includes several projects identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met (as shown in **Attachments 2 and 3**). The National Guard Bureau (NGB) is the lead Federal agency and is currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act to evaluate potential environmental impacts associated with the Proposed Action Alternative. The purpose of this letter is to initiate informal consultation pursuant to Section 7 of the Endangered Species Act of 1973 (ESA), as amended (16 United States Code [U.S.C.] Section1531 et seq.). As part of the National Environmental Policy Act process, and to initiate the consultation process with United States (U.S.) Fish and Wildlife Service (USFWS), we have conducted an Information for Planning and Consultation (IPaC) Michigan Determination Key (DKey) and obtained a consistency letter for the Action Area (**Attachment 4**). We present the species effects determinations generated from the DKey consistency letter in **Table 1.**

The Proposed Action

The purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible land use and encroachment in the southern CZ and mitigate the increased risk of aircraft mishap within that CZ. Selfridge ANGB would implement all proposed Runway Encroachment Solution projects as summarized in the Proposed Action project list (**Attachment 2**) and shown in the figure in **Attachment 3**. The upcoming EA will include analysis of alternatives for the Runway Encroachment Solution Project. The Proposed Action consists of the

realignment of Rosso Highway and Irwin Drain to the north; truncating Tucker Jones Drain; construction of new pavement, lights, and fencing associated with the realignment of the runway to the north; and realignment of the southern and northern CZs to the north (**Attachment 2**). The Proposed Action would result in up to 31 acres of new impervious surface, removal of approximately 4–6 acres of freshwater emergent wetlands and would require trimming or clearing of 18 acres of forested area to comply with airfield safety regulations. SANGB understands that impacts to wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes. NGB will also be addressing those permits and associated mitigation requirements in our EA for the prosed action.

Effects Determinations for Threatened and Endangered Species

The following table shows the effects determinations generated from the Michigan All Species Dkey on August 15, 2024 (**Attachment 4**).

Table 1. Effects Determinations from the Michigan All Species DKey

Species	Listing Status	DKey Determination
Eastern Massasauga (=rattlesnake) (*Sistrurus catenatus*)	Threatened	May affect
Indiana Bat (*Myotis sodalis*)	Endangered	No effect
Monarch Butterfly (*Danaus plexippus*)	Candidate	May affect
Northern Long-eared Bat (*Myotis septentrionalis*)	Endangered	No effect
Piping Plover (*Charadrius melodus*)	Endangered	May affect
Rayed Bean (*Villosa fabalis*)	Endangered	No effect
Rufa Red Knot (*Calidris canutus rufa*)	Threatened	May affect
Salamander Mussel (*Simpsonaias ambigua*)	Proposed Endangered	May affect
Tricolored Bat (*Perimyotis subflavus*)	Proposed Endangered	No effect

Surveys for threatened and endangered species at Selfridge ANGB were completed in 2015 and 2022 (127th Wing 2024). Federally listed species surveyed consisted of the eastern massasauga, Indiana bat, northern long-eared bat, tricolored bat, and rufa red knot. Echolocation calls of the tricolored bat were identified at three bat survey sites in 2015. Tricolored bats were not recorded in 2022. No other federally listed species were identified during the surveys during either year. The following paragraph discusses species that received a 'may affect' determination from the Dkey.

Focused surveys in 2015 and 2022 (127th Wing 2024) did not result in observations of the eastern massasauga. The base is low-quality habitat for the eastern massasauga because wetland areas become very flooded in the spring and then bone dry later in the summer (127th Wing 2024). The monarch butterfly is common in Michigan during the migration period and has been recorded on the base. Piping plovers have been recorded along the Lake St. Clair shoreline within several miles of Selfridge ANGB but have not been recorded on the base and no suitable habitat occurs there (127th Wing 2024). The rufa red knot has not been recorded on base and no suitable habitat occurs there (127th Wing 2024). The salamander mussel is considered functionally extirpated in the Clinton River and Lake St. Clair (referred to as the Clinton population and the St. Clair population) (USFWS 2023). No mussel surveys have been completed for waterbodies on or adjacent to the base, including the Irwin Drain and Tucker Jones Drain, both of which will be impacted by the Proposed Action (**Attachments 2 and 3**) but are unlikely to contain the salamander mussel due to local population status of the mussel and general low-quality habitat of the drains. Water level surveys completed on

Irwin Drain in 2021 (Spalding DeDecker 2021) indicate that this drainageway would not serve as high quality habitat for mussel species due to fluctuating water levels, slow water flow, and otherwise degraded functioning from proximity to roadways and other human development. Both drains were also surveyed as part of a base-wide wetland and WUS delineation in 2021 (ANG 2022). Both studies are available to USFWS upon request. The NGB request input as to whether mussel-focused surveys should be completed for the drains affected by the Proposed Action.

Selfridge ANGB has completed its 5-year operations and effect review of its Integrated Natural Resources Management Plan, its current signature date is 26 January 2024. The INRMP provides guidance to Selfridge ANGB for the management of natural resources, sustainable land use, compliance with applicable environmental laws and regulations, and ensures "no net loss" of the capability to support the military mission. The INRMP discusses the physical environment, the ecosystems and biotic environment, mission impacts on natural resources, natural resources program management, and INRMP implementation (Selfridge ANGB 2023).

As part of the INRMP update, new surveys were completed in the last year. The surveys included a Waters of the U.S. (WUS) Survey and Report, an Invasive Species Management Plan, and a Wetland Identification Program (WIP) report through Michigan Department of Environment, Great Lakes, and Energy (EGLE).

The WUS Survey and Report identified 401.8 acres of wetland on base (Air National Guard [ANG] 2022). Types of wetland identified consisted of freshwater emergent wetland (222.59 acres), forested/scrub-shrub wetland (166.59 acres), open water wetland (12.62 acres), and WUS/Perennial Stream Channel (71.45 feet), as well as several non-jurisdictional stormwater management features. The report was submitted to EGLE Water Resources Division (WRD) who conducted a Level 3 WIP review and a response from EGLE was issued in January 2024 (EGLE 2024). EGLE confirmed, in part, the wetland boundary lines as submitted; however, EGLE identified nine additional wetland areas totaling less than 7 acres (located mostly within the southwestern and southeastern portions of the base) that had not been previously delineated or mapped (EGLE 2024). None of the nine additional wetland areas are located within the project area.

The Invasive Species Management Plan identifies 18 invasive plant species known to occur in the area, with emphasis on species previously observed during a vegetation survey (Selfridge ANGB 2024).

SANGB in cooperation with the NGB is requesting input from USFWS on the effects of the Proposed Action on the federally listed species that received a 'may affect' determination from the Dkey and supplemented by the information obtained during the surveys completed. Please respond within thirty (30) days of receipt of this letter to Kenneth Baker, State Environmental Officer, ATTN: Kenneth Baker email at kenneth.baker.22@us.af.mil with the subject titled ATTN: Selfridge ANGB EA. Thank you for your assistance.

Sincerely,

Kenneth Baker
State Environmental Officer
Selfridge Air National Guard Base

Attachments (4):
1. Selfridge ANGB Regional Location Map
2. Proposed Construction Projects for the Selfridge ANGB Runway Encroachment Solution Project (Alternative 1 and Alternative 2)
3. Proposed Runway Encroachment Solution Project Map
4. Michigan DKey Consistency Letter

References:

127th Wing. 2024. Final Report. Threatened and Endangered Species Surveys and Management Plan. 127th Wing Selfridge Air National Guard Base. Macomb County, Michigan. April.

Air National Guard (ANG). 2022. Draft Final Waters of the United States Report. Air National Guard-127th Wing Selfridge Air National Guard Base, Mount Clemens, Michigan.

EGLE. 2024. Wetland Identification Report. MiEnviro WIP Application Submission Number: HPT-TVM8-ZXWG4. January.

Selfridge ANGB. 2023. Draft Final Integrated Natural Resources Management Plan (INRMP). September.

Selfridge ANGB. 2024. Draft Final Invasive Species Management Plan. March.

Spalding DeDecker. 2021. Irwin Drain Water Level Control Study Technical Memorandum.

USFWS. 2023. Special Status Species Assessment Report for the Salamander Mussel (*Simpsonaias ambigua*).

Attachment 1 – Selfridge ANGB Regional Location Map

Attachment 2 – Proposed Construction Projects for the
Selfridge ANGB Runway Encroachment Solution Project (Alternative 1 and Alternative 2)

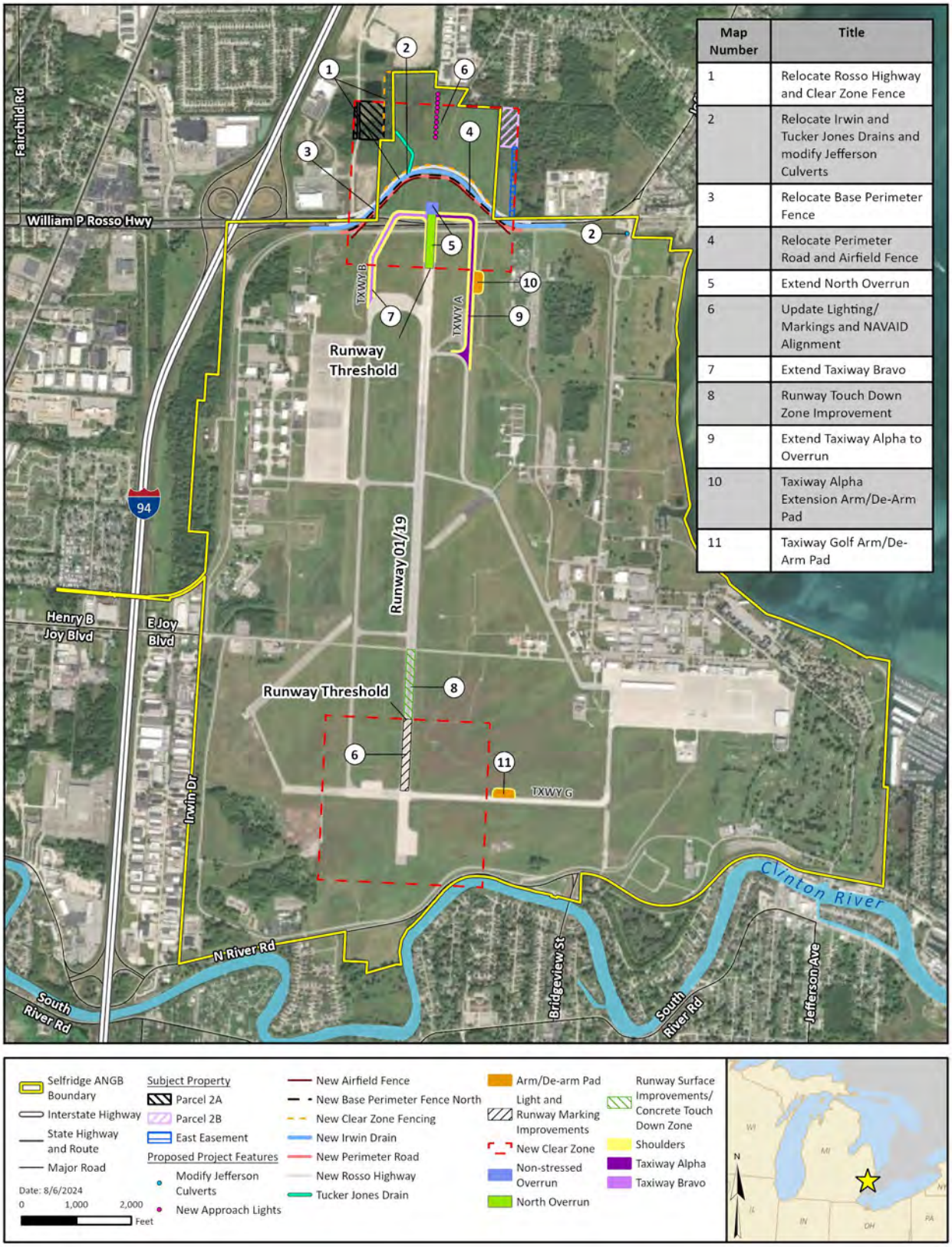
Project No.	***Project Title/1391 No.***	***Project Description***	***Implementation Year***	***Project Impact Area***	***New Impervious Surface***
1	Relocate Rosso Highway and Clear Zone Fence (VGLZ2395XX)	Rosso Highway and the Clear Zone fencing would be realigned to the north to accommodate the new overrun. Demolition would include 44,332 SF of the existing Rosso Highway asphalt.	2026	Rosso Highway 211,000 SF Clear Zone Fence 33,000 SF	Rosso Highway 165,315 SF Clear Zone Fence N/A
2	Relocate Irwin and Tucker Jones Drains (VGLZ239502) and modify Jefferson Culverts	Irwin Drain would be relocated to follow the new alignment of Rosso Highway; the new drainageway would be made of rip/rap and concrete. Tucker Jones Drain would be truncated to tie into Irwin Drain through a culvert under Rosso Highway; the new drainageway would consist of rip/rap and concrete. Jefferson Culverts would be updated to accommodate increased drainage capacity and resolve existing flooding concerns. Demolition would include 900 LF of concrete/rip-rap associated with the existing Irwin Drain.	2026	Irwin Drain 4,345 LF Tucker Jones Drain 927 LF Jefferson Culverts TBD	N/A
3	Relocate Base Perimeter Fence (VGLZ239503)	The Base Perimeter Fence would be relocated to follow the new alignment of Rosso Highway.	2026	30,000 SF	N/A
4	Relocate Perimeter Road and Airfield Fence (VLGZ239504)	Perimeter Road would be relocated to the north to accommodate the new overrun. The Airfield Fence would be installed south of the new perimeter road. Demolition would include 17,850 SF of the existing Perimeter Road asphalt.	2026	Perimeter Road 115,000 SF Airfield Fence 30,000 SF	Perimeter Road 93,872 SF Airfield Fence N/A
5	Extend North Overrun (VGLZ239505)	A new 1,200-foot overrun would be constructed north of the current overrun and include 25-foot paved shoulders. The first 1,000 feet will be full strength pavement and the most northern 200 feet of the overrun would be non-stressed pavement. Demolition would include 26,300 SF of concrete.	2026	190,000 SF runway/ overrun pavement	151,000 SF

Project No.	*Project Title/1391 No.*	*Project Description*	*Implementation Year*	*Project Impact Area*	*New Impervious Surface*
6	Update Lighting/Markings and NAVAID Alignment (VGLZ239513)	All applicable lighting and markings would be updated, and navigational aid alignment would be updated per UFC to accommodate the runway shift to the north. Additionally, the existing portion of the runway on the south end would require updated lighting and markings to allow aircraft operations at night and during IMC.	2026	4,000 LF	4,000 LF
7	Extend Taxiway Bravo (VGLZ239508)	Taxiway Bravo would be extended to the north to connect to the west side of the overrun and include 25-foot paved shoulders. Demolition would include 17,000 SF of concrete.	2026	285,000 SF	258,000 SF
8	Runway Touchdown Zone Improvement (New Project – No 1391)	The new touchdown zone for Runway 01 is currently asphalt and would need to be replaced with concrete to support the landing weight of aircraft. Demolition would include 191,000 SF of paved asphalt.	2026	191,000 SF	0
9 (Alt 1 only)	Extend Taxiway Alpha to the End of the Overrun	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the east side of the overrun.	2034	640,000 SF	574,000 SF
9 (Alt 2 only)	Extend Taxiway Alpha to Runway Threshold (VGLZ239509)	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the east side of the runway threshold.	2034	320,000 SF	287,000 SF
10	Taxiway Alpha Extension Arm/De-Arm Pad (New Project – No 1391)	A new arm/de-arm pad to include 25-foot paved shoulders would be constructed on the Taxiway Alpha extension to provide arm/de-arm capabilities on the north and east side of the runway. Demolition would include 1,700 SF of concrete.	2034	64,000 SF	63,000 SF
11	Taxiway Golf Arm/De-Arm Pad (VGLZ239511)	A new arm/de-arm pad to include 25-foot shoulders would be constructed on Taxiway Golf to provide arm/de-arm capabilities on the south and east side of the runway. Demolition would include 11,400 SF of concrete.	2034	64,000 SF	54,000 SF

Notes: A 4-foot buffer was used to identify potential temporary construction impacts associated with the construction of fences; a 6-foot buffer was used to identify potential temporary construction impacts associated with the construction of roadways. Fencing was not assumed to result in any appreciable permanent impervious surfaces.

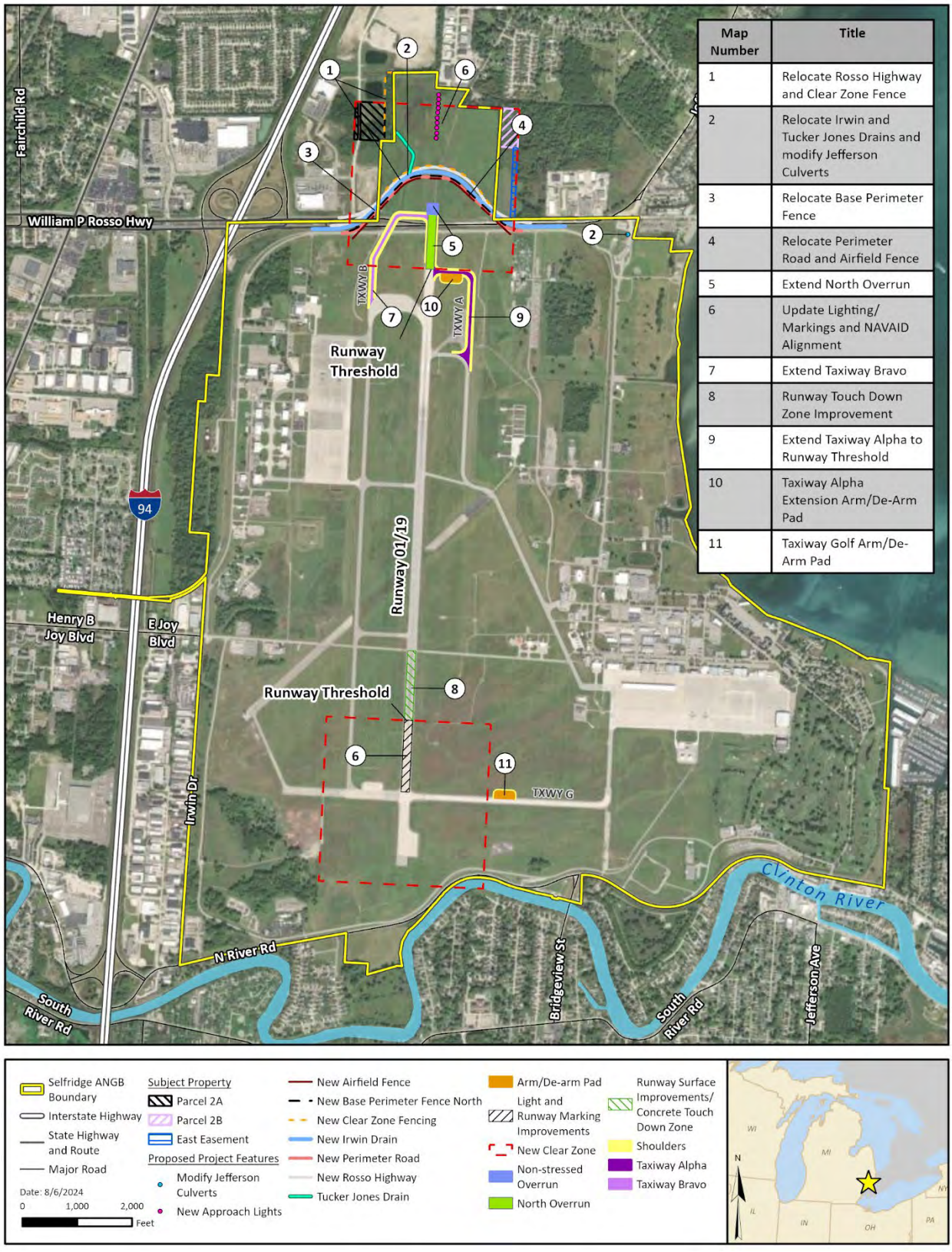
Legend: IMC = Instrument Meteorological Conditions; LF = linear feet; N/A = Not Applicable; SF = square feet; TBD = To Be Determined; NAVAID = Navigation Aid; UFC = Unified Facilities Criteria.

Attachment 3 – Proposed Runway Encroachment Solution Alternatives



Map Number	Title
1	Relocate Rosso Highway and Clear Zone Fence
2	Relocate Irwin and Tucker Jones Drains and modify Jefferson Culverts
3	Relocate Base Perimeter Fence
4	Relocate Perimeter Road and Airfield Fence
5	Extend North Overrun
6	Update Lighting/ Markings and NAVAID Alignment
7	Extend Taxiway Bravo
8	Runway Touch Down Zone Improvement
9	Extend Taxiway Alpha to Overrun
10	Taxiway Alpha Extension Arm/De-Arm Pad
11	Taxiway Golf Arm/De-Arm Pad

Alternative 1



Alternative 2

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Michigan Ecological Services Field Office
2651 Coolidge Road Suite 101
East Lansing, MI 48823-6360
Phone: (517) 351-2555 Fax: (517) 351-1443

In Reply Refer To: 08/15/2024 10:34:43 UTC
Project code: 2024-0130071
Project Name: Selfridge Runway Encroachment Solution Project (Final Submission)

Subject: Consistency letter for 'Selfridge Runway Encroachment Solution Project (Final Submission)' for specified federally threatened and endangered species and designated critical habitat that may occur in your proposed project area consistent with the Michigan Determination Key for project review and guidance for federally listed species (Michigan Dkey).

Dear Kenneth Baker:

The U.S. Fish and Wildlife Service (Service) received on **August 15, 2024** your effect determination(s) for the 'Selfridge Runway Encroachment Solution Project (Final Submission)' (the Action) using the Michigan DKey within the Information for Planning and Consultation (IPaC) system. The Service developed this system in accordance with the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.).

Based on your answers and the assistance of the Service's Michigan DKey, you made the following effect determination(s) for the proposed Action:

Species	**Listing Status**	**Determination**
Eastern Massasauga (=rattlesnake) (*Sistrurus catenatus*)	Threatened	May affect
Indiana Bat (*Myotis sodalis*)	Endangered	No effect
Monarch Butterfly (*Danaus plexippus*)	Candidate	May affect
Northern Long-eared Bat (*Myotis septentrionalis*)	Endangered	No effect
Piping Plover (*Charadrius melodus*)	Endangered	May affect
Rayed Bean (*Villosa fabalis*)	Endangered	No effect
Rufa Red Knot (*Calidris canutus rufa*)	Threatened	May affect
Salamander Mussel (*Simpsonaias ambigua*)	Proposed Endangered	May affect
Tricolored Bat (*Perimyotis subflavus*)	Proposed Endangered	No effect

Please carefully review this letter. Your Endangered Species Act requirements are not complete.

Eastern Massasauga (EMR):
EMR may be present in the Action area. The following projects are not within the scope of the Michigan DKey: prescribed fire; new roads or trails that create a permanent barrier to EMR movement; projects that alter hydrology permanently, or temporarily if during the inactive season; projects that are large in scale; and projects that do not apply recommended conservation measures. Project-specific review is needed for these types of projects. **Please coordinate with the Michigan Ecological Services Field Office to further evaluate effects of the Action on EMR.**

Freshwater Mussels:
Based on your answers to the Michigan DKey, the Action will have ”No Effect” on Federally listed mussels. **However, state-listed mussels may occur in your Action area. Contact the Michigan Department of Natural Resources to determine effects to state-listed mussels.**

Freshwater mussels are one of the most critically imperiled groups of organisms in the world. In North America, 65% of the remaining 300 species are vulnerable to extinction (Haag and Williams 2014). Implementing measures to conserve and restore freshwater mussel populations directly improves water quality in lakes, rivers, and streams throughout Michigan. An adult freshwater mussel filters anywhere from 1 to 38 gallons of water per day (Baker and Levinton 2003, Barnhart pers. comm. 2019). A 2015 survey found that in some areas mussels can reduce the bacterial populations by more than 85% (Othman et al. 2015 in Vaughn 2017). Mussels are also considered to be ecosystem engineers, stabilizing substrate and providing habitat for other aquatic organisms (Vaughn 2017). In addition to ecosystem services, mussels play an important role in the food web, contributing critical nutrients to both terrestrial and aquatic habitats, including those that support sport fish (Vaughn 2017). Taking proactive measures to conserve and restore freshwater mussels will improve water quality, which has the potential to positively impact human health and recreation in the State of Michigan.

Piping Plover:
Piping plover may be present in the Action area. Projects have potential to affect piping plover if they result in any changes to the quality, quantity, or availability of suitable piping plover habitat during the breeding season (April 15 through August 15) or to Critical Habitat (CH) at any time of year; any permanent changes to suitable habitat or CH; and/or increased activity within suitable habitat or CH. If the Action does not occur in suitable habitat along the Great Lakes shoreline, or if the CH does not contain the physical and biological features essential to the conservation of piping plover (for details, refer to 66 FR 22938), piping plovers are not likely to be present in the Action area. As such, adverse effects are discountable. Projects that increase human disturbance (including from pets) or increase the potential for predation need further evaluation and do not qualify for the Dkey. **Please coordinate with the Michigan Ecological Services Field Office to further evaluate effects of the Action on piping plover..**

Rufa Red Knot:
Rufa red knot may be present in the Action area. Projects have potential to affect red knot if they permanently modify beaches, dunes, mudflats, peat banks, sandbars, shoals, or other red knot

habitats during the red knot migration windows (May 15 through June 15 in the spring OR July 1 through September 30 in the fall) and/or result in increased human disturbance or predation7 during the red knot migration windows (May 15 through June 15 in the spring OR July 1 through September 30 in the fall). During migration, habitat loss, disturbance and increased predation could result in adverse effects and warrant additional evaluation separate from the Michigan DKey. If these actions occur outside of the migration window, adverse effects are discountable. **Please coordinate with the Michigan Ecological Services Field Office to further evaluate effects of the Action on rufa red knot.**

Monarch:
In December 2020, after an extensive status assessment of the monarch butterfly, we determined that listing the monarch under the Endangered Species Act is warranted but precluded by higher priority actions to amend the Lists of Endangered and Threatened Wildlife and Plants. Therefore, the Service added the monarch butterfly to the candidate list. The Service will review its status each year until we are able to begin developing a proposal to list the monarch.

The Endangered Species Act does not establish protections or consultation requirements for candidate species. Some Federal and State agencies may have policy requirements to consider candidate species in planning. We encourage implementing measures that will remove or reduce threats to these species and possibly make listing unnecessary. Please refer to our recommendations in the Monarch and Pollinators section, below.

Bald and Golden Eagles:
Bald eagles, golden eagles, and their nests are protected under the Bald and Golden Eagle Protection Act (54 Stat. 250, as amended, 16 U.S.C. 668a-d) (Eagle Act). The Eagle Act prohibits, except when authorized by an Eagle Act permit, the "taking" of bald and golden eagles and defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb." The Eagle Act's implementing regulations define disturb as "…to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, (1) injury to an eagle, (2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or (3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior."

If the Action may impact bald or golden eagles, additional coordination with the Service under the Eagle Act may be required. For more information on eagles and conducting activities in the vicinity of an eagle nest, please visit https://www.fws.gov/library/collections/all-about-eagles. In addition, the Service developed the National Bald Eagle Management Guidelines (May 2007) in order to assist landowners in avoiding the disturbance of bald eagles. The full Guidelines are available at https://www.fws.gov/media/national-bald-eagle-management-guidelines-0.

If you have further questions regarding potential impacts to eagles, please contact Chris Mensing, Chris_Mensing@fws.gov or 517-351-2555.

Your communications tower, as proposed, may have significant impacts to migratory birds. We strongly recommend that all communications towers are either unlit or use flashing-only LED lights at the minimum configuration allowed by the FAA. Additionally, we strongly recommend that all on-ground facilities, equipment, and infrastructure use motion- or heat-sensitive, down-shielded, and minimum intensity security lighting (as applicable). Guyed towers may have

increased risk to migratory birds, especially when over 450 feet tall and/or when constructed near areas that may have large concentrations of birds (e.g., riparian and coastline areas, Audubon Society “Important Bird Areas”, National Wildlife Refuges, State Game Areas, etc.). Towers built with these configurations may necessitate the development of an Environmental Assessment and be subject to additional environmental review.

Monarch butterfly and other pollinators
In December 2020, after an extensive status assessment of the monarch butterfly, we determined that listing the monarch under the Endangered Species Act is warranted but precluded by higher priority actions to amend the Lists of Endangered and Threatened Wildlife and Plants. Therefore, the Service added the monarch butterfly to the candidate list. The Service will review its status each year until we are able to begin developing a proposal to list the monarch.

The Endangered Species Act does not establish protections or consultation requirements for candidate species. Some Federal and State agencies may have policy requirements to consider candidate species in planning. We encourage implementing measures that will remove or reduce threats to these species and possibly make listing unnecessary.

For all projects, we recommend the following best management practices (BMPs) to benefit monarch and other pollinators.

Monarch and Pollinator BMP Recommendations

Consider monarch and other pollinators in your project planning when possible. Many pollinators are declining, including species that pollinate key agricultural crops and help maintain natural plant communities. Planting a diverse group of native plant species will help support the nutritional needs of Michigan’s pollinators. We recommend a mix of flowering trees, shrubs, and herbaceous plants so that something is always blooming and pollen is available during the active periods of the pollinators, roughly early spring through fall (mid-March to mid-October). To benefit a wide variety of pollinators, choose a wide range of flowers with diverse colors, heights, structure, and flower shape. It is important to provide host plants for any known butterfly species at your site, including native milkweed for Monarch butterfly. Incorporating a water source (e.g., ephemeral pool or low area) and basking areas (rocks or bare ground) will provide additional resources for pollinators.

Many pollinators need a safe place to build their nests and overwinter. During spring and summer, leave some areas unmowed or minimize the impacts from mowing (e.g., decrease frequency, increase vegetation height). In fall, leave areas unraked and leave plant stems standing. Leave patches of bare soil for ground nesting pollinators.

Avoid or limit pesticide use. Pesticides can kill more than the target pest. Some pesticide residues can kill pollinators for several days after the pesticide is applied. Pesticides can also kill natural predators, which can lead to even worse pest problems.

Planting native wildflowers can also reduce the need to mow and water, improve bank stabilization by reducing erosion, and improve groundwater recharge and water quality.

Resources:

https://www.fws.gov/initiative/monarchs
https://www.fws.gov/library/collections/pollinators

Coordination with the Service is not complete if additional coordination is advised above for any species. Please email our office at MIFO_DKey@fws.gov and attach a copy of this letter, so we can discuss methods to avoid or minimize potential adverse effects to those species.

Mussel References

Baker, S.M. and J. Levinton. 2003. Selective feeding by three native North American freshwater mussels implies food competition with zebra mussels. Hydrobiologia 505(1):97-105.
Haag, W. R. and J.D. Williams, 2014. Biodiversity on the brink: an assessment of conservation strategies for North American freshwater mussels. Hydrobiologia 735:45-60.
Morowski, D., L. James and D. Hunter. 2009. Freshwater mussels in the Clinton River, southeastern Michigan: an assessment of community status. Michigan Academician XXXIX: 131-148.
Othman, F., M.S. Islam, E.N. Sharifah, F. Shahrom-Harrison and A. Hassan. 2015. Biological control of streptococcal infection in Nile tilapia Oreochromis niloticus (Linnaeus, 1758) using filter-feeding bivalve mussel Pilsbryoconcha exilis (Lea, 1838). Journal of Applied Ichthyology 31: 724-728.
Vaughn, C.C. 2017. Ecosystem services provided by freshwater mussels. Hydrobiologia DOI: 10.1007/s10750-017-3139-x.

1.The Group 3 is a specific list of stream segments within known counties that contain habitat likely to be occupied by listed mussels (see Michigan Freshwater Mussel Survey Protocol and Relocation Procedures for additional information).

Summary of conservation measures for your project You agreed to the following conservation measures to avoid adverse effects to listed species and our concurrence is only valid if the measures are fully implemented. These must be included as permit conditions if a permit is required and/or included in any contract language.

Communication Towers: Your communications tower is less than 450 feet high.

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

1. Name

Selfridge Runway Encroachment Solution Project (Final Submission)

2. Description

The following description was provided for the project 'Selfridge Runway Encroachment Solution Project (Final Submission)':

> The Department of the Air Force (DAF), in collaboration with the State of Michigan's Department of Military and Veteran Affairs (DMVA), proposes to implement the Runway Encroachment Solution Project at Selfridge Air National Guard Base (ANGB) to address residential encroachment and mitigate future risk of aircraft mishap and safety concerns within the southern clear zone (CZ) of the airfield. The NGB proposes to implement the Runway Encroachment Solution Project to mitigate encroachment within the southern CZ of Runway End 19 to satisfy the purpose of and need for the action described. To address the encroachment, Selfridge ANGB is proposing to shift the runway to the north, which would also include subsequent projects to ensure airfield and mission requirements are met. The Selfridge ANGB Runway Encroachment Solution Project includes several projects identified to mitigate encroachment, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. No changes to airfield operations, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed under the Proposed Action or alternatives. One major component of the project is the relocation of Rosso Highway to accommodate the runway shifted to the north. Associated projects include relocating the Clear Zone fence, relocating Irwin and Tucker Jones Drains, relocating the base perimeter fence, relocating the perimeter road and airfield fence, and updating all associated lighting. Projects are planned to commence beginning in 2026 (highway relocation and associated projects), and some are set to begin in 2034 (taxiway changes).

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@42.60190035,-82.83057720067728,14z

Twp
Selfridge
Air National
Guard Base
Selfridge
AFB Golf
Course
Mt Clemens

QUALIFICATION INTERVIEW

1. Are there any possible effects to any listed species or to designated critical habitat from your project or effects from any other actions or projects subsequently made possible by your project?

   Select "Yes" even if the expected effects to the species or critical habitat are expected to be 1) extremely unlikely (discountable), 2) can't meaningfully be measured, detected, or evaluated (insignificant), or 3) wholly beneficial.

   Select "No" to confirm that the project details and supporting information allow you to conclude that listed species and their habitats will not be exposed to any effects (including discountable, insignificant, or beneficial effects) and therefore, you have made a "no effect" determination for all species. If you are unsure, select YES to answer additional questions about your project.

   Yes

2. This determination key is intended to assist the user in the evaluating the effects of their actions on Federally listed species in Michigan. It does not cover other prohibited activities under the Endangered Species Act (e.g., for wildlife: import/export, Interstate or foreign commerce, possession of illegally taken wildlife, purposeful take for scientific purposes or to enhance the survival of a species, etc.; for plants: import/export, reduce to possession, malicious destruction on Federal lands, commercial sale, etc.) or other statutes. Click yes to acknowledge that you must consider other prohibitions of the ESA or other statutes outside of this determination key.

   Yes

3. Is the action the approval of a long-term (i.e., in effect greater than 10 years) permit, plan, or other action? (e.g., a new or re-issued hydropower license, a large-scale land management plan, or other kinds of documents that provide direction for projects or actions that may be conducted over a long term (>10 years) without the need for additional section 7 consultation).

   No

4. Is the action being funded, authorized, or carried out by a Federal agency?

   Yes

5. Does the action involve the installation or operation of wind turbines?

   No

6. Are there at least 30 days prior to your action occurring? Endangered species consultation must be completed before taking any action that may have effects to listed species. The Service also needs 30 days to review projects before we can verify conclusions in some dkey output letters. For example, if you have already started some components of the project on the ground (e.g., removed vegetation) before completing this key, answer “no” to this question. The only exception is if you have a Michigan Field Office pre-approved emergence survey (i.e., if you have conducted pre-approved emergence surveys for listed bats before tree removal, you can still answer yes to this question).

   Yes

7. Does the action involve constructing a new communications tower or modifying an existing communications tower?

   Yes

8. Is your tower unlit?

   No

9. Will you use flashing only LED lights at the minimum configuration allowed by the FAA (i.e. no pulsing or steady-burning lights)?

   No

10. Will your project utilize motion- or heat-sensitive, down-shielded, and minimum intensity security lighting on all on-ground facilities, equipment, and infrastructure to reduce nighttime bird attraction? (If no ground lighting, select "N/A")

    No

11. Is your communications tower self-supported (i.e., without guy wires)?

    No

12. Is your tower over 450 feet?

    No

13. Does the activity involve aerial or other large-scale application of any chemical (including insecticide, herbicide, etc.)?

    No

14. Does your project include water withdrawal (ground or surface water) greater than 10,000 gallons/day?

    No

15. Will your action permanently affect hydrology?

    Yes

16. Will your project have any direct impacts to a stream or river (e.g., Horizontal Directional Drilling (HDD), hydrostatic testing, stream/road crossings, new storm-water outfall discharge, dams, other in-stream work, changes to water quality or hydrology, etc.)?

    Yes

17. Does your project have the potential to indirectly impact the stream/river or the riparian zone (e.g., cut and fill, horizontal directional drilling, hydrostatic testing, construction, vegetation removal, discharge, changes to water quality or hydrology, etc.)?

    Yes

18. Are you applying for one of the following Michigan EGLE/Army Corps of Engineers joint permit application Minor Permit (MP) Categories:
    MP 3 - Boat Hoist; MP 5 - Boal Wells; MP 7 - Completed Enforcement Actions; MP 13 - Dock;
    MP 22 - Fish and Wildlife Habitat Structures;
    MP 25 - Ford Stream Crossings for Commercial Forestry Operations;
    MP 31 - Maintenance and Repair of Serviceable Structures;
    MP 52 - Temporary Recreational Structures;
    MP 54 - Wetland Habitat Restoration and Enhancement?

    Verify the MP category number and associated description matches your project/ application (https://www.michigan.gov/documents/egle/WRD-Minor-Project-Categories_733320_7.pdf). If you don't know what category applies for your project, answer no to this question.

    No

19. Are you applying for one of the following Michigan EGLE/Army Corps of Engineers joint permit application General Permit (GP) Categories:
    GP A - Aids to Navigation;
    GP C - Clear Span Bridge;
    GP J - Dry Fire Hydrant;
    GP O - Minor Permit Revisions and Transfers;
    GP Q - Mooring Buoy;
    GP W - Scientific Measuring Devices;
    GP X - Snow Road Stream Crossings for Forestry Operations;
    GP Z - Spring Piles and Piling Clusters?

    Verify the GP category number and associated description matches your project/ application (https://www.michigan.gov/documents/deq/wrd-general-permit-categories_555828_7.pdf). If you don't know what category applies for your project, answer no to this question.

    No

20. Will your action disturb the ground or existing vegetation? This includes any off road vehicle access, soil compaction, digging, seismic survey, directional drilling, heavy equipment, grading, trenching, placement of fill, pesticide application, vegetation management (including removal or maintenance using equipment or chemicals), cultivation, development, etc.

    Yes

21. Is the action a utility-scale solar development project?

    Note: Solar projects are considered utility scale if they will be 1 megawatt or larger.

    No

22. [Hidden semantic] Does the action intersect the MOBU AOI?

    Automatically answered
    Yes

23. Under the ESA, monarchs remain warranted but precluded by listing actions of higher priority. The monarch is a candidate for listing at this time. The Endangered Species Act does not establish protections or consultation requirements for candidate species. Some Federal and State agencies may have policy requirements to consider candidate species in planning. We encourage implementing measures that will remove or reduce threats to these species and possibly make listing unnecessary. If your project will have no effect on monarch butterflies (for example, if your project won't affect their habitat or individuals), then you can make a "no effect" determination for this project. Are you making a "no effect" determination for monarch?

    No

24. Is this project funded, authorized, or carried out by the U.S. Fish and Wildlife Service?

    No

25. [Hidden Semantic] Does the action intersect the Eastern massasauga rattlesnake area of influence?

    Automatically answered
    Yes

26. In a previous answer in this key, you indicated your project will have permanent effects to hydrology. Will the hydrological impacts result in a significant change in the elevation of surface water upstream or downstream, or in the local groundwater elevations?

    A significant change is one where the elevations are expected to change more than 6 inches or result in inundation.

    No

27. Does your action involve prescribed fire?

    No

28. Will this action occur entirely in the Eastern massasauga rattlesnake inactive season (October 16 through April 14)?

    No

29. Will this action occur entirely in the Eastern massasauga rattlesnake active season (April 15 through October 15)?

    No

30. Will the action result in permanent loss of more than one acre of wetland or conversion of more than 10 acres of uplands of potential Eastern massasauga rattlesnake habitat (uplands associated with high quality wetland habitat) to other land uses?

    Yes

31. [Semantic] Does the action area intersect the rayed bean area of influence?

    Automatically answered
    Yes

32. [Semantic] Does the action area intersect the Salamander mussel AOI?

    Automatically answered
    Yes

33. Section 7 conferences are required if a federal action is likely to jeopardize the continued existence of a proposed species. Jeopardize the continued existence of means to engage in an action that reasonably would be expected, directly or indirectly, to reduce appreciably the likelihood of both the survival and recovery of a listed species in the wild by reducing the reproduction, numbers, or distribution of that species (50 CFR 402.02). Is your project likely to jeopardize the continued existence of the salamander mussel?

    No

34. [Hidden Semantic] Does the action area intersect the piping plover area of influence?

    Automatically answered
    Yes

35. [Hidden Semantic] Does the action area intersect the rufa red knot area of influence?

    Automatically answered
    Yes

36. The project has the potential to affect federally listed bats. Does the action area contain any known or potential bat hibernacula (natural caves, abandoned mines, or underground quarries)?

    No

37. Has a presence/absence bat survey or field-based habitat assessment following the Service's Range-wide Indiana Bat and Northern Long-eared Bat Summer Survey Guidelines been conducted within the action area?

    Yes

38. Did you coordinate with the Michigan Field Office in advance of your survey effort and receive authorization for the study proposal and approval of the results?

    If NO, please contact the Michigan Field Office (MIFO_Dkey@fws.gov) before completing this DKey.

    Yes

    SUBMITTED DOCUMENTS

    - *2024 TE Species Report Mgmt Plan Selfridge_final_040124.pdf https://ipac.ecosphere.fws.gov/project/HRVLSMYJLNBBPEYAN6EAZVTBOE/projectDocuments/147908700*

39. Did survey results demonstrate the probable absence of Indiana bats and northern long-eared bats?

    Yes

40. [Hidden Semantic] Does the action area intersect the Indiana bat AOI?

    Automatically answered
    Yes

41. [Hidden Semantic] Does this project intersect the northern long-eared bat area of influence?

    Automatically answered
    Yes

42. [Hidden semantic] Does the action intersect the Tricolored bat AOI/SLA/range?

    Automatically answered
    Yes

43. The tricolored bat was proposed for listing as endangered on September 13, 2022. In Michigan, the tricolored bat was rare pre-white nose syndrome (WNS) and is exceedingly rare post-WNS. The species has been observed in 12 Michigan counties to date, largely during the fall or winter. With very few exceptions, the species has not been observed in Michigan in the summer months, and no maternity colonies have been found. During winter, tricolored bats hibernate in caves, abandoned mines, and abandoned tunnels ranging from small to large in size. During spring, summer and fall months, they roost primarily among leaf clusters of live or recently dead deciduous/hardwood trees.

    Are you making a no effect determination on this project for the tricolored bat?

    Yes

IPAC USER CONTACT INFORMATION

Agency: Air National Guard
Name: Kenneth Baker
Address: 28900 Selfridge Ave
City: Harrison TWP
State: MI
Zip: 48035
Email kenneth.baker.22@us.af.mil
Phone: 5862395741

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Air Force
Name: Kenneth Baker
Email: kenneth.baker.22@us.af.mil

From:	Digges, Diana K
To:	BAKER, KENNETH F CIV USAF ANG 127 CES/CEV; Hicks, Scott
Cc:	Meyers, Josiah (DTMB); Vanessa Williford; FRISCH, MELANIE A CIV USAF ANG NGB/A4VN; CABRA, JASON D CIV USAF ANG 127 CES/CEN; PROBSTFELD, DEREK M CIV USAF ANG 127 CES/CENC; KLENKE, STEPHEN M Lt Col USAF ANG 127 CES/BCE; KUCHAREK, KRISTI L CIV USAF ANGRC NGB/A4; PAASCHE, MARK H CIV USAF ANG 127 CES/CEEM; MIFO DKey, FW3
Subject:	[Non-DoD Source] RE: [EXTERNAL] SANGB USFWS Informal Consultation Letter - Runway Encroachment Solution Project (RESP) - Follow Up Eastern Prairie Fringed Orchid - 4 Nov 2025
Date:	Thursday, November 13, 2025 9:31:27 AM
Attachments:	image002.png

Hi Ken,

We received your email dated Nov. 4, 2025 and updated iPac letter dated Oct. 21, 2025 regarding the Runway Encroachment Solution Project (RESP) at Selfridge Air National Guard Base (SANGB). In addition to the species previously discussed in the email dated Sept. 25, 2024, you received a “may affect” determination for Eastern prairie fringed orchid (EPFO).

Please note that the Service does not provide concurrence on "no effect" determinations. However, we are happy to provide conservation planning assistance and appreciate your consideration of potential effects to federally listed
species. We agree that the above project, as proposed, is unlikely to result in the incidental take of federally listed threatened or endangered species that may occur in the project area. For "no effect" determinations, you should
document your finding and rationale for your records. No further consultation is required for projects with no effects to listed species or critical habitat.

When the Action agency maintains discretionary involvement or control over the project, reinitiation of consultation is required (50 CFR 402.16(a)) under certain conditions: (1) if new information reveals effects of the project that may affect listed species or critical habitat in a manner or to an extent not previously considered; (2) if the project is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in the written concurrence; or (3) if a new species is listed or critical habitat designated that may be affected by the project.

Feel free to file copies of this email in your administrative records for each project, and email or call me if you have any questions or concerns. Thank you for your cooperation in helping to conserve threatened and endangered species.

Sincerely,
Diana Digges

Diana Digges
Biologist
U.S. Fish & Wildlife Service
Michigan Ecological Services Field Office

Committed to Conservation Excellence

The USFWS Midwest Ecological Services Program aims to provide exceptional project planning assistance, and together we build effective conservation solutions. Your insights help us improve — please share your thoughts at **eastlansing@fws.gov**. Please visit our website to learn more https://www.fws.gov/office/michigan-ecological-services/what-we-do.

From: BAKER, KENNETH F CIV USAF ANG 127 CES/CEV <kenneth.baker.22@us.af.mil>
Sent: Tuesday, November 4, 2025 7:33 AM
To: Hicks, Scott <scott_hicks@fws.gov>
Cc: Digges, Diana K <diana_digges@fws.gov>; Meyers, Josiah (DTMB) <MeyersJ11@michigan.gov>; Vanessa Williford <Vanessa.Williford@cardno-gs.com>; melanie.frisch@us.af.mil; CABRA, JASON D CIV USAF ANG 127 CES/CEN <jason.cabra.1@us.af.mil>; PROBSTFELD, DEREK M CIV USAF ANG 127 CES/CENC <derek.probstfeld@us.af.mil>; KLENKE, STEPHEN M Lt Col USAF ANG 127 CES/BCE <stephen.klenke.2@us.af.mil>; KUCHAREK, KRISTI L CIV USAF ANGRC NGB/A4 <kristi.kucharek@us.af.mil>; PAASCHE, MARK H CIV USAF ANG 127 CES/CEEM <mark.paasche@us.af.mil>; MIFO DKey, FW3 <MIFO_DKey@fws.gov>
Subject: [EXTERNAL] SANGB USFWS Informal Consultation Letter - Runway Encroachment Solution Project (RESP) - Follow Up Eastern Prairie Fringed Orchid - 4 Nov 2025

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Supervisor Hicks,

Our team accomplishing the Environmental Assessment for the Runway Encroachment Solution Project (RESP) recently pulled an updated species list from IPAC and it included an additional species not on the 2024 species list, the eastern prairie fringed orchid.

Due to lack of recorded occurrence at Selfridge during surveys, and the routine habitat management of the airfield where the projects will be occurring, we do not expect any impacts to this species from the project.

Please see attached letter to USFWS dated 30 October 2025, regarding our conclusion of no

effect, for your consideration and review.

If you have any questions, please let me know.

Kenneth Baker
State Environmental Officer
127th Wing CES/CEV
Selfridge Air National Guard Base, Michigan
COM: (586) 239-5741
DSN: 273-5741
E-mail: kenneth.baker.22@us.af.mil
127 CES/CEV E-Mail Box:127CES.CEV.Environmental@us.af.mil
VEMO Link:
https://intelshare.intelink.gov/sites/vemo/selfridge/_layouts/15/start.aspx#/SitePages/Home.aspx

---

From: BAKER, KENNETH F CIV USAF ANG 127 CES/CEV
Sent: Friday, August 23, 2024 10:49 AM
To: MIFO_DKey@fws.gov; Hicks, Scott <scott_hicks@fws.gov>
Cc: Digges, Diana K <diana_digges@fws.gov>; Meyers, Josiah (DTMB) <MeyersJ11@michigan.gov>; Vanessa Williford <Vanessa.Williford@cardno-gs.com>; FRISCH, MELANIE A CIV USAF ANG NGB/A4VN <melanie.frisch@us.af.mil>; CABRA, JASON D CIV USAF ANG 127 CES/CEN <jason.cabra.1@us.af.mil>; PROBSTFELD, DEREK M CIV USAF ANG 127 CES/CENC <derek.probstfeld@us.af.mil>; KLENKE, STEPHEN M Maj USAF ANG 127 CES/BCE <stephen.klenke.2@us.af.mil>; KUCHAREK, KRISTI L CIV USAF ANGRC NGB/A4 <kristi.kucharek@us.af.mil>; PAASCHE, MARK H CIV USAF ANG 127 CES/CEEM <mark.paasche@us.af.mil>
Subject: 23 August 2024 - SANGB USFWS Informal Consultation Letter - Runway Encroachment Solution Project (RESP)

Supervisor Hicks,

Selfridge Air National Guard Base (SANGB) in cooperation with the NGB is requesting input from USFWS on the effects of a proposed action on the federally listed species that received a 'may affect' determination from a Dkey completed for the action. Attached is a letter describing the proposed action to implement the Runway Encroachment Solution Project at SANGB to address residential encroachment and mitigate future risk of aircraft mishap and safety concerns within the southern clear zone (CZ) of the airfield.

The purpose of the letter is to initiate informal consultation pursuant to Section 7 of the Endangered Species Act of 1973 (ESA), as amended (16 United States Code [U.S.C.] Section1531 et seq.).

If you have any questions, please let me know.

VR,

Kenneth Baker
State Environmental Officer
Selfridge Air National Guard Base
127 CES/CEV
(586)239-5741

From: BAKER, KENNETH F CIV USAF ANG 127 CES/CEV <kenneth.baker.22@us.af.mil>
Sent: Thursday, November 13, 2025 8:10 AM
To: ShookA1@michigan.gov
Cc: Smar, Matt (EGLE) <smarm@michigan.gov>; bleischa@michigan.gov; Kleitch, Jennifer (DNR)

M CTR USAF ANGRC NGB/A4 <madelyn.castro.1.ctr@us.af.mil>; Vanessa Williford <vanessa.williford@cardno-gs.com>; Barnes, Alexander - MRP-APHIS <alexander.barnes@usda.gov>; CONNELLY, JASON T Lt Col USAF ANG 171 ARS/127WG <jason.connelly@us.af.mil>; PAASCHE, MARK H CIV USAF ANG 127 CES/CEEM <mark.paasche@us.af.mil>; KLENKE, STEPHEN M Lt Col USAF ANG 127 CES/BCE <stephen.klenke.2@us.af.mil>; Meyers, Josiah (DTMB) <meyersj11@michigan.gov>; Abigail Potts Mouch <abigail.mouch@cardno-gs.com>; Decator, Jeri <jeri.decator@tetratech.com>
Subject:
Base

Mr. Shook,

SANGB is following up on the Selfridge ANGB Runway Encroachment Solution Project and your email dated 25 September 2025 in response to the scoping letter sent to you regarding the SANGB runway encroach solution EA . In your email you stated that “The project area is mostly entirely developed or manipulated from its natural state and this modification should have little to no effect.” We wanted to confirm that the Michigan DNR does not have concerns about impacts to state listed species from this project and confirm that a state threatened/endangered species permit would not be required, based upon the attached Federal Consistency Determination Concurrence provided by EGLE that specifically mention of the eastern fox snake, which has historically been documented at SANGB.

Impacts to state listed species are expected to be minimal. The locations that would experience construction and disturbance under the Proposed Action do not represent high quality habitat and already have high levels of human, vehicle, and aircraft activity and do not support robust wildlife populations. Construction would occur in areas where habitat is currently managed to reduce the attractiveness to wildlife. However, the eastern fox snake would have a potential to occur in the project area due to its habitat requirements. Due to the project location Selfridge ANGB will include Special Provision for Eastern Fox Snake Protection under the contract, which addresses education, notification, intentional take prohibitions, and required conservation measures to protect the Eastern Fox Snake as

required by Part 365 and Michigan Department of Natural Resources coordination (Attached), which would reduce potential effects to the eastern fox snake.

Attached is the most recent copy of an operational permit SANGB has that supports our operations to include mowing operations within the airfield, as you can see historically the MDNR has required SANGB to obtain a permit for mowing operations within the airfield for similar habitat where the project will occur. We are currently operating under an e-mail from the MDNR as ongoing negotiations between the MDNR and USDA continue regarding updates to the attached permit.

I have curtesy copied the following additional MDNR personnel regarding to this inquiry, which may have additional input as to whether a permit would be required.

Ms. Jennifer Kleitch with the MDNR, as she works closely with the installation during our updates to our Integrated Natural Resource Plan, and participates in our annual reviews.

Ms. Amy Bleisch, as she was identified as the MDNR point of contact in the federal constancy concurrence from Mr. Matt Smar with EGLE, and has corresponded with SANGB historically concerning the eastern fox snake and is participating in the ongoing permit updates being coordinated between USDA and the MDNR for SANGB.

SANGB wants to make sure we are fully compliant with Part 365, Endangered Species Protection, of NREPA. Pursuant to section 36505, and are obtaining any necessary permits as required for the proposed action.

If you have any questions, please let me know.

VR,

Kenneth Baker
State Environmental Officer
127th Wing CES/CEV
Selfridge Air National Guard Base, Michigan
COM: (586) 239-5741
DSN: 273-5741
E-mail: kenneth.baker.22@us.af.mil

SPECIAL PROVISION
FOR
EASTERN FOX SNAKE PROTECTION FOR SANGB

a. Description. The Eastern Fox Snake has been observed at SANGB. This species is protected as state threatened under 1994 PA 451 Michigan Natural Resources and Environmental Protection Act, Part 365 Endangered Species Act. This special provision addresses education, notification, intentional take prohibitions, and required conservation measures to protect the Eastern Fox Snake as required by Part 365 and MDNR coordination.

b. Materials. None specified.

c. Construction. Adhere to the following requirements:

1. Prior to construction, all contractor staff working onsite must read the attached fact sheet. The purpose of the fact sheet is to furnish staff with easy identification tips and raise awareness regarding the Eastern Fox Snakes protected legal status.

2. When earth disturbance or vegetation removal with construction equipment takes place between April 15 and November 1, have separate staff complete a visual survey simultaneously in front of moving equipment and move any Eastern fox snakes that are present out of the project footprint.

3. All slope restoration/turf establishment must be completed with non-plastic materials free of polyethylene such as jute, sisal, or coir fiber and 100 percent biodegradable. Use wildlife-friendly erosion control measures (i.e., have net openings of at least 2 inches (5 centimeters) in width and are constructed of a woven netting that can adjust to different widths; USDA NRCS 2013). https://www.nrcs.usda.gov/plantmaterials/mipmctn11904.pdf

4. Report Eastern Fox Snake sightings to the 127th Wing Environmental Management officer and Contracting Office Representative. Photo documentation of the snake is highly encouraged to help correctly identify the species.

5. Intentional 'take' of Eastern Fox Snake is prohibited under Michigan law. Take under Part 365 means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in any such conduct.

d. Measurement and Payment. Payment for compliance with this special provision is included in other items of work in the contract and will not be paid for separately.

Eastern Fox Snake *(Pantherophis gloydi)*

Protected as state threatened

Photos courtesy of James Harding

This species is suspected to occur at or near the work site. Please have staff read the following information.

What Does an Eastern Fox Snake Look Like?

The eastern fox snake is a 3 to 5.5-foot-long yellow or light brown snake with black or brown blotches running down its back and smaller blotches running down its sides. These snakes usually have a dark band running between their eyes and another band running from their eye to the corner of their mouth. Their bellies are yellow with irregular squarish spots. When they feel threatened, they may shake their tails as a rattlesnake imitation; however, they do not have rattles and are non-venomous.

Where Does It Live?

These snakes generally prefer open wetlands but also utilize ditches, fields, pasture, woodlots, and vegetated beaches and dunes. They frequent rocky areas and open woodlands. They hibernate in muskrat lodges, small animal burrows and other types of shelter. Eggs are laid in the soil, burrows, logs, and under boards and mats of vegetation.

What Should You Do If You See an Eastern Fox Snake?

Although the eastern fox snake is non-venomous, it can still cause painful bites. Never try to handle, chase, provoke, or threaten a snake. Wear thick boots that cover your ankles, like hiking boots and long pants, when walking through snake habitat and do not reach into thickets or under logs. Use a stick or other tool.

How Is the Eastern Fox Snake Protected Under the Law?

As a threatened species in the state of Michigan, the eastern fox snake is protected under the Endangered Species Act. This status offers protection by prohibiting the taking of the species along with the implementation of policies to protect the species habitat.

To Report an Eastern Fox Snake Sighting, Please Contact:

127th Wing Environmental Management Office
State Environmental Officer (586) 239-5741
kenneth.baker.22@us.af.mil
Federal Environmental Manager (586) 239-6273
mark.paasche@us.af.mil

For More Information:

MNFI Species Abstract

https://mnfi.anr.msu.edu/abstracts/zoology/Pantherophis_gloydi.pdf

STATE OF MICHIGAN
DEPARTMENT OF NATURAL RESOURCES
LANSING

GRETCHEN WHITMER
GOVERNOR

DANIEL EICHINGER
DIRECTOR

March 25, 2022

Megan Baker
USDA APHIS Wildlife Services
29553 George Avenue, Bldg. 303
Selfridge ANGB, MI 48045

Dear Megan Baker:

This letter is an official attachment to your Threatened and Endangered Species Permit **(TE 135).** Your permit is issued in the *Management* category only. Your permit expires on **March 31, 2025**. Renewal information will be sent in December of 2024.

Authorization:
To conduct the scientific activities listed under special conditions on the threatened/endangered species listed below. All activities are subject to the standard permit conditions within this letter.

- Since aviation is considered a human health and safety issue, the issuance of this permit is justified.
- This permit authorizes the take of **all bird species listed under the permittee's current federal permit**, if taken to minimize potential wildlife hazards present on and near the airfield at Selfridge Air National Guard Base.
- Any Peregrine falcons *(Falco peregrinus)* taken need to be frozen and delivered to the Mt. Clemens Fisheries Station so that they can be forwarded to the DNR Disease Lab.
- Lethal take will only be used when other methods such as non-lethal harassment, live trapping, and relocation of nuisance birds has been tried and exhausted. The Michigan Hawking Club can trap and move birds if they are contacted.
- All restrictions and stipulations described in the Federal Fish & Wildlife Permit #MB827805-1 shall be followed.
- This permit authorizes the mowing at Selfridge Air National Guard Base during the active season of **Eastern Fox Snakes** (*Pantherophis gloydi*).

Standard Permit Conditions

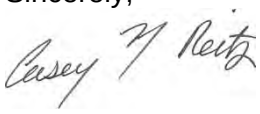
- All specimens authorized for collection under this permit shall be deposited in the collection of an approved public educational or research institution prior to permit expiration.
- None of the specimens collected shall become part of a private collection or private property.
- This permit does not allow or grant the right of trespass. Projects shall not take place on any private or public lands without permission from the owner or administrator of such lands.
- This permit does not provide authorization to circumvent any federal, state, or local laws and ordinances.
- Additionally, federal permits may be required for activities affecting federally listed threatened or endangered species and/or migratory birds. Contact the U.S. Fish and Wildlife Service at 2651 Coolidge Road, East Lansing, MI 48823.
- The activities covered under this permit are not transferable to another person unless specifically authorized.

- Unless otherwise noted, within 10 days of the expiration of this permit, the holder is required to file a report detailing the locations of any threatened and endangered species encountered and the number and disposition of specimens handled. Annual reports for multi-year permits are due at the end of each calendar year.
- A person conducting any activities authorized by this permit shall carry a copy of this permit and shall produce a copy of this permit upon request of a Department of Natural Resources employee or law enforcement officer.

All permits require and annual report unless indicated otherwise. You can use the enclosed report form and submit forms via email to reitzc@michigan.gov. In addition, please report any new occurrences of threatened and endangered species as soon as possible instead of waiting until the end of the year. This will allow new data to be incorporated into the Michigan Natural Features Inventory database sooner, thus ensuring greater protection for these species and their habitats.

Thank you for helping protect our threatened and endangered species. Feel free to contact me with any questions or concerns.

Sincerely,



Casey M. Reitz, Permit Specialist
DNR-Wildlife Division
Phone: 517-284-6210
Fax: 517-335-6604
reitzc@michigan.gov
www.michigan.gov/wildlifepermits

STATE OF MICHIGAN
DEPARTMENT OF
ENVIRONMENT, GREAT LAKES, AND ENERGY
WATER RESOURCES DIVISION

GRETCHEN WHITMER
GOVERNOR

PHILLIP D. ROOS
DIRECTOR

October 24, 2025

VIA E-MAIL

Kenneth Baker, State Environmental Officer
127th Wing CES/CEV
Selfridge Air National Guard Base, Michigan 48045
Kenneth.baker.22@us.af.mil

Dear Kenneth Baker:

Subject: Federal Consistency Determination Concurrence: Proposed Runway Encroachment Solution Project, Selfridge Air National Guard Base, Harrison Charter Township, Macomb County, Michigan

The Michigan Department of Environment, Great Lakes, and Energy (EGLE), Water Resources Division (WRD), has reviewed the activities described in the Federal Consistency Determination submitted by the United States Department of the Air Force and the National Guard Bureau on September 18, 2025, for consistency with Michigan's Coastal Management Program (MCMP), as required by Section 307 of the Coastal Zone Management Act, PL 92-583, as amended. The WRD's review indicates that the activities may impact coastal resources and uses in areas located within Michigan's coastal management boundary and are subject to consistency requirements. Public notice of the WRD's review of the Federal Consistency Determination was published in the EGLE Calendar from September 25 through October 23, 2025. No comments were received.

The activities described in the Federal Consistency Determination involve a proposed Runway Encroachment Solution Project at Selfridge Air National Guard Base (ANGB). The proposed project is designed to address safety concerns related to residential development outside of the ANGB boundary but near the south end of the runway, which is oriented north to south, by shifting the runway to the north by 1,200 feet. Extending the north end of the runway will require realigning William P. Rosso Highway and Irwin Drain to accommodate the extension and connecting Tucker Jones Drain to Irwin Drain via a culvert beneath the realigned Rosso Highway. Existing twin culverts beneath Jefferson Avenue will be replaced with a concrete box culvert to accommodate increased drain capacity and resolve existing flooding concerns. Other work associated with the runway extension project includes relocation of fencing and base roads, updating lighting and navigational aids, extending taxiways, adding arm/de-arm pads, and paving upgrades. Approximately 253,000 square feet of asphalt and 56,400 square feet of concrete paving will be demolished during the project. The majority of the work is scheduled for the 2026–2030 timeframe, with project completion in 2034.

A determination of consistency with the MCMP requires evaluation of a project to determine if it will have an adverse impact on coastal land or water resources or coastal uses. Projects are evaluated using the permitting criteria and other criteria contained in the approved enforceable policies of the MCMP. The enforceable policies are specific provisions of regulatory statutes and administrative rules administered by EGLE and the Michigan Department of Natural Resources (DNR).

Based on review of the materials submitted to the WRD, state statutes and administrative rules that establish permit requirements or other requirements that may be applicable to the proposed Runway Encroachment Solution Project include, but may not be limited to, the following:

- Part 31, Water Resources Protection, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA). Permit requirements for grading, discharge of fill, and installation of structures in regulated river and stream floodplains are established in section 3108. Requirements to file a Notice of Coverage and other requirements applicable to a point source discharge of stormwater from certain construction activities are established in administrative rule R 323.2190 of the Michigan Administrative Code.
- Part 55, Air Pollution Control, of NREPA. Permit requirements for concrete crushers, concrete batch plants, and other types of equipment that emit air pollutants or contaminants are established in administrative rule R 336.1201 of the Michigan Administrative Code. Requirements for the control of fugitive dust during the transport, stockpiling, loading, and unloading of bulk materials are established in administrative rule R 336.1372(2) and (3) of the of the Michigan Administrative Code.
- Part 91, Soil Erosion and Sedimentation Control, of NREPA. Permit requirements for regulated earth changes are established in section 9112(1).
- Part 301, Inland Lakes and Streams, of NREPA. Permit requirements for dredging, discharge of fill, installation of culverts, bridges, and other structures, and other activities in inland lakes and streams are established in section 30102.
- Part 303, Wetlands Protection, of NREPA. Permit requirements for dredging, discharge of fill, installation of structures, and other activities in wetlands are established in section 30304.
- Part 365, Endangered Species Protection, of NREPA. Pursuant to section 36505, take of an endangered or threatened species is prohibited unless authorized under permit. “Take” of a listed animal species is defined at subsection 36501(f), and “take” of a listed plant species is defined at subsection 36501(g). Lists of endangered and threatened species are in administrative rules R 299.1201 et seq of the Michigan Administrative Code. The state-listed threatened eastern fox snake (*Pantherophis gloydi)* has been recorded in the project vicinity.

The Federal Consistency Determination indicates that the U.S. Department of the Air Force will comply with applicable permit requirements and other requirements.

In accordance with Section 307 of the Coastal Zone Management Act and 15 CFR 930, Subpart C, EGLE concurs in the determination that the activities described in the materials submitted to our office are consistent to the maximum extent practicable with the approved enforceable policies of the MCMP and that no adverse impacts to coastal uses or resources are anticipated.

For information on construction stormwater requirements under Part 31, please contact Nikita Hahn, EGLE WRD, Industrial and Stormwater Unit, Warren District Office, at 586-206-2964 or HahnN1@Michigan.gov. For information on air pollution control requirements under Part 55, contact Joyce Zhu, District Supervisor, EGLE Air Quality Division, Warren District Office, at 586-606-2572 or ZhuJ@Michigan.gov. For information on state permit requirements under Part 31, Part 301, and Part 303, contact Andrew Hartz, District Supervisor, EGLE WRD, Water Resources Unit, Warren District Office, at 248-752-7082 or HartzA@Michigan.gov. Amy Bleisch, DNR Wildlife Division, may be contacted for information on endangered and threatened species regulations under Part 365 at 517-449-4630 or DNR-StateTEPermit@Michigan.gov.

This concurrence in the Consistency Determination does not waive the need for permits that may be required under other federal, state, or local statutes. If you have questions regarding this review, please contact me at 517-230-7849 or SmarM@Michigan.gov.

Sincerely,

Matt Smar, Environmental Quality Specialist
Field Operations Support Section
Water Resources Division

cc: Vanessa Williford, Stantec
Nikita Hahn, EGLE
Andrew Hartz, EGLE
Erica Volansky, EGLE
Joyce Zhu, EGLE
Amy Bleisch, DNR

From:
Subject:

From: Shook, Adam (DNR) <ShookA1@michigan.gov>
Sent: Thursday, September 25, 2025 4:45 PM
To: NGB/CC A4F NEPA COMMENTS Org <NGB.CCA4F.NEPACOMMENTSOrg@us.af.mil>
Cc: Hiller, Lindsay (DNR) <HillerL1@michigan.gov>; Sadler, Taunia (DNR) <SadlerT@michigan.gov>; Miers, Linda (DNR) <MiersL@michigan.gov>; McFadden, Terrence (DNR) <McfaddenT@michigan.gov>; Nagy, Vickie (DNR) <NAGYV@michigan.gov>; Robison, Joseph (DNR) <RobisonJ@michigan.gov>
Subject: [Non-DoD Source] Selfridge ANGB Runway Encroachment Solution EA

You don't often get email from shooka1@michigan.gov. Learn why this is important

Hello,

Per my review of the Draft EA, the proposed actions should have minimal impact on the surrounding conservation area. The project area is mostly entirely developed or manipulated from its natural state and this modification should have little to no effect.

Best,

Adam Shook
Wildlife Biologist
Michigan Department of Natural Resources
Wildlife Division
(248) 756-4357
Michigan.gov/Wildlife

APPENDIX B
PUBLIC INVOLVEMENT

2026 Release of Public Draft EA

NATIONAL GUARD BUREAU
3501 FETCHET AVENUE
JOINT BASE ANDREWS 20762-5157

16 March 2026

MEMORANDUM FOR ALL INTERESTED GOVERNMENT AGENCIES, INDIVIDUALS, AND ORGANIZATIONS

FROM: Kristi Kucharek
Department of the Air Force
NGB/A4FR Plans and Requirements
Air National Guard Readiness Center, NGB/A4AM
3501 Fetchet Avenue
Joint Base Andrews, Maryland 20762

SUBJECT: Proposed Runway Encroachment Solution Project at Selfridge Air National Guard Base, Macomb County, Michigan

The National Guard Bureau (NGB) has prepared a Draft Environmental Assessment (EA), Proposed Finding of No Significant Impact (FONSI), and Finding of No Practicable Alternative (FONPA) evaluating the potential effects to human health and the natural environment. The NGB is proposing to shift the runway at Selfridge Air National Guard Base (ANGB), located in Macomb County, Michigan, to the north, which would also include subsequent construction projects to ensure airfield and mission requirements are met. The Department of the Air Force (DAF) and the NGB are the lead agencies for the Proposed Action. The Draft EA was prepared in accordance with National Environmental Policy Act (NEPA) (42 United States Code [USC] Sections 4321–4374) and 32 Code of Federal Regulations (CFR) part 989 et seq., *Environmental Impact Analysis Process* (EIAP). The NGB is the lead agency for the Proposed Action and is responsible for the scope and content of the EA.

The purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address existing incompatible residential land use and encroachment in the southern clear zone (CZ) and mitigate the increased risk of aircraft mishap within that CZ. The Proposed Action is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week and in inclement weather conditions. The Proposed Action includes shifting the runway approximately 1,000 feet to the north, which would include several construction projects that have been identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met. No changes to airfield operations, personnel, use or modification of existing airspace, or airframes assigned to Selfridge ANGB are proposed under the Proposed Action or alternatives.

Executive Order 12372, *Intergovernmental Review of Federal Programs*, requires federal agencies to solicit federal agency as well as state and local government participation in the NEPA process. Scoping was initiated for this project in the fall of 2024 and an addendum letter to the initial scoping letter was sent in the summer of 2025. The public is invited to review and make comments on the Draft EA and proposed FONSI/FONPA, which is available online at: https://www.127wg.ang.af.mil/Home/Energy-and-Environment.

Comments must be received no later than April 15, 2026 for consideration in the Final EA. The public may submit written comments to Kristi L. Kucharek, NEPA Program Manager, ATTN: Selfridge ANGB EA, 3501 Fetchet Avenue, Joint Base Andrews MD 20762-5157 or by email at NGB.CCA4F.NEPACOMMENTSOrg@us.af.mil with the subject titled as ATTN: Selfridge ANGB Runway Encroachment Solution EA.

The NGB seeks to implement appropriate additional measures to ensure that all interested stakeholders have the opportunity to participate fully in this EA process. Accordingly, please do not hesitate to contact us directly at the email address provided above; we are available to discuss and help resolve issues involving access to the Draft EA and Proposed FONSI/FONPA or the ability to comment.

Sincerely,

Kristi L. Kucharek, M.S., GS-14
Environmental Planning Lead
Department of the Air Force
NGB/A4FR Plans and Requirements

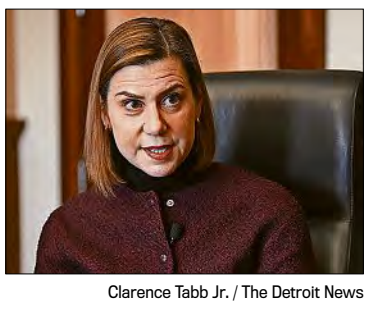
Slotkin seeks to 'bring temperature down' after attack

BY JENNIFER CHAMBERS
The Detroit News

West Bloomfield Township — U.S. Sen. Elissa Slotkin was in Michigan on Friday, the day after a Metro Detroit temple was attacked, working with Jewish and Lebanese American community leaders to find a way forward.

"Leaders have the responsibility to bring the temperature down, to remain calm and to lead with purpose in mind," Slotkin said on Friday from Shenandoah Country Club, "and that purpose should be to have our communities not flare up and want to go after each other, but to calm down and to figure out a productive way forward, even when people vehemently disagree."

After briefings with law enforcement, Slotkin, D-Holly, says she has learned the stories of heroes who saved lives, including a preschool teacher who was inside the school with children at the time of the attack and had a child of her own in the class.



Clarence Tabb Jr. / The Detroit News

U.S. Sen. Elissa Slotkin said that people are on edge.

"And they went running out into a neighborhood. And neighbors just started opening their garages and set up kind of stops for them, you know, where they gave them blankets and water and helped them with the children," Slotkin said. "And then obviously, here in Shenandoah, you know, the Iraqi Christian community, the Chaldean community, has just been overwhelmingly generous and opened their doors. And it's just, to me, a real Michigan story."

At the same time, Slotkin said it was not hard to miss that the Temple Israel attack was similar to what occurred at a Grand Blanc church in September 2025, when Thomas "Jake" Sanford drove his truck into the Church of Latter-Day Saints and opened fire on the congregation.

"You know, weapons and incendiary devices. And, you know, it's terrible that six months later we're seeing a similar attack," she said.

Slotkin, who is Jewish, said she spent a lot of time growing up in and out of Temple Israel. Asked what was driving an attack like the one on Temple Israel, Slotkin said that is what the multi-agency investigation is for.

"And I think anyone who tells you they know what the story is with this perpetrator doesn't understand how investigations work," Slotkin said. "You need to do a real analysis of this person and their connections and their motivations, but it doesn't change what happened, which was a community was terrorized intentionally, with the intent to kill Jews and spew hate."

Slotkin said she was briefed on the suspect, whose four family members were killed by an Israeli airstrike in Lebanon on March 5. Slotkin said she had heard that the suspect was in distress beforehand, but declined to elaborate further.

"And you know, this was not just a place of worship, it's a school, a preschool and a daycare, and no matter what we learn about the suspect, no matter whether there were things going on in his family life or at home, the death of family — it never justifies perpetrating violence and hate against innocent civilians," Slotkin said.

Slotkin said security has been increased at houses of worship and that people are on edge.

"But the point of these types of attacks is to get you to stop participating in your religious life, right?" she said. "That's the point, to get you to cower in fear. The threat is the point."

"And so I'm really looking forward. I know we have a big Shabbat Friday night, we're holding it here at the center, at the Shenandoah Country Club," she said. " You know, I have to imagine it's one of the first times in history that a Jewish service is being held at an Iraqi Christian facility, and I think that shows the greatness of the Detroit area of Michigan."

Dog

Continued from Page 1A

she and her family are living in temporary housing.

"I'm pretty sure Duke will be such a great impact on her," she said. "And she's a big dog person, so … that's just even better."

District gets a new therapy dog

Duke isn't the only therapy dog in Union City Community Schools. Guertler said the school district's elementary school has a therapy dog named Tracker. He's been there for at least a year.

Another dog named Sophia Grace visits each of the district's schools. A social worker spends a day and a half at Union City High School each week, and she brings Sophia Grace with her. The high school's principal, Amber Case, said students and staff get excited for the days when the dog visits the school.

"Kids who are usually a little down tend to brighten up when she's around, so we thought, 'Man, it would be great to have a dog in the building full-time,'" she said.

Union City High School students fundraised around $10,000 to get a therapy dog. Guertler said it cost $7,500 to acquire Duke. The extra money raised will be used to maintain the therapy dog. The school is also in the running for two grants that could help it pay for annual dog expenses.

Guertler said Duke came in and out of the building in February for training purposes, but his first day as a therapy dog in the school was the Monday before the tornado.

She said that on Duke's fifth day, he "hit the ground running."

Supporting storm victims, volunteers

Guertler, who has worked for the district for 30 years, said she brought Duke to the high school right after the storm happened last Friday evening and stayed until 10 p.m. on Saturday.

"So we spent the night at the high school, and he's been a trooper," she said, adding that Duke has been at the school over 12 hours a day since the storm.

She said the high school sent a statement to the community after the storm saying that it was open for anyone who needed assistance, and some people stopped by the school Friday night to get food or drop off donations.

Over the weekend, families ate, slept and took showers at the school. School staff and volunteers also collected and dispensed donations in the building. Duke was there to be with storm victims and volunteers. Since school resumed, the school's fieldhouse has been acting as a hub of resources for the community.

Guertler has also brought Duke to Tuttle Road and Prairie Rose Lane, the areas with the worst damage from the Union Lake tornado. He interacted with law enforcement and disaster workers there.

Stacy Guertler

Duke has been supporting the community in the wake of the tornado that struck last week.

"He's just done amazing with being with people, like just calm and patient," Guertler said.

Comforting students and staff

Case, Union City High School's principal, said that Duke has been in the school's halls during passing times. He sits or lies down, and students can scratch him.

"Everybody stops and says hi as they walk by," she said.

On Tuesday, the district provided an opportunity for students to ask for support. Teachers read a statement about the tornado to their classroom, and then students filled out a form where they could request to meet with a counselor individually or in a small group, Guertler said. These "debriefing" groups met that day.

Duke was available for students in the hallway that day and participated in some of the small groups.

The black lab was also at the high school on Monday, when the district held debriefings for staff to help them process the event and prepare for the students' debriefings the following day.

Case said that Duke still has a "little bit of puppy energy" in him, but is also obedient.

"I think that comfort from a person and comfort from an animal are kind of different things," she said, "so it's good to have a variety of resources so that, depending on what works best for each individual, you can offer them support."

Case said animals are "a little bit more personal and in your face" than another person.

"They're non-judgmental," she said. "They're supportive without being critical."

Lyons, a senior at the high school, said she and Duke love sitting with each other in his handlers' offices.

"He's just a very great dog," she said. "He loves sitting with people. He loves getting loves from people."

Lyons, 17, said that as the end of her senior year approaches, she is getting stressed about preparing for tests and college.

"He's really helping me, like, calm down and not be so stressed," she said of Duke, "because I'm getting there, loving up on him and just having a break."

asnabes@detroitnews.com

Notice of Availability

Draft Environmental Assessment for the Runway Encroachment Solution Project at Selfridge Air National Guard Base, Harrison Township, Michigan

The Department of the Air Force (DAF) and the National Guard Bureau (NGB), in collaboration with the State of Michigan's Department of Military and Veterans Affairs (DMVA), announces the availability of the Draft Environmental Assessment (EA) and Draft Finding of No Significant Impact (FONSI)/Finding of No Practicable Alternative (FONPA) for the implementation of the Runway Encroachment Solution Project at Selfridge Air National Guard Base (ANGB) to address residential encroachment and mitigate future risk of aircraft mishap and safety concerns within the southern clear zone (CZ) of the airfield. The DAF and NGB have prepared a Draft EA to analyze the potential effects of shifting the runway to the north to mitigate encroachment within the southern CZ. The Selfridge ANGB Runway Encroachment Solution Project includes several projects identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met.

The 30-day public review period will begin on March 16, 2026 and end on April 15, 2026. The public is invited to review and make comments on the Draft EA and Draft FONSI/FONPA, which are available online at: https://www.127wg.ang.af.mil/Home/Energy-and-Environment. A copy of the Draft EA and Draft FONSI/FONPA will also be available for review at the following public libraries:

Harrison Township Public Library
38255 L'Anse Creuse Street, Suite A
Harrison Township, MI 48045

Mount Clemens Public Library
150 Cass Avenue
Mount Clemens, MI 48043

Clinton-Macomb Public Library
40900 Romeo Plank Road
Clinton Township, MI 48038

Chesterfield Township Library
50560 Patricia Avenue
Chesterfield, MI 48051

Comments must be received no later than **April 15, 2026** for consideration in the Final EA. The public may submit written comments to:

Kristi L. Kucharek, Environmental Planning Lead
ATTN: Selfridge ANGB EA
3501 Fetchet Avenue
Joint Base Andrews MD 20762-5157

or by email at: NGB.CCA4F.NEPACOMMENTSOrg@us.af.mil with the subject titled as ATTN: Selfridge ANGB Runway Encroachment Solution EA.

DF-43611733

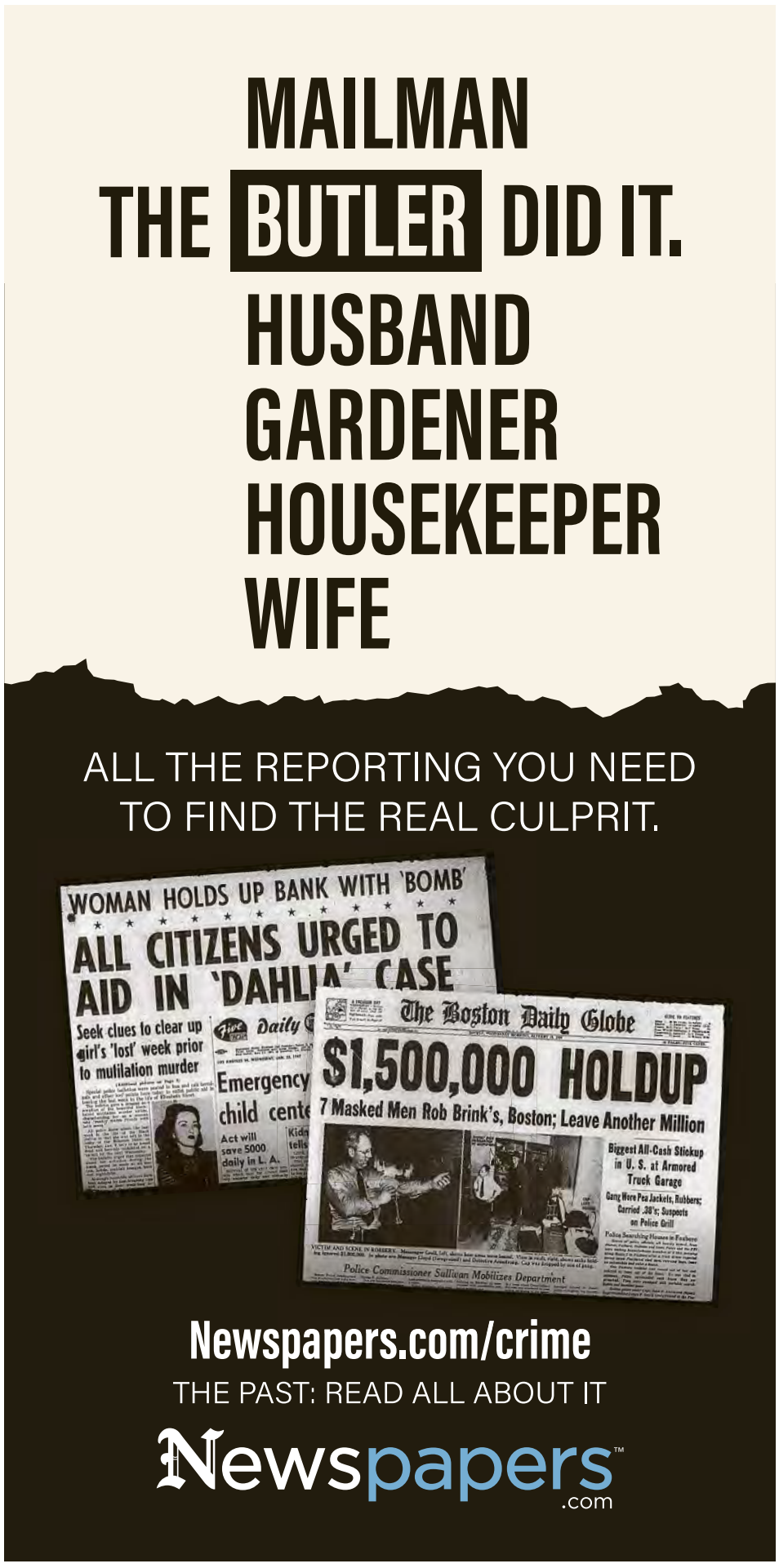
PUBLIC NOTICE
HOUSING OPPORTUNITIES FOR PERSONS WITH HIV/AIDS
LAPEER, LIVINGSTON, MACOMB, OAKLAND AND ST. CLAIR COUNTIES

The City of Warren anticipates having approximately $1,350,000* available in 2026-2027 HOPWA (Housing Opportunities for Persons with HIV/AIDS) program funds to serve the counties listed above. The City proposes funding the following activities to meet the highest priority housing needs identified for persons living with HIV/AIDS and their families: 1) emergency housing assistance $80,000; 2) supportive services housing advocacy $412,500; 3) tenant based rental assistance $733,000; 4) administration $40,500; 5) permanent housing placement $60,000; 6) master leasing $24,000

The City's Proposed 2026-2027 Housing and Community Development Action Plan which contains more information is available for review on the City's website at http://www.cityofwarren.org/index.php/community-development. Comments received at this address: 1 City Square, Suite 210, Warren, MI 48093 before 5:00 p.m. April 17, 2026 will be considered. Interested parties may also speak at a public hearing before the Warren City Council on April 14, 2026 at 7:00 p.m. Any person who needs accommodations to participate in this meeting should contact the Warren City Council Office at (586) 258-2060 – 48 hours in advance of the meeting to request assistance.

* Formula allocation is an estimate, HOPWA activity funding for Tenant Based Rental Assistance, Supportive Services, and Administration will be adjusted to match actual allocation amounts.

DF-43612155



TRAINING

From Page 1

place environment," township Attorney Rob Huth said in a written statement. The cost of the contract was not provided in board meeting documents.

The hiring follows a complaint submitted to the township by three female officers last May that Shelide made offensive or derogatory comments about female officers and women in general as well as to one officer specifically, and that they have been slighted for awards and recognition.

Shelide made comments in front of others that he "would like to hire only 6-foot 4-inch males" but that only "chicks" apply and referred to women getting "out of the kitchen" two times, once at a public event, according to their complaint. Shelide also privately suggested to a female officer — who had given birth to her first child — that she move to a less-strenuous position, the complaint says.

"All of these incidents show a pattern of inappropriate gender bias and derogatory behavior and comments by Chief Shelide," the women say in the complaint. "This is a hostile work environment that the female officers are experiencing due to the comments and remarks by Chief Shelide. This behavior from Chief Shelide appears to be undermining the authority of females in the law enforcement and potentially fostering a culture of gender bias within the department.

"Hearing the head of an organization speak so disrespectful (sic) and demeaning about females in law enforcement is disheartening. It causes one to feel diminished, undermined and unfairly judged. This has created not only emotional distress, but a barrier to trust and mutual support among colleagues."

Shelby Township Police Chief Robert Shelide, right, speaks at a press conference last month regarding a double-murder case. Also attending were Macomb County Prosecutor Peter Lucido, left, and state Rep. Ron Robinson. **MACOMB DAILY FILE PHOTO**

INVESTIGATION'S FINDINGS

Shelide's comments have been "substantiated" while the chief's alleged bias regarding recognition and awards for women "cannot be substantiated," according to a report on the investigation submitted to the township Board of Trustees in December by attorney Joseph Urban. Urban works for the township attorney firm of Kirk, Huth, Lange & Badalamenti in Clinton Township.

Huth said the investigation "found that there was a culture of mutual respect and support among the officers of both sexes and that the statements did not impact promotions or terms of employment. No other issues that were raised by the complaining officers were substantiated."

Urban says that Shelide admitted to making the comments alleged by the women.

However, the alleged biased treatment in awards and recognition were not substantiated "by a preponderance of the evidence," Urban says. There is no evidence the women were not "promoted or advanced due to their sex," and that Shelide did not retaliate against one of the women for not accepting a new position he suggested to her, he notes.

Still, in response to the complaints over the lack of recognition, Shelide has set up an awards committee to choose annual award winners, though he retains the final say.

SHELIDE SAYS HE TREATS STAFF WITH RESPECT

In a written statement from Shelide to The Macomb Daily, Shelide said when he arrived to the township in January 2015, the police force had only two female members, who retired, and now has eight female employees, all of whom he hired, in an 80-member department.

"All three women that made this complaint are in sensitive positions that had to be approved by me," he said. "In fact, I am constantly trying to improve myself, professionally, spiritually, and personally, so I will join others in the department to listen to ways in which we can make our place environment even better."

He noted he has been in "this great profession for 40 years now."

"I am the longest-serving active Chief of Police for the 20 most populous communities in Michigan," he said. "I didn't achieve this milestone by mistreating my staff. In fact, I have never once in 40 years, intentionally directed a comment to a co-worker that conveyed anything other than my belief that he or she should be treated with dignity and respect."

SHELIDE SUSPENDED IN 2020

This is the second time Shelide has been accused of marking insensitive and/or inappropriate remarks. In June 2020, he was suspended by the township for 30 days and ordered to undergo diversity training for making inflammatory, disparaging comments about Black Lives Matters protesters, disguising himself on what was known as Twitter.

The comments sparked multiple protests staged by Suburban Solidarity for Social Justice and Detroit Will Breathe at which protesters demanded Shelide's firing, and objected to police brutality in general. Five people who became known as the "Shelby Five" were charged with felonies for actions at a 100-person rally on Oct. 24, 2020, at 23 Mile and Van Dyke in the township. About 10 people were charged with misdemeanors.

Over the next year, each of the defendants' felony charge was dismissed as part of plea deals, with short probations and ultimate dismissal of the lesser charge.

At the time, Shelide said his words were taken out of context. He admitted he used a poor choice of words, but that when he saw "my brothers in blue being assassinated" on the streets, he was overcome with "anguish and despair."

"We are trained to protect lives and we would have. I know my comments have been viewed as insensitive to some, and I acknowledge that," he said.

SUPERVISOR SUPPORTS CHIEF

Regarding the recent complaints, Supervisor Richard Stathakis said he supports Shelide despite wanting the chief fired nearly six years ago during the controversy over his comments. He said at that time Shelide failed to uphold the township's core values and set a poor example that could have broader impact. Stathikas voted against the 30-day suspension because at the time he believed Shelide should be fired.

Stathakis said Friday in a written statement: "Since 2015, Shelby Township Police Chief Robert Shelide and his command staff have dedicated every effort to modernizing and reforming our police department to become the best public safety agency in the state of Michigan. Through his work, our police department has experienced unparalleled success in every public safety metric without increasing the tax burden on our residents.

"The stellar work of our officers has even drawn the attention of officials like Vice President JD Vance to come to Shelby Township and see firsthand what makes our department an elite agency. Furthermore, based on the results of our last police millage renewal election, with 80 percent of voters supporting the renewal, it's clear that the most important voices, our residents, affirm this view."

The Vance reference was in regard to the vice president's August 2024 presidential-campaign visit to the police department and speech in front of the police station following two high-profile cases involving noncitizens as the culprits. Republican Vance criticized President Biden and Vice President Harris' immigration and border policies. Kamala Harris was the Democratic candidate.

COMMENTS DETAILED

One of the chief's comments objected to by the women took place at a March 2025 meeting of a department advisory board, which is made up of about 10 officers, all men, according to the complaint.

One police officer in attendance secretly recorded Shelide's comment that, "If it were up to him he would hire only 6 foot 4 inch males but has no choice because all he has is 'chicks' walking through the door," according to the complaint.

The women say in the complaint, "This is a demeaning and offensive comment made by the Chief of Police in front of a group of impressionable male patrol officers and in the presence of (the deputy chief) who after the fact did nothing in response to these offensive comments."

Shelide's remarks about and to women "not only reflects poorly on the leadership of the department but also creates a hostile and discriminatory workplace," the women say. "How can anyone expect female officers to work for a Chief who speaks so inappropriately of females? Moreover, how can a female command officer effectively lead male subordinates after Chief Shelide so openly disrespects females in law enforcement?"

The women say that female officers have been approached by male officers who have made them aware of the "ethically wrong comment" by Shelide and told them they support the women.

According to the complaint and investigative report, other comments included:

- Shelide approached a female sergeant who had just returned from maternity leave in October 2024 after having her first child and asked her if she was interested in a community relations position. He said that since she was a "'new mother' she would want to get off the road and have a desk job," according to the complaint.

The female officers said that "being a 'new mother' has nothing to do with properly performing her duty as a police officer on the road responding to calls and supervising male officers."

- At the annual awards ceremony in March 2024, Shelide pointed out during his speech two male police officers. He told them to "bring their wives next time and let them out of the kitchen for a night," the complaint says.

The women say the comment was "offensive to all women" and was made in a public setting in front of officers, their families, business owners, township board members and others.

- Shelide told a female officer about a week after the March 2025 ceremony that "he was glad she and her family were able to make it, so she was able to get out of the kitchen for a night."

"This, again, was a highly offensive remark," the women say.

CLAIMED BIAS IN RECOGNIZING, AWARDING WOMEN

The trio's allegations regarding recognition were investigated by Urban, who acknowledged there has been a lack of recognition but that gender bias cannot be determined in weighing the evidence, he says.

The trio's complaint says that the same officer who was approached about moving to a community relations job did not receive the Commander Officer of the Year award despite the fact that all four shift lieutenants nominated her.

After the award was announced, "The lieutenants and the actual male command officer who was chosen for the award began to voice their questions/concerns as to why (the female officer) did not receive it," the women officers say. "They expressed their feelings but were not given an answer as to why she was not awarded it."

That same female officer also was nominated by multiple people for Detective of the Year, but a male officer got it, they point out.

The nominations are provided to the police administration "for discussion," the women say, but "it is believed that the Chief has the ultimate say in who received the awards."

"This shows a pattern of (the officer) not receiving awards and it is believed it is influenced by her gender," they say.

However, Urban says in his report that Shelide provided a "nondiscriminatory basis for this decision," that he has a habit of "rotating awards among the same individuals."

"There was no testimony (during the investigation) that females are excluded from this rotation based upon sex, but that favoritism related to matters other than sex dictated the rotation," Urban says.

Still, Urban notes, "The lack of female awardees is noted."

In response to the complaints, Shelide created an awards committee of five officers composed of two patrol officers and a lieutenant, sergeant and administration representative, though Shelide retains the final OK, the report says.

Urban says establishment of the committee should resolve the perception that the "awards process is tainted by discriminatory animus" as long as "female officers are represented on the awards committees for each award and that the Chief of Police follows the recommendations of the awards committees absent articulated extenuating circumstances."

Urban also investigated a male officer receiving the Detective of the Year award in 2024 for his handling of an October 2023 kidnapping incident, though a female officer "put in equal work to the case" and did not receive recognition. Urbans says he could not substantiate the complaint as he learned "conflicting information" about the female officer's "participation in the matter and whether it was, indeed, equal to that of the other officer."

In another incident, detectives and the Special Investigations Unit were holding a training session May 5, 2025 when Shelide presented a "chief's coin" to a male detective. Shelide also praised every detective by name who was present "for a job well done" except for the lone female officer in attendance, the complaint says.

Urban concluded no bias occurred, saying the investigation revealed that male and females in the department said that when Shelide "does not like someone, he will ignore them," and Shelide agreed with that assessment.

Shelide admitted "that he levels harsh assessments toward employees regardless of sex," the report says.

ADDITIONAL COMPLAINT ARISES

An additional complaint that arose during the investigation involved one of the female officers claiming she was singled out for an internal investigation questions about her having "physical touch" with her husband while she attended a murder trial at which he was the defense attorney. The touch included the male attorney adjusting the female officer's necklace and brushing her hair back, and the two holding hands during lunch.

Urban says he could not substantiate bias against the female officer, the report says.

The questioning of the female officer was sparked by a complaint by the assistant prosecutor in the case, who said "flirting between the two was 'ridiculous,'" the report says. The assistant prosecutor had confronted the defense attorney about the interaction.

The female officer was not working and not dressed in a uniform; she was dressed in business clothes.

"The prosecuting attorneys were concerned about the presence of a law enforcement officer on the 'defense side' of the matter and how that could be perceived," Urban says in the report.

South Lake Schools
2023 Bond
SECTION 00 11 13
ADVERTISEMENT FOR BIDS

Sealed Bids for the South Lake Schools, 2023 Bond, **BP #6A – Renovations to Administration Parking Lot.,** consisting of:

Renovations to Administration Parking Lot

The School District requests Bids for the above-referenced Project. Bids will be received through Building Connected until **1:00 PM on, March 31, 2026**

1. All Bids shall be submitted electronically on or before the Due Date through Building Connected: https://app.buildingconnected.com/public/5ae227ade0d395000fd24541 (McCarthy and Smith Plan Room)
2. For instructions on how to submit a Bid please go to the following link: https://buildingconnected.zendesk.com/hc/en-us/articles/360010222793-How-to-submit-your-Bid-through-BuildingConnected-

Bids submitted after the Due Date will not be opened, considered or accepted by the School District.

Faxed and/or E-mail Bids will not be accepted by the Board of Education.

Sealed Bids will be publicly opened and read aloud and tabulated, beginning at approx. 1:00 PM on, March 31, 2026. Bid opening will be publicly conducted via a Zoom meeting. Information regarding joining the Zoom meeting for all Bidders interested in participating is as follows:

https://us02web.zoom.us/j/85386524027

This Bid Package will consist of separate sealed Bids for the following Bid Divisions:

BD 101: Earthwork / Site Utilities
BD 102: Asphalt Paving / Site Concrete
BD 143: Electrical
BD 166: Synthetic Turf

Bidding documents prepared by **Wakely Associates, Inc. Architects** will be available for public inspection at the main office of the Construction Manager, **McCarthy & Smith, Inc.,** 24317 Indoplex Circle, Farmington Hills, MI 48335; the Construction Association of Michigan Plan Room, Bloomfield Hills; the Builder's Exchange, Lansing and Washtenaw Contractors Association.

Bidding Documents will be available beginning at 12:30 p.m. on Thursday, March 16, 2026 via Building Connected.

There will be a **Pre-Bid Meeting on Wednesday, March 25, 2026 at 1:00 p.m. at the Administration Building located at 23101 Stadium Dr., Saint Clair Shores, MI 48080.** The purpose of the meeting will be to review the Project Bidding Documents & schedule, and to answer any questions Bidders may have. Following the meeting, the Bidders will have the opportunity to visit the Project site. The pre-Bid meeting is not a mandatory meeting; however, Bidders are strongly encouraged to attend.

All Bids **must** include the following sworn and notarized statements:
- Familial Disclosure Affidavit (Section 004205)
- Iran Linked Business Affidavit (Section 004210)
- Criminal Background Check Affidavit (Section 004220)

The Board of Education will not accept a Bid that does not include these sworn and notarized disclosure statements.

Bids shall be submitted electronically into Building Connected. Bid security by a quality surety in the form of a Bid bond, cashier check, or certified check in the amount of five percent (5%) of the Bid shall be submitted with each Bid, payable to School District, as a guarantee that if the Bid is accepted, the School District is secured from loss or damage by reason of the withdrawal of the Bid or the failure of the Bidder to enter into a Contract for performance. All cashier's checks must be scanned and submitted electronically through Building Connected by the Due Date and be delivered to School District Administration Office 23101 Stadium Dr., Saint Clair Shores, MI 48080 to the attention of Gloria Salter-Reid, within 48 hours of the Due Date. The School District will not consider a Bid that does not include a Bid security. Further, the Bidder will execute the Contract, provide the required insurance certificate(s), and file the required bonds within ten (10) days after notice of award of Contract but prior to Work commencing.

If awarded a Contract, the successful Bidder may be required to furnish a Performance Bond and Labor and Material Payment Bond in the amount of 100% of the Contract price.

The School District reserves the right to accept or reject any and all Bids, either in whole or in part, to waive any informalities and irregularities therein, or to award the Contract to other than the Bidder (s) submitting the best financial Bid (low Bidder), in its sole and absolute discretion.

END OF SECTION

Notice of Availability
Draft Environmental Assessment for the Runway Encroachment Solution Project at Selfridge Air National Guard Base, Harrison Township, Michigan

The Department of the Air Force (DAF) and the National Guard Bureau (NGB), in collaboration with the State of Michigan's Department of Military and Veterans Affairs (DMVA), announces the availability of the Draft Environmental Assessment (EA) and Draft Finding of No Significant Impact (FONSI)/ Finding of No Practicable Alternative (FONPA) for the implementation of the Runway Encroachment Solution Project at Selfridge Air National Guard Base (ANGB) to address residential encroachment and mitigate future risk of aircraft mishap and safety concerns within the southern clear zone (CZ) of the airfield. The DAF and NGB have prepared a Draft EA to analyze the potential effects of shifting the runway to the north to mitigate encroachment within the southern CZ. The Selfridge ANGB Runway Encroachment Solution Project includes several projects identified to address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met.

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Mount Clemens, MI 48043

Clinton-Macomb Public Library
40900 Romeo Plank Road
Clinton Township, MI 48038

Chesterfield Township Library
50560 Patricia Avenue
Chesterfield, MI 48051

Comments must be received no later than **April 15, 2026** for consideration in the Final EA. The public may submit written comments to:

Kristi L. Kucharek, Environmental Planning Lead
ATTN: Selfridge ANGB EA
3501 Fetchet Avenue
Joint Base Andrews MD 20762-5157
or by email at: NGB.CCA4F.NEPACOMMENTSOrg @ us.af.mil with the subject titled as ATTN: Selfridge ANGB Runway Encroachment Solution EA.

2026 Public Draft EA Comments

Comment Response Matrix
Draft Environmental Assessment (DEA)
at Selfridge ANGB, Michigan
(Project No. 511/23160.JLM)

Comment Number	Page Number (not pdf page #)	Line Number	Name	Comment	Comment Response
1	N/A	N/A	Adam Shook – Michigan DNR	To whom it may concern, Thank you for the opportunity to review the draft environmental assessment for Selfridge ANG's runway encroachment solution. I reviewed the impacts on biological resources such as wildlife and their habitats in the capacity of a field wildlife biologist for the Michigan Department of Natural Resources. The proposed action is likely to have little impact on wildlife resources in the defined area. The majority of the base is already managed to reduce attractiveness to wildlife species. Additionally, residential and commercial encroachment have eliminated most viable habitat around the project area. Though occurrences of wildlife are possible, the area largely is not suitable or desirable habitat for most species. Furthermore, the EA demonstrates a thorough review of potential occurrences of threatened and endangered (T&E) species as well as identified plans of action to mitigate and monitor. Previous and ongoing consultation with T&E specialists is stated in the EA. Any further concerns for T&E species should be directed to federal and state T&E specialists. Thank you for the courtesy to comment.	*Comment Noted. No changes made.*
2	N/A	N/A	EGLE	1. EGLE – Materials Management Division (MMD): The MMD reviewed the Assessment pursuant to Corrective Action Order No. CAO-WMD-111-02-95, dated May 23, 1995. All areas of construction, demolition, excavation, and regrading that are located in areas identified in the Assessment must adhere to the standard operating procedures of the 2025 Certification of Compliance, address potential worker exposure, minimize environmental impacts, and prevent off-site migration of contamination during intrusive activities, as well as adhere to site-specific soil relocation restrictions. In addition, the SANGB should review and coordinate these activities in a manner that does not interfere with the ongoing per- and polyfluoroalkyl substances (PFAS) investigations. 2. EGLE – Water Resources Division (WRD): The WRD provided an initial letter to the SANGB containing its comments on the proposed runway project on November 13, 2024 (copy enclosed). The WRD provided a second letter on October 7, 2025, in response to an addendum to the proposed runway project confirming that the comments in the initial letter were still applicable (copy also enclosed). In the November 13, 2024, letter, the WRD stated that while the SANGB is included in the Memorandum of Understanding with public transportation agencies and the Michigan Department of Transportation, the Michigan Wetland Board's transportation-specific wetland mitigation will not be able to be used for this project because it is not authorized to cover airport projects, and other wetland mitigation will need to be found.	*1. Reference to adhering to the 2025 Certification of Compliance added to Section 3.11.2.1 as requested, as follows:* *"Lastly, all areas of construction, demolition, and excavation would adhere to standard operating procedures of the EGLE 2025 Certification of Compliance, address potential worker exposure, and prevent off-site migration of contamination, as well as adhere to site-specific soil relocation restrictions, as feasible."* *2. Noted that the Michigan Wetland Board's transportation-specific wetland mitigation will not be able to be used for this project because it is not authorized to cover airport projects. No changes made to the EA.* *Additionally, the reference to needing dewatering and soil removal plans for PFAS contamination for rerouting the drains was added to the PFAS Section and Water Resources, as follows:*

Comment Number	Page Number (not pdf page #)	Line Number	Name	Comment	Comment Response
				Additionally, the letter stated that perfluorooctane sulfanate was identified at concentrations above the Part 4, Water Quality Standards, promulgated under Part 31, Water Resources Protection, of the NREPA, and that dewatering and soil removal plans during rerouting of the drains should be made to limit exacerbation of PFAS contamination to surrounding areas. 3. Warren District Office - Water Resources Unit and Transportation Unit: Selfridge ANGB is an airport that is listed in the WRD, Transportation Unit's Memorandum of Understanding (MOU) with public transportation agencies, as well as the Michigan Department of Transportation (MDOT); therefore, this project will qualify as a Transportation Project under Part 31, Water Resources Protection; Part 301, Inland Lakes and Streams; and Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA). As confirmed in a meeting in April 2024, the Michigan Wetland Board's transportation-specific wetland mitigation will not be able to be used for this project because it is not authorized to cover airport projects. Other wetland mitigation will need to be found. The WRD recommends working with Michael Pennington; Wetland Mitigation Program Coordinator; Wetlands, Lakes, and Streams Unit; Field Operations Support Section; WRD, to discuss options for wetland mitigation for this project, who can be reached at 517-282-5768 or PenningtonM@Michigan.gov. 4. Emerging Pollutants Section: Project Number 2: Known concentrations of per- and polyfluoroalkyl substances (PFAS) are present in the Tucker Jones Drain, including a detection of perfluorooctane sulfonate (PFOS) at 13 nanograms per liter (ng/L), which is an exceedance of the Water Quality Value in Rule 57 (R 323.1057), Toxic substances., of the Part 4, Water Quality Standards (Part 4 Rules), promulgated pursuant to Part 31 of the NREPA. Plans regarding removal/disposal of water (dewatering) and soil during the rerouting of the drains should be made with considerations to PFAS and limit exacerbation of PFAS contamination to surrounding areas. Appropriate characterization and discharge approval for dewatering water generated during the proposed activities will be required. Project Number 8: The new touchdown zone of Runway 1 is located in an area known to contain PFAS and is located near the former fire training area. Disposal/use of discarded asphalt and removed soil should be made with considerations to potential exposure to and/or exacerbation of PFAS contamination. Grace Borst, Emerging Pollutants Section, WRD, may be contacted at 517-331-8647 or BorstG1@Michigan.gov with questions on PFAS at the site.	*"If dewatering is required in known contamination areas, Selfridge ANGB would identify and prepare any permits or approvals needed for containment or treatment of the water prior to discharge. In addition, dewatering and soil removal plans should be made to limit exacerbation of PFAS contamination to surrounding areas."* *3. Comment noted. No changes made to the EA.* *4. The EA was updated to include the provided text regarding PFAS contamination in Section 3.11.2.1, as follows:* *"Disposal and/or use of discarded asphalt and removed soil should be made with considerations to potential exposure to and/or exacerbation of PFAS contamination.* *Additionally, known concentrations of PFAS are present in the Tucker Jones Drain (Project 2), including a detection of perfluorooctane sulfonate (PFOS) at 13 nanograms per liter (ng/L), which is an exceedance of the Water Quality Value in Rule 57 (R 323.1057), Toxic substances., of the Part 4, Water Quality Standards (Part 4 Rules), promulgated pursuant to Part 31 of the NREPA. Plans regarding removal/disposal of water (dewatering) and soil during the rerouting of the drains would be made with considerations to PFAS and limit exacerbation of PFAS contamination to surrounding areas. Appropriate characterization and discharge approval for dewatering water generated during the proposed activities would be required."*
3	Air Quality		Ken Baker	NAAQS attainment status for Ozone for Southeast Michigan was updated to moderate nonattainment designation.	*The Air Quality section of the EA was updated to reflect this change of attainment status for Ozone.*
4	Project Descriptions		EPA Region 5	Update the project description to include a discussion of any onsite railroad tracks, including whether any work is proposed to railroad tracks and associated environmental impacts.	*The text was updated to include the demolition of the decommissioned railroad tracks to Section 2.3, Section 3.11.2.1, and Table C-1 under Project 5 – Extend North Overrun, as follows:* *"Portions of the decommissioned railroad tracks along the northern boundary of the airfield would be removed to accommodate the construction of the new overrun."*

Comment Number	Page Number (not pdf page #)	Line Number	Name	Comment	Comment Response
5	Water Resources		EPA Region 5	1) Explain what is meant by "managing" onsite wetlands and consider opportunities to protect water quality during routine management. Describe the best management practices that will be used to protect environmental resources (such as erosion and sediment control, maintenance of vegetated buffers and limits of disturbance, restrictions on herbicide/pesticide use near water, spill prevention and fueling protocols, invasive species prevention, and staff training and monitoring). 2) If 17+ acres of wetland impacts are proposed in addition to any clearing of forested wetland areas, EPA recommends that DAF modify the NEPA document to account for the acreage of wetland conversion (from forested to scrub-shrub or emergent), clarify if wetland conversion is considered a regulated wetland impact by state or federal agencies, and discuss if wetland mitigation is required for tree clearing in wetlands. 3) Provide additional information on the proposed linear footage (LF) of stream impact to each stream, broken out by alternative; include the existing LF of stream onsite, the proposed LF of impact and type of impact to each stream, and the proposed linear footage of each stream after impacts. Differentiate between any temporary and permanent impacts.	*1. The text was amended to specify that managing onsite habitat means that the vegetation cover is required to be maintained between 7 and 14 inches and trees be maintained to a height of 10 feet below the approach-departure clearing surface in Section 3.6.1.4, Vegetation Management. This requirement is also noted under Section 3.6.1.4, Airfield Management.* *2. Section 3.6.2.1 states that there could be 18 acres of habitat conversion from forested to* grassland*/shrubland habitat. The 18-acre forested area is not currently considered a wetland, and no delineation exists for these areas. The text was amended to note that Selfridge ANGB would coordinate with EGLE, USFWS, and DNR and abide by special procedures, BMPs, permits and any required mitigation for habitat conversion, as necessary. Text updated as follows:* "This could require approximately up to 18 acres of tree clearing and habitat management on the northeast and northwest sides of the relocated northern CZ (**Figure 3.6-1**), and therefore potential conversion of up to 18 acres of forested habitat into grassland/shrubland habitat.T he 18-acre of forested area within real property interests are being acquired by the State of Michigan as part of the action have not been delineated for wetland at this time. Selfridge ANGB would coordinate with EGLE and USACE concerning any impacts to Waters of the United States to include wetland, as well as USFWS and DNR concerning any potential protected species impacts in accordance with the Selfridge Air National Guard Base (SANGB) Integrated Natural Resource Management Plan (INRMP), abiding by special procedures/BMPs, permits, and any required mitigation for habitat conversion or tree cutting. As outlined above under the ***Threatened and Endangered Species*** section, Selfridge ANGB engaged in consultation with the USFWS regarding the Proposed Action." *3. The impacts to streams are the same for both alternatives. Additional details were provided to Stantec from Tetra Tech regarding the LF of stream impact. Text has been updated in Section 3.4.2.1 and Table C-1. Temporary construction impacts and permanent impacts were previously addressed in the document.*
6	HazMat		EPA Region 5	1) Provide information on the expected volumes of contaminated soil, groundwater, and debris and how they will be classified. Provide information on where they will be disposed/treated.	*1. There is not sufficient design development such that expected volumes of contaminated media can be*

Comment Number	Page Number (not pdf page #)	Line Number	Name	Comment	Comment Response
				2) Provide a LUC compliance plan that: a. Lists each applicable LUC and its prohibitions/conditions; b. Describes the approval processes and agency coordination to work with LUCs; and c. Ensures oversight and documentation that LUCs remain protective post-construction. 3) Where feasible, avoid dewatering in contaminated zones. If dewatering is unavoidable: a. Commit to closed-loop containment and treatment prior to discharge; b. Identify required permits/approvals (e.g., National Pollutant Discharge Elimination System (NPDES) or Publicly Owned Treatment Works (POTW) pretreatment), effluent limits, and receiving facilities; c. Include PFAS-specific treatment and residuals management where PFAS may be present, with sampling methods that minimize cross-contamination and adsorption losses; and d. Establish action levels and stop-work/contingency procedures for exceedances.	*quantified. Additionally, once the initial characterization of contamination is done prior to construction there would be a plan for what type of contamination is present, the quantities, and where or not offsite disposal is required. At that time the location of disposal will be determined. No change made to EA.* 2. *Text was added to Section 3.11.2.1 to mention that a LUC Compliance Plan would be required to be prepared prior to construction or any earth moving activities.* 3. *Text was added to Section 3.4.2 and 3.11.2.1 to note the requirements for dealing with dewatering in contaminated areas.*
7	Mitigation		EPA Region 5	1) Add a “Mitigation Commitments” section to the FONSI where all NGB mitigation and adaptation commitments are listed. This should include, but is not limited to, the following commitments that were mentioned in the Draft EA: a. Limiting vegetation and tree clearing/trimming to October 1-March 14 to protect bats and migratory birds (p. 3-21 and 3-22); b. Implementing provisions to protect the Eastern Massassauga Rattlesnake (p. 3-22); c. Implementing protective measures for the Eastern fox snake that result from continued coordination with resource agencies (p. 3-22); d. Testing, monitoring, and remediation to be undertaken to ensure that onsite contaminated soil and groundwater in the vicinity of the realignment of Russo Highway (p. 3-59); e. Coordinating with EGLE to ensure that migration of any onsite contamination does not further contaminate groundwater (p. 3-59); and f. Developing a Soils Management Plan for all soils being removed from the site because of construction (p. 3-59).	*A mitigation commitments section was added to the FONSI with a complete list of mitigation measures identified in the EA.*

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APPENDIX C
PROPOSED CONSTRUCTION PROJECTS

Table C-1 Proposed Construction Projects for the Selfridge ANGB Runway Encroachment Solution Project (Alternative 1 and Alternative 2)

Project No.	*Project Title/ 1391 No.*	*Project Description*	*Construction Start*	*New Impervious Surface*	*Area to be Demolished*
1	Relocate Rosso Highway and Clear Zone Fence (VGLZ2395XX)	Rosso Highway and Clear Zone fencing realigned north to accommodate new overrun. The temporary disturbance to the project area would be 304,761 SF.	2026	Rosso Highway 128,374 SF/ Clear Zone Fence 21,010 SF Shoulders 65,697 SF	Rosso Highway 56,570 SF Clear Zone Fence 63 SF Shoulders 33,048 SF
2	Relocate Irwin and Tucker Jones Drains (VGLZ239502) and modify Jefferson Culverts	Irwin Drain (rip/rap and concrete) realigned to follow new alignment of Rosso Highway. Tucker Jones Drain (rip/rap and concrete) truncated to tie into Irwin Drain through culvert under Rosso Highway. Jefferson Culverts updated to accommodate increased drainage capacity and resolve existing flooding concerns. Existing twin culverts replaced with concrete box culvert. Upstream channel bottom dredged and lowered to meet new culvert. Roadway above culvert raised to accommodate height of new culvert. The temporary disturbance to the project area would be 275,295 SF.	2026	Irwin Drain 4,670 LF Jefferson Culverts 150 LF	Irwin Drain 3,530 LF Tucker Jones Drain 1,440 LF Jefferson Culverts 150 LF Road Improvements 42,174 SF Shoulders 4,882 SF
3	Relocate Base Perimeter Fence (VGLZ239503)	Base Perimeter Fence relocated to follow new alignment of Rosso Highway. The temporary disturbance to the project area would be up to 36,591 SF.	2027	32,418 SF	4,173 SF
4	Relocate Perimeter Road and Airfield Fence (VLGZ239504)	Perimeter Road relocated north to accommodate new overrun. Airfield Fence installed south of new Perimeter Road. The temporary disturbance to the project area would be up to 218,191 SF.	2027	Perimeter Road 139,078 SF Airfield Fence 31,116 SF	Perimeter Road 44,456 SF Airfield Fence 3,543 SF
5	Extend North Overrun (VGLZ239505)	1,200-foot overrun constructed north of existing overrun, including new 25-foot paved shoulders. First 1,000 feet full strength pavement and most northern 200 feet would be non-stressed pavement.	2027	Extend North Overrun 167,791 SF Shoulders 47,704 SF	Extend North Overrun 58,011 SF Shoulders 16,983 SF

Project No.	*Project Title/ 1391 No.*	*Project Description*	*Construction Start*	*New Impervious Surface*	*Area to be Demolished*
		Portions of the decommissioned railroad tracks along the northern boundary of the airfield would be removed to accommodate the construction of the new overrun. The temporary disturbance to the project area would be 290,488 SF.			
6	Update Lighting/Markings and NAVAID Alignment (VGLZ239513)	Applicable lighting and markings updated. Navigational aid alignment updated per UFC to accommodate runway shift to north. Updated approach lighting, NAVAIDs, and glide slope would occur on southern end of existing runway to allow aircraft operations at night and during IMC. The temporary disturbance to the project area would be up to 384,077 SF.	2027	3,925 SF	380,152 SF
7	Extend Taxiway Bravo (VGLZ239508)	Taxiway Bravo extended north to connect to west side of overrun and would include 25-foot paved shoulders. The temporary disturbance to the project area would be up to 283,778 SF.	2027	Taxiway B 138,655 SF Shoulders 92,859 SF	Taxiway B 37,099 SF Shoulders 15,168 SF
8	Runway Touchdown Zone Improvement (New Project – No 1391)	New touchdown zone for Runway 01 replaced with concrete to support landing weight of aircraft. The temporary disturbance to the project area would be 150,299 SF.	2027	--	Runway Surface Improvements/ Concrete Touch Down Zone 150,299 SF
9 (Alt 1 only)	Extend Taxiway Alpha to the End of the Overrun	Taxiway Alpha extended north, along current offset from the runway, to connect taxiway to northern end of overrun. The temporary disturbance to the project area would be 447,901 SF.	2029	Taxiway Alpha 257,308 SF Shoulders 148,032 SF	Taxiway Alpha 17,615 SF Shoulders 24,946 SF
9 (Alt 2 only)	Extend Taxiway Alpha to Runway Threshold (VGLZ239509)	Taxiway Alpha extended north, along current offset from the runway, so taxiway connects to runway threshold. The temporary disturbance to the project area would be 309,822 SF.	2029	Taxiway Alpha 186,942 SF Shoulders 90,760 SF	Taxiway Alpha 12,406 SF Shoulders 19,714SF
10 (Alt 1 only)	Taxiway Alpha Extension Arm/De-Arm	New arm/de-arm pad to include 25-foot paved shoulders. Hammerhead on Taxiway Alpha	2033	Arm/De-arm Pad 39,576 SF	Arm/De-arm Pad 7,681 SF

Project No.	*Project Title/ 1391 No.*	*Project Description*	*Construction Start*	*New Impervious Surface*	*Area to be Demolished*
	Pad (New Project – No 1391)	extension would provide arm/de-arm capabilities on north and east side of runway. Hammerhead location differs under Alternative 1 and 2 to align with construction of Taxiway Alpha. The temporary disturbance to the project area would be 62,877 SF.		Shoulders 14,622 SF	Shoulders 1,000 SF
10 (Alt 2 only)	Taxiway Alpha Extension Arm/De-Arm Pad (New Project – No 1391)	New arm/de-arm pad to include 25-foot paved shoulders. Hammerhead on Taxiway Alpha extension would provide arm/de-arm capabilities on north and east side of runway. Hammerhead location differs under Alternative 1 and 2 to align with construction of Taxiway Alpha. The temporary disturbance to the project area would be 62,346 SF.	2033	Arm/De-arm Pad 47,891 SF Shoulders 14,455 SF	N/A
11	Taxiway Golf Arm/De-Arm Pad (VGLZ239511)	New arm/de-arm pad to include 25-foot shoulders constructed on Taxiway Golf to provide arm/de-arm capabilities on south and east side of runway. The temporary disturbance to the project area would be 63,596 SF.	2033	Arm/De-arm Pad 39,496 SF Shoulders 14,542 SF	Arm/De-arm Pad 8,391 SF Shoulders 1,167 SF
Alternative 1 Total		**2,517,864 SF**		**1,601,118 SF**	**916,746 SF**
Alternative 2 Total		**2,379,255 SF**		**1,473,480 SF**	**906,305 SF**

Notes: A 4-foot buffer was used to identify potential temporary construction effects associated with the construction of fences and installation of a permanent 2-foot concrete pad per side; a 6-foot buffer was used to identify potential temporary construction effects associated with the construction of roadways.

Legend: IMC = Instrument Meteorological Conditions; LF = linear feet; N/A = Not Applicable; NAVAID = Navigation Aid; SF = square feet; UFC = Unified Facilities Criteria.

APPENDIX D
PERMITS, LICENSES, AND OTHER AUTHORIZATIONS

Table D-1 presents a summary of the requirements as applicable to this Proposed Action.

Table D-1 Permits, Licenses, and Other Authorizations

Specific Action	*Agency*	*Status*
ESA Section 7, consultation for federally listed species	USFWS	USFWS provided an ESA section 7 consultation letter on September 25, 2024 and November 13, 2025, agreeing that the Proposed Action is unlikely to result in the incidental take of federally listed threatened or endangered species that may occur in the project area. DAF would also adhere to BMPs for federally- and state-listed special status species in accordance with the Selfridge ANGB 2023 INRMP, including the Eastern fox snake (*Pantherophis gloydi*) and Eastern massasauga rattlesnake (*Sistrurus catenatus*).
Part 365, Endangered Species Protection, of the Natural Resources Environmental Protect Act	Michigan Department of Natural Resources	Pursuant to section 36505, take of an endangered or threatened species is prohibited unless authorized under permit. "Take" of a listed animal species is defined at subsection 36501(f), and "take" of a listed plant species is defined at subsection 36501(g). Lists of endangered and threatened species are in administrative rules R 299.1201 et seq. of the Michigan Administrative Code. The state-listed threatened Eastern fox snake (Pantherophis gloydi) has been recorded in the project vicinity. Consultation with Michigan Department of Natural Resources is currently underway. Selfridge ANGB will obtain and abide by any necessary permits required for state listed species.
NHPA, Section 106	SHPO	The NGB is consulting with Michigan SHPO.
CWA (33 USC 144 et seq.) and implementing regulations	EPA	A stormwater general permit and NPDES permit for construction that disturbs greater than 1 acre of land is required. A Section 401 certificate under the CWA Section 401 Water Quality Certification Program is required. A NPDES Industrial Stormwater Permit may be required for a concrete crushing plant. This would require a SWPPP, implementation of control measures, and a NOI.
Coastal Zone Management Act of 1972 (as amended, 16 USC section 1451 and the implementing regulations entitled Federal Consistency with Approved Coastal Management Programs, 15 CFR part 930)	Various state of Michigan Agencies	The NGB prepared and submitted a Coastal Zone Management Act Federal Consistency Determination to EGLE. EGLE issued a concurrence letter on 24 October, 2025, and in accordance with Section 307 of the Coastal Zone Management Act and 15 CFR 930, Subpart C, EGLE concurred in the determination that the activities described in the materials submitted to the office are consistent to the maximum extent practicable with the approved enforceable policies of the Michigan Coastal Management Program and that no adverse impacts to coastal uses or resources are anticipated.
Part 31, Floodplain Regulatory Authority of the Water Resources Protection; Part 301, Inland Lakes and Streams; and Part 303, Wetlands Protection of the NREPA, 1994 PA 451; The Drain Code of 1956, Act 40 of 1956	Macomb County Public Works, FEMA, Michigan EGLE	NGB is coordinating with the Macomb County Public Works and EGLE on the realignment of Irwin Drain and Tucker Jones Drain under the regulation of the Michigan Drain Code (The Drain Code of 1956, Act 40 of 1956). Additional coordination with Macomb County Public Works and EGLE includes a Hydrology and Hydraulics Study, Stream Quantification Report, updating the legal drain alignments, and a Joint Permit Application through EGLE for the following permits: Part 31, Floodplain Regulatory Authority of the Water Resources Protection;

Specific Action	*Agency*	*Status*
		Part 301, Inland Lakes and Streams; and Part 303, Wetlands Protection. In accordance with the administrative rules for Part 301, Inland Lakes and Streams, of the NREPA, 1994 PA 451, as amended, and upon approval by EGLE, a Mitigation Plan must be submitted by the permit applicant when stream mitigation is necessary to offset resource losses resulting from a proposed project.
Part 303, Wetlands Protection of the NREPA	FEMA, Michigan EGLE	Projects 1–4, 6, 7, and 9 would result in direct impacts up to an estimated 17.15 acres of wetlands. Compensatory wetland mitigation is required by EGLE under Part 303 of the NREPA if a Proposed Action would cause unavoidable loss of wetland resources. Wetland mitigation may be accomplished with the purchase of wetland mitigation bank credits or development of new wetland mitigation bank sites. As part of the permitting process, NGB is coordinating with EGLE to mitigate impacts to wetlands through the use of mitigation banks. DAF and NGB would apply for all applicable permits for construction activities affecting wetlands and implement required mitigation.
Section 3108(1) of Part 31, Water Resources Protection, of the NREPA, 1994 PA 451; rule R 323.2190 of the Michigan Administrative Code	FEMA, Michigan EGLE	Six of the 11 projects associated with the Runway Encroachment Solution Project would be partially located within the 100-year floodplain associated with Lake St. Clair. A FONPA has been prepared in conjunction with this EA. DAF would comply with DAFI 32-1023, Designing and Constructing Military Construction Projects, as some construction activities would be within a floodplain. Additionally, DAF would obtain permits for construction within the lake floodplain from EGLE. The proposed construction activities would not impede the conveyance of flood waters, decrease floodplain capacity, or increase flood elevations, frequencies, or durations. Rather, the realignment of Irwin Drain and Tucker Jones Drain would reduce existing flooding issues in the area. Erosion and sediment control BMPs would be implemented to further prevent potential impacts to floodplains from earthmoving construction activities. Permit requirements for grading, discharge of fill, and installation of structures in regulated river and stream floodplains are established in section 3108. Requirements to file a Notice of Coverage and other requirements applicable to a point source discharge of stormwater from certain construction activities are established in administrative rule R 323.2190 of the Michigan Administrative Code.
Section 9112(1) of Part 91, Soil Erosion and Sedimentation Control, of NREPA	FEMA, Michigan EGLE, Macomb County Department of Roads, Macomb County Public Works Commissioner	Construction could potentially produce short-term impacts to surface water quality caused by erosion during construction activities. The collective area impacted by the proposed construction activity would exceed 1 acre in size and therefore Michigan would require a Soil Erosion and Sedimentation Control Permit, which is required for projects greater than 1 acre or within 500 feet of the water's edge of any lake, stream, or drain (Part 91, Soil Erosion and Sedimentation Control, of the Cleanup Criteria for Part 201

Specific Action	*Agency*	*Status*
		of the NREPA, 1994 PA 451 as amended). The permit must be obtained from Macomb County.
Oversize and/or Overweight Permit	MDOT	Required for transportation and use of oversize and/or overweight vehicles on state highways. Interstate 94 is a state road and the western portion of Rosso Highway is a state road. The MDOT Permit Gateway (MPG) is the online portal for submitting permit applications.
Construction/Right-of-Way Permit	MDOT	Required for use of highway right-of-way for operations other than normal vehicle or pedestrian travel. The MDOT Permit Gateway is the online portal for submitting permit applications. Rosso Highway is expected to be permitted through the county.
Site Plan Review	Macomb County Department of Roads	Required for submittal of Construction Permit and/or Move Permit. Rosso Highway is both a state and county road, the legal description and division is currently being evaluated.
Right-Of-Way/Construction Permit	Macomb County Department of Roads	Required for construction, use, operation, and/or maintenance within road right-of-way, including utilities, driveway/approach, and ditch enclosure; or close a county road. Rosso Highway is both a state and county road.
Oversize and Overweight Permit	Macomb County Department of Roads	Required for transportation and use of oversize and/or overweight vehicles on county roads. Rosso Highway is expected to be permitted by the county.
Plan/ Storm Water/ Drain Review Permit	Macomb County Public Works Commissioner	Required for construction activity that negatively or may negatively impact stormwater runoff or water resource quality for surrounding watersheds.
Part 55, Air Pollution Control, of NREPA		Permit requirements for concrete crushers, concrete batch plants, and other types of equipment that emit air pollutants or contaminants are established in administrative rule R 336.1201 of the Michigan Administrative Code. Equipment would likely meet exemptions from an air quality permit to install; if not, a permit to install would be obtained. Requirements for the control of fugitive dust during the transport, stockpiling, loading, and unloading of bulk materials are established in administrative rule R 336.1372(2) and (3) of the Michigan Administrative Code.

Legend: ANGB = Air National Guard Base; BMP = Best Management Practice; CFR = Code of Federal Regulations; CWA = Clean Water Act; DAF = Department of the Air Force; DAFI = Department of the Air Force Instruction; EA = Environmental Assessment; EGLE = Environment, Great Lakes, and Energy; EPA = United States Environmental Protection Agency; ESA = Endangered Species Act; FEMA = Federal Emergency Management Agency; FONPA = Finding of No Practicable Alternative; INRMP = Integrated Natural Resources Management Plan; MDOT = Michigan Department of Transportation; NGB = National Guard Bureau; NHPA = National Historic Preservation Act; NOI = Notice of Intent; NPDES = National Pollutant Discharge Elimination System; NREPA = Natural Resources and Environmental Protection Act; PA = Protection Act; Rosso Highway = William P. Rosso Highway; SHPO = State Historic Preservation Office; SWPPP = Stormwater Pollution Prevention Plan; USC = United States Code; USFWS = United States Fish and Wildlife Service.

APPENDIX E
PAST, PRESENT, AND REASONABLY FORESEEABLE FUTURE ACTIONS

E.1 PAST, PRESENT, REASONABLY FORESEEABLE FUTURE ACTIONS CONSIDERED AND EXPECTED EFFECTS

In this section, an effort was made to identify past and present actions in the region and those reasonably foreseeable actions that are in the planning phase at this time. Actions that have a potential to interact with the Proposed Action at Selfridge Air National Guard Base (ANGB) are included in this analysis. This approach enables decision-makers to have the most current information available so that they can evaluate the environmental consequences of the Runway Encroachment Solution Project at Selfridge ANGB.

Selfridge ANGB is an active military Base that undergoes changes in mission and in training requirements in response to defense policies, current threats, and tactical and technological advances. The Base, like any other major institution (e.g., university, industrial complex), requires new construction, facility improvements, infrastructure upgrades, and maintenance and repairs. In addition, tenant organizations may occupy portions of the Base, conduct aircraft operations, and maintain facilities. All these actions (i.e., mission changes, facility improvements, and tenant use) would continue regardless of which alternative is selected.

The projects associated with the Proposed Action occur within the same region of influence (ROI) and may overlap in timeframe as several other actions. These actions are identified in **Table E.1-1**. Routine maintenance and repair activities are excluded from this analysis, as they are confined to existing footprints and do not result in new ground disturbance or impervious surfaces.

Table E.1-1 Past, Present, and Reasonably Foreseeable Actions in Macomb County

Proponent	***Project Name***	***Anticipated Year for Implementation***
MIANG	Future KC-46 Beddown The projected beddown of the KC-46 aircraft at Selfridge ANGB would also require supplemental construction. These construction projects include: • Constructing new aircraft hangars • Existing facility demolition • Existing facility renovation	2030
MIANG	Future F-15EX Beddown The projected beddown of the F-15EX aircraft at Selfridge ANGB would also require supplemental construction. These construction projects include: • Constructing new aircraft hangars • Existing facility demolition • Existing facility renovation	2032
127 WG	127 WG Initiatives • Demolition: Buildings 104, 310, 1030, 1405, and 400 Housing • Infrastructure upgrades (electrical/roofs/sewer) • ERCIP (solar array with batteries)	2028

Proponent	*Project Name*	*Anticipated Year for Implementation*
Tenants	Renovation/Construction/Demolition • USCG Helicopter Hangar • CBP infrastructure upgrades (sewer and water) • Main Battle Tank System construction • Innovation Center/Lift	2028

Legend: 127 WG = 127th Wing; ANGB = Air National Guard Base; CBP = U.S. Customs and Border Protection; ERCIP = Energy Resilience Conservation Investment Program; MIANG = Michigan Air National Guard; USCG = United States Coast Guard.

E.1.1 Air Quality

E.1.1.1 Past, Present, and Reasonably Foreseeable Actions in Macomb County

The projects listed in **Table E.1-1** could also increase the ambient air pollution in Macomb County. Specifically, the Future KC-46 Beddown, the 127th Wing (127 WG) Initiatives, and other renovation/construction/demolition projects could all occur during construction of the Proposed Action.

The Selfridge ANGB actions, when combined with construction activities occurring under the Proposed Action, would result in an increase in localized and regional emissions in Macomb County. When considered in conjunction with the effects of past, present, and reasonably foreseeable actions at Selfridge ANGB, short-term adverse effects to air quality resources would be anticipated to occur with implementation of the Proposed Action. However, these effects are not anticipated to exceed *de minimis* threshold levels for any criteria pollutants and effects to air quality would not be significant.

E.1.1.2 Mitigation

Although construction activities would not have any significant effects to air quality, best management practices (BMPs) (such as dust suppression techniques) are available and would be incorporated into proposed construction activities to reduce fugitive dust emissions generated from the use of construction equipment on exposed soil.

E.1.2 Water Resources

E.1.2.1 Past, Present, and Reasonably Foreseeable Actions in Macomb County

Past, present, and reasonably foreseeable actions in Macomb County are not likely to significantly affect water resources. The projects outlined in **Table E.1-1** would only marginally increase the amount of impervious surface at Selfridge ANGB. Any potential effects from stormwater runoff would be managed under a project-specific Storm Water Pollution Prevention Plan (SWPPP) and BMPs. Therefore, no significant effects from past, present, and reasonably foreseeable actions to water resources would occur.

E.1.2.2 Mitigation

Implementation of the Proposed Action would require compensatory wetland mitigation. Selfridge ANGB would be required to mitigate effects to wetlands using mitigation banks. Selfridge ANGB would coordinate with Michigan Department of Environment, Great Lakes, and Energy (EGLE) for necessary permitting and mitigation plan development. Additionally, the following actions

would be required as part of regulatory requirements, Executive Orders (EOs), and/or the Department of the Air Force (DAF) and Department of War (DoW) policies and procedures.

- Facilities would be required to comply with Unified Facilities Criteria (UFC) 3-210-10, *Low Impact Development* (as amended, 2016), and Energy Independence and Security Act section 438 (42 United States Code [USC] section 17094); this would serve to maintain the site's pre-development runoff rates and volumes to minimize effects from increased impervious surface area.
- Ground-disturbance activities would require a Michigan Construction Stormwater Permit, and any project greater than 1 acre or within 500 feet of surface water features would require a Soil Erosion and Sedimentation Control Permit from Macomb County. This serves to minimize potential effects associated with soil erosion and surface water effects during construction.
- As a measure to avoid damage to structures caused by climate change-induced flooding, the DAF will consider constructing all new facilities above the 500-year flood elevation line.
- Project effects to jurisdictional wetlands or streams as defined under Part 303, Wetlands Protection, and Part 301, Inland Lakes and Streams, of the Natural Resources and Environmental Protection Act (NREPA), would require DAF to apply for all applicable permits.

E.1.4 Cultural Resources

E.1.4.1 Past, Present, and Reasonably Foreseeable Actions in Macomb County

Effects on cultural resources are not likely to occur with implementation of the Proposed Action, or those projects listed in Table E.1-1. There are no National Register of Historic Places (NRHP)-listed or eligible buildings or structures or archaeological sites within any of the construction footprints of the Proposed Action (Selfridge ANGB 2023). In addition, potential burials were noted on the original Wayne State University site form based on hearsay during the original 1960 recordation in the vicinity of site 20MB111. Through consultation with the Michigan State Historic Preservation Office (SHPO), Selfridge ANGB conducted a Human Remains Detection (HRD) dog survey within the 20MB111 site boundary that overlaps with the current project footprint. The HRD dog survey was conducted to identify potential subsurface human skeletal remains and/or burial locations within the project area. This survey was performed by certified HRD dogs and handlers experienced in archaeological contexts. Through consultation with the Michigan SHPO and the Forest County Potawatomi Community, Selfridge ANGB has established an agreed-upon methodology for HRD dog surveys and archaeological excavations within the 20MB111 site boundary. The Michigan SHPO concurs that the project will result in no effects to historic properties, contingent upon the completion of these ongoing archaeological activities. Although this fieldwork is scheduled to continue beyond the issuance of the Finding of No Significant Impact (FONSI), the Section 106 consultation process is concluded based on the SHPO's concurrence with the anticipated finding.

No known traditional cultural places have been previously identified at Selfridge ANGB. However, government-to-government consultation is being conducted between Selfridge ANGB and the federally recognized Tribal Nations, which may be historically, culturally, or linguistically affiliated with the area and have an interest in protecting cultural resources located at Selfridge ANGB.

Other past, present, and reasonably foreseeable actions, such as ongoing or planned training activities, would have similarly minimal impacts on cultural resources and have been or will be coordinated with the Michigan SHPO to ensure resource protection. When considered alongside these other activities, neither the Proposed Action nor the No Action Alternative would result in significant impacts on cultural resources.

E.1.4.2 Mitigation

In the event of an inadvertent discovery during ground-disturbing activities, the following specific actions would occur.

- The Project Manager would cease work immediately, and the discovery would be reported to the Environmental Manager, who would secure the location with an adequate buffer and notify the Commander and the NGB cultural resources manager.
- The Environmental Manager would then continue to follow Selfridge Air National Guard's (ANG's) Standard Operating Procedure for Inadvertent Discoveries (see Selfridge ANGB 2023a, Section 6.3).

E.1.5 Biological Resources

E.1.5.1 Past, Present, and Reasonably Foreseeable Actions in Macomb County

Construction-related effects to the vegetation at the Base and in the vicinity of projects identified in **Table E.1-1** would be minor due to the lack of sensitive vegetation in the project areas. In general, construction activities at Selfridge ANGB would primarily occur on sites that are already highly altered. These effects would include the removal of some vegetation and associated wildlife habitat. However, wildlife that use these areas are typical of urban and suburban areas. Clear Zone (CZ) maintenance in the relocated northern CZ may result in conversion of approximately 18 acres of forested habitat to grassland/shrubland habitat. This would result in loss of habitat for some wildlife but would also likely reduce wildlife attraction to the Base and therefore may reduce Bird/Wildlife Aircraft Strike Hazard (BASH) risk. Future effects to natural resources on the Base would be minimized by avoiding (or mitigating) construction, demolition, and activities within wetland areas (to the extent possible) and areas containing habitat species of concern. Therefore, effects to biological resources from past, present, and reasonably foreseeable actions would not be significant.

E.1.5.2 Mitigation

In the absence of any significant effects to biological resources, no specific mitigation measures have been identified. For additional protections, Selfridge ANGB implements the Special Provisions for both the Eastern massasauga and Eastern fox snake. The following general measures would minimize effects to biological resources.

- The Selfridge ANGB Integrated Natural Resources Management Plan (INRMP), Integrated Pest Management Plan, and Invasive Species Management Plan would be implemented to reduce and minimize effects from invasive species and other threats to native biological diversity.
- Measures to minimize the potential for bird/wildlife aircraft strikes, as identified in the MIANG *127th Wing Bird Aircraft Strike Hazard (BASH) Plan 91-212* (MIANG 2020), would continue to be implemented.

- Temporarily disturbed habitats will be restored as soon as possible following project implementation to prevent net loss of habitat. Restoration would be consistent with the INRMP, BASH Plan, and applicable permits, and not include use of invasive plant species.

E.1.6 Land Use

E.1.6.1 Past, Present, and Reasonably Foreseeable Actions in Macomb County

The past, present, and reasonably future actions identified in Table G-1 include several construction actions within Selfridge ANGB. Elevated noise levels would be localized and would primarily affect industrial areas already exposed to elevated noise from aircraft operations with minimal effects to noise sensitive areas and would not generate noise levels to affect or change land use compatibilities. Therefore, effects to land use at Selfridge ANGB from past, present, and reasonably foreseeable actions would not be significant.

E.1.6.2 Mitigation

Selfridge ANGB would continue to manage an active Air Installations Compatible Use Zones (AICUZ) program. No land use mitigation would be required.

E.1.7 Noise

E.1.7.1 Past, Present, and Reasonably Foreseeable Actions in Macomb County

The majority of the future development at Selfridge ANGB would be construction where noise levels would be noticeable for the entire period of development; however, the construction noise would be sporadic and temporary. Additionally, long-term operational noise levels associated with development of future projects would be considered industrial and similar in nature to an airfield noise environment. Noise effects from future developments would not be significant.

Future aircraft beddown at Selfridge ANGB, either the KC-46 or F-35A, would replace the KC-135 and A-10, respectively. Given that these proposed beddown aircraft would replace the existing role of the predecessor aircraft, training and annual operations would be similar. While the noise levels at Selfridge ANGB would increase if the A-10 aircraft were to be replaced by the F-35A fighter, potential noise effects would be evaluated in a separate NEPA action. Therefore, noise effects from past, present, and reasonably foreseeable actions would not be significant.

E.1.7.2 Mitigation

As described in Section 3.8.2, *Environmental Consequences*, resulting aircraft noise levels would not exceed 65 decibels (dB) Day-Night Average Sound Level (DNL) at any identified Point of Interest (POI) under either alternative. Aircraft noise levels would increase by 1 dB at two locations relative to the No Action Alternative under Alternative 1. Additionally, aircraft noise levels would increase by 1 dB at one location relative to the No Action Alternative under Alternative 2. Therefore, no mitigation would be required or implemented to reduce aircraft noise levels at POIs.

E.1.8 Transportation

E.1.8.1 Past, Present, and Reasonably Foreseeable Actions in Macomb County

The local traffic network has the ability to meet the short-term increases in traffic during construction activities and reasonably foreseeable future projects. Therefore, transportation effects from past, present, and reasonably foreseeable actions would not be significant.

E.1.8.2 Mitigation

No mitigation measures would be required for transportation for implementation of the Proposed Action.

E.1.9 Public Health and Safety

E.1.9.1 Past, Present, and Reasonably Foreseeable Actions in Macomb County

The projects outlined in **Table E.1-1** would be conducted in accordance with all Antiterrorism/Force Protection (AT/FP) requirements from design to completion; therefore, positive effects to AT/FP would occur under either of the action alternatives.

Any projects occurring within an established quantity-distance (QD) arc would adhere to all applicable regulations in Air Force Manual 91-201. Additionally, no explosives would be handled during construction or demolition activities. All projects would be designed in such a way that they would not result in obstructions within APZs or the airfield and would be coordinated with the Selfridge ANGB fire department. No adverse effects are expected to occur to Fire/Crash Response, APZs, Explosive Safety, or Aircraft Safety under any of the alternatives. Therefore, public health and safety effects from past, present, and reasonably foreseeable actions would not be significant.

E.1.9.2 Mitigation

No public health and safety mitigation would be required for the Proposed Action.

E.1.10 Hazardous Materials and Wastes

E.1.10.1 Past, Present, and Reasonably Foreseeable Actions in Macomb County

Contaminated media (e.g., soil, groundwater) would be encountered during the course of site preparation (e.g., clearing, grading) or site development (e.g., excavation and potential construction dewatering for installation of building footers) for proposed construction activities. Characterization of the soil and groundwater would be required prior to construction activities and disposal of the capped foundry sand fill area and elevated fill area. Selfridge ANGB would coordinate with the EGLE and NGB regarding a course of action to ensure federal and state agency regulatory requirements are met and to arrange for agency consultation and permitting as necessary. Prior to construction activities, the construction contractors would be notified of the nature and extent of known contamination so that they can inform their employees in advance of on-site activities and take appropriate precautions to protect health and safety, and to prevent the spread of contamination. The construction contractors would be responsible for ensuring their workers follow appropriate health and safety requirements. The present and future projects listed in **Table E.1-1** could involve the use of some hazardous materials and the generation of some hazardous waste during construction; however, the same regulations that would apply to the Proposed Action would be required for these actions. Therefore, hazardous materials, hazardous waste, toxic substances, or contaminated sites effects from past, present, and reasonably foreseeable actions would not be significant.

E.10.1.2 Mitigation

Contaminated soil and groundwater would be encountered during site preparation and construction of Rosso Highway. Soil and groundwater characterization would occur prior to construction and

disposal of the capped foundry sand and elevated fill areas. Selfridge ANGB would coordinate with EGLE and NGB to ensure compliance with all regulatory requirements and obtain necessary permits. Testing and monitoring would occur during construction to prevent contaminant migration. If groundwater is encountered, dewatering would follow the approved Soil Erosion and Sedimentation Control Permit and Plan. A Due Care Plan would be maintained to ensure compliance with Michigan Compiled Law 324.20101–.20142, protecting workers and the community. A Soils Management Plan would guide handling of affected soils, and if PFAS is discovered, a Materials Management Plan would be developed to properly identify, contain, and dispose of contaminated materials.

E.2 References

Michigan Air National Guard (MIANG). 2020. 127th Wing Bird Aircraft Strike Hazard (BASH) Plan 91-212.

Selfridge Air National Guard Base (ANGB). 2023. Integrated Cultural Resources Management Plan 127th WG, Selfridge ANGB, Michigan 2020–2025. 09 August.

APPENDIX F
DEFINITION OF RESOURCE AND REGULATORY SETTING

F.1 AIR QUALITY

Air quality is defined by ambient air concentrations of specific pollutants determined by the U.S. Environmental Protection Agency (EPA) to be of concern with respect to the health and welfare of the general public. The region of influence (ROI) for assessing air quality effects is Macomb County, Michigan, which is part of the Metropolitan Detroit-Port Huron Intrastate Air Quality Control Region (40 Code of Federal Regulations [CFR] 81.37).

Regulatory Setting

Ambient air quality refers to the atmospheric concentration of a specific compound (amount of pollutants in a specified volume of air) that occurs at a particular geographic location. The ambient air quality levels measured at a particular location are determined by the interaction of emissions, meteorology, and chemistry. Meteorological considerations include wind and precipitation patterns affecting the distribution, dilution, and removal of pollutant emissions. Most air pollutants originate from human-made sources, including mobile sources (e.g., gasoline- or diesel-fueled vehicles) and stationary sources (e.g., concrete batch plant, refineries, power plants), as well as indoor sources (e.g., some building materials and cleaning solvents). Air pollutants are also released from natural sources such as volcanic eruptions and wildfires.

Air pollution is a threat to human health and damages trees, crops, other plants, lakes, and animals. It creates haze or smog that reduces visibility in national parks and cities and interferes with aviation. To improve air quality and reduce air pollution, Congress passed the Clean Air Act (CAA) and its amendments in 1970 and 1990, which set regulatory limits on air pollutants to help ensure basic health and environmental protection from air pollution.

Criteria Pollutants

The CAA requires EPA to set National Ambient Air Quality Standards (NAAQS) for commonly found air pollutants known as criteria air pollutants. These are pollutants the EPA determined can affect the health or welfare of the public (EPA 2024a), and include ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead (Pb).

O_3 is primarily formed in the atmosphere by photochemical reactions involving sunlight and previously emitted pollutants, or "ozone precursors." The most predominant O_3 precursors are nitrogen oxides (NO_x) and volatile organic compounds (VOCs). Regulatory agencies limit atmospheric O_3 concentrations by controlling these two O_3 precursors.

Table F.1-1 shows the specific concentration limits for each of the criteria pollutants that have been determined to affect human health and the environment. The primary NAAQS provide public health protection, including protecting the health of sensitive populations such as asthmatics, children, and the elderly. Secondary NAAQS provide public welfare protection, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings (EPA 2024b).

Table F.1-1 National Ambient Air Quality Standards

Pollutant		*Primary/Secondary*[1]	*Averaging Time*	*Level*
Carbon Monoxide (CO)		Primary	8 hours	9 ppm
			1 hour	35 ppm
Nitrogen Dioxide (NO_2)		Primary	1 hour	100 ppb
		Primary and Secondary	1 year	53 ppb
Ozone (O_3)		Primary and Secondary	8 hours	0.070 ppm
Particulate Matter	$PM_{2.5}$	Primary	1 year	9.0 µg/m^3
		Secondary	1 year	15 µg/m^3
		Primary and Secondary	24 hours	35 µg/m^3
	PM_{10}	Primary and Secondary	24 hours	150 µg/m^3
Sulfur Dioxide (SO_2)		Primary	1 hour	75 ppb
		Secondary	3 hours	0.5 ppm
Lead (Pb)		Primary and Secondary	Rolling 3-month average	0.15 µg/m^3

Notes: [1]Primary Standards: Each state must attain the primary standards no later than 3 years after that state's implementation plan is approved by the EPA.
Legend: µg/m^3 = micrograms per cubic meter; $PM_{2.5}$ = particulate matter less than or equal to 2.5 microns in diameter; PM_{10} = particulate matter less than or equal to 10 microns in diameter; ppm = parts per million; ppb = parts per billion.
Source: EPA 2024b.

General Conformity

The purpose of the General Conformity Rule is to ensure that applicable federal actions, such as the Proposed Action, would not cause or contribute to a violation of an air quality standard and that the Proposed Action would not adversely affect the attainment and maintenance of any NAAQS. A conformity applicability analysis must be completed for every Department of the Air Force (DAF) action that would be located in or include a nonattainment or maintenance area and that generates emissions to determine and document whether the Proposed Action complies with the General Conformity Rule. The EPA introduced *de minimis* thresholds for evaluating conformity applicability for proposed actions.

While the General Conformity thresholds are intended to be used to perform a General Conformity applicability analysis, they can also be used as a general insignificance indicator for air quality National Environmental Policy Act (NEPA) assessments. These threshold values are also a conservative indicator that a proposed action's emissions within an attainment area would be insignificant and acceptable.

Hazardous Air Pollutants

Hazardous air pollutants (HAPs), also known as toxic air pollutants or air toxics, are those pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or adverse environmental effects. Examples of toxic air pollutants include benzene, perchloroethylene, methylene chloride, dioxin, asbestos, toluene, and metals such as cadmium, mercury, chromium, and lead compounds.

People exposed to toxic air pollutants at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system, as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health problems. In addition to exposure from breathing air toxics, some toxic air pollutants such as mercury can deposit onto soils or surface

waters, where they are taken up by plants and ingested by animals and are eventually magnified up through the food chain.

F.2 WATER RESOURCES

Water resources evaluated in this analysis include surface water, groundwater, floodplains, and wetlands. Surface water resources consist of lakes, rivers, and streams. Groundwater is the subsurface hydrological resource of the physical environment and commonly used for potable water consumption, agricultural irrigation, and industrial applications. Groundwater characteristics are often described in terms of water quality and surrounding geologic composition. Floodplains are low areas along waterbodies that are subject to periodic or infrequent inundation. Floodplains are subject to regulatory authority under Executive Order (EO) 11988, *Establishing a Federal Flood Risk Management Standard and Process for Further Soliciting and Considering Stakeholder Input*. Wetlands are sensitive habitats subject to federal regulatory authority and projects with potential effects to wetlands require permitting under the Clean Water Action Section 404.

Regulatory Setting

Numerous federal and state laws and regulations have been enacted to protect freshwater resources. Michigan's Department of Environment, Great Lakes, and Energy (EGLE) oversees most of the permitting and compliance of projects that may affect water resources in the state.

The Clean Water Action Section 404 establishes a program to regulate the discharge of dredged and fill material into Waters of the U.S. (WOTUS), including wetlands. Section 404 requires a permit prior to any dredging or fill material being discharged into WOTUS, unless the activity is otherwise exempt. Activities regulated under Section 404 include, but are not limited to, dams, levees, infrastructure development, water resource projects, and mining. The State of Michigan is federally authorized to administer Section 404 of the Clean Water Act in most areas of the state. This State-administered Section 404 program is required to be consistent with the Clean Water Act and associated regulations in Section 404(b)(1) guidelines. While most states require applicants to submit their applications to the U.S. Army Corps of Engineers (USACE) and a State agency to receive wetland, lakes, and streams permits, applicants in Michigan are generally only required to submit one permit application to EGLE, which then administers both federal and state authorization with the wetland permit.

However, federal agencies are still required to review projects that may affect critical environmental areas, or which involve major discharges to waters. These circumstances are discussed in the 1983 Memorandum of Agreement with EPA Region 5. Such projects include:

- Major Discharges as follows:
  - Projects affecting 1 or more acre of wetland
  - New construction of breakwaters or seawalls with a total length of more than 1,000 feet
  - Enclosure of more than 300 feet of a stream in one or more segments
  - Relocation or channelization of more than 1,000 feet of a stream in one or more segments
- Projects with potential to affect endangered or threatened species as determined by the U.S. Fish and Wildlife Service (USFWS)

- Discharges to waters of another state, suspected to contain toxic pollutants or hazardous substances, located in proximity of a public water supply intake, or within defined state or federal critical areas

The above projects require concurrent review by federal agencies and may result in additional permit processing time. EGLE may not issue a permit if EPA objects to the project, regardless of permit appeal through a state court.

The State of Michigan Geomare-Anderson Wetlands Protection Act, 1979 PA 203, was passed in 1979 by the Michigan legislature. This act was retitled to Part 303, *Wetlands Protection*, of the Natural Resources Environmental Protection Act (NREPA), 1994 PA 451, as amended. Additionally, EGLE has adopted administrative rules that provide guidance and clarification concerning the interpretation of Part 303. Certain wetlands in coastal areas of Michigan have further protection under Part 323, *Shorelands Protection and Management*, NREPA (EGLE 2023).

Wetlands in the state of Michigan are regulated if they are any of the following (NREPA Part 303):

- Connected to one of the Great Lakes or Lake St. Clair
- Located within 1,000 feet of one of the Great Lakes or Lake St. Clair
- Connected to an inland lake, pond, river, or stream
- Located within 500 feet of an inland lake, pond, river, or stream
- Not connected to one of the Great Lakes or Lake St. Clair, or an inland lake, pond, stream, or river, but are more than 5 acres in size
- Not connected to one of the Great Lakes or Lake St. Clair, or an inland lake, pond, stream, or river, and less than 5 acres in size, but EGLE has determined that these wetlands are essential to the preservation of the state's natural resources and has notified the property owner

Additional regulations protect water resources against sedimentation. Part 91, *Soil Erosion and Sedimentation Control*, of the NREPA requires projects greater than 1 acre or within 500 feet of the water's edge of any lake, stream, or drain to obtain a soil erosion and sedimentation permit. This permit would be obtained from Macomb County and requires a Soil Erosion Plan to be developed.

Unified Facilities Criteria (UFC) 3-210-10, *Low Impact Development (LID)* (as amended, 2016) and Energy and Independence Security Act Section 438 require that any temporary increase in surface water runoff as a result of the proposed construction would be attenuated through the use of temporary and/or permanent drainage management features. Under these requirements, federal facility projects with over 5,000 square feet (SF) of new impervious surface must maintain or restore, to the maximum extent technically feasible, the pre-development hydrology of the property with regard to the temperature, rate, volume, and duration of flow.

Floodplains are protected by EO 11988, *Floodplain Management*. This EO requires that agencies evaluate the potential effects of actions within a floodplain and to avoid floodplains unless the agency determines there is no practicable alternative. If determined as such, a Finding of No Practicable Alternative (FONPA) would be prepared. Additionally, Department of the Air Force Instruction (DAFI) 32-1023 and UFC 1-200-01 require that the design of these facilities would address flood risk condition protection requirement minimums.

F.3 CULTURAL RESOURCES

Regulatory Setting

Cultural resources consist of pre-contact and post-contact buildings, districts, sites, structures, artifacts, or any other physical evidence of human activity considered important to a culture, subculture, or community for scientific, traditional, religious, or other reasons. Cultural resources can be divided into four major categories: archaeological resources (pre-contact and post-contact), architectural resources, traditional cultural places, and sacred sites.

Archaeological resources are locations where human activity measurably altered the earth or left deposits of physical remains (e.g., tools, projectile points, or bottles). "Pre-contact" refers to resources that predate the sustained contact between indigenous and non-indigenous populations or their material culture in a region. These resources can range from a scatter composed of a few artifacts to village sites and rock art. "Post-contact" refers to resources that postdate sustained contact between indigenous and non-indigenous populations or their material culture in a region. Archaeological resources can include campsites, roads, fences, trails, dumps, battlegrounds, mines, and a variety of other features.

Architectural resources include standing buildings, dams, canals, bridges, and other structures of historic or aesthetic significance. Architectural resources generally must be more than 50 years old to be considered for protection under existing cultural resource laws. However, more recent buildings and structures, such as Cold War era military buildings, may warrant protection if they have exceptional characteristics and the potential to be historically significant or if they are integral parts of a district that is eligible. These resources are evaluated under National Register of Historic Places (NRHP) Criteria Consideration G, which includes resources that have achieved exceptional significance within the past 50 years.

Traditional cultural places are associated with cultural practices and beliefs of a living community that are (a) rooted in the community's history and (b) important to maintaining the continuing cultural identity of the community (National Park Service 2024). Traditional cultural places can include archaeological resources, buildings, neighborhoods, prominent topographic features, habitats, plants, animals, and minerals that communities consider essential for the continuance of their cultural beliefs, customs, and practices.

Sacred sites are "any specific, discrete, narrowly delineated location that is identified by an Indian tribe, or Indian individual determined to be an appropriately authoritative representative of an Indian religion, as sacred by virtue of its established religious significance to, or ceremonial use by, an Indian religion, provided that the tribe or appropriately authoritative representative of an Indian religion has informed the agency of the existence of such a site" (EO 13007).

Cultural resources considered to be significant, known or unknown, warrant consideration with regards to adverse effects resulting from a proposed action. To be considered significant, archaeological or architectural resources must meet one or more criteria as defined in 36 Code of Federal Regulations (CFR) 60.4 for inclusion in the NRHP. The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

a) are associated with events that have made a significant contribution to the broad patterns of our history; or

b) are associated with the lives of persons significant in our past; or

c) embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

d) have yielded, or may be likely to yield, information important in prehistory or history.

Several federal laws and regulations have been established to manage cultural resources, including the National Historic Preservation Act (NHPA) (1966), the Archaeological and Historic Preservation Act (1974), American Indian Religious Freedom Act (1978), the Archaeological Resources Protection Act (1979), and Native American Graves Protection and Repatriation Act (1990). In addition, coordination with federally recognized Tribal Nations must occur in accordance with EO 13175, *Consultation and Coordination with Indian Tribal Governments*.

On November 27, 1999, the DoW promulgated its Annotated American Indian and Alaska Native Policy, which emphasizes the importance of respecting and consulting with Tribal governments on a government-to-government basis in recognition of their sovereignty as a nation. This Policy requires an assessment, through consultation, of the effect of proposed DoW actions that may have the potential to significantly affect protected Tribal resources, Tribal rights, and Indian lands before decisions are made by the respective services (DoD American Indian/Alaska Native Policy), as does DoD Instruction (DoDI) 4710.02, *Interaction with Federally Recognized Tribes* (September 14, 2006).

F.4 BIOLOGICAL RESOURCES

Biological resources include plant and animal species and the habitats within which they occur. Plant associations are referred to generally as vegetation, and animal species are referred to generally as wildlife. Habitat can be defined as the resources and conditions present in an area that support a plant or animal.

This analysis focuses on species or vegetation types that are important to the functions of ecosystems, are of special societal importance, or are protected under federal or state law or statute. For purposes of this EA, these resources are divided into three major categories: plant communities and wildlife, threatened and endangered species, and migratory birds.

Regulatory Setting

The purpose of the Endangered Species Act (ESA) is to conserve the ecosystems upon which threatened and endangered species depend and to conserve and recover listed species. Section 7 of the ESA requires action proponents to consult with the USFWS or National Oceanic and Atmospheric Administration National Marine Fisheries Service (for marine and anadromous species), as appropriate, to ensure that any action a federal agency authorizes, funds, or carries out is not likely to jeopardize the continued existence of any federally-listed threatened or endangered species, or result in the destruction or adverse modification of critical habitat.

Birds, both migratory and most native-resident species, are protected under the Migratory Bird Treaty Act, and their conservation by federal agencies is mandated by EO 13186, *Responsibilities of Federal Agencies to Protect Migratory Birds*. Under the Migratory Bird Treaty Act, it is unlawful by any means or in any manner to pursue, hunt, take, capture, kill; attempt to take, capture, or kill; [or] possess migratory birds or their nests or eggs at any time, unless permitted by

regulation. The 2003 National Defense Authorization Act gave the Secretary of the Interior authority to prescribe regulations to exempt the Armed Forces from the incidental taking of migratory birds during authorized military readiness activities. The final rule authorizing the DoW to take migratory birds in such cases includes a requirement that the Armed Forces must confer with the USFWS to develop and implement appropriate conservation measures to minimize or mitigate adverse effects of the proposed action if the action has a significant negative effect on the sustainability of a population of a migratory bird species.

Bald eagles and golden eagles are protected under the Bald and Golden Eagle Protection Act, a federal statute that makes it illegal to possess, sell, harm, or take any part of a bald or golden eagle including feathers, talons, eggs, or nests without a permit. The Bald and Golden Eagle Protection Act was enacted in 1940.

F.5 LAND USE

Land use comprises the natural conditions and/or human-modified activities occurring at a particular location. Human-modified land use categories include residential, commercial, industrial, transportation, communications and utilities, agricultural, institutional, recreational, and other developed use areas. Management plans and zoning regulations determine the type and extent of land use allowable in specific areas and are often intended to protect specially designated or environmentally sensitive areas and sensitive noise receptors.

APZs and noise contours are established at military airfields to delineate recommended compatible land uses for the protection of people and property on the ground. APZs define the areas of a military airfield that would have the highest potential to be affected if an aircraft mishap were to occur.

Regulatory Setting

Several siting criteria have been established specifically for land development and use at and around commercial and military airfields, in accordance with DoDI 4165.57, *Air Installations Compatible Use Zones* (DoD 2021) and Air Force Manual 32-7084. For example, Accident Potential Zones (APZs) address development density and land use in and around airports and are enforced to reduce the potential for aircraft-related hazards.

In 1980, the Federal Interagency Committee on Noise published Guidelines for Considering Noise in Land Use Planning and Control. The purpose of these guidelines is to encourage the best land use, consistent with community planning objectives, while minimizing exposure to excessive noise levels. These guidelines have evolved for military airfields through DoDI 4165.57 and further adjusted through the individual Services. Air Force AICUZ land use compatibility guidelines for Clear Zones (CZs), Accident Potential Zones (APZs), and aircraft noise zones may be found in 32-7063 (Attachments 2 and 3) (DAFI 32-1015 Chapter 4). Please Note DAFI 32-7063 was superseded by DAFI 32-1015.

F.6 NOISE

Definition

Sound is a physical phenomenon consisting of minute vibrations exhibited as waves, measured in frequency and amplitude, which travel through a medium, such as air or water, and are sensed by the human ear. Sound is all around us. Noise is generally described as unwanted sound. Unwanted

sound can be based on objective effects (such as hearing loss or damage to structures) or subjective judgments (community annoyance). Noise analysis thus requires assessing a combination of physical measurement of sound, physical and physiological effects, plus psycho- and socio-acoustic effects. The response of different individuals to similar noise events is diverse and influenced by the type of noise, the perceived importance of the noise, its appropriateness in the setting, the time of day, the type of activity during which the noise occurs, and the sensitivity of the individual. Noise may also affect wildlife through disruption of nesting, foraging, migration, and other life-cycle activities.

Metrics

The DoW and the Federal Interagency Committee on Noise (1978), a member of the DoW, outlined metrics to describe noise exposure for environmental impact assessment. In addition to the standard metrics, the DoW expands to include supplemental metrics described in the Defense Noise Working Group (DNWG) guidelines (DNWG 2009).

The primary noise metric utilized in this analysis for noise effects is the Day-Night Average Sound Level (L_{dn}, also written as DNL), which is A-weighted applicable for subsonic aircraft operations. DNL is a cumulative metric that includes all noise events occurring in a 24-hour period with a nighttime noise weighting applied to events occurring after 10 p.m. (2200) and before 7 a.m. (0700). The daytime period is defined as 7 a.m. (0700) to 10 p.m. (2200). An adjustment (weighting) of 10 decibels (dB) is added to events occurring during the nighttime period to account for the added intrusiveness while people are most likely to be relaxing at home or sleeping. Note that "daytime" and "nighttime" in calculation of DNL are sometimes referred to as "acoustic day" and "acoustic night" and always correspond to the times given above. This is often different than the "day" and "night" used commonly in military aviation, which are directly related to the times of sunrise and sunset applicable for military training in dark conditions. These times vary latitudinally, and throughout the year with the seasonal changes.

While a cumulative metric, such as DNL is appropriate to predict the overall noise environment at airfields, additional description of noise effects to noise sensitive locations requires additional metrics. DoW expands upon DNL with the supplemental metric Sound Exposure Level (SEL) as described in the DNWG guidelines (DNWG 2009). SEL combines both the intensity of a sound and its duration by providing the sound level that would contain the same sound energy of an event if occurring over a 1 second period. This means that SEL does not represent a sound level that is heard directly at any given time. However, SEL provides a good metric for comparison of aircraft flyovers as it allows normalization of disparate events to their 1 second energy average, which is presented in this analysis for comparison between the alternatives.

Within this document, SEL values will be presented at noise sensitive Points of Interest (POIs). Noise sensitive POIs would include residential areas, hospitals, schools, children development centers, and any locations where noise may influence daily activities, recovery, or learning.

The highest A-weighted sound level measured during a single event in which the sound changes with time is called the maximum A-weighted sound level or L_{max}. L_{max} is the maximum level that occurs over one-eighth of a second and denoted as "fast" response on a sound level meter (American National Standards Institute 1988). Although useful in determining when a noise event may interfere with conversation, TV or radio listening, or other common activities, L_{max} does not fully describe the noise because it does not account for how long the sound is heard. L_{max} values are presented within this document to quantify construction equipment noise levels.

Human hearing sensitivity to differing sound pitch, measured in cycles per second or hertz (Hz), is not constant. To account for this effect, sound measured for environmental analysis utilizes A-weighting, which emphasizes sound roughly within the range of typical speech and de-emphasized very low and very high frequency sounds. All dB presented in this study utilize A-weighted (dBA or dB[A]) but are presented as dB for brevity.

Environmental assessment of proposed scenario conditions often requires prediction of future conditions that cannot be easily measured until after implementation. The solution to this predicament includes the use of computer software to simulate future conditions, as detailed in the following paragraph.

The DoW prescribes use of the NOISEMAP suite of computer programs (Wyle 1998; Wasmer Consulting 2006) containing the core computational programs called "NMAP," version 7.3 for environmental analysis of aircraft noise. For this noise study, the NOISEMAP suite of programs refers to BASEOPS as the input module, and NOISEMAP as the noise model for predicting noise exposure in the Base environment.

Regulatory Setting

The DAF evaluates noise based upon the context of the local environment and the intensity of the change (DoD 2020). Context refers to the need to consider effects within the setting in which they occur (e.g., changes in a rural area may elicit more of a response than one in an urban area due to lower background noise levels). Intensity refers to the severity of the noise effect based on a change in the acoustic environment as a result of both single events (SEL, L_{max}) and the combination of all noise events (DNL). To determine the level of significance in the airfield environment, analyzed factors include: (1) changes to land use compatibility in relation to the number and type of structures, and population within the affected area; (2) the potential for increases in events that could result in sleep disturbance, speech interference, and interference with classroom learning; and (3) the potential hearing loss to occur to off-Base populations.

Consistent with DoW methodology, the analysis considers whether the Proposed Action and Alternatives would cause noise-sensitive receptors to be newly subjected to increased noise levels and/or whether the relative change from the existing conditions would be substantial.

F.7 TRANSPORTATION

Transportation and circulation refer to roadway and street systems, the movement of vehicles on roadway networks, pedestrian and bicycle traffic, and mass transit.

F.8 PUBLIC HEALTH AND SAFETY

Regulatory Setting

Ground safety considers issues associated with human activities, operations, and maintenance activities that support mission operations. Construction site safety is largely a matter of adherence to regulatory requirements imposed for the benefit of employees and of operational practices that reduce risks of illness, injury, death, and property damage. Safety and accident hazards can often be identified and reduced or eliminated.

DAFI 91-301, *Air Force Occupational and Environmental Safety, Fire Protection, and Health* (AFOSH) *Program,* implements Air Force Policy Directive 91-3, *Occupational Safety and Health,* by outlining the AFOSH Program and the Bird/Wildlife Aircraft Strike Hazard (BASH)

Management Program (DAF 2023a) implements DAFI 91-212. The purpose of the AFOSH Program is to minimize loss of DAF resources and to protect DAF personnel from occupational deaths, injuries, or illnesses by managing risks. In conjunction with the DAF Mishap Prevention Program, these standards ensure all DAF workplaces meet federal safety and health requirements.

Day-to-day operations and maintenance activities are performed in accordance with applicable DAF safety regulations, published Air Force Technical Orders, and identified guidelines in the AFOSH program (DAFI 91-202 [DAF 2023b]). In their entirety, these regulations, orders, and guidelines provide for the safety, fire protection, and health for DAF military and civilian employees.

F.9 HAZARDOUS MATERIALS AND WASTES

"Hazardous materials," "toxic substances," and "hazardous waste," broadly defined, can all be classified as "hazardous substances" as defined by the federal Comprehensive Environmental Response, Compensation, and Liability Act of 1980 because they may present a threat to human health and/or the environment. The phrase "hazardous substance" is used in this document to describe any item or agent (i.e., biological, chemical, or physical) that has the potential to cause harm to humans, animals, or the environment.

Regulatory Setting

"Hazardous materials," "toxic substances," and "hazardous waste," broadly defined, can all be classified as "hazardous substances" as defined by the federal Comprehensive Environmental Response, Compensation, and Liability Act of 1980 because they may present a threat to human health and/or the environment. The phrase "hazardous substance" is used in this document to describe any item or agent (i.e., biological, chemical, or physical) that has the potential to cause harm to humans, animals, or the environment. In 1986, Congress created the Defense Environmental Restoration Program. The Defense Environmental Restoration Program addresses the identification and cleanup of hazardous substances and military munitions remaining from past activities at U.S. military installations and formerly used defense sites. Definitions and further regulatory requirements are summarized in **Table D.9-1.**

Table F.9-1 Definition and Description of Hazardous Materials and Wastes

Hazardous Materials and Wastes	***Definition/Description***
Hazardous Materials	The term "hazardous materials" is defined under Section 1802 of the Hazardous Material Transportation Act as "a substance or material in a quantity and form which may pose an unreasonable risk to health and safety or property when transported in commerce" (49 USC Sections 5101–5127). When discussed in this document, hazardous materials include POLs; cleaning agents; adhesives; paints; pesticides; and other products necessary to perform essential functions. Hazardous materials are frequently stored in bulk quantities (e.g., fuels, POLs) in ASTs and USTs and distributed with pumps and pipelines. Fueling operations to support aircraft, watercraft, vehicle operations, and power generation require the storage of bulk quantities of these POLs. The storage areas for POLs represent potential sources of leaks, releases, or spills. Other types of hazardous materials (e.g., paints, pesticides, adhesives, cleaning agents) are frequently stored and distributed in smaller quantities such as drums, totes, buckets, and bottles.

Hazardous Materials and Wastes	*Definition/Description*
Hazardous Wastes	Hazardous wastes are defined and regulated under the federal RCRA (EPA 2024c). Hazardous wastes may take the form of a solid, liquid, contained gas, or semi-solid. In general, any combination of wastes that poses a substantial present or potential hazard to human health or the environment that has been discarded or abandoned may be a hazardous waste. The EPA defines several hazardous waste types: (1) listed wastes (wastes that the agency has determined are hazardous); (2) characteristic wastes (e.g., corrosive, ignitable, reactive, toxic wastes); (3) universal wastes (e.g., lamps, batteries, pesticides, mercury-containing equipment); and (4) mixed wastes (contains both radioactive and hazardous wastes) (EPA 2024d).
Toxic Substances	Toxic substances are specific substances whose manufacture, processing, distribution, use, or disposal are restricted by the Toxic Substances Control Act (40 CFR Sections 700–766) because they may present unreasonable risk of personal injury or health of the environment. They include ACMs, LBP, PCBs, and radon.
Contaminated Sites	In 1986, Congress created the DERP. The DERP addresses the identification and cleanup of hazardous substances and military munitions remaining from past activities at U.S. military installations and formerly used defense sites. Within the DERP of the DoW, there are several program categories: the Installation Restoration Program, FUD sites, Military Munitions Response Program, and Base Realignment and Closure. The DAF and Air National Guard conduct its DERP activities under their Environmental Restoration Program. Under RCRA, the EPA has authority to control hazardous waste from cradle to grave. As adopted in 1976, this included the generation, transportation, treatment, storage, and disposal of hazardous waste. In 1986, amendments to RCRA enabled the EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. Under the RCRA Corrective Action Program, AOCs are defined as an area at a facility or an off-site area, which is not known to be a SWMU, where hazardous waste and/or hazardous constituents are present as a result of a release from the facility. A SWMU is a discernable unit at which solid waste has been placed at any time, irrespective of whether the unit was intended for the management of solid or hazardous waste. Therefore, the distinction between SWMU and AOC is the origin of the hazardous waste or hazardous constituents – a SWMU results from the disposal or placement of solids wastes, whereas AOCs pertain to the release of hazardous waste and/or hazardous constituents. Under the RCRA corrective action process, AOCs may require investigation and remedial action.

Legend: ACM = Asbestos-Containing Material; AOC = Area of Concern; AST = Aboveground Storage Tank; CFR = Code of Federal Regulations; DAF = Department of the Air Force; DERP = Defense Environmental Restoration Program; DoW = Department of War; EPA = United States Environmental Protection Agency; FUD = Formerly Used Defense; LBP = Lead-Based Paint; PCB = Polychlorinated Biphenyl; POL = petroleum, oil, and lubricant; RCRA = Resource Conservation and Recovery Act; SWMU = Solid Waste Management Unit; U.S. = United States; USC = United States Code; UST = Underground Storage Tank.

F.10 REFERENCES

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APPENDIX G
CZMA COASTAL CONSISTENCY DETERMINATION

Coastal Zone Management Act Federal Consistency Determination

Runway Encroachment Solution Project at
Selfridge Air National Guard Base, Michigan

1.0 AUTHORITY

The United States (U.S.) Department of the Air Force (hereafter referred to as "DAF") and the National Guard Bureau (NGB), in collaboration with the State of Michigan's Department of Military and Veteran Affairs (DMVA), has prepared this Federal Consistency Determination (CD) for the proposed Runway Encroachment Solution Project at Selfridge Air National Guard Base (ANGB) in southeastern Michigan. The proposed Runway Encroachment activities include shifting the existing Runway 01/19 to the north, which would also include 11 related airfield construction, demolition, and realignment projects (discussed below) to ensure airfield and mission requirements are met. The proposed project is needed to address residential encroachment and mitigate future risk of aircraft mishap and safety concerns within the southern clear zone of the airfield.

This CD is being submitted in accordance with the Coastal Zone Management Act of 1972 (CZMA), as amended, 16 U.S. Code (U.S.C.) section 1451 and the implementing regulations entitled Federal Consistency with Approved Coastal Management Programs, 15 Code of Federal Regulations (C.F.R.) part 930. Pursuant to 15 C.F.R. section 930.36, if the DAF determines that a proposed project may affect the coastal zone, the DAF shall submit a Coastal CD to the Michigan Department of Environment, Great Lakes, and Energy (EGLE) for concurrence.

DAF is also preparing an associated Environmental Assessment (EA) in accordance with the requirements of the National Environmental Policy Act (NEPA) and the Department of Defense (DoD) NEPA Implementing Procedures. This EA considered two action alternatives; however, this CD focuses on Action Alternative 1 since it would include the full implementation of the runway encroachment solution.

2.0 DETERMINATION

The DAF and NGB has evaluated the proposed Runway Encroachment Solution Project ("Proposed Action") to address critical safety concerns, including existing incompatible residential land use and encroachment in the southern clear zone of the airfield at Selfridge ANGB. The Proposed Action constitutes several land-based activities within the installation boundary and would have minimal reasonably foreseeable effects on the coastal zone that would be addressed through best management practices, standard operating procedures, and wetlands mitigation. The sections below outline how the Proposed Action is consistent to the maximum extent practicable with the applicable EGLE enforceable policies under the Michigan Coastal Management Program.

3.0 PROJECT AREAS, PURPOSE, AND ACTIVITIES

3.1 BACKGROUND

Section 304(1) of the CZMA defines the coastal zone as "the coastal waters (including lands therein and there under), strongly influenced by each other and in proximity to the

shorelines of the several coastal states, and includes islands, transitional and intertidal areas, salt marshes, wetlands, and beaches."

Selfridge ANGB is located in southeast Michigan, approximately 30 miles northeast of Detroit, and occupies 3,077 acres of land. Selfridge ANGB is a Joint Military Community and is home to the 127th Wing (127 WG) of the Michigan Air National Guard (MIANG), Air Force Reserve, Navy Reserve, Marine Corps Reserves, Army Reserve, Michigan Army National Guard, U.S. Customs and Border Protection, Border Patrol, and U.S. Coast Guard. The airfield on Selfridge ANGB is served by one runway: Runway 01/19, which is aligned on a north-south direction (**Figure 1**).

3.2 PURPOSE OF AND NEED FOR PROPOSED ACTION

The purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to address critical safety concerns related to existing incompatible residential land use and encroachment in the southern clear zone and mitigate the increased risk of aircraft mishaps within that clear zone. The need for the proposed Runway Encroachment Solution Project is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week, and in inclement weather conditions. Shifting the runway to the north and implementing the 11 related airfield projects would address critical safety concerns, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met.

Areas of high accident potential are known as the clear zone, Accident Potential Zone (APZ) I, and APZ II. These zones are unique to DoD airfields. Clear zones and APZs are square and rectangular zones (respectively) extending outward from the ends of active runways at airfields and delineate those areas recognized as having the greatest risk of aircraft mishaps, most of which occur during takeoff or landing as shown in **Figure 2**. Selfridge ANGB has a Class B runway, which meets the criteria outlined in **Table 1** (DoD 2020). DoD Instruction (DoDI) 4165.57, *Air Installations Compatible Use Zones* (AICUZ), states that a clear zone is required at the ends of all active runways (DoD 2021). While the shape and dimension of a clear zone varies for each military service, Unified Facilities Criteria (UFC) 3-260-01, *Airfield and Heliport Planning and Design*, states that the required clear zone dimension for a DAF installation is 3,000 feet by 3,000 feet (DoD 2020).

The clear zone is the area immediately following the runway that has the greatest risk of accidents. Due to the high risk, land use restrictions can prohibit an otherwise reasonable economic use of the land to ensure safety. Therefore, it is DoD and DAF policy to own the land within the clear zone or control the land through restrictive use easements. This policy is included in:

- Air Force Policy Directive 90-20, Mission Sustainment
- DoDI 4165.57, Air Installations Compatible Use Zone
- Air Force Handbook 32-7084, AICUZ Program Manager's Guide
- Air Force Instruction (AFI) 32-1015, Integrated Installation Planning
- UFC 3-260-01, Airfield and Heliport Planning and Design
- AFI 32-9001, Acquisition of Real Property

Figure 1 Selfridge ANGB Boundary and Existing Conditions

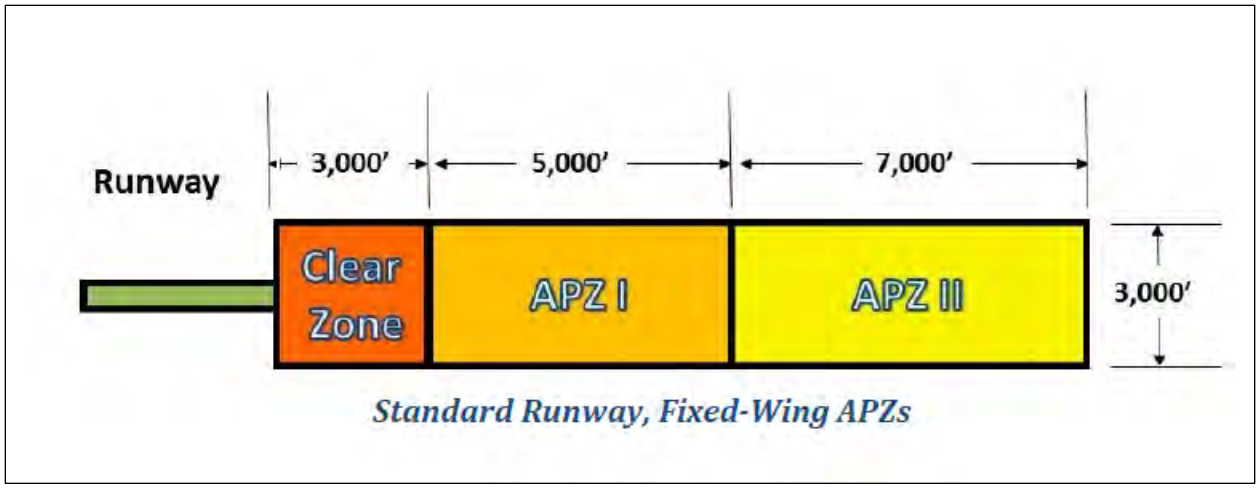

Figure 2 Clear Zone and Accident Potential Zones

Table 1 Class B Runway Criteria

Runway Section	***Criteria***
Runway Length	To be determined by the Air Force Major Command (Selfridge ANGB currently 9,000 feet)
Runway Width	150 feet
Paved Runway Shoulder Width	25 feet
Length of Paved Overrun	1,000 feet
Total Width of Overrun (paved and unpaved)	Sum of runway and shoulders
Paved Overrun Width	Same as width of runway (150 feet)
Taxiway Width	75 feet
Total Taxiway Shoulder Width (paved/unpaved)	50 feet
Paved Taxiway Shoulder Width	25 feet

Legend: ANGB = Air National Guard Base
Source: DoD 2020.

Currently, Selfridge ANGB owns most of the land in the northern clear zone and has purchased easements for the remainder of the land to prevent incompatible development. In the southern clear zone, Selfridge ANGB owns property or has easements to prevent incompatible development; however, a portion of the southern clear zone south of the Clinton River has remained single-family residential for over 50 years. As shown in **Figure 1**, there are 65 residential homes currently located within the southern clear zone that are excluded from eminent domain acquisition per a 1979 Secretary of the Air Force memo, but no waiver exists or is allowed for the clear zone encroachment area south of the Clinton River. During previous clear zone acquisition efforts at Selfridge ANGB in the 1970s, an agreement was reached between the DAF and the community that minimized risk as much as possible with the Government halting the acquisition of land within the southern clear zone. Additional coordination between the Secretary of the Air Force, U.S. House of Representatives, and State representatives in 1979 resulted in an agreement that additional land acquisition south and east of the Clinton River in the southern clear zone would not be pursued.

Selfridge ANGB has not been assigned any new flying missions due to failed risk assessments directly related to the incompatible land uses in the southern clear zone. This, coupled with the National Defense Strategy and modernization of the DAF's aircraft inventory, has sparked new efforts to address this encroachment issue to sustain flying operations at Selfridge ANGB. This type of land use encroachment is considered a critical safety concern and previously granted clear zone exemptions that allowed a smaller clear zone are no longer available.

3.3 PROJECT LOCATIONS

The Proposed Action would occur predominately within the installation boundary of Selfridge ANGB, as depicted in **Figure 3** and a detailed description is provided below in **Section 4.0**. Subsequent figures depict the proposed project locations at a closer level.

4.0 DETAILED PROJECT DESCRIPTION

4.1 PROPOSED ACTION DETAILS

The Proposed Action consists of several supporting demolition, construction, and realignment activities planned for implementation in fiscal year (FY) 26–FY34 that are directly related to shifting the existing runway to the north. The timeline and anticipated area of disturbance for implementation is presented in **Table 2**, followed by a brief description of each project. The Proposed Action area of disturbance would be approximately 2,000,000 square feet (SF) (45 acres), and the Proposed Action would add up to 1,597,200 SF (37 acres) of new impervious surface.

4.2 CONSISTENCY WITH THE MICHIGAN COASTAL MANAGEMENT PROGRAM

The Proposed Action is located directly adjacent to Michigan's designated coastal management zone (EGLE 2020). The DAF reviewed the Michigan Coastal Management Program, Michigan Laws, and the Michigan Administrative Code (MAC) to identify enforceable policies relevant to the Proposed Action as described below.

4.3 ENFORCEABLE POLICIES OF THE MICHIGAN COASTAL MANAGEMENT PROGRAM THAT ARE APPLICABLE TO THE PROPOSED ACTION

The enforceable policies that are applicable to the Proposed Action are provided in **Table 3**, followed by a brief summary of the CD with these policies.

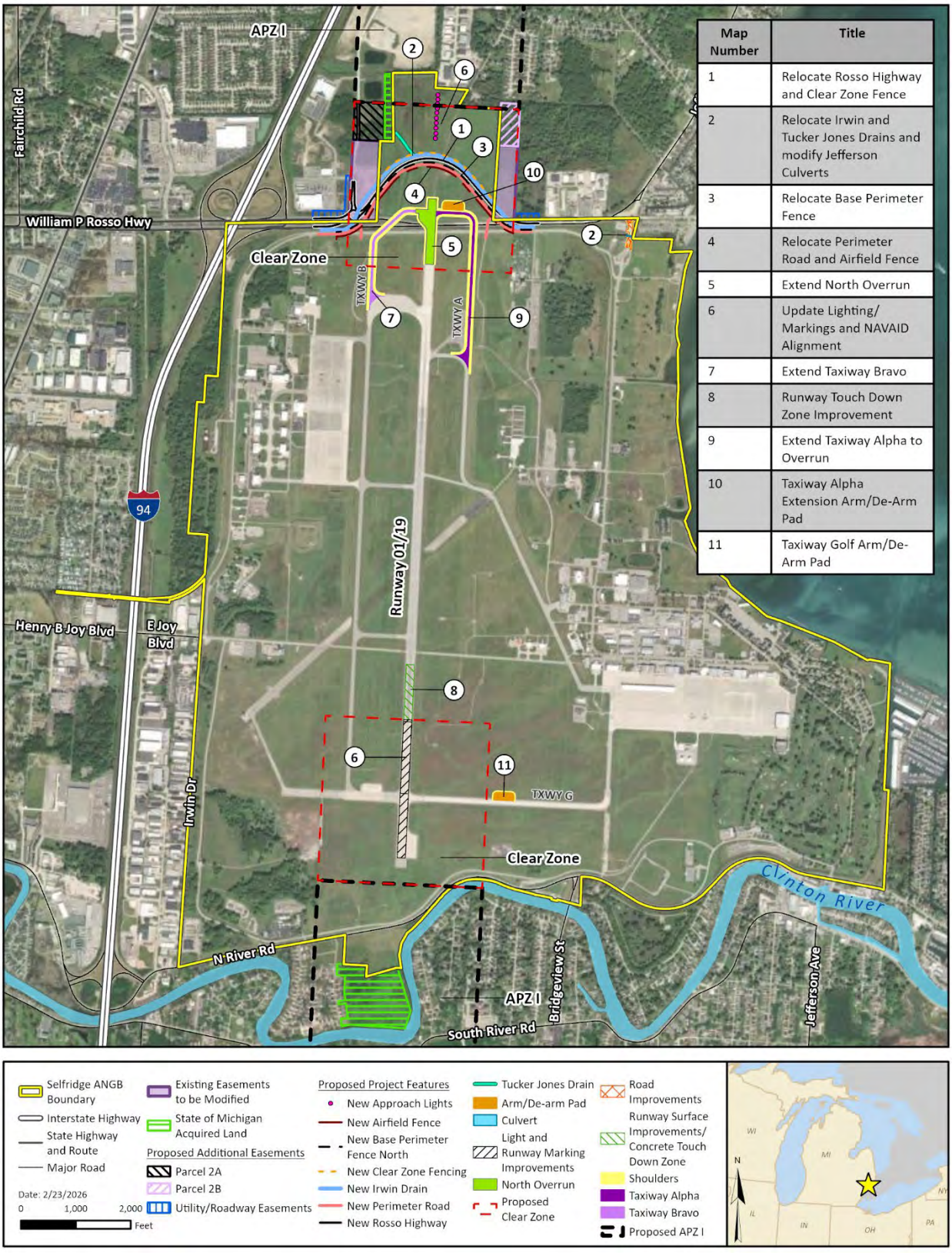

Figure 3 Selfridge ANGB Construction Projects

Table 2 Proposed Construction Projects for the Selfridge ANGB Runway Encroachment Solution Project (Alternative 1 and 2)

Project No.	*Project Title*	*Project Description*	*Construction Start*	*Project Impact Area*
1	Relocate Rosso Highway and Clear Zone Fence	Rosso Highway and the Clear Zone fencing would be realigned to the north to accommodate the new overrun. Demolition would include 44,332 SF of the existing Rosso Highway asphalt.	2026	Rosso Highway 300,000 SF Clear Zone Fence 33,000 SF
2	Relocate Irwin and Tucker Jones Drains and modify Jefferson Culverts	Irwin Drain would be relocated to follow the new alignment of Rosso Highway; the new drainageway would be made of rip/rap and concrete. Tucker Jones Drain would be truncated to tie into Irwin Drain through a culvert under Rosso Highway; the new drainageway would consist of rip/rap and concrete. Jefferson Culverts would be updated to accommodate increased drainage capacity and resolve existing flooding concerns. Existing twin culverts would be replaced with a concrete box culvert. The upstream channel bottom will be dredged and lowered to meet the new culvert. The roadway above the culvert will need to be raised to accommodate the height of the new culvert. Demolition would include 900 LF of concrete/rip-rap associated with the existing Irwin Drain.	2026	Irwin Drain 5,000 LF Tucker Jones Drain 500 LF Jefferson Culverts 2,000 SF
3	Relocate Base Perimeter Fence	The Base Perimeter Fence would be relocated to follow the new alignment of Rosso Highway.	2026	40,000 SF
4	Relocate Perimeter Road and Airfield Fence	Perimeter Road would be relocated to the north to accommodate the new overrun. The Airfield Fence would be installed south of the new perimeter road. Demolition would include 17,850 SF of the existing Perimeter Road asphalt.	2026	Perimeter Road 130,000 SF Airfield Fence 40,000 SF

Project No.	*Project Title*	*Project Description*	*Construction Start*	*Project Impact Area*
5	Extend North Overrun	A new 1,200-foot overrun would be constructed north of the current overrun and include 25-foot paved shoulders. The first 1,000 feet will be full strength pavement and the most northern 200 feet of the overrun would be non-stressed pavement. Demolition would include 26,300 SF of concrete.	2026	190,000 SF runway/ overrun pavement
6	Update Lighting/Markings and NAVAID Alignment	All applicable lighting and markings would be updated, and navigational aid alignment would be updated per UFC to accommodate the runway shift to the north. Additionally, the existing portion of the runway on the south end would require updated lighting and markings to allow aircraft operations at night and during IMC.	2026	4,000 LF
7	Extend Taxiway Bravo	Taxiway Bravo would be extended to the north to connect to the west side of the overrun and include 25-foot paved shoulders. Demolition would include 17,000 SF of concrete.	2026	285,000 SF
8	Runway Touchdown Zone Improvement	The new touchdown zone for Runway 01 is currently asphalt and would need to be replaced with concrete to support the landing weight of aircraft. Demolition would include 191,000 SF of paved asphalt.	2026	191,000 SF
9 (Alt 1 only)	Extend Taxiway Alpha to the End of the Overrun	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the northern end of the overrun.	2034	640,000 SF
9 (Alt 2 only)	Extend Taxiway Alpha to Runway Threshold	Taxiway Alpha would be extended to the north, along its current offset from the runway, so that the taxiway connects to the runway threshold.	2034	320,000 SF

Project No.	Project Title	Project Description	Construction Start	Project Impact Area
10	Taxiway Alpha Extension Arm/De-Arm Pad	A new arm/de-arm pad to include 25-foot paved shoulders would be constructed. The hammerhead would be constructed on the Taxiway Alpha extension to provide arm/de-arm capabilities on the north and east side of the runway. The hammerhead would be constructed in different places under Alternative 1 and 2 to align with the construction of Taxiway Alpha. Demolition would include 1,700 SF of concrete.	2034	64,000 SF
11	Taxiway Golf Arm/De-Arm Pad	A new arm/de-arm pad to include 25-foot shoulders would be constructed on Taxiway Golf to provide arm/de-arm capabilities on the south and east side of the runway. Demolition would include 11,400 SF of concrete.	2034	64,000 SF

Legend: IMC = Instrument Meteorological Conditions; LF = linear feet; NAVAID = Navigation Aid; SF = square feet; UFC = Unified Facilities Criteria

Notes: A 4-foot buffer was used to identify potential temporary construction impacts associated with the construction of fences; a 6-foot buffer was used to identify potential temporary construction impacts associated with the construction of roadways. Fencing was not assumed to result in any appreciable permanent impervious surfaces.

Table 3 Enforceable Policies of Michigan Coastal Management Program Applicable to the Proposed Action

Policy Number	*Policy Language*	*Implemented Compliance Measures*
1	MAC R299.1025(2) – Administrative Rule 5(2) of the rules promulgated pursuant to Part 365. (Protection of Endangered and Threatened Species [eastern fox snake and eastern massasauga rattlesnake]).	DAF will adhere to best management practices for state-listed special status species in accordance with the Selfridge ANGB 2023 INRMP. DAF does not anticipate any take of state-listed species including the eastern fox snake (*Pantherophis gloydi*) and eastern massasauga rattlesnake *(Sistrurus catenatus*) (see response to Policy 1 below).
2	MAC R323.2161(1)(b) and R323.2190(1)(a) and (b) – Administrative Rules 2161(1)(b) and 2190(1)(a) and (b) promulgated pursuant to Part 31. (Requirement to file "Notice of Coverage" for point source discharge of stormwater from a construction activity).	DAF will submit a Notice of Coverage, including the Soil Erosion and Sedimentation Control Permit prior to implementation of the Proposed Action as discussed under the Policy 2 response below.
3	MAC R336.1201 – Administrative Rules 1201 (1)(b) promulgated pursuant to Part 55. (Permit required to install equipment emitting air pollutants).	DAF will implement requirements including obtaining any necessary permits as outlined in the applicable policy prior to implementation of the Proposed Action, as discussed under the Policy 3 response below.
4	MAC R336.1372(2)(b)(iii) and (v) and (3)(b) – Administrative Rules 1372(2)(b)(iii) and (v) and (3)(b) promulgated pursuant to Part 55. (Measures to control fugitive dust from storage/stockpiling and transport of aggregate and other sources).	DAF will implement best management practices and standard operating procedures to minimize fugitive dust as discussed in the Policy response 4 below.
5	MCL 324.30101 – Section 30101 of Part 301, Inland Lakes and Streams. (Permit required for stream mitigation).	DAF will implement mitigation practices and standard operating procedures to minimize effects to resources loss as discussed in the Policy 5 response below.
6	MCL 324.30304 – Section 303304 of Part 303, Wetlands Protection of NREPA. (Permit required for dredge, fill, and certain other activities in a wetland).	DAF will obtain necessary permits and implement required wetland mitigation as discussed in the Policy 6 response below.
7	MCL 324.3108(1) – Section 3108(1) of Part 31, Water Resources Protection, of the Natural Resources and Environmental Protection Act 1994 PA 451, as amended (NREPA). (Permit required for occupying, filling, or grading land in a floodplain).	DAF will obtain necessary permits and implement required measures for activities within a floodplain as discussed in the Policy 7 response below. DAF will also submit a FONPA.
8	MCL 324 36505(1) – Section 36505(1) of Part 365, Endangered Species Protection of NREPA. (Prohibition against take of species protected under Part 365).	USFWS provided an ESA section 7 consultation letter on September 25, 2024 confirming "no effect" to federally listed species. There would be no take of any ESA-listed species under the Proposed Action.

Policy Number	*Policy Language*	*Implemented Compliance Measures*
		DAF will also adhere to best management practices for federally and state-listed special status species in accordance with the Selfridge ANGB 2023 INRMP. See additional discussion under the response to Policy 8 below.
9	MCL 324.5524(2) and (3) – Section 5524(2) and (3) of Park 55, Air Pollution Control, of NREPA. (Requirements for control of fugitive dust).	DAF will implement best management practices and standard operating procedures to minimize fugitive dust as discussed in the Policy response 9 below.
10	MCL 324.9112(1) – Section 9112(1) of Part 91, Soil Erosion and Sedimentation Control, of NREPA. (Permit required for maintaining or undertaking an earth change).	DAF will submit a Notice of Coverage, including the Soil and Sedimentation Control Permit prior to construction. Best management practices for minimizing soil erosion are discussed below under Policy 2 and 10 responses.

Legend: ANGB = Air National Guard Base; DAF = Department of the Air Force; ESA = Endangered Species Act; FONPA = Finding of No Practicable Alternative; INRMP = Integrated Natural Resources Management Plan; MAC = Michigan Administrative Code; MCL = Michigan Compiled Laws; NREPA = Natural Resources and Environmental Protection Act; PA = Protection Act; USFWS = United States Fish and Wildlife Service

The following is a detailed consistency assessment and determination for each applicable Michigan Coastal Management Program policy:

Policy 1: MAC R 299.1025(2) – Administrative Rule 5(2) of the rules promulgated pursuant to Part 365.

MAC R 299.1025(2) (Administrative Rule 5(2)) lists the eastern fox snake (*Pantherophis gloydi*) and the eastern massasauga rattlesnake (*Sistrurus catenatus*) as a threatened species.

The upland and wetland communities at Selfridge ANGB provide habitat for a variety of wildlife species. Lists of wildlife documented at Selfridge ANGB were included in the 2023 Selfridge ANGB Integrated Natural Resources Management Plan (INRMP). The INRMP details the vegetation, wildlife, and threatened, endangered, or sensitive species that occur at Selfridge ANGB, and the management actions that are implemented to protect those resources.

State-listed eastern fox snake has the potential to occur at Selfridge ANGB. However, much of the native shoreline marshes and wetlands along Lake St. Clair on Base are gone, precluding species like the eastern fox snake from using these habitats. Other areas of potential habitat are also no longer connected to Lake St. Clair, which would limit the likelihood of access by the species. Visual encounter surveys and cover board surveys were conducted during late April 2015 through November 2015 when the eastern fox snake is likely to be the most active. The focused surveys did not result in any observations of the eastern fox snake at Selfridge ANGB (NGB 2016; 127 WG 2024). An individual eastern fox snake was incidentally observed on the installation in

July 2020 (127 WG 2024). However, the eastern fox snake was not observed during 2022 surveys at Selfridge ANGB (127 WG 2024).

The federally and state-listed eastern massasauga rattlesnake has the potential to reside at Selfridge ANGB. However, as described above for the eastern fox snake, large portions of potential habitats the eastern massasauga rattlesnake would use are no longer present on Base. The Proposed Action areas would not overlap with suitable habitat (USFWS 2024a). Focused surveys in 2015 and 2022 did not result in any observations of the eastern massasauga rattlesnake (127 WG 2024).

Therefore, it is unlikely that the eastern fox snake and the eastern massasauga rattlesnake would be present within the Proposed Action area. DAF will ensure appropriate measures are taken to avoid impacts to these species during construction and demolition and implement appropriate management practices in accordance with the 2023 Selfridge ANGB INRMP and protection measures as described in Attachment A of this CD.

Therefore, the Proposed Action would be consistent to the maximum extent practicable with this policy.

Policy 2: MAC R 323.2161(1)(b) and R 323.2190(1)(a) and (b) – Administrative Rules 2161(1)(b) and 2190(1)(a) and (b) promulgated pursuant to Part 31. (Requirement to file "Notice of Coverage" for point source discharge of stormwater from a construction activity).

MAC R 323.2161(1)(b) and R 323.2190(1)(a) and (b), promulgated under Part 31 of Natural Resources and Environmental Protection Act (NREPA), require filing a "Notice of Coverage" for point source discharge of stormwater from construction activities. This means that any construction site discharging stormwater through a point source must notify the appropriate regulatory authorities by filing this document and ensuring compliance with stormwater discharge regulations to protect water quality.

The majority of rainfall on Base flows toward stormwater conveyances in the form of ditches, drains, or catch basins. There are five outfalls that receive the runoff from the Base, and these discharge either into the Clinton River which flows to Lake St. Clair or directly to Lake St. Clair. The Base maintains a Storm Water Pollution Prevention Plan (SWPPP) (127 WG 2023) in compliance with the U.S. Environmental Protection Agency (USEPA) National Pollutant Discharge Elimination System (NPDES) program that outlines operations and management of stormwater. The Base is covered under an Industrial-Commercial Minor, Low-Flow, Individual Permit. The permit number is MI0055328 (127 WG 2023).

The proposed construction would affect more than 5 acres, thus requiring submittal of a Notice of Coverage to obtain NPDES authorization from the EGLE Water Resources Division (WRD). Ground-disturbance activities would require a Michigan Construction Stormwater Permit, and any project greater than 1 acre or within 500 feet of surface water features would require a Soil Erosion and Sedimentation Control permit from Macomb County. This serves to minimize potential effects associated with soil erosion and surface water effects during construction. Best management practices would be incorporated as part of the proposed projects during construction to minimize erosion,

runoff, and sedimentation, consistent with the Base's SWPPP (127 WG 2023).These best management practices and measures could include inlet protection, sandbags, silt fencing, earthen berms, tarps and water spraying, soil stabilization, and re-vegetation with grass seed and plants to decrease erosion and sedimentation. Any re-vegetation would be planted with a monoculture of endophytic fescue and would be consistent with the installation's INRMP and Bird/Wildlife Aircraft Strike Hazard (BASH) Plan.

Therefore, the Proposed Action would be consistent to the maximum extent practicable with this policy.

Policy 3: MAC R 336.1201 – Administrative Rules 1201(1)(b) Promulgated pursuant to Part 55.

MAC R 336.1201, promulgated under Part 55, requires an air-use permit from construction activities.

Under the Proposed Action, new construction would result in up to 2,000,000 SF (45 acres) of project impact area, and up to 1,597,200 SF (37 acres) of new impervious surface. For the air quality analysis, physical construction activity for Projects 1 through 8 would begin in 2026 and continue through 2030. No projects are anticipated to begin in 2031 or 2032, and therefore, there would not be any emissions associated with construction activity during this period. Physical construction activity for Projects 9, 10, and 11 is estimated to begin in 2033 and continue through 2034.

Table 4 presents the estimated annual emission totals for the construction period for all criteria pollutants and compares them to applicable *de minimis* threshold.

Table 4 Proposed Action Annual Estimated Construction Emissions

Construction Year	*VOCs*	*NO_x*	*CO*	*SO_2*	*PM_{10}*	*$PM_{2.5}$*
2026	0.09	0.84	1.20	0.00	2.72	0.73
2027	0.63	0.50	1.11	0.00	0.10	0.03
2028	0.75	0.68	3.35	0.00	0.74	0.21
2029	0.55	1.58	2.59	0.00	5.18	0.61
2030	0.14	0.67	1.10	0.00	2.90	0.55
2031	0.00	0.00	0.00	0.00	0.00	0.00
2032	0.00	0.00	0.00	0.00	0.00	0.00
2033	0.05	0.51	0.67	0.00	6.78	2.08
2034	0.30	0.65	1.56	0.00	0.09	0.02
De Minimis Threshold	100[1]	100[1]	100	100	100	100
Exceedance in any year?	No	No	No	No	No	No

Legend: CO = carbon monoxide; NO_x = nitrogen oxides; $PM_{2.5}$ = particulate matter less than or equal to 2.5 microns in diameter; PM_{10} = particulate matter less than or equal to 10 microns in diameter; SO_2 = sulfur dioxide; VOC = volatile organic compound

Note: [1]*de minimis* threshold is used to evaluate General Conformity applicability

As shown above in **Table 4**, estimated construction emissions for volatile organic compounds (VOCs), nitrogen oxides (NO_x), and particulate matter less than or equal to 2.5 microns in diameter ($PM_{2.5}$) would not exceed the General Conformity *de minimis* thresholds for these pollutants for any of the years of construction activity under the

Proposed Action. As a result, the action would be exempt from the General Conformity requirements.

In addition, estimated annual emissions for carbon monoxide (CO), sulfur dioxide (SO_2), and particulate matter less than or equal to 10 microns in diameter (PM_{10}) would be below the *de minimis* threshold conservative indicator. Based on these results, these emissions would not contribute significantly to ambient air quality. Short-term, minor-to-moderate adverse impacts to local air quality would be anticipated to occur during construction as a result of an increase in emissions from construction equipment.

The required air use permit will be obtained prior to implementation of the Proposed Action.

Therefore, the Proposed Action would be consistent to the maximum extent practicable with this policy.

Policy 4: MAC R 336.1372(2)(b)(iii) and (v) and (3)(b) – Administrative Rules 1372(2)(b)(iii) and (v) and (3)(b) promulgated pursuant to Part 55. (Measures to control fugitive dust from storage/stockpiling and transport of aggregate and other sources).

MAC R 336.1372(2)(b)(iii) and (v) and (3)(b), promulgated under Part 55 of NREPA, require measures to control fugitive dust from materials and other sources. These provisions require that measures be taken to prevent or minimize the release of dust from activities like construction, mining, or transportation. If fugitive dust could cause air quality violations or health hazards, those responsible must implement control measures, such as water sprays, enclosures, or other techniques to reduce dust pollution.

As mentioned previously, the Proposed Action would require some clearing of vegetation and would result in an increase in impervious surface. Realignment of the Irwin and Tucker Jones Drains and modification of the Jefferson Culverts would require the installation of rip rap and concrete. DAF will ensure disturbed areas are minimized to the extent practicable and implement standard operating fugitive dust control measures such as covering exposed materials and soil or wetting exposed soil as needed as well as other measures identified in the Soil Erosion Plan. Vehicles and machinery would also be operated in accordance with required operating procedures and standards to ensure excessive fugitive dust is not generated during construction, demolition, and realignment activities as well as during the transportation of materials.

Therefore, the Proposed Action would be consistent to the maximum extent practicable with this policy.

Policy 5: MCL 324.30101 – section 30304 Part 301, Inland Lakes and Streams. (Permit required for stream mitigation).

MCL 324.30101 of Part 301 under the Inland Lakes and Streams requires a permit for activities altering inland lakes and/or streams.

As part of the Preferred Alternative, Irwin Drain would be relocated to follow the new alignment of Rosso Highway, and Tucker Jones Drain would be truncated and tie into Irwin Drain through a culvert under Rosso Highway (Project Number 2). Selfridge ANGB

would be required to coordinate with the Macomb County Public Works, EGLE, and Federal Emergency Management Agency (FEMA), on the realignment of Irwin Drain and Tucker Jones Drain and the potential consequences to the hydrology of the area. Both drains fall under the regulation of the Michigan Drain Code (The Drain Code of 1956, Act 40 of 1956) regulated by Macomb County Public Works as well as the State of Michigan. Both drains would be designed to capture and convey proposed stormwater to reduce potential flooding risks. Additionally, the Jefferson Culverts would be replaced to accommodate any changes to hydrology or flow from the realigned culverts to reduce flooding. The realignment of Irwin Drain, Tucker Jones Drain, and Jefferson Culverts would result in beneficial impacts as the updated drainage infrastructure would reduce flooding potential compared to the No Action Alternative.

Additional coordination with Macomb County Public Works and EGLE would include completing a Hydrology and Hydraulics Study, Stream Quantification Report, and updating the legal drain alignments as part of agency consultation. Additionally, Selfridge ANGB would be required to submit a Joint Permit Application through EGLE for the following permits: Part 31, *Floodplain Regulatory Authority of the Water Resources Protection*; Part 301, *Inland Lakes and Streams*; and Part 303, *Wetlands Protection*. A Conditional Letter of Map Revision would be needed to update the FEMA floodplain related to the realignment of the drainageways. In accordance with the administrative rules for Part 301, *Inland Lakes and Streams*, of the NREPA, 1994 Protection Act (PA) 451, as amended, and upon approval by EGLE, a Mitigation Plan must be submitted by the permit applicant when stream mitigation is necessary to offset resource losses resulting from a proposed project. The additional coordination with Macomb County Public Works and EGLE would be completed to ensure that any impacts to hydrology from the realignment of the drainageways are mitigated and minimized through compliance with Michigan's erosion and sedimentation control requirements.

Therefore, the Proposed Action would be consistent to the maximum extent practicable with this policy.

Policy 6: MCL 324.30304 – section 30304 Part 303, Wetlands Protection, of NREPA. (Permit required for dredge, fill, and certain other activities in a wetland).

MCL 324.30304 of Part 303 under the Wetlands Protection section of the NREPA requires a permit for activities involving dredging, draining, filling, and/or altering a wetland.

In July 2021, Selfridge ANGB conducted a review and delineation of the Waters of the U.S. including wetlands, in the 3,089.51 acres that makes up Selfridge ANGB (Figure 4) (ANG 2022). Approximately 400 acres of wetlands and 70 linear feet of Waters of the U.S. (Clinton River) were delineated in the 2021 survey. This report was submitted to the U.S. Army Corps of Engineers (USACE) for jurisdiction confirmation, and on September 4, 2024, the USACE responded that the wetlands on Selfridge ANGB are part of EGLE's regulatory jurisdiction and only coordination with EGLE is required (USACE 2024).

EGLE's WRD conducted a Level 3 Wetland Identification Program (WIP) review of Selfridge ANGB (EGLE WRD 2024). The WIP confirmed a majority of the wetlands

previously delineated on the Base (396 acres of regulated wetland) and identified nine additional wetland areas totaling less than 7 acres that had not been delineated previously (**Figure 4**). These additional wetland areas are located in the southwestern and southeastern portions of the Base, which do not overlap with areas that would be impacted by the project**.**

Of the total 401.80 acres of wetlands located on Selfridge ANGB, Projects 1–4, 6, 7, and 9 would result in direct impacts up to an estimated 9.5 acres of these wetlands, all classified as freshwater emergent wetlands (**Table 5** and **Figure 4**). All wetlands affected by the Proposed Action are located in the Lake St. Clair Watershed (Hydrologic Unit Code 8).

Table 5 Proposed Action and Wetland Impacts

Project Number	***Project Name***	***Wetland Type***	***Watershed***	***Acres of Wetland Impacted***
1	Relocate Rosso Highway and Clear Zone Fence	Emergent Wetland	Lake St. Clair	2
2	Relocate Irwin and Tucker Jones Drains	Emergent Wetland	Lake St. Clair	2
3	Relocate Base Perimeter Fence	Emergent Wetland	Lake St. Clair	0.5
4	Relocate Perimeter Road and Airfield Fence	Emergent Wetland	Lake St. Clair	2
6	Update Lighting/Markings and NAVAID Alignment	Emergent Wetland	Lake St. Clair	0.5
7	Extend Taxiway Bravo	Emergent Wetland	Lake St. Clair	0.5
9	Extend Taxiway Alpha to Overrun	Emergent Wetland	Lake St. Clair	2
			Total Acreage of Impacted Wetlands	**9.5**

Legend: NAVAID = Navigational Aid

Note: The impact acreages provided in this table are approximate. Wetland impact acreage will be updated once final design of the listed projects is complete.

Additionally, a separate wetland delineation was completed in 2025 for the areas located outside the Base boundary that would be impacted by the Proposed Action (Tetra Tech 2025). The identified wetlands were all determined to be freshwater emergent wetlands and are included in the acreages listed in **Table 5** and are shown in **Figure 4**.

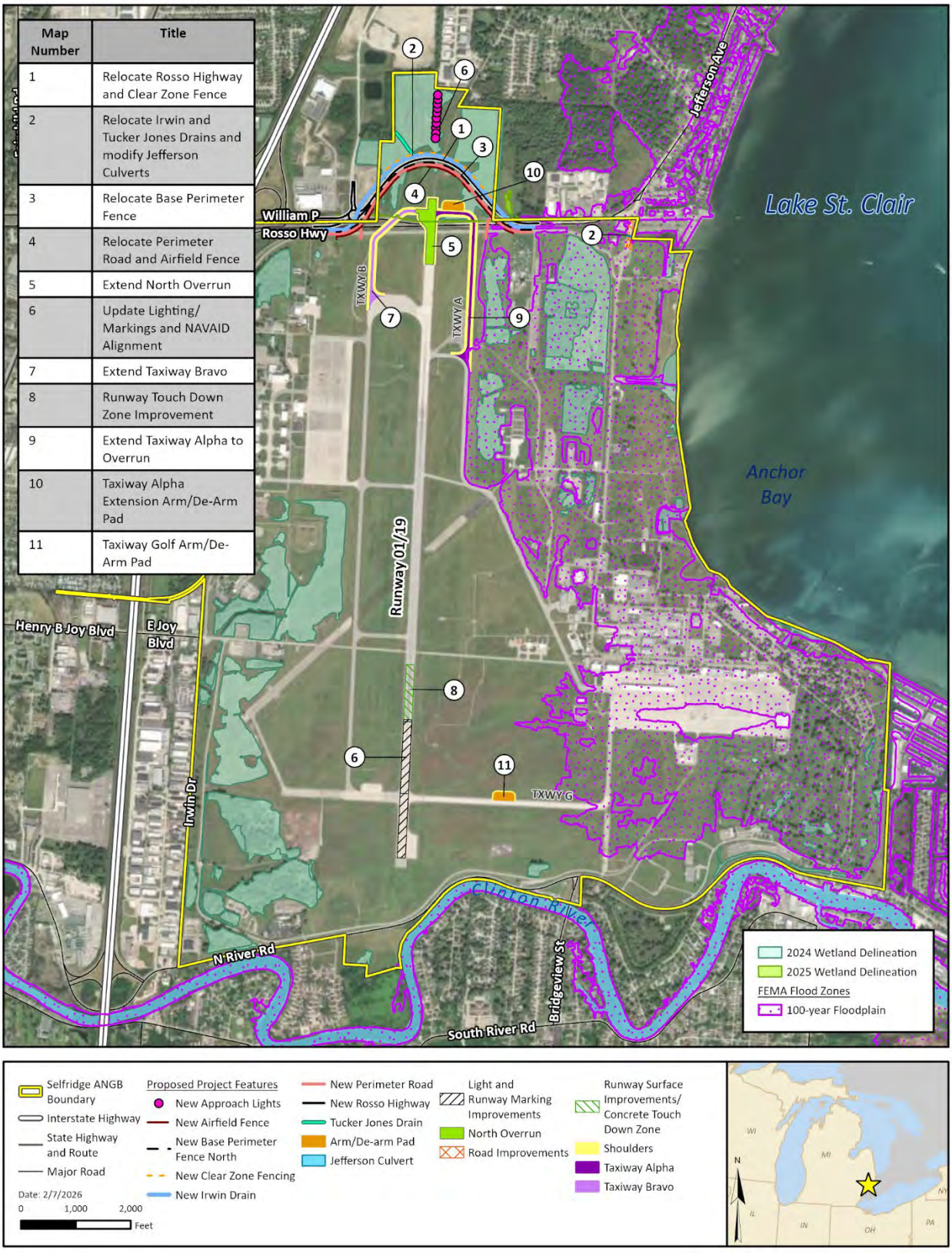

Figure 4 Water Resources at Selfridge ANGB

Affected wetlands would not represent a significant portion of the freshwater emergent wetlands on Base or within the Proposed Action area (approximately 3 percent of emergent wetlands and 2 percent of all wetlands); therefore, the Proposed Action would not contribute to a significant loss of wetlands in the St. Clair River Watershed. The loss of wetlands, however, in any amount, results in declined ecosystem services, which is why wetland mitigation would be necessary to offset the loss of wetlands on the Base. Compensatory wetland mitigation is required by EGLE under Part 303 of the NREPA if a Proposed Action would cause unavoidable loss of wetland resources. Wetland mitigation may be accomplished with the purchase of wetland mitigation bank credits or development of new wetland mitigation bank sites. As part of the permitting process, Selfridge ANGB is coordinating with EGLE to mitigate impacts to wetlands through the use of mitigation banks.

DAF and NGB would apply for all applicable permits for construction activities affecting wetlands and implement required mitigation.

Therefore, the Proposed Action would be consistent to the maximum extent practicable with this policy.

Policy 7: MCL 324.3108(1) – section 3108(1) of Part 31, Water Resources Protection, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA).

MCL 324.3108(1) – section 31081(1) of Part 31, Water Resources Protection, of NREPA, a permit is required for construction activities involving filling and/or grading on land that is within a floodplain.

Water level fluctuations and periodic flooding of the shorelines of Lake St. Clair are a concern at Selfridge ANGB. The eastern side of Selfridge ANGB is located within the 100-year floodplain of Lake St. Clair, as shown in **Figure 4** (FEMA 2020). The 100-year floodplain represents a 1 percent chance of annual flooding and is considered a high-risk flood area (FEMA n.d.). Irwin Drain and Tucker Jones Drains are not considered regulatory floodways.

However, six of the 11 projects associated with the Runway Encroachment Solution Project would be partially located within the 100-year floodplain associated with Lake St. Clair, including the eastern end of Project 1, Relocate Rosso Highway and Clear Zone Fence; Project 2, Relocate Irwin and Tucker Jones Drains and Modify Jefferson Culverts; Project 3, Relocate Base Perimeter Fence; Project 4, Relocate Perimeter Road and Airfield Fence; Project 9, Extend Taxiway Alpha to the Overrun; and Project 10, Taxiway Alpha Extension Arm/De-Arm Pad (see **Figure 4**)**.** The FEMA flood panels do not designate the 100-year floodplain as a regulated floodway.

Since the above-mentioned proposed projects would involve construction in the Lake St. Clair 100-year floodplain, a Finding of No Practicable Alternative (FONPA) would be required. DAF would comply with AFI 32-1023, *Designing and Constructing Military Construction Projects*, as some construction activities would be within a floodplain. Additionally, DAF would obtain permits for construction within the lake floodplain from EGLE. The proposed construction activities would not impede the conveyance of flood waters, decrease floodplain capacity, or increase flood elevations, frequencies, or

durations. Erosion and sediment control BMPs would be implemented to further prevent potential impacts to floodplains from earthmoving construction activities.

Therefore, the Proposed Action would be consistent to the maximum extent practicable with this policy.

Policy 8: MCL 324.36606(1) – section 36505(1) of Par 365, Endangered Species Protection, of NREPA.

MCL 324.36505(1) of Part 365 prohibits the take of any species listed under this part.

The Proposed Action would not result in the "take" of listed species under Part 365 of NREPA. The U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) tool reports nine federally listed endangered, threatened, proposed, or candidate species that have the potential to occur at Selfridge ANGB (USFWS 2024). **Table 6** lists federally listed species and their likelihood of occurrence on Selfridge ANGB. There is no critical habitat in the project area and there would be "no effect" to federally listed species, for the reasons outlined below.

Table 6 Federally Listed Species with Potential to Occur in the Project Area

Common Name	***Scientific Name***	***Federal Status***	***Likelihood of Occurrence on Selfridge ANGB and Effects Determination***
Mammals			
Indiana bat	*Myotis sodalis*	E	Low – project area does not represent significant habitat for this species, but it may occur in passing. No effect.
Northern long-eared bat	*Myotis septentrionalis*	E	Low – project area does not represent significant habitat for this species, but it may occur in passing. No effect.
Tricolored bat	*Perimyotis subflavus*	PE	Low – project area does not represent significant habitat for this species, but it may occur in passing. No effect.
Birds			
Piping plover (Great Lakes Watershed Distinct Population Segment [DPS])	*Charadrius melodus*	E	Low – species is relatively rare but nests in Northern Michigan and may pass through the project area during migration. No effect.
Rufa red knot[1]	*Calidris canutus rufa*	T	Moderate – species known to migrate through area from May through September. No effect.
Reptiles			
Eastern massasauga (rattlesnake)	*Sistrurus catenatus*	T	Moderate – species may be found in and around wetland areas. No effect.

Common Name	*Scientific Name*	*Federal Status*	*Likelihood of Occurrence on Selfridge ANGB and Effects Determination*
Clams			
Rayed bean	*Villosa fabalis*	E	Low – species occurs only in waterbodies such as rivers, streams, and lakes. Species is known to occur in the nearby Clinton River. No effect.
Salamander mussel	*Simpsonaias ambigua*	PE	Low – species occurs only in waterbodies with clear, flowing water such as rivers and lakes. Considered functionally extirpated in the Clinton River and Lake St. Clair. No effect.
Insects			
Monarch butterfly	*Danaus plexippus*	PT	High – species migrates through Michigan during summer and fall. May be found wherever milkweed or other nectar-producing plants are found. No effect.

Legend: E = Endangered; PE = Proposed Endangered; T = Threatened; PT= Proposed Threatened
Notes: [1]Rufa red knot only needs to be considered if actions occur along coastal areas during the red knot migratory window of May 1–September 30 (USFWS 2024).
Source: USFWS 2024.

The bats that have potential to occur in the project area (Indiana bat [*Myotis sodalis*], northern long-eared bat [*Myotis septentrionalis*], and tricolored bat [*Perimyotis subflavus*]) have a low likelihood of occurrence in areas impacted by construction. Habitat for these bat species consists of small to medium river and stream corridors with well-developed riparian woods; woodlots near small to medium rivers and streams; upland forests; and caves and mines. Construction would not take place in these types of habitats. Eighteen acres of forested areas would undergo clearing and vegetation maintenance in the new northern clear zone, but these areas do not represent high bat population areas or high-quality bat habitat. Management strategies described under the installation's INRMP would be implemented to limit potential effects to bats such as removing and/or trimming vegetation during the inactive bat season (between 1 October and 14 March). Therefore, the Proposed Action would have no effect on the three bat species.

The piping plover (*Charadrius melodus*) is relatively rare but passes through Selfridge ANGB and the surrounding area, specifically the Lake St. Clair shoreline, during migration. Construction would not remove any existing piping plover habitat as none occurs on Base. This species may experience temporary, brief disturbance by construction during the migration period and individuals may avoid the project area. However, the lack of habitat on the Base makes any significant disturbances unlikely. Therefore, the Proposed Action would have no effect on the piping plover.

The rufa red knot (*Calidris canutus rufa*) has a moderate potential to occur in the project area, mainly during the migration period of May through September. Because construction from the Proposed Action would impact less than 2 percent of all wetlands

at the Base, these impacts are unlikely to alter the availability of habitat for the rufa red knot. This species may experience brief and temporary disturbance from construction and individuals may avoid the project area. Therefore, the Proposed Action would have no effect on the rufa red knot.

The eastern massasauga (*Sistrurus catenatus*) has a moderate likelihood of occurrence in the project area, specifically in and around wetland areas. This species may be found in damp lowlands, swamps, bogs and fens, sedge meadows, moist prairie, or uplands. This type of habitat is found across Selfridge ANGB, so it is moderately likely that eastern massasaugas may be found on the Base, though it has not been recorded during surveys. Due to the lack of recorded occurrence on Base, the Proposed Action would have no effect on the eastern massasauga. If construction personnel incidentally encounter the eastern massasauga or the eastern fox snake, they will implement the policies as outlined in Attachment A of this CD to avoid impacts to the species.

Two mussel species have low potential to occur in the project area. These species are the rayed bean (*Villosa fabalis*) and the salamander mussel (*Simpsonaias ambigua*). These species may inhabit Lake St. Clair and the Clinton River, neither of which would be impacted by the Proposed Action. The only waterbodies that are impacted as part of the Proposed Action are Irwin Drain and Tucker Jones Drain (including replacement of the Jefferson culverts), which would be relocated due to the extension of the runway to the north of Selfridge ANGB. The rayed bean and salamander mussel are unlikely to occur in these drains and the Proposed Action would have no effect on these species.

Monarch butterflies (*Danaus plexippus*) are highly likely to occur in the project area as they are common in Michigan throughout the spring, summer, and fall during their annual migration. In 2020, the USFWS determined that listing the monarch butterfly under the Endangered Species Act (ESA) is warranted but precluded at this time by higher priority listing actions. With this finding, the monarch butterfly became listed as a candidate for listing (USFWS 2022). Recently, in December 2024, USFWS proposed an update of status to the monarch butterfly from the candidate list to a proposed threatened species under ESA. The monarch butterfly is also listed as a species of greatest conservation need (SGCN) in Michigan. As of August 2025, the monarch is listed as proposed threatened, awaiting final determinations. Some federal and state agencies may have policy requirements to consider candidate species in planning. The area of monarch habitat that would be removed as a result of the Proposed Action is relatively small and large areas of vegetation on Selfridge ANGB that may serve as habitat for the monarch would not be significantly affected by the Preferred Alternative. Therefore, the Proposed Action would have no effects on the monarch butterfly.

As part of the ESA section 7 consultation process, Selfridge ANGB conducted an informal consultation with the USFWS and received confirmation from USFWS on September 25, 2024 that the Proposed Action would have no effect on federally listed threatened or endangered species that may occur in the project area.

In addition to federally listed species, 11 state listed species have been recorded on Selfridge ANGB, as well as two species of Special Concern and five SGCN. These include the three-square bulrush (*Schoenoplectus americanus*), the short-eared owl (*Asio flammeus*), red mulberry (*Morus rubra*), evening bat (*Nycticeius humeralis*),

peregrine falcon (*Falco peregrinus*), Caspian tern (*Hydroprogne caspia*), Forster's tern (*Sterna forsteri*), common loon (*Gavia immer*), common tern (*Sterna hirundo*), eastern fox snake (*Pantherophis gloydi*), upland sandpiper (*Bartramia longicauda*), merlin (*Falco columbarius*) (Special Concern), trumpeter swan (*Cygnus buccinator*) (Special Concern), bald eagle (*Haliaeetus leucocephalus*) (SGCN), grasshopper sparrow (*Ammodramus savannarum*) (SGCN), northern harrier (*Circus hudsonius*) (SGCN), osprey (*Pandion haliaetus*) (SGCN), and red-headed woodpecker (*Melanerpes erythrocephalus*) (SGCN).

There have been several reports of bald eagle sightings on and near Selfridge ANGB by Base personnel in September and October 2015 (NGB 2016). Additionally, there have been sightings in both 2024 and 2025. Most of the reports were from the eastern side of Selfridge ANGB, along Lake St. Clair. In addition, historic bald eagle perching spots have been identified along the Lake St. Clair shoreline for approximately 4 years, and a nesting pair has been documented approximately 2 miles north and east of the Base (NGB 2016). However, no nesting areas in the immediate area of Selfridge have been documented.

Wildlife in the area could generally experience short-term and minor impacts from the Proposed Action activities. Impacts may be introduced through construction noise, machinery, and human activity. However, the locations that could experience impacts already have high levels of human, vehicle, and aircraft activity. Up to 9.5 acres of wetlands could be lost due to the Proposed Action, which represents approximately 3 percent of emergent wetlands and 2 percent of all wetlands on Base. Although loss of wetlands results in loss of habitat and potential disturbance to aquatic species, impacts would be mitigated.

Therefore, through consultation with the USFWS for threatened and endangered species listed under the ESA, implementation of best management practices and mitigation, the Proposed Action would be consistent to the maximum extent practicable with this policy.

Policy 9: MCL 324.5524(2) and (3) – sections 5524(2) and (3) of Part 55, Air Pollution Control, of NREPA.

MCL 324.5524(2) and (3) of Part 55 set requirements for controlling fugitive dust.

As mentioned previously, the Proposed Action would require some clearing of vegetation and would result in an increase in impervious surfaces. Realignment of the Irwin and Tucker Jones Drains and modification of the Jefferson Culverts would require the installation of rip rap and concrete. DAF will ensure disturbed areas are minimized to the extent practicable and implement standard operating procedures and erosion and sedimentation control measures such as covering exposed materials or wetting exposed soil as needed to minimize fugitive dust. Vehicles and machinery would be operated in accordance with required operating procedures and standards to ensure excessive fugitive dust is not generated during construction, demolition, and realignment activities as well as during the transport of materials.

Therefore, the Proposed Action would be consistent to the maximum extent practicable with this policy.

Policy 10: MCL 324.9112(1) – section 9112(1) of Part 91, Soil Erosion and Sedimentation Control, of NREPA.

MCL 324.9112(1) of Part 91 requires a permit for any activity that could result in soil erosion or sedimentation.

Construction could potentially produce short-term impacts to surface water quality caused by erosion during construction activities. The collective area impacted by the proposed construction activity would exceed 1 acre in size and therefore Michigan would require a Soil Erosion and Sedimentation Control Permit, which is required for projects greater than 1 acre or within 500 feet of the water's edge of any lake, stream, or drain (Part 91, *Soil Erosion and Sedimentation Control*, of the Cleanup Criteria for Part 201 of the NREPA, 1994 PA 451 as amended). The permit must be obtained from Macomb County. The sources of impacts from construction would be limited to the area of ground disturbance at any one time and the duration of construction at each distinct project site, and runoff would only be likely to occur during and following a precipitation event. As required by the permit, a site-specific Soil Erosion Plan would include implementation of measures to minimize potential impacts associated with stormwater runoff during construction, including best management practices and standard erosion control measures. These best management practices could include inlet protection, sandbags, silt fencing, earthen berms, tarps and water spraying, soil stabilization, and re-vegetation with grass seed and plants to decrease erosion and sedimentation. Any re-vegetation would be completed with a monoculture of endophytic fescue and would be consistent with the installation's INRMP and BASH Plan.

All ground clearing actions during construction activities will implement and maintain required erosion and sediment control measures in accordance with federal and state laws and regulations. This may include installation of inlet/outlet protections, straw wattles, sediment fences, and other relevant best management practices. The use of such best management practices would substantially reduce the potential for erosion and siltation of drainages.

Therefore, the Proposed Action would be consistent to the maximum extent practicable with this policy.

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Attachment A

Special Provisions for the Protection of Eastern Fox Snake and Eastern Massasauga Rattlesnake

SPECIAL PROVISION
FOR
EASTERN FOX SNAKE PROTECTION FOR SANGB

a. Description. The Eastern Fox Snake has been observed at SANGB. This species is protected as state threatened under 1994 PA 451 Michigan Natural Resources and Environmental Protection Act, Part 365 Endangered Species Act. This special provision addresses education, notification, intentional take prohibitions, and required conservation measures to protect the Eastern Fox Snake as required by Part 365 and MDNR coordination.

b. Materials. None specified.

c. Construction. Adhere to the following requirements:

1. Prior to construction, all contractor staff working onsite must read the attached fact sheet. The purpose of the fact sheet is to furnish staff with easy identification tips and raise awareness regarding the Eastern Fox Snakes protected legal status.

2. When earth disturbance or vegetation removal with construction equipment takes place between April 15 and November 1, have separate staff complete a visual survey simultaneously in front of moving equipment and move any Eastern fox snakes that are present out of the project footprint.

3. All slope restoration/turf establishment must be completed with non-plastic materials free of polyethylene such as jute, sisal, or coir fiber and 100 percent biodegradable. Use wildlife-friendly erosion control measures (i.e., have net openings of at least 2 inches (5 centimeters) in width and are constructed of a woven netting that can adjust to different widths; USDA NRCS 2013). https://www.nrcs.usda.gov/plantmaterials/mipmctn11904.pdf

4. Report Eastern Fox Snake sightings to the 127th Wing Environmental Management officer and Contracting Office Representative. Photo documentation of the snake is highly encouraged to help correctly identify the species.

5. Intentional 'take' of Eastern Fox Snake is prohibited under Michigan law. Take under Part 365 means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in any such conduct.

d. Measurement and Payment. Payment for compliance with this special provision is included in other items of work in the contract and will not be paid for separately.

Eastern Fox Snake *(Pantherophis gloydi)*

Protected as state threatened

Photos courtesy of James Harding

This species is suspected to occur at or near the work site. Please have staff read the following information.

What Does an Eastern Fox Snake Look Like?

The eastern fox snake is a 3 to 5.5-foot-long yellow or light brown snake with black or brown blotches running down its back and smaller blotches running down its sides. These snakes usually have a dark band running between their eyes and another band running from their eye to the corner of their mouth. Their bellies are yellow with irregular squarish spots. When they feel threatened, they may shake their tails as a rattlesnake imitation; however, they do not have rattles and are non-venomous.

Where Does It Live?

These snakes generally prefer open wetlands but also utilize ditches, fields, pasture, woodlots, and vegetated beaches and dunes. They frequent rocky areas and open woodlands. They hibernate in muskrat lodges, small animal burrows and other types of shelter. Eggs are laid in the soil, burrows, logs, and under boards and mats of vegetation.

What Should You Do If You See an Eastern Fox Snake?

Although the eastern fox snake is non-venomous, it can still cause painful bites. Never try to handle, chase, provoke, or threaten a snake. Wear thick boots that cover your ankles, like hiking boots and long pants, when walking through snake habitat and do not reach into thickets or under logs. Use a stick or other tool.

How Is the Eastern Fox Snake Protected Under the Law?

As a threatened species in the state of Michigan, the eastern fox snake is protected under the Endangered Species Act. This status offers protection by prohibiting the taking of the species along with the implementation of policies to protect the species habitat.

To Report an Eastern Fox Snake Sighting, Please Contact:

127th Wing Environmental Management Office
State Environmental Officer (586) 239-5741
kenneth.baker.22@us.af.mil
Federal Environmental Manager (586) 239-6273
mark.paasche@us.af.mil

For More Information:

MNFI Species Abstract

https://mnfi.anr.msu.edu/abstracts/zoology/Pantherophis_gloydi.pdf

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STATE OF MICHIGAN
DEPARTMENT OF
ENVIRONMENT, GREAT LAKES, AND ENERGY
WATER RESOURCES DIVISION

GRETCHEN WHITMER
GOVERNOR

PHILLIP D. ROOS
DIRECTOR

October 24, 2025

VIA E-MAIL

Kenneth Baker, State Environmental Officer
127th Wing CES/CEV
Selfridge Air National Guard Base, Michigan 48045
Kenneth.baker.22@us.af.mil

Dear Kenneth Baker:

Subject: Federal Consistency Determination Concurrence: Proposed Runway Encroachment Solution Project, Selfridge Air National Guard Base, Harrison Charter Township, Macomb County, Michigan

The Michigan Department of Environment, Great Lakes, and Energy (EGLE), Water Resources Division (WRD), has reviewed the activities described in the Federal Consistency Determination submitted by the United States Department of the Air Force and the National Guard Bureau on September 18, 2025, for consistency with Michigan's Coastal Management Program (MCMP), as required by Section 307 of the Coastal Zone Management Act, PL 92-583, as amended. The WRD's review indicates that the activities may impact coastal resources and uses in areas located within Michigan's coastal management boundary and are subject to consistency requirements. Public notice of the WRD's review of the Federal Consistency Determination was published in the EGLE Calendar from September 25 through October 23, 2025. No comments were received.

The activities described in the Federal Consistency Determination involve a proposed Runway Encroachment Solution Project at Selfridge Air National Guard Base (ANGB). The proposed project is designed to address safety concerns related to residential development outside of the ANGB boundary but near the south end of the runway, which is oriented north to south, by shifting the runway to the north by 1,200 feet. Extending the north end of the runway will require realigning William P. Rosso Highway and Irwin Drain to accommodate the extension and connecting Tucker Jones Drain to Irwin Drain via a culvert beneath the realigned Rosso Highway. Existing twin culverts beneath Jefferson Avenue will be replaced with a concrete box culvert to accommodate increased drain capacity and resolve existing flooding concerns. Other work associated with the runway extension project includes relocation of fencing and base roads, updating lighting and navigational aids, extending taxiways, adding arm/de-arm pads, and paving upgrades. Approximately 253,000 square feet of asphalt and 56,400 square feet of concrete paving will be demolished during the project. The majority of the work is scheduled for the 2026–2030 timeframe, with project completion in 2034.

A determination of consistency with the MCMP requires evaluation of a project to determine if it will have an adverse impact on coastal land or water resources or coastal uses. Projects are evaluated using the permitting criteria and other criteria contained in the approved enforceable policies of the MCMP. The enforceable policies are specific provisions of regulatory statutes and administrative rules administered by EGLE and the Michigan Department of Natural Resources (DNR).

Based on review of the materials submitted to the WRD, state statutes and administrative rules that establish permit requirements or other requirements that may be applicable to the proposed Runway Encroachment Solution Project include, but may not be limited to, the following:

- Part 31, Water Resources Protection, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA). Permit requirements for grading, discharge of fill, and installation of structures in regulated river and stream floodplains are established in section 3108. Requirements to file a Notice of Coverage and other requirements applicable to a point source discharge of stormwater from certain construction activities are established in administrative rule R 323.2190 of the Michigan Administrative Code.
- Part 55, Air Pollution Control, of NREPA. Permit requirements for concrete crushers, concrete batch plants, and other types of equipment that emit air pollutants or contaminants are established in administrative rule R 336.1201 of the Michigan Administrative Code. Requirements for the control of fugitive dust during the transport, stockpiling, loading, and unloading of bulk materials are established in administrative rule R 336.1372(2) and (3) of the of the Michigan Administrative Code.
- Part 91, Soil Erosion and Sedimentation Control, of NREPA. Permit requirements for regulated earth changes are established in section 9112(1).
- Part 301, Inland Lakes and Streams, of NREPA. Permit requirements for dredging, discharge of fill, installation of culverts, bridges, and other structures, and other activities in inland lakes and streams are established in section 30102.
- Part 303, Wetlands Protection, of NREPA. Permit requirements for dredging, discharge of fill, installation of structures, and other activities in wetlands are established in section 30304.
- Part 365, Endangered Species Protection, of NREPA. Pursuant to section 36505, take of an endangered or threatened species is prohibited unless authorized under permit. “Take” of a listed animal species is defined at subsection 36501(f), and “take” of a listed plant species is defined at subsection 36501(g). Lists of endangered and threatened species are in administrative rules R 299.1201 et seq of the Michigan Administrative Code. The state-listed threatened eastern fox snake (*Pantherophis gloydi)* has been recorded in the project vicinity.

The Federal Consistency Determination indicates that the U.S. Department of the Air Force will comply with applicable permit requirements and other requirements.

In accordance with Section 307 of the Coastal Zone Management Act and 15 CFR 930, Subpart C, EGLE concurs in the determination that the activities described in the materials submitted to our office are consistent to the maximum extent practicable with the approved enforceable policies of the MCMP and that no adverse impacts to coastal uses or resources are anticipated.

For information on construction stormwater requirements under Part 31, please contact Nikita Hahn, EGLE WRD, Industrial and Stormwater Unit, Warren District Office, at 586-206-2964 or HahnN1@Michigan.gov. For information on air pollution control requirements under Part 55, contact Joyce Zhu, District Supervisor, EGLE Air Quality Division, Warren District Office, at 586-606-2572 or ZhuJ@Michigan.gov. For information on state permit requirements under Part 31, Part 301, and Part 303, contact Andrew Hartz, District Supervisor, EGLE WRD, Water Resources Unit, Warren District Office, at 248-752-7082 or HartzA@Michigan.gov. Amy Bleisch, DNR Wildlife Division, may be contacted for information on endangered and threatened species regulations under Part 365 at 517-449-4630 or DNR-StateTEPermit@Michigan.gov.

This concurrence in the Consistency Determination does not waive the need for permits that may be required under other federal, state, or local statutes. If you have questions regarding this review, please contact me at 517-230-7849 or SmarM@Michigan.gov.

Sincerely,

Matt Smar, Environmental Quality Specialist
Field Operations Support Section
Water Resources Division

cc: Vanessa Williford, Stantec
Nikita Hahn, EGLE
Andrew Hartz, EGLE
Erica Volansky, EGLE
Joyce Zhu, EGLE
Amy Bleisch, DNR

APPENDIX H
SUPPLEMENTAL NOISE ANALYSIS AND 2024 NOISE STUDY

SUPPLEMENTAL NOISE ANALYSIS

Table H-1 Runway and Acoustic Time of Day Operations

Runway 01										
Aircraft	***Aircraft Type Modeled***	***Arrivals***			***Departures***			***Closed Patterns***		
		% Runway 01	***% Day***	***% Night***	***% Runway 01***	***% Day***	***% Night***	***% Runway 01***	***% Day***	***% Night***
A-10	A-10A	10%	97%	3%	100%	100%	0%	5%	100%	0%
CH-47F	CH-47D	25%	95%	5%	75%	95%	5%	34%	95%	5%
KC-135T	KC-135R	40%	87%	13%	60%	90%	10%	40%	95%	6%
HH-65	DAUPHIN SA365N	50%	70%	30%	50%	88%	12%	48%	76%	24%
ASTAR	ASTAR SA350D	25%	97%	3%	75%	97%	3%	27%	99%	1%
H-60	UH60A	25%	95%	5%	75%	96%	4%	31%	98%	2%
KingAir	C-12	50%	98%	2%	50%	98%	2%	50%	100%	0%
C-206	GASEPV	50%	98%	2%	50%	98%	2%	50%	100%	0%
Transient	Various	50%	91%	9%	50%	91%	9%	N/A	N/A	N/A
Overall		**31%**	**84%**	**16%**	**69%**	**96%**	**4%**	**38%**	**87%**	**13%**
Runway 19										
Aircraft	***Aircraft Type Modeled***	***Arrivals***			***Departures***			***Closed Patterns***		
		% Runway 19	***% Day***	***% Night***	***% Runway 19***	***% Day***	***% Night***	***% Runway 19***	***% Day***	***% Night***
A-10	A-10A	90%	97%	3%	0%	0%	0%	95%	100%	0%
CH-47F	CH-47D	75%	95%	5%	25%	95%	5%	66%	95%	5%
KC-135T	KC-135R	60%	87%	13%	40%	90%	10%	60%	95%	6%
HH-65	DAUPHIN SA365N	50%	70%	30%	50%	88%	12%	52%	76%	24%
ASTAR	ASTAR SA350D	75%	97%	3%	25%	97%	3%	73%	99%	1%
H-60	UH60A	75%	95%	5%	25%	96%	4%	69%	98%	2%
KingAir	C-12	50%	98%	2%	50%	98%	2%	50%	100%	0%
C-206	GASEPV	50%	98%	2%	50%	98%	2%	50%	100%	0%
Transient	Various	50%	91%	9%	50%	91%	9%	N/A	N/A	N/A
Overall		**69%**	**84%**	**16%**	**31%**	**96%**	**4%**	**62%**	**87%**	**13%**

Legend: % = percent; N/A = Not Applicable.
Source: NGB 2024.

Supplemental Metrics

To supplement the cumulative metric analysis, single-event sound exposure levels (SELs) are provided at each POI for the greatest noise events analyzed, as listed in **Table H-2**. SEL accounts for both the magnitude and duration of individual events, making it a good metric to compare disparate noise events. For each POI, **Table H-2** shows the greatest noise event. Also included are the previously shown DNL values at each POI for reference and to demonstrate that "loud" events may occur in areas of a lower DNL. For instance, at POI PoW_6 (Faith Missionary Baptist Church), the point has a current DNL value of 47 dB and has about two weekly events of transient fighter aircraft flight operations which have an SEL of 97 dB.

Table H-2 Existing SEL Values at POIs Noise Exposure in the Vicinity of Selfridge ANGB

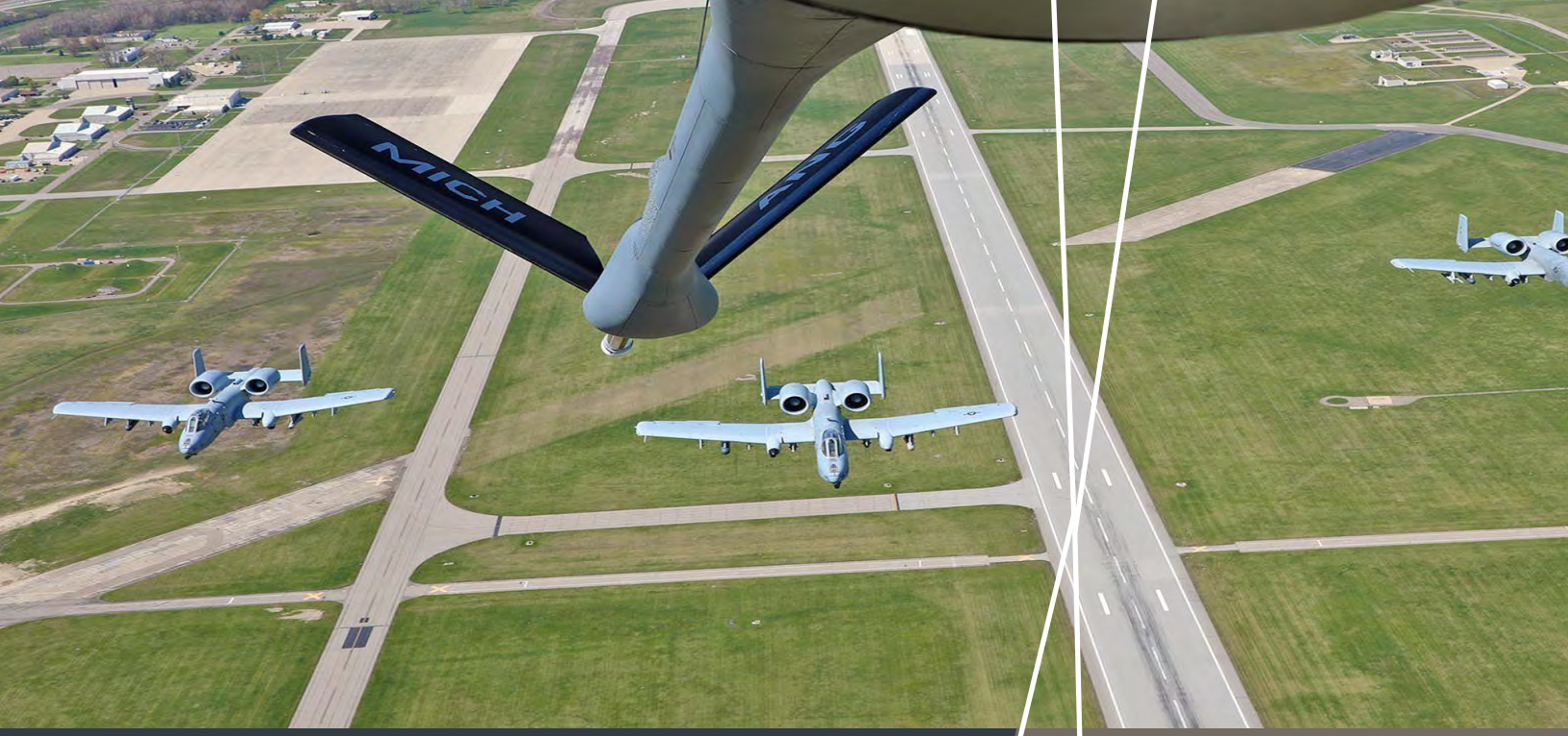
Map ID	*Named POI*	*DNL (dB)*	*SEL (dB)*	*Source (Category, A/C Runway, Operation)*
CDC_1	Tots Learning Center	42	89	Transient, F-16C, Runway 01 Departure
CDC_2	St. Mary Preschool	41	90	Transient, F-16C, Runway 01 Departure
COMM_1	Corporate Center zoned as Commercial	62	110	Transient, F-16C, Runway 01 Departure
HSP_1	McLaren Macomb General Hospital	36	82	Transient, F-16C, Runway 19 Departure
PoW_1	Gateway Church	50	96	Transient, F-16C, Runway 01 Departure
PoW_2	Faith Christian Center	48	93	Transient, F-16C, Runway 19 Departure
PoW_3	Northridge Baptist Church	48	94	Transient, F-16C, Runway 19 Departure
PoW_4	Tried Stone Missionary Baptist Church	41	86	Transient, F-16C, Runway 19 Departure
PoW_5	Martin Chapel African Methodist Episcopal Zion Church	42	89	Transient, F-16C, Runway 19 Departure
PoW_6	Faith Missionary Baptist Church	47	97	Transient, F-16C, Runway 19 Departure
PoW_7	Knox Presbyterian Church	44	94	Transient, F-16C, Runway 19 Departure
RES_1	Brigantine Estates	54	104	Transient, F-16C, Runway 19 Departure
RES_2	City of Mount Clemens	35	82	Transient, F-16C, Runway 19 Departure
RES_3	Jasmine Court	59	106	Transient, F-16C, Runway 01 Departure
RES_4	Hennings Street	61	109	Transient, F-16C, Runway 01 Departure
RES_5	Kings Pointe	55	100	Transient, F-16C, Runway 01 Departure
SCH_1	Dean A Naldrett School	47	93	Transient, F-16C, Runway 01 Departure
SCH_2	Green Elementary School	48	94	Transient, F-16C, Runway 01 Departure
SCH_3	Frederick V Pankow Center	46	97	Based, CH-47F, Runway 01, Arrival
SCH_4	Christian Clemens School	41	87	Transient, F-16C, Runway 19 Departure
SCH_5	L'Anse Creuse Adult Education School	38	85	Transient, F-16C, Runway 19 Departure
SCH_6	South River School	53	105	Transient, F-16C, Runway 19 Departure
SCH_7	Future Scholars Learning Center	39	89	Transient, F-16C, Runway 01 Departure
SCH_8	Saint Louise School	40	89	Transient, F-16C, Runway 01 Departure
SCH_9	Trinity Lutheran Church School	38	87	Transient, F-16C, Runway 19 Departure
SCH_10	L'Anse Creuse High School	45	94	Transient, F-16C, Runway 19 Departure
SCH_11	L'Anse Creuse Middle School	43	93	Transient, F-16C, Runway 19 Departure
SCH_12	Emma V. Loobestael Elementary School	41	91	Transient, F-16C, Runway 19 Departure

Legend: A/C = Aircraft; ANGB = Air National Guard Base; CDC = Child Development Center; COMM = Commercial; dB = decibel; SEL = Sound Exposure Level; HSP = Hospital; ID = Identification; IND = Industrial; POI = Point of Interest; PoW = Place of Worship; RES = Residential; SCH = School; SEL = Sound Exposure Level.
Source: NGB 2024.

In the affected environment, the majority of the greatest SELs are due to transient aircraft not assigned to Selfridge ANGB, such as fighter aircraft. The loudest events tend to occur closest to the airfield and nearest the flight tracks that align with the runways at Selfridge ANGB. Although

helicopters are generally quieter than fighter aircraft (like the F-16 and F-35A), they generate relative high single-event sound levels at the Frederick V. Pankow Center POI due to their lower altitude operation in that area.

Other Noise Sources. Other generators of noise, such as vehicle traffic, and other maintenance and landscaping activities, are a common ongoing occurrence at Selfridge ANGB. While these sources may contribute to the overall noise environment, they are not distinguishable from aircraft-generated noise at and adjacent to the airport. For this reason, these other noise sources were not considered under affected environment and are not analyzed under environmental consequences.



Final Noise Study for the Runway Encroachment Solution Project at Selfridge Air National Guard Base

28 August 2024

Selfridge Air National Guard Base
Harrison Township, Michigan 48045

Contract No: Y23472; Project No: 511/23160.JLM

Prepared For:

Michigan Department of Technology, Management & Budget

127th CES, Selfridge ANGB, Michigan

National Guard Bureau

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ACRONYMS AND ABBREVIATIONS

%	percent
3-328 AR	3rd Aviation Battalion 328th Aviation Regiment
107 FS	107th Fighter Squadron
171 ARS	171st Air Refueling Squadron
AAD	Average Annual Day
AAM	Advanced Acoustic Model
ANG	Air National Guard
ANGB	Air National Guard Base
ANSI	American National Standards Institute
ARNG	Army National Guard
ATCT	Air Traffic Control Tower
CDC	Child Development Center
CZ	Clear Zone
DAF	Department of the Air Force
dB	Decibel
dBA	A-weighted decibel
DMVA	Department of Military and Veterans Affairs
DNL	Day-Night Average Sound Level
DNWG	Department of Defense Noise Working Group
DoD	Department of Defense
FICON	Federal Interagency Committee on Noise
HSP	Hospital
Hz	Hertz
IND	Industrial
kPa-s/m^2	kilopascal-seconds per square meter
L_{max}	Maximum Sound Level
NED	National Elevation Dataset
NGB	National Guard Bureau
POI	Point of Interest
PoW	Place of Worship
RES	Residential
SCH	School
SEL	Sound Exposure Level
U.S.	United States
USGS	United States Geological Survey

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1.0 INTRODUCTION

1.1 BACKGROUND

The Department of the Air Force (DAF), in collaboration with the State of Michigan's Department of Military and Veteran Affairs (DMVA), proposes to implement the Runway Encroachment Solution Project at Selfridge Air National Guard Base (ANGB) to address residential encroachment and mitigate future risk of aircraft mishap and safety concerns within the southern clear zone (CZ) of the airfield (**Figure 1-1**).

This study addressed the shifting of Runway 01/19 to the north (**Figure 1-2**), which would mitigate encroachment, improve airfield operational efficiency, and ensure that airfield and military mission requirements are met.

This Noise Study is in support of the *Environmental Assessment for the Runway Encroachment Solution Project at Selfridge ANGB, Michigan*. Military aircraft noise modeling was accomplished using the Department of Defense's (DoD) Noisemap software. The data (numbers and types of aircraft, time of day, runway assignments, type of operation) used were developed with data obtained from recent noise studies and coordination with representatives from the Selfridge ANGB flying squadrons and air traffic controllers, as well as the National Guard Bureau (NGB). **Figure 1-3** depicts the vicinity of the airport.

1.2 DOCUMENT STRUCTURE

Section 1.0 introduced this study and Section 2.0 describes the methodology used in the analysis. Section 3.0 provides the modeling data used and the noise exposure for the existing conditions. Section 4.0 provides the noise exposure for Alternative 1 (preferred alternative) and Section 5.0 provides the noise exposure for Alternative 2. Section 6.0 presents the discussion on the No Action Alternative. Section 7.0 presents the references.

Figure 1-1 Current Airfield and Existing Clear Zones

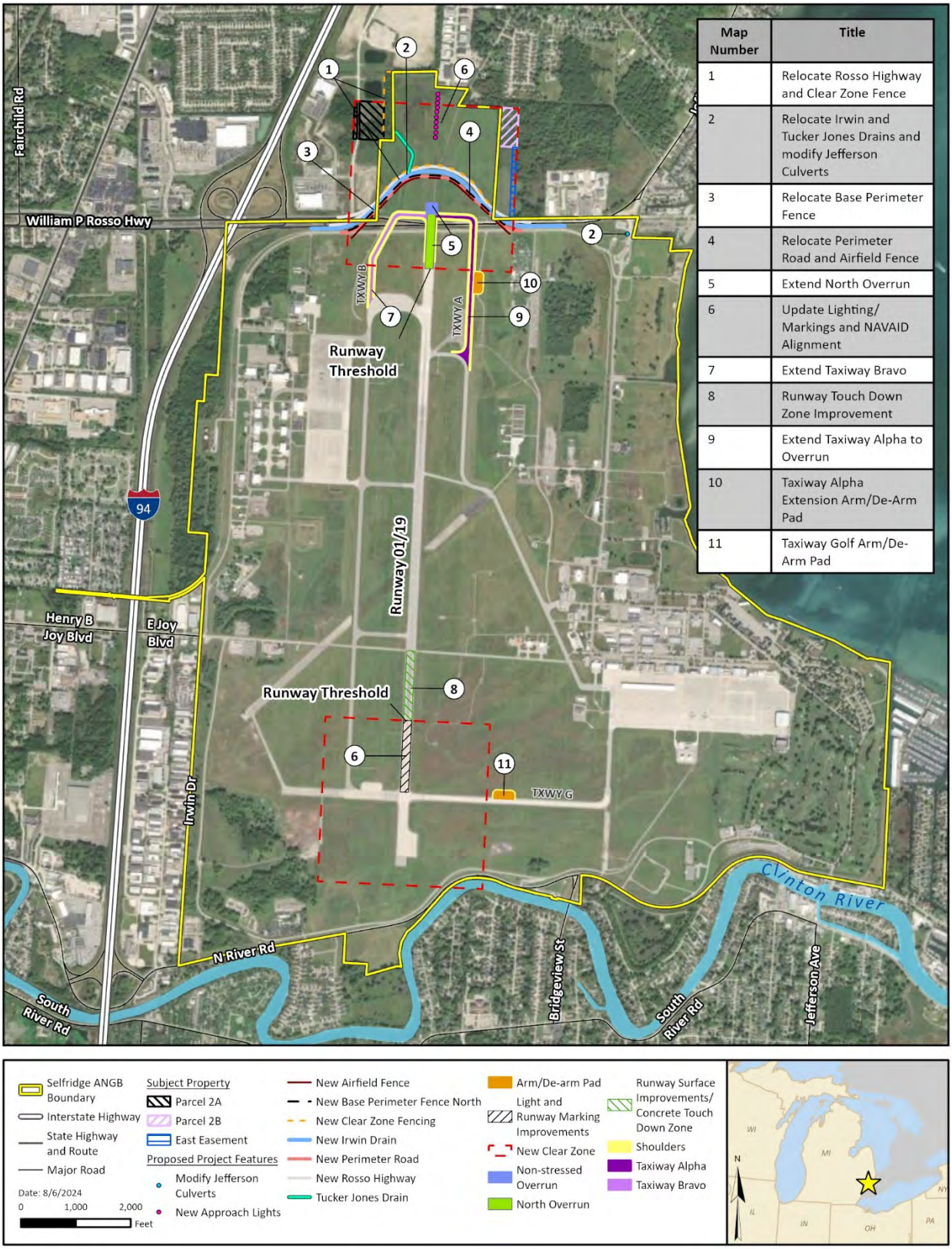

Figure 1-2 Proposed Airfield Modifications and Clear Zones

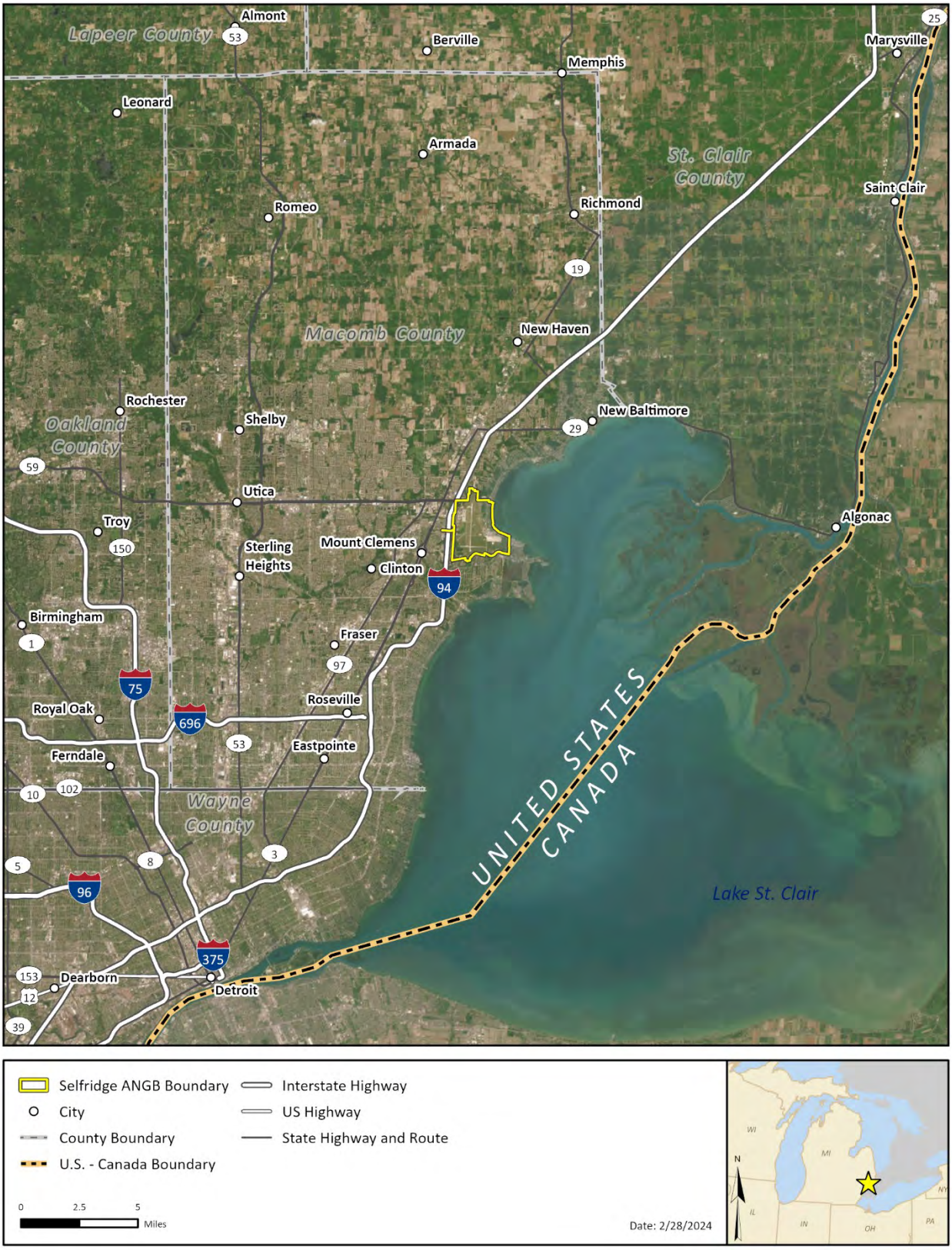

Figure 1-3 Location of Selfridge ANGB

2.0 METHODOLOGY

The DoD and the Federal Interagency Committee on Noise (FICON) (1978) outline the types of metrics to describe noise exposure for environmental impact assessment, while the Defense Noise Working Group (DNWG) provides guidance on military noise modeling methodology. The following subsections describe these noise metrics and noise modeling methodology.

2.1 NOISE MODELING AND PRIMARY NOISE METRICS

The DoD prescribes use of the Noisemap suite of computer programs (Wyle 1998; Wasmer Consulting 2006) containing the core computational programs called "NMAP," version 7.3. For this Noise Study, the Noisemap suite of programs refers to BASEOPS as the input module, Noisemap as the noise model for predicting noise exposure in the airfield environment. **Table 2-1** presents noise modeling parameters used in this analysis. Human hearing sensitivity to differing sound pitch, measured in cycles per second or hertz (Hz), varies by frequency. To account for this effect, sound measured for environmental analysis utilizes A-weighting, which emphasizes sound roughly within the range of typical speech and de-emphasizes very low and very high frequency sounds. All decibels (dB) presented in this study utilize A-weighted (dBA or dB[A]) but are presented as dB for brevity, unless otherwise noted.

Table 2-1 Noise Modeling Parameters

Software	***Analysis***	***Version***
NMAP	Airfield noise – military aircraft	7.3
Parameter	***Description***	
Receiver Grid Spacing	500 ft in x and y	
Metrics	DNL, SEL	
Basis	AAD Operations	
Topography		
Elevation Data Source	USGS 30m NED	
Elevation Grid Spacing	500 ft in x and y	
Impedance Data Source	USGS Hydrography DLG	
Impedance Grid spacing	500 ft in x and y	
Flow Resistivity of Ground (soft/hard)	225 kPa-s/m^2 / 100,000 kPa-s/m^2	
Military Modeled Weather (Monthly Averages 2022–2023)		
Temperature	35°F	
Relative Humidity	63%	
Barometric Pressure	30.08 in Hg	

Legend: °F = degrees Fahrenheit; % = percent; AAD = Average Annual Day; DLG = Digital Line Graph; DNL = Day-Night Average Sound Level; ft = feet; in Hg = inches Mercury; kPa-s/m^2 = kilopascal-seconds per square meter; m = meters; NED = National Elevation Dataset; SEL = Sound Exposure Level; USGS = United States Geological Survey.

The primary noise metric utilized in this analysis for noise impacts is the Day-Night Average Sound Level (L_{dn}, also written as DNL), which is A-weighted applicable for subsonic aircraft operations. DNL is a cumulative metric that includes all noise events occurring in a 24-hour period with a nighttime noise weighting applied to events occurring after 10 p.m. (2200) and before 7 a.m. (0700). The daytime period is defined as 7 a.m. (0700) to 10 p.m. (2200). An adjustment (weighting) of 10 dB is added to events occurring during the nighttime period to account for the added intrusiveness while people are most likely to be relaxing at home or sleeping. Note that "daytime" and "nighttime" in calculation of DNL are sometimes referred to as "acoustic day" and "acoustic night" and always correspond to the times given above. This is often different than the "day" and "night" used commonly in military aviation, which are

directly related to the times of sunrise and sunset applicable for military training in dark conditions. These times vary latitudinally, and throughout the year with the seasonal changes.

DoD Noise Program Policy (DoD Instruction 4715.13, 28 January 2020) requires the use of the DNL noise metric to describe aircraft noise exposure levels at airfields based on average annual day (AAD) averaged over 365 days for purpose of long-term compatible land use planning. Consistent with that standard, this study analyzed both military and civil operations at the airfield on an average annual basis.

While a cumulative metric, such as DNL is appropriate to predict the overall noise environment at airfields, additional description of noise impacts to noise sensitive locations requires additional metrics. DoD expands upon DNL with the supplemental metric Sound Exposure Level (SEL) as described in the DNWG guidelines (DNWG 2009). The highest A-weighted sound level measured during a single event in which the sound changes with time is called the maximum A-weighted sound level or L_{max}, which occurs over one-eighth of a second and denoted as "fast" response on a sound level meter (American National Standards Institute [ANSI] 1988). Although useful in determining when a noise event may interfere with conversation, TV or radio listening, or other common activities, L_{max} does not fully describe the noise because it does not account for how long the sound is heard.

SEL combines both the intensity of a sound and its duration by providing the sound level that would contain the same sound energy of an event if occurring over a 1 second period. This means that SEL does not represent a sound level that is heard directly at any given time. However, SEL provides a much better metric for comparison of aircraft flyovers than L_{max} because it allows normalization of disparate events to their 1 second energy average, which is presented in this analysis for comparison between the alternatives. SEL values are larger than those for L_{max} for the same event because aircraft noise events last more than a few seconds.

Assessment of noise associated with a proposed action requires prediction of future conditions that cannot be easily measured until after implementation or would require excessive cost or time to measure. The solution to this includes the use of computer software to simulate the future conditions, as detailed in the following sections. A congressionally mandated study compared the accuracy of noise modeling methods described in this section to real-world field measurements. The report found that DoD-approved noise models operate as intended providing accurate prediction of noise exposure levels from aircraft operations for use in impact assessments and long-term land use planning (Department of the Navy 2021). The study also determined that the largest variable in any aircraft noise-modeling effort is the expected operational flight parameter data, such as runway and flight track utilization, altitudes at various points in the flight track, engine power settings, and other parameters.

2.1.1 Selfridge ANGB

This section discusses the airport facilities, air traffic control tower (ATCT), and runways at Selfridge ANGB and the aircraft noise modeling.

2.1.1.1 Airport Facilities

Runways

Selfridge ANGB is comprised of one runway, Runway 01/19 oriented in a north and south direction. All fixed-wing aircraft operations occur along Runway 01/19 which is 9,000 feet in length and 150 feet in

width. Rotary-wing aircraft were modeled to arrive at runway ends before turning to their ramp to park and depart directly from their ramps; further, these aircraft completed closed patterns along Taxiway Alpha and within the East Transition Area, which is perpendicular and east of the Runway 01/19 southern end.

Aircraft Noise Modeling

Modeling of noise using the Noisemap software suite was accomplished by determining and building each aircraft's flight tracks (paths over the ground) and profiles, which includes altitude, airspeed, power settings, and other flight conditions.

Table 2-2 describes airfield details utilized within this Noise Study. This information was developed iteratively with a team primarily made up of representatives from the installation's flying squadrons and air traffic controllers, as well as the NGB. The data was compiled in a Data Validation Package, reviewed by the team, and approved for use by the Selfridge ANGB team prior to modeling (NGB 2024). This data has been combined with the numbers of each type of operation by aircraft/track/profile, local climate, terrain surrounding the airfield, and similar data related to aircraft engine runs that occur at specific locations on the ground (e.g., pre- and post-flight and maintenance activities). **Appendix A** shows summary flight tracks, as well as representative flight profiles for the aircraft operations modeled. Because Advanced Acoustic Model (AAM) sound hemispheres are not available for the existing aircraft, all military aircraft are modeled with NMAP to provide a consistent manner of analysis across alternatives in accordance with DoD standards (DoD 2022).

Table 2-2 Selfridge ANGB Airfield Details for Noise Modeling

Rwy	*Start*	*End*	*Length*	*Width*	*Elevation*	*Displaced Threshold*	*Traffic Pattern*	*Instrument Approach*
01	42-36.093000N 82-50.240333W	42-37.574333N 82-50.188833W	9,000 ft	150 ft	579 ft	N/A	Left	N/A
19	42-37.574333N 82-50.188833W	42-36.093000N 82-50.240333W	9,000 ft	150 ft	579 ft	N/A	Left	ILS

Legend: Start and End in Degrees Minutes Latitude and Longitude; ft = feet; N/A=non-applicable; ILS=Instrument Lighting System; Rwy = Runway
Source: AIRNAV 2024.

Noisemap's ability to account for the effects of sound propagation includes consideration of varying terrain elevation, taken from the United States (U.S.) Geological Survey (USGS) National Elevation Dataset (NED), and ground impedance conditions, taken from USGS Hydrography data. In this case, "soft ground" (e.g., grass-covered ground) is modeled with a flow resistivity of 225 kilopascal-seconds per square meter (kPa-s/m^2) and "hard ground" (in this case, water) is modeled with a flow resistivity of 100,000 kPa-s/m^2. For ambient temperature, humidity, and pressure, each month was assigned a temperature, relative humidity, and barometric pressure from data available for that month for the years 2022 through 2023. Noisemap then determined and used the month with the weather values that produced the median results in terms of noise propagation effect, which in this case was the month of March (with the values noted in **Table 2-1**).

The results of the DoD's Noisemap modeling were combined for all aircraft activity at the airfield for existing (based upon 2023) and the Proposed Alternative (based upon 2026). The combined noise exposure contour lines of equal DNL value from 65 to 85 dB, presented in 5-dB increments, provide a graphical depiction of the aircraft noise environment in the vicinity of the airfield. In addition to the DNL plots, specific noise sensitive locations (schools, hospitals, places of worship, and residential neighborhoods)

have been identified in the surrounding communities referred to as representative Points of Interest (POIs). **Table 2-3** lists and **Figure 2-1** presents the 25 selected representative POIs used for this study.

Table 2-3 POIs in the Vicinity of Selfridge ANGB

Map ID	*Point Type*	*Named POI*
CDC_1	Child Development Center	Tots Learning Center
CDC_2	Child Development Center	St. Mary Preschool
COMM_1	Commercial	Corporate Center zoned as Commercial
HSP_1	Hospital	McLaren Macomb General Hospital
PoW_1	Place of Worship	Gateway Church
PoW_2	Place of Worship	Faith Christian Center
PoW_3	Place of Worship	Northridge Baptist Church
PoW_4	Place of Worship	Tried Stone Missionary Baptist Church
PoW_5	Place of Worship	Martin Chapel African Methodist Episcopal Zion Church
PoW_6	Place of Worship	Faith Missionary Baptist Church
PoW_7	Place of Worship	Knox Presbyterian Church
RES_1	Residential Area	Brigantine Estates
RES_2	Residential Area	City of Mount Clemens
RES_3	Residential Area	Jasmine Court
RES_4	Residential Area	Hennings Street
RES_5	Residential Area	Kings Pointe
SCH_1	School	Dean A Naldrett School
SCH_2	School	Green Elementary School
SCH_3	School	Frederick V Pankow Center
SCH_4	School	Christian Clemens School
SCH_5	School	L'Anse Creuse Adult Education School
SCH_6	School	South River School
SCH_7	School	Future Scholars Learning Center
SCH_8	School	Saint Louise School
SCH_9	School	Trinity Lutheran Church School
SCH_10	School	L'Anse Creuse High School
SCH_11	School	L'Anse Creuse Middle School
SCH_12	School	Emma V. Loobestael Elementary School

Legend: CDC = Child Development Center; COMM = Commercial; HSP = Hospital; ID = Identification; IND = Industrial; POI = Point of Interest; PoW = Place of Worship; RES = Residential; SCH = School

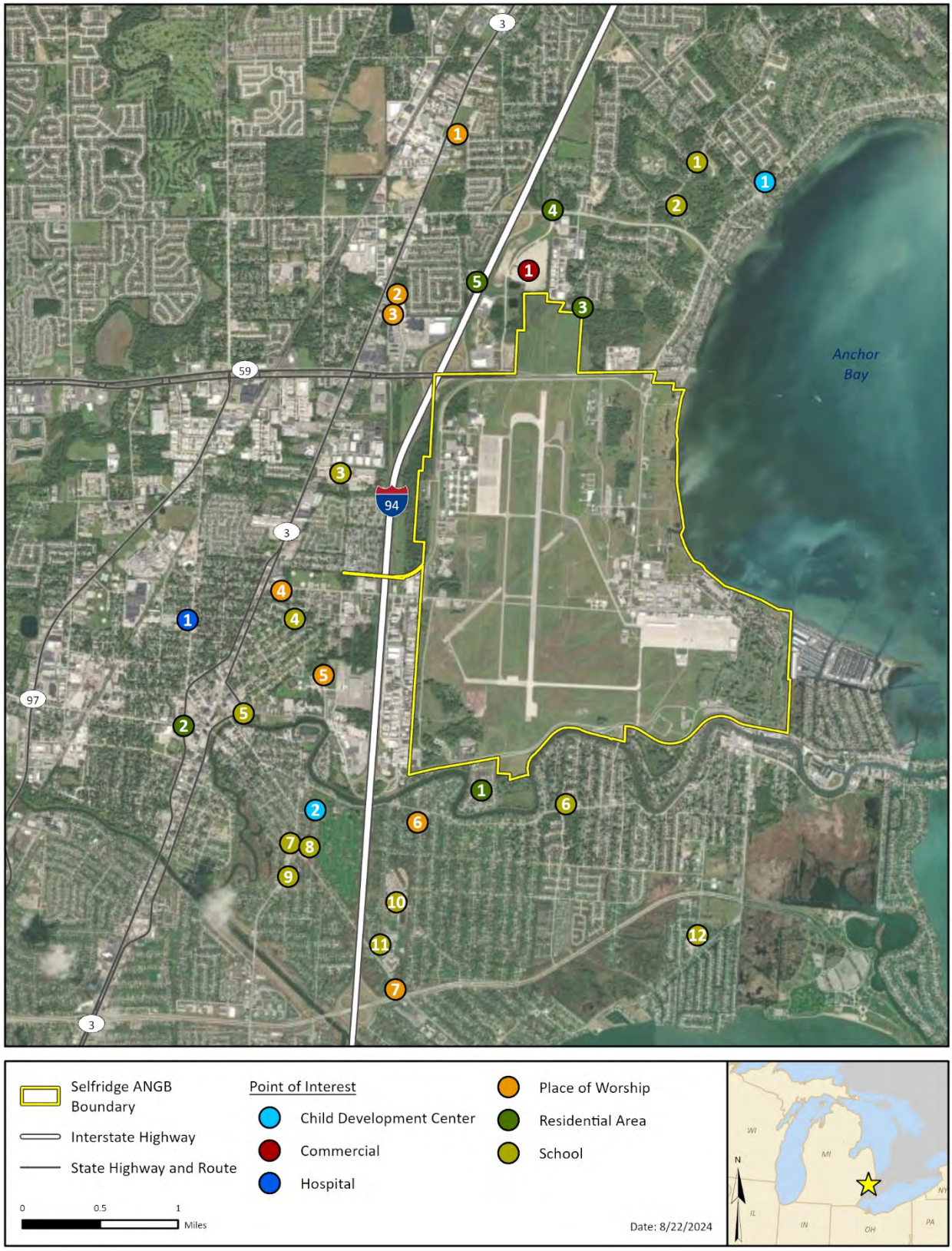

Figure 2-1 Representative POIs in the Vicinity of Selfridge ANGB

3.0 EXISTING CONDITIONS

The following subsections detail the modeling data and the resultant noise exposure for the existing conditions at the airfield associated with aircraft operations. Airspace noise modeling is not part of this study because the proposed action would not affect airspace operations.

3.1 MODELING DATA

3.1.1 Selfridge ANGB Airfield Flight Operations

Existing conditions comprises a total of 19,148 flight operations at Selfridge ANGB with 1,744 operations occurring during the DNL nighttime period, as summarized in **Tables 3-1, 3-2, and 3-3**. Annual operations were determined through interviews and confirmation with based Michigan Air and Army National Guard, Coast Guard, Customs and Border Protection, and transient alert (NGB 2024). The day and night periods in **Tables 3-2 and 3-3** refer to specific 'acoustic periods' applicable to the DNL metric used for airfield noise impact analysis and correspond to 7 a.m.–10 p.m. (0700–2200) for daytime and 10 p.m.–7 a.m. (2200–0700) for DNL nighttime. The following subsections provide additional details for each category of aircraft.

Table 3-1 Existing Annual Operations Modeled at Selfridge ANGB

Agency	*A/C*	*A/C Type Modeled*	*Operations*			
			Arrivals	*Departures*	*Closed Patterns*	*Total*
MI ANG	A-10	A-10A	2,388	2,388	322	5,098
MI ARNG	CH-47F	CH-47D	320	320	480	1,120
MI ANG	KC-135T	KC-135R	267	267	1,602	2,136
Coast Guard	HH-65	DAUPHIN SA365N	1,800	1,800	2,288	5,888
C&BP	ASTAR SA350	ASTAR SA350D	625	625	492	1,742
C&BP	H-60	UH-60A	406	406	302	1,114
C&BP	KingAir	C-12	348	348	42	738
C&BP	C-206	GASEPV	200	200	24	424
DoD	Transients	Various	444	444	0	888
TOTAL			6,796	6,796	5,552	19,148

Legend: A/C = aircraft; ANG = Air National Guard; ARNG = Army National Guard; C&BP = Customs and Border Protection; DoD = Department of Defense; MI = Michigan

3.1.1.1 National Guard Bureau

Selfridge ANGB is home to three NGB aviation assets including two Michigan Air National Guard (ANG) squadrons and one Michigan Army National Guard (ARNG) Aviation Regiment. The Michigan ANG 107th Fighter Squadron (107 FS) and 171st Air Refueling Squadron (171 ARS) operate the A-10A aircraft and KC-135T aircraft, respectively. Additionally, the Michigan ARNG 3rd Aviation Battalion 328th Aviation Regiment (3-328 AR) operates the CH-47F out of Selfridge ANGB. With 260 weekdays per year and after accounting for holidays and weather, results in the following annual sorties based on the Data Validation Package approved by each unit (NGB 2024)

- A-10A, 2,388 sorties
- KC-135T, 267 sorties
- CH-47F, 320 sorties

Table 3-2 details annual aircraft operations and is further broken down by acoustic periods. Each sortie generates one departure, one arrival, and closed pattern events count as two tower operations. These flight operations are anticipated to remain the same when carried forward to the Preferred Alternative, Alternative 2, and the No Action Alternative.

Table 3-2 Existing NGB Annual Airfield Operations at Selfridge ANGB (2023)

A/C	*A/C Type Modeled*	*NGB*	*Total Operations*				
			Day	*% Day*	*Night*	*%Night*	*Total*
A-10	A-10A	MI ANG 107 FS	5,026	99%	72	1%	5,098
CH-47F	CH-47D	MI ARNG 3-328 AR	1,064	95%	56	5%	1,120
KC-135T	KC135-R	MI ANG 171 ARS	2,029	92%	107	8%	2,136
TOTAL			8,119	96%	235	4%	8,354

Legend: % = percent; 107 FS = 107th Fighter Squadron; 171 ARS = 171st Air Refueling Squadron; 3-328 AR = 3rd Aviation Battalion 328th Aviation Regiment; A/C = aircraft; ANG = Air National Guard; ARNG = Army National Guard; MI = Michigan; NGB = National Guard Bureau

3.1.1.2 Transient Military and Other Agency

Table 3-3 details the Coast Guard, Customs and Border Patrol, and transient military aircraft operations totaling 11,814 per year based upon most recent agency input and air traffic control tower counts (NGB 2024). These flight operations are anticipated to remain the same when carried forward to the Preferred Alternative, Alternative 2, and the No Action Alternative.

Table 3-3 Transient Military and Government Agency Operations at Selfridge ANGB

Aircraft	*A/C Type Modeled*	*Agency*	*Total Operations*				
			Day	*% Day*	*Night*	*% Night*	*Total*
HH-65	DAUPHIN SA365N	Coast Guard	4,575	78%	1,311	22%	5,886
ASTAR	ASTAR SA350D	C&BP	2,400	98%	52	2%	2,452
H-60	UH-60	C&BP	1,378	97%	48	3%	1,426
KingAir	C-12	C&BP	724	98%	14	2%	738
C-206	GASEPV	C&BP	416	98%	8	2%	424
Transients	Various	DoD	812	91%	76	9%	888
TOTAL			10,305	87%	1,509	13%	11,814

Legend: % = percent; A/C = aircraft; C&BP = Customs and Border Patrol; DoD = Department of Defense

3.1.2 Runway and Acoustic Time of Day Operations

Table 3-4 shows runway utilization and time of day operations for all aircraft operating at Selfridge ANGB.

3.1.3 Maintenance and Ground Run-up Operations

This section provides the existing ground runup operations as listed in **Table 3-5** with each location depicted in **Figure 3-1** for the existing conditions. The majority of maintenance and ground run-up operations are anticipated to remain the same when carried forward to the Preferred Alternative, Alternative 2, and the No Action Alternative. The exception being existing A-10 Arm/De-arm operations at location R1 and R3 would be moved to the east side of Runway 01/19 along proposed Taxiway Alpha and Taxiway Golf Arm/De-arm Pads, respectively.

Table 3-4 Runway and Acoustic Time of Day Operations

Runway 01										
Aircraft	***Aircraft Type Modeled***	***Arrivals***			***Departures***			***Closed Patterns***		
		% Runway 01	***% Day***	***% Night***	***% Runway 01***	***% Day***	***% Night***	***% Runway 01***	***% Day***	***% Night***
A-10	A-10A	10%	97%	3%	100%	100%	0%	5%	100%	0%
CH-47F	CH-47D	25%	95%	5%	75%	95%	5%	34%	95%	5%
KC-135T	KC-135R	40%	87%	13%	60%	90%	10%	40%	95%	6%
HH-65	DAUPHIN SA365N	50%	70%	30%	50%	88%	12%	48%	76%	24%
ASTAR	ASTAR SA350D	25%	97%	3%	75%	97%	3%	27%	99%	1%
H-60	UH60A	25%	95%	5%	75%	96%	4%	31%	98%	2%
KingAir	C-12	50%	98%	2%	50%	98%	2%	50%	100%	0%
C-206	GASEPV	50%	98%	2%	50%	98%	2%	50%	100%	0%
Transient	Various	50%	91%	9%	50%	91%	9%	N/A	N/A	N/A
Overall		31%	84%	16%	69%	96%	4%	38%	87%	13%
Runway 19										
A/C	***A/C Type Modeled***	***Arrivals***			***Departures***			***Closed Patterns***		
		% Runway 19	***% Day***	***% Night***	***% Runway 19***	***% Day***	***% Night***	***% Runway 19***	***% Day***	***% Night***
A-10	A-10A	90%	97%	3%	0%	0%	0%	95%	100%	0%
CH-47F	CH-47D	75%	95%	5%	25%	95%	5%	66%	95%	5%
KC-135T	KC-135R	60%	87%	13%	40%	90%	10%	60%	95%	6%
HH-65	DAUPHIN SA365N	50%	70%	30%	50%	88%	12%	52%	76%	24%
ASTAR	ASTAR SA350D	75%	97%	3%	25%	97%	3%	73%	99%	1%
H-60	UH60A	75%	95%	5%	25%	96%	4%	69%	98%	2%
KingAir	C-12	50%	98%	2%	50%	98%	2%	50%	100%	0%
C-206	GASEPV	50%	98%	2%	50%	98%	2%	50%	100%	0%
Transient*	Various	50%	91%	9%	50%	91%	9%	N/A#	N/A#	N/A#
Overall		69%	84%	16%	31%	96%	4%	62%	87%	13%

Legend: * = Includes all transient military aircraft, see **Appendix A** for breakdown of fleet mix; # = Military transients do no complete closed patterns; % = percent; A/C = aircraft; N/A = Not Applicable

Table 3-5 Maintenance and Ground Run-up Operations at Selfridge ANGB

Aircraft Engine	*Long Name*	*Pad*	*Heading*	*Power*	*Number Day*	*Number Night*	*Duration (seconds)*	*Number Engines*
A-10A TF34-GE-100	Engine Wash – Alpha Pad	A10_A	190	70% NC	0.5	0	300	2
				75% NC	0.5	0	150	1
				70% NC	0.5	0	150	1
				70% NC	0.5	0	300	2
	Engine Wash – Charlie Pad	A10_C	190	70% NC	0.5	0	300	2
				75% NC	0.5	0	150	1
				70% NC	0.5	0	150	1
				70% NC	0.5	0	300	2
	Ops Check (2 ramp locations – time cut in 2)	C5	241	70% NC	0.5	0	300	2
				75% NC	0.5	0	150	1
				70% NC	0.5	0	150	1
				70% NC	0.5	0	300	2
	Ops Check (2 ramp locations – time cut in 2)	C5	241	70% NC	0.5	0	300	2
				75% NC	0.5	0	150	1
				70% NC	0.5	0	150	1
				70% NC	0.5	0	300	2
	Pre-flight and post-flight engine runs on ramp	C5	241	70% NC	9	0	600	2
	Ops Check (2 ramp locations – time cut in 2)	C5B	241	70% NC	0.5	0	300	2
				75% NC	0.5	0	150	1
				70% NC	0.5	0	150	1
				70% NC	0.5	0	300	2
	Pre-flight and post-flight engine runs on ramp spot	C5B	241	70% NC	9	0	600	2
	Arm/De-arm at North end of primary runway	R1/TWY A	98/10	70% NC	9	0	600	2
	Arm/De-arm at North end of primary runway	R3/ TWY G	98/278	70% NC	9	0	600	2

Aircraft Engine	*Long Name*	*Pad*	*Heading*	*Power*	*Number Day*	*Number Night*	*Duration (seconds)*	*Number Engines*
HH-65 (AH64 T700-GE-701)	Engine Wash on Ramp	CG01	189	1	1.78	0	360	2
	Engine Performance Check/Rotor Balance	CG01	189	2	0.24	0.01	120	2
				1	0.24	0.01	120	2
				2	0.24	0.01	1200	2
				1	0.24	0.01	1200	2
	Tail Rotor Balance Leak Check	CG01	189	1	0.24	0.01	120	2
				2	0.24	0.01	120	2
				1	0.24	0.01	300	2
				2	0.24	0.01	300	2
	Engine Wash on Ramp	CG19	9	1	1.78	0	360	2
	Engine Performance Check/Rotor Balance	CG19	9	2	0.24	0.01	120	2
				1	0.24	0.01	120	2
				2	0.24	0.01	1200	2
				1	0.24	0.01	1200	2
	Tail Rotor Balance Leak Check	CG19	9	1	0.24	0.01	120	2
				2	0.24	0.01	120	2
				1	0.24	0.01	300	2
				2	0.24	0.01	300	2
C-12 PT6A-38	Maintenance Check	DHS	9	60% RPM	0.2	0	600	2
				100% RPM	0.2	0	240	1
				100% RPM	0.2	0	240	1
	Pre-flight	DHS	9	60% RPM	0.953	0	600	2
CH47F T55-L-714	Maintenance Check	K1A	189	1	0.532	0	300	2
	Ops Check/Eng Wash	K1A	9	3	0.04	0	450	2
				3	0.1	0	120	2
	Pre-flight Ground Check	K1A	189	1	0.75	0	450	2
				3	0.75	0	450	2
	Pre-Flight Hover Check	K1A	98	3	0.75	0	30	2
				3	0.75	0	270	2
	Pre-flight Ground Check	K1B	99	1	0.75	0	450	2
				3	0.75	0	450	2
	Pre-Flight Hover Check	K1B	198	3	0.75	0	30	2
				3	0.75	0	270	2
	Slope training	South	98	3	0.23	0	900	2

Aircraft Engine	*Long Name*	*Pad*	*Heading*	*Power*	*Number Day*	*Number Night*	*Duration (seconds)*	*Number Engines*
	Slope training	WTA	98	3	0.23	0	900	2
KC-135T F108-CF-100	Last Checks at EOR	01R	10	57% NF	1.33	0	600	4
	Last Checks at EOR	19R	190	57% NF	0.88	0	600	4
	East Ramp Fuel Transfer	H1	8	57% NF	0.033	0	3600	1
	East Ramp Trouble Shoot Ops Check	H1	8	57% NF	0.333	0	1800	2
	Pre-flight Warm-up at Ramp	H1	8	57% NF	0.87	0	450	4
	East Ramp Fuel Transfer	H5	8	57% NF	0.033	0	3600	1
	East Ramp Trouble Shoot Ops Check	H5	8	57% NF	0.333	0	1800	1
				57% NF	0.333	0	1800	1
				57% NF	0.333	0	1800	1
	Pre-flight Warm-up on Ramp	H5	8	57% NF	0.87	0	450	4
	East Ramp Fuel Transfer	I3	8	57% NF	0.033	0	3600	1
	East Ramp Trouble Shoot Ops Check	I3	8	57% NF	0.333	0	1800	1
				57% NF	0.333	0	1800	1
	Pre-flight Warm-up at Ramp	I3	8	57% NF	0.87	0	450	4
	West Ramp Engine Trim	J2A	188	57% NF	0.01875	0	600	2
				57% NF	0.01875	0	2700	2
				85% NF	0.01875	0	2100	2
	West Ramp Trim Ops Check	J2A	188	57% NF	0.046	0	5400	2
	West Ramp Trouble Shooting Ops Check (4 Engine)	J2A	188	57% NF	0.046	0	600	4
				100% NF	0.023	0	900	2
				57% NF	0.023	0	900	4
	West Ramp Trouble Shooting Ops Check (2 Engine)	J2A	188	57% NF	0.082	0	900	2
				100% NF	0.082	0	900	2
	West Ramp Engine Trim	J2B	8	57% NF	0.01875	0	600	2
				57% NF	0.01875	0	2700	2
				85% NF	0.01875	0	2100	2
	West Ramp Trim Ops Check	J2B	8	57% NF	0.046	0	5400	2
	West Ramp Trouble Shooting Ops Check (4 Engine)	J2B	8	57% NF	0.046	0	900	4
				100% NF	0.023	0	900	2
				57% NF	0.023	0	900	4
	West Ramp Trouble Shooting Ops Check (2 Engine)	J2B	8	57% NF	0.082	0	900	2
				100% NF	0.082	0	900	2
	West Ramp Engine Trim	K1A	188	57% NF	0.01875	0	600	2
				57% NF	0.01875	0	2700	2
				85% NF	0.01875	0	2100	2

Aircraft Engine	*Long Name*	*Pad*	*Heading*	*Power*	*Number Day*	*Number Night*	*Duration (seconds)*	*Number Engines*
	West Ramp Trim Ops Check	K1A	188	57% NF	0.046	0	5400	2
	West Ramp Trouble Shooting Ops Check (4 Engine)	K1A	188	57% NF	0.046	0	900	4
				100% NF	0.023	0	900	2
				57% NF	0.023	0	900	4
	West Ramp Trouble Shooting Ops Check (2 Engine)	K1A	188	57% NF	0.082	0	900	2
				100% NF	0.082	0	900	2
	West Ramp Engine Trim	K1B	8	57% NF	0.01875	0	600	2
				57% NF	0.01875	0	2700	2
				85% NF	0.01875	0	2100	2
	West Ramp Trim Ops Check	K1B	8	57% NF	0.046	0	5400	2
	West Ramp Trouble Shooting Ops Check (4 Engine)	K1B	8	57% NF	0.046	0	900	4
				100% NF	0.023	0	900	2
				57% NF	0.023	0	900	4
	West Ramp Trouble Shooting Ops Check (2 Engine)	K1B	8	57% NF	0.082	0	900	2
				100% NF	0.082	0	900	2
OH58D Allison 250 C30R	Pre-flight	DHS	9	1	1.712	0	600	2
C206 T-34 PT6A-25	Maintenance Check	DHS	9	60% RPM	0.2	0	600	1
				100% RPM	0.2	0	600	1
T-38 J85-GE-5	For A-10 Leak Checks in Hush House	HH	188	70% RPM	0.5	0	300	1
				70% RPM	0.5	0	600	1
				92% RPM	0.5	0	600	1
				70% RPM	0.5	0	300	1
UH60A T700-CE-700	Maintenance Check	DHS	9	1	0.2	0	600	2
				5	0.2	0	600	1
				5	0.2	0	600	1

Legend: %NC = percent speed of the compressor; %NF = percent of ; ANGB = Air National Guard Base; DHS = Department of Homeland Security; HH = Hush House; RPM = Revolutions per Minute; WTA = West Training Area.

Figure 3-1 Static Locations at Selfridge ANGB

3.2 NOISE EXPOSURE

Sections 3.2.1 and 3.2.2 discuss DoD best practices for impact analysis, as summarized in DNWG guidance (DNWG 2009).

3.2.1 Day-Night Average Sound Level Contours and Point of Interest Levels

Figure 3-2 shows the DNL noise contours from 65 to 85 dB in 5-dB increments for the existing conditions at Selfridge ANGB. Noise generated from aircraft operations at Selfridge ANGB occurs both within and outside the airfield. Portions of the 65 dB DNL contour extend north of the airfield by 0.2 miles. **Table 3-6** shows representative acreage within each DNL noise contour on- and off-base.

Table 3-6 Existing Noise Exposure Acreage in the Vicinity of Selfridge ANGB

DNL (dB)	*Existing/No Action Acreage*		
	On Base	*Off-Base*	*Total*
65–70	356	7	363
70–75	169	0	169
75–80	27	0	27
80–85	7	0	7
85+	4	0	4
Total >65 dB	**563**	**7**	**570**

Legend: dB = decibel; DNL = Day-Night Average Sound Level

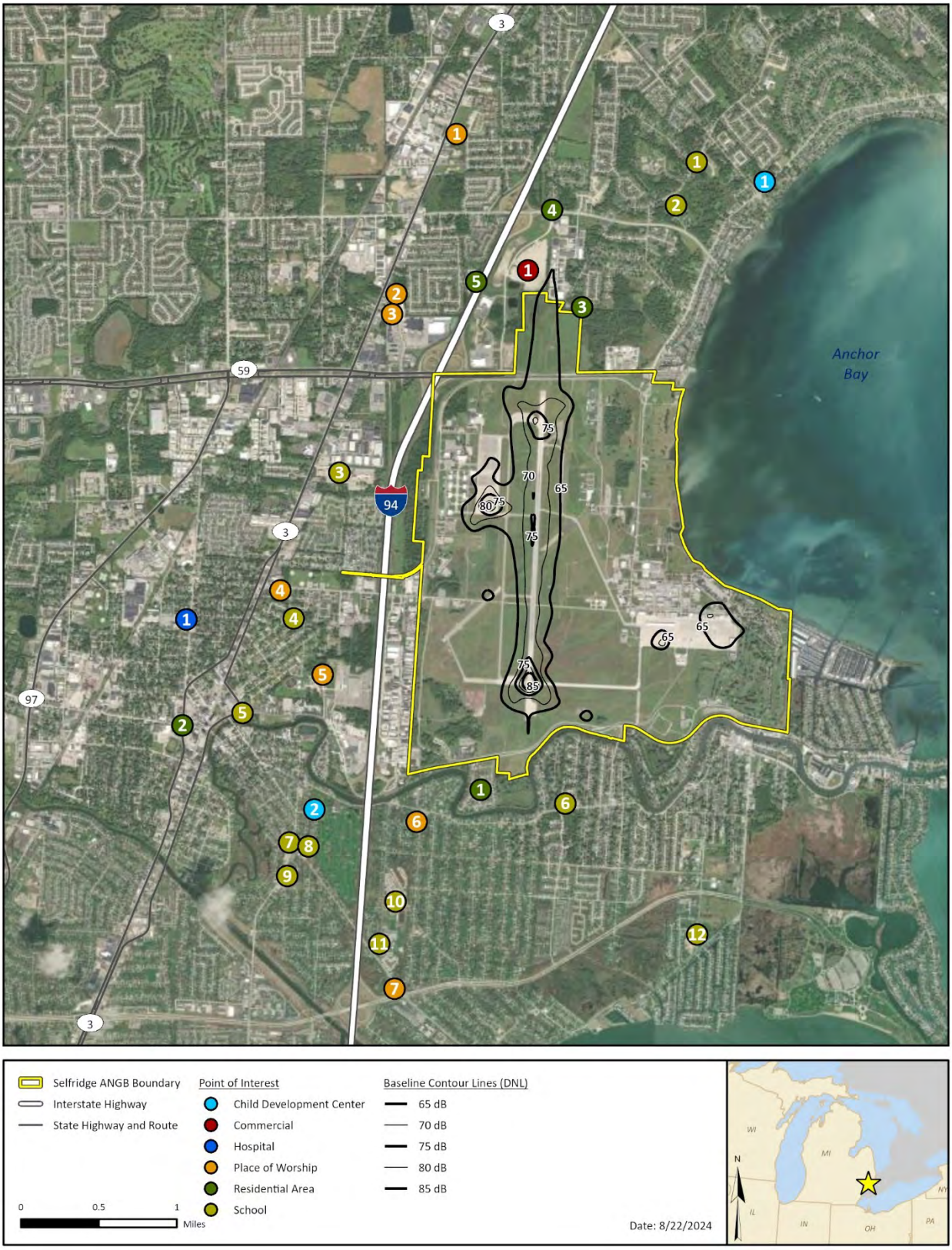

Figure 3-2 Existing DNL Contours and Points of Interest in the Vicinity of Selfridge ANGB

Table 3-7 shows the DNL values at each of the POIs under the existing conditions. Values range from 35 to 54 dB DNL for sensitive receptors, thus, no residential areas, schools, or hospitals are currently exposed to 65 dB DNL or greater, which is the DoD threshold for land use recommendations for noise sensitive land uses.

Table 3-7 Existing Conditions at POIs Noise Exposure in the Vicinity of Selfridge ANGB

Map ID	*Point Type*	*Named POI*	*DNL (dB)*
CDC_1	Child Development Center	Tots Learning Center	42
CDC_2	Child Development Center	St. Mary Preschool	41
COMM_1	Commercial	Corporate Center zoned as Commercial	62
HSP_1	Hospital	McLaren Macomb General Hospital	36
PoW_1	Place of Worship	Gateway Church	50
PoW_2	Place of Worship	Faith Christian Center	48
PoW_3	Place of Worship	Northridge Baptist Church	48
PoW_4	Place of Worship	Tried Stone Missionary Baptist Church	41
PoW_5	Place of Worship	Martin Chapel African Methodist Episcopal Zion Church	42
PoW_6	Place of Worship	Faith Missionary Baptist Church	47
PoW_7	Place of Worship	Knox Presbyterian Church	44
RES_1	Residential Area	Brigantine Estates	54
RES_2	Residential Area	City of Mount Clemens	35
RES_3	Residential Area	Jasmine Court	59
RES_4	Residential Area	Hennings Street	61
RES_5	Residential Area	Kings Pointe	55
SCH_1	School	Dean A Naldrett School	47
SCH_2	School	Green Elementary School	48
SCH_3	School	Frederick V Pankow Center	46
SCH_4	School	Christian Clemens School	41
SCH_5	School	L'Anse Creuse Adult Education School	38
SCH_6	School	South River School	53
SCH_7	School	Future Scholars Learning Center	39
SCH_8	School	Saint Louise School	40
SCH_9	School	Trinity Lutheran Church School	38
SCH_10	School	L'Anse Creuse High School	45
SCH_11	School	L'Anse Creuse Middle School	43
SCH_12	School	Emma V. Loobestael Elementary School	41

Legend: CDC = Child Development Center; COMM = Commercial; dB = decibel; DNL = Day-Night Average Sound Level; HSP = Hospital; ID = Identification; IND = Industrial; POI = Point of Interest; PoW = Place of Worship; RES = Residential; SCH = School

3.2.2 Sound Exposure Level and Point of Interest Levels

Table 3-8 lists the maximum SEL values at each of the POIs under the existing conditions. Values range from 35 to 54 dB DNL for sensitive receptors. The values presented are predominately based on transient military fighter aircraft departures and occur infrequently.

Table 3-8 Existing Conditions SEL Values at POIs Noise Exposure in the Vicinity of Selfridge ANGB

Map ID	*Point Type*	*Named POI*	*SEL (dB)*	*Source (Category, A/C Runway, Operation)*
CDC_1	Child Development Center	Tots Learning Center	89	Transient, F-16C, Runway 01 Departure
CDC_2	Child Development Center	St. Mary Preschool	90	Transient, F-16C, Runway 01 Departure

Map ID	*Point Type*	*Named POI*	*SEL (dB)*	*Source (Category, A/C Runway, Operation)*
COMM_1	Commercial	Corporate Center zoned as Commercial	110	Transient, F-16C, Runway 01 Departure
HSP_1	Hospital	McLaren Macomb General Hospital	82	Transient, F-16C, Runway 19 Departure
PoW_1	Place of Worship	Gateway Church	96	Transient, F-16C, Runway 01 Departure
PoW_2	Place of Worship	Faith Christian Center	93	Transient, F-16C, Runway 19 Departure
PoW_3	Place of Worship	Northridge Baptist Church	94	Transient, F-16C, Runway 19 Departure
PoW_4	Place of Worship	Tried Stone Missionary Baptist Church	86	Transient, F-16C, Runway 19 Departure
PoW_5	Place of Worship	Martin Chapel African Methodist Episcopal Zion Church	89	Transient, F-16C, Runway 19 Departure
PoW_6	Place of Worship	Faith Missionary Baptist Church	97	Transient, F-16C, Runway 19 Departure
PoW_7	Place of Worship	Knox Presbyterian Church	94	Transient, F-16C, Runway 19 Departure
RES_1	Residential Area	Brigantine Estates	104	Transient, F-16C, Runway 19 Departure
RES_2	Residential Area	City of Mount Clemens	82	Transient, F-16C, Runway 19 Departure
RES_3	Residential Area	Jasmine Court	106	Transient, F-16C, Runway 01 Departure
RES_4	Residential Area	Hennings Street	109	Transient, F-16C, Runway 01 Departure
RES_5	Residential Area	Kings Pointe	100	Transient, F-16C, Runway 01 Departure
SCH_1	School	Dean A Naldrett School	93	Transient, F-16C, Runway 01 Departure
SCH_2	School	Green Elementary School	94	Transient, F-16C, Runway 01 Departure
SCH_3	School	Frederick V Pankow Center	97	Based, CH-47F, Runway 01, Arrival
SCH_4	School	Christian Clemens School	87	Transient, F-16C, Runway 19 Departure
SCH_5	School	L'Anse Creuse Adult Education School	85	Transient, F-16C, Runway 19 Departure
SCH_6	School	South River School	105	Transient, F-16C, Runway 19 Departure
SCH_7	School	Future Scholars Learning Center	89	Transient, F-16C, Runway 01 Departure
SCH_8	School	Saint Louise School	89	Transient, F-16C, Runway 01 Departure
SCH_9	School	Trinity Lutheran Church School	87	Transient, F-16C, Runway 19 Departure
SCH_10	School	L'Anse Creuse High School	94	Transient, F-16C, Runway 19 Departure
SCH_11	School	L'Anse Creuse Middle School	93	Transient, F-16C, Runway 19 Departure

Map ID	*Point Type*	*Named POI*	*SEL (dB)*	*Source (Category, A/C Runway, Operation)*
SCH_12	School	Emma V. Loobestael Elementary School	91	Transient, F-16C, Runway 19 Departure

Legend: CDC = Child Development Center; Comm = Commercial; dB = decibel; SEL = Sound Exposure Level; HSP = Hospital; ID = Identification; IND = Industrial; POI = Point of Interest; PoW = Place of Worship; RES = Residential; SCH = School

4.0 PREFERRED ALTERNATIVE (ALTERNATIVE 1)

The following section details the modeling data and the resultant noise exposure for the northern shift of Runway 01/19, as described in Section 1.1. All aircraft flight and maintenance operations are assumed to remain unchanged from those described in Section 3.0, *Existing Conditions*.

4.1 MODELING DATA

Annual flight operations, maintenance and static operations, closed pattern altitudes, and flight tracks would remain as described under existing conditions. Regarding noise modeling inputs, the following would change when compared to the existing conditions.

- All fixed-wing aircraft departing on Runway 19 would start their roll at the point where the aircraft access Runway 19 via Taxiway Alpha or Bravo, which would be the north end of the overrun but not the new Runway 19 threshold.
- All fixed-wing aircraft arriving to Runway 19 would utilize the proposed new runway threshold.
- All fixed-wing aircraft arriving to Runway 01 would utilize the proposed new runway threshold.
- All rotary-wing aircraft arriving via Runway 01/19 would do so until reaching the newly established paved overruns at which point they would fly directly to their ramp.
- All arrival, closed pattern, and departure tracks would overfly the same areas as under Existing Conditions, with only the linear distances for such tracks changing. No changes would occur to rotary-wing aircraft completing closed pattern operations along Taxiway Bravo or Taxiway Golf.
- A-10 aircraft static arm/dearm operations would occur at new static pads located along Taxiway Golf (East/West direction) and Taxiway Alpha (North/South direction), east of the runway.

4.2 NOISE EXPOSURE

Section 4.1.2.1 presents the DNL analysis and Section 4.1.2.2 discusses the single-event SELs, as recommended in DNWG guidance (DNWG 2009).

4.2.1 Day-Night Average Sound Level Contours and Point of Interest Levels

Figure 4-1 shows the DNL noise contours from 65 to 85 dB in 5-dB increments for implementation of the Preferred Alternative. As with the Existing/No Action Alternative, noise generated by aircraft operations at Selfridge ANGB would occur both within and outside of the airfield. Portions of the 65 dB DNL contour extend north of the airfield by 0.25 mile. **Table 4-1** shows the acreage within each DNL noise contour off-base and the difference in acreage when comparing the Existing/No Action Alternative to the Preferred Alternative.

Table 4-1 Preferred Alternative (Alternative 1) Noise Exposure Acreage in the Vicinity of Selfridge ANGB

DNL (dB)	*Existing/No Action Off-base Acreage*	*Preferred Alternative Off-base Acreage*	*Difference Off-base Acreage*
65–70	7	11	+4
70–75	0	0	0
75–80	0	0	0
80–85	0	0	0
85+	0	0	0
Total >65 dB	**7**	**11**	**+4**

Legend: dB = decibel; DNL = Day-Night Average Sound Level

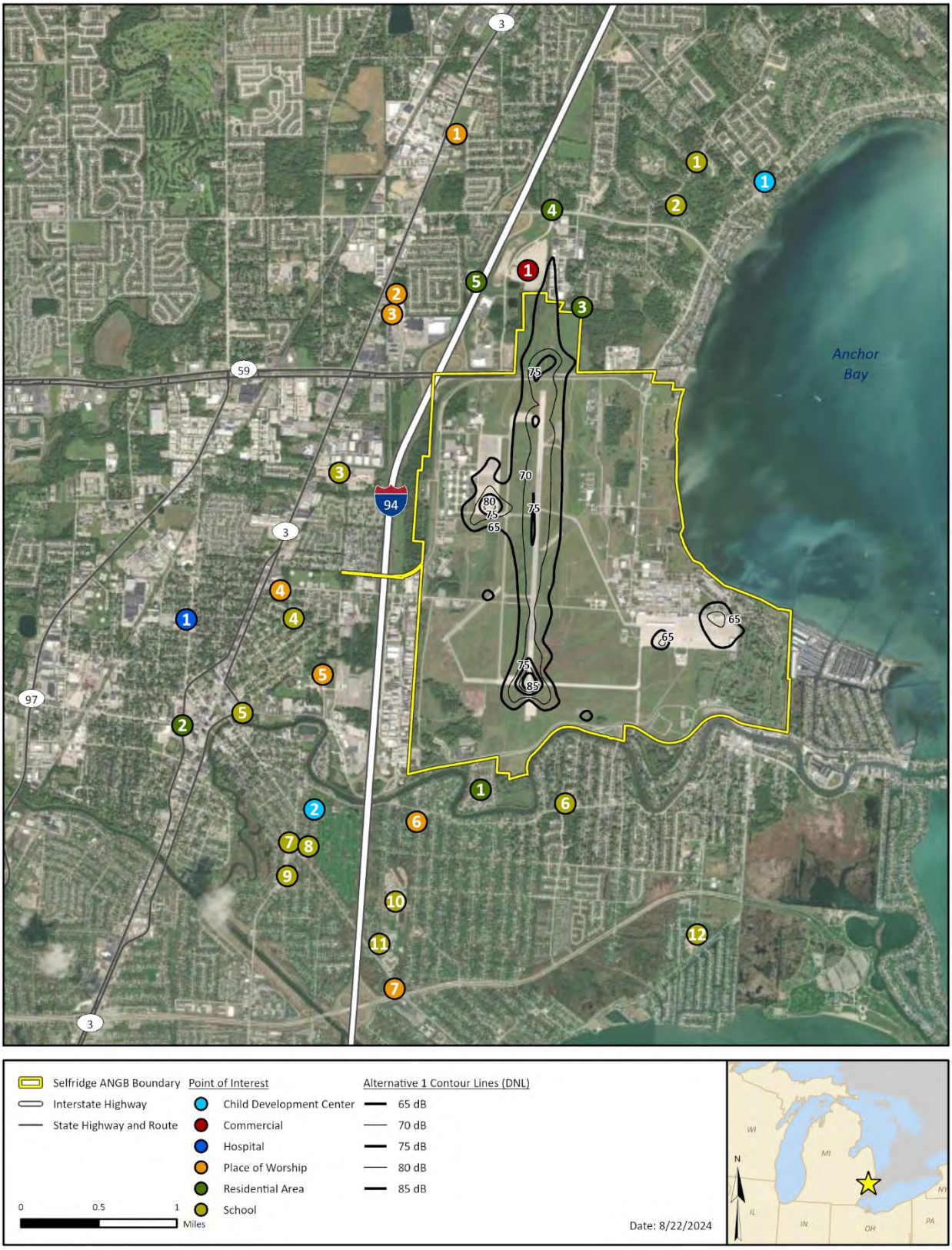

Figure 4-1 Preferred Alternative (Alternative 1) DNL Noise Contours and Points of Interest in the Vicinity of Selfridge ANGB

Table 4-2 shows the DNL values at each of the POIs under the existing conditions. Values range from 35 to 54 dB DNL for sensitive receptors, thus, no residential areas, schools, or hospitals are currently exposed to 65 dB DNL or greater, which is the DoD threshold for land use recommendations for noise sensitive land uses. The greatest increase in DNL values at representative POIs when comparing the Existing/No Action Alternative to the Preferred Alternative is 1 dB.

Table 4-2 DNL at POIs under the Preferred Alternative in the Vicinity of Selfridge ANGB

Map ID	*Named POI*	*Existing/ No Action*	*Preferred Alternative*
CDC_1	Tots Learning Center	42	43 (+1)
CDC_2	St. Mary Preschool	41	41 (+0)
COMM_1	Corporate Center zoned as Commercial	62	62 (+0)
HSP_1	McLaren Macomb General Hospital	36	36 (+0)
PoW_1	Gateway Church	50	50 (+0)
PoW_2	Faith Christian Center	48	48 (+0)
PoW_3	Northridge Baptist Church	48	47 (-1)
PoW_4	Tried Stone Missionary Baptist Church	41	41 (+0)
PoW_5	Martin Chapel African Methodist Episcopal Zion Church	42	42 (+0)
PoW_6	Faith Missionary Baptist Church	47	47 (+0)
PoW_7	Knox Presbyterian Church	44	44 (+0)
RES_1	Brigantine Estates	54	53 (-1)
RES_2	City of Mount Clemens	35	35 (+0)
RES_3	Jasmine Court	59	59 (+0)
RES_4	Hennings Street	61	62 (+1)
RES_5	Kings Pointe	55	55 (+0)
SCH_1	Dean A Naldrett School	47	47 (+0)
SCH_2	Green Elementary School	48	48 (+0)
SCH_3	Frederick V Pankow Center	46	46 (+0)
SCH_4	Christian Clemens School	41	41 (+0)
SCH_5	L'Anse Creuse Adult Education School	38	38 (+0)
SCH_6	South River School	53	53 (+0)
SCH_7	Future Scholars Learning Center	39	39(+0)
SCH_8	Saint Louise School	40	40 (+0)
SCH_9	Trinity Lutheran Church School	38	38(+0)
SCH_10	L'Anse Creuse High School	45	45 (+0)
SCH_11	L'Anse Creuse Middle School	43	42 (-1)
SCH_12	Emma V. Loobestael Elementary School	41	41 (+0)

Legend: CDC = Child Development Center; COMM = Commercial; dB = decibel; DNL = Day-Night Average Sound Level; HSP = Hospital; ID = Identification; IND = Industrial; POI = Point of Interest; PoW = Place of Worship; RES = Residential; SCH = School

4.2.2 Sound Exposure Level and Point of Interest Levels

Table 4-3 shows the maximum SEL values at each of the POIs under the Preferred Alternative. Values range from 82 to 110 dB SEL for sensitive receptors. The values presented are predominately based on transient military fighter aircraft departures and occur infrequently. Any change in SEL value when compared to Existing Conditions would be based on the aircraft's altitude along a specific flight track resulting from a change to the runway configuration. For example, if an aircraft starts its departure roll further down the runway when compared to the Existing Conditions, operates along the same flight path and with the same flight profile (e.g., power setting, airspeed, climb rate), the SEL value would increase

over Existing Conditions at a given location as the aircraft would be at a lower altitude when encountering the given location. Under the Preferred Alternative, only one POI would experience an increase in SEL value (+1 dB) when compared to Existing Conditions and six POIs would experience a decrease in SEL value of 1 dB.

Table 4-3 Preferred Alternative SEL Values at POIs Noise Exposure in the Vicinity of Selfridge ANGB

Map ID	*Point Type*	*Named POI*	*Existing/ No Action*	*Preferred Alternative*	*Source (Category, A/C Runway, Operation)*
CDC_1	Child Development Center	Tots Learning Center	89	89 (+0)	Transient, F-16C, Runway 01 Departure
CDC_2	Child Development Center	St. Mary Preschool	90	90 (+0)	Transient, F-16C, Runway 01 Departure
COMM_1	Commercial	Corporate Center zoned as Commercial	110	110 (+0)	Transient, F-16C, Runway 01 Departure
HSP_1	Hospital	McLaren Macomb General Hospital	82	82 (+0)	Transient, F-16C, Runway 19 Departure
PoW_1	Place of Worship	Gateway Church	96	96 (+0)	Transient, F-16C, Runway 01 Departure
PoW_2	Place of Worship	Faith Christian Center	93	93 (+0)	Transient, F-16C, Runway 19 Departure
PoW_3	Place of Worship	Northridge Baptist Church	94	93 (-1)	Transient, F-16C, Runway 19 Departure
PoW_4	Place of Worship	Tried Stone Missionary Baptist Church	86	87 (+1)	Transient, F-16C, Runway 19 Departure
PoW_5	Place of Worship	Martin Chapel African Methodist Episcopal Zion Church	89	89 (+0)	Transient, F-16C, Runway 19 Departure
PoW_6	Place of Worship	Faith Missionary Baptist Church	97	96 (-1)	Transient, F-16C, Runway 19 Departure
PoW_7	Place of Worship	Knox Presbyterian Church	94	93 (-1)	Transient, F-16C, Runway 19 Departure
RES_1	Residential Area	Brigantine Estates	104	104 (+0)	Transient, F-16C, Runway 19 Departure
RES_2	Residential Area	City of Mount Clemens	82	82 (+0)	Transient, F-16C, Runway 19 Departure
RES_3	Residential Area	Jasmine Court	106	106 (+0)	Transient, F-16C, Runway 01 Departure
RES_4	Residential Area	Hennings Street	109	109 (+0)	Transient, F-16C, Runway 01 Departure
RES_5	Residential Area	Kings Pointe	100	100 (+0)	Transient, F-16C, Runway 01 Departure
SCH_1	School	Dean A Naldrett School	93	93 (+0)	Transient, F-16C, Runway 01 Departure
SCH_2	School	Green Elementary School	94	94 (+0)	Transient, F-16C, Runway 01 Departure
SCH_3	School	Frederick V Pankow Center	97	97 (+0)	Based, CH-47F, Runway 01, Arrival
SCH_4	School	Christian Clemens School	87	87 (+0)	Transient, F-16C, Runway 19 Departure
SCH_5	School	L'Anse Creuse Adult Education School	85	85 (+0)	Transient, F-16C, Runway 19 Departure
SCH_6	School	South River School	105	104 (-1)	Transient, F-16C, Runway 19 Departure

Map ID	*Point Type*	*Named POI*	*Existing/ No Action*	*Preferred Alternative*	*Source (Category, A/C Runway, Operation)*
SCH_7	School	Future Scholars Learning Center	89	89 (+0)	Transient, F-16C, Runway 01 Departure
SCH_8	School	Saint Louise School	89	89 (+0)	Transient, F-16C, Runway 01 Departure
SCH_9	School	Trinity Lutheran Church School	87	87 (+0)	Transient, F-16C, Runway 19 Departure
SCH_10	School	L'Anse Creuse High School	94	94 (+0)	Transient, F-16C, Runway 19 Departure
SCH_11	School	L'Anse Creuse Middle School	93	92 (-1)	Transient, F-16C, Runway 19 Departure
SCH_12	School	Emma V. Loobestael Elementary School	91	90 (-1)	Transient, F-16C, Runway 19 Departure

Legend: CDC = Child Development Center; COMM = Commercial; dB = decibel; SEL = Sound Exposure Level; HSP = Hospital; ID = Identification; IND = Industrial; POI = Point of Interest; PoW = Place of Worship; RES = Residential; SCH = School

5.0 ALTERNATIVE 2

The following section details the modeling data and the resultant noise exposure for the northern shift of Runway 01/19, as described in Section 1.1. All aircraft flight and maintenance operations are assumed to remain unchanged from those described in Section 3.0, *Existing Conditions*.

5.1 MODELING DATA

Annual flight operations, maintenance and static operations, closed pattern altitudes, and flight tracks would remain as described under existing conditions. Regarding noise modeling inputs, the following would change when compared to the existing conditions.

- All fixed-wing aircraft departing on Runway 19 would start their roll at the point where the aircraft access Runway 19, either via Taxiway Alpha at the new threshold or via Taxiway Bravo at the end of the proposed overrun (20 percent [%] of KC-135T departures on Runway 19 would require the aircraft to cross Runway 01/19 to access Taxiway Bravo).
- All fixed-wing aircraft arriving to Runway 19 would utilize the proposed new runway threshold (same as the Preferred Alternative).
- All fixed-wing aircraft arriving to Runway 01 would utilize the proposed new runway threshold (same as the Preferred Alternative).
- All rotary-wing aircraft arriving via Runway 01/19 would do so until reaching the newly established paved overruns at which point they would fly directly to their ramp (same as the Preferred Alternative).
- All arrival, closed pattern, and departure tracks would overfly the same areas as under Existing Conditions, with only the linear distances for such tracks changing. No changes would occur to rotary-wing aircraft completing closed pattern operations along Taxiway Bravo or Taxiway Golf.
- A-10 aircraft static arm/dearm operations would occur at new static pads located along Taxiway Golf (East/West direction) and Taxiway Alpha (East/West direction), east of the runway.

5.2 NOISE EXPOSURE

Section 5.1.2.1 and 5.1.2.2 discusses DoD best practices for impact analysis, as summarized in DNWG guidance (DNWG 2009).

5.2.1 Day-Night Average Sound Level Contours and Point of Interest Levels

Figure 5-1 shows the DNL noise contours from 65 to 85 dB in 5-dB increments for Alternative 2 at Selfridge ANGB. Noise generated from aircraft operations at Selfridge ANGB occurs both within and outside the airfield. Portions of the 65 dB DNL contour extend north of the airfield by 0.25 mile. **Table 5-1** shows the acreage within each DNL noise contour off-base and the difference in acreage when compared to the Existing/No Action Alternative.

Table 5-1 Alternative 2 Noise Exposure Acreage in the Vicinity of Selfridge ANGB

DNL (dB)	*Existing/No Action Off-base Acreage*	*Alternative 2 Off-base Acreage*	*Difference Off-base Acreage*
65–70	7	11	+4
70–75	0	0	0
75–80	0	0	0
80–85	0	0	0
85+	0	0	0
Total >65 dB	**7**	**0**	**+4**

Legend: dB = decibel; DNL = Day-Night Average Sound Level

Table 5-2 shows the DNL values at each of the POIs under the existing conditions. Values range from 35 to 54 dB DNL for sensitive receptors, thus, no residential areas, schools, or hospitals are currently exposed to 65 dB DNL or greater, which is the DoD threshold for land use recommendations for noise sensitive land uses. There was an increase in DNL values at one representative POI (Hennings Street residences) when comparing the Existing/No Action Alternative to Alternative 2 scenarios.

5.2.2 Sound Exposure Level and Point of Interest Levels

Table 5-3 shows the maximum SEL values at each of the POIs under the Preferred Alternative. Values range from 82 to 110 dB SEL for sensitive receptors. The values presented are predominately based on transient military fighter aircraft departures and occur infrequently. Under Alternative 2, only two POIs would experience an increase in SEL value (+1 dB) when compared to Existing Conditions and two POIs would experience a decrease in SEL value of 1 dB.

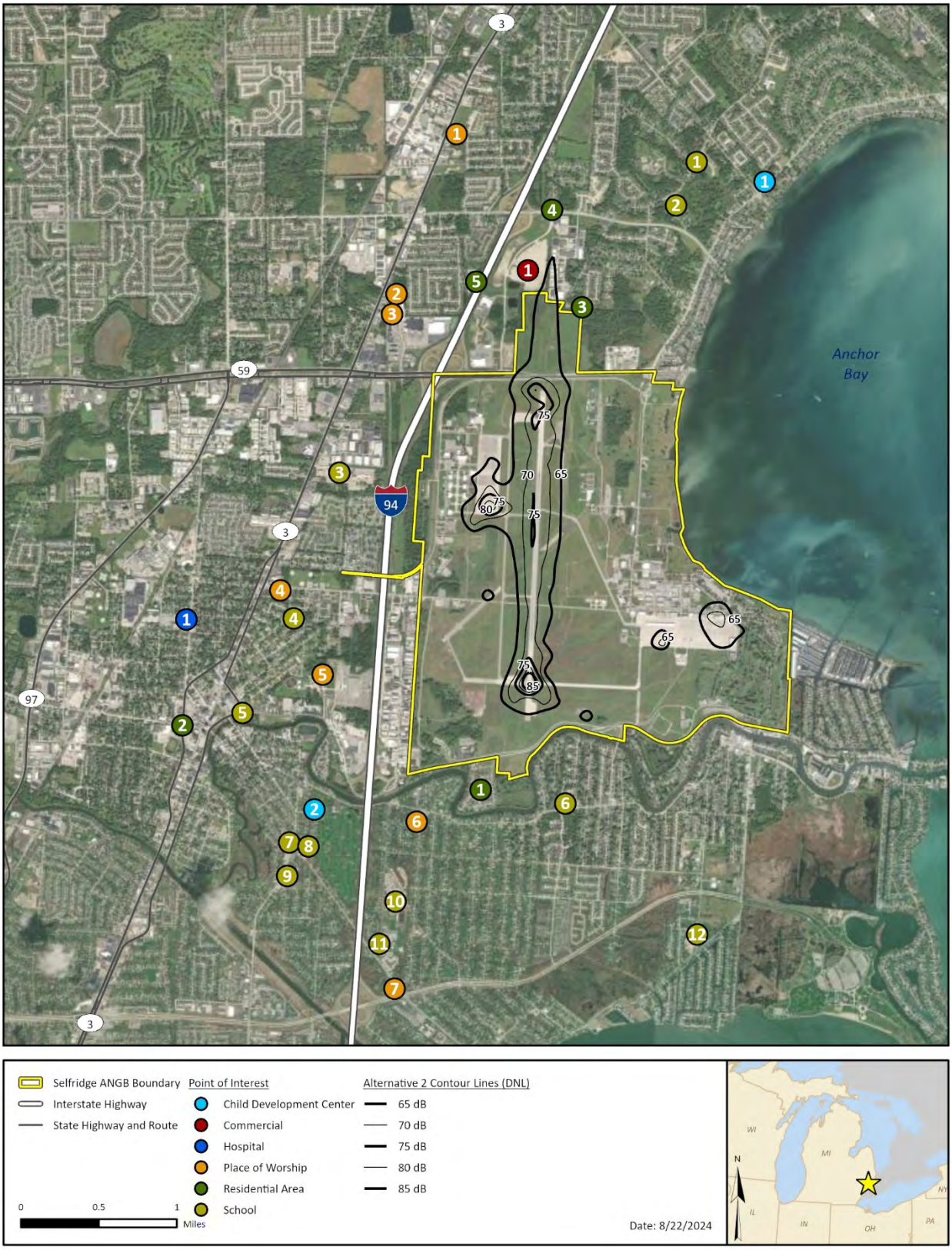

Figure 5-1 Alternative 2 DNL Noise Contours and Points of Interest in the Vicinity of Selfridge ANGB

Table 5-2 DNL at POIs under Alternative 2 in the Vicinity of Selfridge ANGB

Map ID	*Named POI*	*Existing/ No Action*	*Alternative 2*
CDC_1	Tots Learning Center	42	42 (+0)
CDC_2	St. Mary Preschool	41	41 (+0)
COMM_1	Corporate Center zoned as Commercial	62	62 (+0)
HSP_1	McLaren Macomb General Hospital	36	36 (+0)
PoW_1	Gateway Church	50	50 (+0)
PoW_2	Faith Christian Center	48	48 (+0)
PoW_3	Northridge Baptist Church	48	48 (-1)
PoW_4	Tried Stone Missionary Baptist Church	41	41 (+0)
PoW_5	Martin Chapel African Methodist Episcopal Zion Church	42	42 (+0)
PoW_6	Faith Missionary Baptist Church	47	47 (+0)
PoW_7	Knox Presbyterian Church	44	44 (+0)
RES_1	Brigantine Estates	54	53 (-1)
RES_2	City of Mount Clemens	35	35 (+0)
RES_3	Jasmine Court	59	59 (+0)
RES_4	Hennings Street	61	62 (+1)
RES_5	Kings Pointe	55	55 (+0)
SCH_1	Dean A Naldrett School	47	47 (+0)
SCH_2	Green Elementary School	48	48 (+0)
SCH_3	Frederick V Pankow Center	46	46 (+0)
SCH_4	Christian Clemens School	41	41 (+0)
SCH_5	L'Anse Creuse Adult Education School	38	38 (+0)
SCH_6	South River School	53	53 (+0)
SCH_7	Future Scholars Learning Center	39	39 (+0)
SCH_8	Saint Louise School	40	40 (+0)
SCH_9	Trinity Lutheran Church School	38	38 (+0)
SCH_10	L'Anse Creuse High School	45	45 (+0)
SCH_11	L'Anse Creuse Middle School	43	43 (+0)
SCH_12	Emma V. Loobestael Elementary School	41	41 (+0)

Legend: CDC = Child Development Center; COMM = Commercial; dB = decibel; DNL = Day-Night Average Sound Level; HSP = Hospital; ID = Identification; IND = Industrial; POI = Point of Interest; PoW = Place of Worship; RES = Residential; SCH = School

Table 5-3 Alternative 2 SEL Values at POIs Noise Exposure in the Vicinity of Selfridge ANGB

Map ID	*Point Type*	*Named POI*	*Existing/ No Action*	*Alternative 2*	*Source (Category, A/C Runway, Operation)*
CDC_1	Child Development Center	Tots Learning Center	89	89 (+0)	Transient, F-16C, Runway 01 Departure
CDC_2	Child Development Center	St. Mary Preschool	90	90 (+0)	Transient, F-16C, Runway 01 Departure
COMM_1	Commercial	Corporate Center zoned as Commercial	110	110 (+0)	Transient, F-16C, Runway 01 Departure
HSP_1	Hospital	McLaren Macomb General Hospital	82	82 (+0)	Transient, F-16C, Runway 19 Departure
PoW_1	Place of Worship	Gateway Church	96	96 (+0)	Transient, F-16C, Runway 01 Departure
PoW_2	Place of Worship	Faith Christian Center	93	94 (+1)	Transient, F-16C, Runway 19 Departure
PoW_3	Place of Worship	Northridge Baptist Church	94	94 (+0)	Transient, F-16C, Runway 19 Departure

Map ID	*Point Type*	*Named POI*	*Existing/ No Action*	*Alternative 2*	*Source (Category, A/C Runway, Operation)*
PoW_4	Place of Worship	Tried Stone Missionary Baptist Church	86	86 (+1)	Transient, F-16C, Runway 19 Departure
PoW_5	Place of Worship	Martin Chapel African Methodist Episcopal Zion Church	89	89 (+0)	Transient, F-16C, Runway 19 Departure
PoW_6	Place of Worship	Faith Missionary Baptist Church	97	96 (-1)	Transient, F-16C, Runway 19 Departure
PoW_7	Place of Worship	Knox Presbyterian Church	94	94 (+0)	Transient, F-16C, Runway 19 Departure
RES_1	Residential Area	Brigantine Estates	104	104 (+0)	Transient, F-16C, Runway 19 Departure
RES_2	Residential Area	City of Mount Clemens	82	82 (+0)	Transient, F-16C, Runway 19 Departure
RES_3	Residential Area	Jasmine Court	106	106 (+0)	Transient, F-16C, Runway 01 Departure
RES_4	Residential Area	Hennings Street	109	109 (+0)	Transient, F-16C, Runway 01 Departure
RES_5	Residential Area	Kings Pointe	100	100 (+0)	Transient, F-16C, Runway 01 Departure
SCH_1	School	Dean A Naldrett School	93	93 (+0)	Transient, F-16C, Runway 01 Departure
SCH_2	School	Green Elementary School	94	94 (+0)	Transient, F-16C, Runway 01 Departure
SCH_3	School	Frederick V Pankow Center	97	97 (+0)	Based, CH-47F, Runway 01, Arrival
SCH_4	School	Christian Clemens School	87	87 (+0)	Transient, F-16C, Runway 19 Departure
SCH_5	School	L'Anse Creuse Adult Education School	85	85 (+0)	Transient, F-16C, Runway 19 Departure
SCH_6	School	South River School	105	104 (-1)	Transient, F-16C, Runway 19 Departure
SCH_7	School	Future Scholars Learning Center	89	89 (+0)	Transient, F-16C, Runway 01 Departure
SCH_8	School	Saint Louise School	89	89 (+0)	Transient, F-16C, Runway 01 Departure
SCH_9	School	Trinity Lutheran Church School	87	87 (+0)	Transient, F-16C, Runway 19 Departure
SCH_10	School	L'Anse Creuse High School	94	94 (+0)	Transient, F-16C, Runway 19 Departure
SCH_11	School	L'Anse Creuse Middle School	93	93 (+0)	Transient, F-16C, Runway 19 Departure
SCH_12	School	Emma V. Loobestael Elementary School	91	91 (+0)	Transient, F-16C, Runway 19 Departure

Legend: CDC = Child Development Center; COMM = Commercial; dB = decibel; SEL = Sound Exposure Level; HSP = Hospital; ID = Identification; IND = Industrial; POI = Point of Interest; PoW = Place of Worship; RES = Residential; SCH = School

6.0 NO ACTION ALTERNATIVE (2026)

6.1.1 Modeling Data and Noise Exposure

The No Action Alternative represents the condition that corresponds to the same period in time as the proposed alternative after the completion of the proposed action, which is estimated to be complete in 2026. All aircraft operations, including maintenance and ground run-up operations at Selfridge ANGB would remain as described under the existing conditions and there would be no airfield improvements. Therefore, overall noise exposure and POI Noise Levels would remain as described in Section 3.0, *Existing Conditions*.

7.0 REFERENCES

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Appendix A

Flight Operations, Flight Tracks, Flight Profiles

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APPENDIX A

FLIGHT OPERATIONS, FLIGHT TRACKS, FLIGHT PROFILES

MICHIGAN AIR NATIONAL GUARD

A-10

MICHIGAN AIR NATIONAL GUARD

KC-135

COAST GUARD

HH-65

MICHIGAN ARMY NATIONAL GUARD

CH-47

CUSTOMS & BORDER PROTECTION

ASTRA 350, C-12, C-206, UH-60

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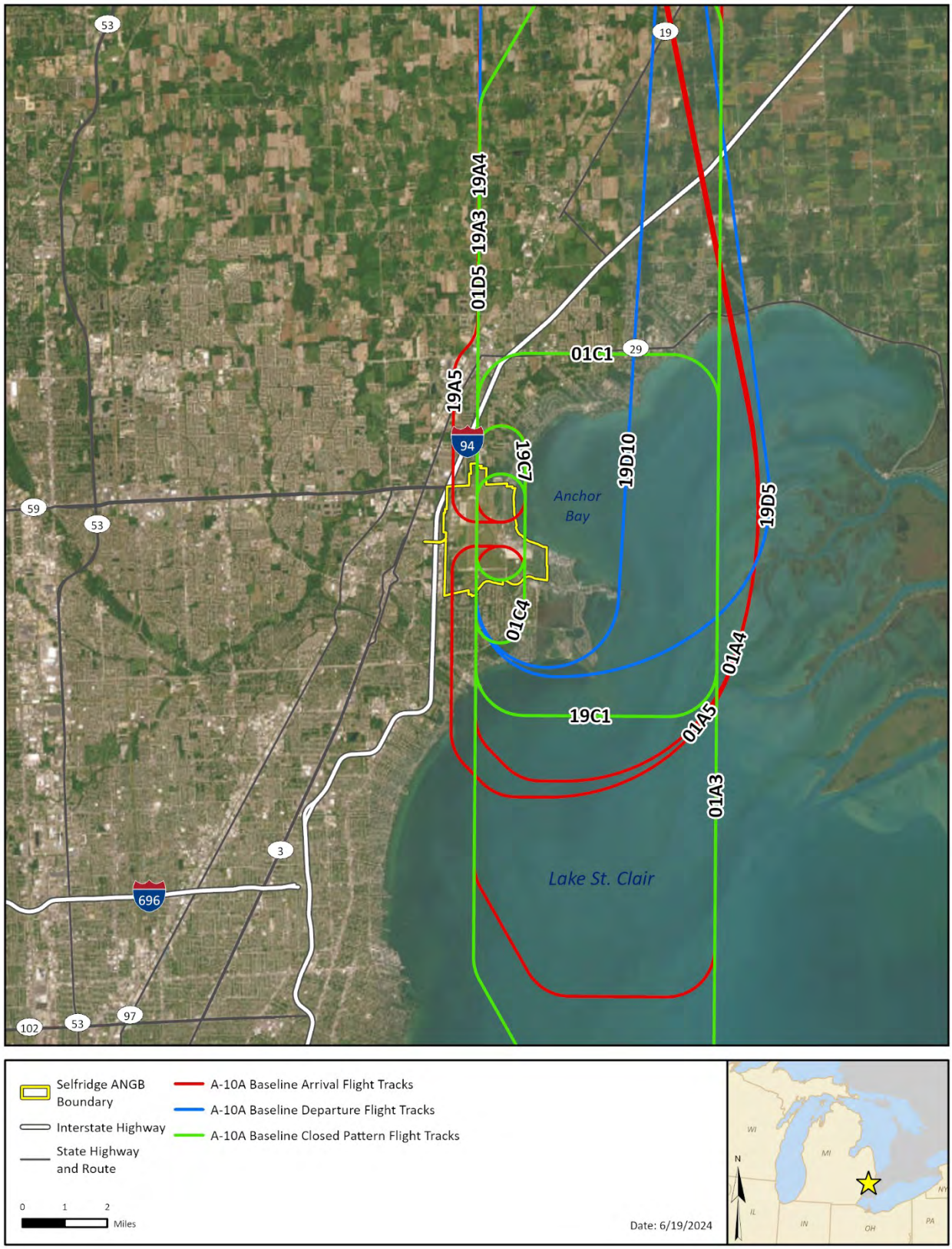
TABLE 1. A-10 Existing Operations

Operation	*Profile*	*Long Name*	*Track*	*Annual*	*Per Day*	*Per Night*	*Total*	*% Day*	*% Night*	*% Total*
Arrival	A1AA	ILS app to 19_26% OF TOTAL ARR_90/10	19A3	621	1.530	0.170	1.701	90%	10%	26%
	A1AB	ILS app to 01_3% OF TOTAL ARR_90/10	01A3	72	0.176	0.020	0.196	90%	10%	3%
	A1AC	VFR arr to pitch out to 19_47% OF TOTAL ARR_100/0	19A4	1122	3.073	0.000	3.073	100%	0%	47%
	A1AD	VFR to pitch out to 01_7% OF TOTAL ARR_100/0	01A4	167	0.456	0.000	0.456	100%	0%	7%
	A1AE	Tactical VFR arr to 19_16% OF TOTAL ARR_100/0	19A5	381	1.044	0.000	1.044	100%	0%	16%
	A1AF	Tactical VFR arr to 01_<1% OF TOTAL ARR_100/0	01A5	2	0.006	0.000	0.006	100%	0%	0%
	A1AG	FCF app to 19_1% OF TOTAL ARR_100/0	19A3	24	0.065	0.000	0.065	100%	0%	1%
		Total		2388	6.353	0.190	6.543	97%	3%	
Departure	A1DA	A10 DEPARTURES ON 01_90% OF TOTAL DEP_100/0	01D5	2149	5.888	0.000	5.888	100%	0%	90%
	A1DB	A10 IFR DEPARTURE ON 19_5% OF TOTAL DEP_100/0	19D5	119	0.327	0.000	0.327	100%	0%	5%
	A1DC	A10 VFR DEPARTURE ON 19_5% OF TOTAL DEP_100/0	19D10	119	0.327	0.000	0.327	100%	0%	5%
		Total		2388	6.542	0.000	6.542	100%	0%	
Closed Pattern	A1CB	INSIDE DOWNWIND PATTERN_5% OF TOTAL CP_100/0	01C4	7	0.020	0.000	0.020	100%	0%	5%
	A1CG	IFR APPROACH FLOWN AFTER A LOW APPROACH_9% OF TOTAL CP_100/0	19C1	15	0.042	0.000	0.042	100%	0%	9%
	A1CH	IFR APPROACH FLOWN AFTER A LOW APPROACH_1% OF TOTAL CP_100/0	01C1	1	0.002	0.000	0.002	100%	0%	1%
	A1CK	INSIDE DOWNWIND PATTERN_85% OF TOTAL CP_100/0	19C7	138	0.377	0.000	0.377	100%	0%	85%
		Total		161	0.441	0.000	0.441	100%	0%	

Legend: % = percent; ARR = Arrivals; CP = Closed Patterns; DEP = Departures; FCF = Functional Flight Check; ILS = Instrument Landing System; VFR = Visual Flight Rules

Flight Tracks



A-10 Flight Profiles

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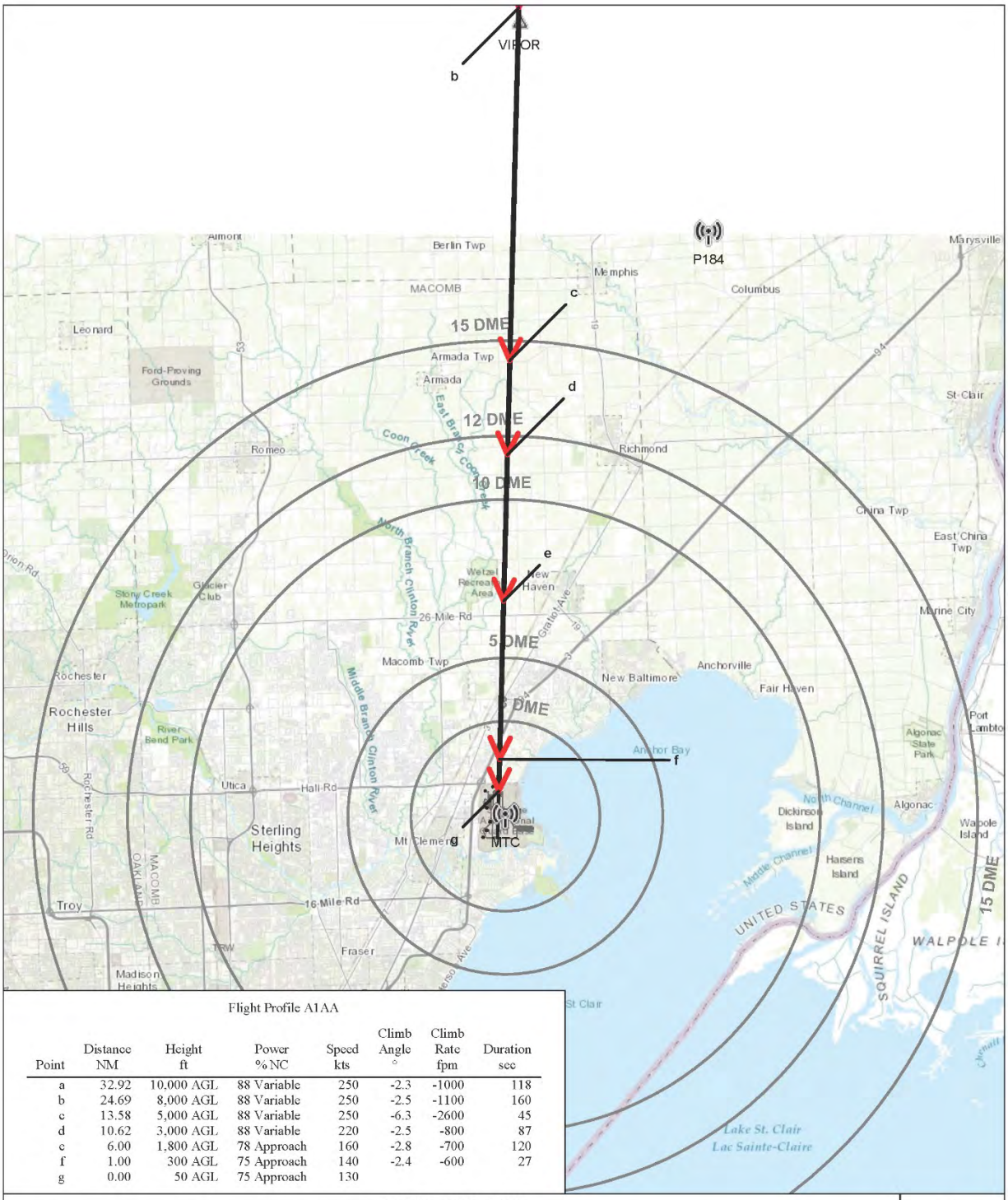
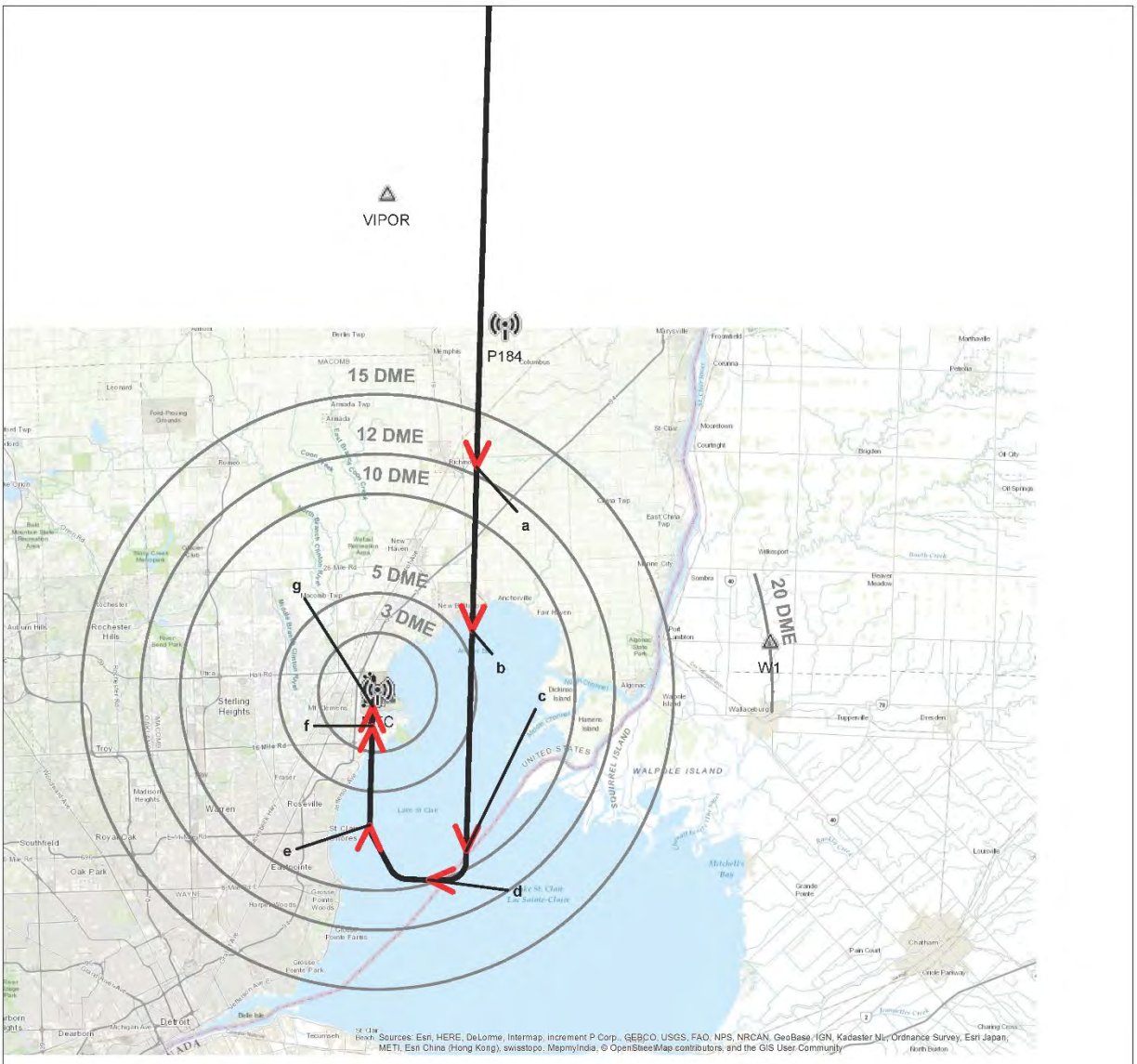

VIPOR
b
c
d
e
f
g
P184
MTC
15 DME
12 DME
10 DME
5 DME
3 DME
Armada Twp
Armada
Berlin Twp
Memphis
Columbus
Marysville
St Clair
Richmond
Romeo
Leonard
Ford Proving Grounds
MACOMB
Armont
China Twp
East China Twp
Marine City
Anchorville
Fair Haven
New Baltimore
Macomb Twp
Rochester
Rochester Hills
Sterling Heights
Utica
Troy
Madison Heights
Fraser
TRW
Hall Rd
16 Mile Rd
26 Mile Rd
Mt Clemens
Anchor Bay
Lake St. Clair
Lac Sainte-Claire
UNITED STATES
SQUIRREL ISLAND
WALPOLE I
Dickinson Island
Hasens Island
Walpole Island
Algonac
Algonac State Park
Port Lambto
Stony Creek Metropark
Glacier Club
Wetzel Recreation Area
New Haven
River Bend Park
Middle Channel
North Channel
Middle Branch Clinton River
North Branch Clinton River
East Branch Coon Creek
Coon Creek
Gratiot Ave
Van Dyke Ave
Dequindre Rd
Orion Rd
Rochester Rd
OAKLAND
MACOMB
53
59
75
94
Flight Profile A1AA
Point | Distance NM | Height ft | Power %NC | Speed kts | Climb Angle ° | Climb Rate fpm | Duration sec
a | 32.92 | 10,000 AGL | 88 Variable | 250 | -2.3 | -1000 | 118
b | 24.69 | 8,000 AGL | 88 Variable | 250 | -2.5 | -1100 | 160
c | 13.58 | 5,000 AGL | 88 Variable | 250 | -6.3 | -2600 | 45
d | 10.62 | 3,000 AGL | 88 Variable | 220 | -2.5 | -800 | 87
e | 6.00 | 1,800 AGL | 78 Approach | 160 | -2.8 | -700 | 120
f | 1.00 | 300 AGL | 75 Approach | 140 | -2.4 | -600 | 27
g | 0.00 | 50 AGL | 75 Approach | 130
Flight Profile A1AA
ILS app to 19_26% OF TOTAL ARR_90/10
0
20,000
40,000
60,000
80,000
100,000
120,000
Scale in Feet 1:379,000 (1 inch = 31,600 feet)
N



Flight Profile A1AB

Point	Distance NM	Height ft	Power % NC	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	32.92	10,000 AGL	88 Variable	250	-2.3	-1000	118
b	24.69	8,000 AGL	88 Variable	250	-4.2	-1900	160
c	13.58	3,000 AGL	88 Variable	250	0.0	0	45
d	10.62	3,000 AGL	88 Variable	220	-2.5	-1000	76
e	6.00	1,800 AGL	78 Approach	220	-2.8	-900	100
f	1.00	300 AGL	75 Approach	140	-2.4	-600	27
g	0.00	50 AGL	75 Approach	130			

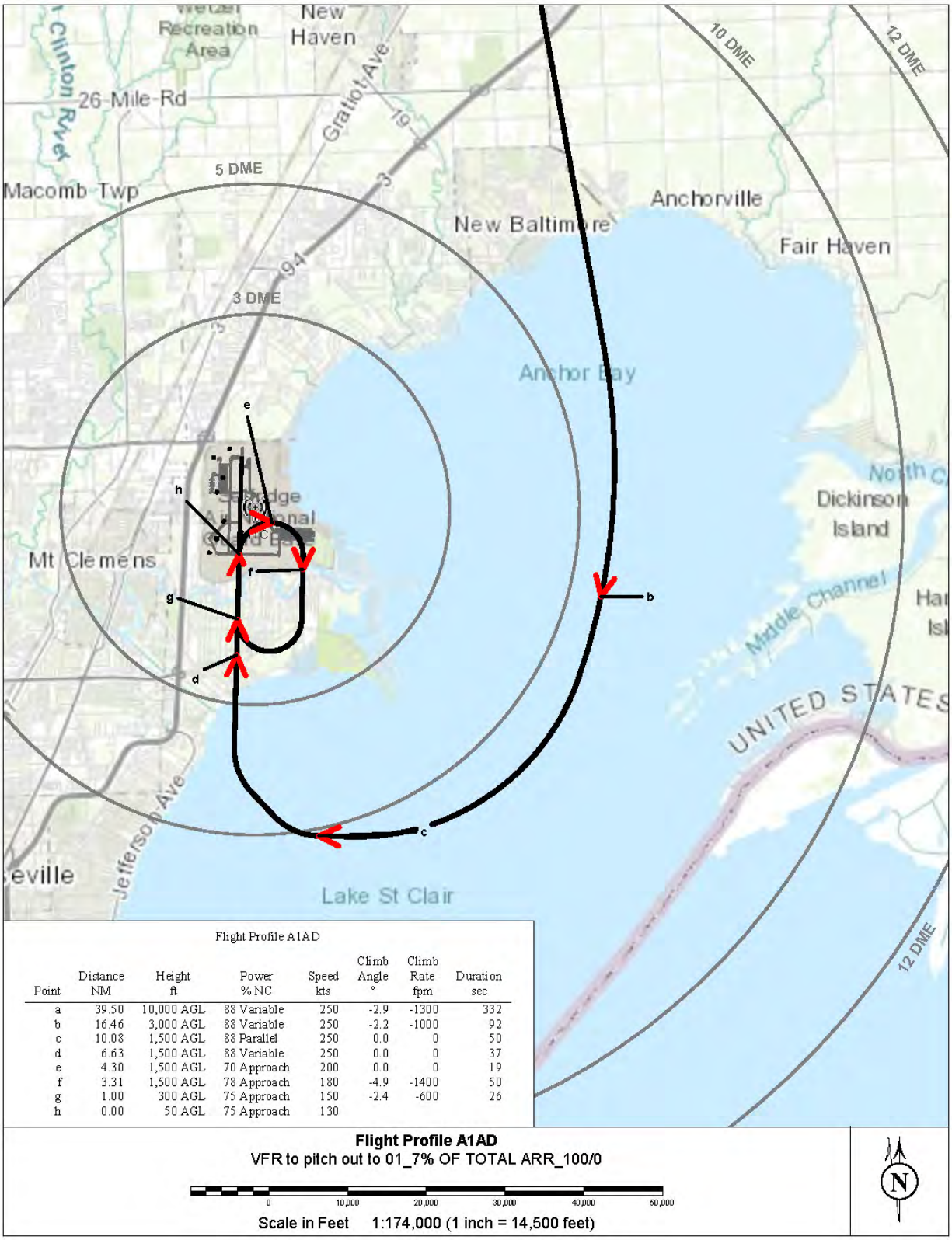
Flight Profile A1AB

ILS app to 01_3% OF TOTAL ARR_90/10

0 40,000 80,000 120,000 160,000 200,000

Scale in Feet 1:683,000 (1 inch = 56,900 feet)

10 DME
12 DME
Wetzel Recreation Area
New Haven
26-Mile-Rd
Gratiot Ave
5 DME
Macomb Twp
Anchorville
New Baltimore
Fair Haven
3 DME
Anchor Bay
Mt Clemens
MTC
Middle Channel
c
d
g
f
h
e
Flight Profile A1AC
Point | Distance NM | Height ft | Power % NC | Speed kts | Climb Angle ° | Climb Rate fpm | Duration sec
a | 39.50 | 10,000 AGL | 88 Variable | 250 | -2.0 | -900 | 332
b | 16.46 | 5,000 AGL | 88 Variable | 250 | -5.2 | -2300 | 92
c | 10.08 | 1,500 AGL | 88 Variable | 250 | 0.0 | 0 | 50
d | 6.63 | 1,500 AGL | 88 Variable | 250 | 0.0 | 0 | 37
e | 4.30 | 1,500 AGL | 70 Approach | 200 | 0.0 | 0 | 19
f | 3.31 | 1,500 AGL | 78 Approach | 180 | -4.9 | -1400 | 51
g | 0.99 | 300 AGL | 75 Approach | 150 | -2.4 | -600 | 25
h | 0.00 | 50 AGL | 75 Approach | 130
Flight Profile A1AC
VFR arr to pitch out_47% OF TOTAL ARR_100/0
0
10,000
20,000
30,000
40,000
50,000
Scale in Feet 1:161,000 (1 inch = 13,400 feet)
N



Flight Profile A1AD

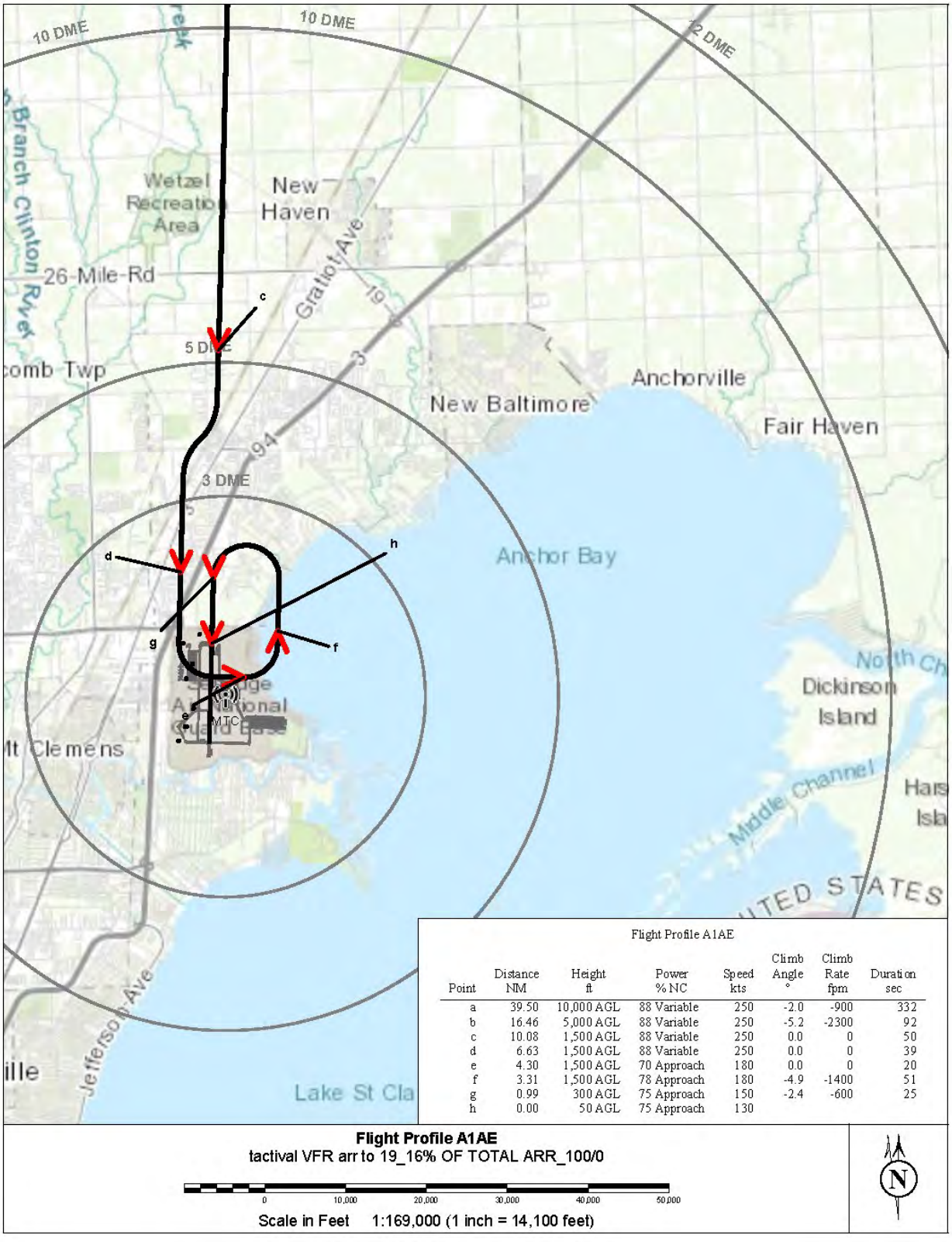
Point	Distance NM	Height ft	Power % NC	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	39.50	10,000 AGL	88 Variable	250	-2.9	-1300	332
b	16.46	3,000 AGL	88 Variable	250	-2.2	-1000	92
c	10.08	1,500 AGL	88 Parallel	250	0.0	0	50
d	6.63	1,500 AGL	88 Variable	250	0.0	0	37
e	4.30	1,500 AGL	70 Approach	200	0.0	0	19
f	3.31	1,500 AGL	78 Approach	180	-4.9	-1400	50
g	1.00	300 AGL	75 Approach	150	-2.4	-600	26
h	0.00	50 AGL	75 Approach	130			

Flight Profile A1AD

VFR to pitch out to 01_7% OF TOTAL ARR_100/0

0 10,000 20,000 30,000 40,000 50,000

Scale in Feet 1:174,000 (1 inch = 14,500 feet)



Flight Profile A1AE

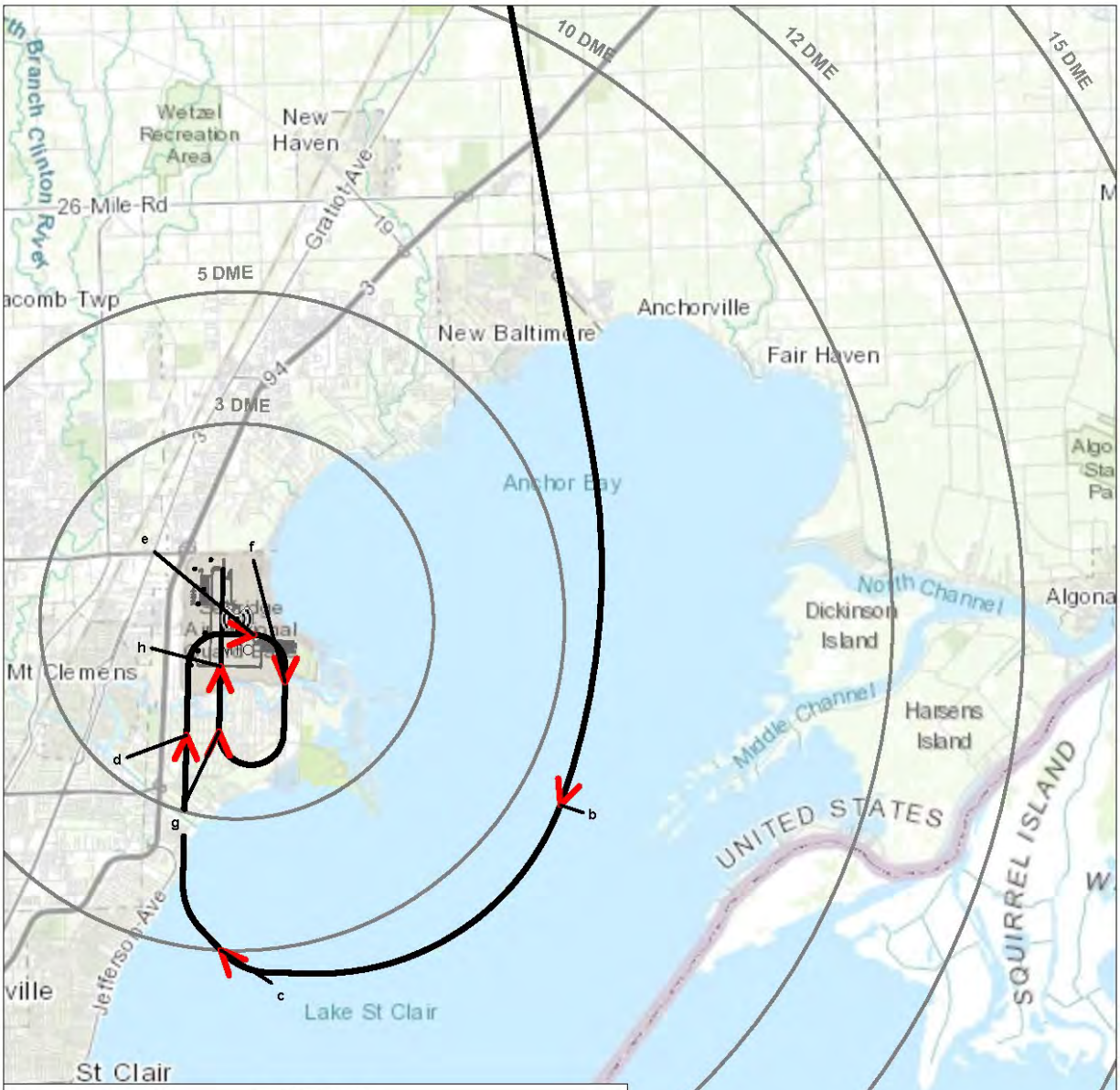
Point	Distance NM	Height ft	Power % NC	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	39.50	10,000 AGL	88 Variable	250	-2.0	-900	332
b	16.46	5,000 AGL	88 Variable	250	-5.2	-2300	92
c	10.08	1,500 AGL	88 Variable	250	0.0	0	50
d	6.63	1,500 AGL	88 Variable	250	0.0	0	39
e	4.30	1,500 AGL	70 Approach	180	0.0	0	20
f	3.31	1,500 AGL	78 Approach	180	-4.9	-1400	51
g	0.99	300 AGL	75 Approach	150	-2.4	-600	25
h	0.00	50 AGL	75 Approach	130			

Flight Profile A1AE

tactival VFR arr to 19_16% OF TOTAL ARR_100/0

0 10,000 20,000 30,000 40,000 50,000

Scale in Feet 1:169,000 (1 inch = 14,100 feet)



Flight Profile A1AF

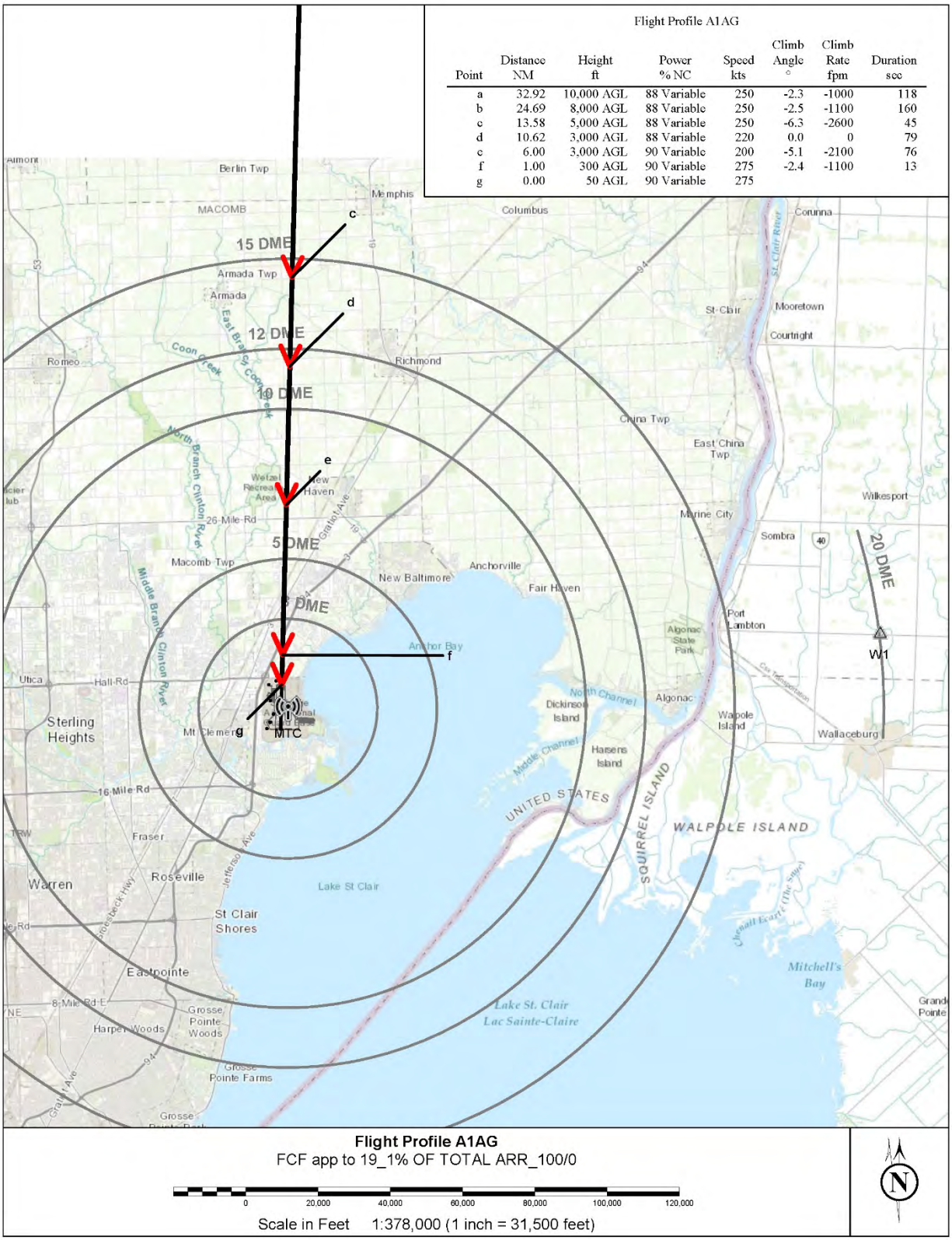
Point	Distance NM	Height ft	Power % NC	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	39.50	10,000 AGL	88 Variable	250	-2.9	-1300	332
b	16.46	3,000 AGL	88 Variable	250	-2.2	-1000	92
c	10.08	1,500 AGL	88 Variable	250	0.0	0	50
d	6.63	1,500 AGL	88 Variable	250	0.0	0	37
e	4.30	1,500 AGL	70 Approach	200	0.0	0	19
f	3.31	1,500 AGL	78 Approach	180	-4.9	-1400	51
g	0.99	300 AGL	75 Approach	150	-2.4	-600	25
h	0.00	50 AGL	75 Approach	130			

Flight Profile A1AF

tactical VFR arr to 01_<1% OF TOTAL ARR_100/0

0 10,000 20,000 30,000 40,000 50,000 60,000

Scale in Feet 1:202,000 (1 inch = 16,900 feet)


Flight Profile A1AG
Point | Distance NM | Height ft | Power % NC | Speed kts | Climb Angle ° | Climb Rate fpm | Duration sec
a | 32.92 | 10,000 AGL | 88 Variable | 250 | -2.3 | -1000 | 118
b | 24.69 | 8,000 AGL | 88 Variable | 250 | -2.5 | -1100 | 160
c | 13.58 | 5,000 AGL | 88 Variable | 250 | -6.3 | -2600 | 45
d | 10.62 | 3,000 AGL | 88 Variable | 220 | 0.0 | 0 | 79
e | 6.00 | 3,000 AGL | 90 Variable | 200 | -5.1 | -2100 | 76
f | 1.00 | 300 AGL | 90 Variable | 275 | -2.4 | -1100 | 13
g | 0.00 | 50 AGL | 90 Variable | 275
15 DME
12 DME
10 DME
5 DME
DME
20 DME
MTC
W1
Flight Profile A1AG
FCF app to 19_1% OF TOTAL ARR_100/0
0 20,000 40,000 60,000 80,000 100,000 120,000
Scale in Feet 1:378,000 (1 inch = 31,500 feet)

Flight Profile A1DA

Point	Distance NM	Height ft	Power % NC	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	0 AGL	93 Max Cont	0	0.0	0	38
b	0.74	0 AGL	105 Max Rated Thrust	140	3.8	1100	26
c	1.97	500 AGL	105 Max Rated Thrust	200	14.0	5300	23
d	3.29	2,500 AGL	97 Nominal Rated Thrust	220	6.7	2800	76
e	8.23	6,000 AGL	96 Nominal Rated Thrust	250	2.3	1000	237
f	24.69	10,000 AGL	96 Variable	250	4.6	2000	118
g	32.92	14,000 AGL	96 Variable	250			

Flight Profile A1DA

A10 DEPARTURES ON 01_90% OF TOTAL DEP_100/0

0 4,000 8,000 12,000 16,000 20,000 24,000 28,000 32,000 36,000 40,000

Scale in Feet 1:121,000 (1 inch = 10,100 feet)

Flight Profile A1DB

Point	Distance NM	Height ft	Power % NC	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	0 AGL	93 Max Cont	0	0.0	0	38
b	0.74	0 AGL	97 Max Rated Thrust	140	3.7	1100	27
c	2.00	500 AGL	97 Max Rated Thrust	200	14.3	5400	22
d	3.29	2,500 AGL	97 Normal Rated Thrust	220	2.9	1200	76
e	8.23	4,000 AGL	96 Normal Rated Thrust	250	3.4	1500	237
f	24.69	10,000 AGL	96 Variable	250	4.6	2000	118
g	32.92	14,000 AGL	96 Variable	250			

Flight Profile A1DB

A10 IFR DEPARTURE ON 19_5% OF TOTAL DEP_100/0

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000 90,000

Scale in Feet 1:282,000 (1 inch = 23,500 feet)

Flight Profile A1DC

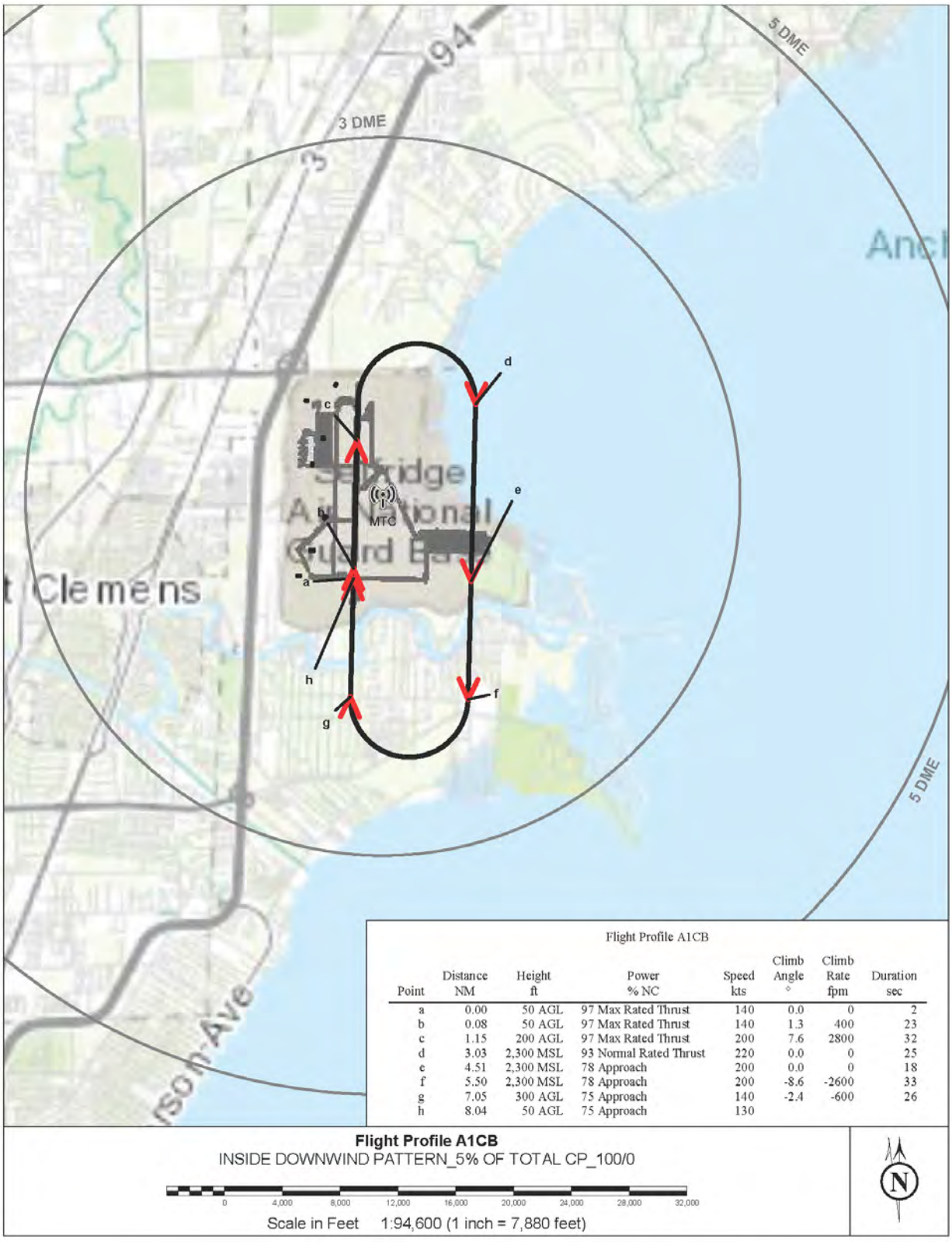
Point	Distance NM	Height ft	Power % NC	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	0 AGL	93 Max Cont	0	0.0	0	38
b	0.74	0 AGL	105 Max Rated Thrust	140	3.7	1100	27
c	2.00	500 AGL	105 Max Rated Thrust	200	14.3	5400	22
d	3.29	2,500 AGL	97 Normal Rated Thrust	220	2.9	1200	76
e	8.23	4,000 AGL	96 Normal Rated Thrust	250	4.7	2100	173
f	20.22	10,000 AGL	96 Variable	250	8.4	3700	65
g	24.70	14,000 AGL	96 Variable	250			

Flight Profile A1DC

A10 VFR DEPARTURE ON 19_5% OF TOTAL DEP_100/0

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000 90,000

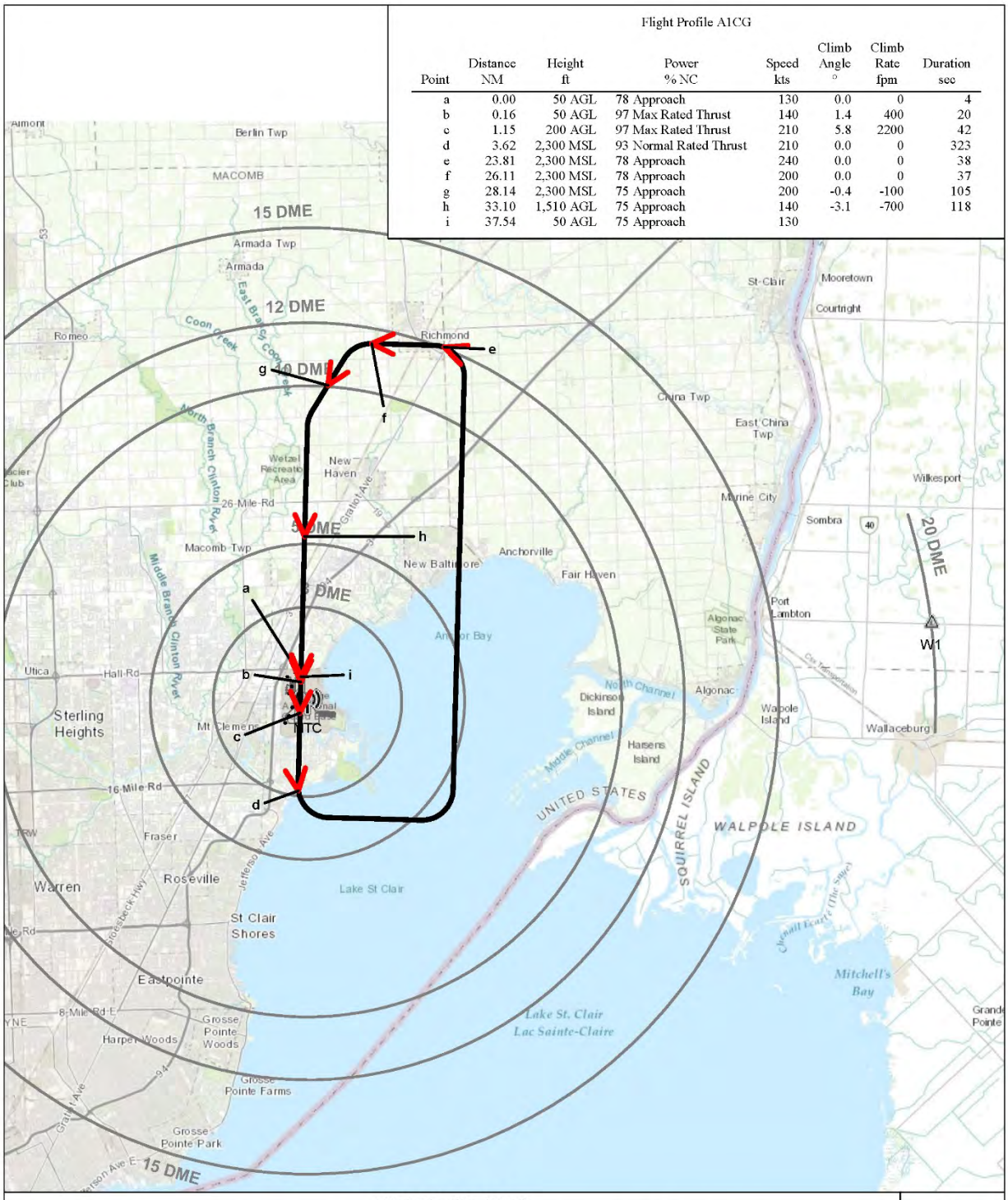
Scale in Feet 1:262,000 (1 inch = 21,800 feet)



Point	Distance NM	Height ft	Power % NC	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	50 AGL	97 Max Rated Thrust	140	0.0	0	2
b	0.08	50 AGL	97 Max Rated Thrust	140	1.3	400	23
c	1.15	200 AGL	97 Max Rated Thrust	200	7.6	2800	32
d	3.03	2,300 MSL	93 Normal Rated Thrust	220	0.0	0	25
e	4.51	2,300 MSL	78 Approach	200	0.0	0	18
f	5.50	2,300 MSL	78 Approach	200	-8.6	-2600	33
g	7.05	300 AGL	75 Approach	140	-2.4	-600	26
h	8.04	50 AGL	75 Approach	130			

Flight Profile A1CG

Point	Distance NM	Height ft	Power % NC	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	50 AGL	78 Approach	130	0.0	0	4
b	0.16	50 AGL	97 Max Rated Thrust	140	1.4	400	20
c	1.15	200 AGL	97 Max Rated Thrust	210	5.8	2200	42
d	3.62	2,300 MSL	93 Normal Rated Thrust	210	0.0	0	323
e	23.81	2,300 MSL	78 Approach	240	0.0	0	38
f	26.11	2,300 MSL	78 Approach	200	0.0	0	37
g	28.14	2,300 MSL	75 Approach	200	-0.4	-100	105
h	33.10	1,510 AGL	75 Approach	140	-3.1	-700	118
i	37.54	50 AGL	75 Approach	130			



Flight Profile A1CG

IFR APPROACH FLOWN AFTER A LOW APPROACH_9% OF TOTAL CP_100/0

0 20,000 40,000 60,000 80,000 100,000 120,000

Scale in Feet 1:380,000 (1 inch = 31,600 feet)

Flight Profile A1CH

Point	Distance NM	Height ft	Power % NC	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	50 AGL	78 Approach	140	0.0	0	4
b	0.16	50 AGL	97 Max Rated Thrust	140	1.4	400	21
c	1.15	200 AGL	97 Max Rated Thrust	200	5.8	2100	44
d	3.62	2,300 MSL	93 Normal Rated Thrust	200	0.0	0	346
e	23.81	2,300 MSL	78 Approach	220	0.0	0	38
f	26.11	2,300 MSL	78 Approach	220	0.0	0	35
g	28.14	2,300 MSL	75 Approach	200	-0.4	-100	105
h	33.10	1,510 AGL	75 Approach	140	-3.1	-700	118
i	37.54	50 AGL	75 Approach	130			

Flight Profile A1CH

IFR APPROACH FLOWN AFTER A LOW APPROACH_1% OF TOTAL CP_100/0

0 20,000 40,000 60,000 80,000 100,000 120,000

Scale in Feet 1:380,000 (1 inch = 31,600 feet)

Flight Profile A1CK

Point	Distance NM	Height ft	Power % NC	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	50 AGL	97 Max Rated Thrust	140	0.0	0	2
b	0.08	50 AGL	97 Max Rated Thrust	140	1.3	400	23
c	1.15	200 AGL	97 Max Rated Thrust	200	9.4	3500	26
d	2.66	2,300 MSL	93 Approach	220	0.0	0	21
e	3.87	2,300 MSL	78 Approach	200	0.0	0	21
f	5.02	2,300 MSL	78 Approach	200	-9.8	-3000	29
g	6.38	300 AGL	75 Approach	140	-2.2	-500	28
h	7.43	50 AGL	75 Approach	130			

Flight Profile A1CK

INSIDE DOWNWIND PATTERN_85% OF TOTAL CP_100/0

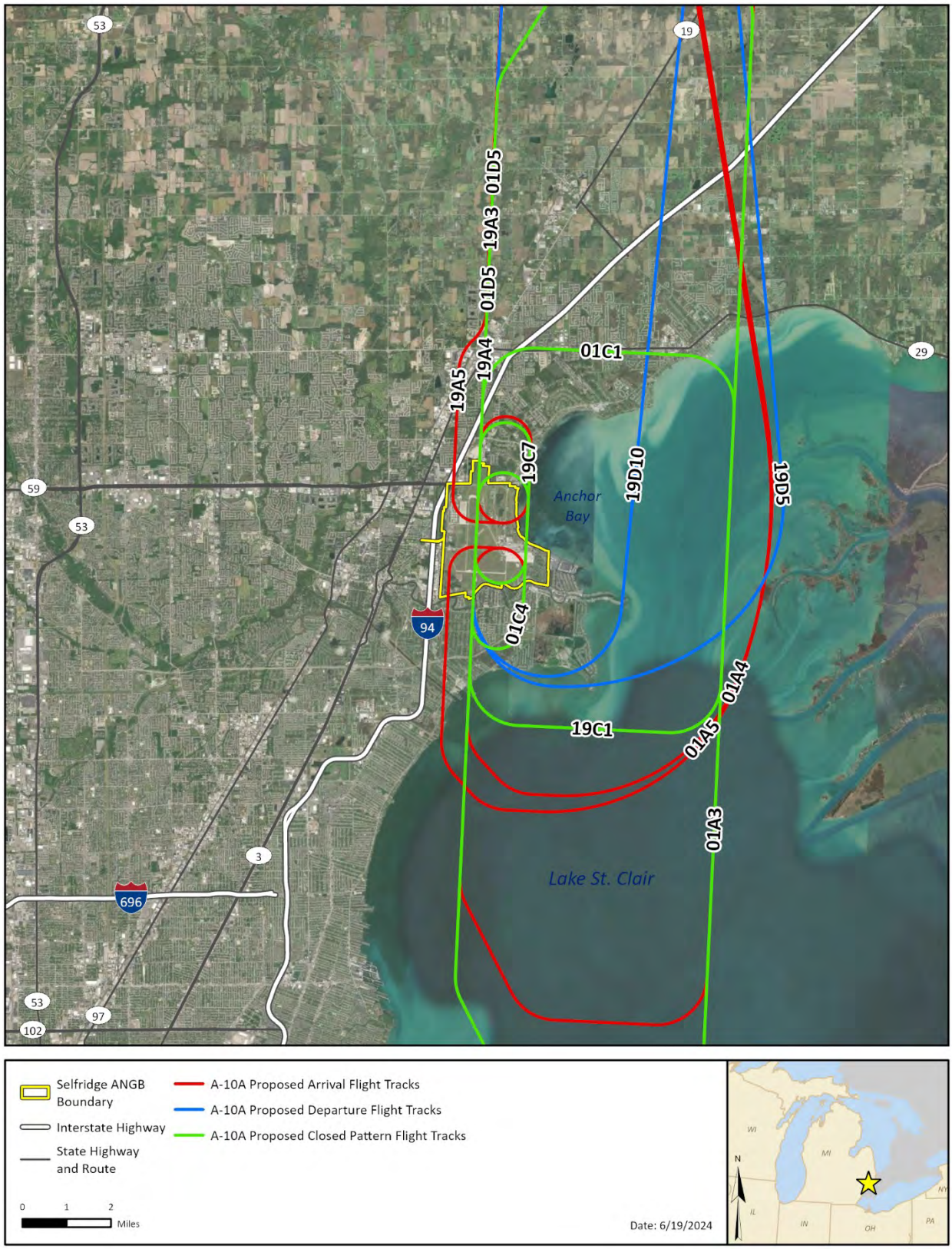
0 4,000 8,000 12,000 16,000 20,000 24,000 28,000

Scale in Feet 1:86,200 (1 inch = 7,190 feet)

A-10 UNDER RUNWAY MODIFICATION

- A-10 operations would remain as described in Table 1.

Flight Tracks



A-10 Flight Profiles

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Flight Profile A1AA_@NEWTHRESHOLD

Point	Distance ft	Height ft	Power % NC	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	200,000	10,000 AGL	88 Variable	250	-2.3	-1000	118
b	150,000	8,000 AGL	88 Variable	250	-2.5	-1100	160
c	82,500	5,000 AGL	88 Variable	250	-6.3	-2600	45
d	64,500	3,000 AGL	88 Variable	220	-2.5	-800	87
e	36,457	1,800 AGL	78 Approach	160	-2.8	-700	120
f	6,076	300 AGL	75 Approach	140	-2.4	-600	27
g	0	50 AGL	75 Approach	130			

Flight Profile A1AA_@NEWTHRESHOLD
19A3_@NEWTHRESHOLD
ILS app to 19_26% OF TOTAL ARR_90/10

0 20,000 40,000 60,000 80,000 100,000 120,000

Scale in Feet 1:379,000 (1 inch = 31,600 feet)

Flight Profile A1AB_@NEWTHRESHOLD

Point	Distance ft	Height ft	Power % NC	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	200,000	10,000 AGL	88 Variable	250	-2.3	-1000	118
b	150,000	8,000 AGL	88 Variable	250	-4.2	-1900	160
c	82,500	3,000 AGL	88 Variable	250	0.0	0	45
d	64,500	3,000 AGL	88 Variable	220	-2.5	-1000	76
e	36,457	1,800 AGL	78 Approach	220	-2.8	-900	100
f	6,076	300 AGL	75 Approach	140	-2.4	-600	27
g	0	50 AGL	75 Approach	130			

Flight Profile A1AB_@NEWTHRESHOLD
01A3_@NEWTHRESHOLD
ILS app to 01_3% OF TOTAL ARR_90/10

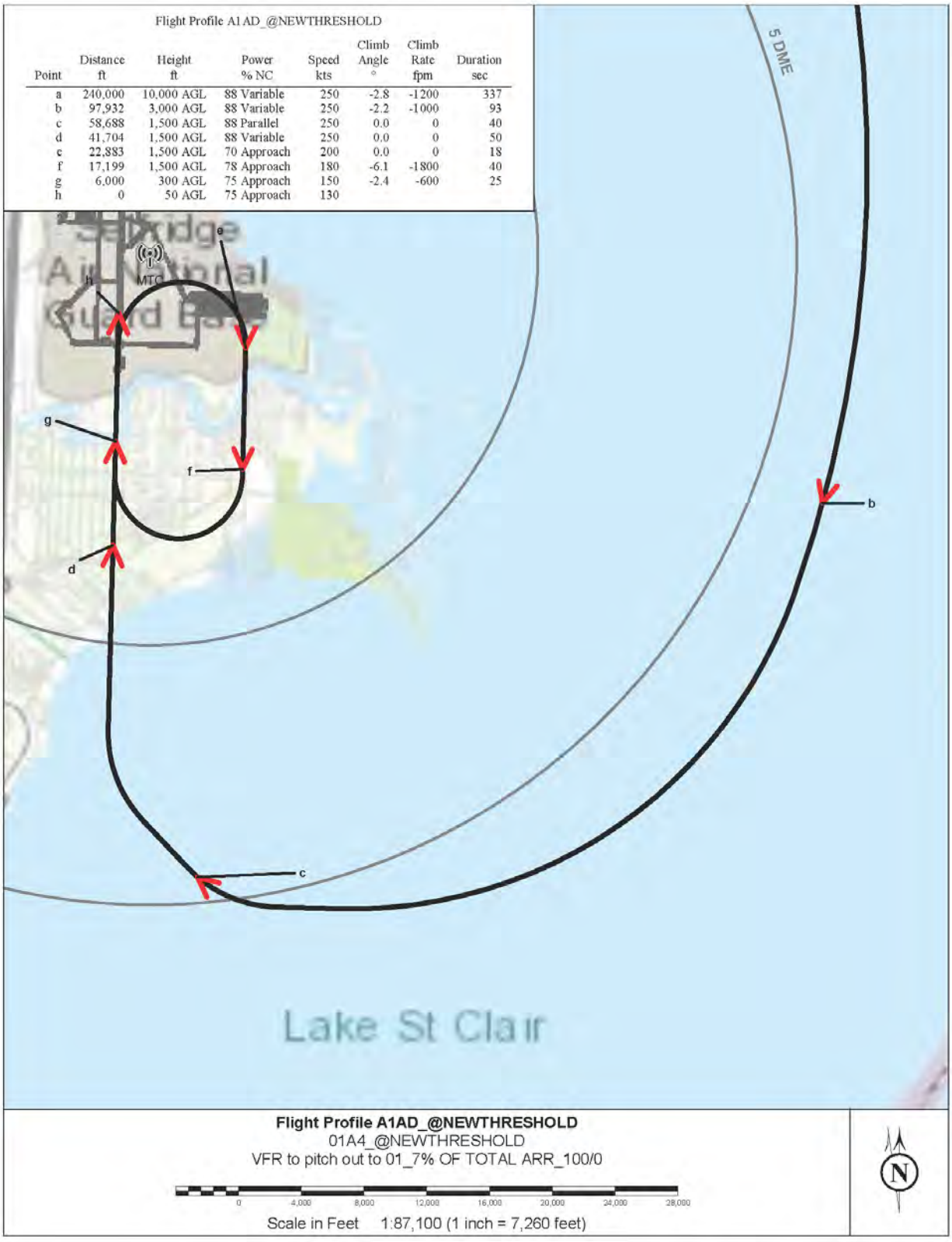
0 20,000 40,000 60,000 80,000 100,000

Scale in Feet 1:343,000 (1 inch = 28,600 feet)

Flight Profile A1AC_@NEWTHRESHOLD
Point | Distance ft | Height ft | Power % NC | Speed kts | Climb Angle ° | Climb Rate fpm | Duration sec
a | 240,000 | 10,000 AGL | 88 Variable | 250 | -2.0 | -900 | 332
b | 100,000 | 5,000 AGL | 88 Variable | 250 | -5.2 | -2300 | 92
c | 61,276 | 1,500 AGL | 88 Variable | 250 | 0.0 | 0 | 49
d | 40,783 | 1,500 AGL | 88 Variable | 250 | 0.0 | 0 | 36
e | 26,996 | 1,500 AGL | 70 Approach | 200 | 0.0 | 0 | 23
f | 19,770 | 1,500 AGL | 78 Approach | 180 | -5.0 | -1500 | 49
g | 6,000 | 300 AGL | 75 Approach | 150 | -2.4 | -600 | 25
h | 0 | 50 AGL | 75 Approach | 130
5 DME
3 DME
94
MTC
Flight Profile A1AC_@NEWTHRESHOLD
19A4_@NEWTHRESHOLD
VFR arr to pitch out_47% OF TOTAL ARR_100/0
0 4,000 8,000 12,000 16,000 20,000 24,000
Scale in Feet 1:80,700 (1 inch = 6,720 feet)
N

Flight Profile A1 AD_@NEWTHRESHOLD

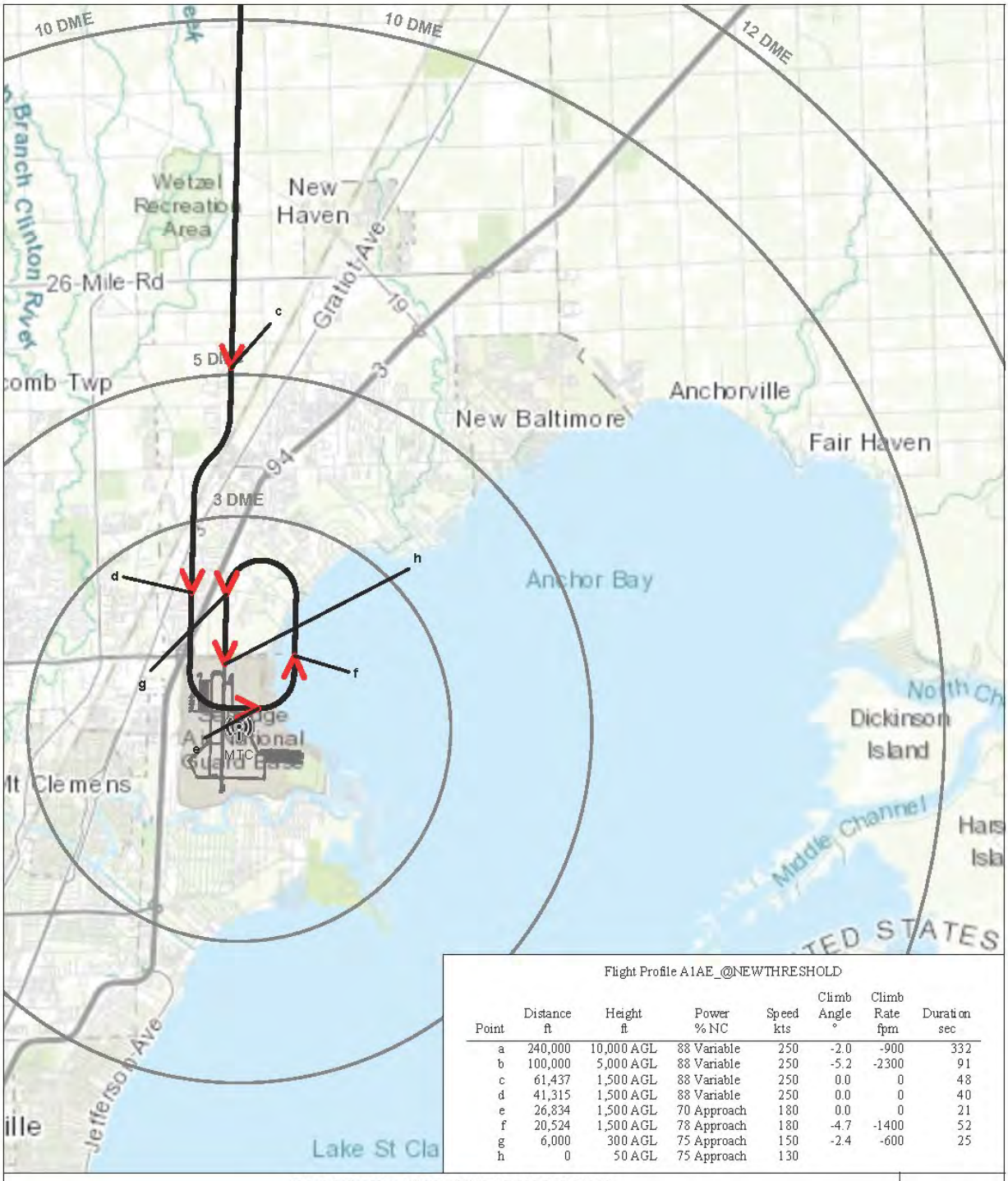
Point	Distance ft	Height ft	Power % NC	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	240,000	10,000 AGL	88 Variable	250	-2.8	-1200	337
b	97,932	3,000 AGL	88 Variable	250	-2.2	-1000	93
c	58,688	1,500 AGL	88 Parallel	250	0.0	0	40
d	41,704	1,500 AGL	88 Variable	250	0.0	0	50
e	22,883	1,500 AGL	70 Approach	200	0.0	0	18
f	17,199	1,500 AGL	78 Approach	180	-6.1	-1800	40
g	6,000	300 AGL	75 Approach	150	-2.4	-600	25
h	0	50 AGL	75 Approach	130			



Flight Profile A1AD_@NEWTHRESHOLD
01A4_@NEWTHRESHOLD
VFR to pitch out to 01_7% OF TOTAL ARR_100/0

0 4,000 8,000 12,000 16,000 20,000 24,000 28,000

Scale in Feet 1:87,100 (1 inch = 7,260 feet)



Flight Profile A1AE_@NEWTHRESHOLD

Point	Distance ft	Height ft	Power % NC	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	240,000	10,000 AGL	88 Variable	250	-2.0	-900	332
b	100,000	5,000 AGL	88 Variable	250	-5.2	-2300	91
c	61,437	1,500 AGL	88 Variable	250	0.0	0	48
d	41,315	1,500 AGL	88 Variable	250	0.0	0	40
e	26,834	1,500 AGL	70 Approach	180	0.0	0	21
f	20,524	1,500 AGL	78 Approach	180	-4.7	-1400	52
g	6,000	300 AGL	75 Approach	150	-2.4	-600	25
h	0	50 AGL	75 Approach	130			

Flight Profile A1AE_@NEWTHRESHOLD
19A5_@NEWTHRESHOLD
tactival VFR arr to 19_16% OF TOTAL ARR_100/0

0 10,000 20,000 30,000 40,000 50,000

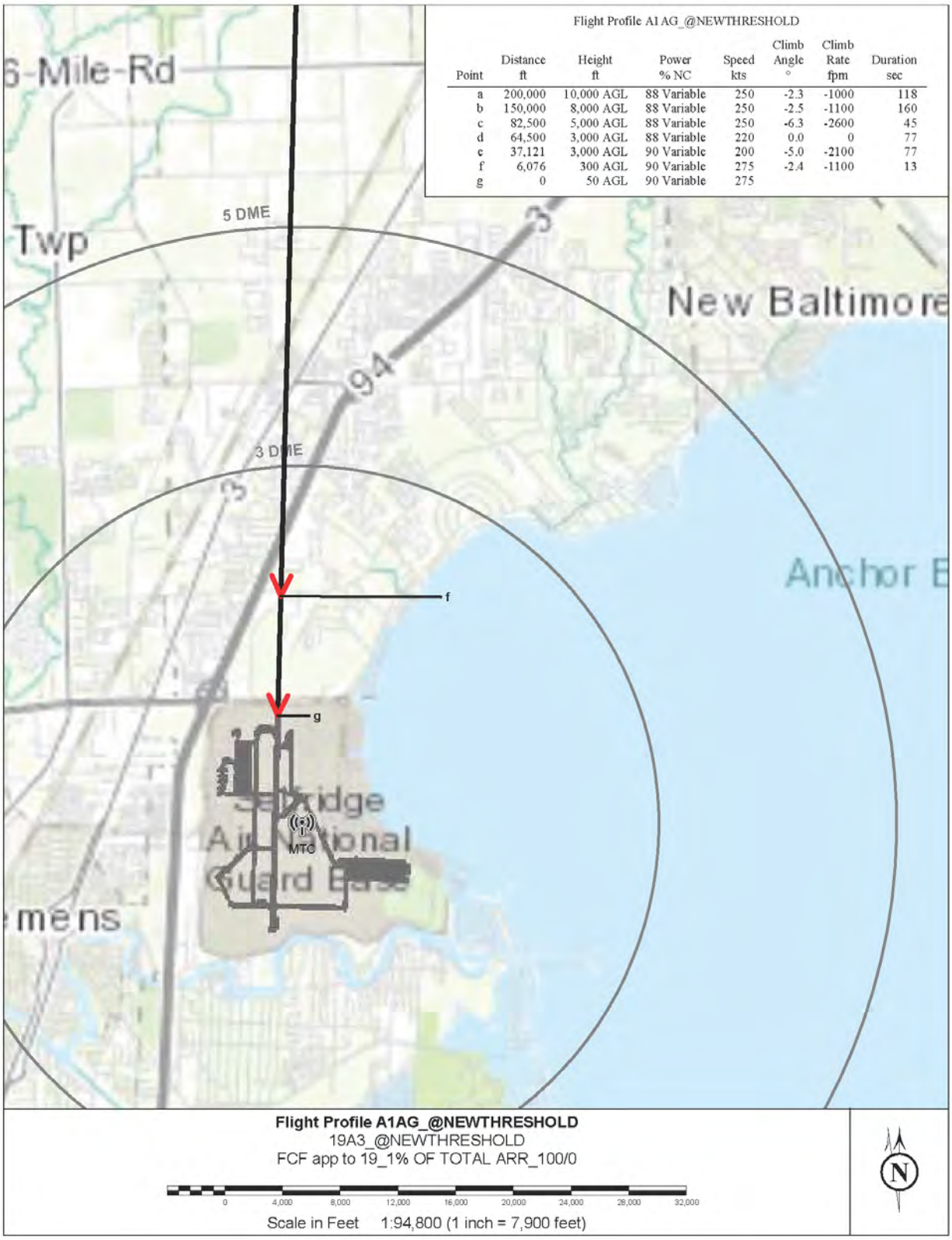
Scale in Feet 1:169,000 (1 inch = 14,100 feet)

Flight Profile A1AF_@NEWTHRESHOLD

Point	Distance ft	Height ft	Power % NC	Speed kts	Climb Angle	Climb Rate fpm	Duration sec
a	240,000	10,000 AGL	88 Variable	250	-2.9	-1300	332
b	100,000	3,000 AGL	88 Variable	250	-2.2	-1000	92
c	41,274	1,500 AGL	88 Variable	250	0.0	0	48
d	41,143	1,500 AGL	88 Variable	250	0.0	0	34
e	27,595	1,500 AGL	70 Approach	200	0.0	0	32
f	17,433	1,500 AGL	78 Approach	180	-4.0	-1800	41
g	6,000	300 AGL	75 Approach	150	-2.4	-400	23
h	0	50 AGL	75 Approach	130			

Flight Profile A1AF_@NEWTHRESHOLD
01A5_@NEWTHRESHOLD
tactical VFR arr to 01_>1% OF TOTAL ARR_100/0

Scale in Feet 1:101,000 (1 inch = 8,440 feet)


Flight Profile A1AG_@NEWTHRESHOLD
Point | Distance ft | Height ft | Power % NC | Speed kts | Climb Angle ° | Climb Rate fpm | Duration sec
a | 200,000 | 10,000 AGL | 88 Variable | 250 | -2.3 | -1000 | 118
b | 150,000 | 8,000 AGL | 88 Variable | 250 | -2.5 | -1100 | 160
c | 82,500 | 5,000 AGL | 88 Variable | 250 | -6.3 | -2600 | 45
d | 64,500 | 3,000 AGL | 88 Variable | 220 | 0.0 | 0 | 77
e | 37,121 | 3,000 AGL | 90 Variable | 200 | -5.0 | -2100 | 77
f | 6,076 | 300 AGL | 90 Variable | 275 | -2.4 | -1100 | 13
g | 0 | 50 AGL | 90 Variable | 275
6-Mile-Rd
Twp
5 DME
3 DME
New Baltimore
Anchor B
f
g
MTC
Flight Profile A1AG_@NEWTHRESHOLD
19A3_@NEWTHRESHOLD
FCF app to 19_1% OF TOTAL ARR_100/0
0 4,000 8,000 12,000 16,000 20,000 24,000 28,000 32,000
Scale in Feet 1:94,800 (1 inch = 7,900 feet)
N

Flight Profile A1DA

Point	Distance ft	Height ft	Power % NC	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	93 Max Cont	0	0.0	0	38
b	4,500	0 AGL	105 Max Rated Thrust	140	3.8	1100	26
c	12,000	500 AGL	105 Max Rated Thrust	200	14.0	5300	23
d	20,000	2,500 AGL	97 Normal Rated Thrust	220	6.7	2800	76
e	50,000	6,000 AGL	96 Normal Rated Thrust	250	2.3	1000	237
f	150,000	10,000 AGL	96 Variable	250	4.6	2000	118
g	200,000	14,000 AGL	96 Variable	250			

Flight Profile A1DA

01D5

A10 DEPARTURES ON 01_90% OF TOTAL DEP_100/0

0 4,000 8,000 12,000 16,000 20,000 24,000 28,000 32,000 36,000 40,000

Scale in Feet 1:121,000 (1 inch = 10,100 feet)

Flight Profile A1D A_@NEWTHRESHOLD

Point	Distance ft	Height ft	Power % NC	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	93 Max Cont	0	0.0	0	38
b	4,500	0 AGL	105 Max Rated Thrust	140	3.8	1100	26
c	12,000	500 AGL	105 Max Rated Thrust	200	14.0	5300	23
d	20,000	2,500 AGL	97 Normal Rated Thrust	220	6.7	2800	76
e	50,000	6,000 AGL	96 Normal Rated Thrust	250	2.3	1000	237
f	150,000	10,000 AGL	96 Variable	250	4.6	2000	118
g	200,000	14,000 AGL	96 Variable	250			

Flight Profile A1DA_@NEWTHRESHOLD

01D5_@NEWTHRESHOLD

A10 DEPARTURES ON 01_90% OF TOTAL DEP_100/0

0 4,000 8,000 12,000 16,000 20,000 24,000 28,000 32,000 36,000 40,000

Scale in Feet 1:121,000 (1 inch = 10,100 feet)

N

Flight Profile A1DB

Point	Distance ft	Height ft	Power % NC	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	93 Max Cont	0	0.0	0	38
b	4,500	0 AGL	97 Max Rated Thrust	140	3.7	1100	27
c	12,152	500 AGL	97 Max Rated Thrust	200	14.3	5400	22
d	20,000	2,500 AGL	97 Normal Rated Thrust	220	2.9	1200	76
e	50,000	4,000 AGL	96 Normal Rated Thrust	250	3.4	1500	237
f	150,000	10,000 AGL	96 Variable	250	4.6	2000	118
g	200,000	14,000 AGL	96 Variable	250			

Flight Profile A1DB
19D5_@NEWTHRESHOLD
A10 IFR DEPARTURE ON 19_5% OF TOTAL DEP_100/0

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000 90,000

Scale in Feet 1:282,000 (1 inch = 23,500 feet)

Flight Profile A1DC

Point	Distance ft	Height ft	Power % NC	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	93 Max Cont	0	0.0	0	38
b	4,500	0 AGL	105 Max Rated Thrust	140	3.7	1100	27
c	12,152	500 AGL	105 Max Rated Thrust	200	14.3	5400	22
d	20,000	2,500 AGL	97 Normal Rated Thrust	220	2.9	1200	76
e	50,000	4,000 AGL	96 Normal Rated Thrust	250	4.7	2100	173
f	122,846	10,000 AGL	96 Variable	250	8.4	3700	65
g	150,071	14,000 AGL	96 Variable	250			

Flight Profile A1DC

19D10_@NEWTHRESHOLD

A10 VFR DEPARTURE ON 19_5% OF TOTAL DEP_100/0

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000 90,000

Scale in Feet 1:262,000 (1 inch = 21,800 feet)

Flight Profile A1CB

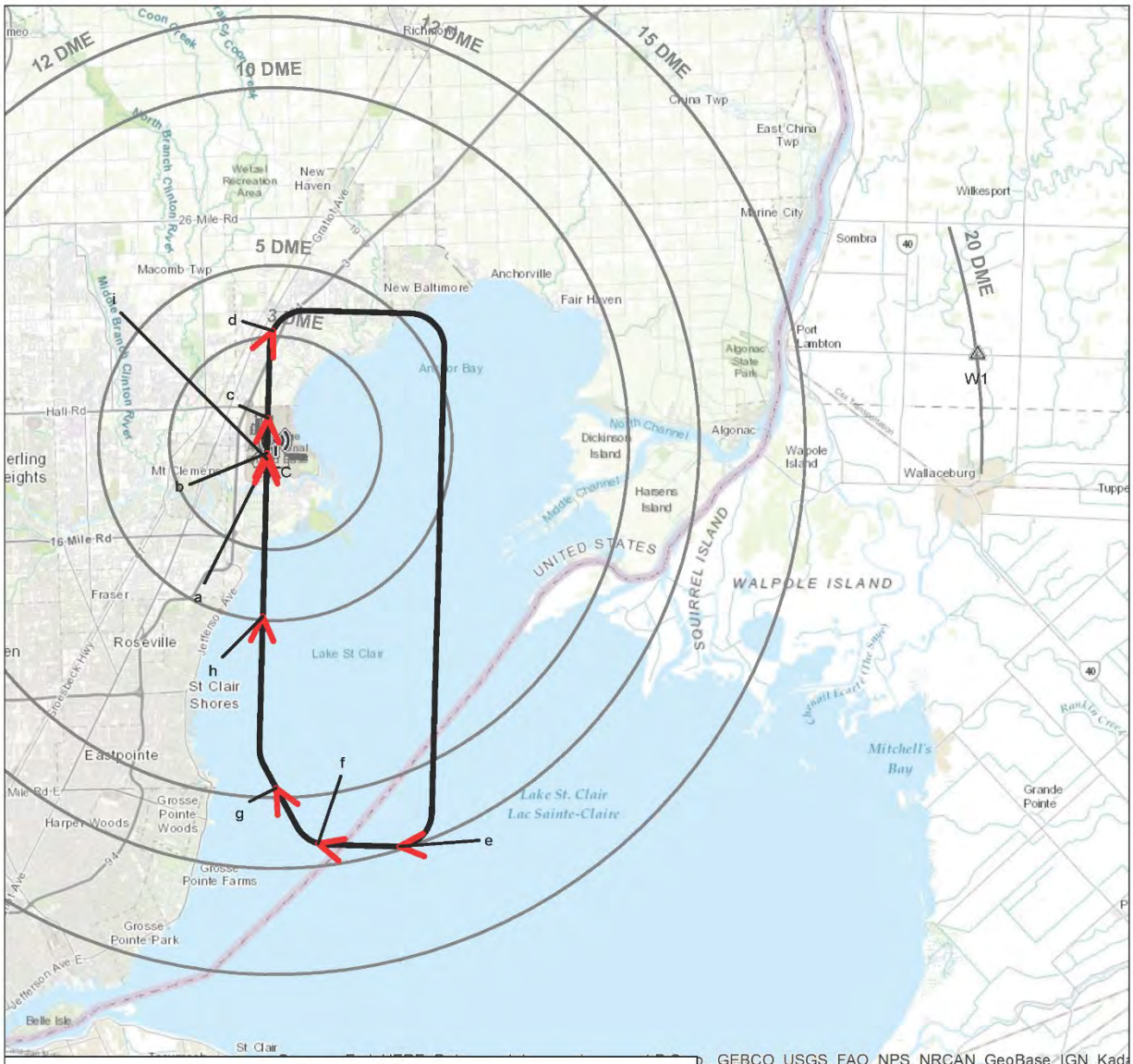
Point	Distance ft	Height ft	Power % NC	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	50 AGL	97 Max Rated Thrust	140	0.0	0	2
b	500	50 AGL	97 Max Rated Thrust	140	1.3	400	23
c	7,000	200 AGL	97 Max Rated Thrust	200	7.6	2800	32
d	18,425	2,300 MSL	93 Normal Rated Thrust	220	0.0	0	25
e	27,425	2,300 MSL	78 Approach	200	0.0	0	18
f	33,424	2,300 MSL	78 Approach	200	-10.1	-3100	28
g	41,392	300 AGL	75 Approach	140	-2.4	-600	26
h	47,392	50 AGL	75 Approach	130			

Flight Profile A1CB
01C4_@NEWTHRESHOLD
INSIDE DOWNWIND PATTERN_5% OF TOTAL CP_100/0

0 4,000 8,000 12,000 16,000 20,000 24,000 28,000 32,000

Scale in Feet 1:94,600 (1 inch = 7,880 feet)

Flight Profile A1CG
Point | Distance ft | Height ft | Power % NC | Speed kts | Climb Angle ° | Climb Rate fpm | Duration sec
a | 0 | 50 AGL | 78 Approach | 130 | 0.0 | 0 | 4
b | 1,000 | 50 AGL | 97 Max Rated Thrust | 140 | 1.4 | 400 | 20
c | 7,000 | 200 AGL | 97 Max Rated Thrust | 210 | 5.8 | 2200 | 42
d | 22,000 | 2,300 MSL | 93 Normal Rated Thrust | 210 | 0.0 | 0 | 323
e | 144,667 | 2,300 MSL | 78 Approach | 240 | 0.0 | 0 | 38
f | 158,666 | 2,300 MSL | 78 Approach | 200 | 0.0 | 0 | 37
g | 171,000 | 2,300 MSL | 75 Approach | 200 | -0.4 | -100 | 105
h | 201,091 | 1,510 AGL | 75 Approach | 140 | -3.1 | -700 | 118
i | 228,091 | 50 AGL | 75 Approach | 130
15 DME
12 DME
9 DME
5 DME
20 DME
Berlin Twp
MACOMB
Armada Twp
Armada
Romeo
Richmond
St Clair
Mooretown
Courtright
China Twp
East China Twp
Marine City
Wilkesport
Sombra
New Haven
Macomb Twp
Anchorville
Fair Haven
Port Lambton
Algonac State Park
Algonac
Dickinson Island
Walpole Island
Wallaceburg
Harsens Island
Sterling Heights
Utica
Mt Clemens
MTC
Warren
Roseville
Fraser
St Clair Shores
Eastpointe
Harper Woods
Grosse Pointe Woods
Grosse Pointe Farms
Grosse Pointe Park
Grande Pointe
Lake St Clair
Lake St. Clair
Lac Sainte-Claire
Mitchell's Bay
UNITED STATES
WALPOLE ISLAND
SQUIRREL ISLAND
Middle Channel
North Channel
Hall Rd
16 Mile Rd
26 Mile Rd
8 Mile Rd
W1
a
b
c
d
e
f
g
h
i
Flight Profile A1CG
19C1_@NEWTHRESHOLD
IFR APPROACH FLOWN AFTER A LOW APPROACH_9% OF TOTAL CP_100/0
0
20,000
40,000
60,000
80,000
100,000
120,000
Scale in Feet 1:380,000 (1 inch = 31,600 feet)
N



Flight Profile A1CH

Point	Distance ft	Height ft	Power % NC	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	50 AGL	78 Approach	140	0.0	0	4
b	1,000	50 AGL	97 Max Rated Thrust	140	1.4	400	21
c	7,000	200 AGL	97 Max Rated Thrust	200	5.8	2100	44
d	22,000	2,300 MSL	93 Normal Rated Thrust	200	0.0	0	346
e	144,667	2,300 MSL	78 Approach	220	0.0	0	38
f	158,666	2,300 MSL	78 Approach	220	0.0	0	35
g	171,000	2,300 MSL	75 Approach	200	-0.4	-100	105
h	201,091	1,510 AGL	75 Approach	140	-3.1	-700	118
i	228,091	50 AGL	75 Approach	130			

Flight Profile A1CH
01C1_@NEW THRESHOLD
IFR APPROACH FLOWN AFTER A LOW APPROACH_1% OF TOTAL CP_100/0

0 20,000 40,000 60,000 80,000 100,000 120,000

Scale in Feet 1:380,000 (1 inch = 31,600 feet)

Flight Profile A1CK

Point	Distance ft	Height ft	Power % NC	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	50 AGL	97 Max Rated Thrust	140	0.0	0	2
b	500	50 AGL	97 Max Rated Thrust	140	1.3	400	23
c	7,000	200 AGL	97 Max Rated Thrust	200	9.4	3500	26
d	16,190	2,300 MSL	93 Approach	220	0.0	0	21
e	23,544	2,300 MSL	78 Approach	200	0.0	0	21
f	30,498	2,300 MSL	78 Approach	200	-9.8	-3000	29
g	38,751	300 AGL	75 Approach	140	-2.2	-500	28
h	45,121	50 AGL	75 Approach	130			

Flight Profile A1CK
19C7_@NEWTHRESHOLD
INSIDE DOWNWIND PATTERN_85% OF TOTAL CP_100/0

0 4,000 8,000 12,000 16,000 20,000 24,000 28,000

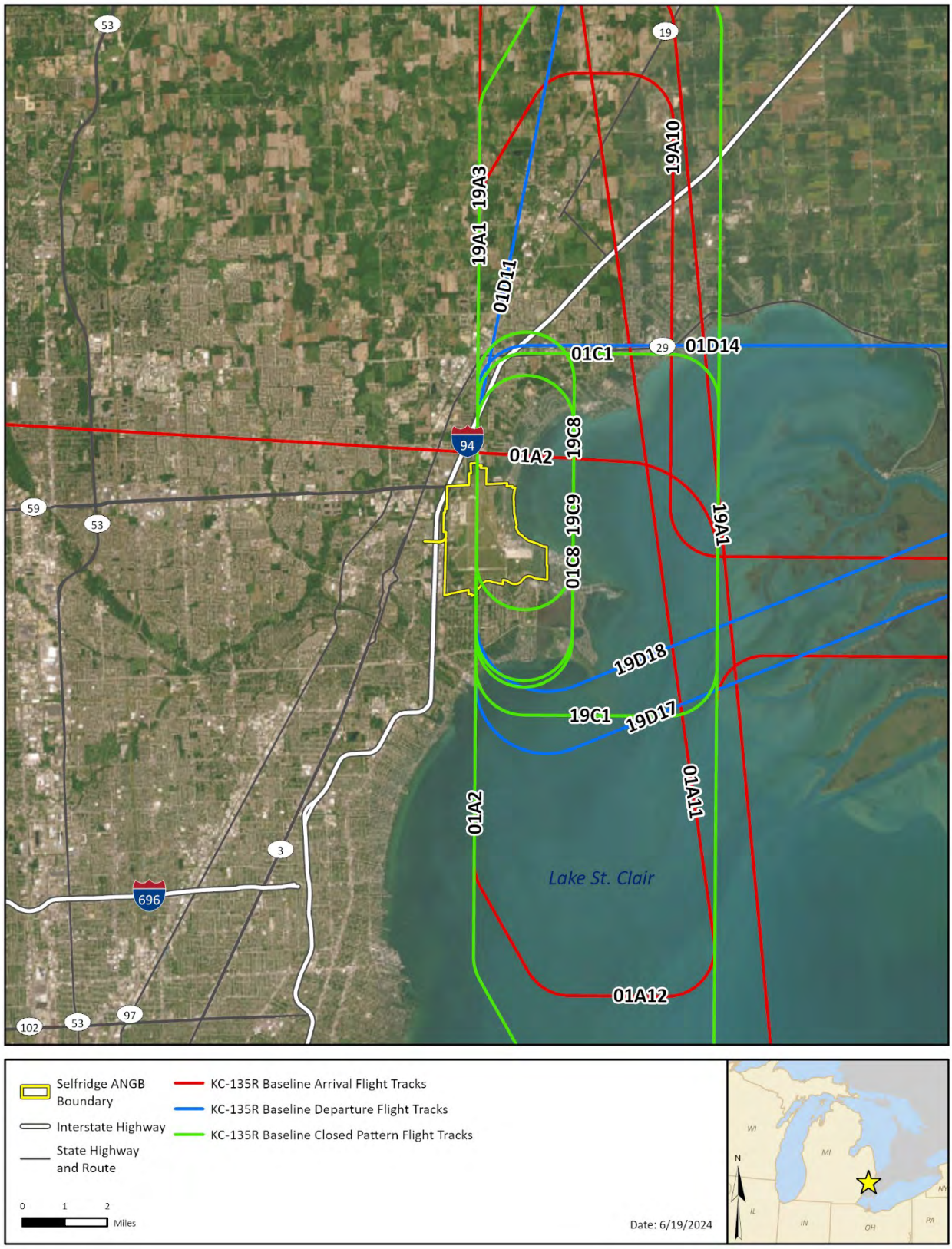
Scale in Feet 1:86,200 (1 inch = 7,190 feet)

TABLE 2 KC-135T Existing Operations

Operation	*Profile*	*Long Name*	*Track*	*Annual*	*Per Day*	*Per Night*	*Total*	*% Day*	*% Night*	*% Total*
Arrival	135_01A2	FROM LANSING_13% OF TOTAL ARR_87/13	01A2	88	0.209461	0.031298	0.240759	87%	13%	13%
	135_01A4	RADAR VECTORS FROM NORTH_13% OF TOTAL ARR_87/13	01A11	88	0.209461	0.031298	0.240759	87%	13%	13%
	135_01A12	RADAR VECTORS FROM EAST_13% OF TOTAL ARR_87/13	01A12	88	0.209461	0.031298	0.240759	87%	13%	13%
	135_19A1	FROM SOUTH _20% OF TOTAL ARR_87/13	19A1	135	0.322249	0.048152	0.370401	87%	13%	20%
	135_19A3	RADAR VECTORS FORM NORTH_21% OF TOTAL ARR_87/13	19A3	142	0.338361	0.05056	0.388921	87%	13%	21%
	135_19A10	RADAR VECTORS FROM EAST_20% OF TOTAL ARR_87/13	19A10	135	0.322249	0.048152	0.370401	87%	13%	20%
		Total		676	1.611	0.241	1.852	87%	13%	
Departure	135_01D6	North - VIPOR_30% OF TOTAL DEP_90/10	01D11	203	0.500041	0.05556	0.555601	90%	10%	30%
	135_01D7	WINGS (aka south)_30% OF TOTAL DEP_90/10	01D14	203	0.500041	0.05556	0.555601	90%	10%	30%
	135_19D5	North - VIPOR_20% OF TOTAL DEP_90/10	19D17	135	0.33336	0.03704	0.370399	90%	10%	20%
	135_19D7	ERRTH (aka south)_20% OF TOTAL DEP_90/10	19D18	135	0.33336	0.03704	0.370399	90%	10%	20%
		Total		676	1.667	0.185	1.852	90%	10%	
Closed Pattern	135_01C1	ILS Closed_30% OF TOTAL CP_93/07	01C1	608	1.550123	0.116676	1.666799	93%	7%	30%
	135_01C8	Vis Closed__10% OF TOTAL CP_99/01	01C8	203	0.550045	0.005557	0.555602	99%	1%	10%
	135_19C1	ILS Closed_45% OF TOTAL CP_93/07	19C1	913	2.325186	0.175013	2.500199	93%	7%	45%
	135_19C8	Vis Closed, early XW_8% OF TOTAL CP_99/01	19C8	162	0.440035	0.004446	0.444481	99%	1%	8%
	135_19C9	Vis Closed_7% OF TOTAL CP_99/01	19C9	142	0.38503	0.003889	0.388919	99%	1%	7%
		Total		2,028	5.250419	0.305581	5.556	94%	6%	

Legend: % = percent; ARR = Arrival ; CP =Closed Pattern DEP = departure; ILS = Instrument Landing System; Vis = Visual; XW = cross wind

Flight Tracks



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KC-135 Flight Profiles

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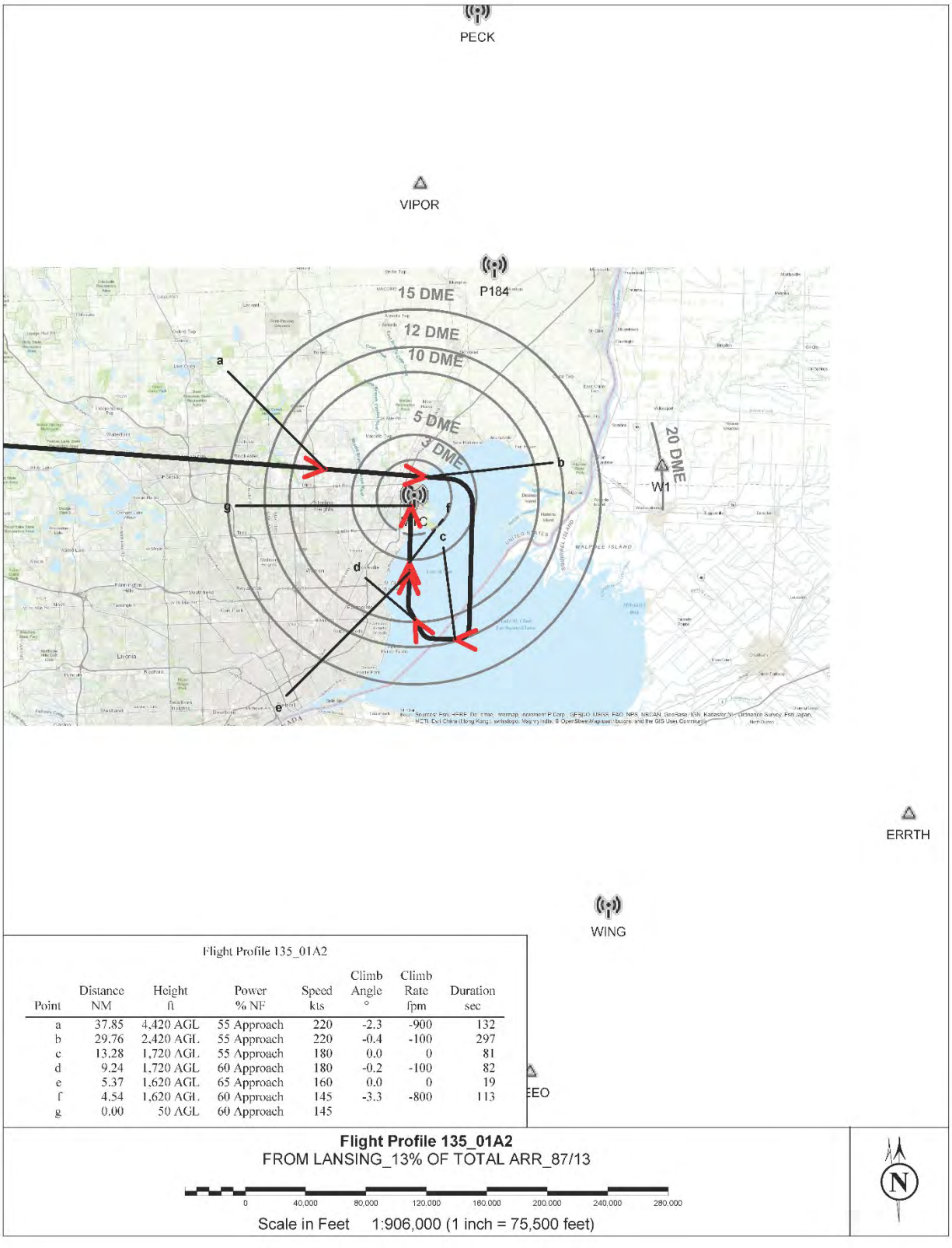


Flight Profile 135_01A2

Point	Distance NM	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	37.85	4,420 AGL	55 Approach	220	-2.3	-900	132
b	29.76	2,420 AGL	55 Approach	220	-0.4	-100	297
c	13.28	1,720 AGL	55 Approach	180	0.0	0	81
d	9.24	1,720 AGL	60 Approach	180	-0.2	-100	82
e	5.37	1,620 AGL	65 Approach	160	0.0	0	19
f	4.54	1,620 AGL	60 Approach	145	-3.3	-800	113
g	0.00	50 AGL	60 Approach	145			

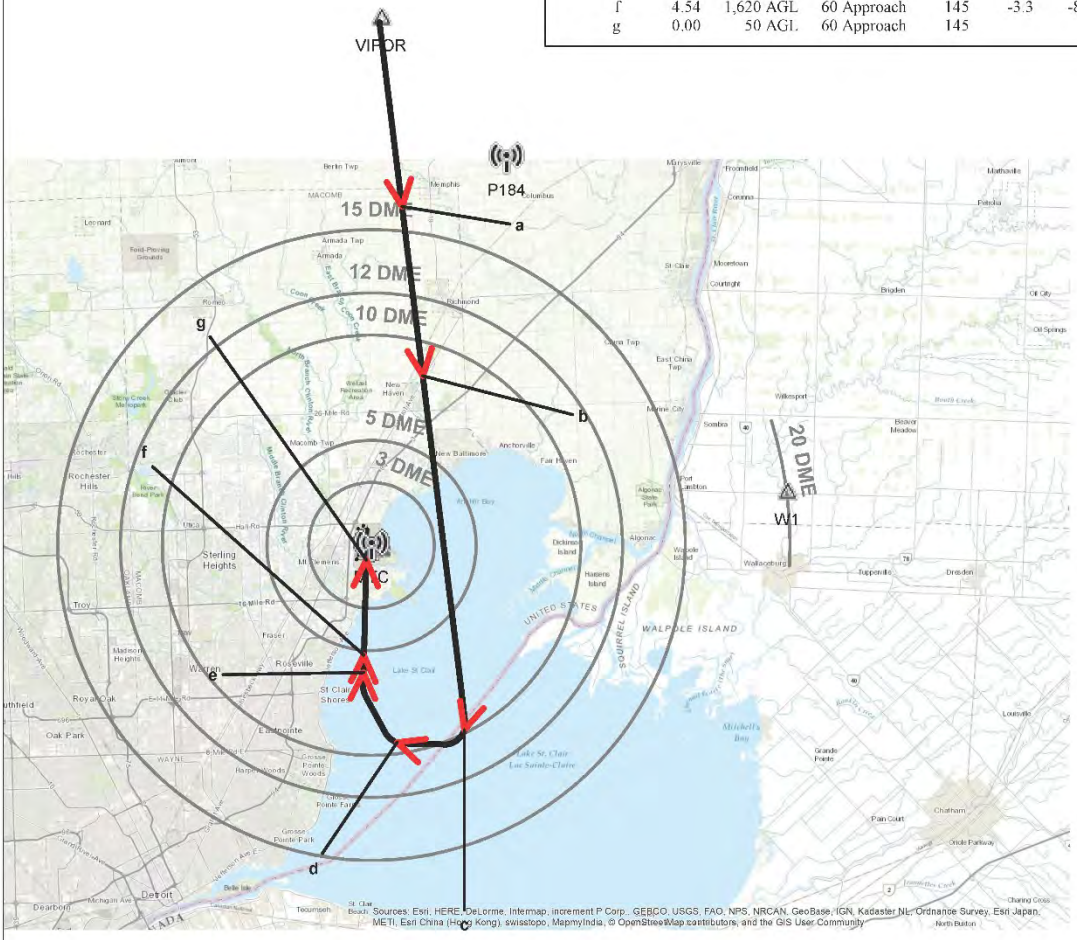
Flight Profile 135_01A2
FROM LANSING_13% OF TOTAL ARR_87/13

0 40,000 80,000 120,000 160,000 200,000 240,000 280,000

Scale in Feet 1:906,000 (1 inch = 75,500 feet)

Flight Profile 135_01A4

Point	Distance NM	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	37.85	4,420 AGL	55 Approach	220	-2.3	-900	132
b	29.76	2,420 AGL	55 Approach	220	-0.4	-100	306
c	12.79	1,720 AGL	55 Approach	180	0.0	0	71
d	9.24	1,720 AGL	60 Approach	180	-0.2	-100	82
e	5.37	1,620 AGL	65 Approach	160	0.0	0	19
f	4.54	1,620 AGL	60 Approach	145	-3.3	-800	113
g	0.00	50 AGL	60 Approach	145			



ERRT

Flight Profile 135_01A4
RADAR VECTORS FROM NORTH_13% OF TOTAL ARR_87/13

0 40,000 80,000 120,000 160,000 200,000

Scale in Feet 1:694,000 (1 inch = 57,800 feet)

Flight Profile 135_01A12

Point	Distance NM	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	37.85	4,420 AGL	55 Approach	220	-2.3	-900	132
b	29.76	2,420 AGL	55 Approach	220	-0.4	-100	306
c	12.79	1,720 AGL	55 Approach	180	0.0	0	71
d	9.24	1,720 AGL	60 Approach	180	-0.2	-100	82
e	5.37	1,620 AGL	65 Approach	160	0.0	0	19
f	4.54	1,620 AGL	60 Approach	145	-3.3	-800	113
g	0.00	50 AGL	60 Approach	145			

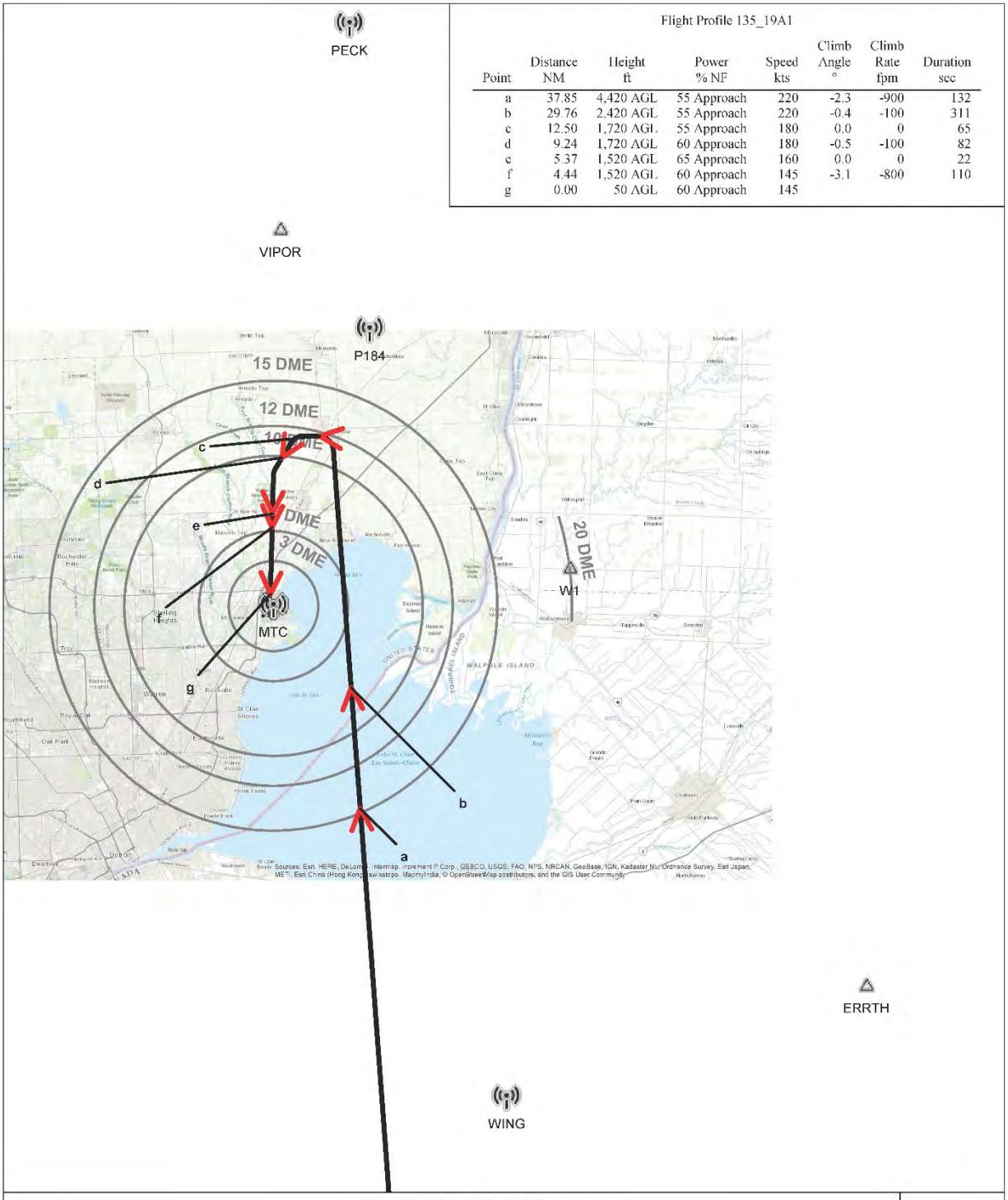
Flight Profile 135_01A12
RADAR VECTORS FROM EAST_13% OF TOTAL ARR_87/13

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000 90,000

Scale in Feet 1:280,000 (1 inch = 23,300 feet)

Flight Profile 135_19A1

Point	Distance NM	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	37.85	4,420 AGL	55 Approach	220	-2.3	-900	132
b	29.76	2,420 AGL	55 Approach	220	-0.4	-100	311
c	12.50	1,720 AGL	55 Approach	180	0.0	0	65
d	9.24	1,720 AGL	60 Approach	180	-0.5	-100	82
e	5.37	1,520 AGL	65 Approach	160	0.0	0	22
f	4.44	1,520 AGL	60 Approach	145	-3.1	-800	110
g	0.00	50 AGL	60 Approach	145			



Flight Profile 135_19A1
FROM SOUTH _20% OF TOTAL ARR_87/13

0 40,000 80,000 120,000 160,000 200,000 240,000

Scale in Feet 1:800,000 (1 inch = 66,700 feet)

Flight Profile 135_19A3

Point	Distance NM	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	45.26	9,420 AGL	66.5 Approach	250	-2.3	-1000	441
b	16.46	2,420 AGL	55 Approach	220	-0.9	-300	130
c	9.24	1,720 AGL	65 Approach	180	-0.5	-100	82
d	5.37	1,520 AGL	65 Approach	160	0.0	0	22
e	4.44	1,520 AGL	60 Approach	145	-3.1	-800	110
f	0.00	50 AGL	60 Approach	145			

Flight Profile 135_19A3
RADAR VECTORS FORM NORTH_21% OF TOTAL ARR_87/13

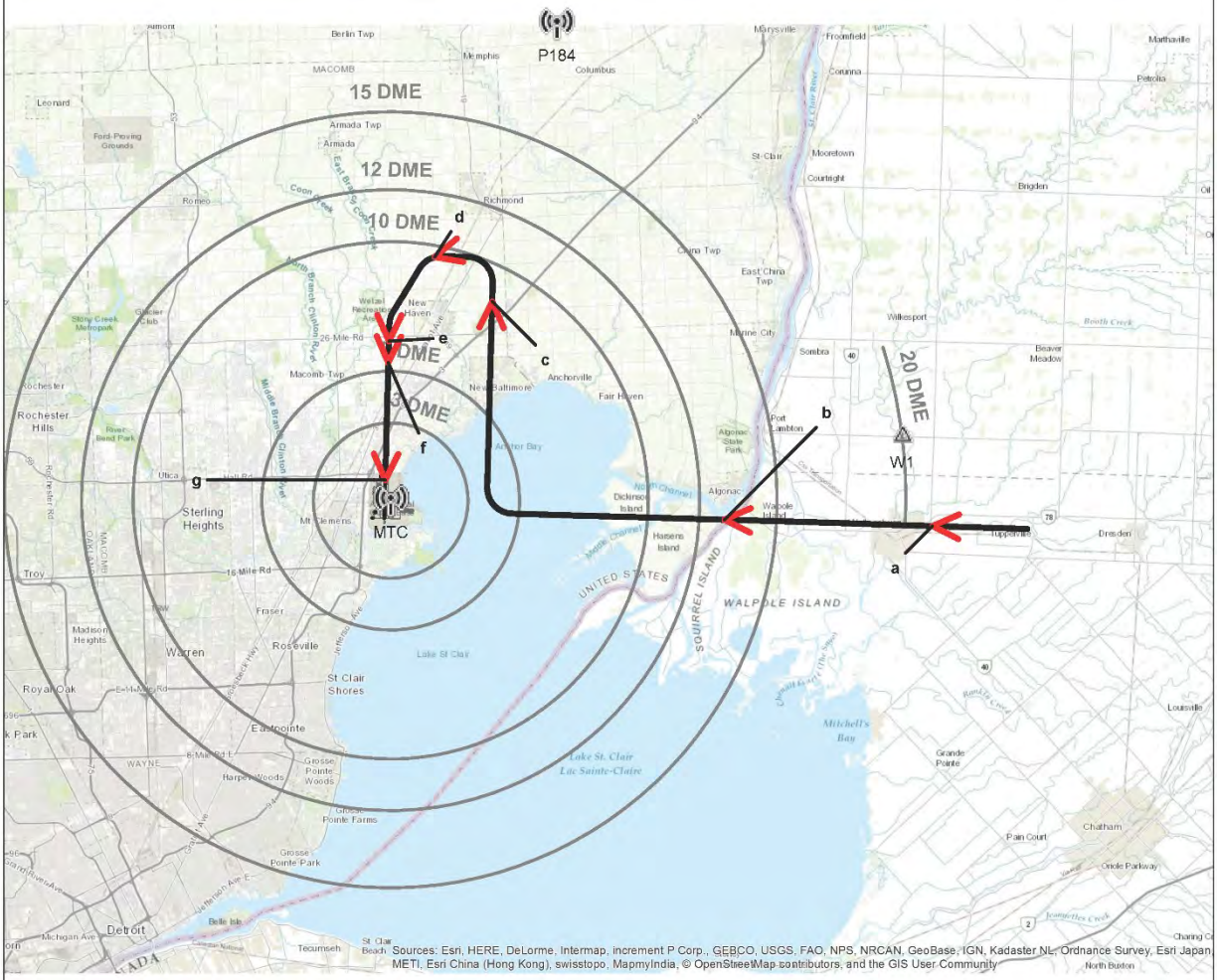
0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000 90,000 100,000

Scale in Feet 1:288,000 (1 inch = 24,000 feet)

Flight Profile 135_19A10

Point	Distance NM	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	37.85	4,420 AGL	55 Approach	220	-2.3	-900	132
b	29.76	2,420 AGL	55 Approach	220	-0.4	-100	306
c	12.79	1,720 AGL	55 Approach	180	0.0	0	71
d	9.24	1,720 AGL	60 Approach	180	-0.2	-100	82
e	5.37	1,620 AGL	65 Approach	160	0.0	0	19
f	4.54	1,620 AGL	60 Approach	145	-3.3	-800	113
g	0.00	50 AGL	60 Approach	145			

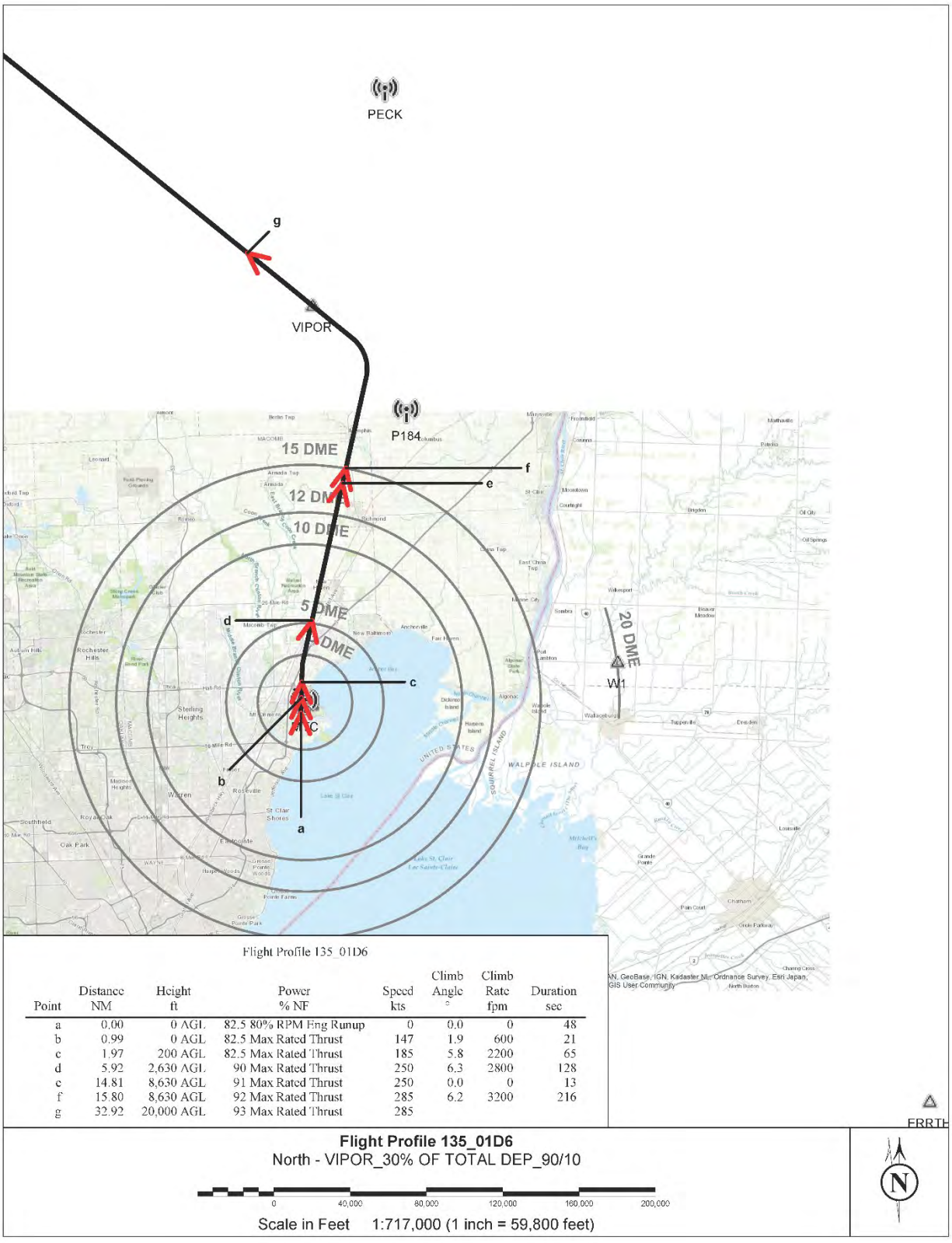
VIPOR



Flight Profile 135_19A10
RADAR VECTORS FROM EAST_20% OF TOTAL ARR_87/13

0 20,000 40,000 60,000 80,000 100,000 120,000 140,000 160,000 180,000

Scale in Feet 1:560,000 (1 inch = 46,700 feet)


PECK
g
VIPOR
P184
15 DME
12 DME
10 DME
5 DME
DME
20 DME
W1
f
e
d
c
b
a
C
Sterling Heights
Rochester Hills
Warren
St Clair Shores
Roseville
Southfield
Royal Oak
Oak Park
Troy
Madison Heights
Eastpointe
Grosse Pointe Woods
Grosse Pointe Farms
Grosse Pointe Park
Harsens Island
Dickinson Island
Walpole Island
Algonac
Marine City
Wallaceburg
Sombra
Port Lambton
Wyoming
Dresden
Chatham
Pain Court
Grand Pointe
Louisville
Mitchell's Bay
Lake St. Clair
Lac Sainte-Claire
UNITED STATES
SQUIRREL ISLAND
WAYNE
MACOMB
Flight Profile 135_01D6
Distance NM
Height ft
Power % NF
Speed kts
Climb Angle °
Climb Rate fpm
Duration sec
a 0.00 0 AGL 82.5 80% RPM Eng Runup 0 0.0 0 48
b 0.99 0 AGL 82.5 Max Rated Thrust 147 1.9 600 21
c 1.97 200 AGL 82.5 Max Rated Thrust 185 5.8 2200 65
d 5.92 2,630 AGL 90 Max Rated Thrust 250 6.3 2800 128
e 14.81 8,630 AGL 91 Max Rated Thrust 250 0.0 0 13
f 15.80 8,630 AGL 92 Max Rated Thrust 285 6.2 3200 216
g 32.92 20,000 AGL 93 Max Rated Thrust 285
Flight Profile 135_01D6
North - VIPOR_30% OF TOTAL DEP_90/10
0
40,000
80,000
120,000
160,000
200,000
Scale in Feet 1:717,000 (1 inch = 59,800 feet)
N

Flight Profile 135_01D7

Point	Distance NM	Height ft	Power %NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	0 AGL	82.5 80% RPM Eng Runup	0	0.0	0	48
b	0.99	0 AGL	82.5 Max Rated Thrust	147	1.9	600	21
c	1.97	200 AGL	82.5 Max Rated Thrust	185	5.8	2200	65
d	5.92	2,630 AGL	90 Max Rated Thrust	250	6.3	2800	128
e	14.81	8,630 AGL	91 Max Rated Thrust	250	0.0	0	13
f	15.80	8,630 AGL	92 Max Rated Thrust	285	4.6	2300	292
g	38.90	20,000 AGL	93 Max Rated Thrust	285			

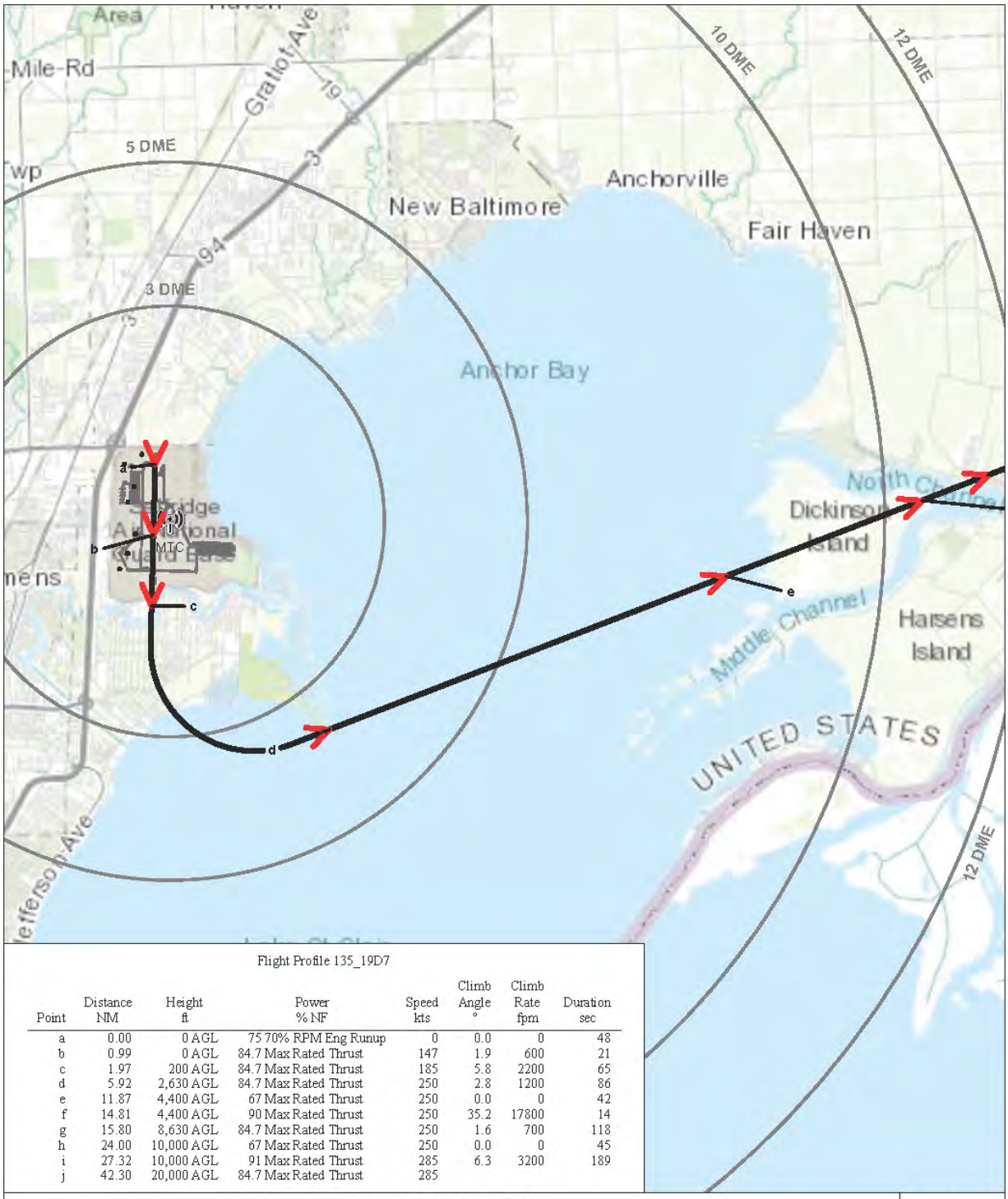
Flight Profile 135_01D7

WINGS (aka south)_30% OF TOTAL DEP_90/10

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000

Scale in Feet 1:254,000 (1 inch = 21,200 feet)

Flight Profile 135_19D5
Point | Distance NM | Height ft | Power % NF | Speed kts | Climb Angle ° | Climb Rate fpm | Duration sec
a | 0.00 | 0 AGL | 75 70% RPM Eng Runup | 0 | 0.0 | 0 | 48
b | 0.99 | 0 AGL | 84.7 Max Rated Thrust | 147 | 1.9 | 600 | 21
c | 1.97 | 200 AGL | 84.7 Max Rated Thrust | 185 | 5.8 | 2200 | 65
d | 5.92 | 2,630 AGL | 84.7 Max Rated Thrust | 250 | 2.8 | 1200 | 86
e | 11.87 | 4,400 AGL | 67 Max Rated Thrust | 250 | 0.0 | 0 | 42
f | 14.81 | 4,400 AGL | 90 Max Rated Thrust | 250 | 5.7 | 2500 | 132
g | 24.00 | 10,000 AGL | 67 Max Rated Thrust | 250 | 0.0 | 0 | 45
h | 27.32 | 10,000 AGL | 91 Max Rated Thrust | 285 | 3.2 | 1600 | 371
i | 56.66 | 20,000 AGL | 84.7 Max Rated Thrust | 285
5 DME
3 DME
15 DME
12 DME
Macomb Twp
New Baltimore
Anchorville
Fair Haven
Anchor Bay
Middle Branch Clinton River
Mt Clemens
Dickinson Island
Harsens Island
North Channel
Algonac
Algonac State Park
UNITED STATES
SQUIRREL ISLAND
Fraser
Roseville
St Clair Shores
Eastpointe
Grosse Pointe Woods
Grosse Pointe Farms
Lake St Clair
Lake St. Clair
Lac Sainte-Claire
Mile Rd
Jefferson Ave
Flight Profile 135_19D5
North - VIPOR_20% OF TOTAL DEP_90/10
0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000
Scale in Feet 1:235,000 (1 inch = 19,600 feet)
N



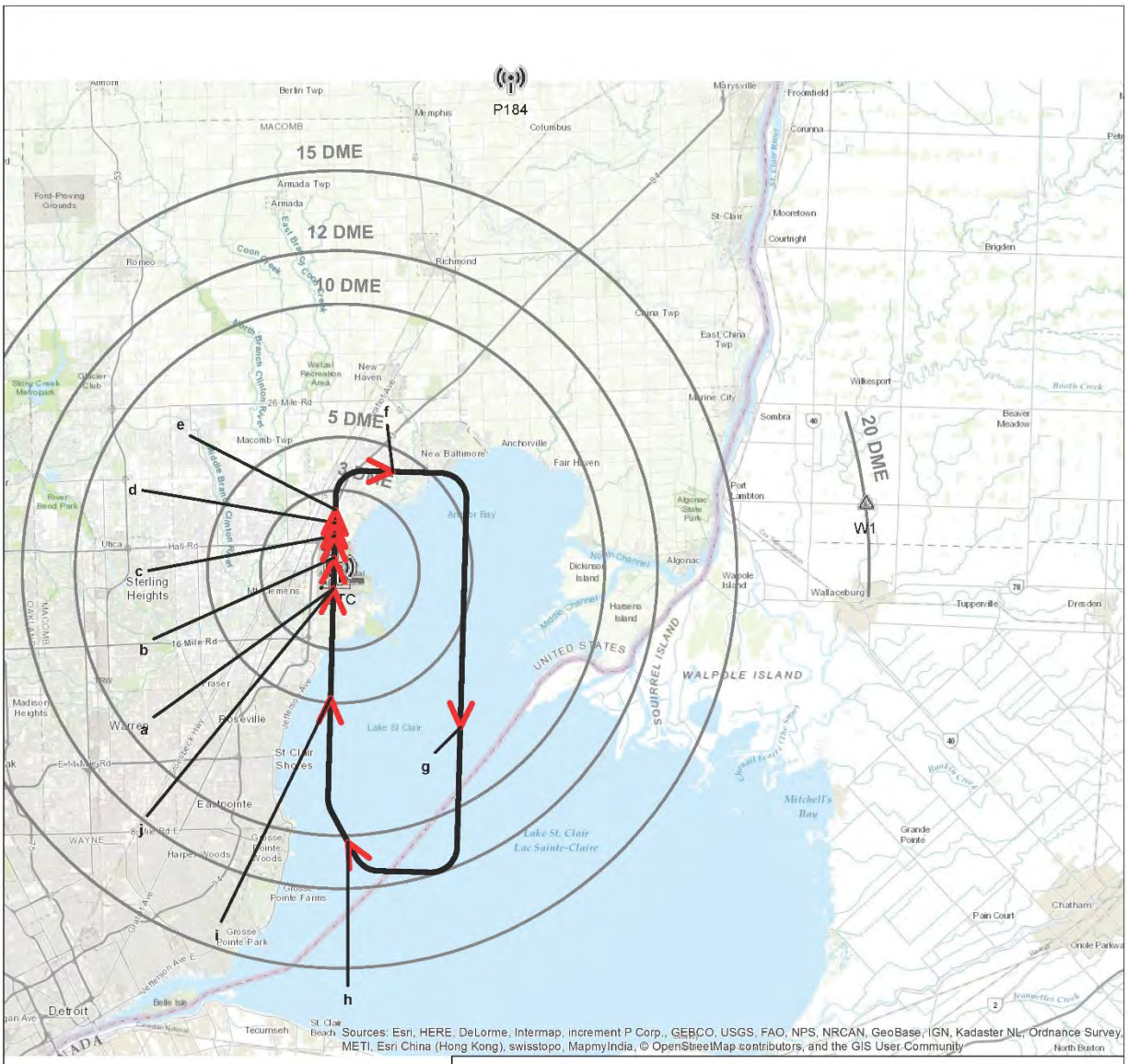
Flight Profile 135_19D7

Point	Distance NM	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	0 AGL	75 70% RPM Eng Runup	0	0.0	0	48
b	0.99	0 AGL	84.7 Max Rated Thrust	147	1.9	600	21
c	1.97	200 AGL	84.7 Max Rated Thrust	185	5.8	2200	65
d	5.92	2,630 AGL	84.7 Max Rated Thrust	250	2.8	1200	86
e	11.87	4,400 AGL	67 Max Rated Thrust	250	0.0	0	42
f	14.81	4,400 AGL	90 Max Rated Thrust	250	35.2	17800	14
g	15.80	8,630 AGL	84.7 Max Rated Thrust	250	1.6	700	118
h	24.00	10,000 AGL	67 Max Rated Thrust	250	0.0	0	45
i	27.32	10,000 AGL	91 Max Rated Thrust	285	6.3	3200	189
j	42.30	20,000 AGL	84.7 Max Rated Thrust	285			

Flight Profile 135_19D7

ERRTH (aka south)_20% OF TOTAL DEP_90/10

Scale in Feet 1:167,000 (1 inch = 13,900 feet)



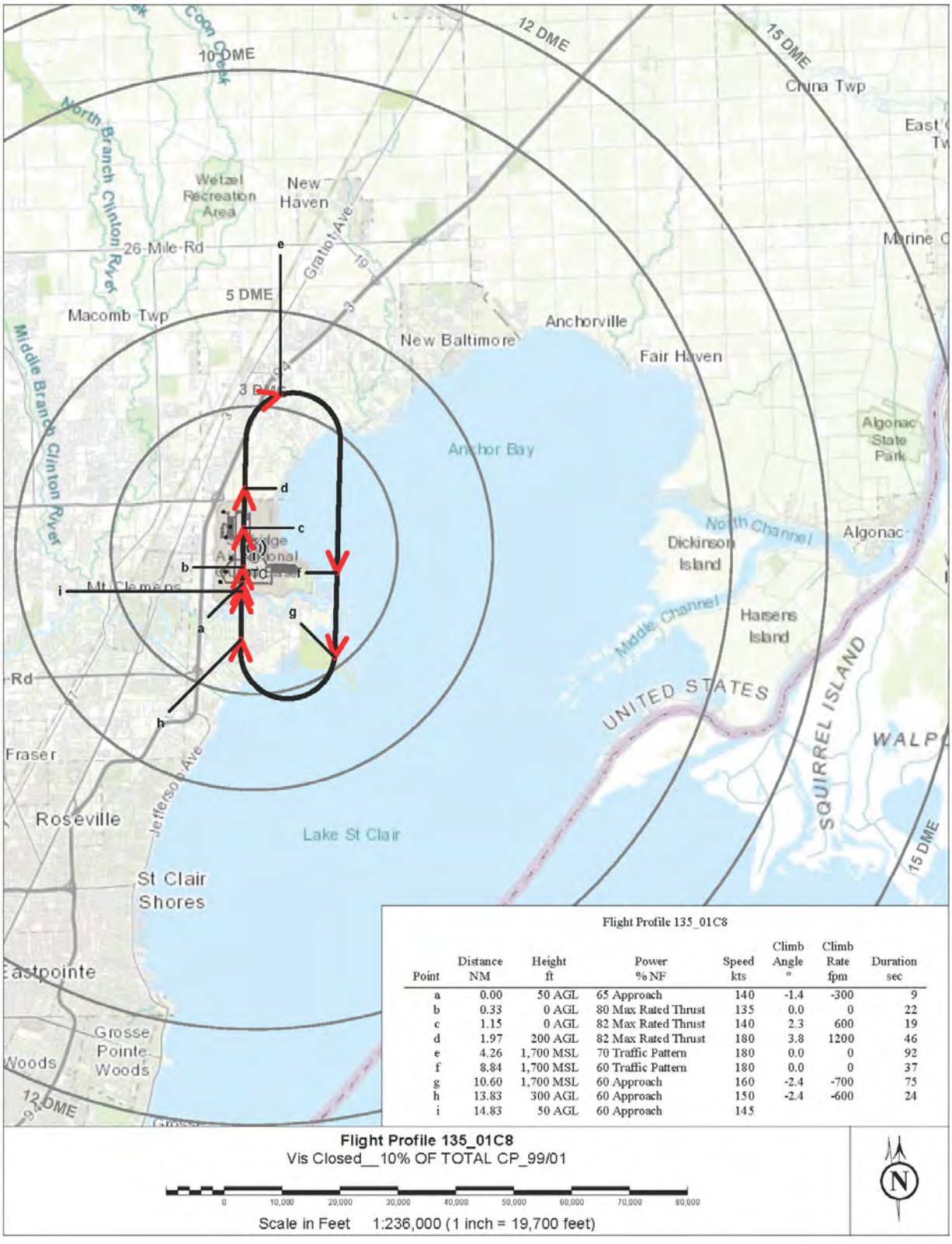
Flight Profile 135_01C1

Point	Distance NM	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	0 AGL	65 Max Rated Thrust	135	0.0	0	29
b	1.15	0 AGL	82 Max Rated Thrust	147	2.3	700	18
c	1.97	200 AGL	82 Max Rated Thrust	185	5.7	1900	9
d	2.47	500 AGL	82 Max Rated Thrust	200	0.0	0	8
e	2.96	500 AGL	70 Traffic Pattern	250	3.6	1500	49
f	6.15	2,300 MSL	55 Traffic Pattern	220	0.0	0	195
g	18.08	2,300 MSL	55 Traffic Pattern	220	0.0	0	175
h	27.79	2,300 MSL	60 Traffic Pattern	180	-0.9	-300	122
i	33.41	1,200 AGL	60 Approach	150	-2.6	-700	101
j	37.54	50 AGL	60 Approach	145			

Flight Profile 135_01C1
ILS Closed_30% OF TOTAL CP_93/07

0 20,000 40,000 60,000 80,000 100,000 120,000 140,000 160,000

Scale in Feet 1:505,000 (1 inch = 42,100 feet)



Flight Profile 135_01C8

Point	Distance NM	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	50 AGL	65 Approach	140	-1.4	-300	9
b	0.33	0 AGL	80 Max Rated Thrust	135	0.0	0	22
c	1.15	0 AGL	82 Max Rated Thrust	140	2.3	600	19
d	1.97	200 AGL	82 Max Rated Thrust	180	3.8	1200	46
e	4.26	1,700 MSL	70 Traffic Pattern	180	0.0	0	92
f	8.84	1,700 MSL	60 Traffic Pattern	180	0.0	0	37
g	10.60	1,700 MSL	60 Approach	160	-2.4	-700	75
h	13.83	300 AGL	60 Approach	150	-2.4	-600	24
i	14.83	50 AGL	60 Approach	145			

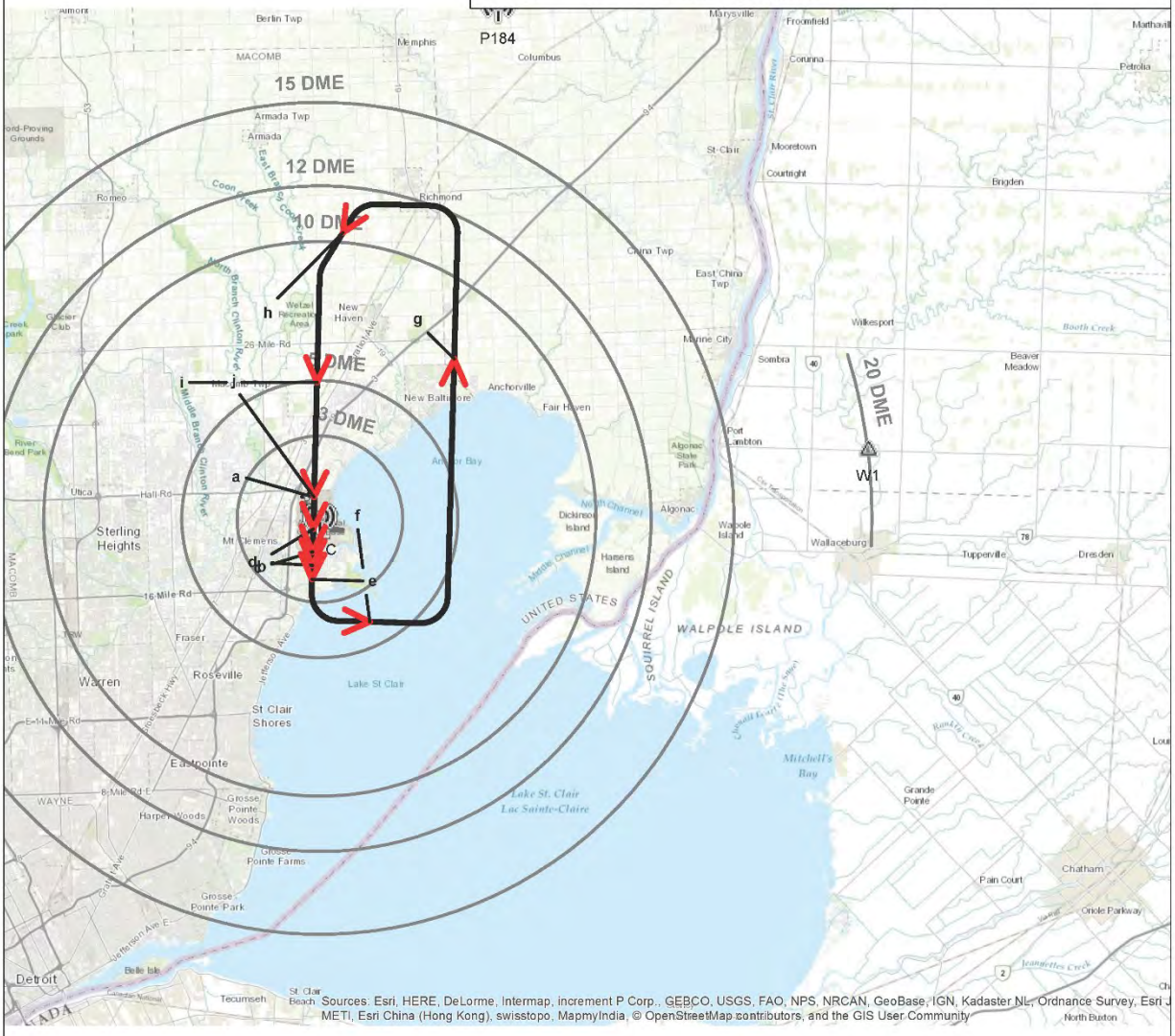
Flight Profile 135_01C8
Vis Closed__10% OF TOTAL CP_99/01

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000

Scale in Feet 1:236,000 (1 inch = 19,700 feet)

Flight Profile 135_19C1

Point	Distance NM	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	0 AGL	65 Max Rated Thrust	135	0.0	0	29
b	1.15	0 AGL	82 Max Rated Thrust	147	2.3	700	18
c	1.97	200 AGL	82 Max Rated Thrust	185	5.7	1900	9
d	2.47	500 AGL	82 Max Rated Thrust	200	0.0	0	8
e	2.96	500 AGL	70 Traffic Pattern	250	3.6	1500	49
f	6.15	2,300 MSL	55 Traffic Pattern	220	0.0	0	195
g	18.08	2,300 MSL	55 Traffic Pattern	220	0.0	0	175
h	27.79	2,300 MSL	60 Traffic Pattern	180	-0.9	-300	122
i	33.41	1,200 AGL	60 Approach	150	-2.6	-700	101
j	37.54	50 AGL	60 Approach	145			



Flight Profile 135_19C1
ILS Closed_45% OF TOTAL CP_93/07

0 20,000 40,000 60,000 80,000 100,000 120,000 140,000 160,000

Scale in Feet 1:504,000 (1 inch = 42,000 feet)

N

Flight Profile 135_19C8

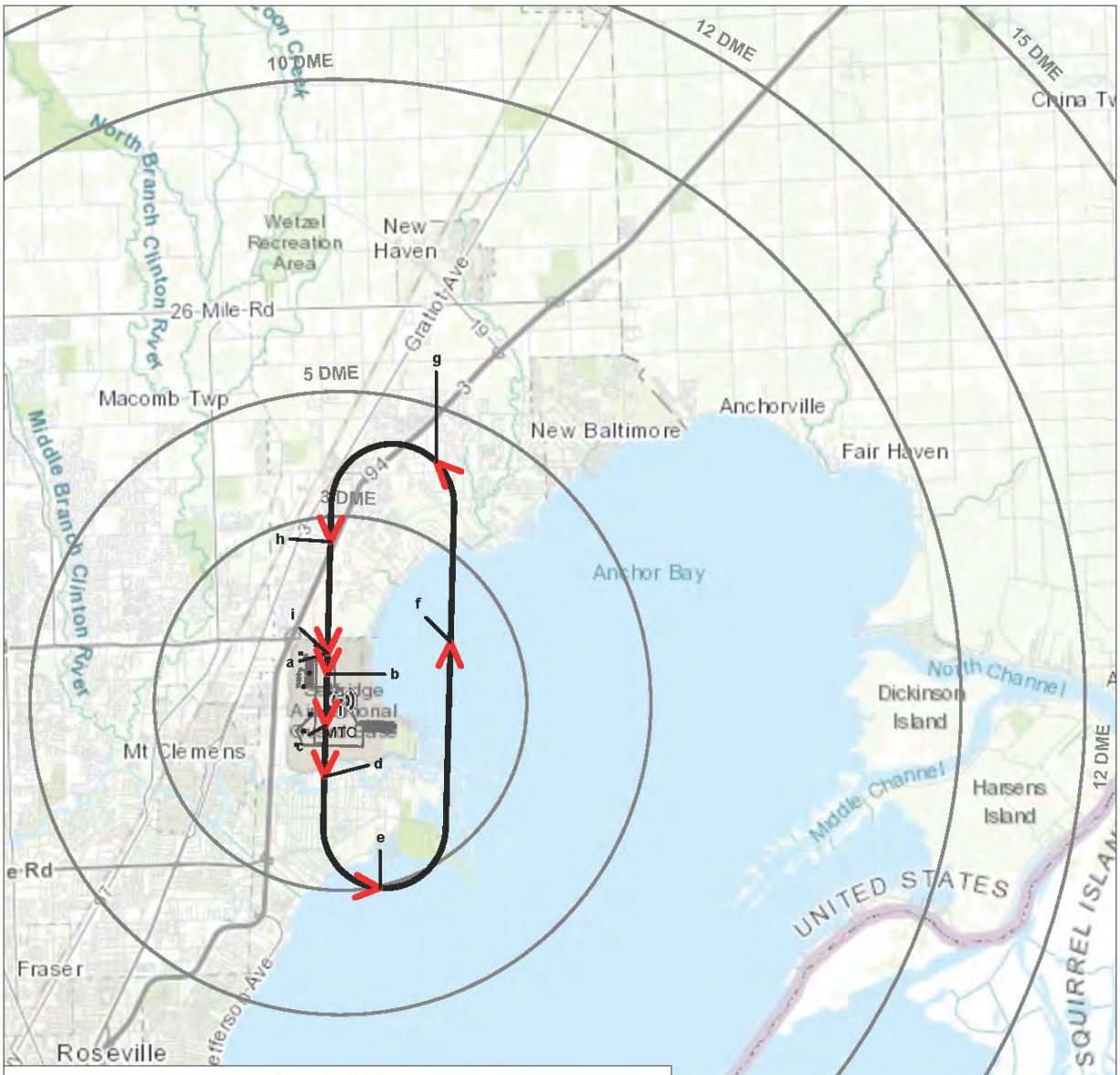
Point	Distance NM	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	50 AGL	65 Approach	140	-1.4	-300	9
b	0.33	0 AGL	80 Max Rated Thrust	135	0.0	0	22
c	1.15	0 AGL	82 Max Rated Thrust	140	2.3	600	19
d	1.97	200 AGL	82 Max Rated Thrust	180	3.8	1200	46
e	4.26	1,700 MSL	70 Traffic Pattern	180	0.0	0	42
f	6.34	1,700 MSL	60 Traffic Pattern	180	0.0	0	37
g	8.10	1,700 MSL	60 Approach	160	-1.7	-500	104
h	12.60	300 AGL	60 Approach	150	-2.4	-600	25
i	13.60	50 AGL	60 Approach	140			

Flight Profile 135_19C8

Vis Closed, early XW_8% OF TOTAL CP_99/01

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000

Scale in Feet 1:214,000 (1 inch = 17,800 feet)



Flight Profile 135_19C9

Point	Distance NM	Height ft	Power %NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	50 AGL	65 Approach	140	-1.4	-300	9
b	0.33	0 AGL	80 Max Rated Thrust	135	0.0	0	22
c	1.15	0 AGL	82 Max Rated Thrust	140	2.3	600	19
d	1.97	200 AGL	82 Max Rated Thrust	180	3.8	1200	46
e	4.26	1,700 MSL	70 Traffic Pattern	180	0.0	0	92
f	8.84	1,700 MSL	60 Traffic Pattern	180	0.0	0	63
g	11.80	1,700 MSL	60 Approach	160	-1.7	-500	68
h	14.72	600 AGL	60 Approach	150	-2.9	-700	45
i	16.51	50 AGL	60 Approach	140			

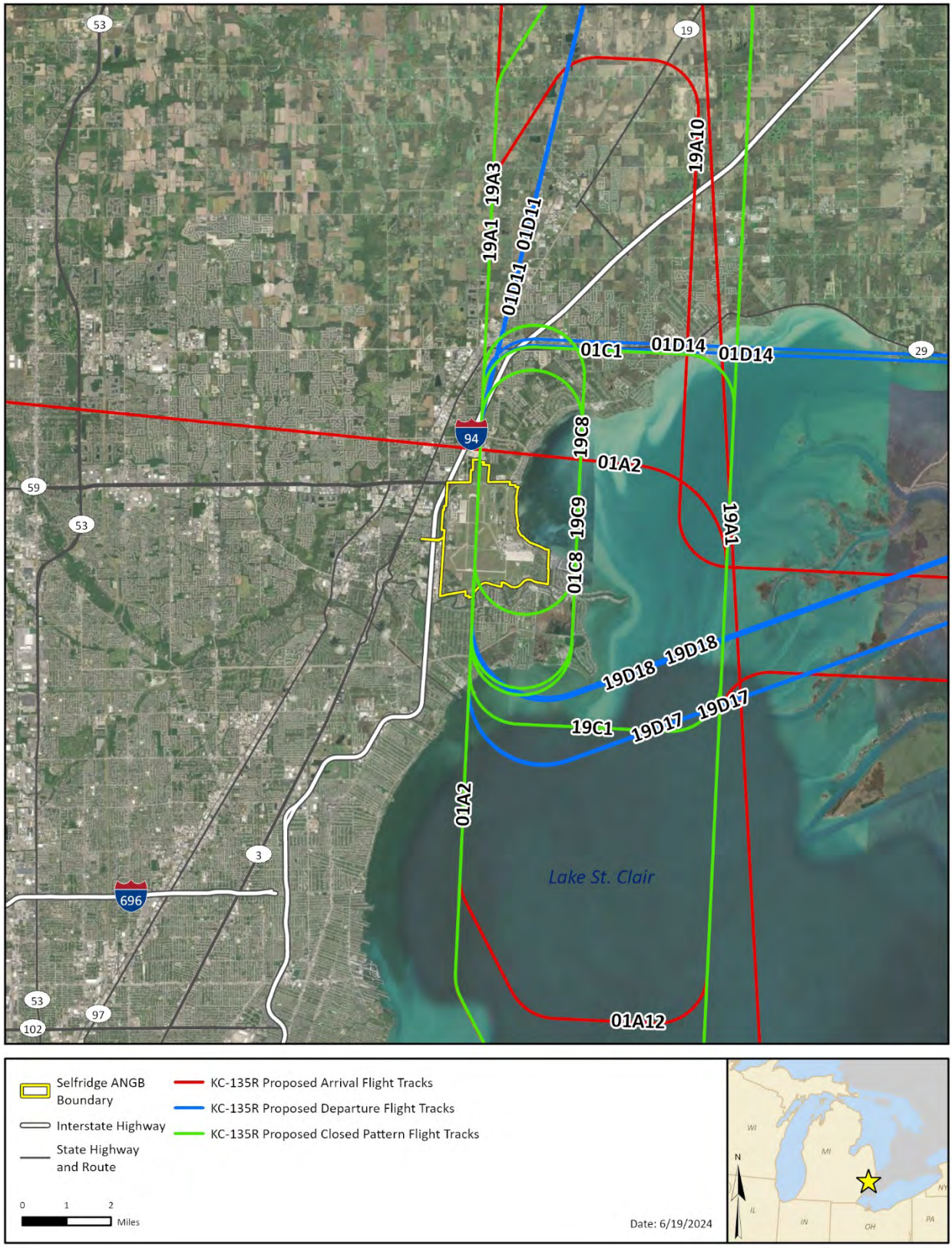
Flight Profile 135_19C9
Vis Closed_7% OF TOTAL CP_99/01

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000

Scale in Feet 1:214,000 (1 inch = 17,800 feet)

KC-135T UNDER RUNWAY MODIFICATION

- KC-135T operations would remain as described in Table 2.


53
19
19A10
19A3
19A1
01D11
01D11
01D11
01C1
01D14
01D14
29
94
19C8
01A2
59
53
19C9
19A1
01C8
19D18
19D18
19C1
19D17
19D17
01A2
3
Lake St. Clair
696
53
97
102
01A12
Selfridge ANGB Boundary
Interstate Highway
State Highway and Route
KC-135R Proposed Arrival Flight Tracks
KC-135R Proposed Departure Flight Tracks
KC-135R Proposed Closed Pattern Flight Tracks
0 1 2
Miles
Date: 6/19/2024
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NY

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KC-135 Flight Profiles

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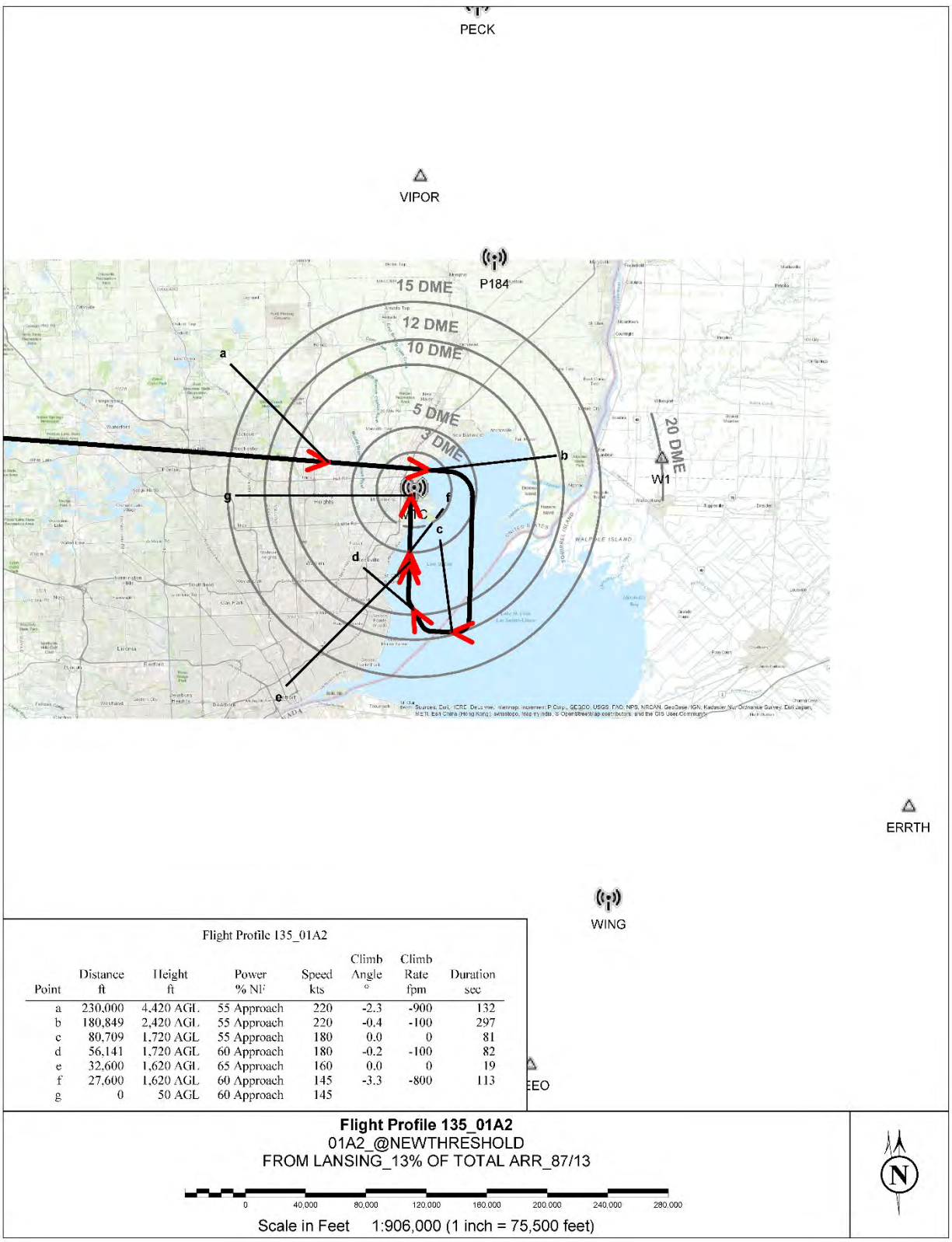


Flight Profile 135_01A2

Point	Distance ft	Height ft	Power % NI	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	230,000	4,420 AGL	55 Approach	220	-2.3	-900	132
b	180,849	2,420 AGL	55 Approach	220	-0.4	-100	297
c	80,709	1,720 AGL	55 Approach	180	0.0	0	81
d	56,141	1,720 AGL	60 Approach	180	-0.2	-100	82
e	32,600	1,620 AGL	65 Approach	160	0.0	0	19
f	27,600	1,620 AGL	60 Approach	145	-3.3	-800	113
g	0	50 AGL	60 Approach	145			

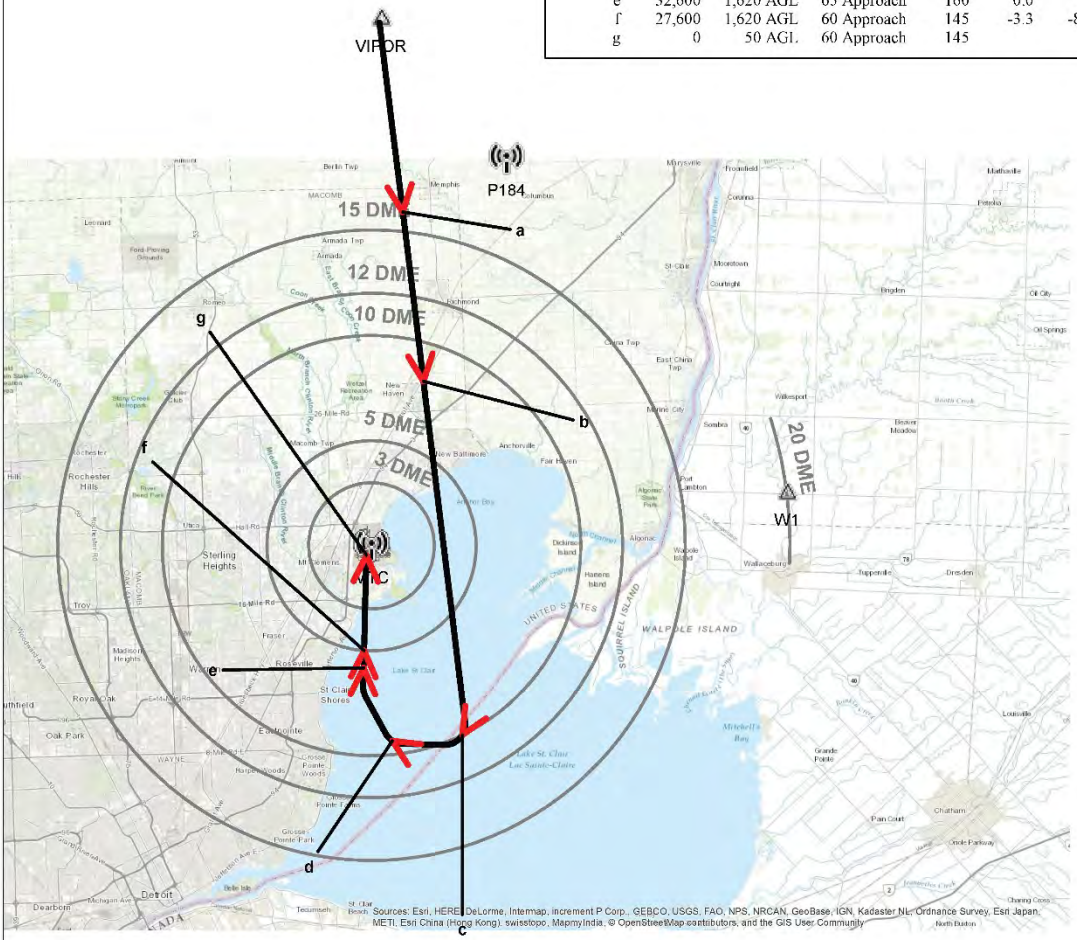
Flight Profile 135_01A2
01A2_@NEWTHRESHOLD
FROM LANSING_13% OF TOTAL ARR_87/13

0 40,000 80,000 120,000 160,000 200,000 240,000 280,000

Scale in Feet 1:906,000 (1 inch = 75,500 feet)

Flight Profile 135_01A4

Point	Distance ft	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	230,000	4,420 AGL	55 Approach	220	-2.3	-900	132
b	180,849	2,420 AGL	55 Approach	220	-0.4	-100	306
c	77,710	1,720 AGL	55 Approach	180	0.0	0	71
d	56,141	1,720 AGL	60 Approach	180	-0.2	-100	82
e	32,600	1,620 AGL	65 Approach	160	0.0	0	19
f	27,600	1,620 AGL	60 Approach	145	-3.3	-800	113
g	0	50 AGL	60 Approach	145			



ERRT

Flight Profile 135_01A4
01A11_@NEWTHRESHOLD
RADAR VECTORS FROM NORTH_13% OF TOTAL ARR_87/13

0 40,000 80,000 120,000 160,000 200,000

Scale in Feet 1:694,000 (1 inch = 57,800 feet)

Flight Profile 135_01A12

Point	Distance ft	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	230,000	4,420 AGL	55 Approach	220	-2.3	-900	132
b	180,849	2,420 AGL	55 Approach	220	-0.4	-100	306
c	77,710	1,720 AGL	55 Approach	180	0.0	0	71
d	56,141	1,720 AGL	60 Approach	180	-0.2	-100	82
e	32,600	1,620 AGL	65 Approach	160	0.0	0	19
f	27,600	1,620 AGL	60 Approach	145	-3.3	-800	113
g	0	50 AGL	60 Approach	145			

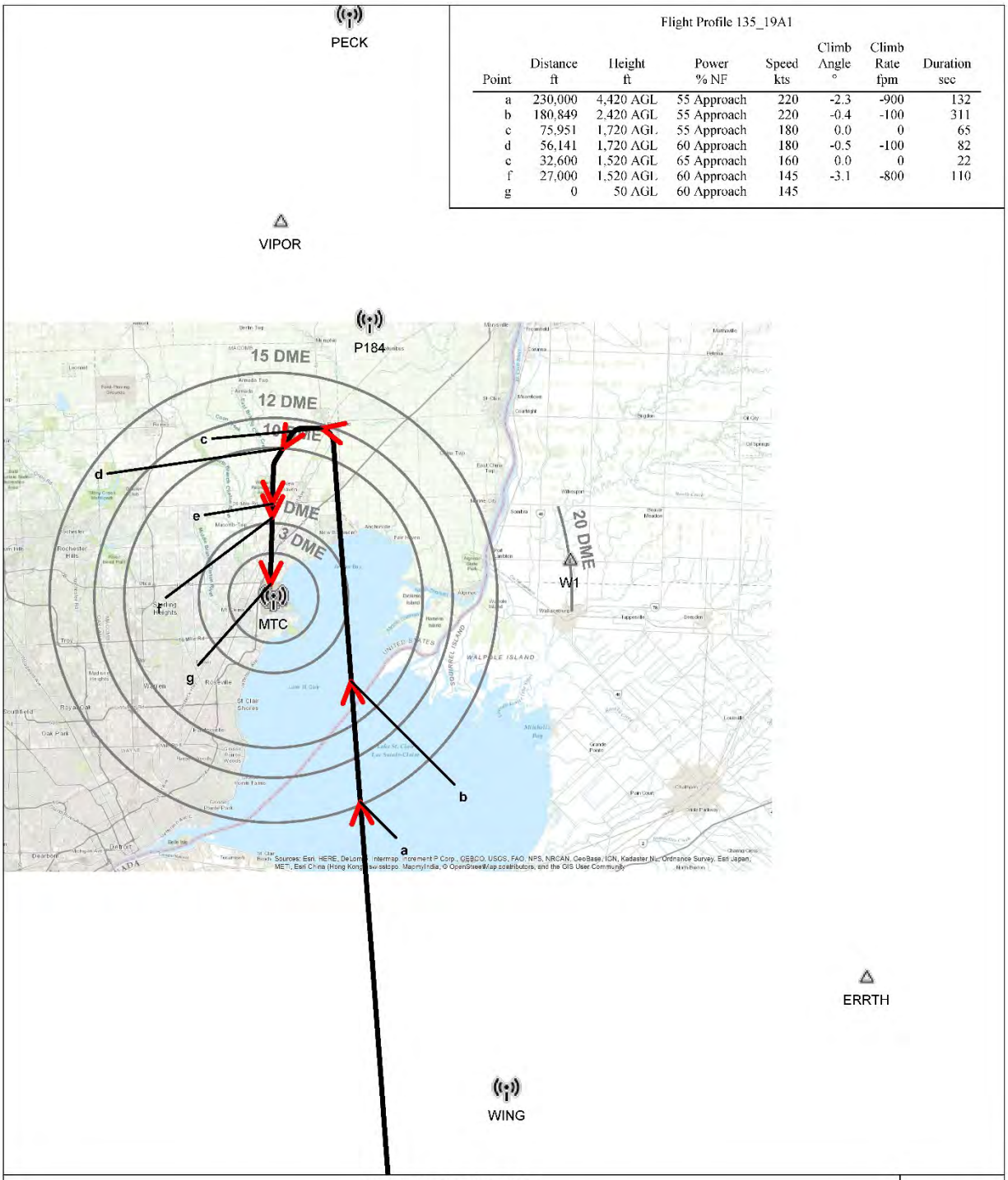
Flight Profile 135_01A12
01A12_@NEWTHRESHOLD
RADAR VECTORS FROM EAST_13% OF TOTAL ARR_87/13

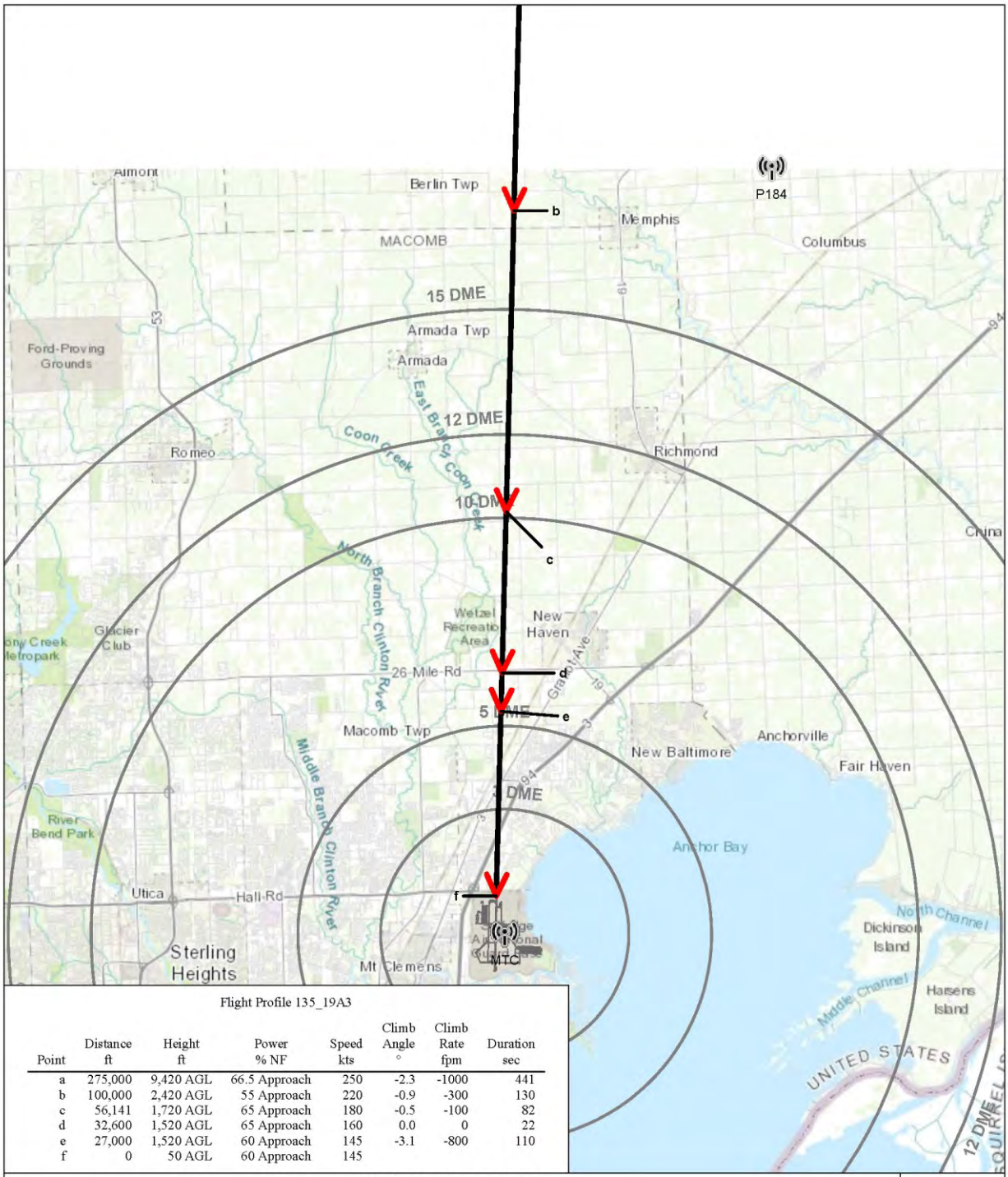
0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000 90,000

Scale in Feet 1:280,000 (1 inch = 23,300 feet)

Flight Profile 135_19A1

Point	Distance ft	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	230,000	4,420 AGL	55 Approach	220	-2.3	-900	132
b	180,849	2,420 AGL	55 Approach	220	-0.4	-100	311
c	75,951	1,720 AGL	55 Approach	180	0.0	0	65
d	56,141	1,720 AGL	60 Approach	180	-0.5	-100	82
e	32,600	1,520 AGL	65 Approach	160	0.0	0	22
f	27,000	1,520 AGL	60 Approach	145	-3.1	-800	110
g	0	50 AGL	60 Approach	145			





Flight Profile 135_19A3

Point	Distance ft	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	275,000	9,420 AGL	66.5 Approach	250	-2.3	-1000	441
b	100,000	2,420 AGL	55 Approach	220	-0.9	-300	130
c	56,141	1,720 AGL	65 Approach	180	-0.5	-100	82
d	32,600	1,520 AGL	65 Approach	160	0.0	0	22
e	27,000	1,520 AGL	60 Approach	145	-3.1	-800	110
f	0	50 AGL	60 Approach	145			

Flight Profile 135_19A3
19A3_@NEWTHRESHOLD
RADAR VECTORS FORM NORTH_21% OF TOTAL ARR_87/13

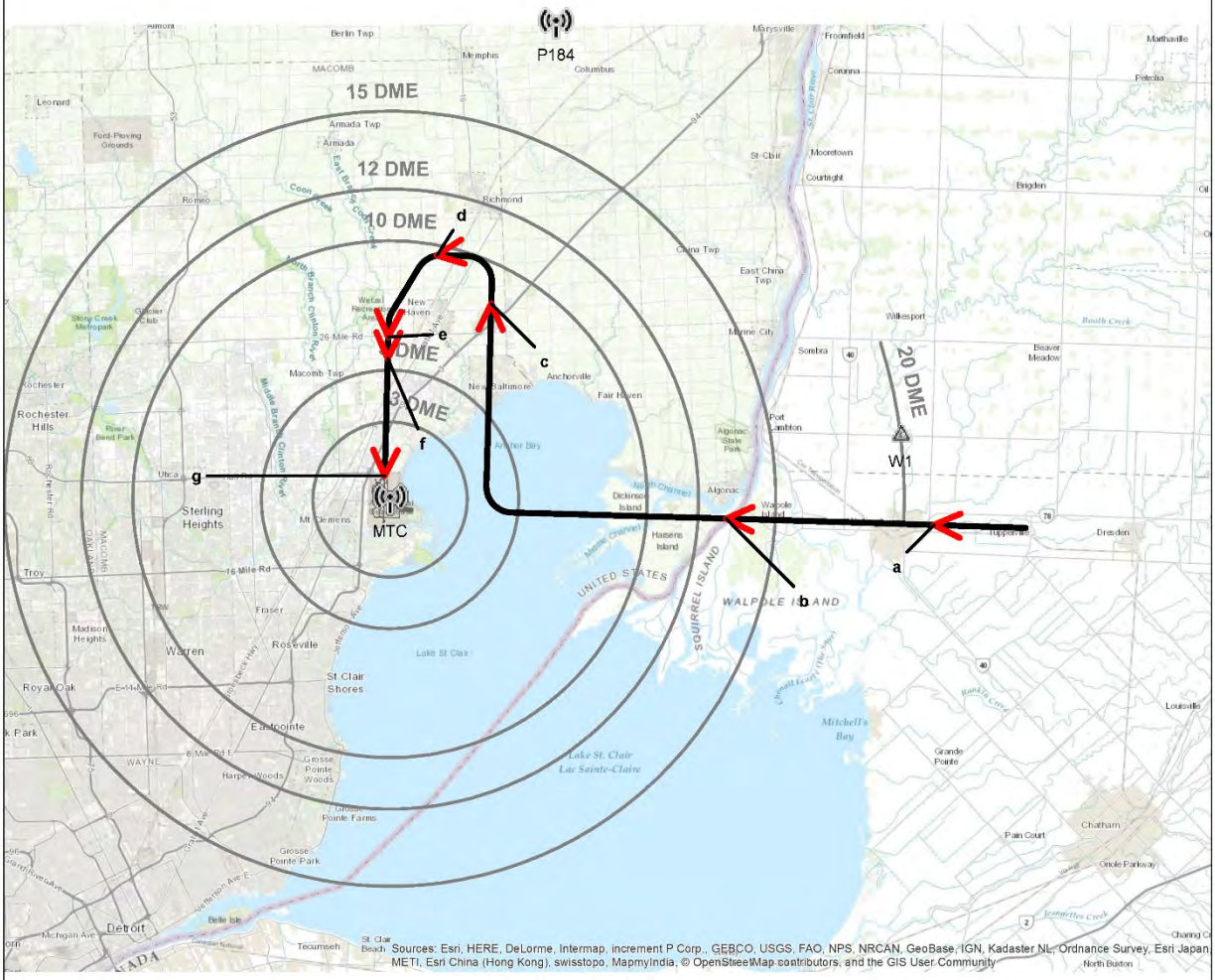
0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000 90,000 100,000

Scale in Feet 1:288,000 (1 inch = 24,000 feet)

Flight Profile 135_19A10

Point	Distance ft	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	230,000	4,420 AGL	55 Approach	220	-2.3	-900	132
b	180,849	2,420 AGL	55 Approach	220	-0.4	-100	306
c	77,710	1,720 AGL	55 Approach	180	0.0	0	71
d	56,141	1,720 AGL	60 Approach	180	-0.2	-100	82
e	32,600	1,620 AGL	65 Approach	160	0.0	0	19
f	27,600	1,620 AGL	60 Approach	145	-3.3	-800	113
g	0	50 AGL	60 Approach	145			

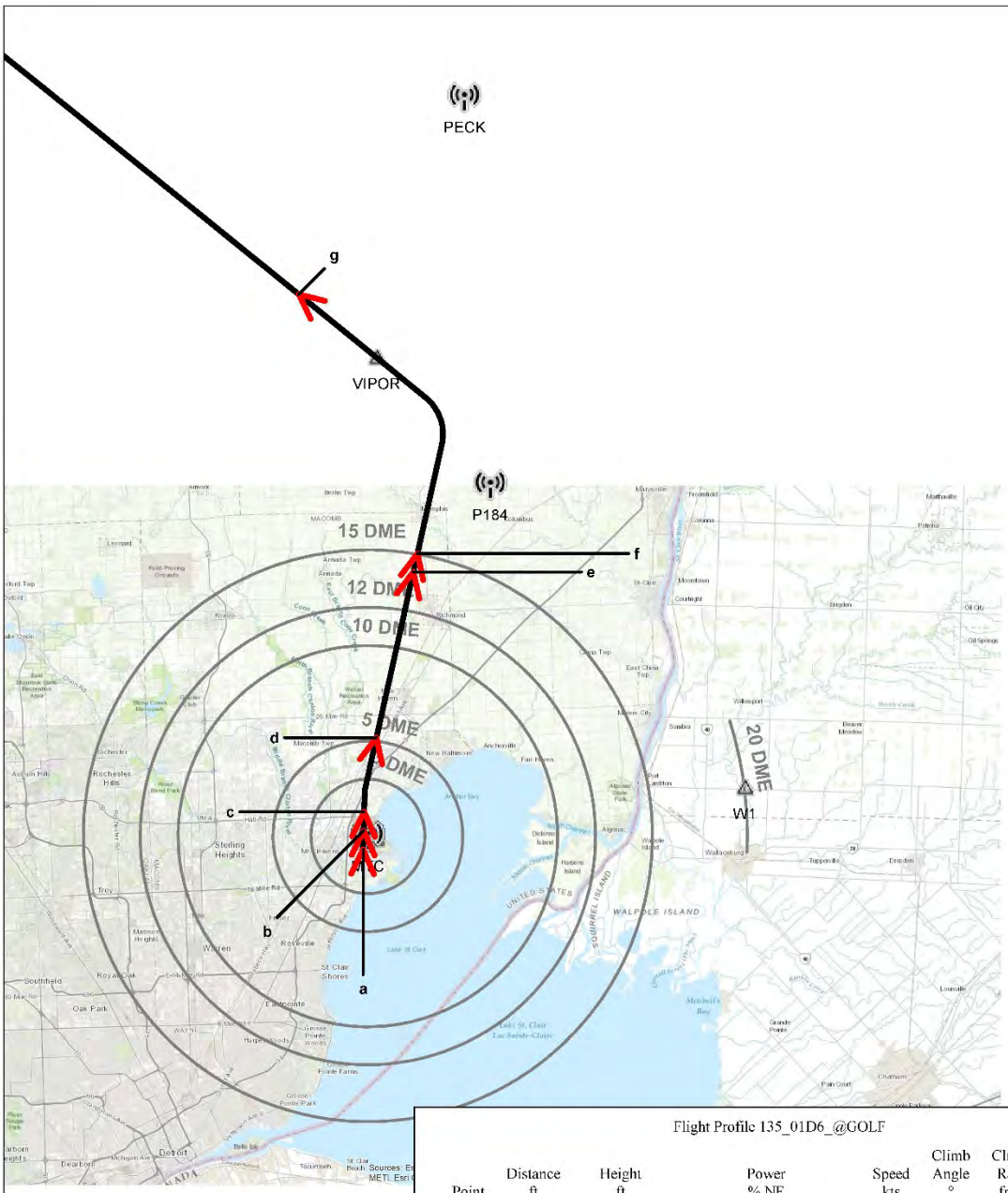
VIPOR



Flight Profile 135_19A10
19A10_@NEWTHRESHOLD
RADAR VECTORS FROM EAST_20% OF TOTAL ARR_87/13

0 20,000 40,000 60,000 80,000 100,000 120,000 140,000 160,000 180,000

Scale in Feet 1:560,000 (1 inch = 46,700 feet)



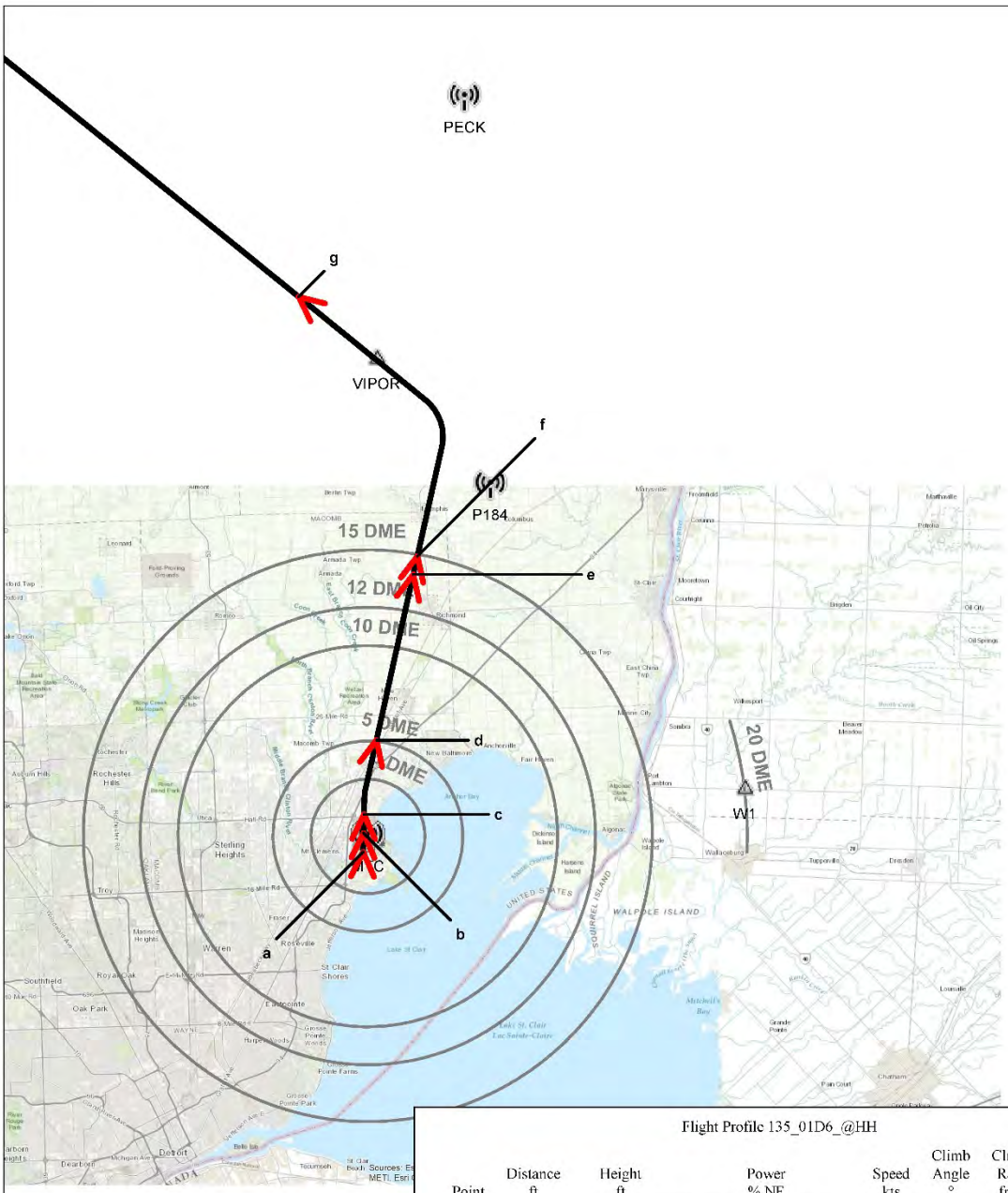
Flight Profile 135_01D6_@GOLF

Point	Distance ft	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	82.5 80% RPM Eng Runup	0	0.0	0	48
b	6,000	0 AGL	82.5 Max Rated Thrust	147	1.9	600	21
c	12,000	200 AGL	82.5 Max Rated Thrust	185	5.8	2200	65
d	36,000	2,630 AGL	90 Max Rated Thrust	250	6.3	2800	128
e	90,000	8,630 AGL	91 Max Rated Thrust	250	0.0	0	13
f	96,000	8,630 AGL	92 Max Rated Thrust	285	6.2	3200	216
g	200,000	20,000 AGL	93 Max Rated Thrust	285			

Flight Profile 135_01D6_@GOLF
01D11
North - VIPOR_30% OF TOTAL DEP_90/10

0 40,000 80,000 120,000 160,000 200,000

Scale in Feet 1:717,000 (1 inch = 59,800 feet)



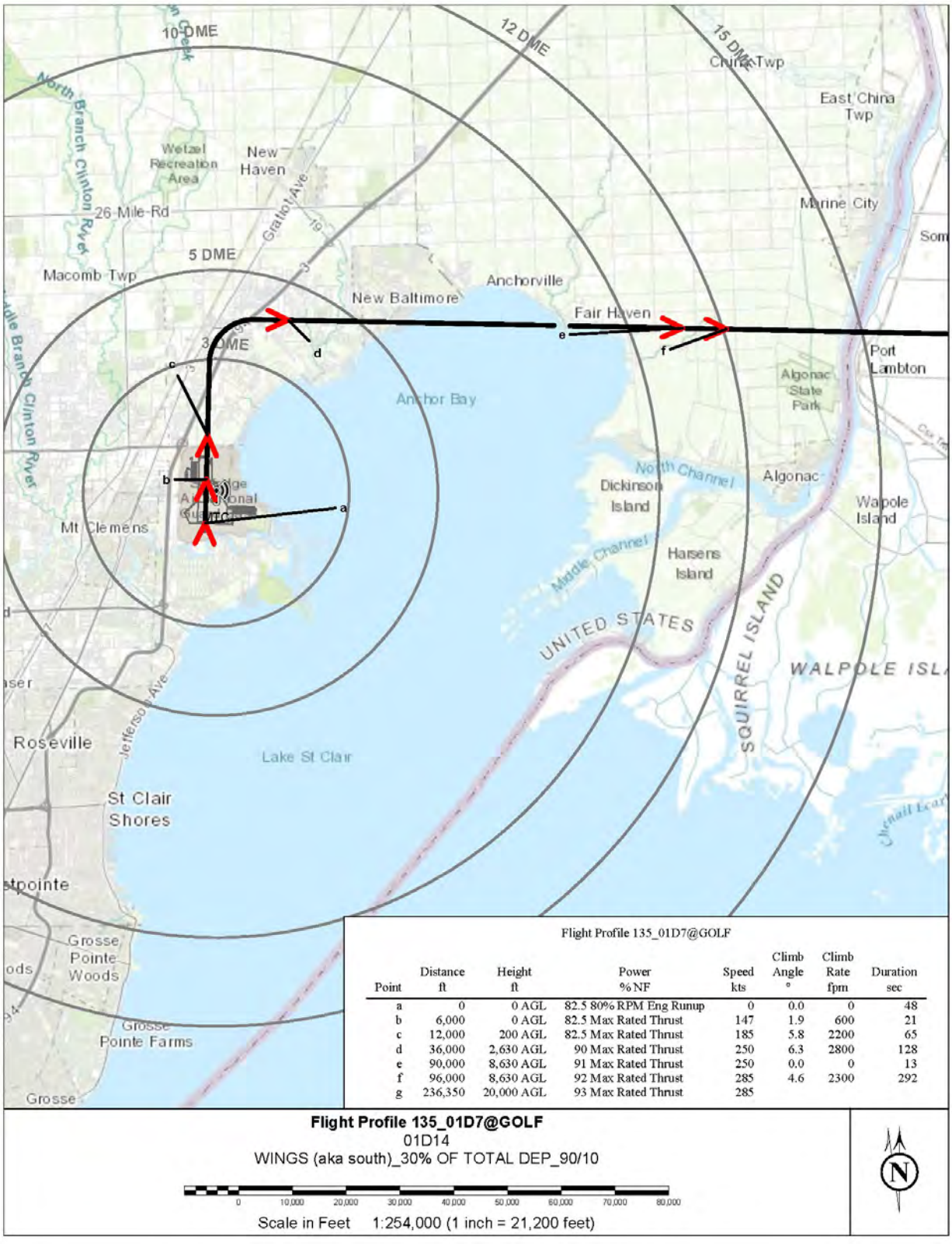
Flight Profile 135_01D6_@HH

Point	Distance ft	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	82.5 80% RPM Eng Runup	0	0.0	0	48
b	6,000	0 AGL	82.5 Max Rated Thrust	147	1.9	600	21
c	12,000	200 AGL	82.5 Max Rated Thrust	185	5.8	2200	65
d	36,000	2,630 AGL	90 Max Rated Thrust	250	6.3	2800	128
e	90,000	8,630 AGL	91 Max Rated Thrust	250	0.0	0	13
f	96,000	8,630 AGL	92 Max Rated Thrust	285	6.2	3200	216
g	200,000	20,000 AGL	93 Max Rated Thrust	285			

Flight Profile 135_01D6_@HH
01D11@HH
North - VIPOR_30% OF TOTAL DEP_90/10

0 40,000 80,000 120,000 160,000 200,000

Scale in Feet 1:717,000 (1 inch = 59,800 feet)



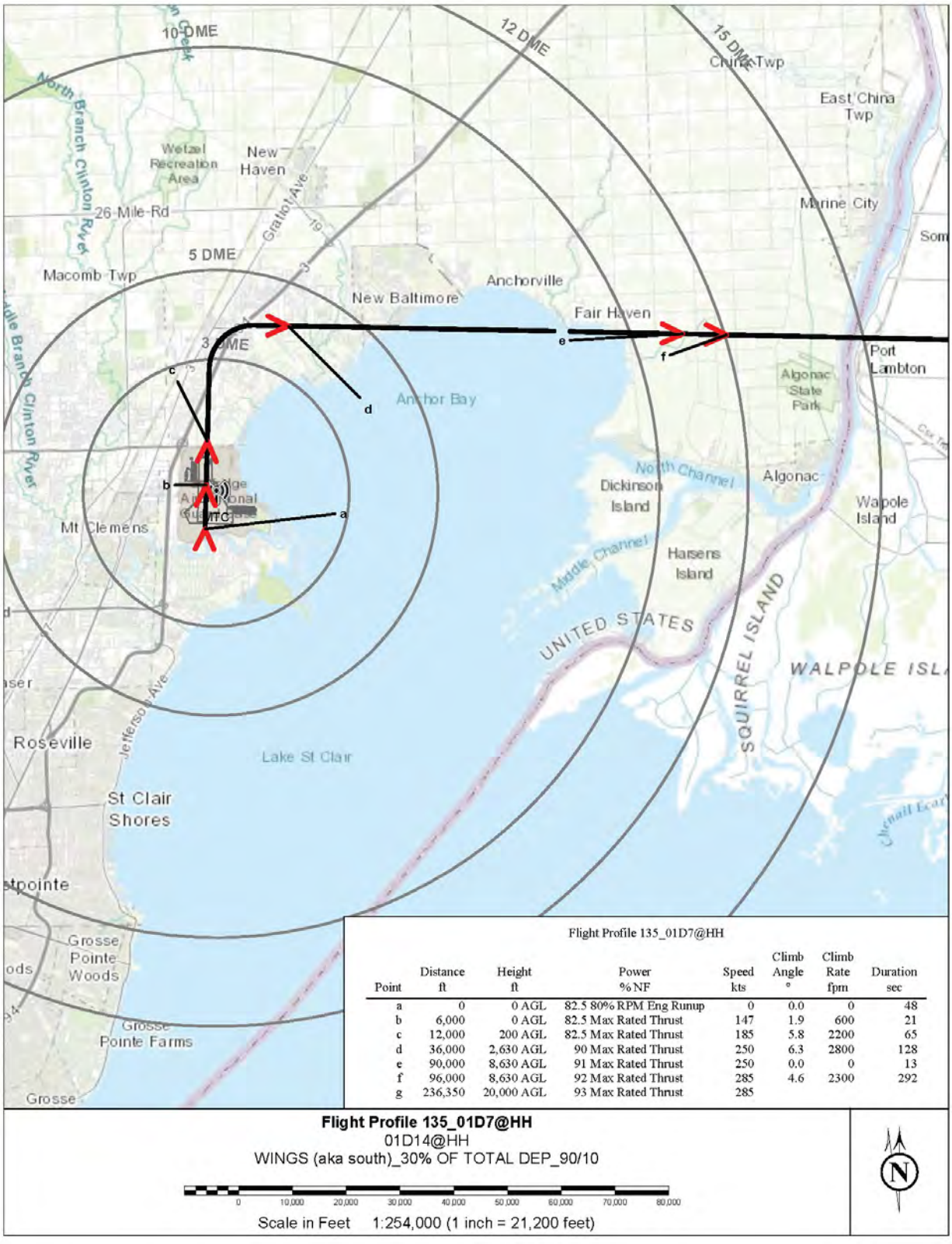
Flight Profile 135_01D7@GOLF

Point	Distance ft	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	82.5 80% RPM Eng Runup	0	0.0	0	48
b	6,000	0 AGL	82.5 Max Rated Thrust	147	1.9	600	21
c	12,000	200 AGL	82.5 Max Rated Thrust	185	5.8	2200	65
d	36,000	2,630 AGL	90 Max Rated Thrust	250	6.3	2800	128
e	90,000	8,630 AGL	91 Max Rated Thrust	250	0.0	0	13
f	96,000	8,630 AGL	92 Max Rated Thrust	285	4.6	2300	292
g	236,350	20,000 AGL	93 Max Rated Thrust	285			

Flight Profile 135_01D7@GOLF
01D14
WINGS (aka south)_30% OF TOTAL DEP_90/10

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000

Scale in Feet 1:254,000 (1 inch = 21,200 feet)



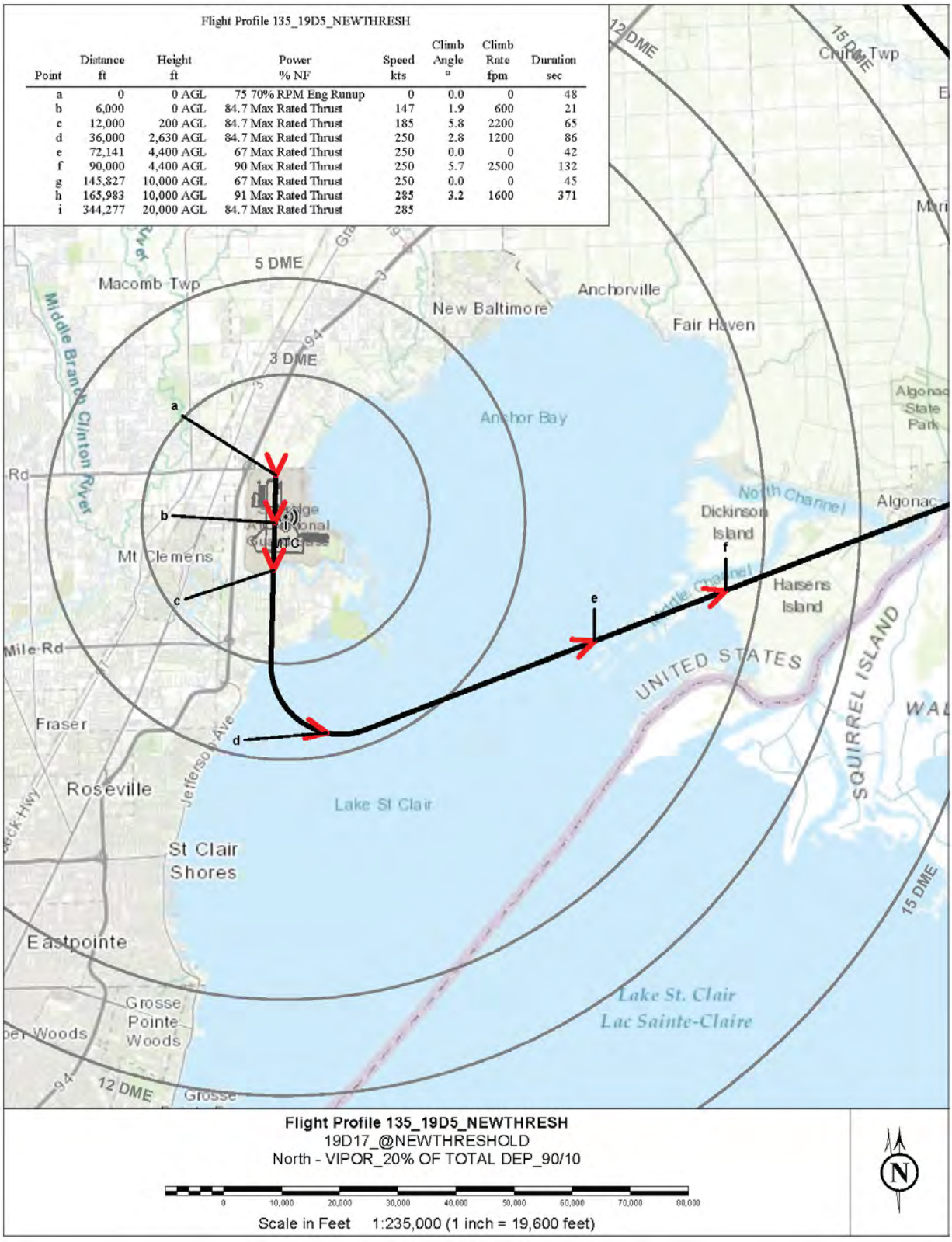
Flight Profile 135_01D7@HH

Point	Distance ft	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	82.5 80% RPM Eng Runup	0	0.0	0	48
b	6,000	0 AGL	82.5 Max Rated Thrust	147	1.9	600	21
c	12,000	200 AGL	82.5 Max Rated Thrust	185	5.8	2200	65
d	36,000	2,630 AGL	90 Max Rated Thrust	250	6.3	2800	128
e	90,000	8,630 AGL	91 Max Rated Thrust	250	0.0	0	13
f	96,000	8,630 AGL	92 Max Rated Thrust	285	4.6	2300	292
g	236,350	20,000 AGL	93 Max Rated Thrust	285			

Flight Profile 135_01D7@HH
01D14@HH
WINGS (aka south)_30% OF TOTAL DEP_90/10

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000

Scale in Feet 1:254,000 (1 inch = 21,200 feet)


Flight Profile 135_19D5_NEWTHRESH
Point | Distance ft | Height ft | Power % NF | Speed kts | Climb Angle ° | Climb Rate fpm | Duration sec
a | 0 | 0 AGL | 75 70% RPM Eng Runup | 0 | 0.0 | 0 | 48
b | 6,000 | 0 AGL | 84.7 Max Rated Thrust | 147 | 1.9 | 600 | 21
c | 12,000 | 200 AGL | 84.7 Max Rated Thrust | 185 | 5.8 | 2200 | 65
d | 36,000 | 2,630 AGL | 84.7 Max Rated Thrust | 250 | 2.8 | 1200 | 86
e | 72,141 | 4,400 AGL | 67 Max Rated Thrust | 250 | 0.0 | 0 | 42
f | 90,000 | 4,400 AGL | 90 Max Rated Thrust | 250 | 5.7 | 2500 | 132
g | 145,827 | 10,000 AGL | 67 Max Rated Thrust | 250 | 0.0 | 0 | 45
h | 165,983 | 10,000 AGL | 91 Max Rated Thrust | 285 | 3.2 | 1600 | 371
i | 344,277 | 20,000 AGL | 84.7 Max Rated Thrust | 285
12 DME
15 DME
5 DME
3 DME
12 DME
15 DME
Macomb Twp
New Baltimore
Anchorville
Fair Haven
Anchor Bay
Middle Branch Clinton River
Mt Clemens
Dickinson Island
Harsens Island
North Channel
Algonac
Algonac State Park
UNITED STATES
SQUIRREL ISLAND
Fraser
Roseville
St Clair Shores
Eastpointe
Grosse Pointe Woods
Lake St Clair
Lake St. Clair
Lac Sainte-Claire
Mile Rd
Jefferson Ave
Flight Profile 135_19D5_NEWTHRESH
19D17_@NEWTHRESHOLD
North - VIPOR_20% OF TOTAL DEP_90/10
0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000
Scale in Feet 1:235,000 (1 inch = 19,600 feet)
N

Flight Profile 135_19D5_TAXIBACK
Point | Distance ft | Height ft | Power % NF | Speed kts | Climb Angle ° | Climb Rate fpm | Duration sec
a | 0 | 0 AGL | 75 70% RPM Eng Runup | 0 | 0.0 | 0 | 48
b | 6,000 | 0 AGL | 84.7 Max Rated Thrust | 147 | 1.9 | 600 | 21
c | 12,000 | 200 AGL | 84.7 Max Rated Thrust | 185 | 5.8 | 2200 | 65
d | 36,000 | 2,630 AGL | 84.7 Max Rated Thrust | 250 | 2.8 | 1200 | 86
e | 72,141 | 4,400 AGL | 67 Max Rated Thrust | 250 | 0.0 | 0 | 42
f | 90,000 | 4,400 AGL | 90 Max Rated Thrust | 250 | 5.7 | 2500 | 132
g | 145,827 | 10,000 AGL | 67 Max Rated Thrust | 250 | 0.0 | 0 | 45
h | 165,983 | 10,000 AGL | 91 Max Rated Thrust | 285 | 3.2 | 1600 | 371
i | 344,277 | 20,000 AGL | 84.7 Max Rated Thrust | 285
5 DME
3 DME
12 DME
15 DME
Macomb Twp
New Baltimore
Anchorville
Fair Haven
Anchor Bay
Mt Clemens
Fraser
Roseville
St Clair Shores
Eastpointe
Grosse Pointe Woods
Lake St Clair
Lake St. Clair
Lac Sainte-Claire
Dickinson Island
Harsens Island
UNITED STATES
SQUIRREL ISLAND
Algonac
Algonac State Park
North Channel
Middle Channel
Middle Branch Clinton River
Mile Rd
a
b
c
d
e
f
Flight Profile 135_19D5_TAXIBACK
19D17_@TAXIBACK
North - VIPOR_20% OF TOTAL DEP_90/10
0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000
Scale in Feet 1:235,000 (1 inch = 19,600 feet)
N

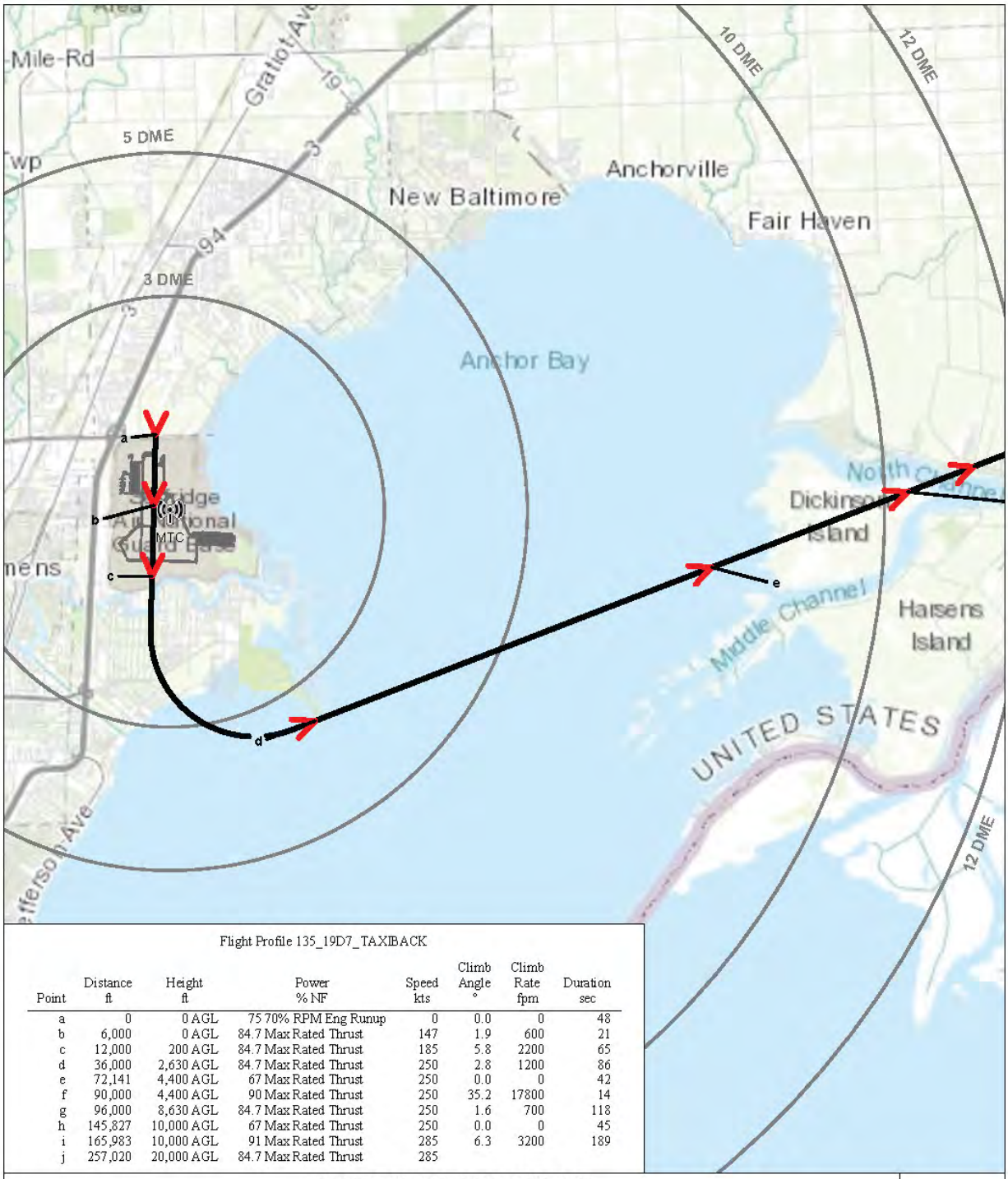
Flight Profile 135_19D7_NEWTHRESH

Point	Distance ft	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	75 70% RPM Eng Runup	0	0.0	0	48
b	6,000	0 AGL	84.7 Max Rated Thrust	147	1.9	600	21
c	12,000	200 AGL	84.7 Max Rated Thrust	185	5.8	2200	65
d	36,000	2,630 AGL	84.7 Max Rated Thrust	250	2.8	1200	86
e	72,141	4,400 AGL	67 Max Rated Thrust	250	0.0	0	42
f	90,000	4,400 AGL	90 Max Rated Thrust	250	35.2	17800	14
g	96,000	8,630 AGL	84.7 Max Rated Thrust	250	1.6	700	118
h	145,827	10,000 AGL	67 Max Rated Thrust	250	0.0	0	45
i	165,983	10,000 AGL	91 Max Rated Thrust	285	6.3	3200	189
j	257,020	20,000 AGL	84.7 Max Rated Thrust	285			

Flight Profile 135_19D7_NEWTHRESH
19D18_@NEWTHRESHOLD
ERRTH (aka south)_20% OF TOTAL DEP_90/10

0 10,000 20,000 30,000 40,000 50,000

Scale in Feet 1:167,000 (1 inch = 13,900 feet)



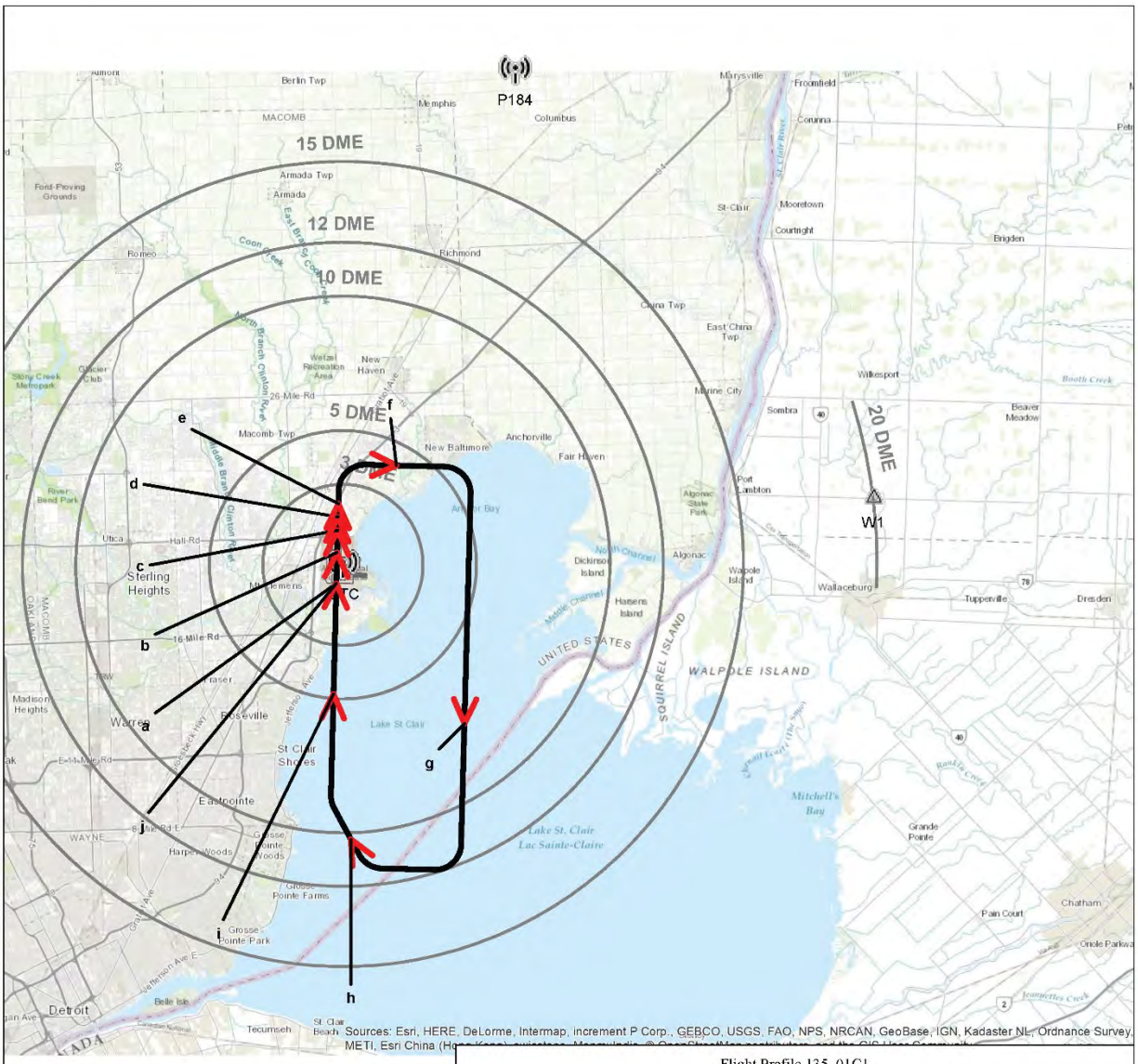
Flight Profile 135_19D7_TAXIBACK

Point	Distance ft	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	75 70% RPM Eng Runup	0	0.0	0	48
b	6,000	0 AGL	84.7 Max Rated Thrust	147	1.9	600	21
c	12,000	200 AGL	84.7 Max Rated Thrust	185	5.8	2200	65
d	36,000	2,630 AGL	84.7 Max Rated Thrust	250	2.8	1200	86
e	72,141	4,400 AGL	67 Max Rated Thrust	250	0.0	0	42
f	90,000	4,400 AGL	90 Max Rated Thrust	250	35.2	17800	14
g	96,000	8,630 AGL	84.7 Max Rated Thrust	250	1.6	700	118
h	145,827	10,000 AGL	67 Max Rated Thrust	250	0.0	0	45
i	165,983	10,000 AGL	91 Max Rated Thrust	285	6.3	3200	189
j	257,020	20,000 AGL	84.7 Max Rated Thrust	285			

Flight Profile 135_19D7_TAXIBACK
19D18_@TAXIBACK
ERRTH (aka south)_20% OF TOTAL DEP_90/10

0 10,000 20,000 30,000 40,000 50,000

Scale in Feet 1:167,000 (1 inch = 13,900 feet)



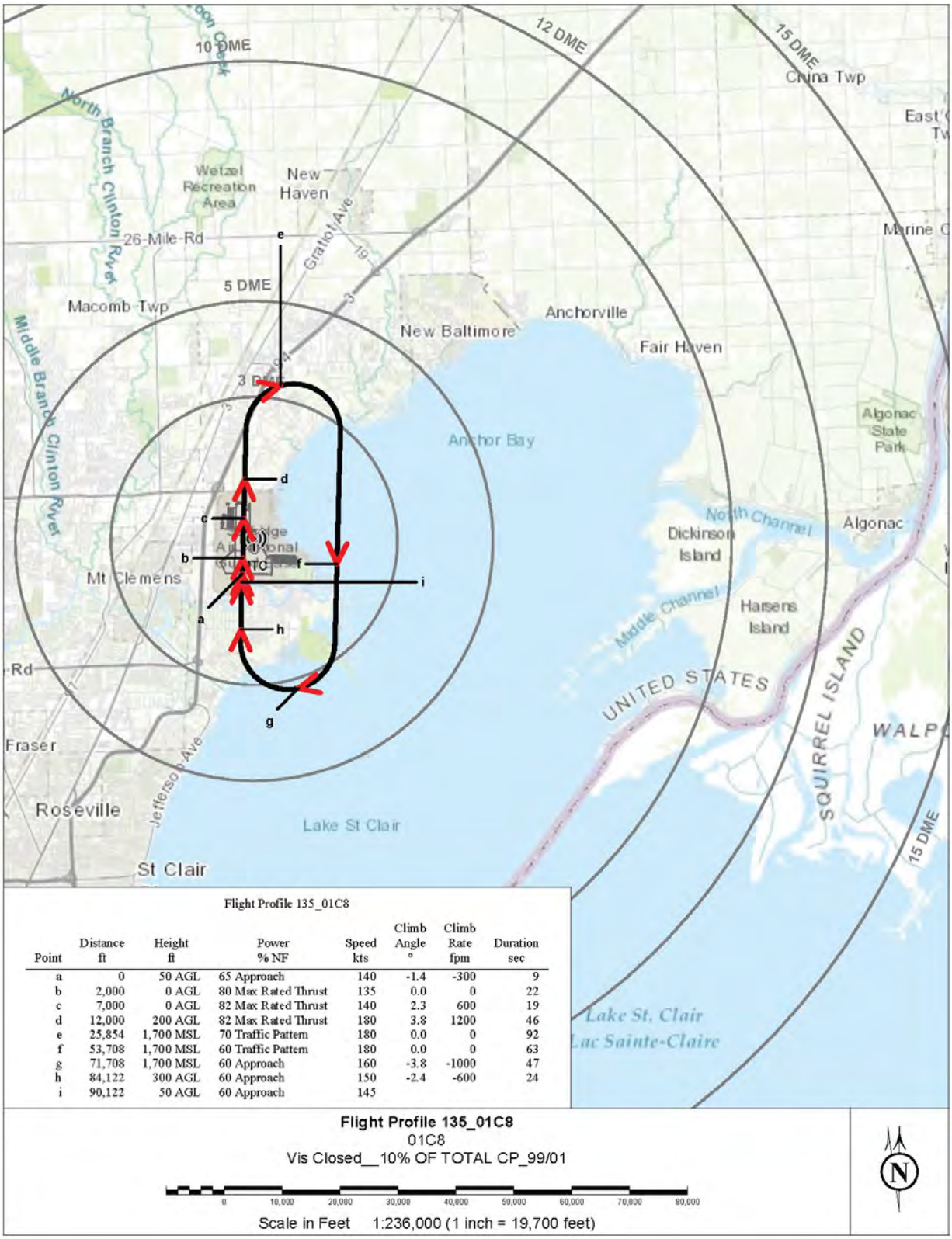
Flight Profile 135_01C1

Point	Distance ft	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	65 Max Rated Thrust	135	0.0	0	29
b	7,000	0 AGL	82 Max Rated Thrust	147	2.3	700	18
c	12,000	200 AGL	82 Max Rated Thrust	185	5.7	1900	9
d	15,000	500 AGL	82 Max Rated Thrust	200	0.0	0	8
e	18,000	500 AGL	70 Traffic Pattern	250	3.6	1500	49
f	37,390	2,300 MSL	55 Traffic Pattern	220	0.0	0	195
g	109,882	2,300 MSL	55 Traffic Pattern	220	0.0	0	175
h	168,882	2,300 MSL	60 Traffic Pattern	180	-0.9	-300	122
i	202,979	1,200 AGL	60 Approach	150	-2.6	-700	101
j	228,091	50 AGL	60 Approach	145			

Flight Profile 135_01C1
01C1
ILS Closed_30% OF TOTAL CP_93/07

0 20,000 40,000 60,000 80,000 100,000 120,000 140,000 160,000

Scale in Feet 1:505,000 (1 inch = 42,100 feet)



Flight Profile 135_01C8

Point	Distance ft	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	50 AGL	65 Approach	140	-1.4	-300	9
b	2,000	0 AGL	80 Max Rated Thrust	135	0.0	0	22
c	7,000	0 AGL	82 Max Rated Thrust	140	2.3	600	19
d	12,000	200 AGL	82 Max Rated Thrust	180	3.8	1200	46
e	25,854	1,700 MSL	70 Traffic Pattern	180	0.0	0	92
f	53,708	1,700 MSL	60 Traffic Pattern	180	0.0	0	63
g	71,708	1,700 MSL	60 Approach	160	-3.8	-1000	47
h	84,122	300 AGL	60 Approach	150	-2.4	-600	24
i	90,122	50 AGL	60 Approach	145			

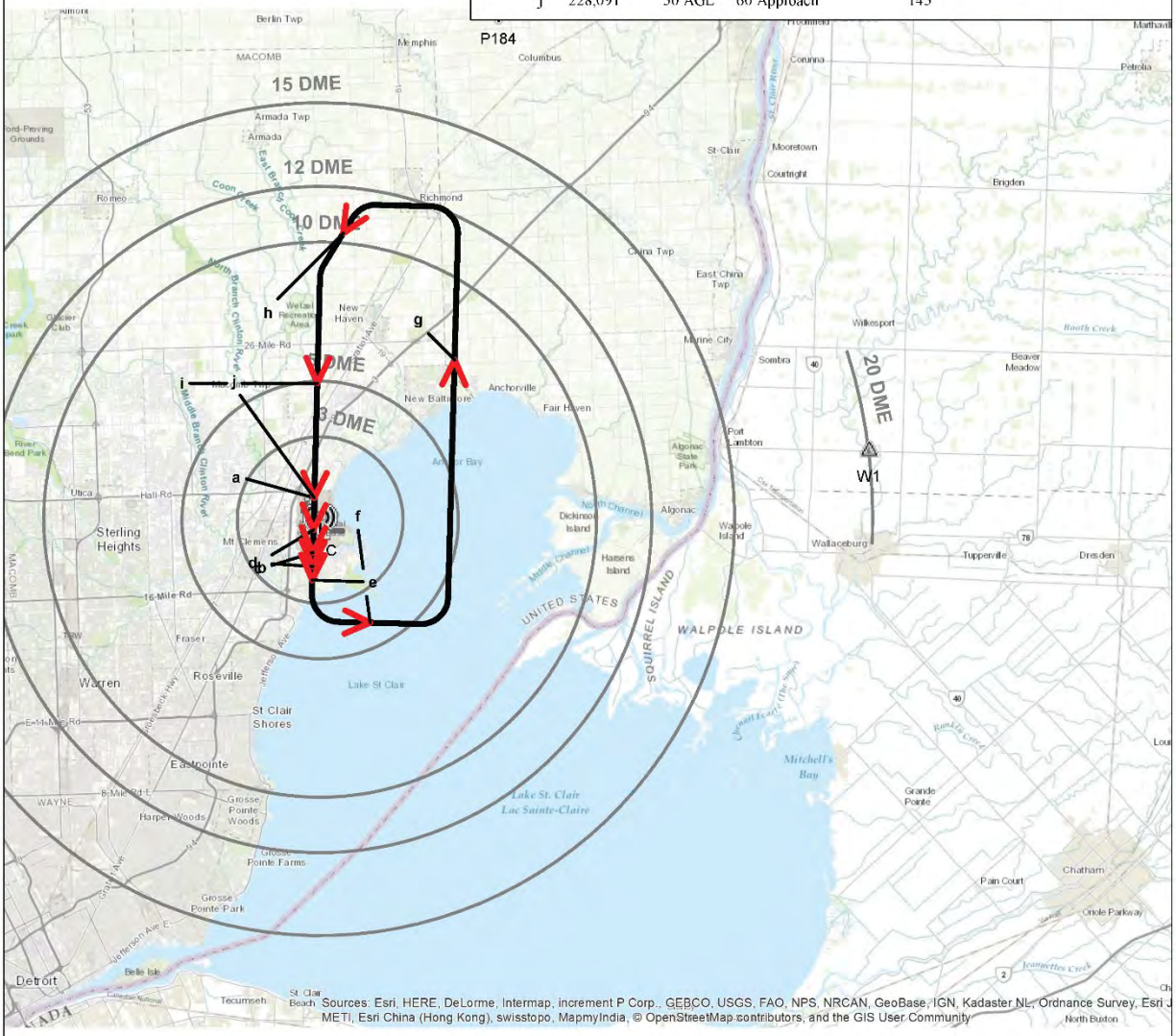
Flight Profile 135_01C8
01C8
Vis Closed__10% OF TOTAL CP_99/01

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000

Scale in Feet 1:236,000 (1 inch = 19,700 feet)

Flight Profile 135_19C1

Point	Distance ft	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	65 Max Rated Thrust	135	0.0	0	29
b	7,000	0 AGL	82 Max Rated Thrust	147	2.3	700	18
c	12,000	200 AGL	82 Max Rated Thrust	185	5.7	1900	9
d	15,000	500 AGL	82 Max Rated Thrust	200	0.0	0	8
e	18,000	500 AGL	70 Traffic Pattern	250	3.6	1500	49
f	37,390	2,300 MSL	55 Traffic Pattern	220	0.0	0	195
g	109,882	2,300 MSL	55 Traffic Pattern	220	0.0	0	175
h	168,882	2,300 MSL	60 Traffic Pattern	180	-0.9	-300	122
i	202,979	1,200 AGL	60 Approach	150	-2.6	-700	101
j	228,091	50 AGL	60 Approach	145			



Flight Profile 135_19C1
19C1
ILS Closed_45% OF TOTAL CP_93/07

0 20,000 40,000 60,000 80,000 100,000 120,000 140,000 160,000

Scale in Feet 1:504,000 (1 inch = 42,000 feet)

Flight Profile 135_19C8

Point	Distance ft	Height ft	Power %NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	50 AGL	65 Approach	140	-1.4	-300	9
b	2,000	0 AGL	80 Max Rated Thrust	135	0.0	0	22
c	7,000	0 AGL	82 Max Rated Thrust	140	2.3	600	19
d	12,000	200 AGL	82 Max Rated Thrust	180	3.8	1200	46
e	25,854	1,700 MSL	70 Traffic Pattern	180	0.0	0	41
f	38,184	1,700 MSL	60 Traffic Pattern	180	0.0	0	44
g	50,933	1,700 MSL	60 Approach	160	-1.8	-500	98
h	76,661	300 AGL	60 Approach	150	-2.4	-600	25
i	82,661	50 AGL	60 Approach	140			

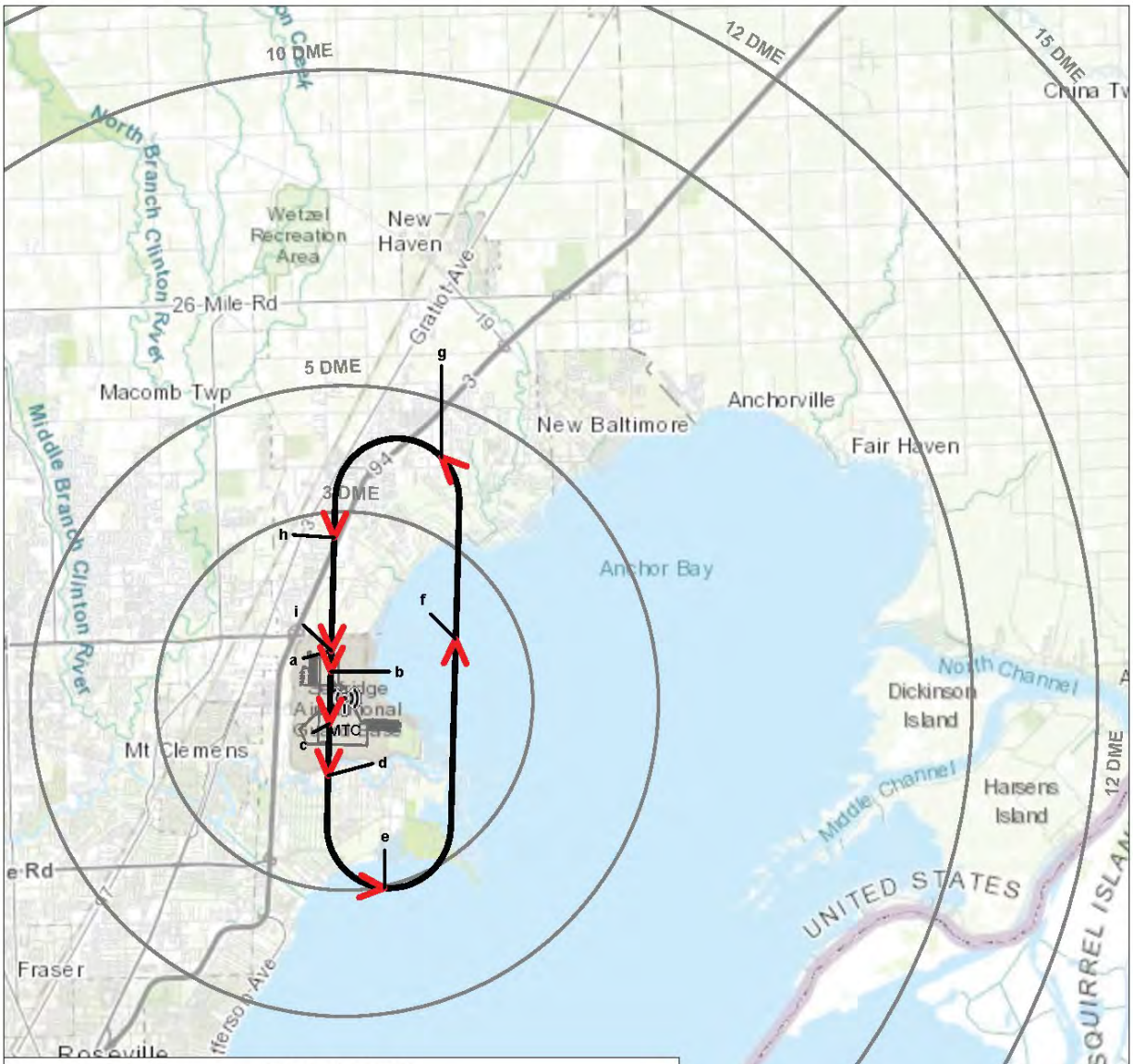
Flight Profile 135_19C8

19C8

Vis Closed, early XW_8% OF TOTAL CP_99/01

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000

Scale in Feet 1:214,000 (1 inch = 17,800 feet)



Flight Profile 135_19C9

Point	Distance ft	Height ft	Power %NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	50 AGL	65 Approach	140	-1.4	-300	9
b	2,000	0 AGL	80 Max Rated Thrust	135	0.0	0	22
c	7,000	0 AGL	82 Max Rated Thrust	140	2.3	600	19
d	12,000	200 AGL	82 Max Rated Thrust	180	3.8	1200	46
e	25,854	1,700 MSL	70 Traffic Pattern	180	0.0	0	92
f	53,708	1,700 MSL	60 Traffic Pattern	180	0.0	0	63
g	71,708	1,700 MSL	60 Approach	160	-1.7	-500	68
h	89,415	600 AGL	60 Approach	150	-2.9	-700	45
i	100,339	50 AGL	60 Approach	140			

Flight Profile 135_19C9
19C9
Vis Closed_7% OF TOTAL CP_99/01

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000

Scale in Feet 1:214,000 (1 inch = 17,800 feet)

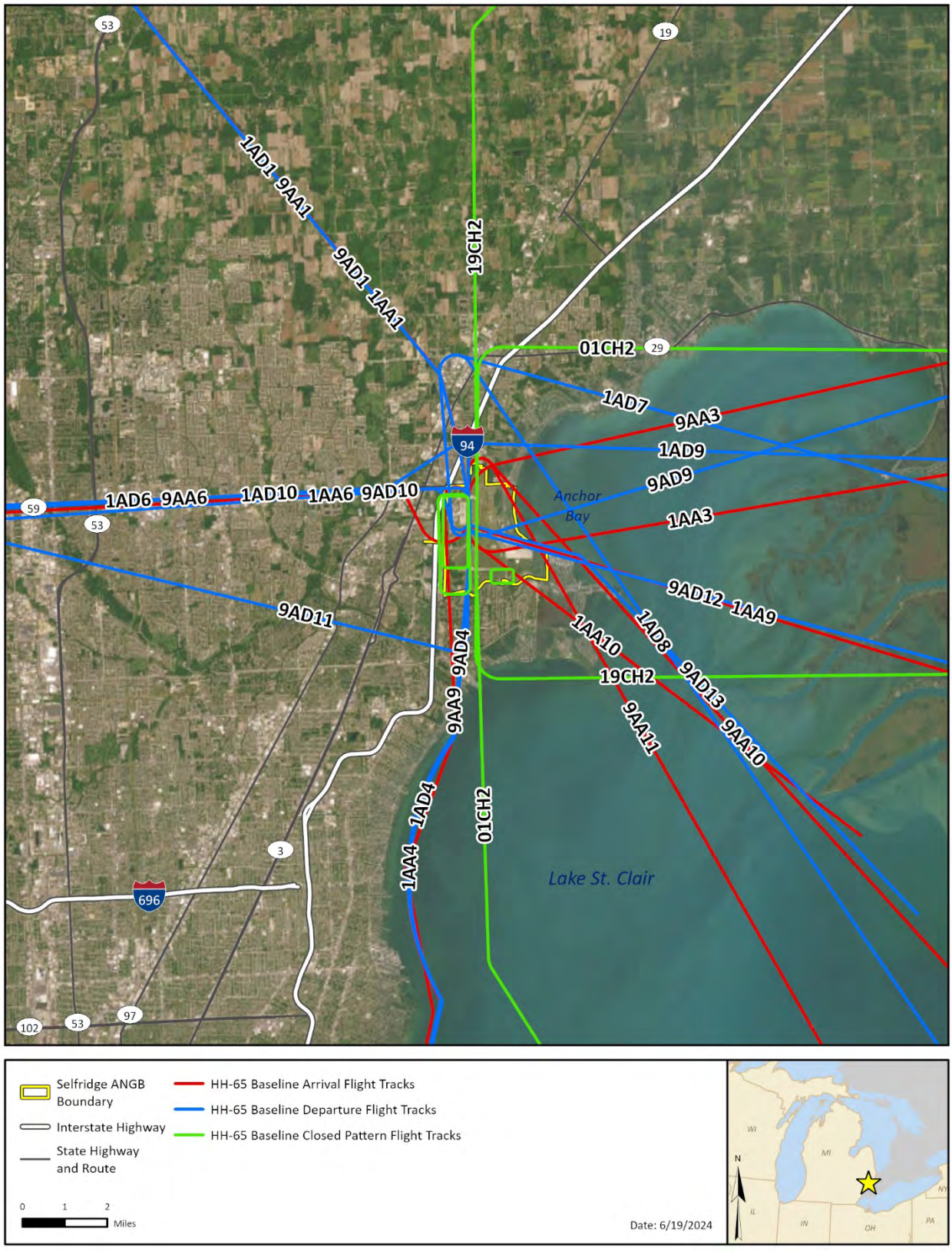
TABLE 3. Coast Guard H-65 Operations

Operation	*Profile*	*Long Name*	*Track*	*Annual*	*Per Day*	*Per Night*	*Total*	*% Day*	*% Night*	*% Total*
Arrival	H65_1AA1	CG HH-65 ARRIVALS FROM NORTH/SAGINAW_8% OF TOTAL ARR_70/30	1AA1	144	0.277	0.118	0.395	70%	30%	8%
	H65_1AA3	CG HH-65 ARRIVALS FROM EAST/BUFFALO_8% OF TOTAL ARR_70/30	1AA3	144	0.277	0.118	0.395	70%	30%	8%
	H65_1AA4	CG HH-65 ARRIVALS FROM SOUTH/SEC ROUTE_8% OF TOTAL ARR_70/30	1AA4	144	0.277	0.118	0.395	70%	30%	8%
	H65_1AA6	CG HH-65 ARRIVALS FROM WEST_10% OF TOTAL ARR_70/30	1AA6	181	0.348	0.149	0.497	70%	30%	10%
	H65_1AA9	CG HH-65 ARRIVALS FROM EERIE, PA_8% OF TOTAL ARR_70/30	1AA9	144	0.277	0.118	0.395	70%	30%	8%
	H65_1AA10	CG HH-65 ARRIVALS FROM CLEVELAND_8% OF TOTAL ARR_70/30	1AA10	144	0.277	0.118	0.395	70%	30%	8%
	H65_9AA1	CG HH-65 ARRIVALS FROM NORTH/SAGINAW_8% OF TOTAL ARR_70/30	9AA1	144	0.277	0.118	0.395	70%	30%	8%
	H65_9AA3	CG HH-65 ARRIVALS FROM EAST/BUFFALO_8% OF TOTAL ARR_70/30	9AA3	144	0.277	0.118	0.395	70%	30%	8%
	H65_9AA6	CG HH-65 ARRIVALS FROM WEST_10% OF TOTAL ARR_70/30	9AA6	181	0.348	0.149	0.497	70%	30%	10%
	H65_9AA9	CG HH-65 ARRIVALS FROM SOUTH/SECURITY ROUTE_8% OF TOTAL ARR_70/30	9AA9	144	0.277	0.118	0.395	70%	30%	8%
	H65_9AA10	CG HH-65 ARRIVALS FROM EERIE, PA_8% OF TOTAL ARR_70/30	9AA10	144	0.277	0.118	0.395	70%	30%	8%
	H65_9AA11	CG HH-65 ARRIVALS FROM CLEVELAND_8% OF TOTAL ARR_70/30	9AA11	144	0.277	0.118	0.395	70%	30%	8%
		Total		1805	3.466	1.478	4.944	70%	30%	
Departure	H65_1AD1	CG HH-65 DEPARTURES TO NORTH/SAGINAW_8% OF TOTAL DEP_87/13	1AD1	144	0.345	0.049	0.395	88%	12%	8%
	H65_1AD4	CG HH-65 DEPARTURES TO SOUTH/SEC ROUTE_8% OF TOTAL DEP_87/13	1AD4	144	0.345	0.049	0.395	88%	12%	8%
	H65_1AD7	CG HH-65 DEPARTURES TO EERIE, PA_8% OF TOTAL DEP_87/13	1AD7	144	0.345	0.049	0.395	88%	12%	8%
	H65_1AD8	CG HH-65 DEPARTURES TO CLEVELAND, OH_8% OF TOTAL DEP_87/13	1AD8	144	0.345	0.049	0.395	88%	12%	8%
	H65_1AD9	CG HH-65 DEPARTURES TO EAST/BUFFALO_8% OF TOTAL DEP_87/13	1AD9	144	0.345	0.049	0.395	88%	12%	8%

Operation	*Profile*	*Long Name*	*Track*	*Annual*	*Per Day*	*Per Night*	*Total*	*% Day*	*% Night*	*% Total*
	H65_1AD10	CG HH-65 IFR DEPARTURES TO WEST/MUSKEGON_5% OF TOTAL DEP_87/13	1AD10	90	0.216	0.031	0.247	87%	13%	5%
	H65_1AD11	CG HH-65 VFR DEPARTURES TO WEST/MUSKEGON_5% OF TOTAL DEP_87/13	1AD6	95	0.230	0.030	0.260	88%	12%	5%
	H65_9AD1	CG HH-65 DEPARTURES TO NORTH/SAGINAW_8% OF TOTAL DEP_87/13	9AD1	144	0.345	0.049	0.395	88%	12%	8%
	H65_9AD4	CG HH-65 DEPARTURES TO SOUTH/SEC ROUTE_8% OF TOTAL DEP_87/13	9AD4	144	0.345	0.049	0.395	88%	12%	8%
	H65_9AD9	CG HH-65 DEPARTURES TO EAST/BUFFALO_8% OF TOTAL DEP_87/13	9AD9	144	0.345	0.049	0.395	88%	12%	8%
	H65_9AD10	CG HH-65 DEPARTURES TO WEST/MUSKEGON_5% OF TOTAL DEP_87/13	9AD10	90	0.216	0.031	0.247	87%	13%	5%
	H65_9AD11	CG HH-65 IFR DEPARTURES TO WEST/MUSKEGON_5% OF TOTAL DEP_87/13	9AD11	90	0.216	0.031	0.247	87%	13%	5%
	H65_9AD12	CG HH-65 DEPARTURES TO EERIE, PA_8% OF TOTAL DEP_87/13	9AD12	144	0.345	0.049	0.395	88%	12%	8%
	H65_9AD13	CG HH-65 DEPARTURES TO CLEVELAND_8% OF TOTAL DEP_87/13	9AD13	144	0.345	0.049	0.395	88%	12%	8%
		Total		1805	4.329	0.616	4.945	88%	12%	
Closed Pattern	H65_1BCS	CG HH-65 TO WEST TRANSITION AREAS_79% OF TOTAL CP_75/25	1ACH2	451	0.928	0.309	1.237	75%	25%	39%
	H65_01CH2	CG HH-65 IFR PATTERNS_20% OF TOTAL CP_89/11	01CH2	114	0.279	0.034	0.313	89%	11%	10%
	H65_9BCS	CG HH-65 TO WEST TRANSITION AREAS_79% OF TOTAL CP_75/25	9ACH	451	0.928	0.309	1.237	75%	25%	39%
	H65_10CH2	CG HH-65 SHORT VFR IN EAST TRANSITION AREA_1% OF TOTAL CP_75/25	28CH2	11	0.023	0.008	0.031	75%	25%	1%
	H65_19CH2	CG HH-65 IFR PATTERNS_20% OF TOTAL CP_89/11	19CH2	114	0.279	0.034	0.313	89%	11%	10%
		Total		1143	2.436	0.695	3.132	78%	22%	

Legend: % = percent; CG = Coast Guard

Flight Tracks



CG H-65 Flight Profiles

Flight Profile H65_1AA1

Point	Distance NM	Height ft	Power KNOTS
a	32.92	1,200 MSL	Flyover 120 kts
b	1.97	1,200 MSL	Flyover 120 kts
c	0.99	1,200 MSL	Flyover 120 kts
d	0.16	300 AGL	Approach 75 kts
e	0.00	50 AGL	Approach 75 kts

Flight Profile H65_1AA1

CG HH-65 ARRIVALS FROM NORTH/SAGINAW_8% OF TOTAL ARR_70/30

0 2,000 4,000 6,000 8,000 10,000 12,000 14,000 16,000

Scale in Feet 1:50,000 (1 inch = 4,170 feet)

N

94
3 DME
b
c
d
e
MTC
Flight Profile H65_9AA1
Distance NM
Height ft
Power KNOTS
a 32.92 1,200 MSL Flyover 120 kts
b 1.97 1,200 MSL Flyover 120 kts
c 0.99 1,200 MSL Flyover 120 kts
d 0.16 300 AGL Approach 75 kts
e 0.00 50 AGL Approach 75 kts
Flight Profile H65_9AA1
CG HH-65 ARRIVALS FROM NORTH/SAGINAW_8% OF TOTAL ARR_70/30
0 2,000 4,000 6,000 8,000 10,000 12,000 14,000 16,000 18,000 20,000
Scale in Feet 1:57,600 (1 inch = 4,800 feet)
N

3 DME
d
c
b
a
MTC
Flight Profile H65_1AD1
Point | Distance NM | Height ft | Power KNOTS
a | 0.00 | 0 AGL | Takeoff 74 kts
b | 0.33 | 300 AGL | Takeoff 74 kts
c | 0.66 | 500 AGL | Takeoff 74 kts
d | 1.65 | 500 AGL | Flyover 120 kts
e | 32.92 | 500 AGL | Flyover 120 kts
Flight Profile H65_1AD1
CG HH-65 DEPARTURES TO NORTH/SAGINAW_8% OF TOTAL DEP_87/13
0 2,000 4,000 6,000 8,000 10,000 12,000 14,000 16,000
Scale in Feet 1:52,000 (1 inch = 4,330 feet)
N

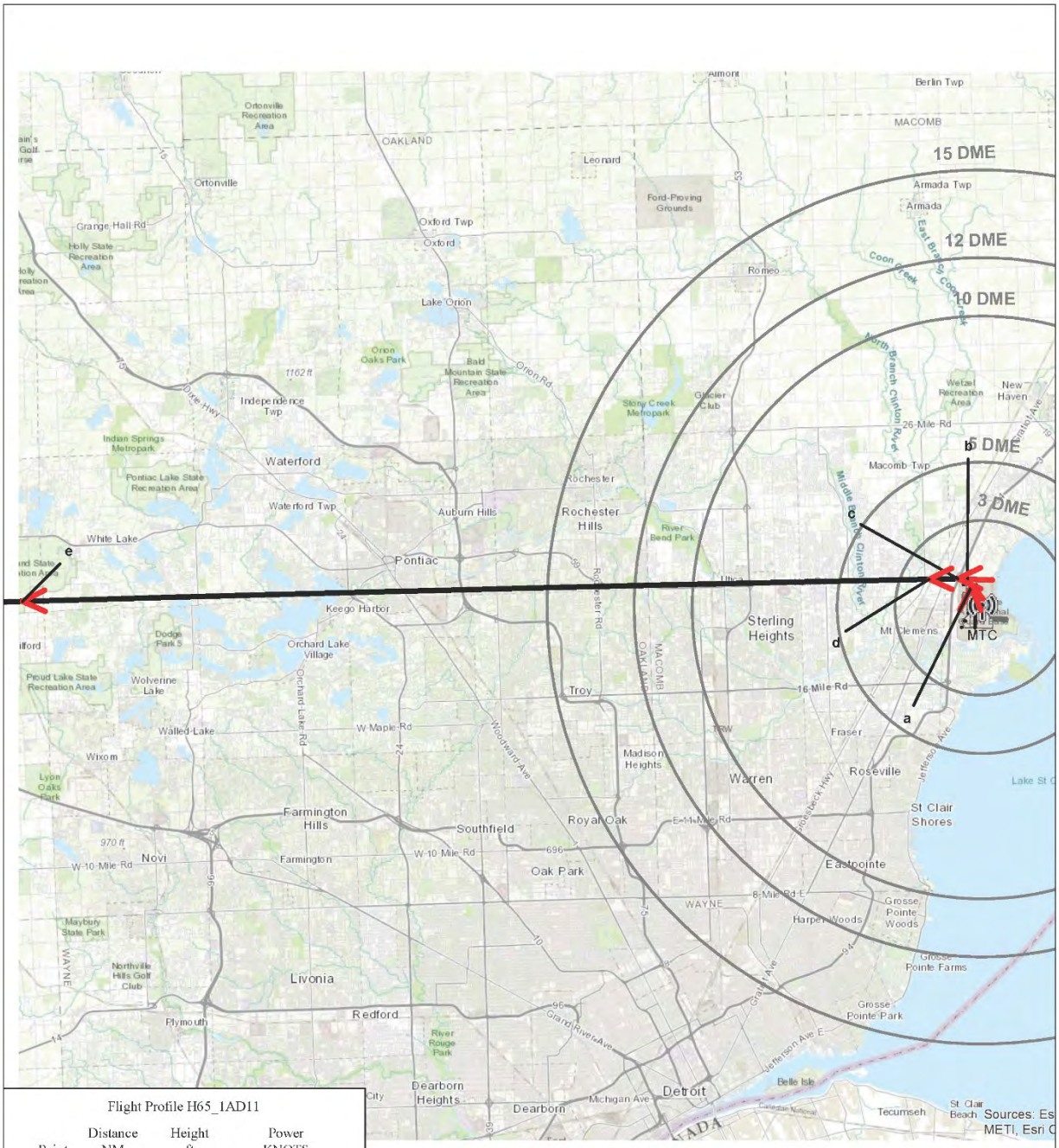
a
b
c
d
MTC
Flight Profile H65_1AD4
Point | Distance NM | Height ft | Power KNOTS
a | 0.00 | 0 AGL | Takeoff 74 kts
b | 0.33 | 300 AGL | Takeoff 74 kts
c | 0.66 | 500 AGL | Takeoff 74 kts
d | 1.65 | 500 AGL | Flyover 120 kts
e | 32.92 | 500 AGL | Flyover 120 kts
Flight Profile H65_1AD4
CG HH-65 DEPARTURES TO SOUTH/SEC ROUTE_8% OF TOTAL DEP_87/13
0
1,000
2,000
3,000
4,000
5,000
6,000
7,000
8,000
9,000
Scale in Feet 1:26,700 (1 inch = 2,230 feet)
N

3 DME
d
c
b
a
MTC
Flight Profile H65_1AD7
Point | Distance NM | Height ft | Power KNOTS
a | 0.00 | 0 AGL | Takeoff 74 kts
b | 0.33 | 300 AGL | Takeoff 74 kts
c | 0.66 | 500 AGL | Takeoff 74 kts
d | 1.65 | 500 AGL | Flyover 120 kts
e | 32.92 | 500 AGL | Flyover 120 kts
Flight Profile H65_1AD7
CG HH-65 DEPARTURES TO EERIE, PA_8% OF TOTAL DEP_87/13
0 2,000 4,000 6,000 8,000 10,000 12,000 14,000 16,000
Scale in Feet 1:47,300 (1 inch = 3,940 feet)
N

Flight Profile H65_1AD8
Point | Distance NM | Height ft | Power KNOTS
a | 0.00 | 0 AGL | Takeoff 74 kts
b | 0.33 | 300 AGL | Takeoff 74 kts
c | 0.66 | 500 AGL | Takeoff 74 kts
d | 1.65 | 500 AGL | Flyover 120 kts
e | 32.92 | 500 AGL | Flyover 120 kts
3 DME
d
c
b
a
MTC
Flight Profile H65_1AD8
CG HH-65 DEPARTURES TO CLEVELAND, OH_8% OF TOTAL DEP_87/13
0
2,000
4,000
6,000
8,000
10,000
12,000
14,000
Scale in Feet 1:43,300 (1 inch = 3,610 feet)
N

3 DME
d
c
b
a
MTC
Flight Profile H65_1AD9
Point | Distance NM | Height ft | Power KNOTS
a | 0.00 | 0 AGL | Takeoff 74 kts
b | 0.33 | 300 AGL | Takeoff 74 kts
c | 0.66 | 500 AGL | Takeoff 74 kts
d | 1.65 | 500 AGL | Flyover 120 kts
e | 32.92 | 500 AGL | Flyover 120 kts
Flight Profile H65_1AD9
CG HH-65 DEPARTURES TO EAST/BUFFALO_8% OF TOTAL DEP_87/13
0 2,000 4,000 6,000 8,000 10,000 12,000 14,000
Scale in Feet 1:44,200 (1 inch = 3,690 feet)
N

Flight Profile H65_1AD10
Point | Distance NM | Height ft | Power KNOTS
a | 0.00 | 0 AGL | Takeoff 74 kts
b | 0.33 | 300 AGL | Takeoff 74 kts
c | 0.66 | 500 AGL | Takeoff 74 kts
d | 1.65 | 1,000 AGL | Flyover 120 kts
e | 6.04 | 4,000 AGL | Flyover 120 kts
f | 17.82 | 4,000 AGL | Flyover 120 kts
3 DME
d
c
b
a
MTC
Clemens
3 DME
Flight Profile H65_1AD10
CG HH-65 IFR DEPARTURES TO WEST/MUSKEGON_5% OF TOTAL DEP_87/13
0
2,000
4,000
6,000
8,000
10,000
12,000
14,000
Scale in Feet 1:45,700 (1 inch = 3,810 feet)
N



Flight Profile H65_1AD11

Point	Distance NM	Height ft	Power KNOTS
a	0.00	0 AGL	Takeoff 74 kts
b	0.33	300 AGL	Takeoff 74 kts
c	0.66	500 AGL	Takeoff 74 kts
d	1.65	1,000 AGL	Flyover 120 kts
e	32.92	1,000 AGL	Flyover 120 kts

Flight Profile H65_1AD11

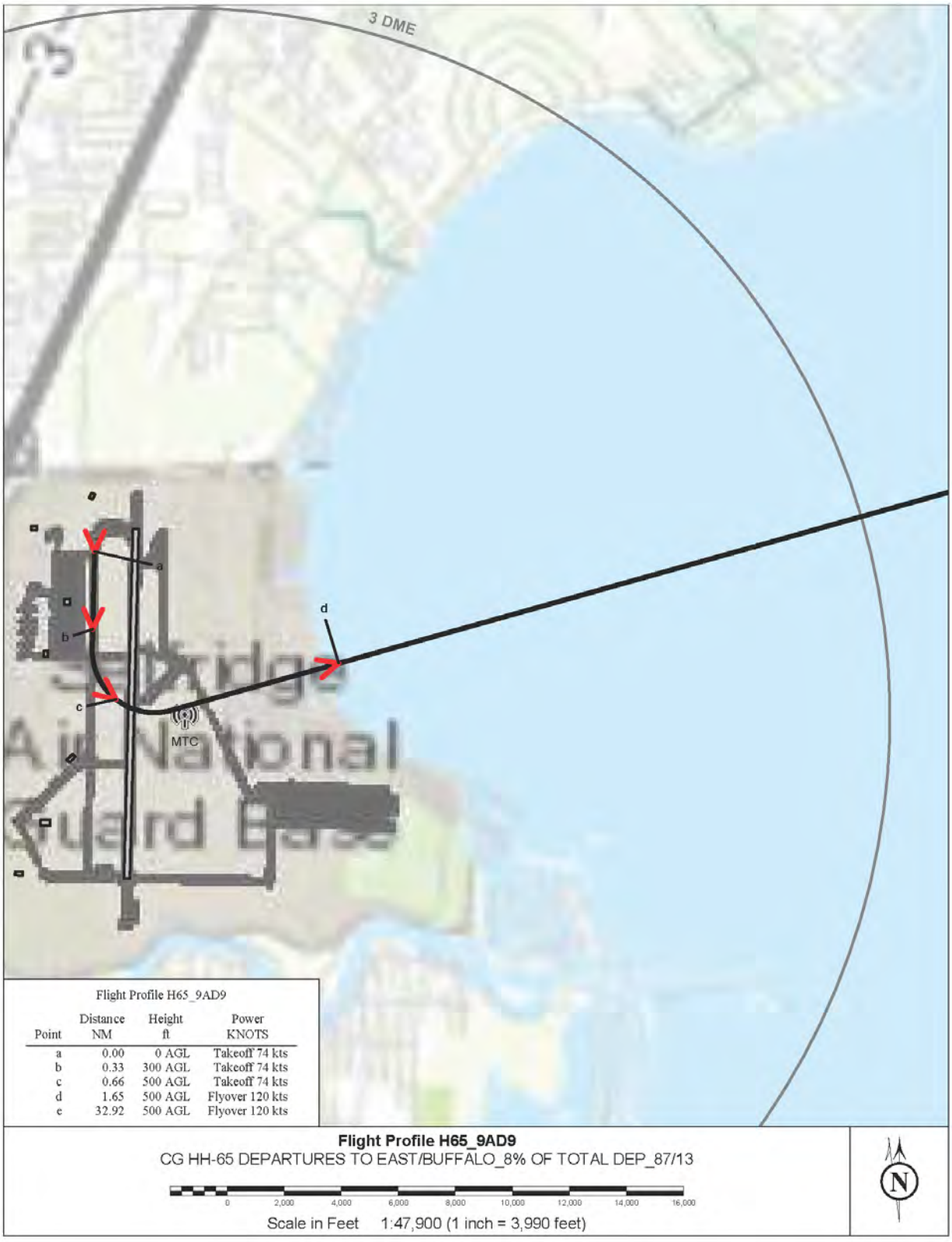
CG HH-65 VFR DEPARTURES TO WEST/MUSKEGON_5% OF TOTAL DEP_87/13

0 20,000 40,000 60,000 80,000 100,000 120,000 140,000

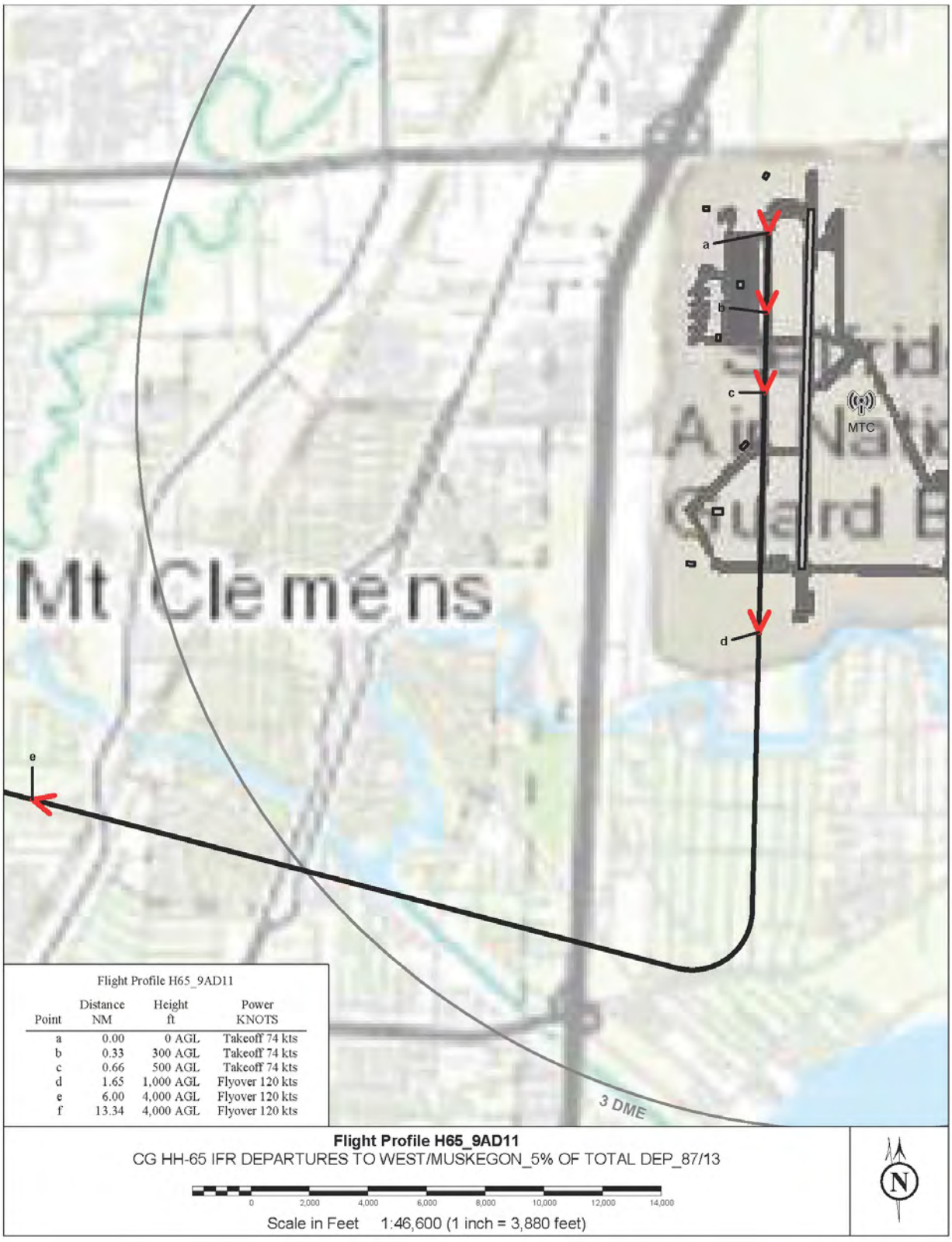
Scale in Feet 1:432,000 (1 inch = 36,000 feet)

94
3 DME
d
a
b
c
MTC
Flight Profile H65_9AD1
Point | Distance NM | Height ft | Power KNOTS
a | 0.00 | 0 AGL | Takeoff 74 kts
b | 0.33 | 300 AGL | Takeoff 74 kts
c | 0.66 | 500 AGL | Takeoff 74 kts
d | 1.65 | 500 AGL | Flyover 120 kts
e | 32.92 | 500 AGL | Flyover 120 kts
Flight Profile H65_9AD1
CG HH-65 DEPARTURES TO NORTH/SAGINAW_8% OF TOTAL DEP_87/13
0 2,000 4,000 6,000 8,000 10,000 12,000 14,000 16,000
Scale in Feet 1:50,800 (1 inch = 4,240 feet)
N

3 DME
5 DME
3 DME
5 DME
a
b
c
d
MTO
Clemens
Jefferson Ave
Lake St
Flight Profile H65_9AD4
Point | Distance NM | Height ft | Power KNOTS
a | 0.00 | 0 AGL | Takeoff 74 kts
b | 0.33 | 300 AGL | Takeoff 74 kts
c | 0.66 | 500 AGL | Takeoff 74 kts
d | 1.65 | 500 AGL | Flyover 120 kts
e | 32.92 | 500 AGL | Flyover 120 kts
Flight Profile H65_9AD4
CG HH-65 DEPARTURES TO SOUTH/SEC ROUTE_8% OF TOTAL DEP_87/13
0
4,000
8,000
12,000
16,000
20,000
24,000
28,000
Scale in Feet 1:90,500 (1 inch = 7,540 feet)
N


3 DME
a
b
c
d
MTC
Flight Profile H65_9AD9
Point | Distance NM | Height ft | Power KNOTS
a | 0.00 | 0 AGL | Takeoff 74 kts
b | 0.33 | 300 AGL | Takeoff 74 kts
c | 0.66 | 500 AGL | Takeoff 74 kts
d | 1.65 | 500 AGL | Flyover 120 kts
e | 32.92 | 500 AGL | Flyover 120 kts
Flight Profile H65_9AD9
CG HH-65 DEPARTURES TO EAST/BUFFALO_8% OF TOTAL DEP_87/13
0
2,000
4,000
6,000
8,000
10,000
12,000
14,000
16,000
Scale in Feet 1:47,900 (1 inch = 3,990 feet)
N

3 DME
d
MTC
Flight Profile H65_9AD10
Point | Distance NM | Height ft | Power KNOTS
a | 0.00 | 0 AGL | Takeoff 74 kts
b | 0.33 | 200 AGL | Takeoff 74 kts
c | 0.66 | 500 AGL | Takeoff 74 kts
d | 1.65 | 1,000 AGL | Flyover 120 kts
e | 32.92 | 1,000 AGL | Flyover 120 kts
Flight Profile H65_9AD10
CG HH-65 DEPARTURES TO WEST/MUSKEGON_5% OF TOTAL DEP_87/13
0 2,000 4,000 6,000 8,000 10,000 12,000 14,000
Scale in Feet 1:46,600 (1 inch = 3,880 feet)
N



Flight Profile H65_9AD11

Point	Distance NM	Height ft	Power KNOTS
a	0.00	0 AGL	Takeoff 74 kts
b	0.33	300 AGL	Takeoff 74 kts
c	0.66	500 AGL	Takeoff 74 kts
d	1.65	1,000 AGL	Flyover 120 kts
e	6.00	4,000 AGL	Flyover 120 kts
f	13.34	4,000 AGL	Flyover 120 kts

Flight Profile H65_9AD11

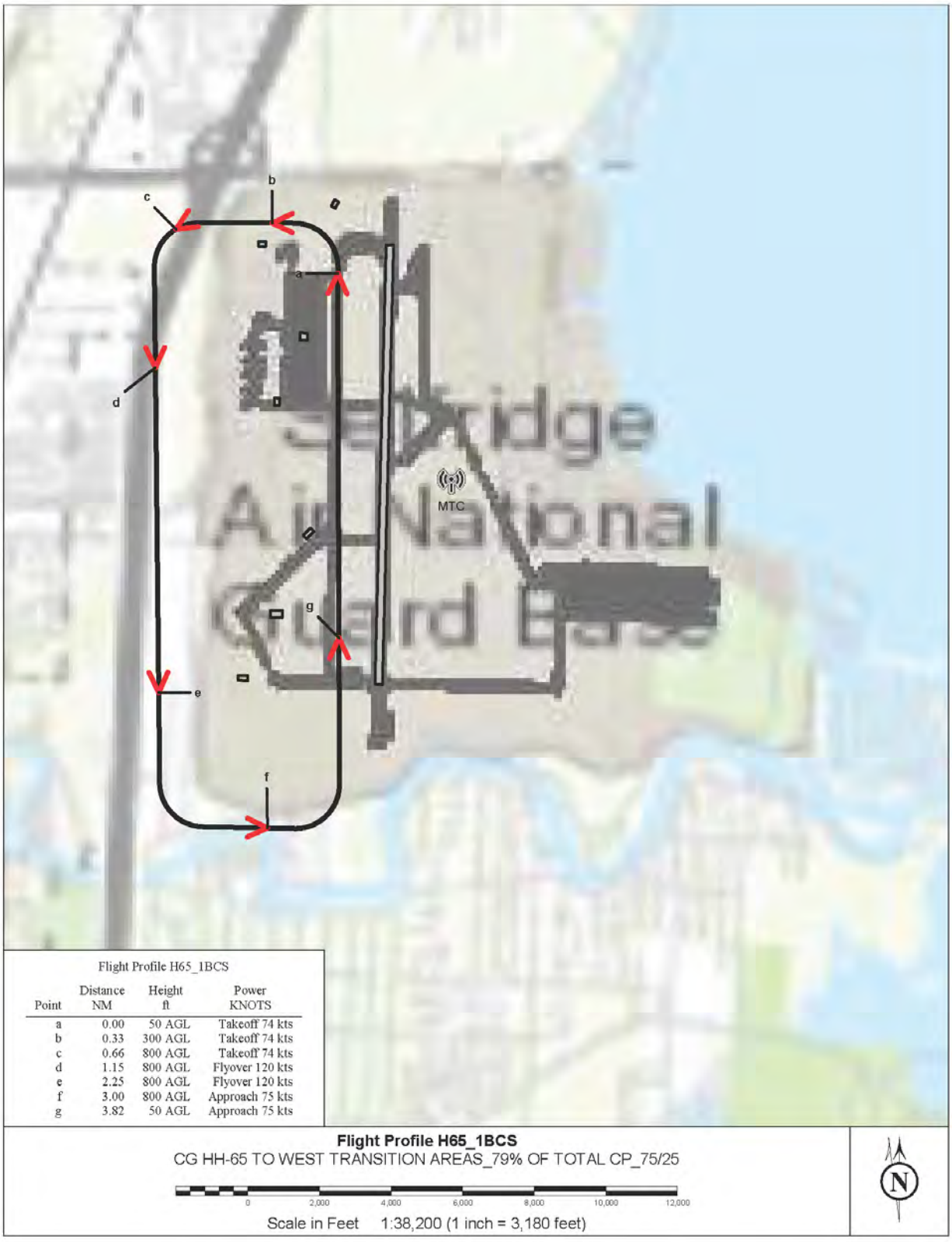
CG HH-65 IFR DEPARTURES TO WEST/MUSKEGON_5% OF TOTAL DEP_87/13

0 2,000 4,000 6,000 8,000 10,000 12,000 14,000

Scale in Feet 1:46,600 (1 inch = 3,880 feet)

3 DME
3 DME
a
b
c
d
MTC
Flight Profile H65_9AD12
Distance NM
Height ft
Power KNOTS
Point
a 0.00 0 AGL Takeoff 74 kts
b 0.33 300 AGL Takeoff 74 kts
c 0.66 500 AGL Takeoff 74 kts
d 1.65 500 AGL Flyover 120 kts
e 10.72 500 AGL Flyover 120 kts
Flight Profile H65_9AD12
CG HH-65 DEPARTURES TO EERIE, PA_8% OF TOTAL DEP_87/13
0
2,000
4,000
6,000
8,000
10,000
12,000
14,000
Scale in Feet 1:44,900 (1 inch = 3,740 feet)
N

3 DME
a
b
c
d
MTC
Flight Profile H65_9AD13
Point | Distance NM | Height ft | Power KNOTS
a | 0.00 | 0 AGL | Takeoff 74 kts
b | 0.33 | 300 AGL | Takeoff 74 kts
c | 0.66 | 500 AGL | Takeoff 74 kts
d | 1.65 | 500 AGL | Flyover 120 kts
e | 12.87 | 500 AGL | Flyover 120 kts
Flight Profile H65_9AD13
CG HH-65 DEPARTURES TO CLEVELAND_8% OF TOTAL DEP_87/13
0
2,000
4,000
6,000
8,000
10,000
12,000
14,000
16,000
Scale in Feet 1:46,900 (1 inch = 3,910 feet)
N



Flight Profile H65_1BCS

Point	Distance NM	Height ft	Power KNOTS
a	0.00	50 AGL	Takeoff 74 kts
b	0.33	300 AGL	Takeoff 74 kts
c	0.66	800 AGL	Takeoff 74 kts
d	1.15	800 AGL	Flyover 120 kts
e	2.25	800 AGL	Flyover 120 kts
f	3.00	800 AGL	Approach 75 kts
g	3.82	50 AGL	Approach 75 kts

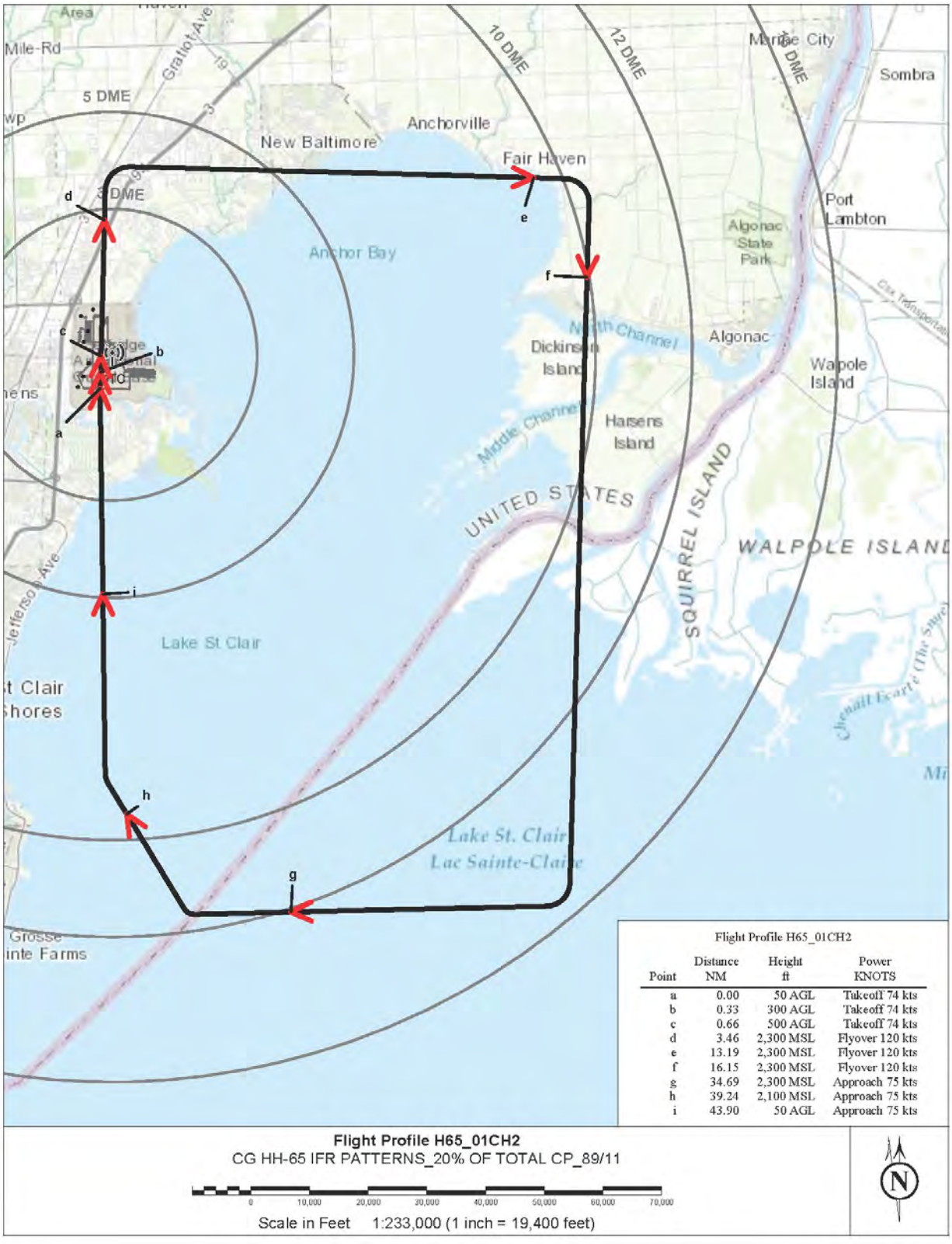
Flight Profile H65_1BCS

CG HH-65 TO WEST TRANSITION AREAS_79% OF TOTAL CP_75/25

0 2,000 4,000 6,000 8,000 10,000 12,000

Scale in Feet 1:38,200 (1 inch = 3,180 feet)

N



Flight Profile H65_01CH2

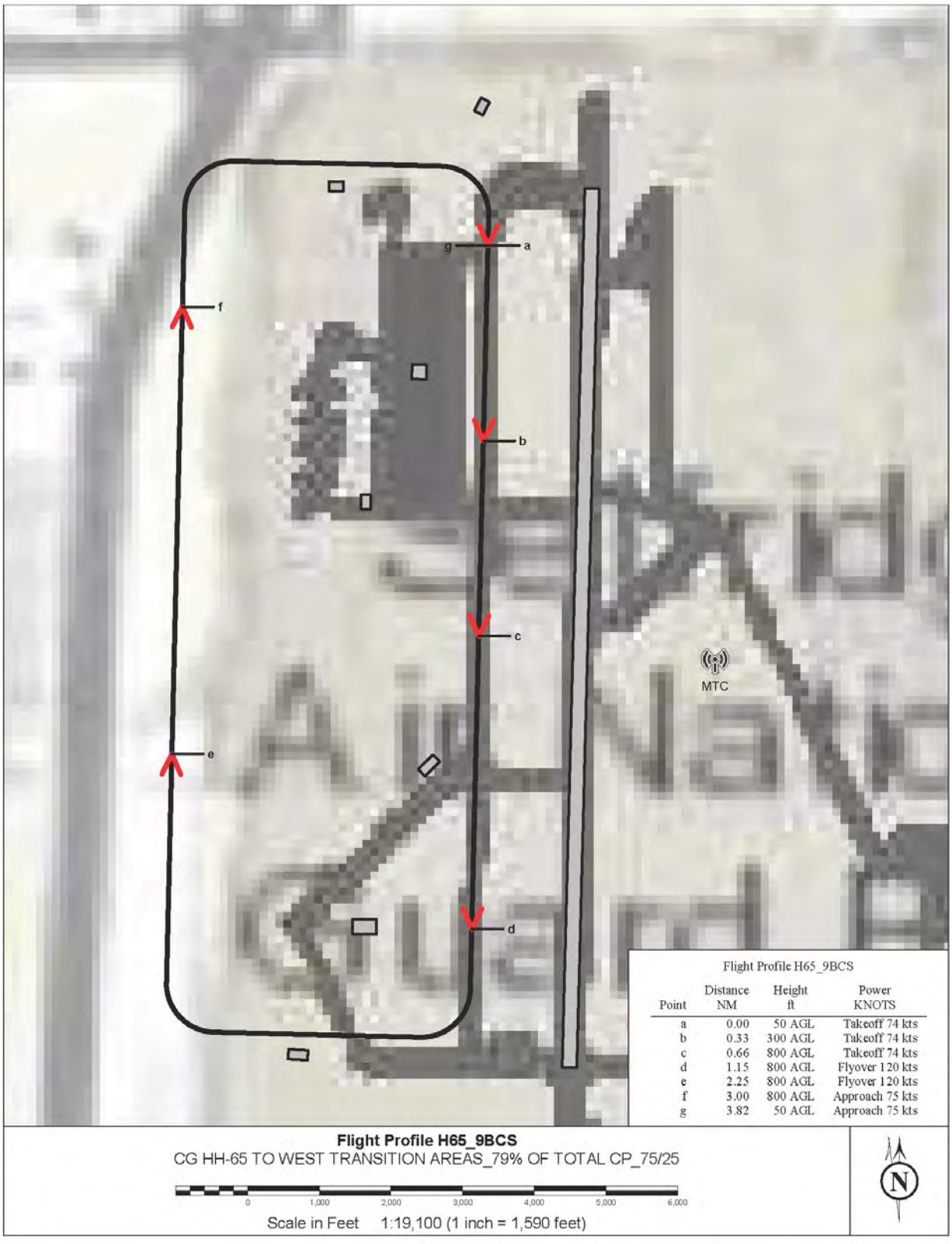
Point	Distance NM	Height ft	Power KNOTS
a	0.00	50 AGL	Takeoff 74 kts
b	0.33	300 AGL	Takeoff 74 kts
c	0.66	500 AGL	Takeoff 74 kts
d	3.46	2,300 MSL	Flyover 120 kts
e	13.19	2,300 MSL	Flyover 120 kts
f	16.15	2,300 MSL	Flyover 120 kts
g	34.69	2,300 MSL	Approach 75 kts
h	39.24	2,100 MSL	Approach 75 kts
i	43.90	50 AGL	Approach 75 kts

Flight Profile H65_01CH2

CG HH-65 IFR PATTERNS_20% OF TOTAL CP_89/11

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000

Scale in Feet 1:233,000 (1 inch = 19,400 feet)



Flight Profile H65_9BCS

Point	Distance NM	Height ft	Power KNOTS
a	0.00	50 AGL	Takeoff 74 kts
b	0.33	300 AGL	Takeoff 74 kts
c	0.66	800 AGL	Takeoff 74 kts
d	1.15	800 AGL	Flyover 120 kts
e	2.25	800 AGL	Flyover 120 kts
f	3.00	800 AGL	Approach 75 kts
g	3.82	50 AGL	Approach 75 kts

Flight Profile H65_9BCS

CG HH-65 TO WEST TRANSITION AREAS_79% OF TOTAL CP_75/25

0 1,000 2,000 3,000 4,000 5,000 6,000

Scale in Feet 1:19,100 (1 inch = 1,590 feet)

N

Flight Profile H65_10CH2

Point	Distance NM	Height ft	Power KNOTS
a	0.00	50 AGL	Takeoff 74 kts
b	0.33	350 AGL	Takeoff 74 kts
c	0.49	500 AGL	Flyover 120 kts
d	0.92	500 AGL	Approach 75 kts
e	1.17	50 AGL	Approach 75 kts

Flight Profile H65_10CH2

CG HH-65 SHORT VFR IN EAST TRANSITION AREA_1% OF TOTAL CP_75/25

0 1,000 2,000 3,000 4,000 5,000 6,000 7,000

Scale in Feet 1:23,400 (1 inch = 1,950 feet)

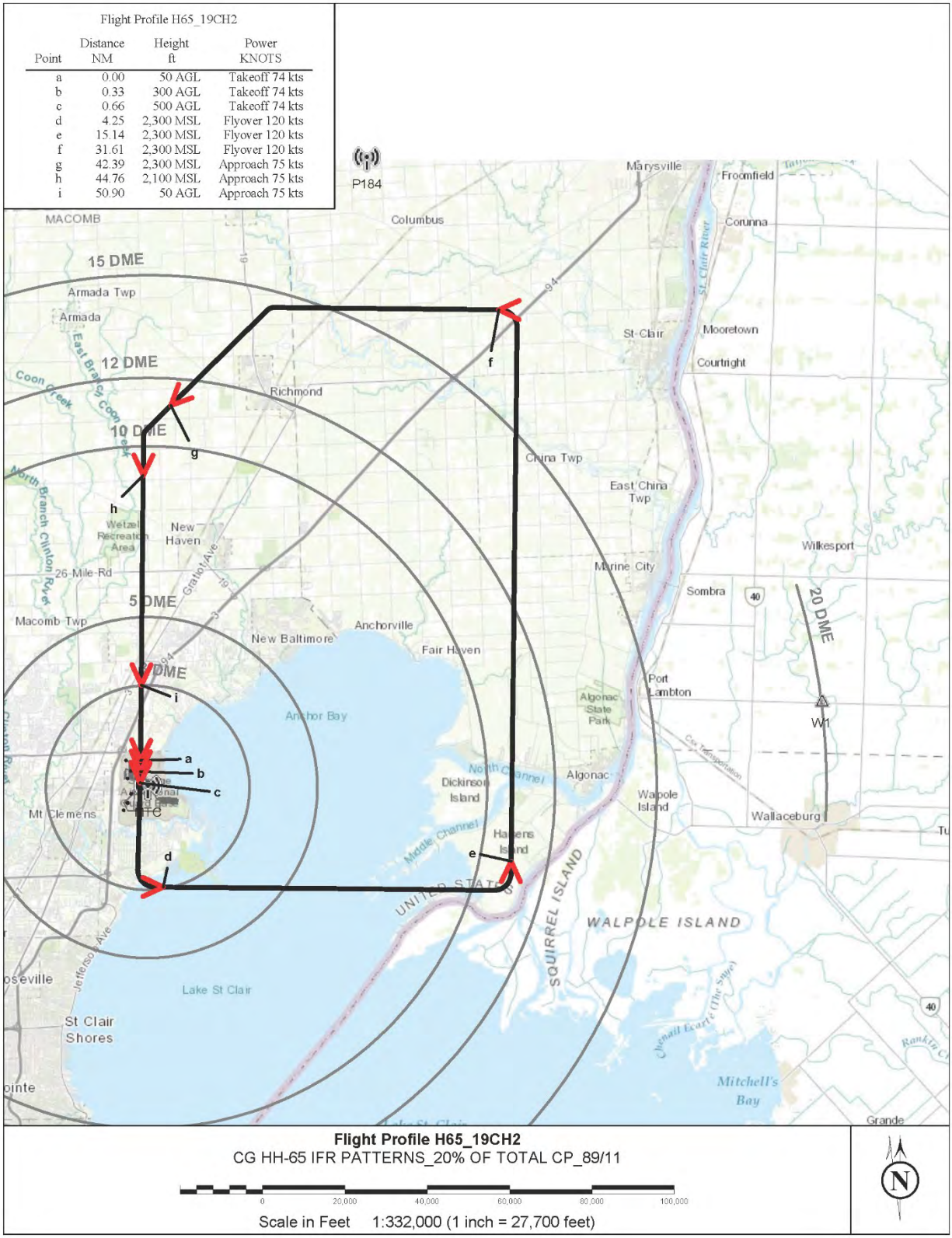
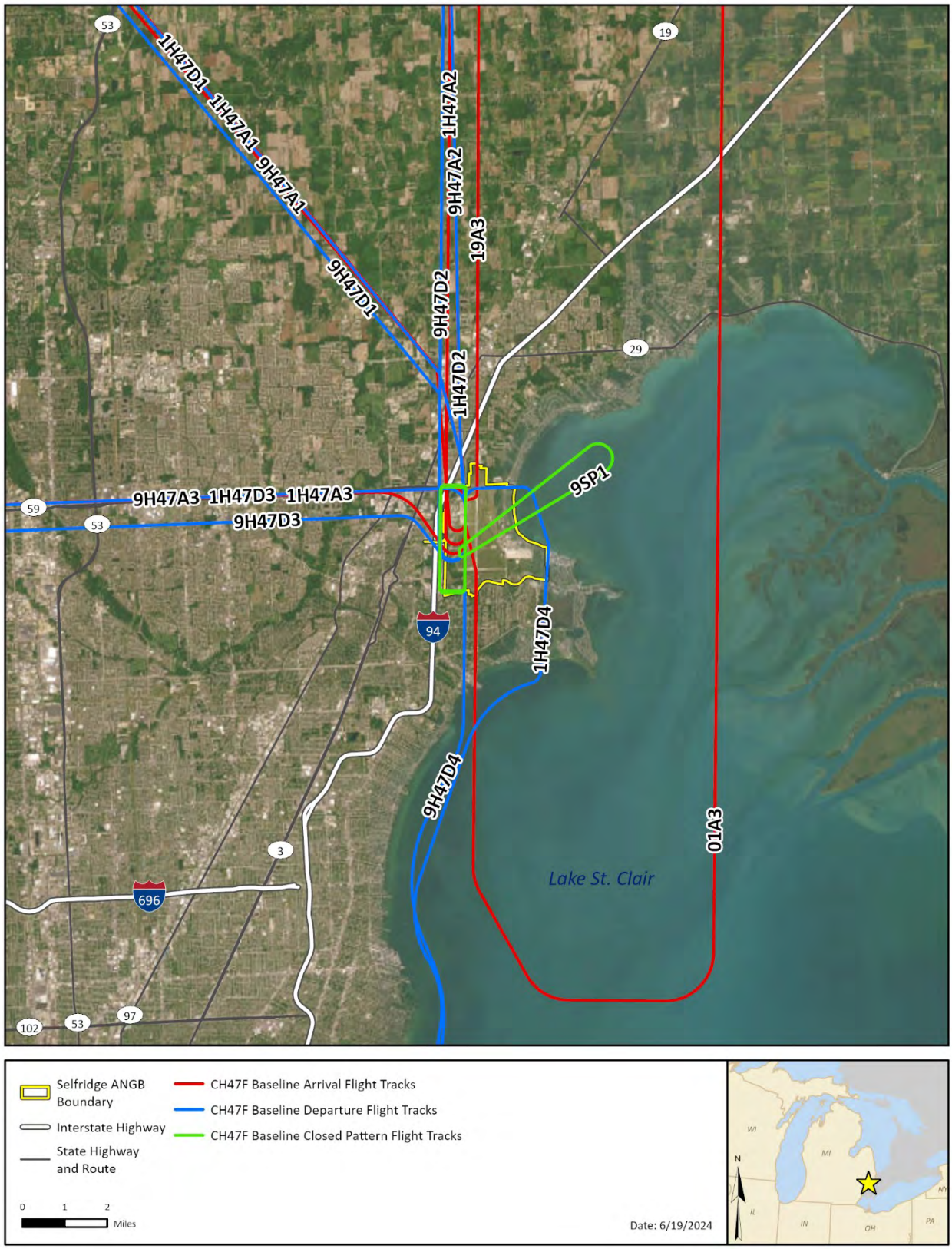

Flight Profile H65_19CH2
Point | Distance NM | Height ft | Power KNOTS
a | 0.00 | 50 AGL | Takeoff 74 kts
b | 0.33 | 300 AGL | Takeoff 74 kts
c | 0.66 | 500 AGL | Takeoff 74 kts
d | 4.25 | 2,300 MSL | Flyover 120 kts
e | 15.14 | 2,300 MSL | Flyover 120 kts
f | 31.61 | 2,300 MSL | Flyover 120 kts
g | 42.39 | 2,300 MSL | Approach 75 kts
h | 44.76 | 2,100 MSL | Approach 75 kts
i | 50.90 | 50 AGL | Approach 75 kts
P184
15 DME
12 DME
10 DME
5 DME
DME
20 DME
MACOMB
Columbus
Marysville
Froomfield
Corunna
Armada Twp
Armada
St Clair
Mooretown
Courtright
Richmond
China Twp
East China Twp
Wetzel Recreation Area
New Haven
Marine City
Wilkesport
Sombra
26 Mile Rd
Macomb Twp
New Baltimore
Anchorville
Fair Haven
Port Lambton
Algonac State Park
W1
Anchor Bay
Algonac
Dickinson Island
Walpole Island
Wallaceburg
Mt Clemens
Harsens Island
WALPOLE ISLAND
SQUIRREL ISLAND
Lake St Clair
St Clair Shores
Mitchell's Bay
Flight Profile H65_19CH2
CG HH-65 IFR PATTERNS_20% OF TOTAL CP_89/11
0 20,000 40,000 60,000 80,000 100,000
Scale in Feet 1:332,000 (1 inch = 27,700 feet)
N

TABLE 4. CH-47F Operations

Operation	*Profile*	*Long Name*	*Track*	*Annual*	*Per Day*	*Per Night*	*Total*	*% Day*	*% Night*	*% Total*
Arrival	H47_01A3_2	RADAR ARR_1% OF TOTAL ARR_95/05	01A3_CH47F	3	0.008	0.000	0.009	95%	5%	1%
	H47_1H47A1	ARR FROM SEBWING/TRAINING AREAS_8% OF TOTAL ARR_95/05	1H47A1	26	0.067	0.004	0.070	95%	5%	8%
	H47_1H47A2	ARR FROM NORTH_8% OF TOTAL ARR_95/05	1H47A2	26	0.067	0.004	0.070	95%	5%	8%
	H47_1H47A3	ARR FROM WEST_8% OF TOTAL ARR_95/05	1H47A3	26	0.067	0.004	0.070	95%	5%	8%
	H47_9H47A1	ARR FROM SEBWING/TRNG AREAS_24% OF TOTAL ARR_95/05	9H47A1	77	0.200	0.011	0.210	95%	5%	24%
	H47_9H47A2	ARR FROM NORTH_24% OF TOTAL ARR_95/05	9H47A2	77	0.200	0.011	0.210	95%	5%	24%
	H47_9H47A3	ARR FROM WEST_24% OF TOTAL ARR_95/05	9H47A3	77	0.200	0.011	0.210	95%	5%	24%
	H47_19A3_2	RADAR ARR_3% OF TOTAL ARR_95/05	19A3_CH47	10	0.025	0.001	0.026	95%	5%	3%
		Total		320	0.833	0.044	0.877	95%	5%	
Departure	H47_1H47D1	DEP TO SEBWING/TRNG AREAS_23% OF TOTAL DEP_95/05	1H47D1	72	0.187	0.010	0.197	95%	5%	23%
	H47_1H47D2	DEP TO NORTH_23% OF TOTAL DEP_95/05	1H47D2	72	0.187	0.010	0.197	95%	5%	23%
	H47_1H47D3	DEP TO WEST_23% OF TOTAL DEP_95/05	1H47D3	72	0.187	0.010	0.197	95%	5%	23%
	H47_1H47D4	DEP TO SOUTH_8% OF TOTAL DEP_95/05	1H47D4	24	0.062	0.003	0.066	95%	5%	7%
	H47_9H47D1	DEP TO SEBWING/TRNG AREAS_7% OF TOTAL DEP_95/05	9H47D1	24	0.062	0.003	0.066	95%	5%	7%
	H47_9H47D2	DEP TO NORTH_7% OF TOTAL DEP_95/05	9H47D2	24	0.062	0.003	0.066	95%	5%	7%
	H47_9H47D3	DEP TO WEST_7% OF TOTAL DEP_95/05	9H47D3	24	0.062	0.003	0.066	95%	5%	7%
	H47_H47D4	DEP TO SOUTH_2% OF TOTAL DEP_95/05	9H47D4	8	0.021	0.001	0.022	95%	5%	2%
		Total		320	0.833	0.044	0.877	95%	5%	
Closed Pattern	H47_1H47CH	WESTERN TRNG AREA (RWY 01 ACTIVE)_33.3% OF TOTAL CP_95/05	1H47CH	80	0.208	0.011	0.219	95%	5%	33%
	H47_9H47CH	WESTERN TRNG AREA (RWY 19 ACTIVE)_33.3% OF TOTAL CP_95/05	9H47CH	80	0.208	0.011	0.219	95%	5%	33%
	H47_19SP1	LOAD WORK OVER ANCHOR BAY_33.3% OF TOTAL CP_95/05	9SP1	80	0.208	0.011	0.219	95%	5%	33%
		Total		240	0.625	0.033	0.658	95%	5%	

Legend: % = percent; ARR = Arrival; CP = Closed Pattern; DEP = Departure; RWY = Runway; TRNG = Training

Flight Tracks



CH-47 Flight Profiles

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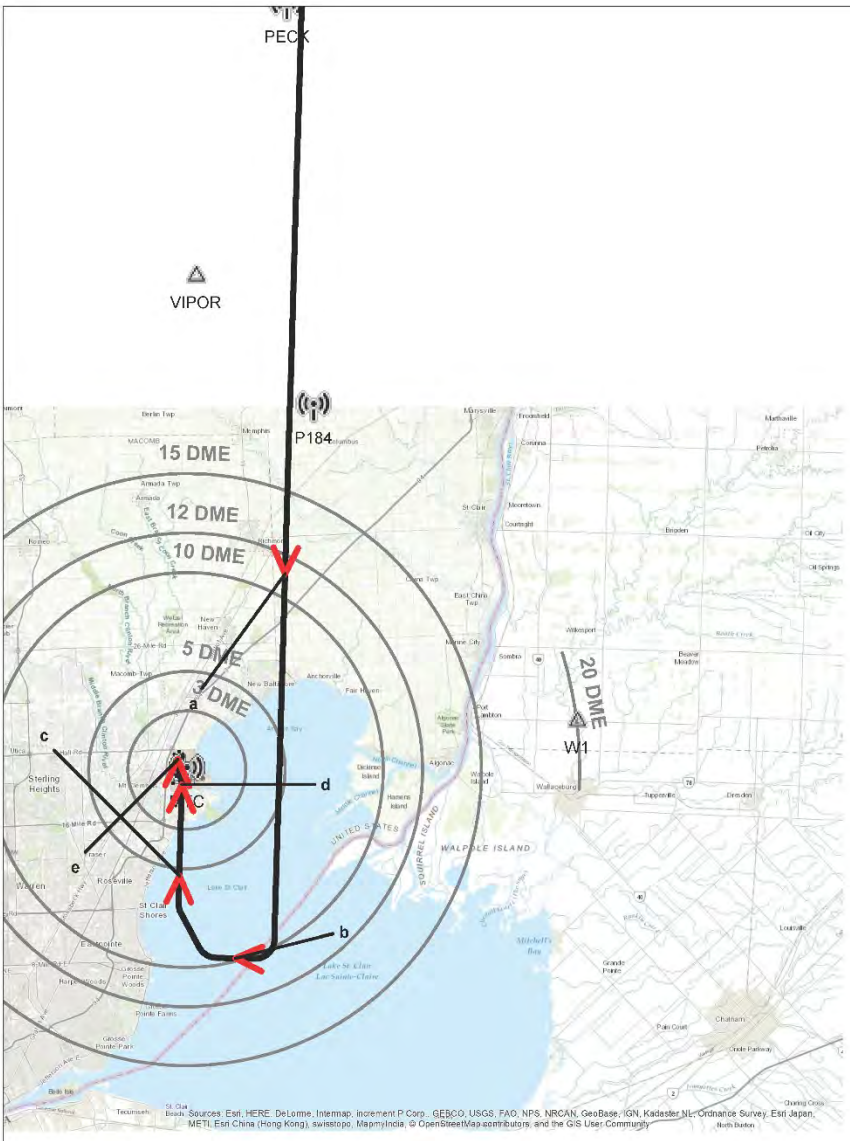


Flight Profile H47_01A3_2

Point	Distance NM	Height ft	Power KNOTS	Notes
a	32.92	1,200 MSL	Lfo Lite 130 kts	ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
b	11.85	1,200 MSL	Lfo Lite 130 kts	ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
c	5.92	1,200 MSL	Tkf Lite 70 kts	
d	1.30	300 AGL	Tkf Lite 70 kts	THEN AIR TAXI TO LANDING, VARIABLE ROUTES
e	0.00	10 AGL	Tkf Lite 70 kts	THEN AIR TAXI TO LANDING, VARIABLE ROUTES

CH47FFlight Profile H47_01A3_2
RADAR ARR_1% OF TOTAL ARR_95/05

0 40,000 80,000 120,000 160,000 200,000 240,000

Scale in Feet 1:739,000 (1 inch = 61,600 feet)

Flight Profile H47_1H47A1

Point	Distance NM	Height ft	Power KNOTS	Notes
a	32.92	1,200 MSL	Lfo Lite 130 kts	ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
b	2.96	1,200 MSL	Lfo Lite 130 kts	ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
c	1.97	1,200 MSL	Lfo Lite 100 kts	
d	0.99	1,200 MSL	Tkf Lite 70 kts	
e	0.03	150 AGL	Tkf Lite 70 kts	
f	0.02	100 AGL	Tkf Lite 70 kts	
g	0.00	50 AGL	Tkf Lite 70 kts	

CH47FFlight Profile H47_1H47A1

ARR FROM SEBWING/TRAINING AREAS_8% OF TOTAL ARR_95/05

0 2,000 4,000 6,000 8,000 10,000 12,000 14,000 16,000 18,000 20,000

Scale in Feet 1:57,300 (1 inch = 4,780 feet)

Recreation Area
Haven
26-Mile-Rd
Gratiot Ave
19
3
94
10 DME
5 DME
3 DME
b
Twp
Anchorville
New Baltimore
Anchor Bay
g
f
e
d
MTC
Middle
Flight Profile H47_1H47A2
Point | Distance NM | Height ft | Power KNOTS | Notes
a | 32.92 | 1,200 MSL | Lfo Lite 130 kts | ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
b | 2.96 | 1,200 MSL | Lfo Lite 130 kts | ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
c | 1.97 | 1,200 MSL | Lfo Lite 100 kts
d | 0.99 | 1,200 MSL | TkfLite 70 kts
e | 0.03 | 150 AGL | TkfLite 70 kts
f | 0.02 | 100 AGL | TkfLite 70 kts
g | 0.00 | 50 AGL | TkfLite 70 kts
CH47FFlight Profile H47_1H47A2
ARR FROM NORTH_8% OF TOTAL ARR_95/05
0 4,000 8,000 12,000 16,000 20,000 24,000 28,000 32,000 36,000 40,000 44,000
Scale in Feet 1:133,000 (1 inch = 11,100 feet)
N

Flight Profile H47_1H47A3

Point	Distance NM	Height ft	Power KNOTS	Notes
a	31.70	1,200 MSL	Lfo Lite 130 kts	ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
b	2.96	1,200 MSL	Lfo Lite 130 kts	ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
c	1.97	1,200 MSL	Lfo Lite 100 kts	
d	0.99	1,200 MSL	Tkf Lite 70 kts	
e	0.03	150 AGL	Tkf Lite 70 kts	
f	0.02	100 AGL	Tkf Lite 70 kts	
g	0.00	50 AGL	Tkf Lite 70 kts	

CH47FFlight Profile H47_1H47A3
ARR FROM WEST_8% OF TOTAL ARR_95/05

0 4,000 8,000 12,000 16,000 20,000 24,000

Scale in Feet 1:76,600 (1 inch = 6,380 feet)

Flight Profile H47_9H47A1

Point	Distance NM	Height ft	Power KNOTS	Notes
a	32.92	1,200 MSL	Lfo Lite 130 kts	ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
b	2.96	1,200 MSL	Lfo Lite 130 kts	ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
c	1.97	1,200 MSL	Lfo Lite 100 kts	
d	0.99	1,200 MSL	Tkf Lite 70 kts	
e	0.03	150 AGL	Tkf Lite 70 kts	
f	0.02	100 AGL	Tkf Lite 70 kts	
g	0.00	50 AGL	Tkf Lite 70 kts	

CH47FFlight Profile H47_9H47A1

ARR FROM SEBWING/TRNG AREAS_24% OF TOTAL ARR_95/05

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000

Scale in Feet 1:220,000 (1 inch = 18,300 feet)

Flight Profile H47_9H47A2

Point	Distance NM	Height ft	Power KNOTS	Notes
a	32.92	1,200 MSL	Lfo Lite 130 kts	ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
b	2.96	1,200 MSL	Lfo Lite 130 kts	ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
c	1.97	1,200 MSL	Lfo Lite 100 kts	
d	0.99	1,200 MSL	Tkf Lite 70 kts	
e	0.03	150 AGL	Tkf Lite 70 kts	
f	0.02	100 AGL	Tkf Lite 70 kts	
g	0.00	50 AGL	Tkf Lite 70 kts	

CH47FFlight Profile H47_9H47A2

ARR FROM NORTH_24% OF TOTAL ARR_95/05

0 4,000 8,000 12,000 16,000 20,000 24,000 28,000 32,000 36,000 40,000 44,000 48,000

Scale in Feet 1:136,000 (1 inch = 11,400 feet)

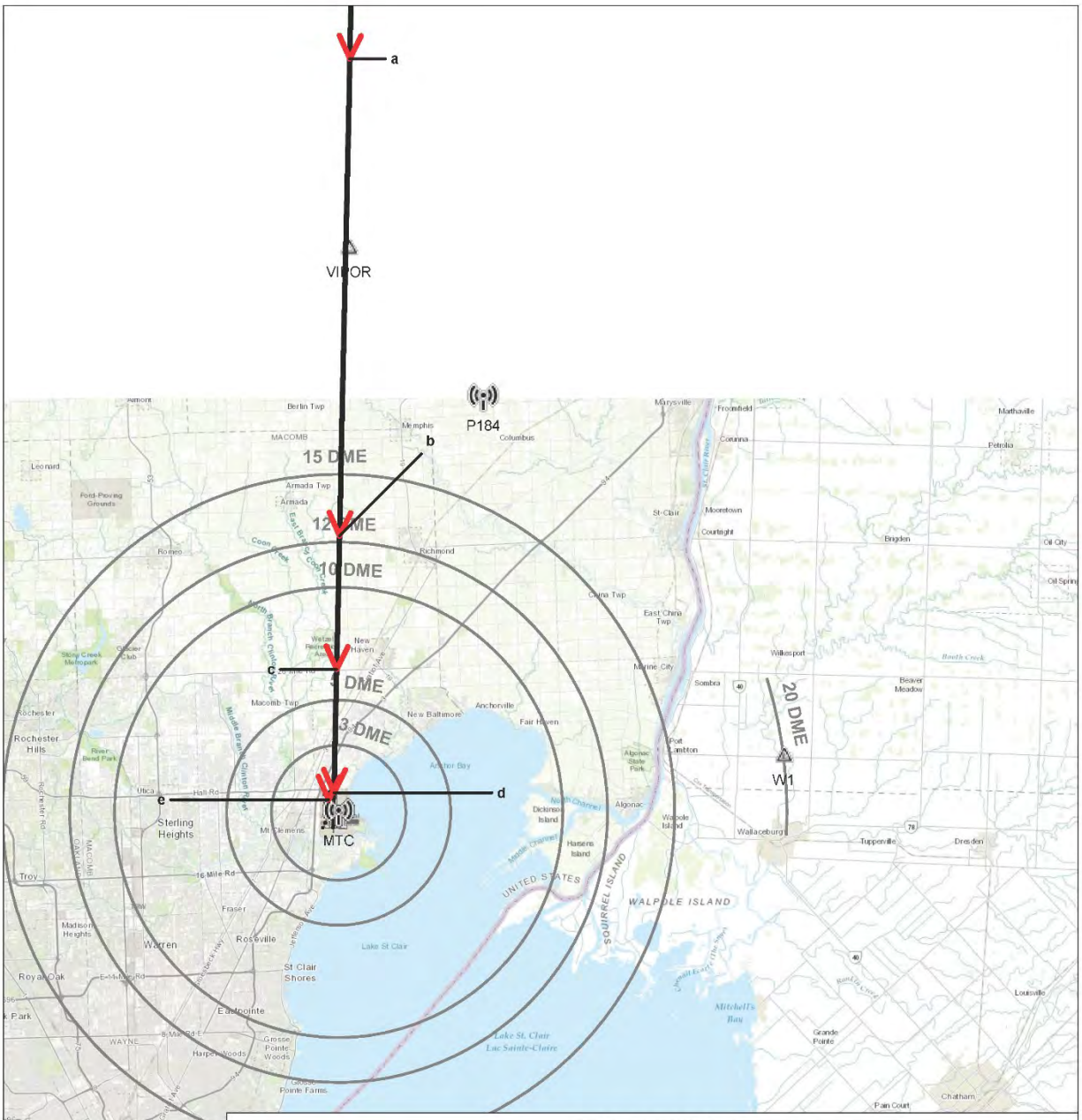
Flight Profile H47_9H47A3

Point	Distance NM	Height ft	Power KNOTS	Notes
a	32.92	1,200 MSL	Lfo Lite 130 kts	ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
b	2.96	1,200 MSL	Lfo Lite 130 kts	ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
c	1.97	1,200 MSL	Lfo Lite 100 kts	
d	0.99	1,200 MSL	Tkf Lite 70 kts	
e	0.03	150 AGL	Tkf Lite 70 kts	
f	0.02	100 AGL	Tkf Lite 70 kts	
g	0.00	50 AGL	Tkf Lite 70 kts	

CH47FFlight Profile H47_9H47A3
ARR FROM WEST_24% OF TOTAL ARR_95/05

0 4,000 8,000 12,000 16,000 20,000 24,000

Scale in Feet 1:75,200 (1 inch = 6,270 feet)


a
VIPOR
P184
b
15 DME
12 DME
10 DME
c
5 DME
3 DME
d
e
MTC
20 DME
W1
Berlin Twp
Memphis
Columbus
MACOMB
Armada Twp
Armada
Richmond
Romeo
Leonard
Ford Proving Grounds
Marysville
Fromfield
Corunna
Petrolia
Marthaville
St Clair
Mooretown
Courtright
Brigden
Oil City
Oil Springs
China Twp
East China Twp
Wilkesport
Sombra
Beaver Meadow
Booth Creek
Marine City
Anchorville
New Baltimore
Fair Haven
Rochester Hills
Rochester
Utica
Hall Rd
Sterling Heights
Mt Clemens
Algonac
Port Lambton
Algonac State Park
Dickinson Island
Walpole Island
Wallaceburg
Tupperville
Dresden
Troy
16 Mile Rd
Fraser
Madison Heights
Warren
Roseville
St Clair Shores
Lake St Clair
UNITED STATES
SQUIRREL ISLAND
WALPOLE ISLAND
Royal Oak
Eastpointe
WAYNE
Grosse Pointe Woods
Harper Woods
Grosse Pointe Farms
Mitchell's Bay
Lake St. Clair
Lac Sainte-Claire
Grande Pointe
Louisville
Pain Court
Chatham
Detroit
Michigan Ave
Belle Isle
Flight Profile H47_19A3_2
Point | Distance NM | Height ft | Power KNOTS | Notes
a | 32.92 | 1,200 MSL | Lfo Lite 130 kts | ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
b | 11.85 | 1,200 MSL | Lfo Lite 130 kts | ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
c | 5.92 | 1,200 MSL | Tkf Lite 70 kts |
d | 0.45 | 300 AGL | Tkf Lite 70 kts | THEN AIR TAXI TO LANDING
e | 0.00 | 10 AGL | Tkf Lite 70 kts | THEN AIR TAXI TO LANDING
CH47FFlight Profile H47_19A3_2
RADAR ARR_3% OF TOTAL ARR_95/05
0
20,000
40,000
60,000
80,000
100,000
120,000
140,000
160,000
180,000
Scale in Feet 1:572,000 (1 inch = 47,700 feet)
N

Flight Profile H47_1H47D1
Point | Distance NM | Height ft | Power KNOTS | Notes
a | 0.00 | 0 AGL | Tkf Lite 70kts |
b | 0.02 | 100 AGL | Tkf Lite 70kts |
c | 0.03 | 150 AGL | Tkf Lite 70kts |
d | 0.99 | 1,500 MSL | Tkf Lite 70kts |
e | 1.48 | 1,800 MSL | Lfo Lite 100 kts |
f | 1.97 | 1,800 MSL | Lfo Lite 130 kts | ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
g | 32.92 | 1,800 MSL | Lfo Lite 130 kts | ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
Macomb Twp
New Baltimo
Ancho
Mt Clemens
5 DME
3 DME
94
26
MTC
CH 47F Flight Profile H47_1H47D1
DEP TO SEBWING/TRNG AREAS_23% OF TOTAL DEP_95/05
Scale in Feet 1:110,000 (1 inch = 9,130 feet)
N

Flight Profile H47_1H47D2

Point	Distance NM	Height ft	Power KNOTS	Notes
a	0.00	0 AGL	Tkf Lite 70 kts	
b	0.02	100 AGL	Tkf Lite 70 kts	
c	0.03	150 AGL	Tkf Lite 70 kts	
d	0.99	1,500 MSL	Tkf Lite 70 kts	
e	1.48	1,800 MSL	Lfo Lite 100 kts	
f	1.97	1,800 MSL	Lfo Lite 130 kts	ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
g	16.69	1,800 MSL	Lfo Lite 130 kts	ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL

CH47FFlight Profile H47_1H47D2

DEP TO NORTH_23% OF TOTAL DEP_95/05

0 4,000 8,000 12,000 16,000 20,000 24,000 28,000 32,000 36,000 40,000 44,000 48,000

Scale in Feet 1:136,000 (1 inch = 11,400 feet)

Flight Profile H47_1H47D3

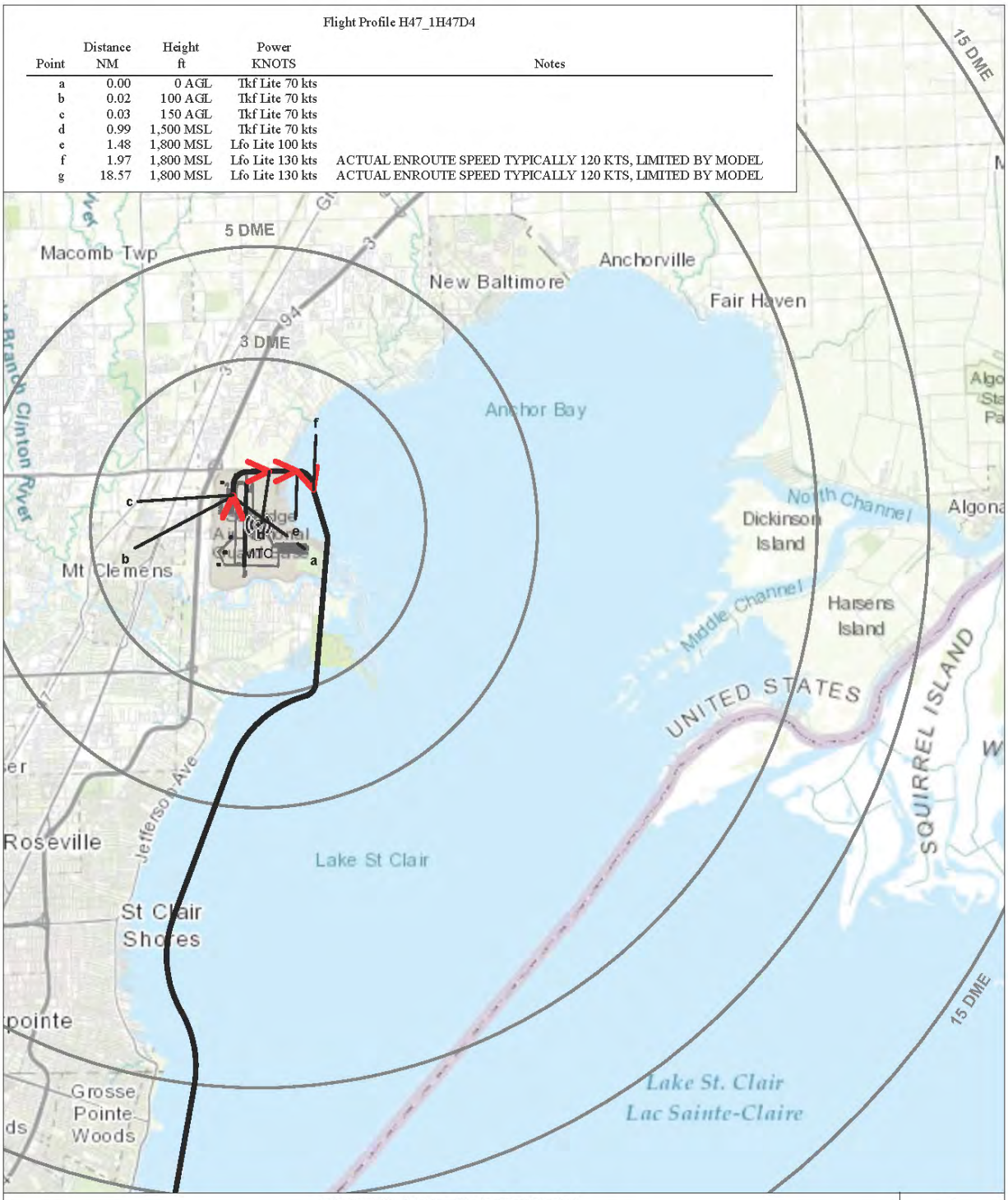
Point	Distance NM	Height ft	Power KNOTS	Notes
a	0.00	0 AGL	Thf Lite 70 kts	
b	0.02	100 AGL	Thf Lite 70 kts	
c	0.03	150 AGL	Thf Lite 70 kts	
d	0.99	1,500 MSL	Thf Lite 70 kts	
e	1.48	1,800 MSL	Lfo Lite 100 kts	
f	1.97	1,800 MSL	Lfo Lite 130 kts	ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
g	32.92	1,800 MSL	Lfo Lite 130 kts	ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL

CH47F Flight Profile H47_1H47D3
DEP TO WEST_23% OF TOTAL DEP_95/05

Scale in Feet 1:107,000 (1 inch = 8,890 feet)

Flight Profile H47_1H47D4

Point	Distance NM	Height ft	Power KNOTS	Notes
a	0.00	0 AGL	Tkf Lite 70 kts	
b	0.02	100 AGL	Tkf Lite 70 kts	
c	0.03	150 AGL	Tkf Lite 70 kts	
d	0.99	1,500 MSL	Tkf Lite 70 kts	
e	1.48	1,800 MSL	Lfo Lite 100 kts	
f	1.97	1,800 MSL	Lfo Lite 130 kts	ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
g	18.57	1,800 MSL	Lfo Lite 130 kts	ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL



CH47FFlight Profile H47_1H47D4
DEP TO SOUTH_8% OF TOTAL DEP_95/05

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000

Scale in Feet 1:214,000 (1 inch = 17,800 feet)

Flight Profile H47_9H47D1
Point | Distance NM | Height ft | Power KNOTS | Notes
a | 0.00 | 0 AGL | Thf Lite 70 kts |
b | 0.02 | 100 AGL | Thf Lite 70 kts |
c | 0.03 | 150 AGL | Thf Lite 70 kts |
d | 0.99 | 1,500 MSL | Thf Lite 70 kts |
e | 1.48 | 1,800 MSL | Ifo Lite 100 kts |
f | 1.97 | 1,800 MSL | Ifo Lite 130 kts | ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
g | 32.92 | 1,800 MSL | Ifo Lite 130 kts | ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
26 Mile
comb Twp
New Baltimore
94
3 DME
Anchor Ba
MTC
Mt Clemens
CH47F Flight Profile H47_9H47D1
DEP TO SEBWING/TRNG AREAS_7% OF TOTAL DEP _95/05
Scale in Feet 1:107,000 (1 inch = 8,960 feet)
N

Flight Profile H47_9H47D2

Point	Distance NM	Height ft	Power KNOTS	Notes
a	0.00	0 AGL	TkfLite 70 kts	
b	0.02	100 AGL	TkfLite 70 kts	
c	0.03	150 AGL	TkfLite 70 kts	
d	0.99	1,500 MSL	TkfLite 70 kts	
e	1.48	1,800 MSL	Lfo Lite 100 kts	
f	1.97	1,800 MSL	Lfo Lite 130 kts	ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
g	21.15	1,800 MSL	Lfo Lite 130 kts	ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL

CH47FFlight Profile H47_9H47D2

DEP TO NORTH_7% OF TOTAL DEP_95/05

0 4,000 8,000 12,000 16,000 20,000 24,000 28,000 32,000 36,000 40,000 44,000

Scale in Feet 1:132,000 (1 inch = 11,000 feet)

Flight Profile H47_9H47D3
Point | Distance NM | Height ft | Power KNOTS | Notes
a | 0.00 | 0 AGL | Thf Lite 70kts |
b | 0.02 | 100 AGL | Thf Lite 70kts |
c | 0.03 | 150 AGL | Thf Lite 70kts |
d | 0.99 | 1,500 MSL | Thf Lite 70kts |
e | 1.48 | 1,800 MSL | Lfo Lite 100kts |
f | 1.97 | 1,800 MSL | Lfo Lite 130kts | ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
g | 32.92 | 1,800 MSL | Lfo Lite 130kts | ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
3 DME
5 DME
5 DME
MTC
Mt Clemens
CH47FFlight Profile H47_9H47D3
DEP TO WEST_7% OF TOTAL DEP_95/05
Scale in Feet 1:103,000 (1 inch = 8,550 feet)
N

Flight Profile H47_H47D4

Point	Distance NM	Height ft	Power KNOTS	Notes
a	0.00	0 AGL	Tkf Lite 70 kts	
b	0.02	100 AGL	Tkf Lite 70 kts	
c	0.03	150 AGL	Tkf Lite 70 kts	
d	0.99	1,500 MSL	Tkf Lite 70 kts	
e	1.48	1,800 MSL	Lfo Lite 100 kts	
f	1.97	1,800 MSL	Lfo Lite 130 kts	ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL
g	15.70	1,800 MSL	Lfo Lite 130 kts	ACTUAL ENROUTE SPEED TYPICALLY 120 KTS, LIMITED BY MODEL

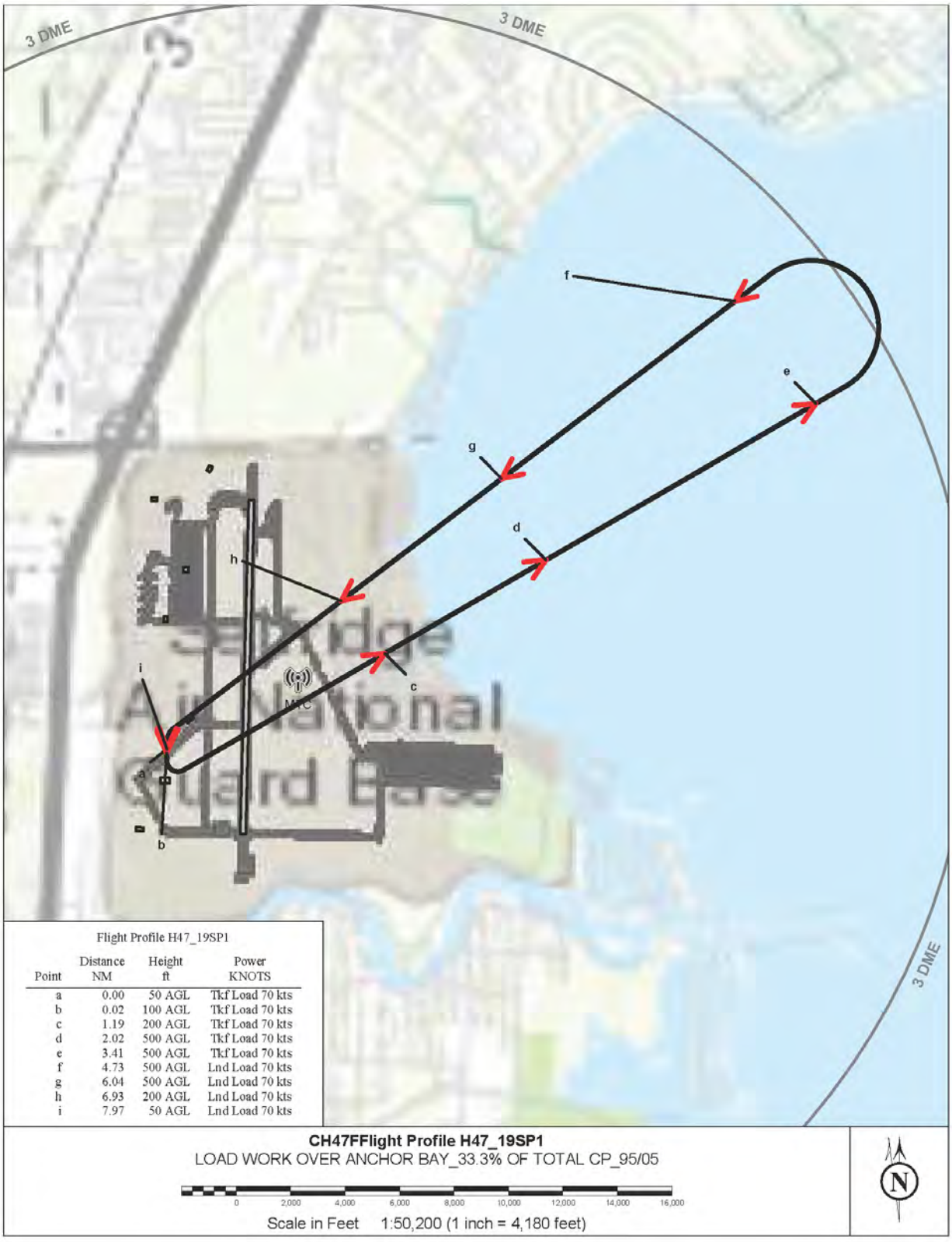
CH47FFlight Profile H47_H47D4
DEP TO SOUTH_2% OF TOTAL DEP_95/05

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000 90,000

Scale in Feet 1:266,000 (1 inch = 22,100 feet)

Macomb Twp
5 DME
New B
94
3 DME
5
5 DME
Mt Clemens
MTC
b
a
e
c
d
h
f
g
5 DME
Flight Profile H47_1H47CH
Point | Distance NM | Height ft | Power ENGTS
a | 0.00 | 50 AGL | Thf Lits 70 kts
b | 0.02 | 100 AGL | Thf Lits 70 kts
c | 0.03 | 150 AGL | Thf Lits 70 kts
d | 0.66 | 1,200 MSL | Lfo Lits 70 kts
e | 1.15 | 1,200 MSL | Lfo Lits 100 kts
f | 3.00 | 1,200 MSL | Lfo Lits 100 kts
g | 3.49 | 1,200 MSL | Lnd Lits 70 kts
h | 3.82 | 50 AGL | Lnd Lits 70 kts
CH47FFlight Profile H47_1H47CH
WESTERN TRNG AREA (RWY 01 ACTIVE)_33.3% OF TOTAL CP_95/05
Scale in Feet 1:97,400 (1 inch = 8,120 feet)
N

Flight Profile H47_9H47CH
Point | Distance NM | Height ft | Power KNOTS
a | 0.00 | 50 AGL | Thf Lite 70 kts
b | 0.02 | 100 AGL | Thf Lite 70 kts
c | 0.03 | 150 AGL | Thf Lite 70 kts
d | 0.66 | 1,200 MSL | Lfo Lite 70 kts
e | 1.15 | 1,200 MSL | Lfo Lite 100 kts
f | 3.00 | 1,200 MSL | Lfo Lite 100 kts
g | 3.49 | 1,200 MSL | Lnd Lite 70 kts
h | 3.82 | 50 AGL | Lnd Lite 70 kts
5 DME
3 DME
94
Mt Clemens
MTC
CH47FFlight Profile H47_9H47CH
WESTERN TRNG AREA (RWY 19 ACTIVE)_33.3% OF TOTAL CP_95/05
Scale in Feet 1:97,400 (1 inch = 8,120 feet)
N



Flight Profile H47_19SP1

Point	Distance NM	Height ft	Power KNOTS
a	0.00	50 AGL	Tkf Load 70 kts
b	0.02	100 AGL	Tkf Load 70 kts
c	1.19	200 AGL	Tkf Load 70 kts
d	2.02	500 AGL	Tkf Load 70 kts
e	3.41	500 AGL	Tkf Load 70 kts
f	4.73	500 AGL	Lnd Load 70 kts
g	6.04	500 AGL	Lnd Load 70 kts
h	6.93	200 AGL	Lnd Load 70 kts
i	7.97	50 AGL	Lnd Load 70 kts

CH47FFlight Profile H47_19SP1

LOAD WORK OVER ANCHOR BAY_33.3% OF TOTAL CP_95/05

0 2,000 4,000 6,000 8,000 10,000 12,000 14,000 16,000

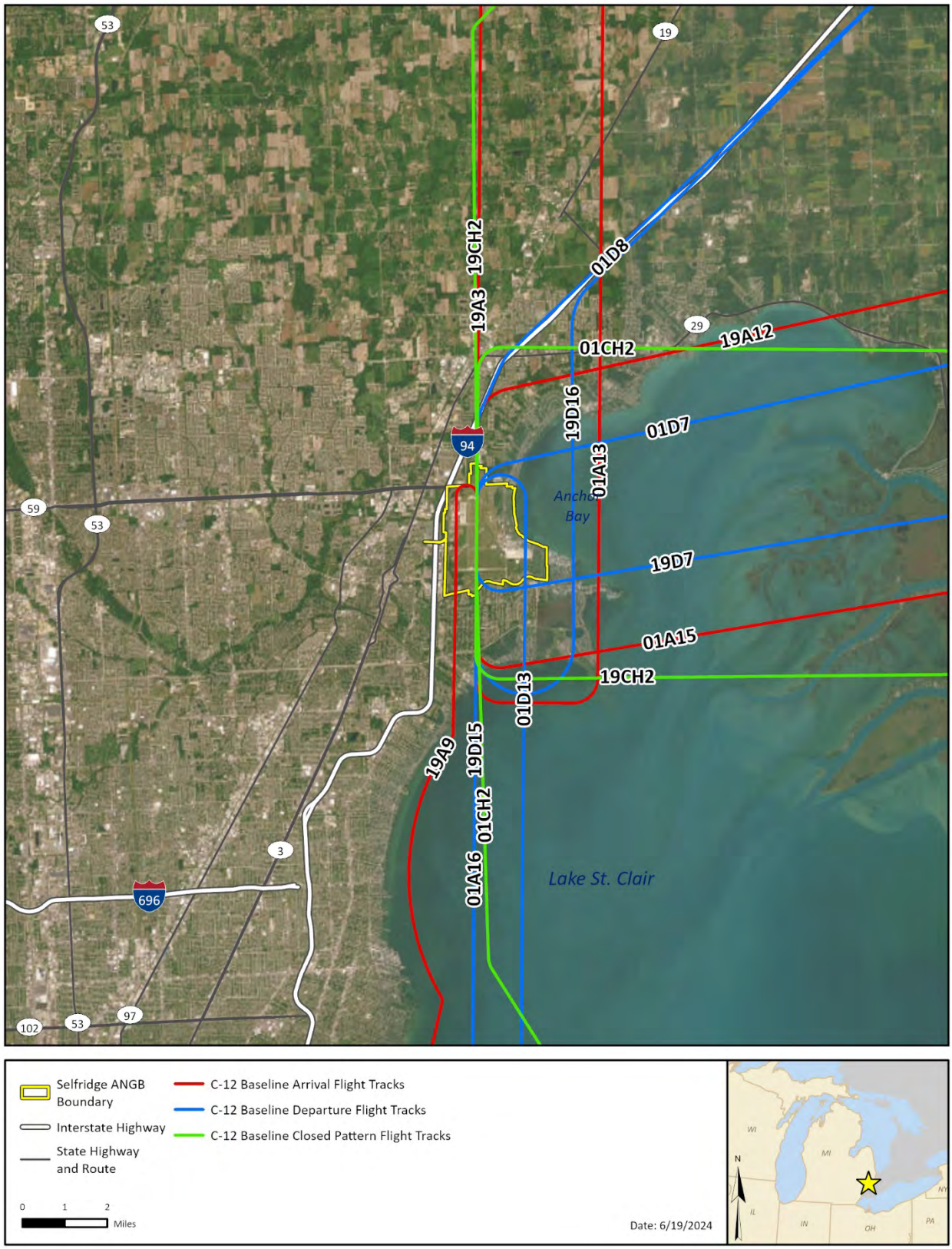
Scale in Feet 1:50,200 (1 inch = 4,180 feet)

TABLE 5. C&BP C-12 Operations

Operation	*Profile*	*Long Name*	*Track*	*Annual*	*Per Day*	*Per Night*	*Total*	*% Day*	*% Night*	*% Total*
Arrival	C12_01A13	C&BP - C12 KING AIR ARRIVAL NORTH 20% OF TOTAL ARR 98/2	01A13	35	0.093	0.002	0.095	98%	2%	20%
	C12_01A15	C&BP - C12 KING AIR ARRIVAL EAST__10% OF TOTAL ARR 98/2	01A15	17	0.047	0.001	0.048	98%	2%	10%
	C12_01A16	C&BP - C12 KING AIR ARRIVAL SOUTH_20% OF TOTAL ARR_98/2	01A16	35	0.093	0.002	0.095	98%	2%	20%
	C12_19A3	C&BP - C12 KING AIR ARRIVAL_NORTH 20% OF TOTAL ARR 98/2	19A3	35	0.093	0.002	0.095	98%	2%	20%
	C12_19A9	C&BP - C12 KING AIR ARRIVAL_SOUTH 20% OF TOTAL ARR 98/2	19A9	35	0.093	0.002	0.095	98%	2%	20%
	C12_19A12	C&BP - C12 KING AIR ARRIVAL_EAST 10% OF TOTAL ARR 98/2	19A12	17	0.047	0.001	0.048	98%	2%	10%
		Total		174	0.467	0.010	0.477	98%	2%	
Departure	C12_01D7	DEPARTURE EAST FROM RWY 01_10% OF TOTAL DEP_98/2	01D7	17	0.047	0.001	0.048	98%	2%	10%
	C12_01D8	C&BP C12 King Air DEPARTURE North FROM RWY 01_20% OF TOTAL DEP_98/2	01D8	35	0.093	0.002	0.095	98%	2%	20%
	C12_01D13	C&BP C12 King Air DEPARTURE SOUTH FROM RWY 01_20% OF TOTAL DEP_98/2	01D13	35	0.093	0.002	0.095	98%	2%	20%
	C12_19D7	C&BP C12 KING AIR DEPARTURE EAST FROM RWY 19_10% OF TOTAL DEP_98/2	19D7	17	0.047	0.001	0.048	98%	2%	10%
	C12_19D15	C&BP C12 KING AIR SOUTH FROM RWY 19_20% OF TOTAL DEP_98/2	19D15	35	0.093	0.002	0.095	98%	2%	20%
	C12_19D16	C&BP C12 King Air North (Along I-94) FROM RWY 19_20% OF TOTAL DEP_98/2	19D16	35	0.093	0.002	0.095	98%	2%	20%
		Total		174	0.467	0.010	0.477	98%	2%	
Closed Pattern	C12_01CH2_1	IFR Box Pattern to RWY 01_50% OF TOTAL CP_100/0	01CH2	11	0.029	0.000	0.029	100%	0%	50%
	C12_19CH2_1	IFR Box Pattern to RWY 19_50% OF TOTAL CP_100/0	19CH2	11	0.029	0.000	0.029	100%	0%	50%
		Total		21	0.058	0.000	0.058	100%	0%	

Legend: % = percent; ARR = Arrival; C&BP = Customs and Border Patrol; CP = Closed Pattern; DEP = Departure; IFR = Instrument Flight Rules; RWY = Runway

Flight Tracks



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C&BP Flight Profile Maps

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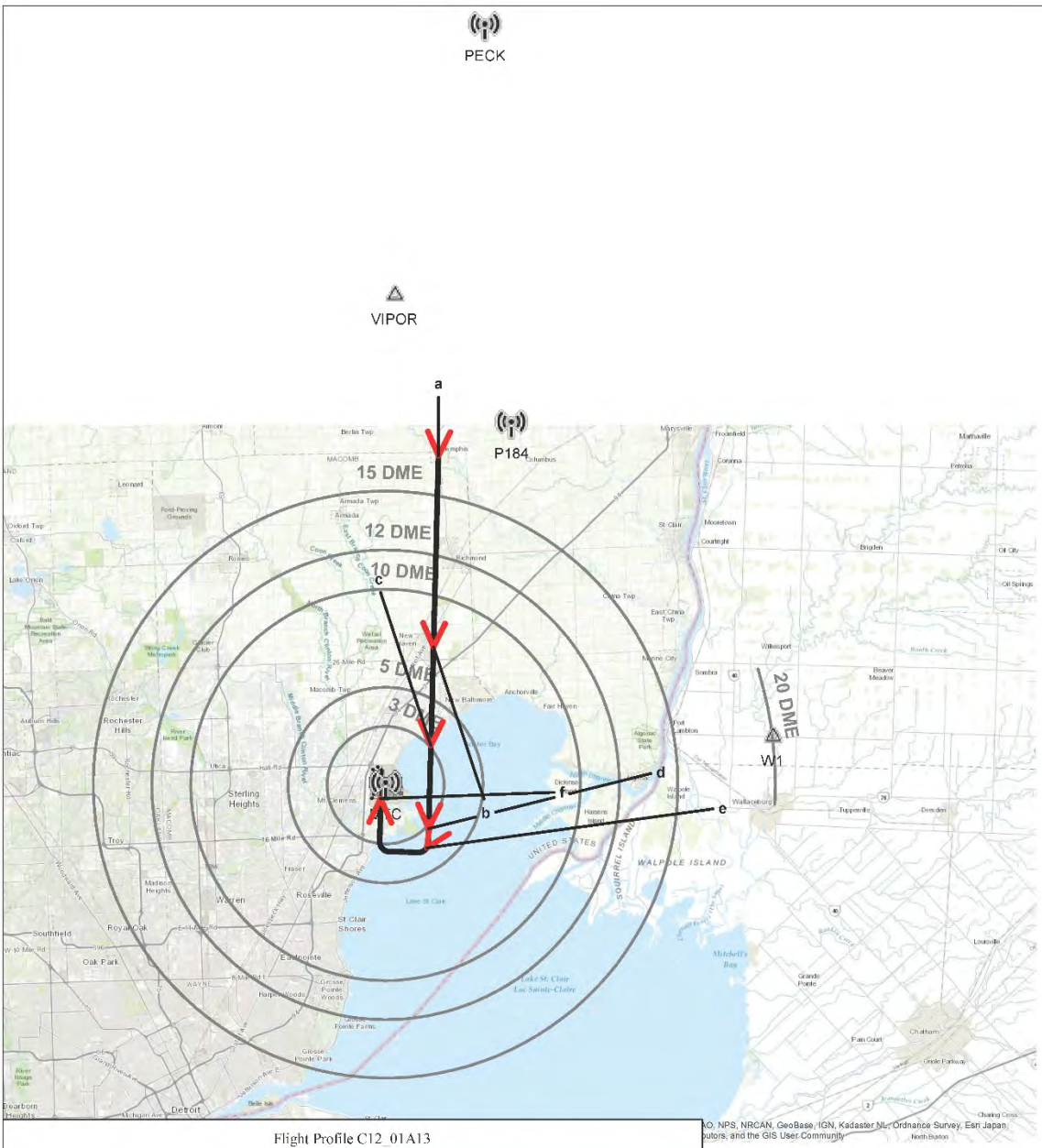
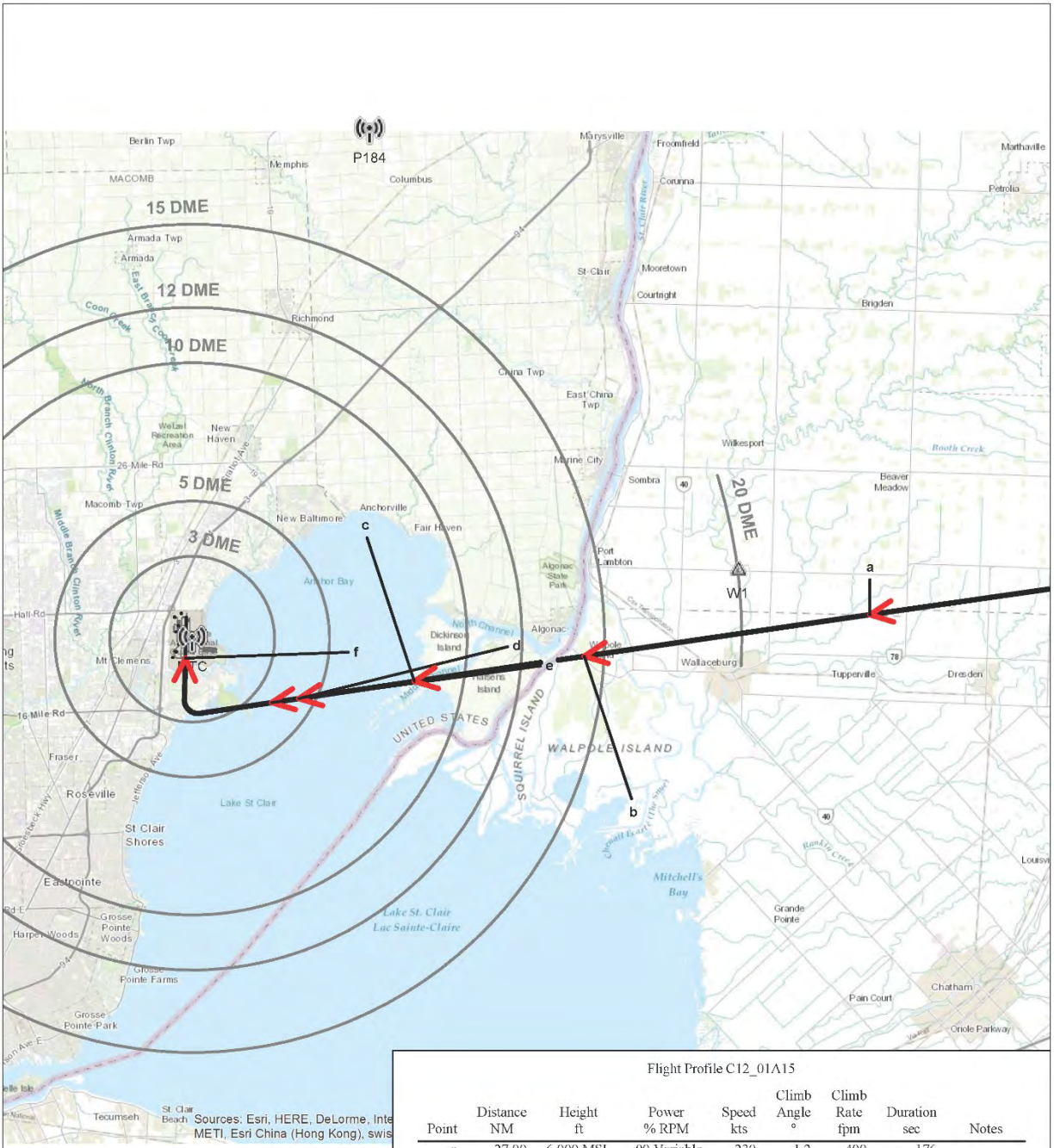

PECK
VIPOR
P184
15 DME
12 DME
10 DME
5 DME
3 DME
20 DME
W1
a
b
c
d
e
f
UNITED STATES
WALPOLE ISLAND
SQUIRREL ISLAND
Lake St. Clair
Lac Sainte-Clair
Detroit
Warren
Sterling Heights
Rochester Hills
Troy
Royal Oak
Southfield
Oak Park
St. Clair Shores
Roseville
Fraser
Madison Heights
Mitchell's Bay
Grande Pointe
Chatham
Louisville
Wallaceburg
Dresden
Port Lambton
Sombra
Wilkesport
Marysville
Mooretown
Courtright
Brigden
Oil City
Oil Springs
Petrolia
Marthaville
Froomfield
Corunna
Macomb Twp
Armada Twp
Richmond
Lenox Twp
East China Twp
Marine City
New Baltimore
Anchorville
Fair Haven
Harsens Island
Woods Island
Algonac State Park
Beaver Meadow
Tuppendle
Pain Court
Belle Isle
Dearborn Heights
Lake Orion
Leonard
Rochester
Auburn Hills
Bald Mountain State Recreation Area
Stony Creek Metropark
Ford Proving Grounds
Oxford Twp
Oxford
Romeo
Armada
Berlin Twp
Memphis
Columbus
MACOMB
Macomb Twp
Utica
Hall Rd
16 Mile Rd
Fraser
Roseville
Eastpointe
Grosse Pointe Woods
Grosse Pointe Farms
Grosse Pointe Park
Jefferson Ave
Gratiot Ave
Mack Ave
Harper Woods
Chalmers Ave
Chrysler Freeway
Ford Freeway
Detroit River
Middle Branch Clinton River
Clinton River
Auburn Rd
Dequindre Rd
Ryan Rd
Dixie Hwy
Lapeer Rd
Belle River
Chatham-Kent
Chatham Cross
Oriole Parkway
Pain Court
Grande Pointe



Flight Profile C12_01A15

Point	Distance NM	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec	Notes
a	27.00	6,000 MSL	90 Variable	230	-1.2	-400	176	
b	16.50	4,700 MSL	60 Variable	200	-4.4	-1500	118	
c	10.25	1,200 AGL	60 Variable	180	0.0	0	96	
d	6.00	1,200 AGL	60 Variable	140	0.0	0	26	
e	5.00	1,200 AGL	60 Landing	140	-2.2	-500	143	gear down
f	0.00	50 AGL	24 Landing	112				

C-12 Flight Profile C12_01A15

C&BP - C12 KING AIR ARRIVAL EAST__10% OF TOTAL ARR 98/2

0 20,000 40,000 60,000 80,000 100,000 120,000 140,000

Scale in Feet 1:455,000 (1 inch = 37,900 feet)

N

Flight Profile C12_01A16

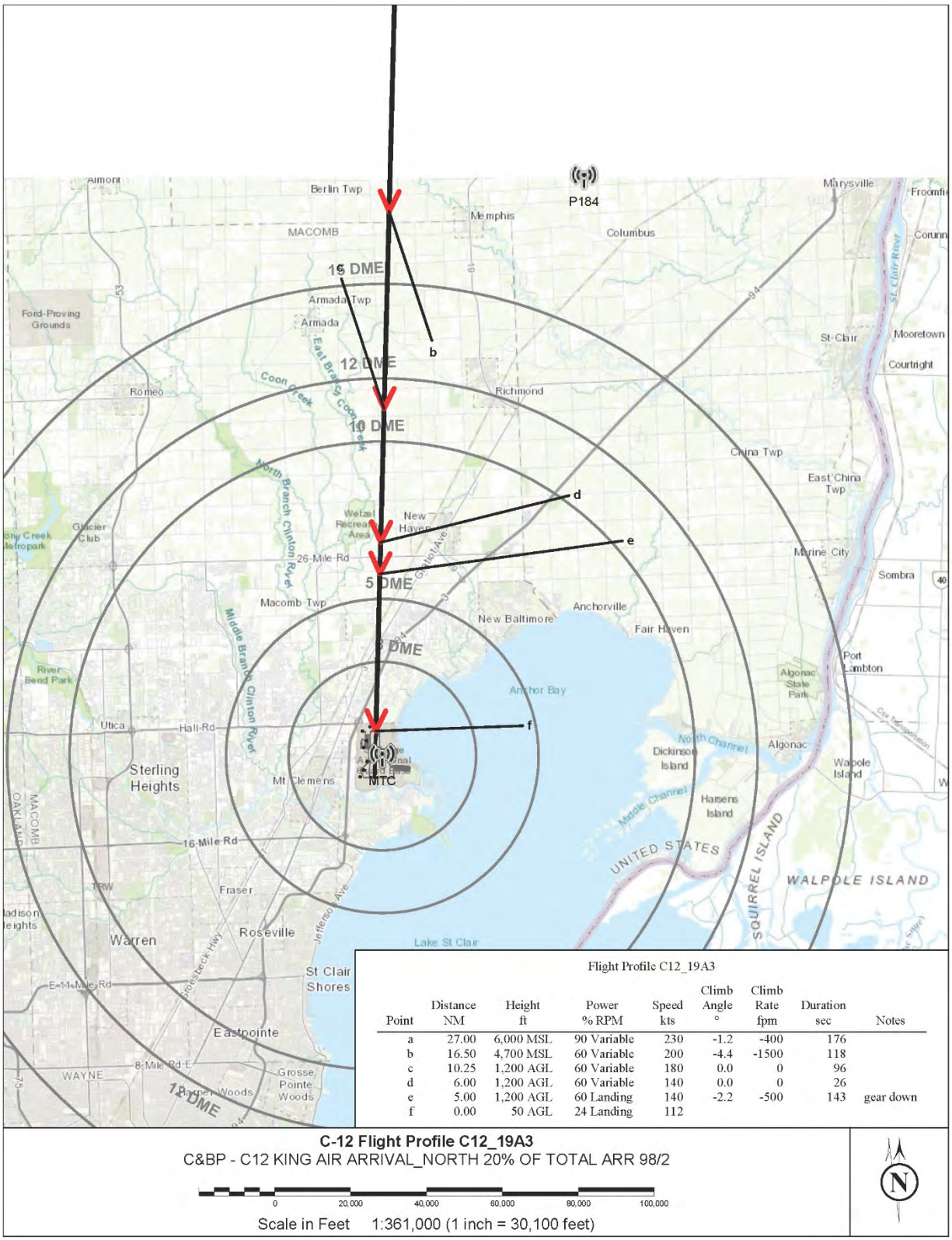
Point	Distance NM	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec	Notes
a	27.00	6,000 MSL	90 Variable	230	-1.2	-400	176	
b	16.50	4,700 MSL	60 Variable	200	-4.4	-1500	118	
c	10.25	1,200 AGL	60 Variable	180	0.0	0	96	
d	6.00	1,200 AGL	60 Variable	140	0.0	0	26	
e	5.00	1,200 AGL	60 Landing	140	-2.2	-500	143	gear down
f	0.00	50 AGL	24 Landing	112				

C-12 Flight Profile C12_01A16

C&BP - C12 KING AIR ARRIVAL SOUTH_20% OF TOTAL ARR_98/2

0 20,000 40,000 60,000 80,000 100,000

Scale in Feet 1:326,000 (1 inch = 27,100 feet)



Flight Profile C12_19A3

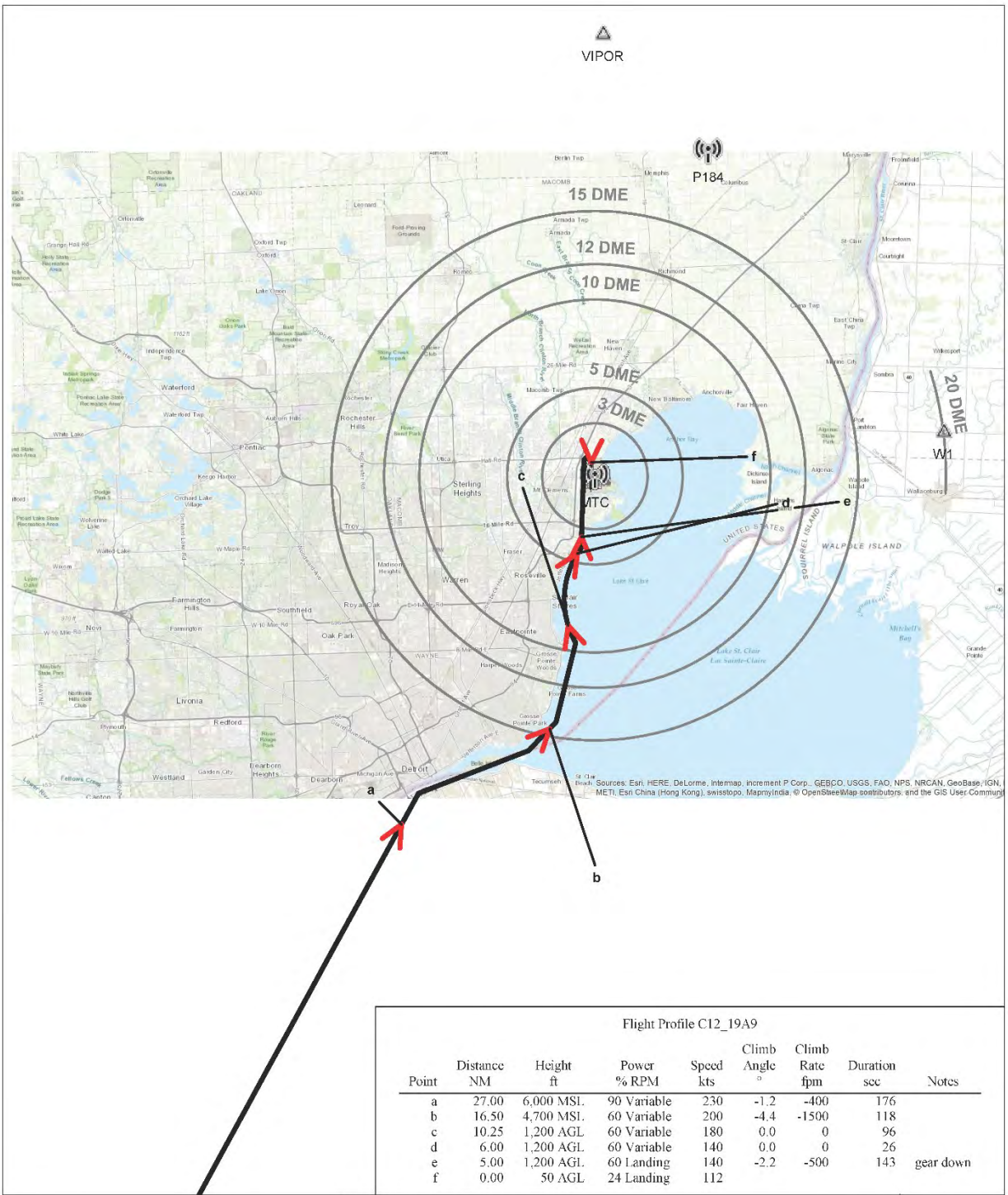
Point	Distance NM	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec	Notes
a	27.00	6,000 MSL	90 Variable	230	-1.2	-400	176	
b	16.50	4,700 MSL	60 Variable	200	-4.4	-1500	118	
c	10.25	1,200 AGL	60 Variable	180	0.0	0	96	
d	6.00	1,200 AGL	60 Variable	140	0.0	0	26	
e	5.00	1,200 AGL	60 Landing	140	-2.2	-500	143	gear down
f	0.00	50 AGL	24 Landing	112				

C-12 Flight Profile C12_19A3

C&BP - C12 KING AIR ARRIVAL_NORTH 20% OF TOTAL ARR 98/2

0 20,000 40,000 60,000 80,000 100,000

Scale in Feet 1:361,000 (1 inch = 30,100 feet)



Flight Profile C12_19A9

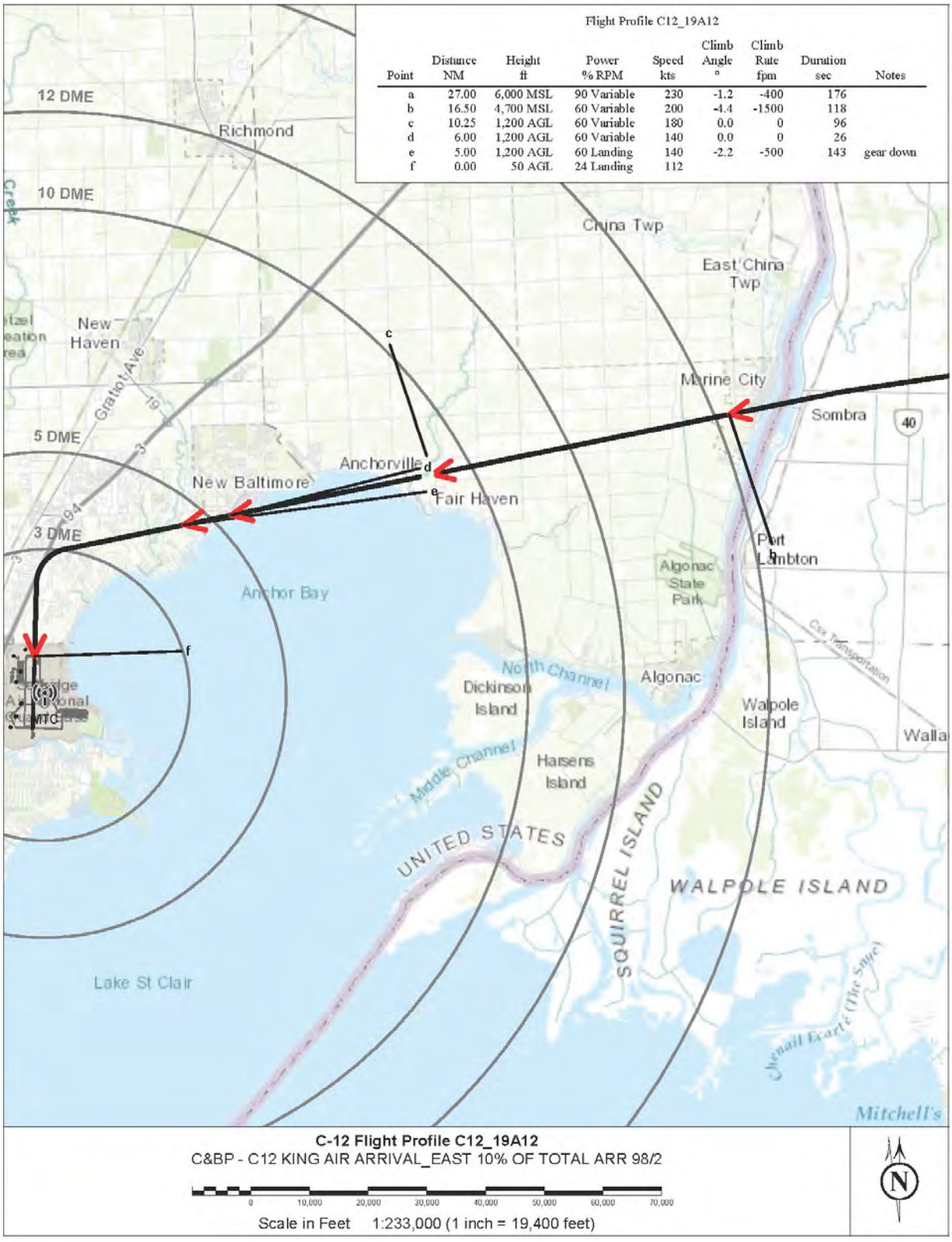
Point	Distance NM	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec	Notes
a	27.00	6,000 MSL	90 Variable	230	-1.2	-400	176	
b	16.50	4,700 MSL	60 Variable	200	-4.4	-1500	118	
c	10.25	1,200 AGL	60 Variable	180	0.0	0	96	
d	6.00	1,200 AGL	60 Variable	140	0.0	0	26	
e	5.00	1,200 AGL	60 Landing	140	-2.2	-500	143	gear down
f	0.00	50 AGL	24 Landing	112				

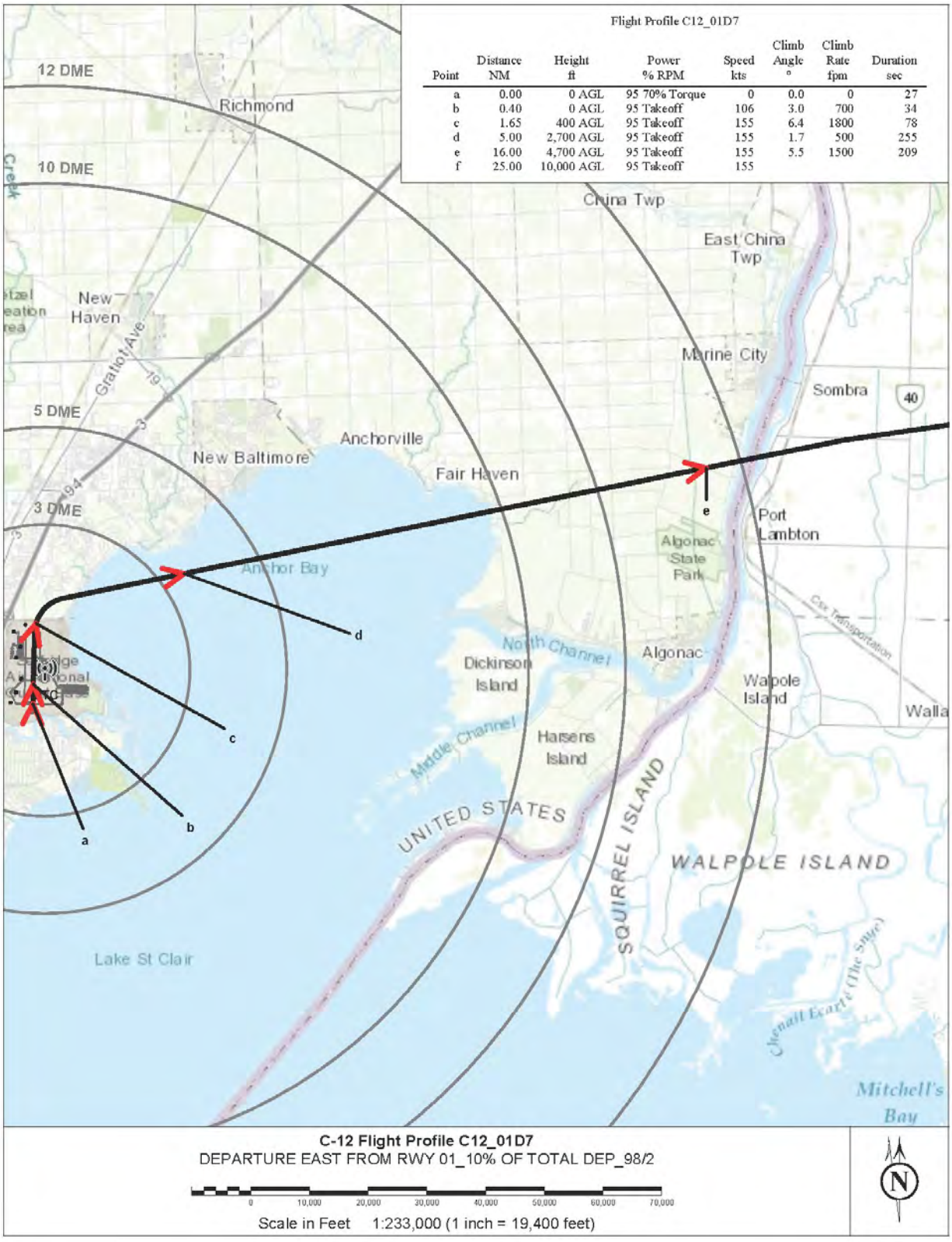
C-12 Flight Profile C12_19A9

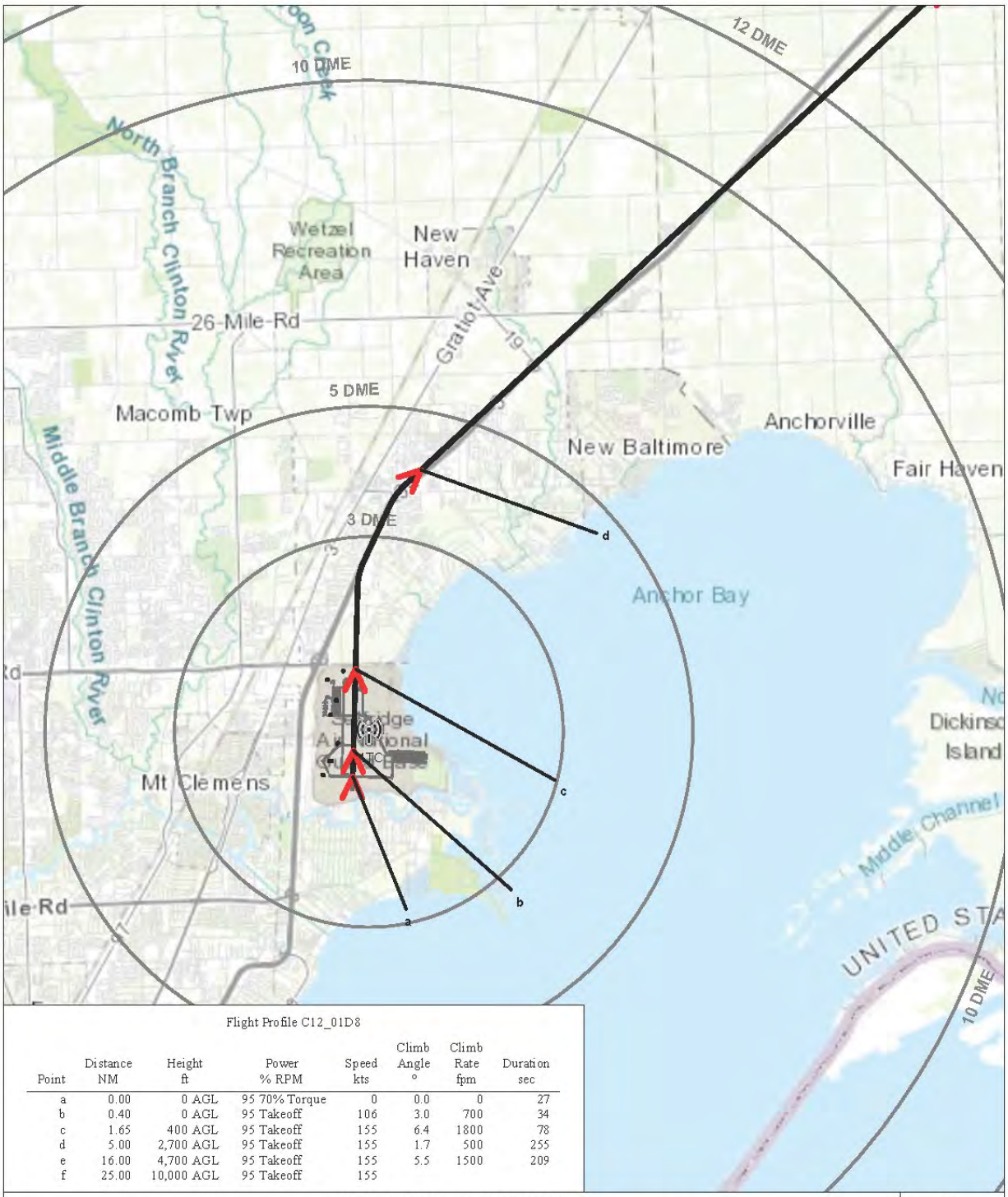
C&BP - C12 KING AIR ARRIVAL_SOUTH 20% OF TOTAL ARR 98/2

0 40,000 80,000 120,000 160,000 200,000

Scale in Feet 1:681,000 (1 inch = 56,700 feet)


Flight Profile C12_19A12
Point | Distance NM | Height ft | Power % RPM | Speed kts | Climb Angle ° | Climb Rate fpm | Duration sec | Notes
a | 27.00 | 6,000 MSL | 90 Variable | 230 | -1.2 | -400 | 176 |
b | 16.50 | 4,700 MSL | 60 Variable | 200 | -4.4 | -1500 | 118 |
c | 10.25 | 1,200 AGL | 60 Variable | 180 | 0.0 | 0 | 96 |
d | 6.00 | 1,200 AGL | 60 Variable | 140 | 0.0 | 0 | 26 |
e | 5.00 | 1,200 AGL | 60 Landing | 140 | -2.2 | -500 | 143 | gear down
f | 0.00 | 50 AGL | 24 Landing | 112 |
12 DME
10 DME
5 DME
3 DME
Richmond
China Twp
East China Twp
New Haven
Gratiot Ave
Marine City
Sombra
40
Anchorville
New Baltimore
Fair Haven
Port Lambton
Algonac State Park
Anchor Bay
North Channel
Algonac
Dickinson Island
Walpole Island
Hasens Island
Middle Channel
UNITED STATES
SQUIRREL ISLAND
WALPOLE ISLAND
Lake St Clair
Mitchell's
MTC
C-12 Flight Profile C12_19A12
C&BP - C12 KING AIR ARRIVAL_EAST 10% OF TOTAL ARR 98/2
0 10,000 20,000 30,000 40,000 50,000 60,000 70,000
Scale in Feet 1:233,000 (1 inch = 19,400 feet)
N


Flight Profile C12_01D7
Point | Distance NM | Height ft | Power % RPM | Speed kts | Climb Angle ° | Climb Rate fpm | Duration sec
a | 0.00 | 0 AGL | 95 70% Torque | 0 | 0.0 | 0 | 27
b | 0.40 | 0 AGL | 95 Takeoff | 106 | 3.0 | 700 | 34
c | 1.65 | 400 AGL | 95 Takeoff | 155 | 6.4 | 1800 | 78
d | 5.00 | 2,700 AGL | 95 Takeoff | 155 | 1.7 | 500 | 255
e | 16.00 | 4,700 AGL | 95 Takeoff | 155 | 5.5 | 1500 | 209
f | 25.00 | 10,000 AGL | 95 Takeoff | 155
12 DME
10 DME
5 DME
3 DME
Richmond
China Twp
East China Twp
New Haven
Gratiot Ave
Marine City
Sombra
40
Anchorville
New Baltimore
Fair Haven
Port Lambton
Algonac State Park
Anchor Bay
North Channel
Algonac
Dickinson Island
Walpole Island
Middle Channel
Harsens Island
UNITED STATES
SQUIRREL ISLAND
WALPOLE ISLAND
Lake St Clair
Mitchell's Bay
a
b
c
d
e
C-12 Flight Profile C12_01D7
DEPARTURE EAST FROM RWY 01_10% OF TOTAL DEP_98/2
0 10,000 20,000 30,000 40,000 50,000 60,000 70,000
Scale in Feet 1:233,000 (1 inch = 19,400 feet)
N



Flight Profile C12_01D8

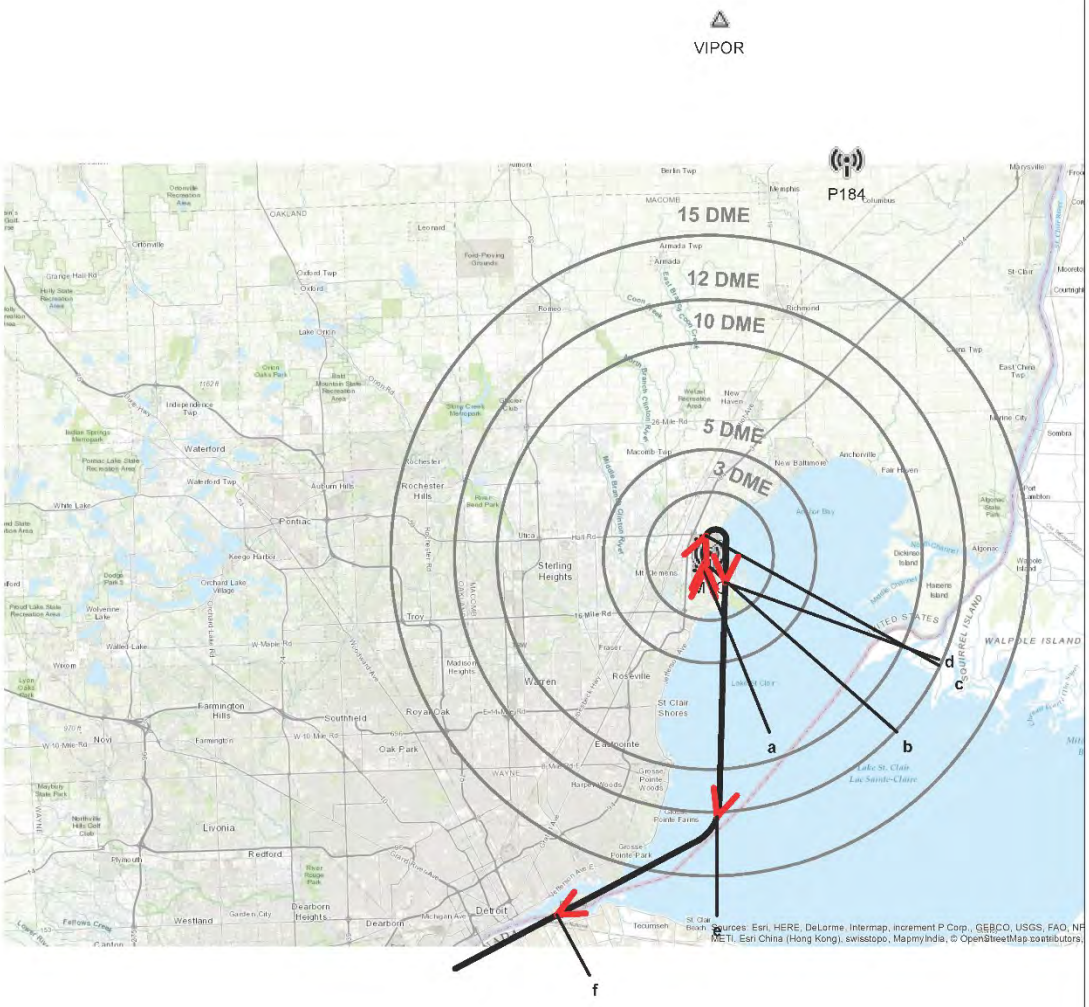
Point	Distance NM	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	0 AGL	95 70% Torque	0	0.0	0	27
b	0.40	0 AGL	95 Takeoff	106	3.0	700	34
c	1.65	400 AGL	95 Takeoff	155	6.4	1800	78
d	5.00	2,700 AGL	95 Takeoff	155	1.7	500	255
e	16.00	4,700 AGL	95 Takeoff	155	5.5	1500	209
f	25.00	10,000 AGL	95 Takeoff	155			

C-12 Flight Profile C12_01D8

CB&P C12 King Air DEPARTURE North FROM RWY 01_20% OF TOTAL DEP_98/2

0 10,000 20,000 30,000 40,000 50,000 60,000

Scale in Feet 1:184,000 (1 inch = 15,300 feet)



Flight Profile C12_01D13

Point	Distance NM	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	0 AGL	95 70% Torque	0	0.0	0	27
b	0.40	0 AGL	95 Takeoff	106	3.0	700	34
c	1.65	400 AGL	95 Takeoff	155	6.4	1800	78
d	5.00	2,700 AGL	95 Takeoff	155	1.7	500	255
e	16.00	4,700 AGL	95 Takeoff	155	5.5	1500	209
f	25.00	10,000 AGL	95 Takeoff	155			

WING

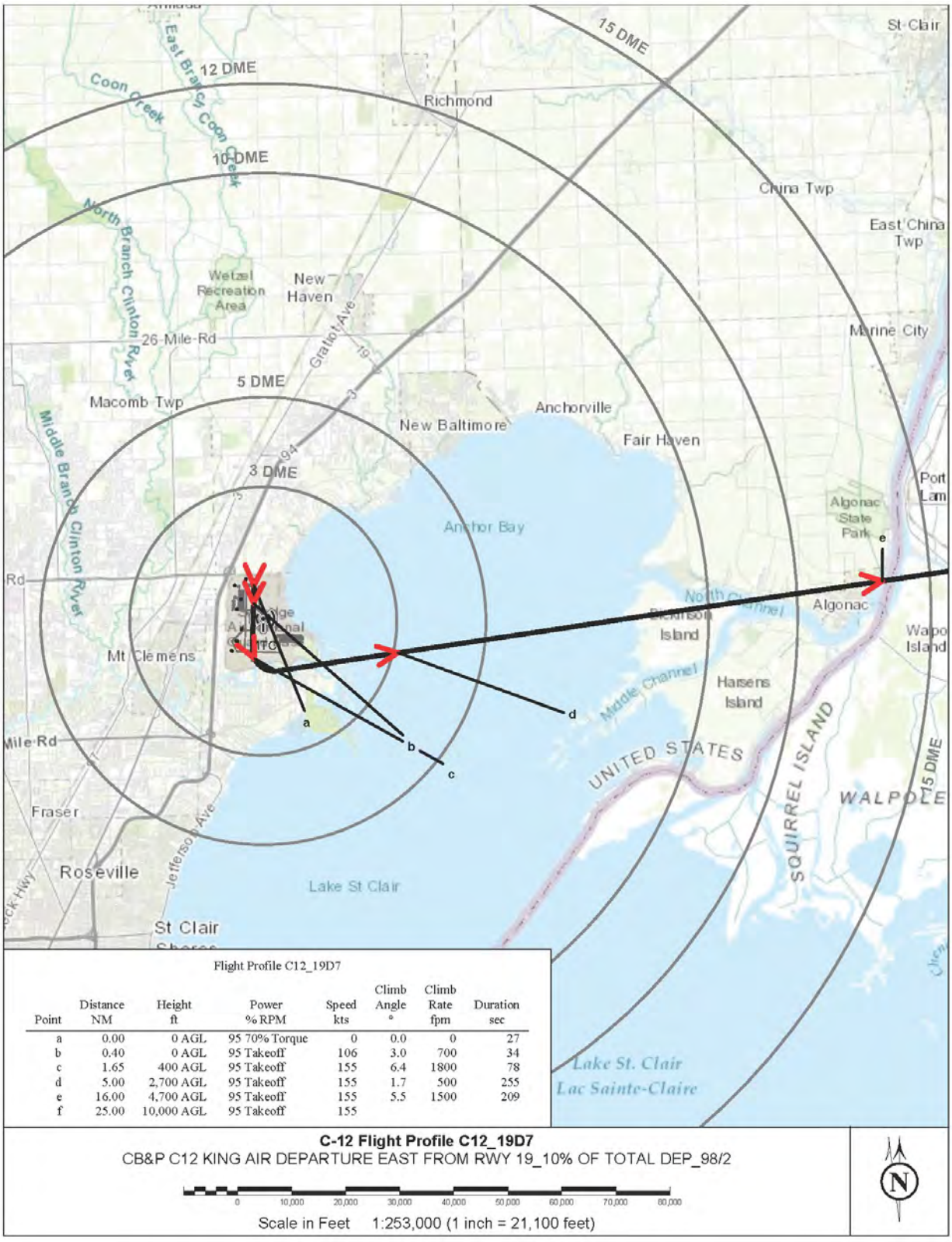
C-12 Flight Profile C12_01D13

CB&P C12 King Air DEPARTURE SOUTH FROM RWY 01_20% OF TOTAL DEP_98/2

0 40,000 80,000 120,000 160,000 200,000

Scale in Feet 1:683,000 (1 inch = 56,900 feet)

N



Flight Profile C12_19D7

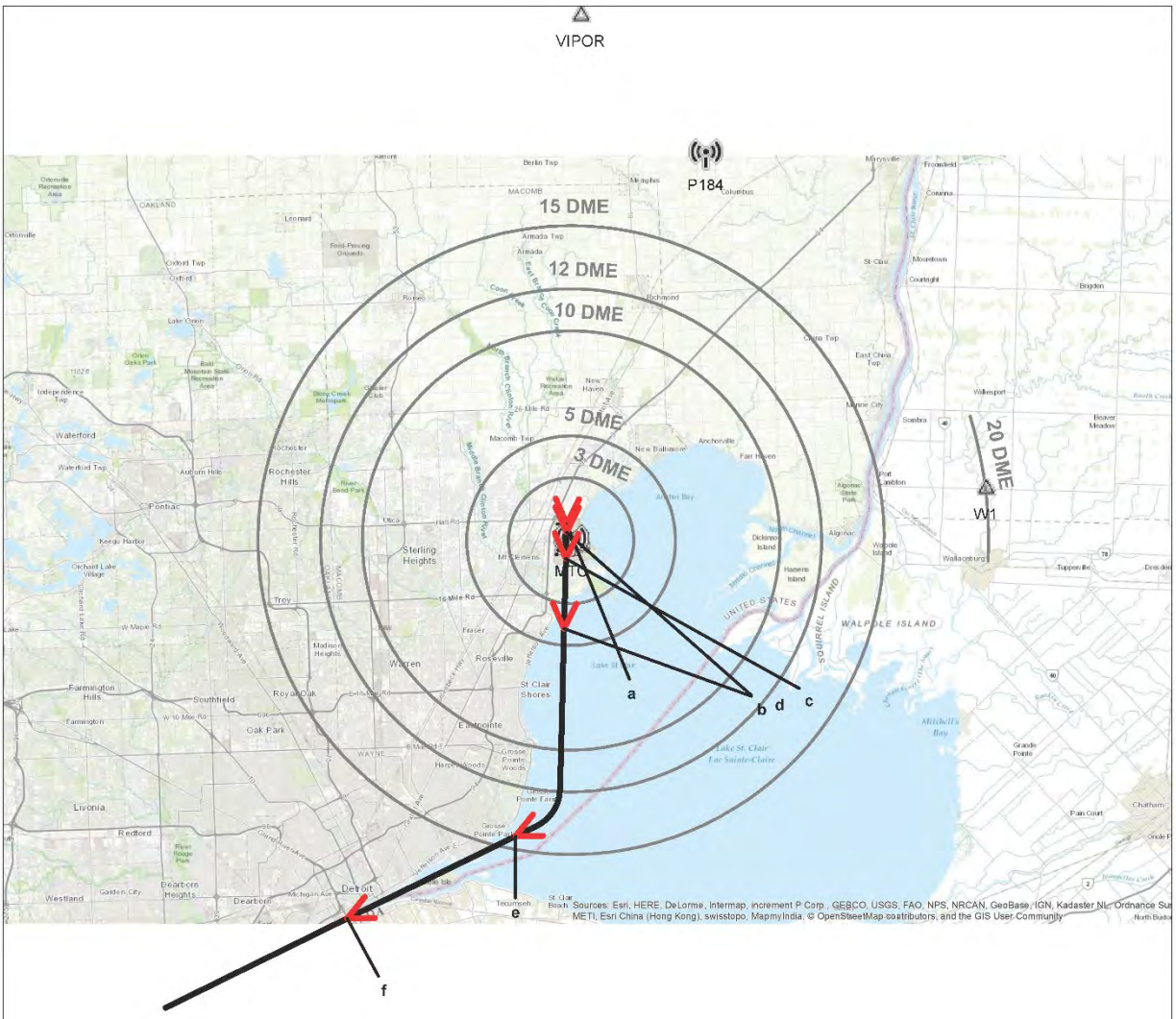
Point	Distance NM	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	0 AGL	95 70% Torque	0	0.0	0	27
b	0.40	0 AGL	95 Takeoff	106	3.0	700	34
c	1.65	400 AGL	95 Takeoff	155	6.4	1800	78
d	5.00	2,700 AGL	95 Takeoff	155	1.7	500	255
e	16.00	4,700 AGL	95 Takeoff	155	5.5	1500	209
f	25.00	10,000 AGL	95 Takeoff	155			

C-12 Flight Profile C12_19D7

CB&P C12 KING AIR DEPARTURE EAST FROM RWY 19_10% OF TOTAL DEP_98/2

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000

Scale in Feet 1:253,000 (1 inch = 21,100 feet)



Flight Profile C12_19D15

Point	Distance NM	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	0 AGL	95 70% Torque	0	0.0	0	27
b	0.40	0 AGL	95 Takeoff	106	3.0	700	34
c	1.65	400 AGL	95 Takeoff	155	6.4	1800	78
d	5.00	2,700 AGL	95 Takeoff	155	1.7	500	255
e	16.00	4,700 AGL	95 Takeoff	155	5.5	1500	209
f	25.00	10,000 AGL	95 Takeoff	155			

WING

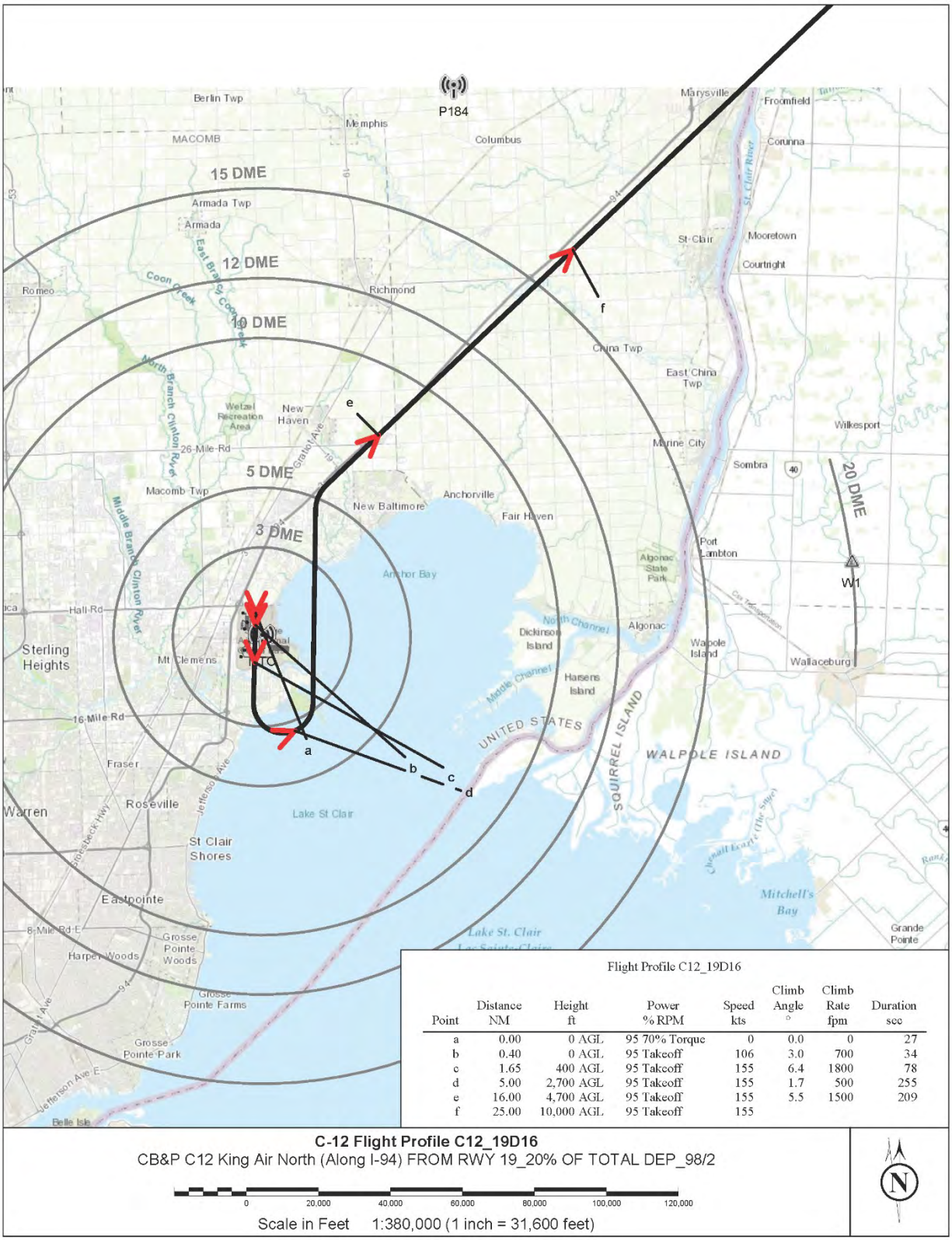
C-12 Flight Profile C12_19D15

CB&P C12 KING AIR SOUTH FROM RWY 19_20% OF TOTAL DEP_98/2

0 40,000 80,000 120,000 160,000 200,000

Scale in Feet 1:668,000 (1 inch = 55,700 feet)

N



Flight Profile C12_19D16

Point	Distance NM	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	0 AGL	95 70% Torque	0	0.0	0	27
b	0.40	0 AGL	95 Takeoff	106	3.0	700	34
c	1.65	400 AGL	95 Takeoff	155	6.4	1800	78
d	5.00	2,700 AGL	95 Takeoff	155	1.7	500	255
e	16.00	4,700 AGL	95 Takeoff	155	5.5	1500	209
f	25.00	10,000 AGL	95 Takeoff	155			

C-12 Flight Profile C12_19D16

CB&P C12 King Air North (Along I-94) FROM RWY 19_20% OF TOTAL DEP_98/2

0 20,000 40,000 60,000 80,000 100,000 120,000

Scale in Feet 1:380,000 (1 inch = 31,600 feet)

Flight Profile C12_01CH2_1
Point | Distance NM | Height ft | Power % RPM | Speed kts | Climb Angle ° | Climb Rate fpm | Duration sec
a | 0.00 | 50 AGL | 30 Landing | 105 | -4.7 | -900 | 4
b | 0.10 | 0 AGL | 30 Landing | 100 | 0.0 | 0 | 7
c | 0.30 | 0 AGL | 100 Landing | 120 | 2.9 | 700 | 36
d | 1.60 | 400 AGL | 100 Landing | 140 | 5.2 | 1400 | 59
e | 4.00 | 2,300 MSL | 100 Variable | 155 | 0.0 | 0 | 348
f | 19.00 | 2,300 MSL | 100 Variable | 155 | 0.0 | 0 | 209
g | 28.00 | 2,300 MSL | 100 Variable | 155 | 0.0 | 0 | 139
h | 34.00 | 2,300 MSL | 100 Landing | 155 | -1.5 | -400 | 183
i | 41.00 | 1,200 MSL | 100 Landing | 120 | -0.2 | 0 | 188
j | 47.00 | 500 AGL | 40 Landing | 110 | -4.2 | -800 | 33
k | 48.00 | 50 AGL | 30 Landing | 105
Lake St Clair
UNITED STATES
Dickinson Island
Harsens Island
Middle Channel
Lake St. Clair
Lac Sainte-Claire
12 DME
15 DME
MTC
C-12 Flight Profile C12_01CH2_1
IFR Box Pattern to RWY 01_50% OF TOTAL CP_100/0
0 10,000 20,000 30,000 40,000 50,000
Scale in Feet 1:162,000 (1 inch = 13,500 feet)
N

Flight Profile C12_19CH2_1

Point	Distance NM	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	50 AGL	30 Landing	105	-4.7	-900	4
b	0.10	0 AGL	30 Landing	100	0.0	0	7
c	0.30	0 AGL	100 Landing	120	2.9	700	36
d	1.60	400 AGL	100 Landing	140	1.5	400	196
e	9.64	2,300 MSL	100 Variable	155	0.0	0	217
f	19.00	2,300 MSL	100 Variable	155	0.0	0	209
g	28.00	2,300 MSL	100 Variable	155	0.0	0	139
h	34.00	2,300 MSL	100 Landing	155	-0.7	-200	379
i	48.48	1,200 MSL	100 Landing	120	-0.3	-100	126
j	52.49	500 AGL	40 Landing	110	-7.3	-1400	19
k	53.07	50 AGL	30 Landing	105			

C-12 Flight Profile C12_19CH2_1
IFR Box Pattern to RWY 19_50% OF TOTAL CP_100/0

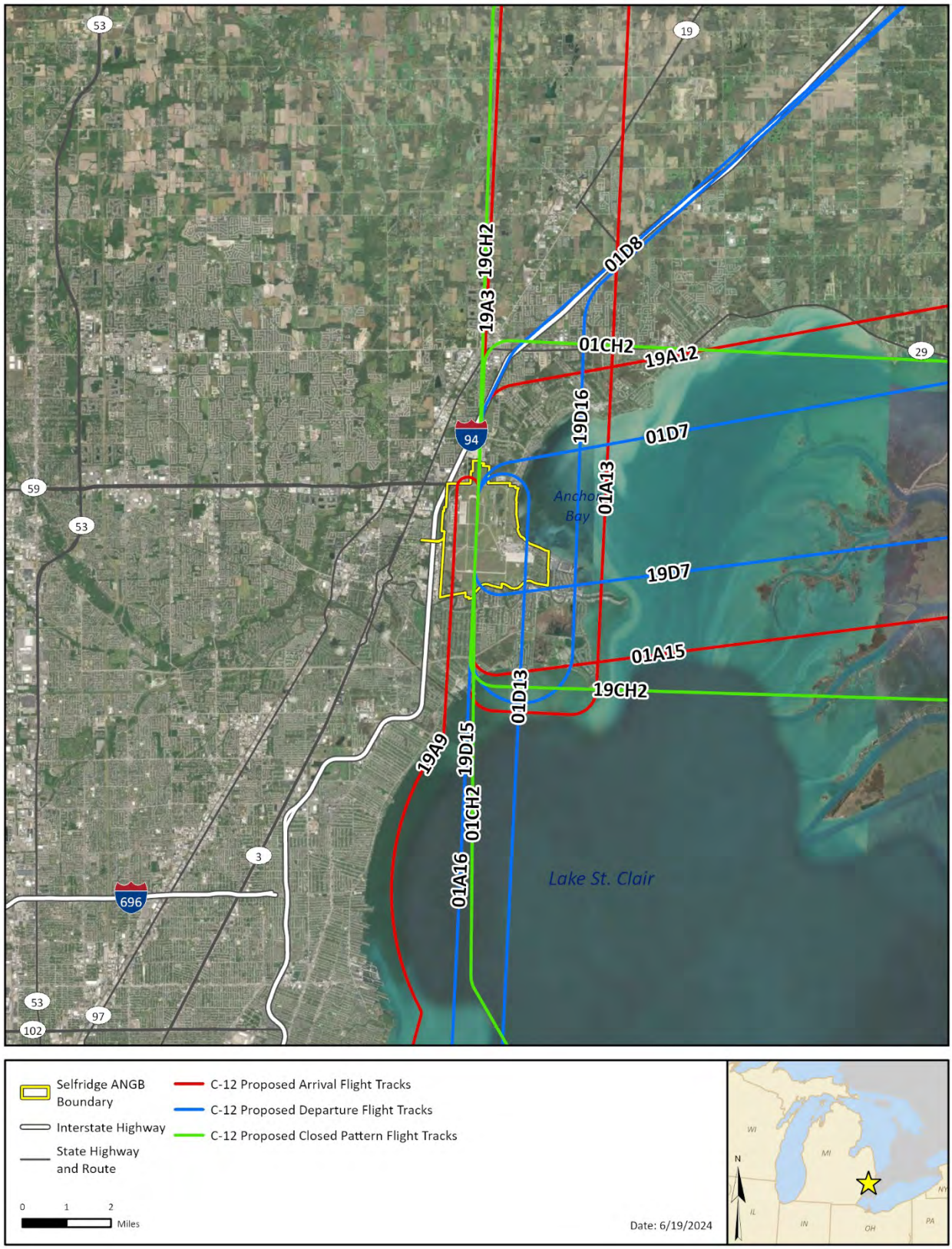
0 10,000 20,000 30,000 40,000 50,000

Scale in Feet 1:180,000 (1 inch = 15,000 feet)

C&BP C-12 UNDER RUNWAY MODIFICATION

- C&BP C-12 operations would remain as described in Table 5.

Flight Tracks



C&BP Flight Profile Maps

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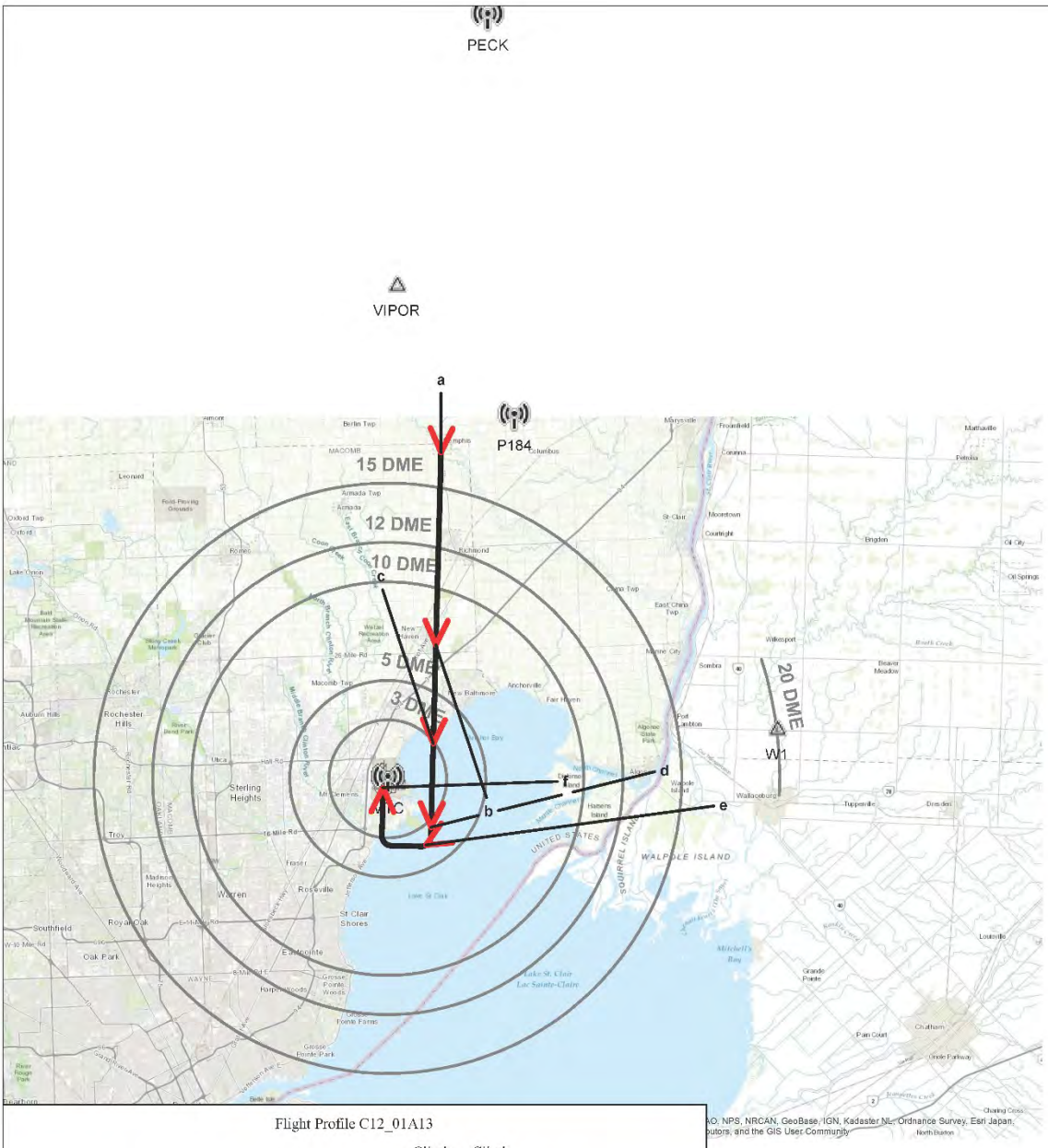


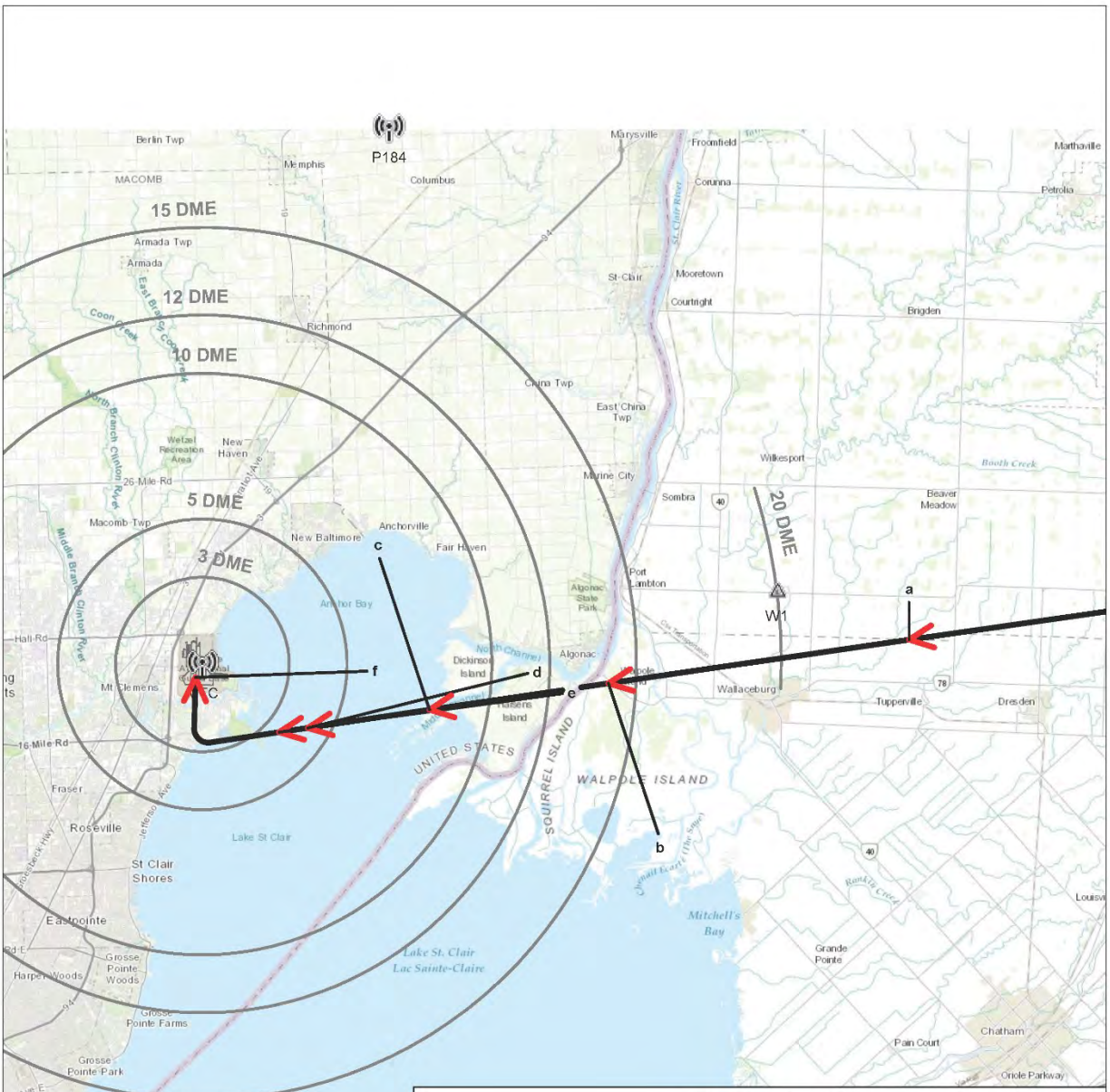
Flight Profile C12_01A13

Point	Distance ft	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec	Notes
a	152,026	6,000 MSL	90 Variable	230	-1.3	-500	163	
b	92,787	4,700 MSL	60 Variable	200	-5.5	-1800	95	
c	62,280	1,200 AGL	60 Variable	180	0.0	0	96	
d	36,457	1,200 AGL	60 Variable	140	0.0	0	26	
e	30,381	1,200 AGL	60 Landing	140	-2.2	-500	143	gear down
f	0	50 AGL	24 Landing	112				

C-12 Flight Profile C12_01A13
01A13_@NEWTHRESHOLD
C&BP - C12 KING AIR ARRIVAL NORTH 20% OF TOTAL ARR 98/2

0 40,000 80,000 120,000 160,000 200,000

Scale in Feet 1:682,000 (1 inch = 56,900 feet)



Flight Profile C12_01A15

Point	Distance ft	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec	Notes
a	164,055	6,000 MSL	90 Variable	230	-1.2	-400	176	
b	100,256	4,700 MSL	60 Variable	200	-4.4	-1500	118	
c	62,280	1,200 AGL	60 Variable	180	0.0	0	96	
d	36,457	1,200 AGL	60 Variable	140	0.0	0	26	
e	30,381	1,200 AGL	60 Landing	140	-2.2	-500	143	gear down
f	0	50 AGL	24 Landing	112				

C-12 Flight Profile C12_01A15
01A15_@NEWTHRESHOLD
C&BP - C12 KING AIR ARRIVAL EAST__10% OF TOTAL ARR 98/2

0 20,000 40,000 60,000 80,000 100,000 120,000 140,000

Scale in Feet 1:455,000 (1 inch = 37,900 feet)

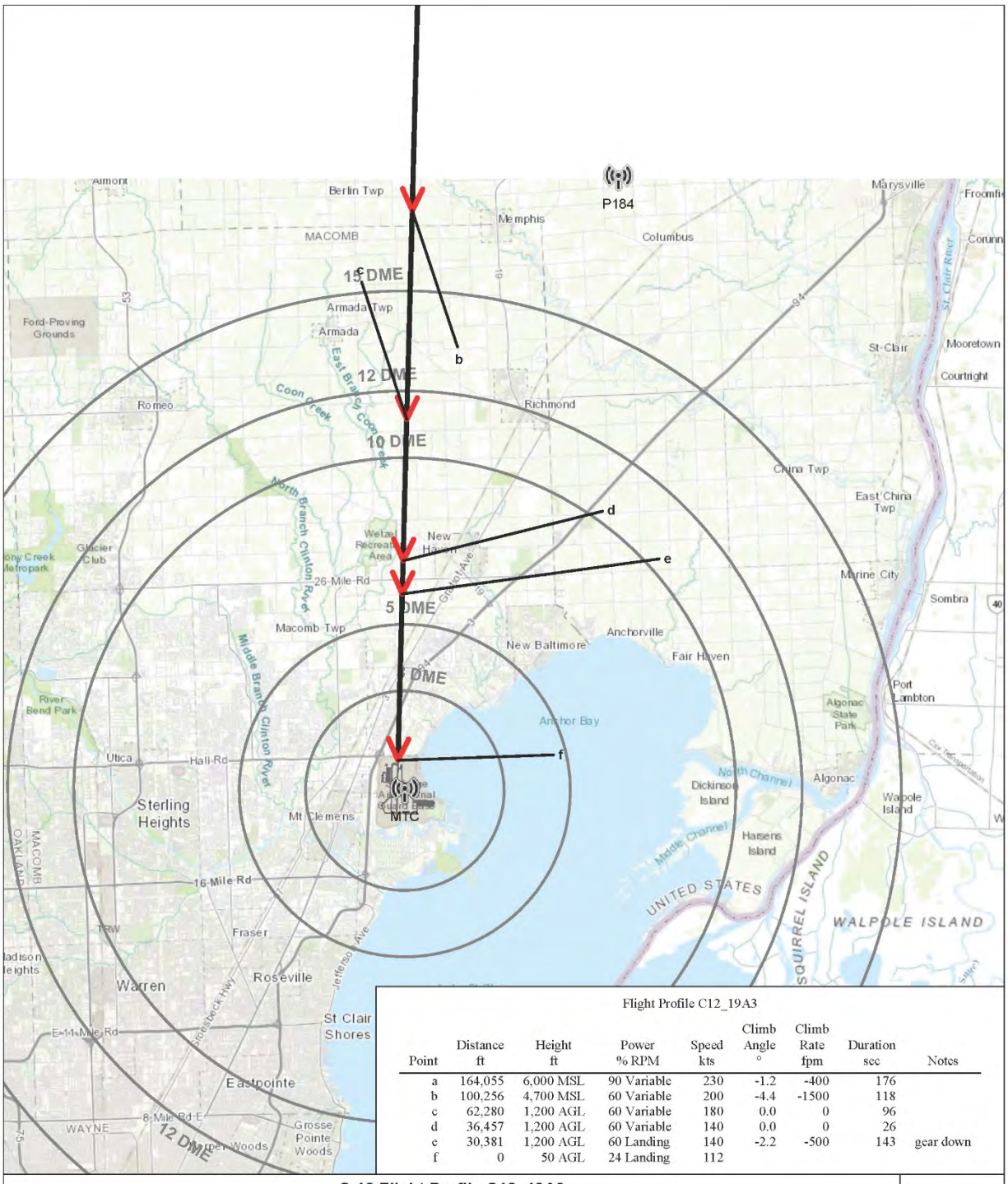
Flight Profile C12_01A16

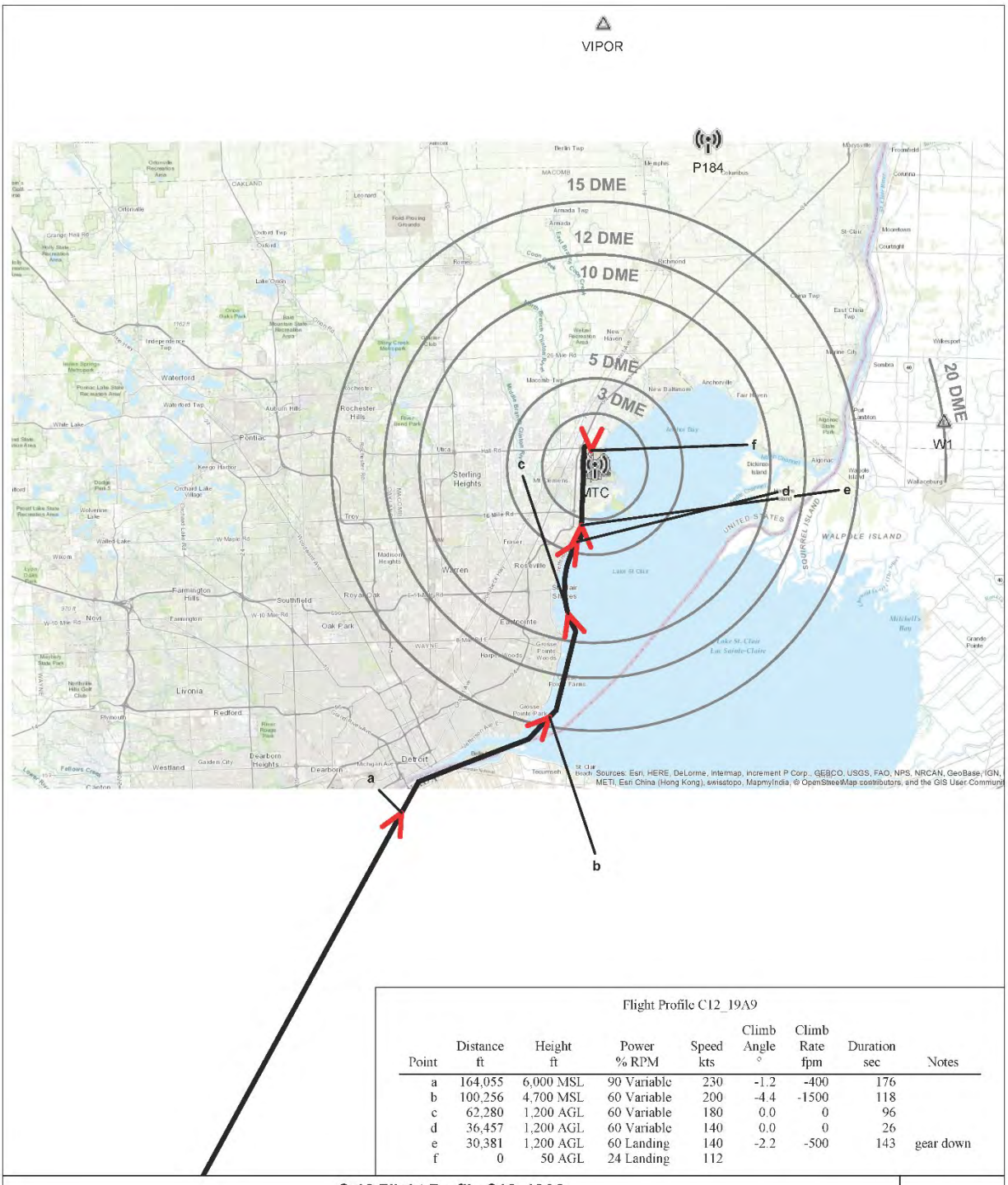
Point	Distance ft	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec	Notes
a	164,055	6,000 MSL	90 Variable	230	-1.2	-400	176	
b	100,256	4,700 MSL	60 Variable	200	-4.4	-1500	118	
c	62,280	1,200 AGL	60 Variable	180	0.0	0	96	
d	36,457	1,200 AGL	60 Variable	140	0.0	0	26	
e	30,381	1,200 AGL	60 Landing	140	-2.2	-500	143	gear down
f	0	50 AGL	24 Landing	112				

C-12 Flight Profile C12_01A16
01A16_@NEWTHRESHOLD
C&BP - C12 KING AIR ARRIVAL SOUTH_20% OF TOTAL ARR_98/2

0 20,000 40,000 60,000 80,000 100,000

Scale in Feet 1:326,000 (1 inch = 27,100 feet)


P184
MTC
15 DME
12 DME
10 DME
5 DME
a
b
c
d
e
f
Berlin Twp
Memphis
MACOMB
Columbus
Armada Twp
Armada
Ford Proving Grounds
Romeo
Richmond
Coon Creek
East Branch Coon Creek
North Branch Clinton River
Middle Branch Clinton River
Wetzel Recreation Area
New Haven
Grand River Ave
26 Mile Rd
Macomb Twp
New Baltimore
Anchorville
Fair Haven
Anchor Bay
Marysville
St Clair
Mooretown
Courtright
China Twp
East China Twp
Marine City
Sombra
Port Lambton
Algonac State Park
Algonac
Dickinson Island
Walpole Island
Hassens Island
North Channel
Middle Channel
UNITED STATES
SQUIRREL ISLAND
WALPOLE ISLAND
River Bend Park
Utica
Hall Rd
Sterling Heights
Mt Clemens
16 Mile Rd
Fraser
Roseville
Warren
St Clair Shores
Eastpointe
Grosse Pointe Woods
WAYNE
8 Mile Rd E
E 14 Mile Rd
Jefferson Ave
Gratiot Ave
Glacier Club
TRW
Flight Profile C12_19A3
Point | Distance ft | Height ft | Power % RPM | Speed kts | Climb Angle ° | Climb Rate fpm | Duration sec | Notes
a | 164,055 | 6,000 MSL | 90 Variable | 230 | -1.2 | -400 | 176 |
b | 100,256 | 4,700 MSL | 60 Variable | 200 | -4.4 | -1500 | 118 |
c | 62,280 | 1,200 AGL | 60 Variable | 180 | 0.0 | 0 | 96 |
d | 36,457 | 1,200 AGL | 60 Variable | 140 | 0.0 | 0 | 26 |
e | 30,381 | 1,200 AGL | 60 Landing | 140 | -2.2 | -500 | 143 | gear down
f | 0 | 50 AGL | 24 Landing | 112 |
C-12 Flight Profile C12_19A3
19A3_@NEWTHRESHOLD
C&BP - C12 KING AIR ARRIVAL_NORTH 20% OF TOTAL ARR 98/2
0
20,000
40,000
60,000
80,000
100,000
Scale in Feet 1:361,000 (1 inch = 30,100 feet)
N



Flight Profile C12_19A9

Point	Distance ft	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec	Notes
a	164,055	6,000 MSL	90 Variable	230	-1.2	-400	176	
b	100,256	4,700 MSL	60 Variable	200	-4.4	-1500	118	
c	62,280	1,200 AGL	60 Variable	180	0.0	0	96	
d	36,457	1,200 AGL	60 Variable	140	0.0	0	26	
e	30,381	1,200 AGL	60 Landing	140	-2.2	-500	143	gear down
f	0	50 AGL	24 Landing	112				

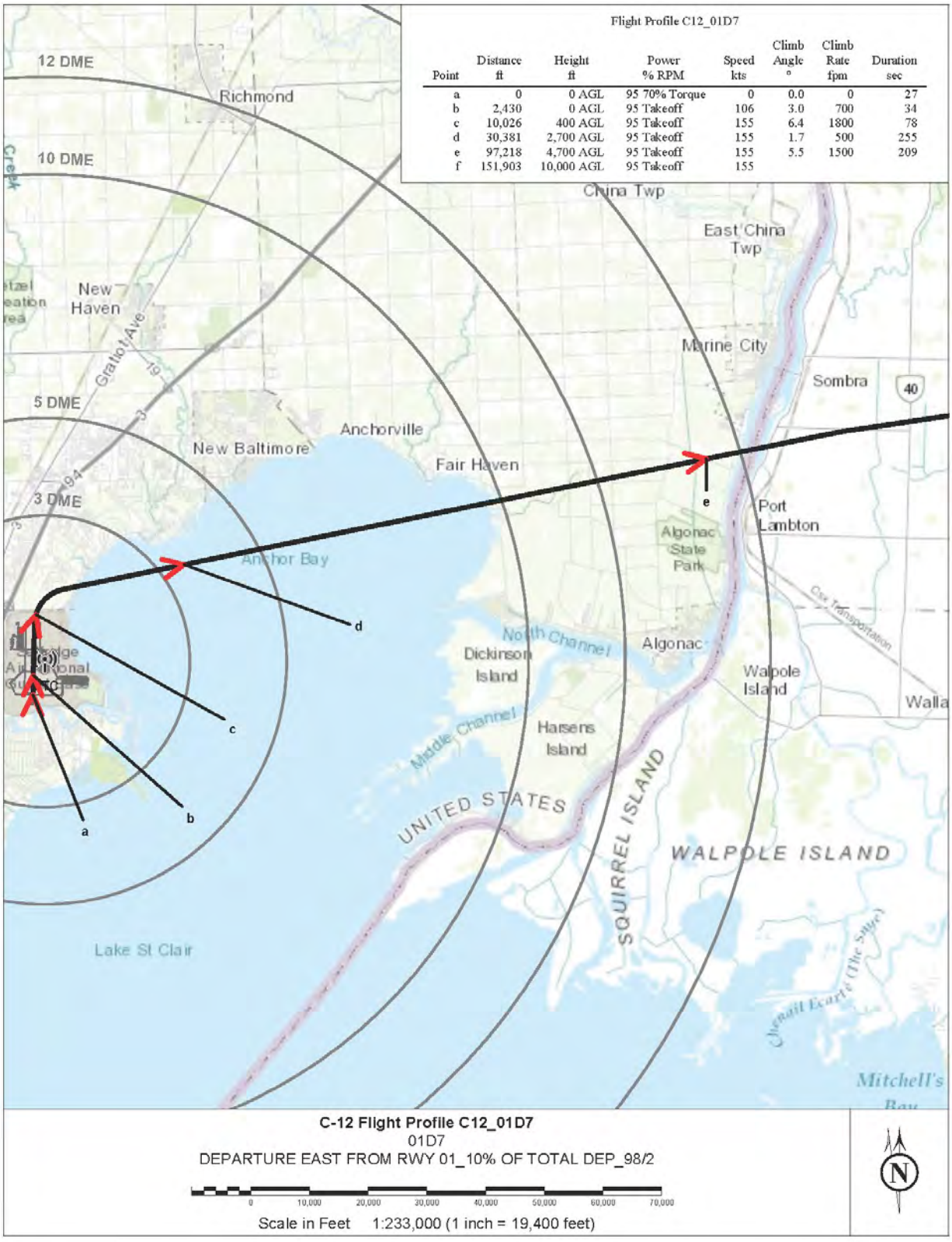
C-12 Flight Profile C12_19A9
19A9_@NEWTHRESHOLD
C&BP - C12 KING AIR ARRIVAL_SOUTH 20% OF TOTAL ARR 98/2

0 40,000 80,000 120,000 160,000 200,000

Scale in Feet 1:681,000 (1 inch = 56,700 feet)

N

Flight Profile C12_19A12
Point | Distance ft | Height ft | Power % RPM | Speed kts | Climb Angle ° | Climb Rate fpm | Duration sec | Notes
a | 164,055 | 6,000 MSL | 90 Variable | 230 | -1.2 | -400 | 176 |
b | 100,256 | 4,700 MSL | 60 Variable | 200 | -4.4 | -1500 | 118 |
c | 62,280 | 1,200 AGL | 60 Variable | 180 | 0.0 | 0 | 96 |
d | 36,457 | 1,200 AGL | 60 Variable | 140 | 0.0 | 0 | 26 |
e | 30,381 | 1,200 AGL | 60 Landing | 140 | -2.2 | -500 | 143 | gear down
f | 0 | 50 AGL | 24 Landing | 112 |
12 DME
10 DME
5 DME
3 DME
Richmond
New Haven
Gratiot Ave
China Twp
East China Twp
Marine City
Sombra
40
Anchorville
New Baltimore
Fair Haven
Port Lambton
Algonac State Park
Anchor Bay
North Channel
Dickinson Island
Algonac
Walpole Island
Harsens Island
Middle Channel
UNITED STATES
SQUIRREL ISLAND
WALPOLE ISLAND
Lake St Clair
MTC
C-12 Flight Profile C12_19A12
19A12_@NEWTHRESHOLD
C&BP - C12 KING AIR ARRIVAL_EAST 10% OF TOTAL ARR 98/2
0 10,000 20,000 30,000 40,000 50,000 60,000 70,000
Scale in Feet 1:233,000 (1 inch = 19,400 feet)
N


Flight Profile C12_01D7
Point | Distance ft | Height ft | Power % RPM | Speed kts | Climb Angle ° | Climb Rate fpm | Duration sec
a | 0 | 0 AGL | 95 70% Torque | 0 | 0.0 | 0 | 27
b | 2,430 | 0 AGL | 95 Takeoff | 106 | 3.0 | 700 | 34
c | 10,026 | 400 AGL | 95 Takeoff | 155 | 6.4 | 1800 | 78
d | 30,381 | 2,700 AGL | 95 Takeoff | 155 | 1.7 | 500 | 255
e | 97,218 | 4,700 AGL | 95 Takeoff | 155 | 5.5 | 1500 | 209
f | 151,903 | 10,000 AGL | 95 Takeoff | 155
12 DME
10 DME
5 DME
3 DME
Richmond
China Twp
East China Twp
New Haven
Marine City
Sombra
40
Anchorville
New Baltimore
Fair Haven
Port Lambton
Algonac State Park
Anchor Bay
North Channel
Algonac
Dickinson Island
Walpole Island
Middle Channel
Harsens Island
UNITED STATES
SQUIRREL ISLAND
WALPOLE ISLAND
Lake St Clair
Mitchell's
a
b
c
d
e
C-12 Flight Profile C12_01D7
01D7
DEPARTURE EAST FROM RWY 01_10% OF TOTAL DEP_98/2
0 10,000 20,000 30,000 40,000 50,000 60,000 70,000
Scale in Feet 1:233,000 (1 inch = 19,400 feet)
N

Flight Profile C12_01D8

Point	Distance ft	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	95 70% Torque	0	0.0	0	27
b	2,430	0 AGL	95 Takeoff	106	3.0	700	34
c	10,026	400 AGL	95 Takeoff	155	6.4	1800	78
d	30,381	2,700 AGL	95 Takeoff	155	1.7	500	255
e	97,218	4,700 AGL	95 Takeoff	155	5.5	1500	209
f	151,903	10,000 AGL	95 Takeoff	155			

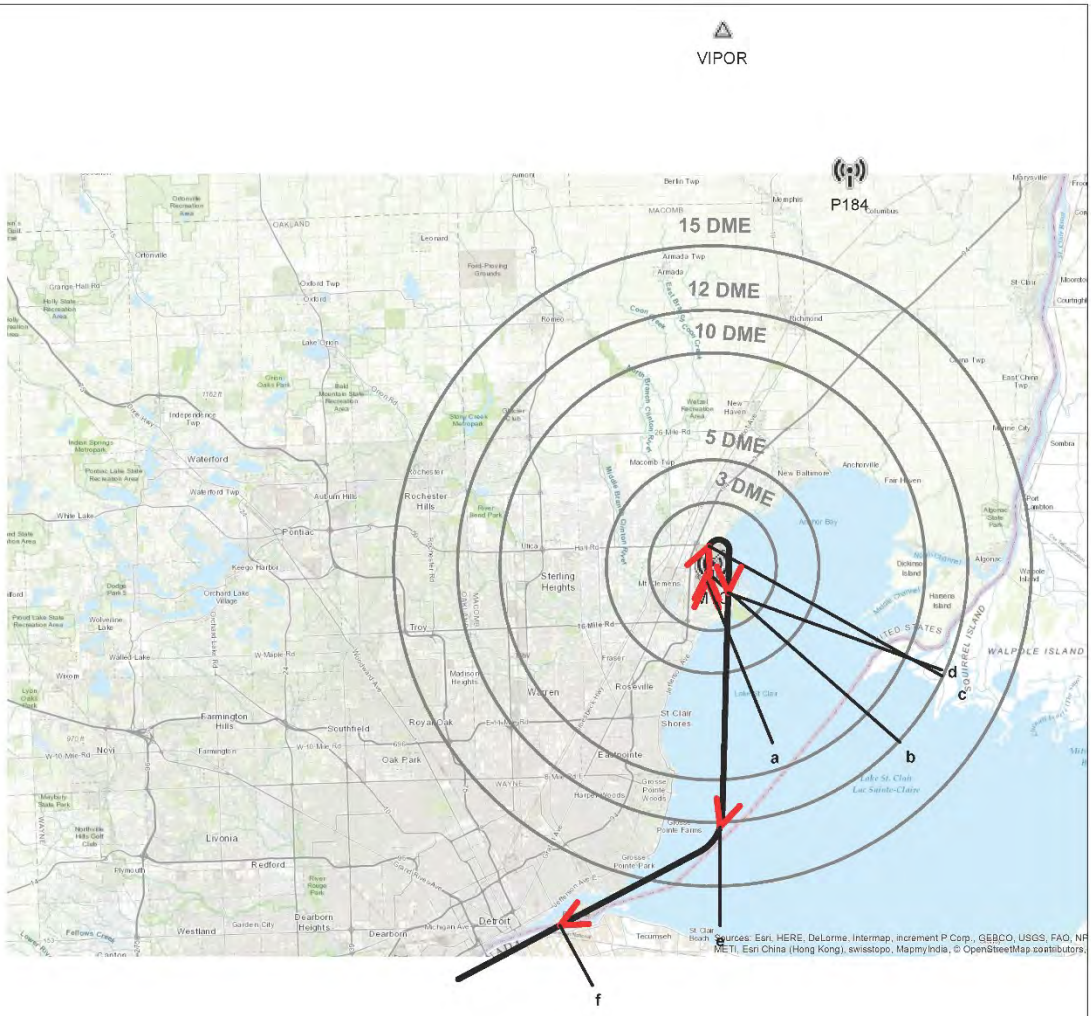
C-12 Flight Profile C12_01D8

01D8

CB&P C12 King Air DEPARTURE North FROM RWY 01_20% OF TOTAL DEP_98/2

0 10,000 20,000 30,000 40,000 50,000 60,000

Scale in Feet 1:184,000 (1 inch = 15,300 feet)



Flight Profile C12_01D13

Point	Distance ft	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	95 70% Torque	0	0.0	0	27
b	2,430	0 AGL	95 Takeoff	106	3.0	700	34
c	10,026	400 AGL	95 Takeoff	155	6.4	1800	78
d	30,381	2,700 AGL	95 Takeoff	155	1.7	500	255
e	97,218	4,700 AGL	95 Takeoff	155	5.5	1500	209
f	151,903	10,000 AGL	95 Takeoff	155			

WING

C-12 Flight Profile C12_01D13

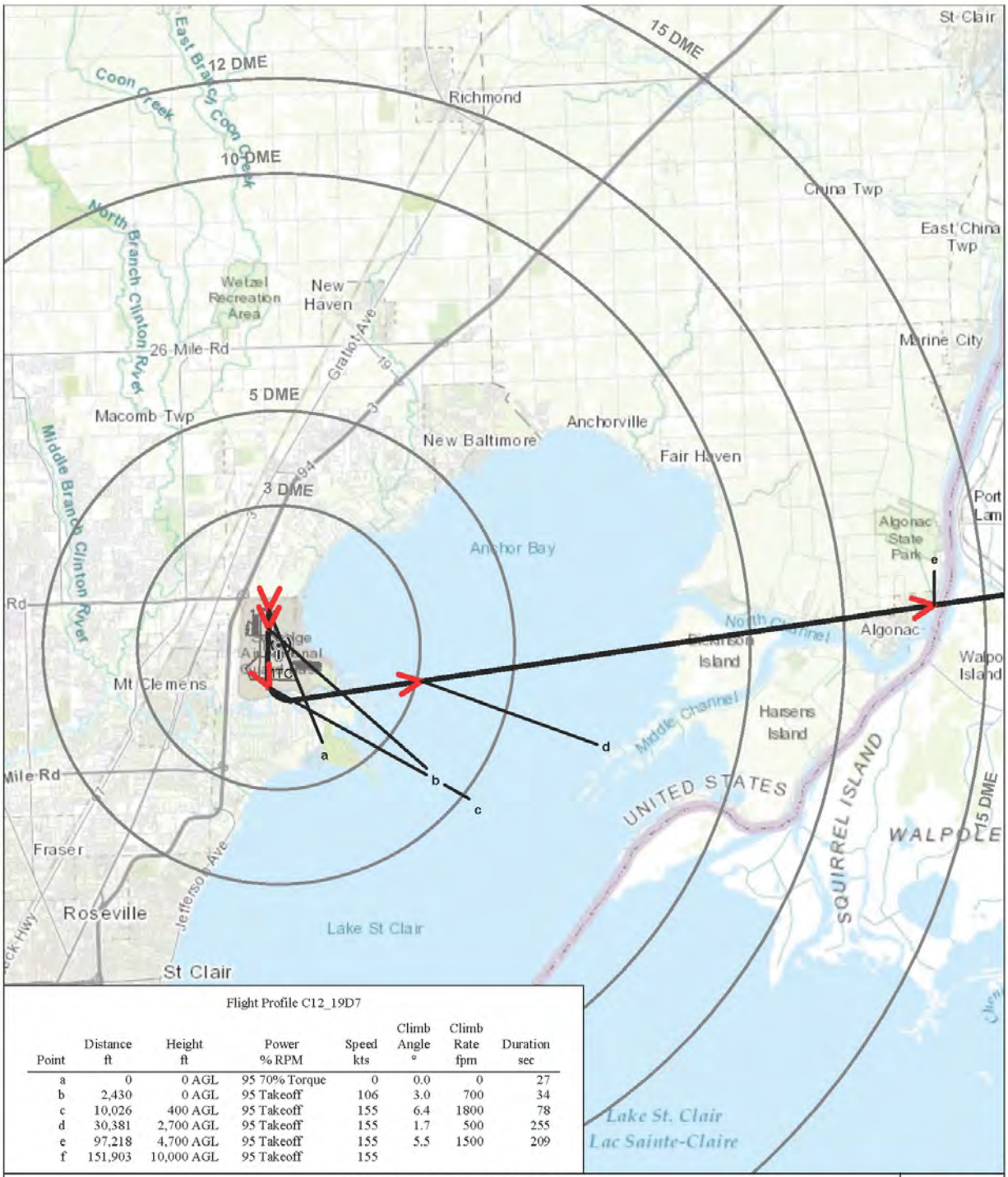
01D13

CB&P C12 King Air DEPARTURE SOUTH FROM RWY 01_20% OF TOTAL DEP_98/2

0 40,000 80,000 120,000 160,000 200,000

Scale in Feet 1:683,000 (1 inch = 56,900 feet)

N



Flight Profile C12_19D7

Point	Distance ft	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	95 70% Torque	0	0.0	0	27
b	2,430	0 AGL	95 Takeoff	106	3.0	700	34
c	10,026	400 AGL	95 Takeoff	155	6.4	1800	78
d	30,381	2,700 AGL	95 Takeoff	155	1.7	500	255
e	97,218	4,700 AGL	95 Takeoff	155	5.5	1500	209
f	151,903	10,000 AGL	95 Takeoff	155			

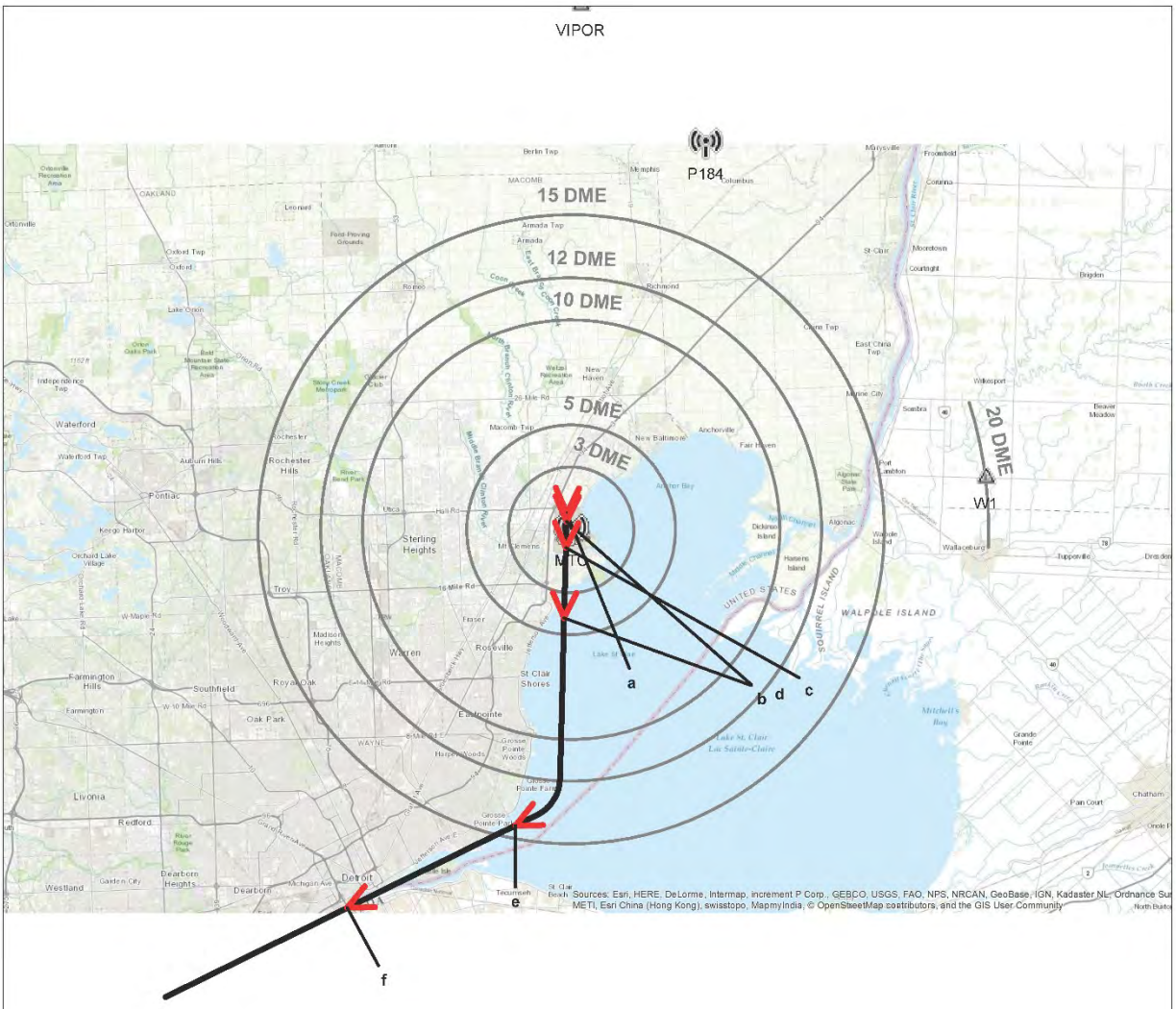
C-12 Flight Profile C12_19D7

19D7

CB&P C12 KING AIR DEPARTURE EAST FROM RWY 19_10% OF TOTAL DEP_98/2

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000

Scale in Feet 1:253,000 (1 inch = 21,100 feet)



Flight Profile C12_19D15

Point	Distance ft	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	95 70% Torque	0	0.0	0	27
b	2,430	0 AGL	95 Takeoff	106	3.0	700	34
c	10,026	400 AGL	95 Takeoff	155	6.4	1800	78
d	30,381	2,700 AGL	95 Takeoff	155	1.7	500	255
e	97,218	4,700 AGL	95 Takeoff	155	5.5	1500	209
f	151,903	10,000 AGL	95 Takeoff	155			

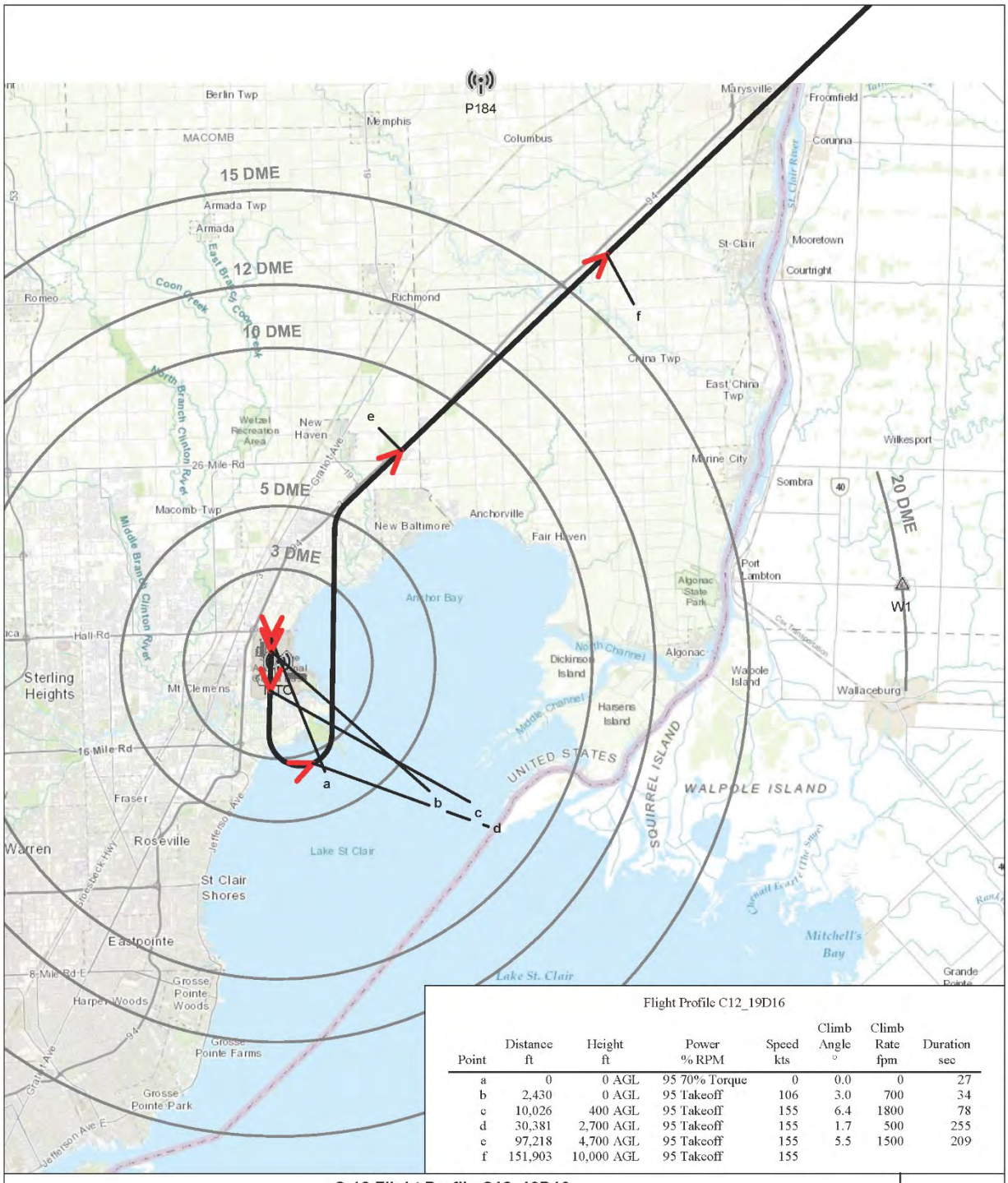
WING

C-12 Flight Profile C12_19D15
19D15
CB&P C12 KING AIR SOUTH FROM RWY 19_20% OF TOTAL DEP_98/2

0 40,000 80,000 120,000 160,000 200,000

Scale in Feet 1:668,000 (1 inch = 55,700 feet)

N



Flight Profile C12_19D16

Point	Distance ft	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	95 70% Torque	0	0.0	0	27
b	2,430	0 AGL	95 Takeoff	106	3.0	700	34
c	10,026	400 AGL	95 Takeoff	155	6.4	1800	78
d	30,381	2,700 AGL	95 Takeoff	155	1.7	500	255
e	97,218	4,700 AGL	95 Takeoff	155	5.5	1500	209
f	151,903	10,000 AGL	95 Takeoff	155			

C-12 Flight Profile C12_19D16

19D16

CB&P C12 King Air North (Along I-94) FROM RWY 19_20% OF TOTAL DEP_98/2

0 20,000 40,000 60,000 80,000 100,000 120,000

Scale in Feet 1:380,000 (1 inch = 31,600 feet)

Flight Profile C12_01CH2_1

Point	Distance ft	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	50 AGL	30 Landing	105	-4.7	-900	4
b	608	0 AGL	30 Landing	100	0.0	0	7
c	1,823	0 AGL	100 Landing	120	2.9	700	36
d	9,722	400 AGL	100 Landing	140	5.2	1400	59
e	24,304	2,300 MSL	100 Variable	155	0.0	0	348
f	115,446	2,300 MSL	100 Variable	155	0.0	0	209
g	170,131	2,300 MSL	100 Variable	155	0.0	0	139
h	206,588	2,300 MSL	100 Landing	155	-1.5	-400	183
i	249,121	1,200 MSL	100 Landing	120	-0.2	0	188
j	285,577	500 AGL	40 Landing	110	-4.2	-800	33
k	291,654	50 AGL	30 Landing	105			

C-12 Flight Profile C12_01CH2_1

01CH2

IFR Box Pattern to RWY 01_50% OF TOTAL CP_100/0

0 10,000 20,000 30,000 40,000 50,000

Scale in Feet 1:165,000 (1 inch = 13,700 feet)

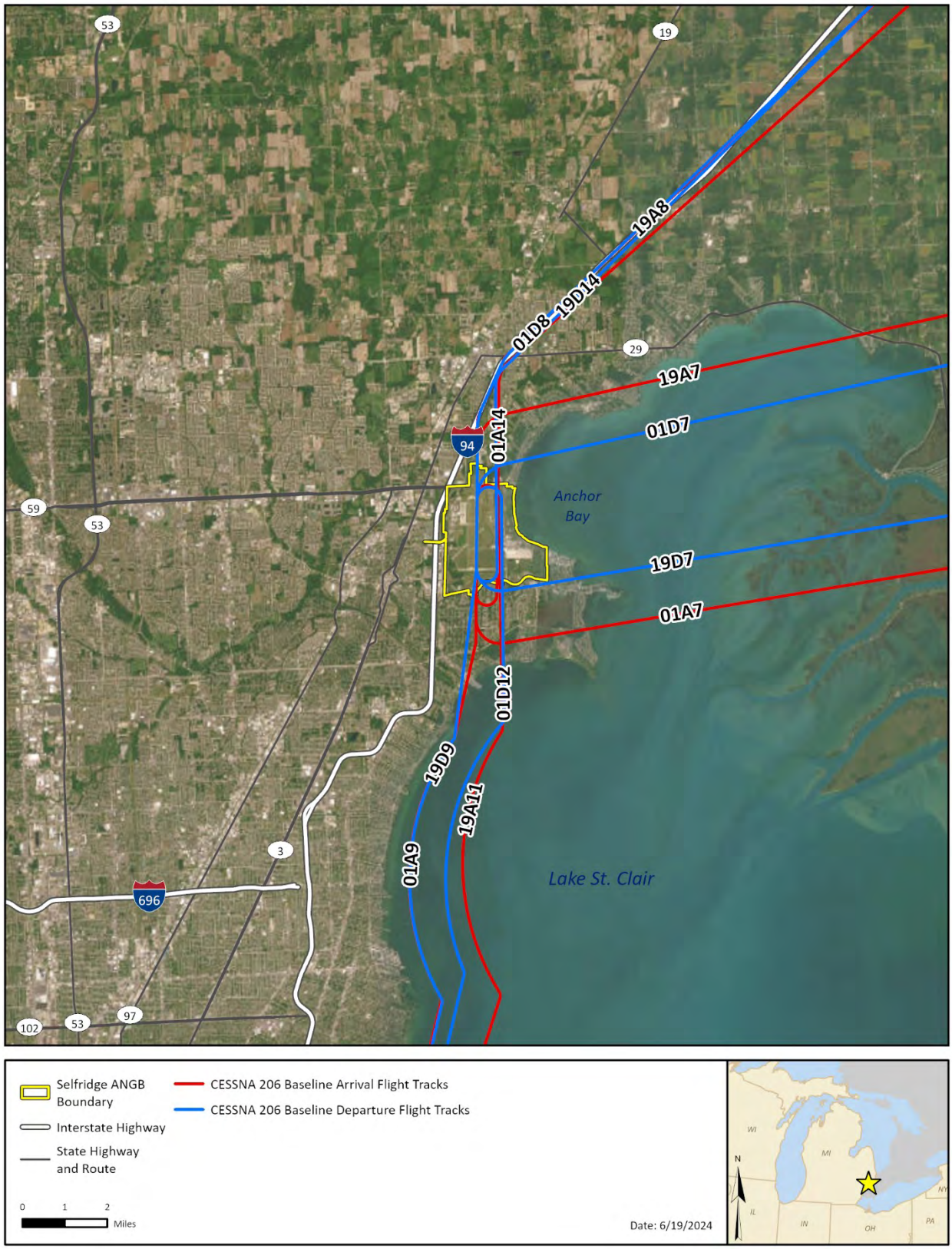
Point	Distance ft	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	50 AGL	30 Landing	105	-4.7	-900	4
b	608	0 AGL	30 Landing	100	0.0	0	7
c	1,823	0 AGL	100 Landing	120	2.9	700	36
d	9,722	400 AGL	100 Landing	140	1.5	400	196
e	58,582	2,300 MSL	100 Variable	155	0.0	0	217
f	115,446	2,300 MSL	100 Variable	155	0.0	0	209
g	170,131	2,300 MSL	100 Variable	155	0.0	0	139
h	206,588	2,300 MSL	100 Landing	155	-0.7	-200	379
i	294,545	1,200 MSL	100 Landing	120	-0.3	-100	126
j	318,930	500 AGL	40 Landing	110	-7.3	-1400	19
k	322,467	50 AGL	30 Landing	105			

TABLE 6. C&BP C-206 Operations

Operation	*Profile*	*Long Name*	*Track*	*Annual*	*Per Day*	*Per Night*	*Total*	*% Day*	*% Night*	*% Total*
Arrival	C206_01A7	C&BP - Cessna 206 Arrival from east_10% OF TOTAL ARR_98/2	01A7	10	0.027	0.001	0.027	98%	2%	10%
	C206_01A9	C&BP - Cessna 206 Arrival from south_20% OF TOTAL ARR_98/2	01A9	20	0.054	0.001	0.055	98%	2%	20%
	C206_01A14	C&BP - Cessna 206 Arrival from north (along I-94) 20% OF TOTAL ARR 98/2	01A14	20	0.054	0.001	0.055	98%	2%	20%
	C206_19A7	C&BP - Cessna 206 Arrival from east_10% OF TOTAL ARR_98/2	19A7	10	0.027	0.001	0.027	98%	2%	10%
	C206_19A8	C&BP - Cessna 206 Arrival from north _20% OF TOTAL ARR_98/2	19A8	20	0.054	0.001	0.055	98%	2%	20%
	C206_19A11	C&BP - Cessna 206 Arrival from south (along shoreline) 20% OF TOTAL ARR 98/2	19A11	20	0.054	0.001	0.055	98%	2%	20%
		Total		100	0.269	0.005	0.274	98%	2%	
Departure	C206_01D7	C&BP - Cessna 206 to east_10% OF TOTAL DEP_98/2	01D7	10	0.027	0.001	0.027	98%	2%	10%
	C206_01D8	C&BP - Cessna 206 to north (along I-94)_20% OF TOTAL DEP_98/2	01D8	20	0.054	0.001	0.055	98%	2%	20%
	C206_01D12	C&BP - Cessna 206 to south_20% OF TOTAL DEP_98/2	01D12	20	0.054	0.001	0.055	98%	2%	20%
	C206_19D7	C&BP - Cessna 206 to east_10% OF TOTAL DEP_98/2	19D7	10	0.027	0.001	0.027	98%	2%	10%
	C206_19D9	C&BP - Cessna 206 to south_20% OF TOTAL DEP_98/2	19D9	20	0.054	0.001	0.055	98%	2%	20%
	C206_19D14	C&BP - Cessna 206 to north (along I-94)_20% OF TOTAL DEP_98/2	19D14	20	0.054	0.001	0.055	98%	2%	20%
		Total		100	0.269	0.005	0.274	98%	2%	

Legend: % = percent; ARR = Arrival; C&BP = Customs and Border Patrol; DEP = Departure

Flight Tracks



C&BP Flight Profile Maps

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Flight Profile C206_01A7

Point	Distance NM	Height ft	Power %RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	18.84	1,000 AGL	48 Parallel	109.7	0.0	0	358
b	9.42	1,000 AGL	48 Parallel	79.7	0.0	0	230
c	4.71	1,000 AGL	48.43 Parallel	67.7	-1.8	-200	198
d	1.00	300 AGL	47.55 Parallel	67.2	-2.8	-300	54
e	0.00	0 AGL	45.85 Parallel	66.1			

CESSNA 206 Flight Profile C206_01A7

C&BP - Cessna 206 Arrival from east_10% OF TOTAL ARR_98/2

0 4,000 8,000 12,000 16,000 20,000 24,000 28,000 32,000 36,000 40,000 44,000

Scale in Feet 1:126,000 (1 inch = 10,500 feet)

N

Flight Profile C206_01A9
Point | Distance NM | Height ft | Power % RPM | Speed kts | Climb Angle ° | Climb Rate fpm | Duration sec
a | 18.84 | 1,000 AGL | 48 Parallel | 109.7 | 0.0 | 0 | 358
b | 9.42 | 1,000 AGL | 48 Parallel | 79.7 | 0.0 | 0 | 230
c | 4.71 | 1,000 AGL | 48.43 Parallel | 67.7 | -1.8 | -200 | 198
d | 1.00 | 300 AGL | 47.55 Parallel | 67.2 | -2.8 | -300 | 54
e | 0.00 | 0 AGL | 45.85 Parallel | 66.1
New Baltimore
Anchor Bay
3 DME
Hall Rd
Sterling Heights
Mt Clemens
16 Mile Rd
Fraser
Roseville
Jefferson Ave
Lake St Clair
St Clair Shores
Eastpointe
8 Mile Rd E
Grosse Pointe Woods
Harper Woods
10 DME
12 DME
CESSNA 206 Flight Profile C206_01A9
C&BP - Cessna 206 Arrival from south_20% OF TOTAL ARR_98/2
0 10,000 20,000 30,000 40,000 50,000 60,000
Scale in Feet 1:185,000 (1 inch = 15,400 feet)
N

Flight Profile C206_01A14

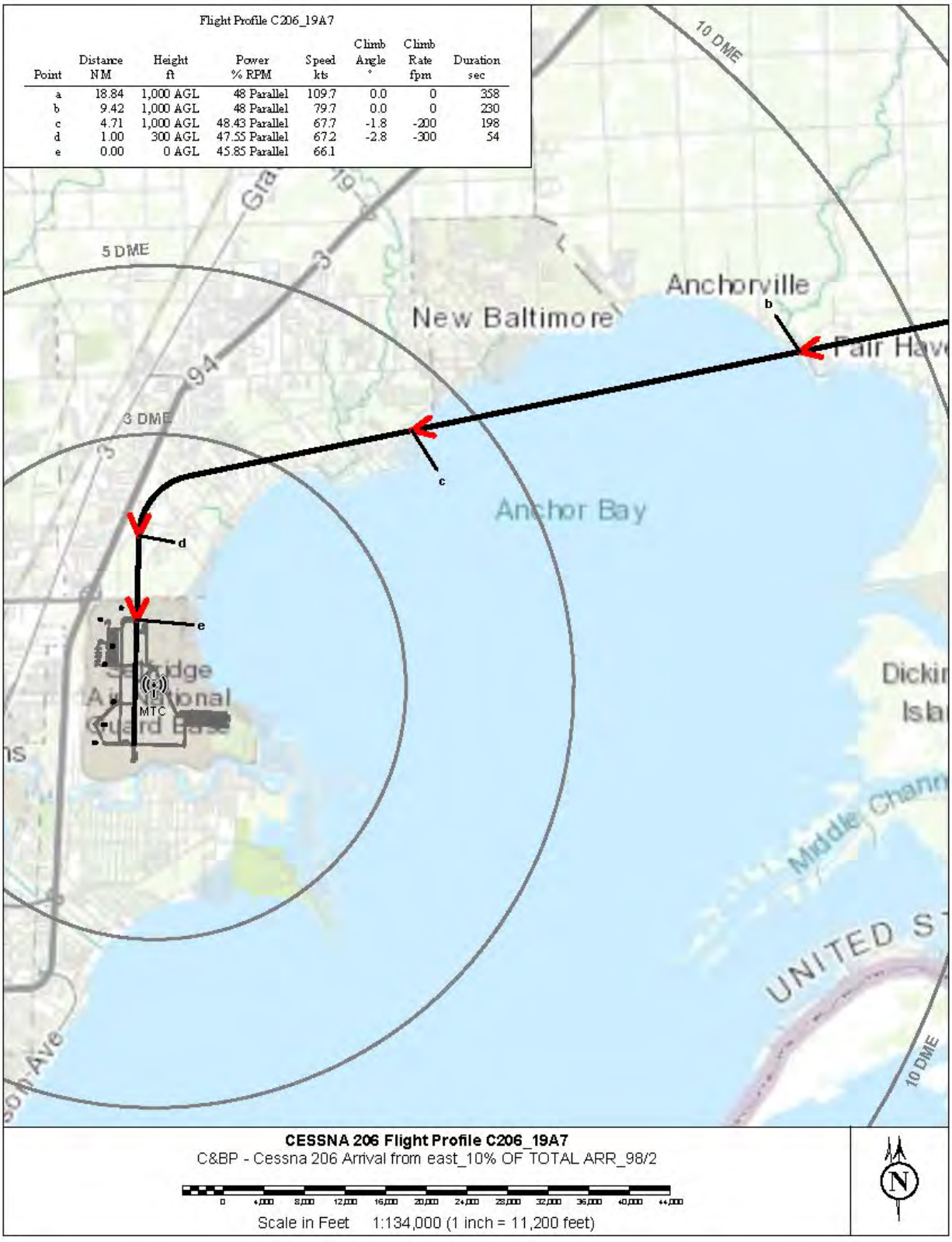
Point	Distance NM	Height ft	Power %RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	18.84	1,000 AGL	48 Parallel	109.7	0.0	0	358
b	9.42	1,000 AGL	48 Parallel	79.7	0.0	0	230
c	4.71	1,000 AGL	48.43 Parallel	67.7	-1.8	-200	198
d	1.00	300 AGL	47.55 Parallel	67.2	-2.8	-300	54
e	0.00	0 AGL	45.85 Parallel	66.1			

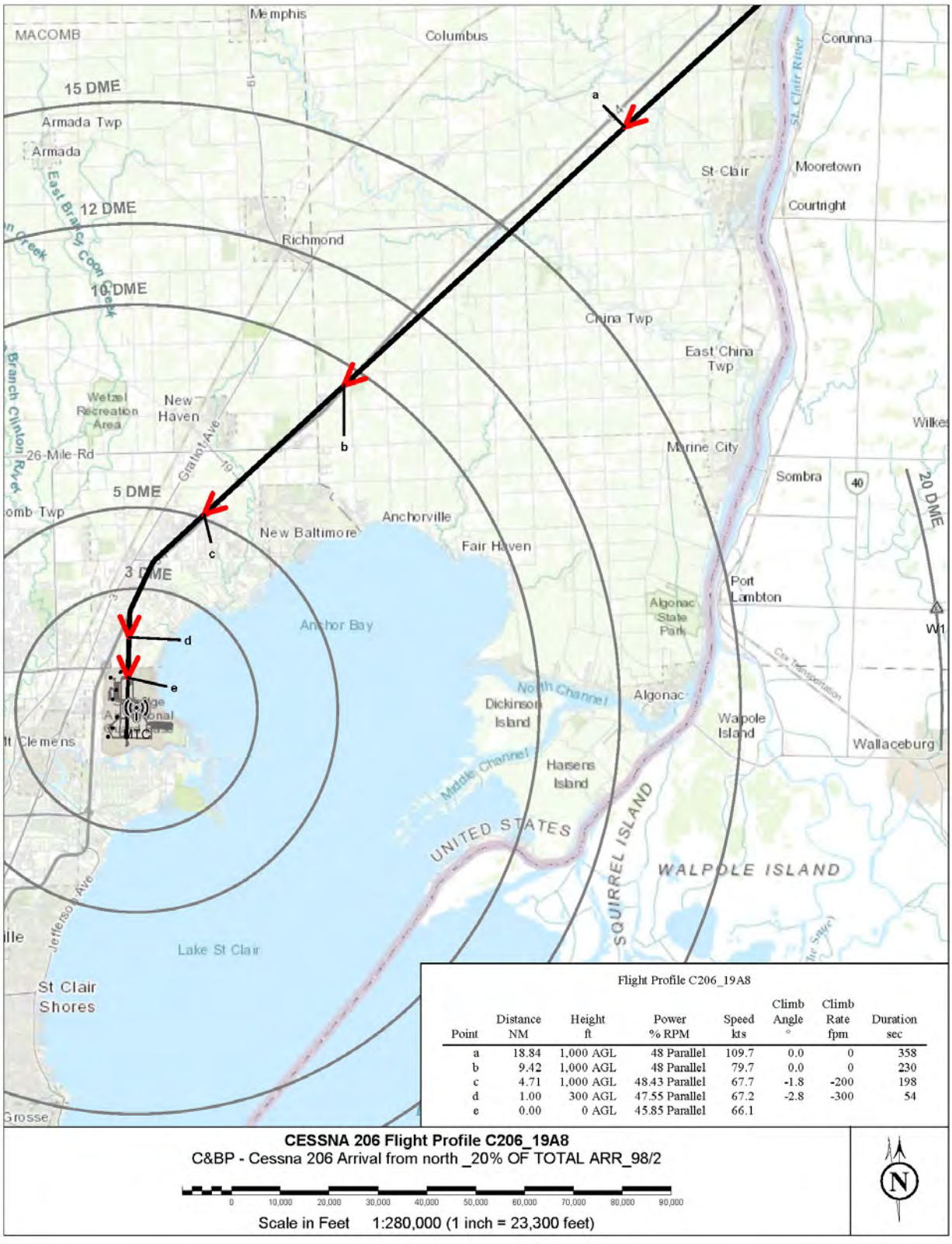
CESSNA 206 Flight Profile C206_01A14

C&BP - Cessna 206 Arrival from north (along I-94) 20% OF TOTAL ARR 98/2

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000

Scale in Feet 1:252,000 (1 inch = 21,000 feet)


Flight Profile C206_19A7
Point | Distance NM | Height ft | Power % RPM | Speed kts | Climb Angle ° | Climb Rate fpm | Duration sec
a | 18.84 | 1,000 AGL | 48 Parallel | 109.7 | 0.0 | 0 | 358
b | 9.42 | 1,000 AGL | 48 Parallel | 79.7 | 0.0 | 0 | 230
c | 4.71 | 1,000 AGL | 48.43 Parallel | 67.7 | -1.8 | -200 | 198
d | 1.00 | 300 AGL | 47.55 Parallel | 67.2 | -2.8 | -300 | 54
e | 0.00 | 0 AGL | 45.85 Parallel | 66.1
10 DME
5 DME
3 DME
Anchorville
New Baltimore
Anchor Bay
MTC
UNITED S
10 DME
CESSNA 206 Flight Profile C206_19A7
C&BP - Cessna 206 Arrival from east_10% OF TOTAL ARR_98/2
0 4,000 8,000 12,000 16,000 20,000 24,000 28,000 32,000 36,000 40,000 44,000
Scale in Feet 1:134,000 (1 inch = 11,200 feet)
N



Flight Profile C206_19A8

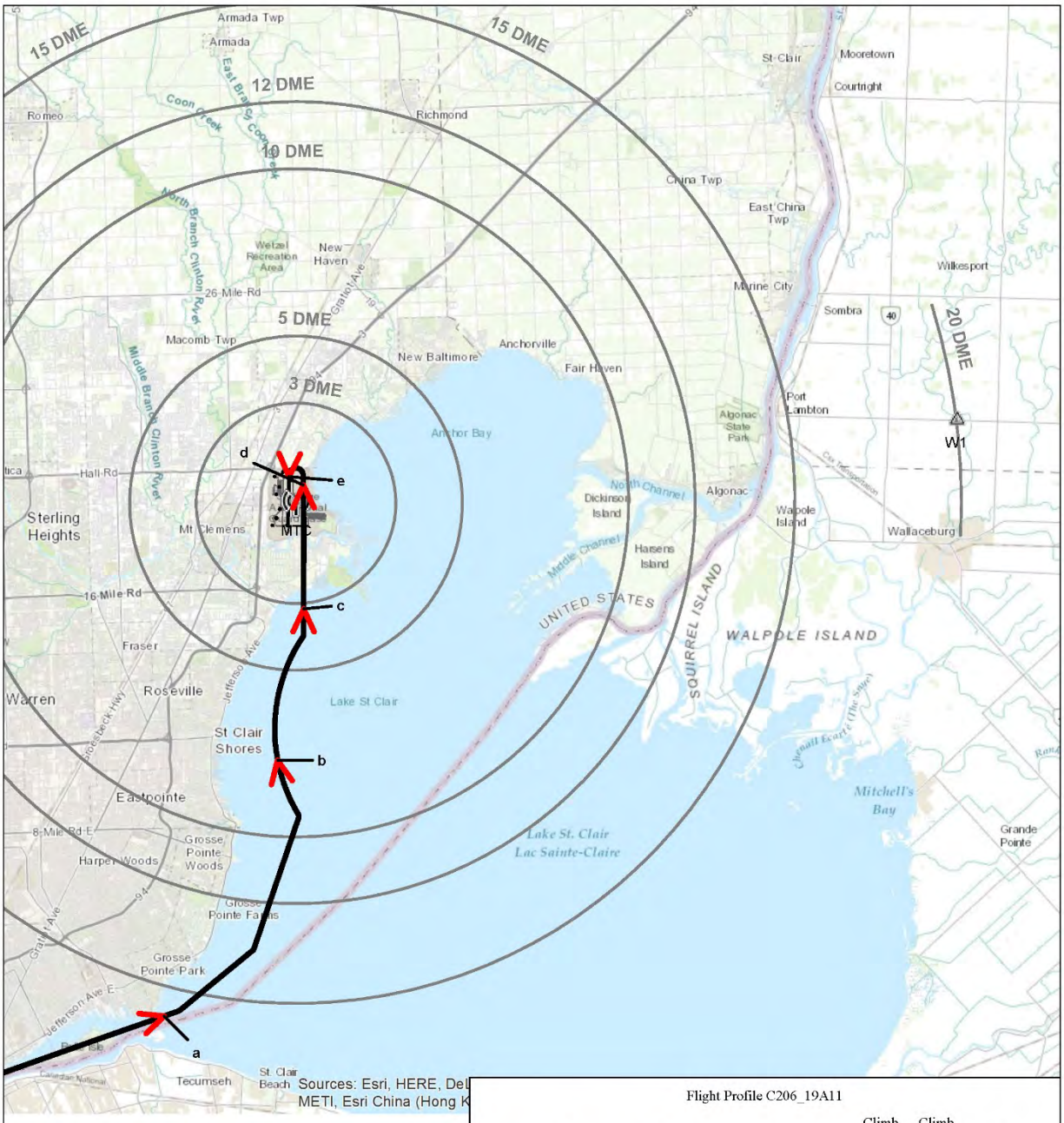
Point	Distance NM	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	18.84	1,000 AGL	48 Parallel	109.7	0.0	0	358
b	9.42	1,000 AGL	48 Parallel	79.7	0.0	0	230
c	4.71	1,000 AGL	48.43 Parallel	67.7	-1.8	-200	198
d	1.00	300 AGL	47.55 Parallel	67.2	-2.8	-300	54
e	0.00	0 AGL	45.85 Parallel	66.1			

CESSNA 206 Flight Profile C206_19A8

C&BP - Cessna 206 Arrival from north _20% OF TOTAL ARR_98/2

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000 90,000

Scale in Feet 1:280,000 (1 inch = 23,300 feet)



Sources: Esri, HERE, Del
METI, Esri China (Hong K

Flight Profile C206_19A11

Point	Distance NM	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	18.84	1,000 AGL	48 Parallel	109.7	0.0	0	358
b	9.42	1,000 AGL	48 Parallel	79.7	0.0	0	230
c	4.71	1,000 AGL	48.43 Parallel	67.7	-1.8	-200	198
d	1.00	300 AGL	47.55 Parallel	67.2	-2.8	-300	54
e	0.00	0 AGL	45.85 Parallel	66.1			

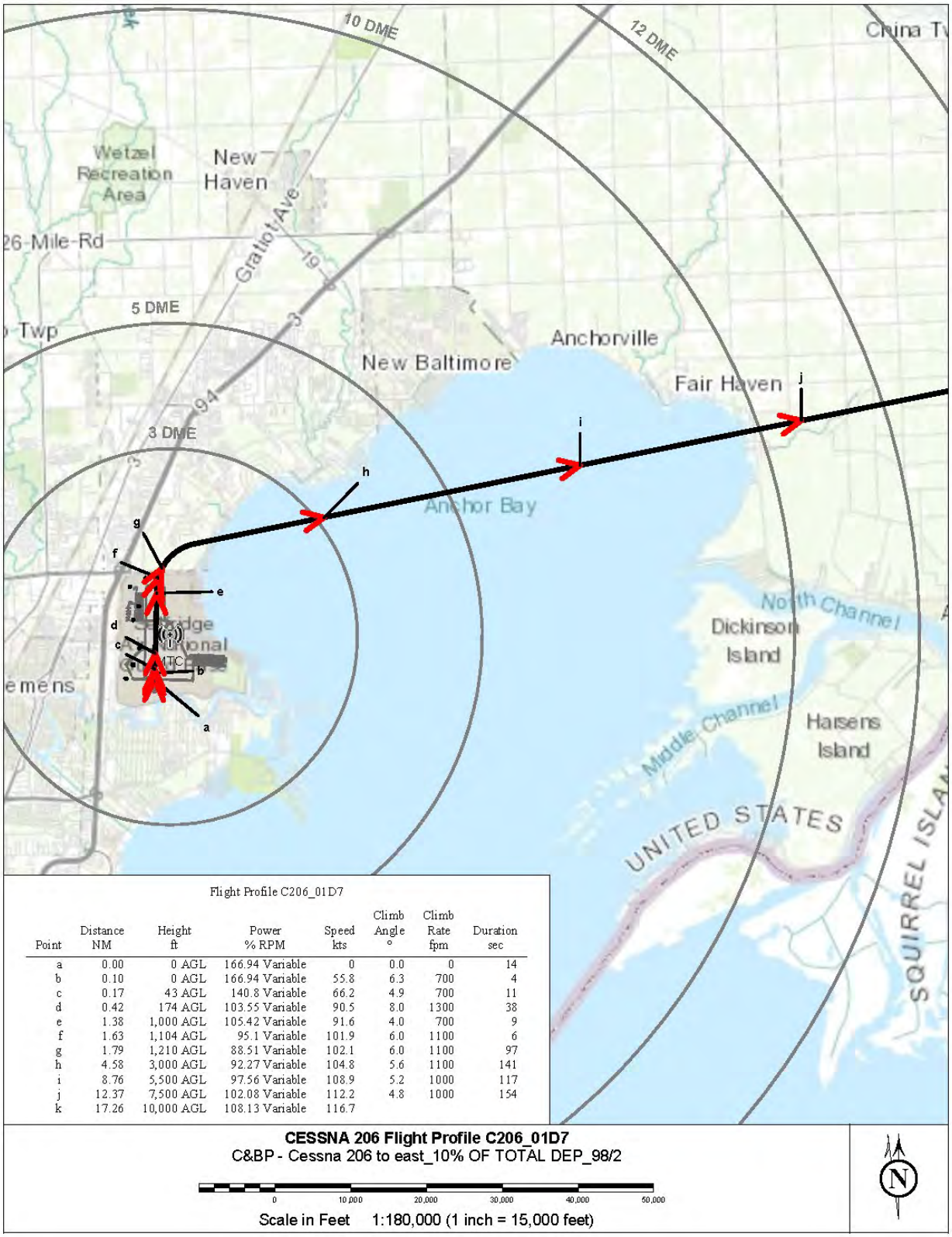
CESSNA 206 Flight Profile C206_19A11

C&BP - Cessna 206 Arrival from south (along shoreline) 20% OF TOTAL ARR 98/2

0 20,000 40,000 60,000 80,000 100,000 120,000

Scale in Feet 1:379,000 (1 inch = 31,600 feet)

N



Flight Profile C206_01D7

Point	Distance NM	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	0 AGL	166.94 Variable	0	0.0	0	14
b	0.10	0 AGL	166.94 Variable	55.8	6.3	700	4
c	0.17	43 AGL	140.8 Variable	66.2	4.9	700	11
d	0.42	174 AGL	103.55 Variable	90.5	8.0	1300	38
e	1.38	1,000 AGL	105.42 Variable	91.6	4.0	700	9
f	1.63	1,104 AGL	95.1 Variable	101.9	6.0	1100	6
g	1.79	1,210 AGL	88.51 Variable	102.1	6.0	1100	97
h	4.58	3,000 AGL	92.27 Variable	104.8	5.6	1100	141
i	8.76	5,500 AGL	97.56 Variable	108.9	5.2	1000	117
j	12.37	7,500 AGL	102.08 Variable	112.2	4.8	1000	154
k	17.26	10,000 AGL	108.13 Variable	116.7			

CESSNA 206 Flight Profile C206_01D7

C&BP - Cessna 206 to east_10% OF TOTAL DEP_98/2

0 10,000 20,000 30,000 40,000 50,000

Scale in Feet 1:180,000 (1 inch = 15,000 feet)

Flight Profile C206_01D8

Point	Distance NM	Height ft	Power %RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	0 AGL	166.94 Variable	0	0.0	0	14
b	0.10	0 AGL	166.94 Variable	55.8	6.3	700	4
c	0.17	43 AGL	140.8 Variable	66.2	4.9	700	11
d	0.42	174 AGL	103.55 Variable	90.5	8.0	1300	38
e	1.38	1,000 AGL	105.42 Variable	91.6	4.0	700	9
f	1.63	1,104 AGL	95.1 Variable	101.9	6.0	1100	6
g	1.79	1,210 AGL	88.51 Variable	102.1	6.0	1100	97
h	4.58	3,000 AGL	92.27 Variable	104.8	5.6	1100	141
i	8.76	5,500 AGL	97.56 Variable	108.9	5.2	1000	117
j	12.37	7,500 AGL	102.08 Variable	112.2	4.8	1000	154
k	17.26	10,000 AGL	108.13 Variable	116.7			

CESSNA 206 Flight Profile C206_01D8

C&BP - Cessna 206 to north (along I-94)_20% OF TOTAL DEP_98/2

Scale in Feet 1:103,000 (1 inch = 8,560 feet)

Flight Profile C206_01D12

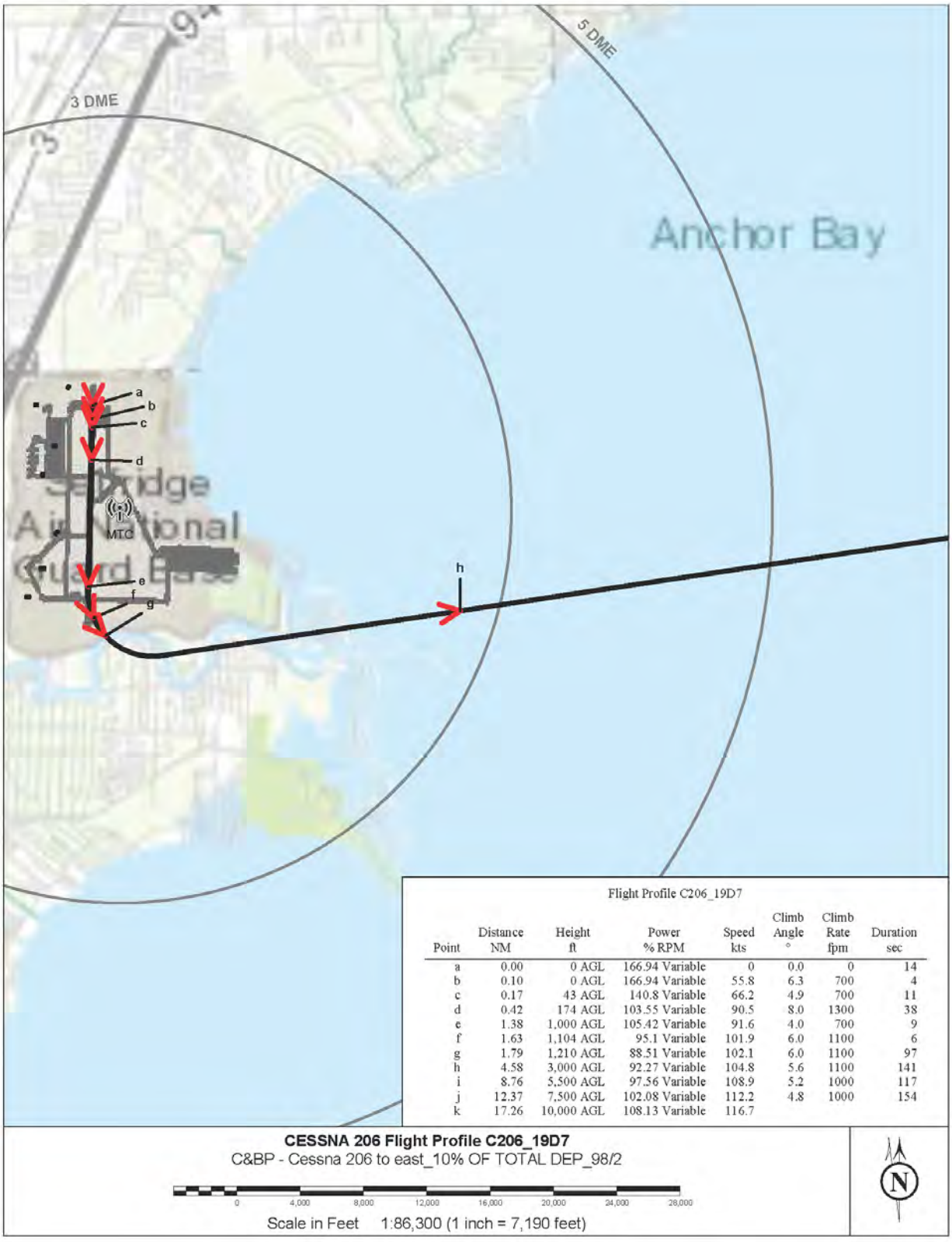
Point	Distance NM	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	0 AGL	166.94 Variable	0	0.0	0	14
b	0.10	0 AGL	166.94 Variable	55.8	6.3	700	4
c	0.17	43 AGL	140.8 Variable	66.2	4.9	700	11
d	0.42	174 AGL	103.55 Variable	90.5	8.0	1300	38
e	1.38	1,000 AGL	105.42 Variable	91.6	4.0	700	9
f	1.63	1,104 AGL	95.1 Variable	101.9	6.0	1100	6
g	1.79	1,210 AGL	88.51 Variable	102.1	6.0	1100	97
h	4.58	3,000 AGL	92.27 Variable	104.8	5.6	1100	141
i	8.76	5,500 AGL	97.56 Variable	108.9	5.2	1000	117
j	12.37	7,500 AGL	102.08 Variable	112.2	4.8	1000	154
k	17.26	10,000 AGL	108.13 Variable	116.7			

CESSNA 206 Flight Profile C206_01D12

C&BP - Cessna 206 to south_20% OF TOTAL DEP_98/2

0 10,000 20,000 30,000 40,000 50,000 60,000

Scale in Feet 1:189,000 (1 inch = 15,800 feet)



Flight Profile C206_19D7

Point	Distance NM	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	0 AGL	166.94 Variable	0	0.0	0	14
b	0.10	0 AGL	166.94 Variable	55.8	6.3	700	4
c	0.17	43 AGL	140.8 Variable	66.2	4.9	700	11
d	0.42	174 AGL	103.55 Variable	90.5	8.0	1300	38
e	1.38	1,000 AGL	105.42 Variable	91.6	4.0	700	9
f	1.63	1,104 AGL	95.1 Variable	101.9	6.0	1100	6
g	1.79	1,210 AGL	88.51 Variable	102.1	6.0	1100	97
h	4.58	3,000 AGL	92.27 Variable	104.8	5.6	1100	141
i	8.76	5,500 AGL	97.56 Variable	108.9	5.2	1000	117
j	12.37	7,500 AGL	102.08 Variable	112.2	4.8	1000	154
k	17.26	10,000 AGL	108.13 Variable	116.7			

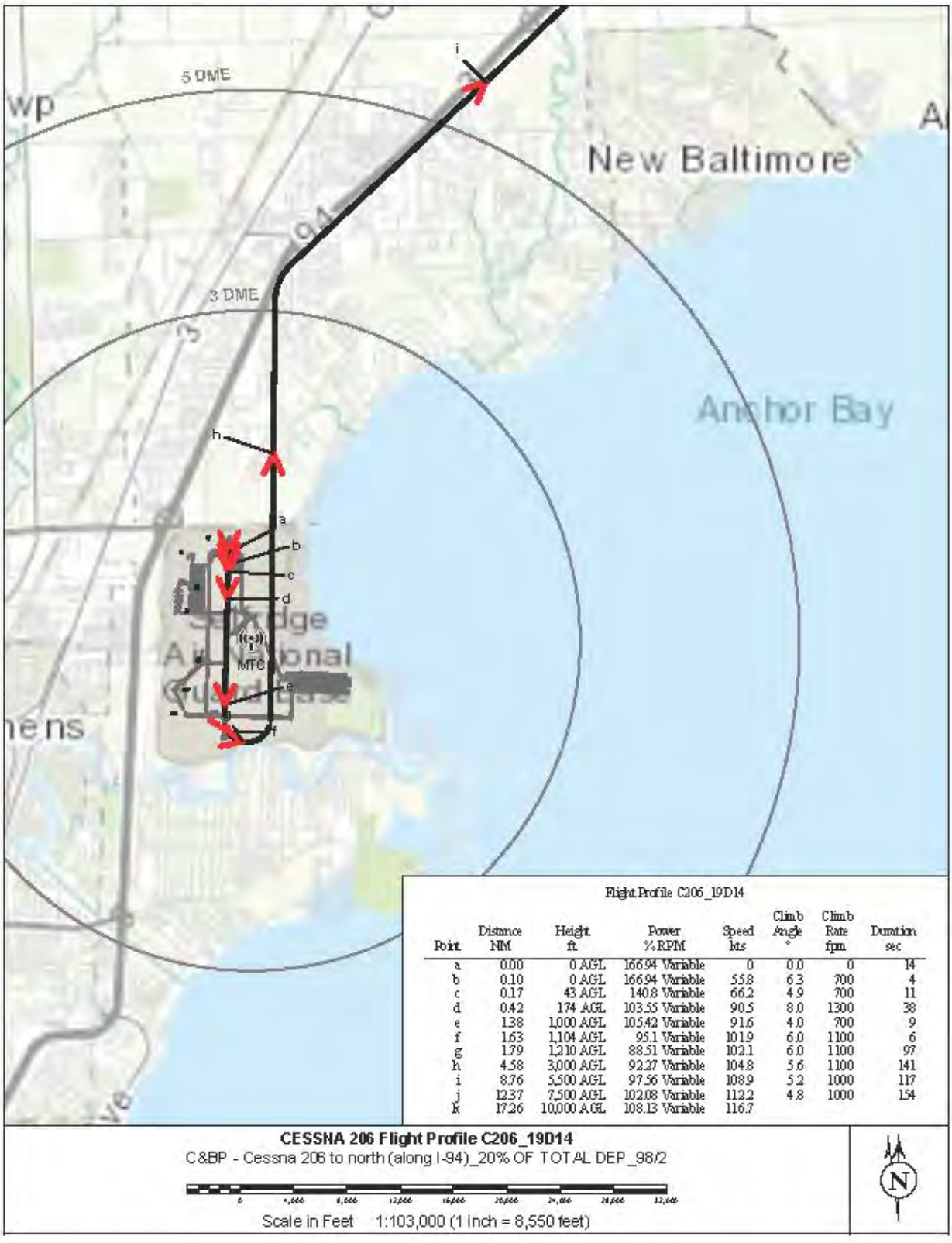
CESSNA 206 Flight Profile C206_19D7

C&BP - Cessna 206 to east_10% OF TOTAL DEP_98/2

0 4,000 8,000 12,000 16,000 20,000 24,000 28,000

Scale in Feet 1:86,300 (1 inch = 7,190 feet)

Flight Profile C206_19D9
Point | Distance NM | Height ft | Power % RPM | Speed kts | Climb Angle ° | Climb Rate fpm | Duration sec
a | 0.00 | 0 AGL | 166.94 Variable | 0 | 0.0 | 0 | 14
b | 0.10 | 0 AGL | 166.94 Variable | 55.8 | 6.3 | 700 | 4
c | 0.17 | 43 AGL | 140.8 Variable | 66.2 | 4.9 | 700 | 11
d | 0.42 | 174 AGL | 103.55 Variable | 90.5 | 8.0 | 1300 | 38
e | 1.38 | 1,000 AGL | 105.42 Variable | 91.6 | 4.0 | 700 | 9
f | 1.63 | 1,104 AGL | 95.1 Variable | 101.9 | 6.0 | 1100 | 6
g | 1.79 | 1,210 AGL | 88.51 Variable | 102.1 | 6.0 | 1100 | 97
h | 4.58 | 3,000 AGL | 92.27 Variable | 104.8 | 5.6 | 1100 | 141
i | 8.76 | 5,500 AGL | 97.56 Variable | 108.9 | 5.2 | 1000 | 117
j | 12.37 | 7,500 AGL | 102.08 Variable | 112.2 | 4.8 | 1000 | 154
k | 17.26 | 10,000 AGL | 108.13 Variable | 116.7
10 DME
Baltimore
Anchorville
Fair Haven
3 DME
Anchor Bay
Branch Clinton River
Mt Clemens
Dickinson Island
Middle Channel
10 DME
Rd
UNITED STATE
Fraser
Jefferson Ave
Roseville
Lake St Clair
St Clair Shores
12 DME
Grosse Pointe
Lake St. Clair
Lac Sainte-Claire
CESSNA 206 Flight Profile C206_19D9
C&BP - Cessna 206 to south_20% OF TOTAL DEP_98/2
0
10,000
20,000
30,000
40,000
50,000
60,000
Scale in Feet 1:186,000 (1 inch = 15,500 feet)
N



Flight Profile C206_19D14

Point	Distance NM	Height ft	Power %RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	0 AGL	166.94 Variable	0	0.0	0	14
b	0.10	0 AGL	166.94 Variable	55.8	6.3	700	4
c	0.17	43 AGL	140.8 Variable	66.2	4.9	700	11
d	0.42	174 AGL	103.55 Variable	90.5	8.0	1300	38
e	1.38	1,000 AGL	105.42 Variable	91.6	4.0	700	9
f	1.63	1,104 AGL	95.1 Variable	101.9	6.0	1100	6
g	1.79	1,210 AGL	88.51 Variable	102.1	6.0	1100	97
h	4.58	3,000 AGL	92.27 Variable	104.8	5.6	1100	141
i	8.76	5,500 AGL	97.56 Variable	108.9	5.2	1000	117
j	12.37	7,500 AGL	102.08 Variable	112.2	4.8	1000	154
k	17.26	10,000 AGL	108.13 Variable	116.7			

CESSNA 206 Flight Profile C206_19D14

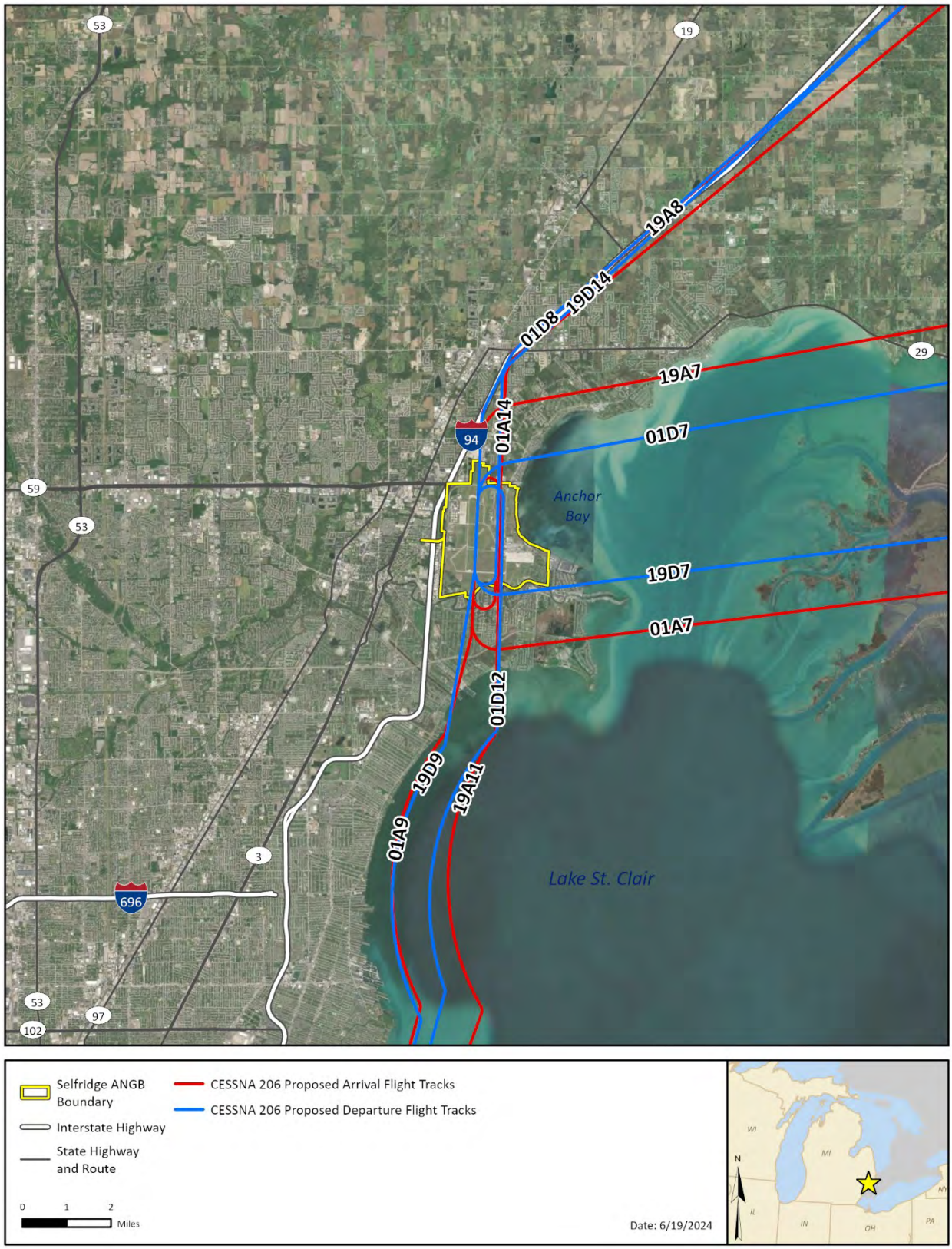
C&BP - Cessna 206 to north (along I-94)_20% OF TOTAL DEP_98/2

Scale in Feet 1:103,000 (1 inch = 8,550 feet)

C&BP C-206 UNDER RUNWAY MODIFICATION

- C&BP C-206 operations would remain as described in Table 6.

Flight Tracks



C&BP Flight Profile Maps

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Flight Profile C206_01A7

Point	Distance ft	Height ft	Power %RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	114,487	1,000 AGL	48 Parallel	109.7	0.0	0	358
b	57,243	1,000 AGL	48 Parallel	79.7	0.0	0	230
c	28,622	1,000 AGL	48.43 Parallel	67.7	-1.8	-200	198
d	6,076	300 AGL	47.55 Parallel	67.2	-2.8	-300	54
e	0	0 AGL	45.85 Parallel	66.1			

CESSNA 206 Flight Profile C206_01A7

01A7_@NEWTHRESHOLD

C&BP - Cessna 206 Arrival from east_10% OF TOTAL ARR_98/2

0 4,000 8,000 12,000 16,000 20,000 24,000 28,000 32,000 36,000 40,000 44,000

Scale in Feet 1:126,000 (1 inch = 10,500 feet)

N

CESSNA 206 Flight Profile C206_01A9
01A9_@NEWTHRESHOLD
C&BP - Cessna 206 Arrival from south_20% OF TOTAL ARR_98/2

Flight Profile C206_01A14

Point	Distance ft	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	114,487	1,000 AGL	48 Parallel	109.7	0.0	0	358
b	57,243	1,000 AGL	48 Parallel	79.7	0.0	0	230
c	28,622	1,000 AGL	48.43 Parallel	67.7	-1.8	-200	198
d	6,076	300 AGL	47.55 Parallel	67.2	-2.8	-300	54
e	0	0 AGL	45.85 Parallel	66.1			

CESSNA 206 Flight Profile C206_01A14

01A14_@NEWTHRESHOLD

C&BP - Cessna 206 Arrival from north (along I-94) 20% OF TOTAL ARR 98/2

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000

Scale in Feet 1:252,000 (1 inch = 21,000 feet)

Flight Profile C206_19A7
Point | Distance ft | Height ft | Power % RPM | Speed kts | Climb Angle ° | Climb Rate fpm | Duration sec
a | 114,487 | 1,000 AGL | 48 Parallel | 109.7 | 0.0 | 0 | 358
b | 57,243 | 1,000 AGL | 48 Parallel | 79.7 | 0.0 | 0 | 230
c | 28,622 | 1,000 AGL | 48.43 Parallel | 67.7 | -1.8 | -200 | 198
d | 6,076 | 300 AGL | 47.55 Parallel | 67.2 | -2.8 | -300 | 54
e | 0 | 0 AGL | 45.85 Parallel | 66.1
10 DME
5 DME
3 DME
94
New Baltimore
Anchorville
Fair Have
Anchor Bay
MTC
Dickin
Isla
UNITED S
10 DME
CESSNA 206 Flight Profile C206_19A7
19A7_@NEWTHRESHOLD
C&BP - Cessna 206 Arrival from east_10% OF TOTAL ARR_98/2
0 4,000 8,000 12,000 16,000 20,000 24,000 28,000 32,000 36,000 40,000 44,000
Scale in Feet 1:134,000 (1 inch = 11,200 feet)
N

Flight Profile C206_19A8

Point	Distance ft	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	114,487	1,000 AGL	48 Parallel	109.7	0.0	0	358
b	57,243	1,000 AGL	48 Parallel	79.7	0.0	0	230
c	28,622	1,000 AGL	48.43 Parallel	67.7	-1.8	-200	198
d	6,076	300 AGL	47.55 Parallel	67.2	-2.8	-300	54
e	0	0 AGL	45.85 Parallel	66.1			

CESSNA 206 Flight Profile C206_19A8

19A8_@NEWTHRESHOLD

C&BP - Cessna 206 Arrival from north _20% OF TOTAL ARR_98/2

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000 90,000

Scale in Feet 1:280,000 (1 inch = 23,300 feet)

Flight Profile C206_19A11

Point	Distance ft	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	114,487	1,000 AGL	48 Parallel	109.7	0.0	0	358
b	57,243	1,000 AGL	48 Parallel	79.7	0.0	0	230
c	28,622	1,000 AGL	48.43 Parallel	67.7	-1.8	-200	198
d	6,076	300 AGL	47.55 Parallel	67.2	-2.8	-300	54
e	0	0 AGL	45.85 Parallel	66.1			

CESSNA 206 Flight Profile C206_19A11

19A11_@NEWTHRESHOLD

C&BP - Cessna 206 Arrival from south (along shoreline) 20% OF TOTAL ARR 98/2

0 20,000 40,000 60,000 80,000 100,000 120,000

Scale in Feet 1:379,000 (1 inch = 31,600 feet)

Flight Profile C206_01D7

Point	Distance ft	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	166.94 Variable	0	0.0	0	14
b	637	0 AGL	166.94 Variable	55.8	6.3	700	4
c	1,024	43 AGL	140.8 Variable	66.2	4.9	700	11
d	2,532	174 AGL	103.55 Variable	90.5	8.0	1300	38
e	8,401	1,000 AGL	105.42 Variable	91.6	4.0	700	9
f	9,887	1,104 AGL	95.1 Variable	101.9	6.0	1100	6
g	10,887	1,210 AGL	88.51 Variable	102.1	6.0	1100	97
h	27,837	3,000 AGL	92.27 Variable	104.8	5.6	1100	141
i	53,234	5,500 AGL	97.56 Variable	108.9	5.2	1000	117
j	75,155	7,500 AGL	102.08 Variable	112.2	4.8	1000	154
k	104,857	10,000 AGL	108.13 Variable	116.7			

CESSNA 206 Flight Profile C206_01D7

01D7

C&BP - Cessna 206 to east_10% OF TOTAL DEP_98/2

0 10,000 20,000 30,000 40,000 50,000

Scale in Feet 1:180,000 (1 inch = 15,000 feet)

Flight Profile C206_01D8

Point	Distance ft	Height ft	Power %RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	1669.4 Variable	0	0.0	0	14
b	637	0 AGL	1669.4 Variable	55.8	6.3	700	4
c	1,024	43 AGL	1408 Variable	66.2	4.9	700	11
d	2,532	174 AGL	1035.5 Variable	90.5	8.0	1300	38
e	8,401	1,000 AGL	1054.2 Variable	91.6	4.0	700	9
f	9,887	1,104 AGL	95.1 Variable	1019	6.0	1100	6
g	10,887	1,210 AGL	88.51 Variable	102.1	6.0	1100	97
h	27,837	3,000 AGL	92.27 Variable	104.8	5.6	1100	141
i	53,234	5,500 AGL	97.56 Variable	108.9	5.2	1000	117
j	75,155	7,500 AGL	102.08 Variable	112.2	4.8	1000	154
k	104,857	10,000 AGL	108.13 Variable	116.7			

CESSNA 206 Flight Profile C206_01D8

01D8

C&BP - Cessna 206 to north (along I-94)_20% OF TOTAL DEP_98/2

Scale in Feet 1:103,000 (1 inch = 8,560 feet)

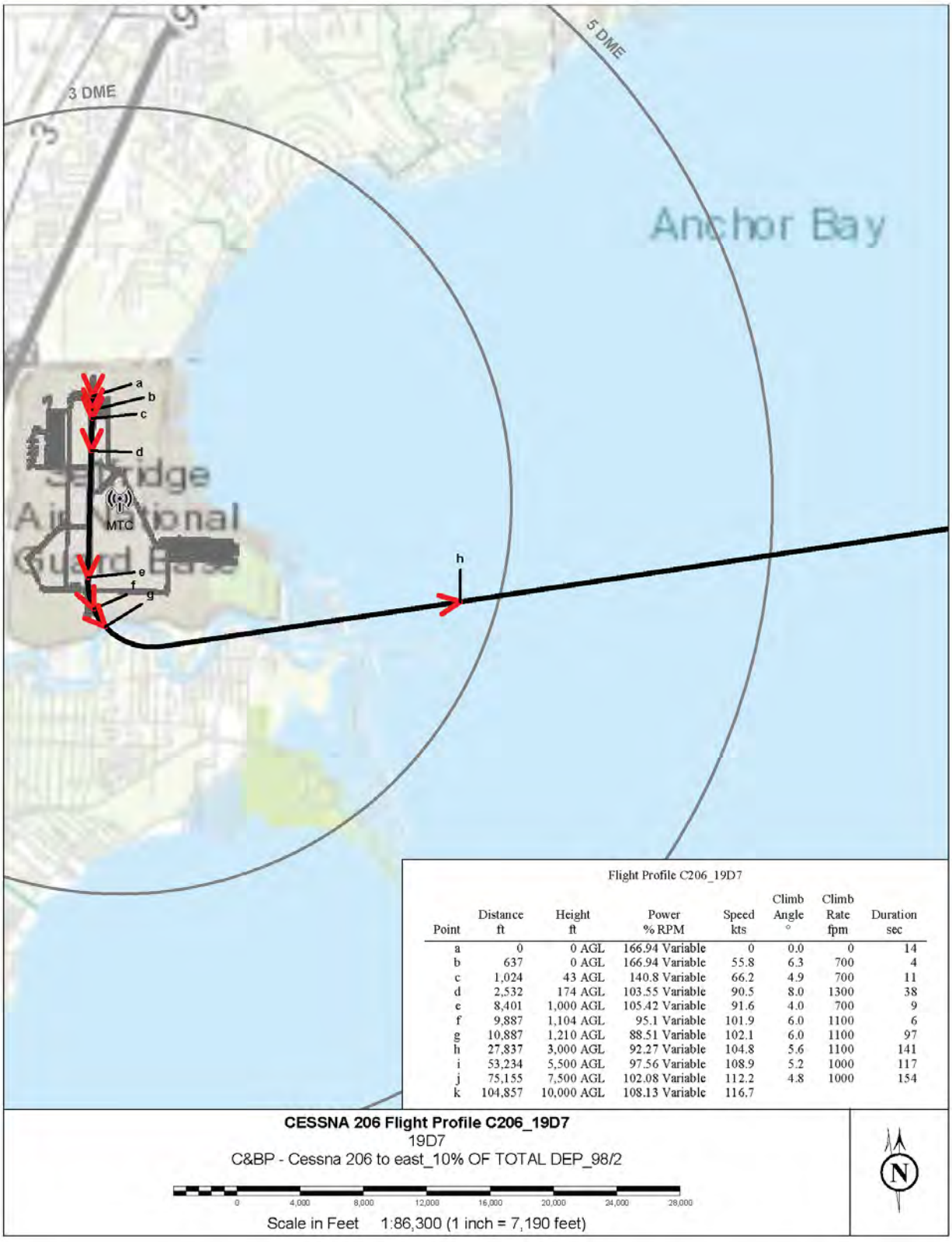
Flight Profile C206_01D12

Point	Distance ft	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	166.94 Variable	0	0.0	0	14
b	637	0 AGL	166.94 Variable	55.8	6.3	700	4
c	1,024	43 AGL	140.8 Variable	66.2	4.9	700	11
d	2,532	174 AGL	103.55 Variable	90.5	8.0	1300	38
e	8,401	1,000 AGL	105.42 Variable	91.6	4.0	700	9
f	9,887	1,104 AGL	95.1 Variable	101.9	6.0	1100	6
g	10,887	1,210 AGL	88.51 Variable	102.1	6.0	1100	97
h	27,837	3,000 AGL	92.27 Variable	104.8	5.6	1100	141
i	53,234	5,500 AGL	97.56 Variable	108.9	5.2	1000	117
j	75,155	7,500 AGL	102.08 Variable	112.2	4.8	1000	154
k	104,857	10,000 AGL	108.13 Variable	116.7			

CESSNA 206 Flight Profile C206_01D12
01D12
C&BP - Cessna 206 to south_20% OF TOTAL DEP_98/2

0 10,000 20,000 30,000 40,000 50,000 60,000

Scale in Feet 1:189,000 (1 inch = 15,800 feet)



Flight Profile C206_19D7

Point	Distance ft	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	166.94 Variable	0	0.0	0	14
b	637	0 AGL	166.94 Variable	55.8	6.3	700	4
c	1,024	43 AGL	140.8 Variable	66.2	4.9	700	11
d	2,532	174 AGL	103.55 Variable	90.5	8.0	1300	38
e	8,401	1,000 AGL	105.42 Variable	91.6	4.0	700	9
f	9,887	1,104 AGL	95.1 Variable	101.9	6.0	1100	6
g	10,887	1,210 AGL	88.51 Variable	102.1	6.0	1100	97
h	27,837	3,000 AGL	92.27 Variable	104.8	5.6	1100	141
i	53,234	5,500 AGL	97.56 Variable	108.9	5.2	1000	117
j	75,155	7,500 AGL	102.08 Variable	112.2	4.8	1000	154
k	104,857	10,000 AGL	108.13 Variable	116.7			

CESSNA 206 Flight Profile C206_19D7

19D7

C&BP - Cessna 206 to east_10% OF TOTAL DEP_98/2

0 4,000 8,000 12,000 16,000 20,000 24,000 28,000

Scale in Feet 1:86,300 (1 inch = 7,190 feet)

N

Flight Profile C206_19D9

Point	Distance ft	Height ft	Power % RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	166.94 Variable	0	0.0	0	14
b	637	0 AGL	166.94 Variable	55.8	6.3	700	4
c	1,024	43 AGL	140.8 Variable	66.2	4.9	700	11
d	2,532	174 AGL	103.55 Variable	90.5	8.0	1300	38
e	8,401	1,000 AGL	105.42 Variable	91.6	4.0	700	9
f	9,887	1,104 AGL	95.1 Variable	101.9	6.0	1100	6
g	10,887	1,210 AGL	88.51 Variable	102.1	6.0	1100	97
h	27,837	3,000 AGL	92.27 Variable	104.8	5.6	1100	141
i	53,234	5,500 AGL	97.56 Variable	108.9	5.2	1000	117
j	75,155	7,500 AGL	102.08 Variable	112.2	4.8	1000	154
k	104,857	10,000 AGL	108.13 Variable	116.7			

CESSNA 206 Flight Profile C206_19D9

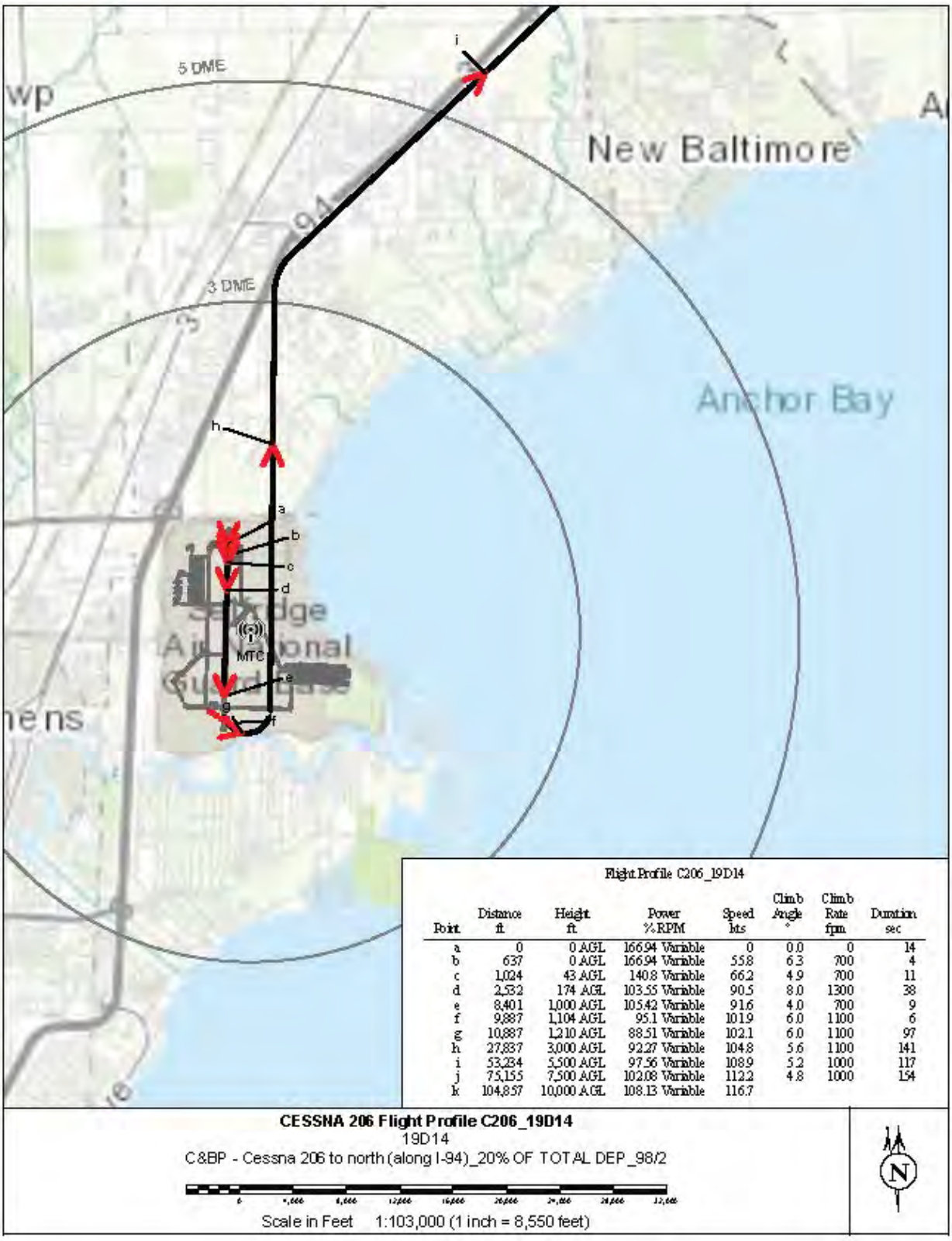
19D9

C&BP - Cessna 206 to south_20% OF TOTAL DEP_98/2

0 10,000 20,000 30,000 40,000 50,000 60,000

Scale in Feet 1:186,000 (1 inch = 15,500 feet)

N



Flight Profile C206_19D14

Point	Distance ft	Height ft	Power %RPM	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	166.94 Variable	0	0.0	0	14
b	637	0 AGL	166.94 Variable	55.8	6.3	700	4
c	1,024	43 AGL	140.8 Variable	66.2	4.9	700	11
d	2,532	174 AGL	103.55 Variable	90.5	8.0	1300	38
e	8,401	1,000 AGL	105.42 Variable	91.6	4.0	700	9
f	9,887	1,104 AGL	95.1 Variable	101.9	6.0	1100	6
g	10,887	1,210 AGL	88.51 Variable	102.1	6.0	1100	97
h	27,837	3,000 AGL	92.27 Variable	104.8	5.6	1100	141
i	53,234	5,500 AGL	97.56 Variable	108.9	5.2	1000	117
j	75,155	7,500 AGL	102.08 Variable	112.2	4.8	1000	154
k	104,857	10,000 AGL	108.13 Variable	116.7			

CESSNA 206 Flight Profile C206_19D14

19D14

C&BP - Cessna 206 to north (along I-94)_20% OF TOTAL DEP_98/2

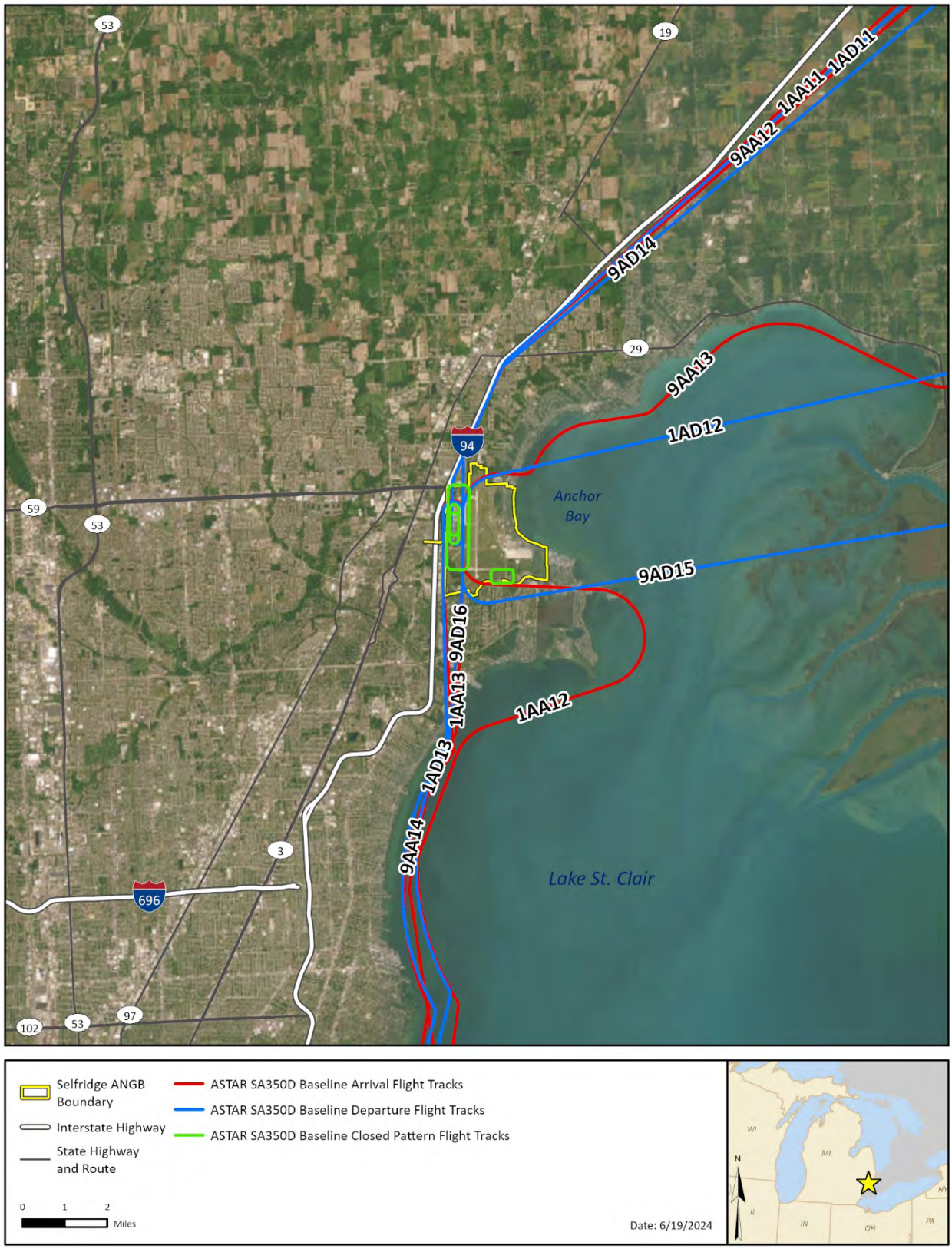
Scale in Feet 1:103,000 (1 inch = 8,550 feet)

TABLE 7. C&BP ASTAR SA350 Operations

Operation	*Profile*	*Long Name*	*Track*	*Annual*	*Per Day*	*Per Night*	*Total*	*% Day*	*% Night*	*% Total*
Arrival	SA350_1AA11	C&BP SA350 ARRIVALS FROM North (Along I-94)_13% OF TOTAL ARR_97/03	1AA11	78	0.208	0.006	0.214	97%	3%	13%
	SA350_1AA12	C&BP SA350 ARRIVALS FROM EAST_6% OF TOTAL ARR_97/03	1AA12	39	0.104	0.003	0.107	97%	3%	6%
	SA350_1AA13	C&BP SA350 ARRIVALS FROM South_6% OF TOTAL ARR_97/03	1AA13	39	0.104	0.003	0.107	97%	3%	6%
	SA350_9AA12	C&BP SA350 ARRIVALS FROM North (Along I-94)_37% OF TOTAL ARR_97/03	9AA12	234	0.623	0.019	0.642	97%	3%	38%
	SA350_9AA13	C&BP SA350 ARRIVALS FROM EAST_19% OF TOTAL ARR_97/03	9AA13	117	0.311	0.010	0.321	97%	3%	19%
	SA350_9AA14	C&BP SA350 ARRIVALS FROM South_19% OF TOTAL ARR_97/03	9AA14	117	0.311	0.010	0.321	97%	3%	19%
		Total		625	1.661	0.051	1.712	97%	3%	
Departure	SA350_1AD11	C&BP SA350 DEPARTURE TO THE North Along I-94_37% OF TOTAL DEP_97/03	1AD11	234	0.623	0.019	0.642	97%	3%	38%
	SA350_1AD12	C&BP SA350AS350 DEPARTURE TO THE East_19% OF TOTAL DEP_97/03	1AD12	117	0.311	0.010	0.321	97%	3%	19%
	SA350_1AD13	C&BP SA350 DEPARTURE TO THE South_19% OF TOTAL DEP_97/03	1AD13	117	0.311	0.010	0.321	97%	3%	19%
	SA350_9AD14	C&BP SA350 DEPARTURE TO THE North (Along I-94)_13% OF TOTAL DEP_97/03	9AD14	78	0.208	0.006	0.214	97%	3%	13%
	SA350_9AD15	C&BP SA350 DEPARTURE TO THE East_6% OF TOTAL DEP_97/03	9AD15	39	0.104	0.003	0.107	97%	3%	6%
	SA350_9AD16	C&BP SA350 DEPARTURE TO THE South_6% OF TOTAL DEP_97/03	9AD16	39	0.104	0.003	0.107	97%	3%	6%
		Total		625	1.661	0.051	1.712	97%	3%	
Closed Pattern	SA350_C01	C&BP SA350 WTA Pattern Short_22% OF TOTAL CP_99/01	19CWTA	124	0.335	0.003	0.338	99%	1%	22%
	SA350_C02	C&BP SA350 WTA Pattern Short_22% OF TOTAL CP_99/01	01CWTA	124	0.335	0.003	0.338	99%	1%	22%
	SA350_C03	C&BP SA350 WTA Pattern Long_46% OF TOTAL CP_99/01	10CWTA	258	0.700	0.007	0.707	99%	1%	46%
	SA350_C04	C&BP SA350 SHORT VFR IN EAST TRANSITION AREA_10% OF TOTAL CP	28CH2	56	0.152	0.002	0.154	99%	1%	10%
		Total		561	1.523	0.015	1.538	99%	1%	

Legend: % = percent; ARR = Arrival; C&BP = Customs and Border Patrol; CP = Closed Pattern; DEP = Departure

Flight Tracks



C&BP Flight Profile Maps

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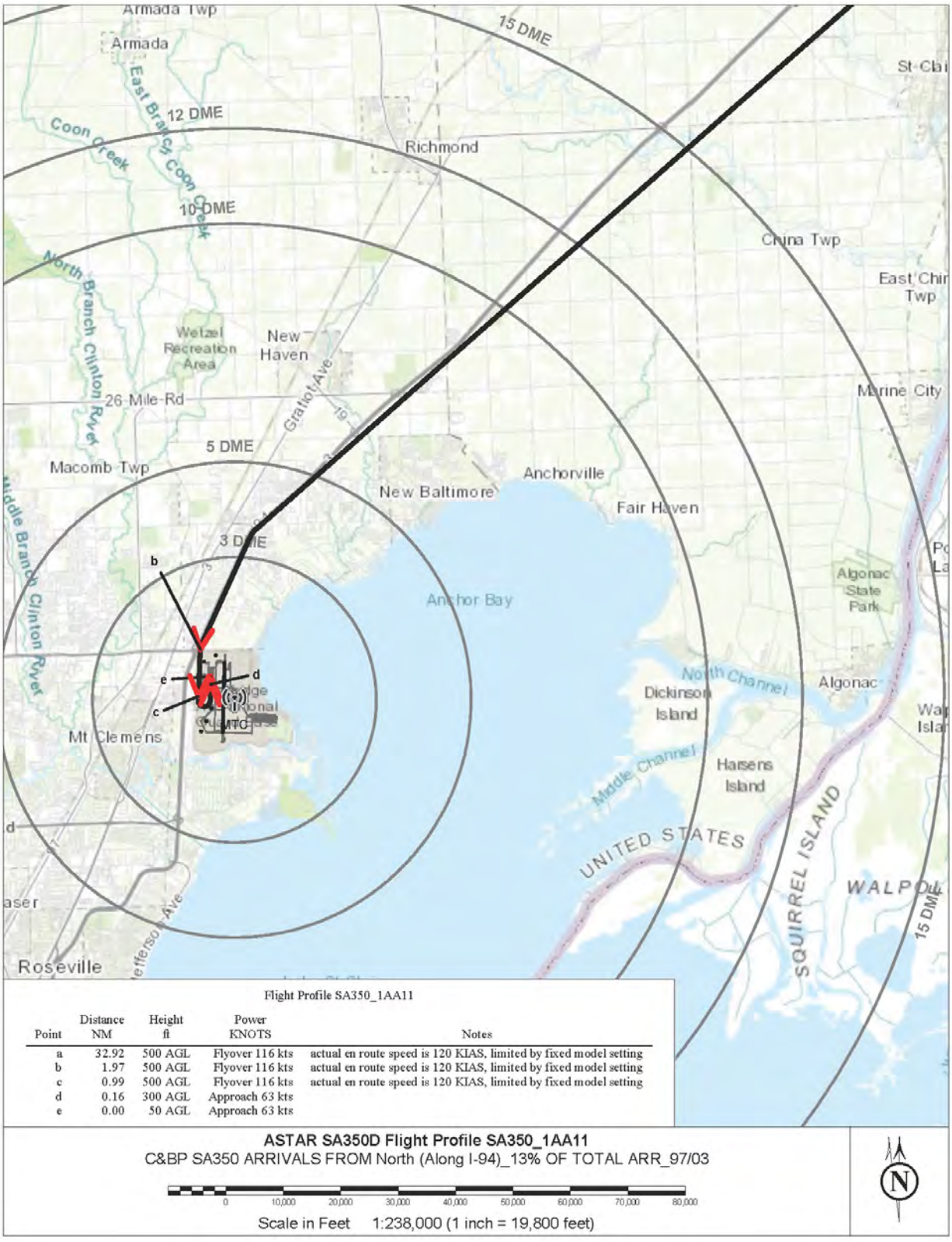


Flight Profile SA350_1AA11

Point	Distance NM	Height ft	Power KNOTS	Notes
a	32.92	500 AGL	Flyover 116 kts	actual en route speed is 120 KIAS, limited by fixed model setting
b	1.97	500 AGL	Flyover 116 kts	actual en route speed is 120 KIAS, limited by fixed model setting
c	0.99	500 AGL	Flyover 116 kts	actual en route speed is 120 KIAS, limited by fixed model setting
d	0.16	300 AGL	Approach 63 kts	
e	0.00	50 AGL	Approach 63 kts	

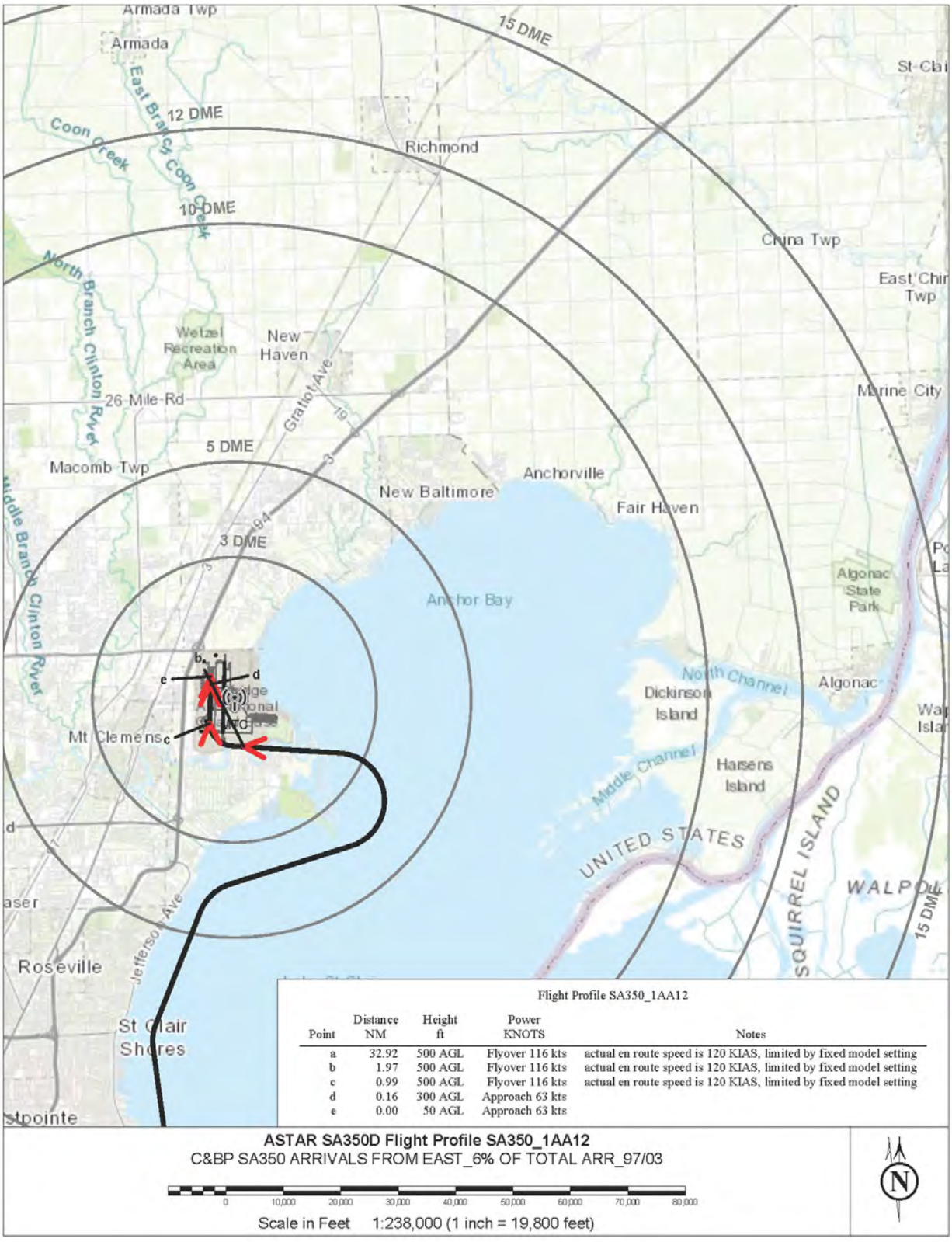
ASTAR SA350D Flight Profile SA350_1AA11

C&BP SA350 ARRIVALS FROM North (Along I-94)_13% OF TOTAL ARR_97/03

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000

Scale in Feet 1:238,000 (1 inch = 19,800 feet)

N



Flight Profile SA350_1AA12

Point	Distance NM	Height ft	Power KNOTS	Notes
a	32.92	500 AGL	Flyover 116 kts	actual en route speed is 120 KIAS, limited by fixed model setting
b	1.97	500 AGL	Flyover 116 kts	actual en route speed is 120 KIAS, limited by fixed model setting
c	0.99	500 AGL	Flyover 116 kts	actual en route speed is 120 KIAS, limited by fixed model setting
d	0.16	300 AGL	Approach 63 kts	
e	0.00	50 AGL	Approach 63 kts	

ASTAR SA350D Flight Profile SA350_1AA12

C&BP SA350 ARRIVALS FROM EAST_6% OF TOTAL ARR_97/03

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000

Scale in Feet 1:238,000 (1 inch = 19,800 feet)

N

12 DME
15 DME
10 DME
5 DME
3 DME
Richmond
China Twp
East China Twp
Marine City
Wetzel Recreation Area
New Haven
26 Mile Rd
Macomb Twp
New Baltimore
Anchorville
Fair Haven
Port Lambton
Algonac State Park
Anchor Bay
Hall Rd
Mt Clemens
MTC
North Channel
Algonac
Dickinson Island
Walpole Island
Middle Channel
Harsens Island
16 Mile Rd
UNITED STATES
SQUIRREL ISLAND
WALPOLE ISL
Fraser
Roseville
Lake St Clair
St Clair Shores
Eastpointe
Grosse Pointe Woods
Harper Woods
Grosse Pointe Farms
Lake St. Clair
Flight Profile SA350_1AA13
Point | Distance NM | Height ft | Power KNOTS | Notes
a | 32.92 | 500 AGL | Flyover 116 kts | actual en route speed is 120 KIAS, limited by fixed model setting
b | 1.97 | 500 AGL | Flyover 116 kts | actual en route speed is 120 KIAS, limited by fixed model setting
c | 0.99 | 500 AGL | Flyover 116 kts | actual en route speed is 120 KIAS, limited by fixed model setting
d | 0.16 | 300 AGL | Approach 63 kts |
e | 0.00 | 50 AGL | Approach 63 kts |
ASTAR SA350D Flight Profile SA350_1AA13
C&BP SA350 ARRIVALS FROM South_6% OF TOTAL ARR_97/03
0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000 90,000
Scale in Feet 1:274,000 (1 inch = 22,800 feet)
N

Flight Profile SA350_9AA12

Point	Distance NM	Height ft	Power KNOTS	Notes
a	32.92	500 AGL	Flyover 116 kts	actual en route speed is 120 KIAS, limited by fixed model setting
b	1.97	500 AGL	Flyover 116 kts	actual en route speed is 120 KIAS, limited by fixed model setting
c	0.99	500 AGL	Flyover 116 kts	actual en route speed is 120 KIAS, limited by fixed model setting
d	0.16	300 AGL	Approach 63 kts	
e	0.00	50 AGL	Approach 63 kts	

ASTAR SA350D Flight Profile SA350_9AA12

C&BP SA350 ARRIVALS FROM North (Along I-94)_37% OF TOTAL ARR_97/03

Scale in Feet 1:238,000 (1 inch = 19,900 feet)

Flight Profile SA350_9AA13

Point	Distance NM	Height ft	Power KNOTS	Notes
a	32.92	500 AGL	Flyover 116 kts	actual en route speed is 120 KIAS, limited by fixed model setting
b	1.97	500 AGL	Flyover 116 kts	actual en route speed is 120 KIAS, limited by fixed model setting
c	0.99	500 AGL	Flyover 116 kts	actual en route speed is 120 KIAS, limited by fixed model setting
d	0.16	300 AGL	Approach 63 kts	
e	0.00	50 AGL	Approach 63 kts	

ASTAR SA350D Flight Profile SA350_9AA13

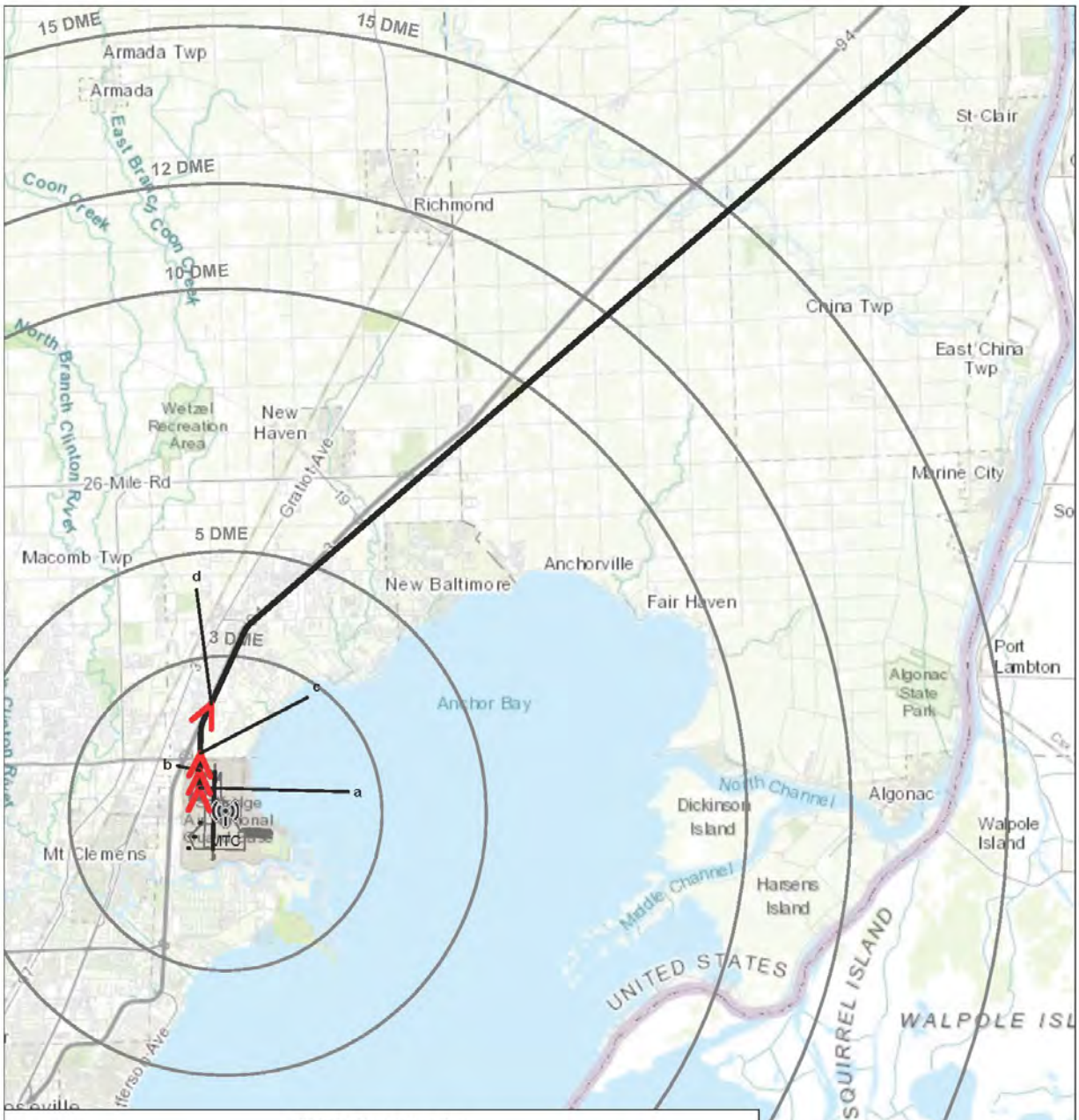
C&BP SA350 ARRIVALS FROM EAST_19% OF TOTAL ARR_97/03

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000

Scale in Feet 1:238,000 (1 inch = 19,900 feet)

N

10 DME
10 DME
12 DME
15 DME
5 DME
3 DME
China Twp
East Ch
Twp
Wetzel
Recreation
Area
New
Haven
North Branch Clinton River
26-Mile-Rd
Gratiot Ave
Marine City
Macomb Twp
Anchorville
New Baltimore
Fair Haven
Middle Branch Clinton River
Anchor Bay
Algonac
State
Park
d
e
b
c
Mt Clemens
North Channel
Dickinson
Island
Algonac
Middle Channel
Harsens
Island
UNITED STATES
SQUIRREL ISLAND
Fraser
Roseville
Jefferson Ave
Lake St Clair
St Clair
Shores
Eastpointe
Grosse
Pointe
Woods
Grosse
Pointe Farms
Grosse
Pointe Park
Lake St. Clair
Lac Sainte-Claire
Flight Profile SA350_9AA14
Point | Distance NM | Height ft | Power KNOTS | Notes
a | 32.92 | 500 AGL | Flyover 116 kts | actual en route speed is 120 KIAS, limited by fixed model setting
b | 1.97 | 500 AGL | Flyover 116 kts | actual en route speed is 120 KIAS, limited by fixed model setting
c | 0.99 | 500 AGL | Flyover 116 kts | actual en route speed is 120 KIAS, limited by fixed model setting
d | 0.16 | 300 AGL | Approach 63 kts |
e | 0.00 | 50 AGL | Approach 63 kts |
ASTAR SA350D Flight Profile SA350_9AA14
C&BP SA350 ARRIVALS FROM South_19% OF TOTAL ARR_97/03
0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000
Scale in Feet 1:244,000 (1 inch = 20,300 feet)
N



Flight Profile SA350_1AD11

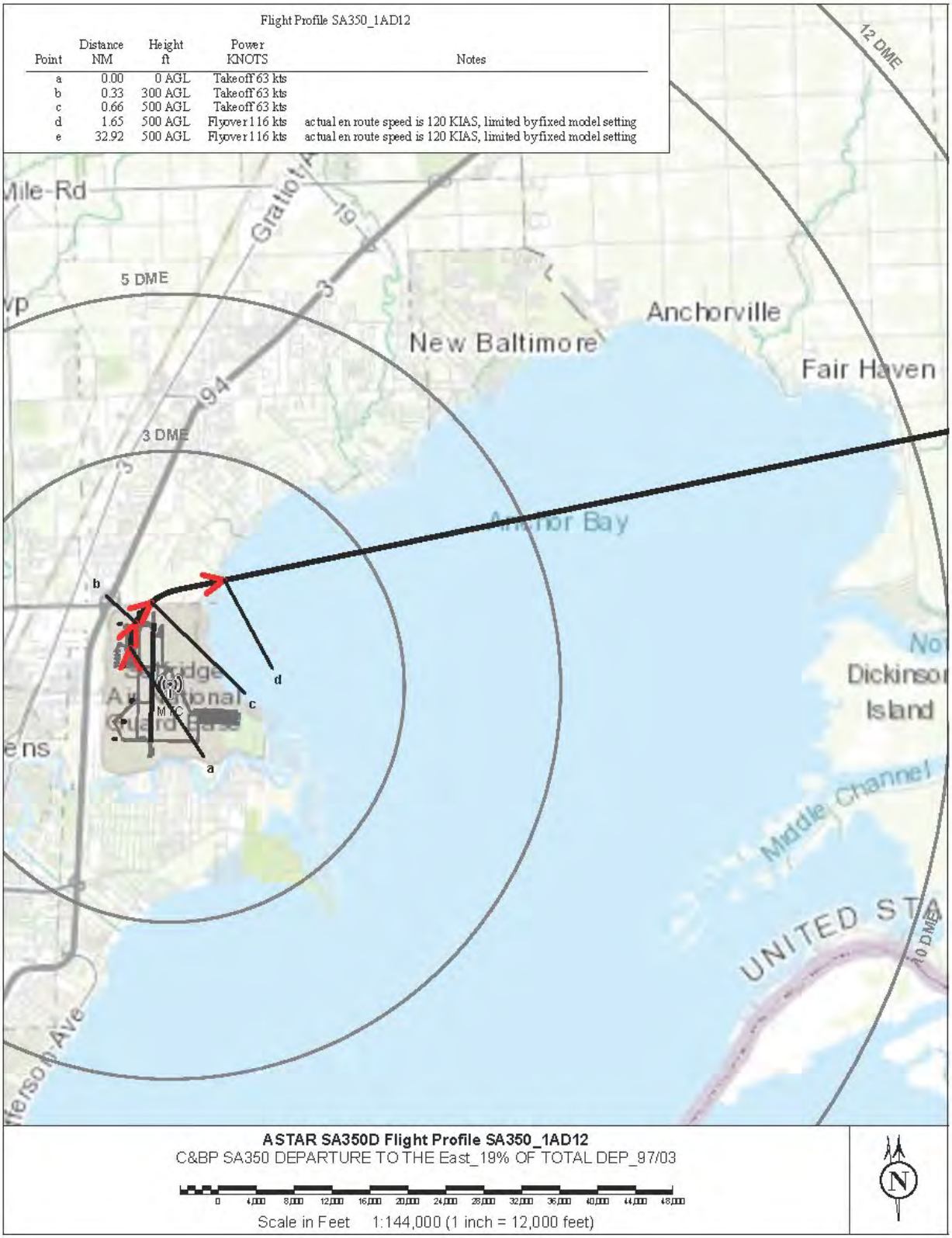
Point	Distance NM	Height ft	Power KNOTS	Notes
a	0.00	0 AGL	Takeoff 63 kts	
b	0.33	300 AGL	Takeoff 63 kts	
c	0.66	500 AGL	Takeoff 63 kts	
d	1.65	500 AGL	Flyover 116 kts	actual en route speed is 120 KIAS, limited by fixed model setting
e	32.92	500 AGL	Flyover 116 kts	actual en route speed is 120 KIAS, limited by fixed model setting

ASTAR SA350D Flight Profile SA350_1AD11

C&BP SA350 DEPARTURE TO THE North Along I-94_37% OF TOTAL DEP_97/03

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000

Scale in Feet 1:245,000 (1 inch = 20,400 feet)


Flight Profile SA350_1AD12
Point | Distance NM | Height ft | Power KNOTS | Notes
a | 0.00 | 0 AGL | Takeoff 63 kts |
b | 0.33 | 300 AGL | Takeoff 63 kts |
c | 0.66 | 500 AGL | Takeoff 63 kts |
d | 1.65 | 500 AGL | Flyover 116 kts | actual en route speed is 120 KIAS, limited by fixed model setting
e | 32.92 | 500 AGL | Flyover 116 kts | actual en route speed is 120 KIAS, limited by fixed model setting
12 DME
5 DME
3 DME
Anchorville
New Baltimore
Fair Haven
Anchor Bay
Middle Channel
UNITED ST
Dickinson Island
94
a
b
c
d
ASTAR SA350D Flight Profile SA350_1AD12
C&BP SA350 DEPARTURE TO THE East_19% OF TOTAL DEP_97/03
0 4,000 8,000 12,000 16,000 20,000 24,000 28,000 32,000 36,000 40,000 44,000 48,000
Scale in Feet 1:144,000 (1 inch = 12,000 feet)
N

Flight Profile SA350_1AD13

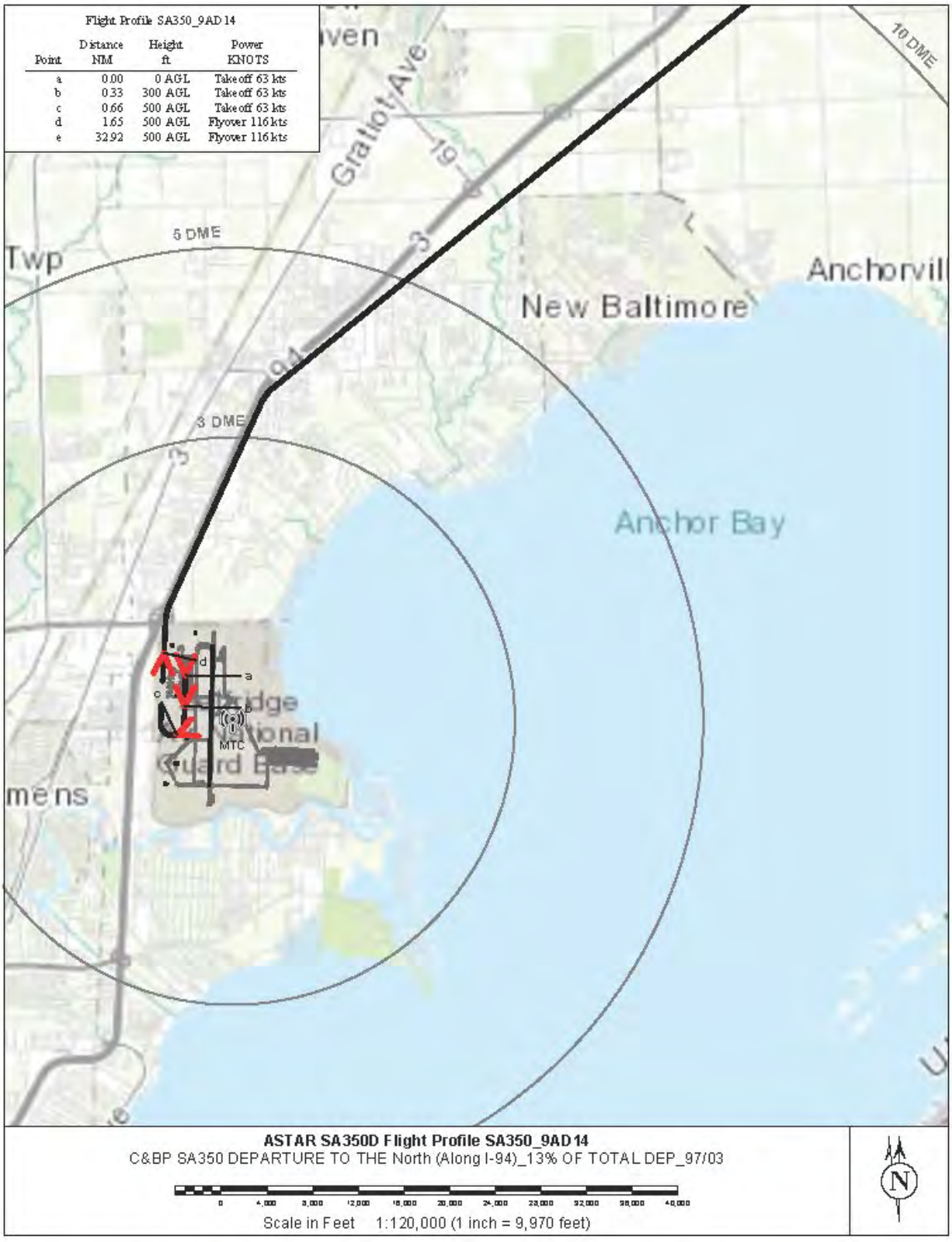
Point	Distance NM	Height ft	Power KNOTS	Notes
a	0.00	0 AGL	Takeoff 63 kts	
b	0.33	300 AGL	Takeoff 63 kts	
c	0.66	500 AGL	Takeoff 63 kts	
d	1.65	500 AGL	Flyover 116 kts	actual en route speed is 120 KIAS, limited by fixed model setting
e	32.92	500 AGL	Flyover 116 kts	actual en route speed is 120 KIAS, limited by fixed model setting

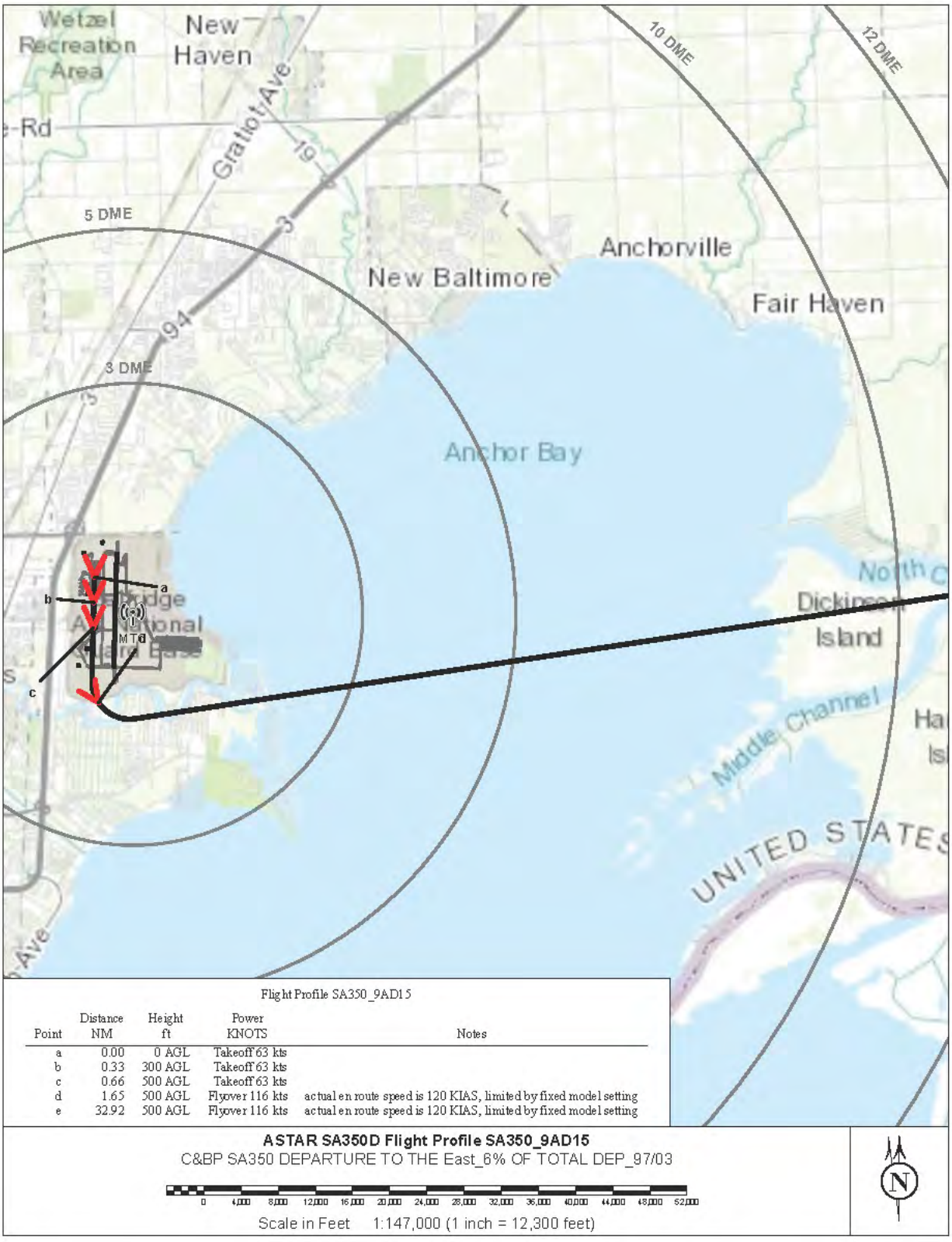
ASTAR SA350D Flight Profile SA350_1AD13

C&BP SA350 DEPARTURE TO THE South_19% OF TOTAL DEP_97/03

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000

Scale in Feet 1:243,000 (1 inch = 20,300 feet)


Flight Profile SA350_9AD14
Point | Distance NM | Height ft | Power KNOTS
a | 0.00 | 0 AGL | Takeoff 63 kts
b | 0.33 | 300 AGL | Takeoff 63 kts
c | 0.66 | 500 AGL | Takeoff 63 kts
d | 1.65 | 500 AGL | Flyover 116 kts
e | 32.92 | 500 AGL | Flyover 116 kts
10 DME
5 DME
3 DME
Gratiot Ave
New Baltimore
Anchor Bay
MTC
ASTAR SA350D Flight Profile SA350_9AD14
C&BP SA350 DEPARTURE TO THE North (Along I-94)_13% OF TOTAL DEP_97/03
Scale in Feet 1:120,000 (1 inch = 9,970 feet)
N



Flight Profile SA350_9AD15

Point	Distance NM	Height ft	Power KNOTS	Notes
a	0.00	0 AGL	Takeoff 63 kts	
b	0.33	300 AGL	Takeoff 63 kts	
c	0.66	500 AGL	Takeoff 63 kts	
d	1.65	500 AGL	Flyover 116 kts	actual en route speed is 120 KIAS, limited by fixed model setting
e	32.92	500 AGL	Flyover 116 kts	actual en route speed is 120 KIAS, limited by fixed model setting

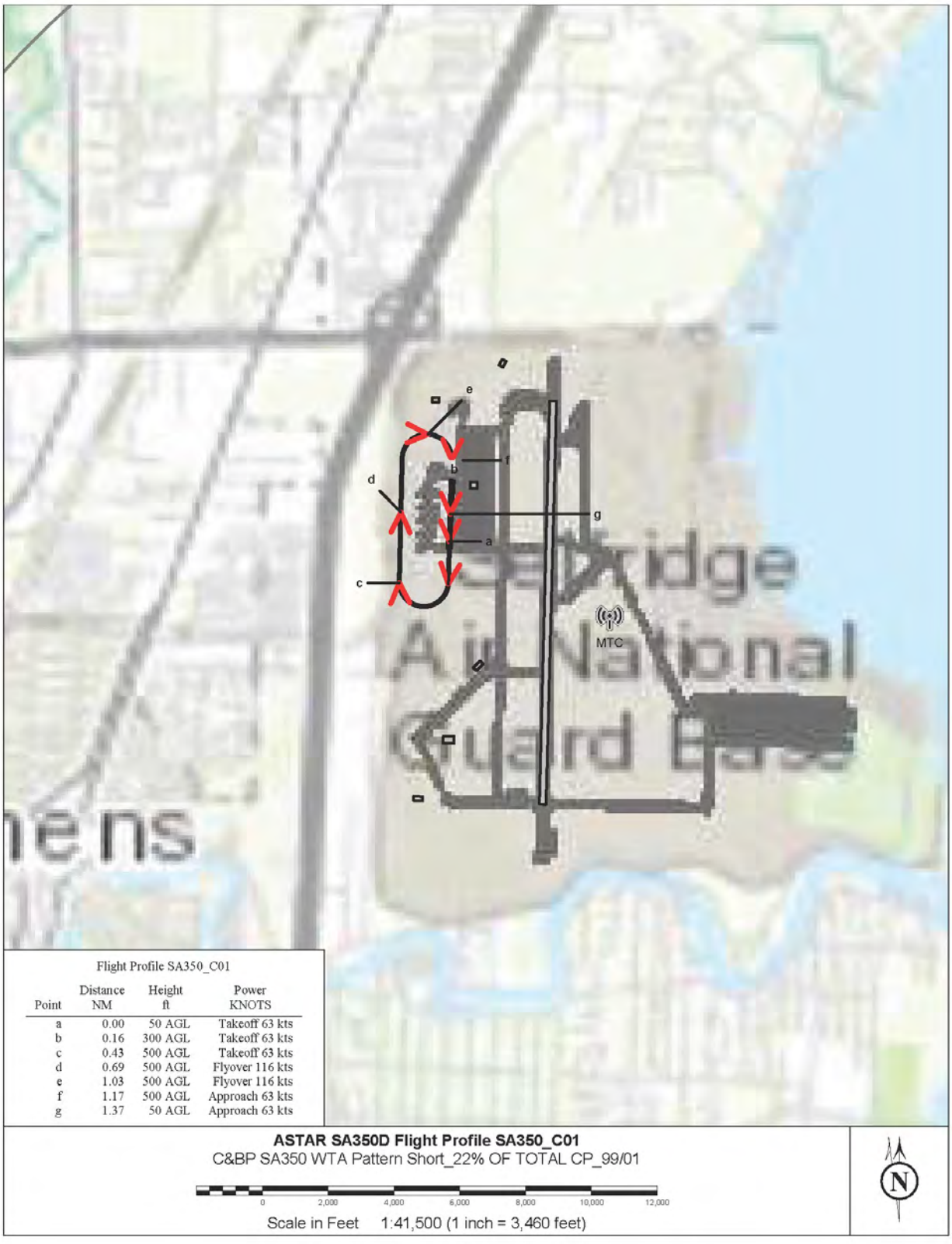
ASTAR SA350D Flight Profile SA350_9AD15

C&BP SA350 DEPARTURE TO THE East_6% OF TOTAL DEP_97/03

0 4,000 8,000 12,000 16,000 20,000 24,000 28,000 32,000 36,000 40,000 44,000 48,000 52,000

Scale in Feet 1:147,000 (1 inch = 12,300 feet)

10 DME
12 DME
10 DME
5 DME
3 DME
15 DME
15 DME
North Branch Clinton River
Middle Branch Clinton River
Wetzel Recreation Area
New Haven
26-Mile-Rd
Gratiot Ave
Macomb Twp
Anchorville
New Baltimore
Fair Haven
Anchor Bay
Hall-Rd
Sterling Heights
Mt Clemens
Dickinson Island
North Channel
Middle Channel
Harsens Island
UNITED STATES
SQUIRREL ISLAND
16-Mile-Rd
Fraser
Roseville
Jefferson Ave
Groesbeck Hwy
Lake St Clair
St Clair Shores
Eastpointe
8-Mile-Rd-E
Grosse Pointe Woods
Harper Woods
Grosse Pointe Farms
Grosse Pointe Park
Lake St. Clair
Lac Sainte-Claire
a
b
c
d
e
MTC
Flight Profile SA350_9AD16
Point | Distance NM | Height ft | Power KNOTS
a | 0.00 | 0 AGL | Takeoff 63 kts
b | 0.33 | 300 AGL | Takeoff 63 kts
c | 0.66 | 500 AGL | Takeoff 63 kts
d | 1.65 | 500 AGL | Flyover 116 kts
e | 32.92 | 500 AGL | Flyover 116 kts
ASTAR SA350D Flight Profile SA350_9AD16
C&BP SA350 DEPARTURE TO THE South_6% OF TOTAL DEP_97/03
0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000
Scale in Feet 1:244,000 (1 inch = 20,400 feet)
N



Flight Profile SA350_C01

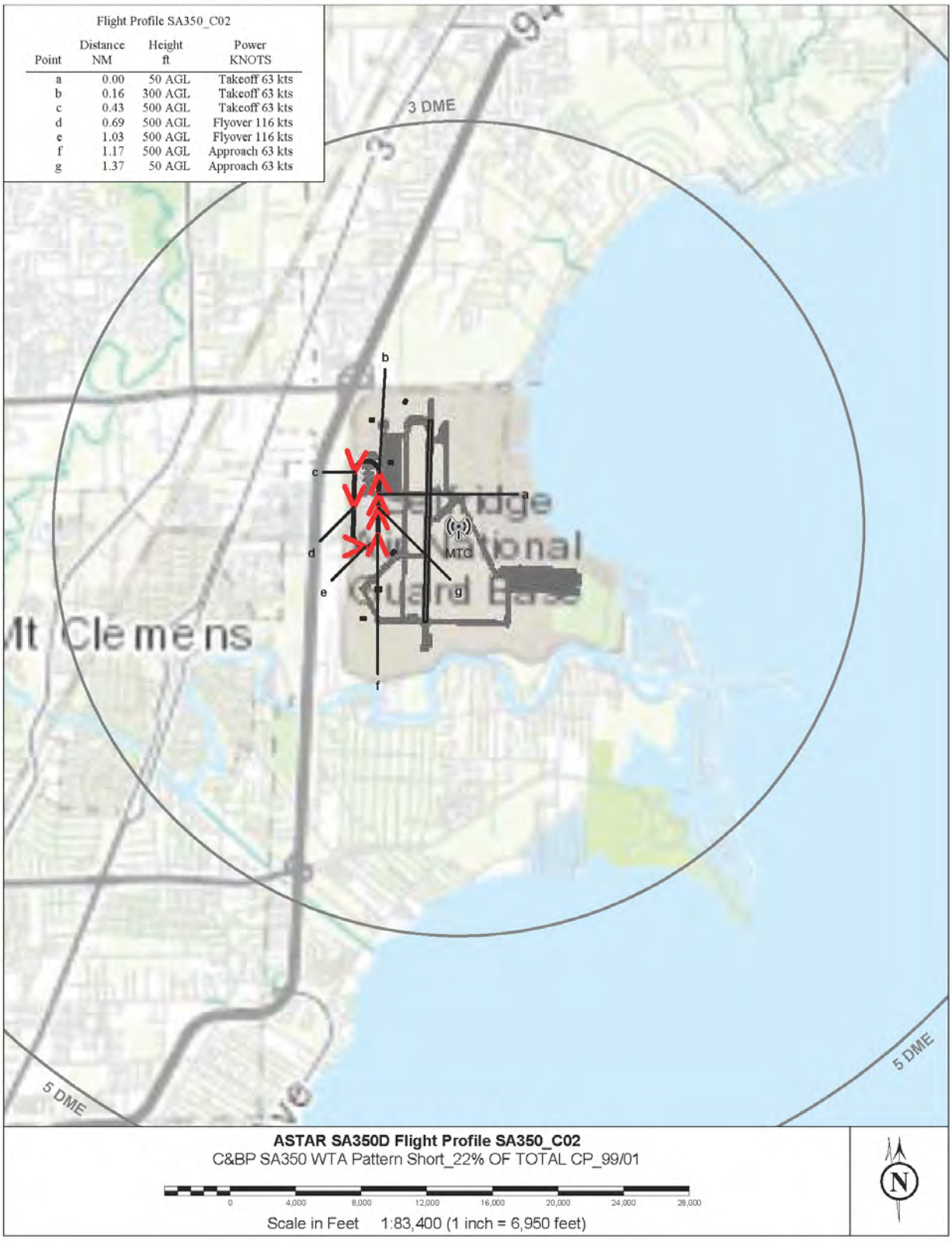
Point	Distance NM	Height ft	Power KNOTS
a	0.00	50 AGL	Takeoff 63 kts
b	0.16	300 AGL	Takeoff 63 kts
c	0.43	500 AGL	Takeoff 63 kts
d	0.69	500 AGL	Flyover 116 kts
e	1.03	500 AGL	Flyover 116 kts
f	1.17	500 AGL	Approach 63 kts
g	1.37	50 AGL	Approach 63 kts

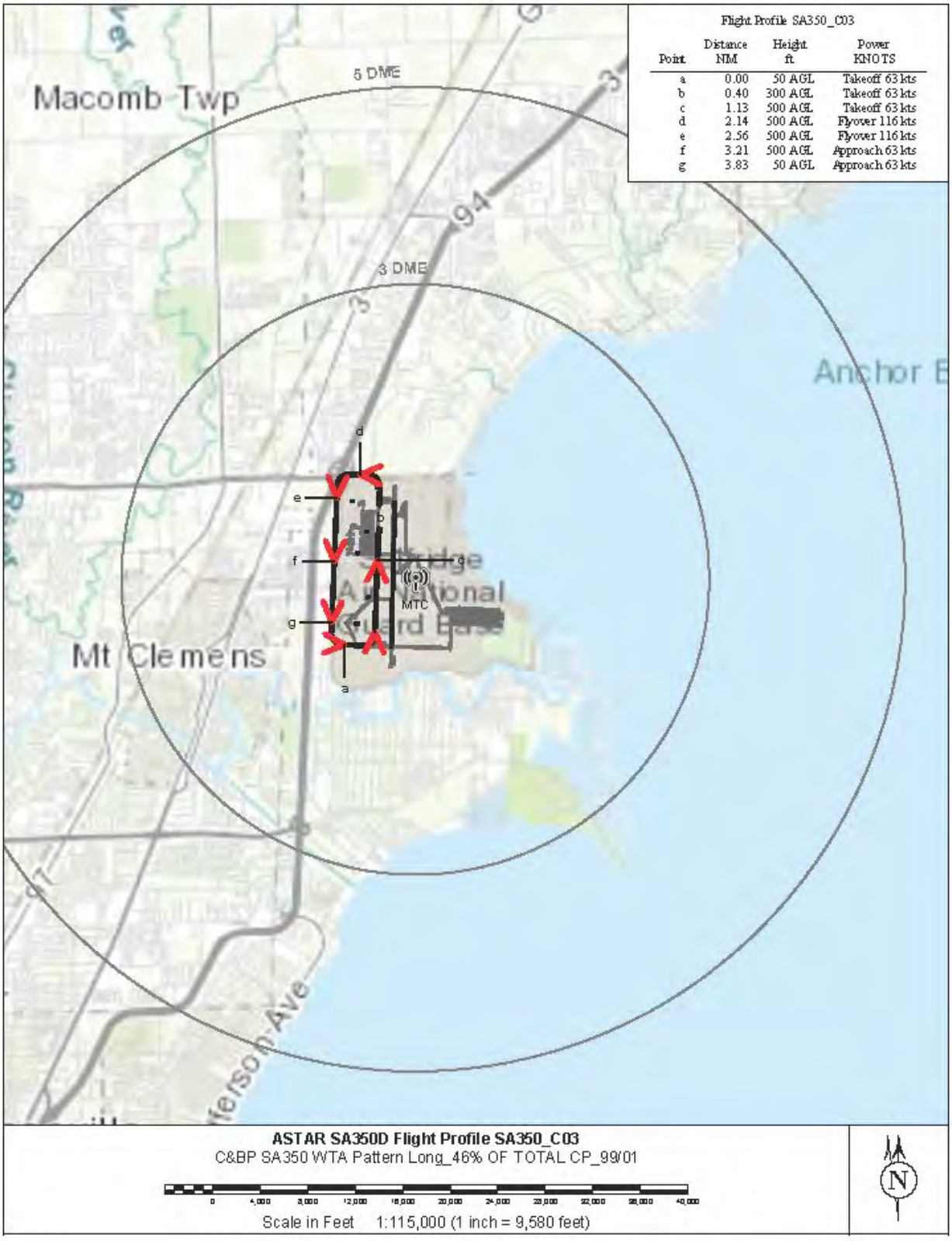
ASTAR SA350D Flight Profile SA350_C01

C&BP SA350 WTA Pattern Short_22% OF TOTAL CP_99/01

0 2,000 4,000 6,000 8,000 10,000 12,000

Scale in Feet 1:41,500 (1 inch = 3,460 feet)


Flight Profile SA350_C02
Point | Distance NM | Height ft | Power KNOTS
a | 0.00 | 50 AGL | Takeoff 63 kts
b | 0.16 | 300 AGL | Takeoff 63 kts
c | 0.43 | 500 AGL | Takeoff 63 kts
d | 0.69 | 500 AGL | Flyover 116 kts
e | 1.03 | 500 AGL | Flyover 116 kts
f | 1.17 | 500 AGL | Approach 63 kts
g | 1.37 | 50 AGL | Approach 63 kts
3 DME
5 DME
5 DME
MTC
Mt Clemens
ASTAR SA350D Flight Profile SA350_C02
C&BP SA350 WTA Pattern Short_22% OF TOTAL CP_99/01
0
4,000
8,000
12,000
16,000
20,000
24,000
28,000
Scale in Feet 1:83,400 (1 inch = 6,950 feet)
N


Flight Profile SA350_C03
Point | Distance NM | Height ft | Power KNOTS
a | 0.00 | 50 AGL | Takeoff 63 kts
b | 0.40 | 300 AGL | Takeoff 63 kts
c | 1.13 | 500 AGL | Takeoff 63 kts
d | 2.14 | 500 AGL | Flyover 116 kts
e | 2.56 | 500 AGL | Flyover 116 kts
f | 3.21 | 500 AGL | Approach 63 kts
g | 3.83 | 50 AGL | Approach 63 kts
Macomb Twp
5 DME
3 DME
94
Anchor B
Mt Clemens
MTC
d
e
b
f
g
a
ASTAR SA350D Flight Profile SA350_C03
C&BP SA350 WTA Pattern Long_46% OF TOTAL CP_99/01
0 4,000 8,000 12,000 16,000 20,000 24,000 28,000 32,000 36,000 40,000
Scale in Feet 1:115,000 (1 inch = 9,580 feet)
N

Flight Profile SA350_C04

Point	Distance NM	Height ft	Power KNOTS
a	0.00	50 AGL	Takeoff 63 kts
b	0.33	350 AGL	Takeoff 63 kts
c	0.49	500 AGL	Flyover 116 kts
d	0.92	500 AGL	Approach 63 kts
e	1.17	50 AGL	Approach 63 kts

ASTAR SA350D Flight Profile SA350_C04

C&BP SA350 SHORT VFR IN EAST TRANSITION AREA_10% OF TOTAL CP

0 1,000 2,000 3,000 4,000 5,000 6,000 7,000

Scale in Feet 1:23,400 (1 inch = 1,950 feet)

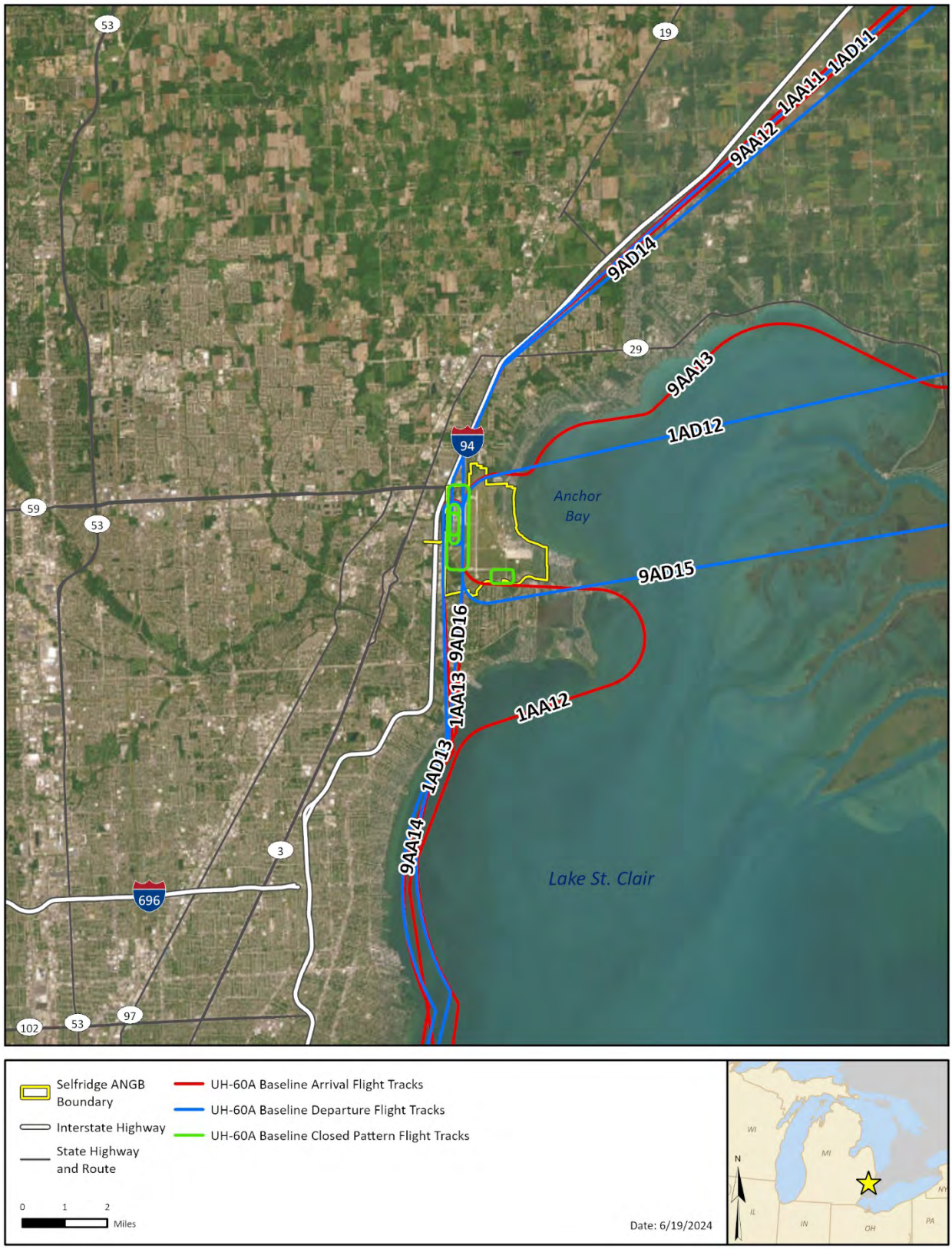
N

TABLE 8. C&BP UH-60 Operations

Operation	*Profile*	*Long Name*	*Track*	*Annual*	*Per Day*	*Per Night*	*Total*	*% Day*	*% Night*	*% Total*
Arrival	UH60_1AA11	C&BP UH-60 ARRIVALS FROM North (Along I-94)_13% OF TOTAL ARR_95/05	1AA11	51	0.132	0.007	0.139	95%	5%	13%
	UH60_1AA12	C&BP UH-60 ARRIVALS FROM EAST_6% OF TOTAL ARR_95/05	1AA12	25	0.066	0.003	0.070	95%	5%	6%
	UH60_1AA13	C&BP UH-60 ARRIVALS FROM South (Shoreline)_6% OF TOTAL ARR_95/05	1AA13	25	0.066	0.003	0.070	95%	5%	6%
	UH60_9AA12	C&BP UH-60 ARRIVALS FROM North (Along I-94)_37% OF TOTAL ARR_95/05	9AA12	152	0.396	0.021	0.417	95%	5%	38%
	UH60_9AA13	C&BP UH-60 ARRIVALS FROM EAST_19% OF TOTAL ARR_95/05	9AA13	76	0.198	0.010	0.209	95%	5%	19%
	UH60_9AA14	C&BP UH-60 ARRIVALS FROM South (Shoreline)_19% OF TOTAL ARR_95/05	9AA14	76	0.198	0.010	0.209	95%	5%	19%
		Total		406	1.056	0.056	1.112	95%	5%	
Departure	UH60_1AD11	C&BP UH60 DEPARTURE TO THE North (Along I-94)_37% OF TOTAL DEP_95/05	1AD11	152	0.396	0.021	0.417	95%	5%	38%
	UH60_1AD12	C&BP UH60 DEPARTURE TO THE East_19% OF TOTAL DEP_95/05	1AD12	76	0.198	0.010	0.209	95%	5%	19%
	UH60_1AD13	C&BP UH60 DEPARTURE TO THE South_19% OF TOTAL DEP_95/05	1AD13	76	0.198	0.010	0.209	95%	5%	19%
	UH60_9AD14	C&BP UH60 DEPARTURE TO THE North (Along I-94)_13% OF TOTAL DEP_95/05	9AD14	51	0.132	0.007	0.139	95%	5%	13%
	UH60_9AD15	C&BP UH60 DEPARTURE TO THE East_6% OF TOTAL DEP_95/05	9AD15	25	0.066	0.003	0.070	95%	5%	6%
	UH60_9AD16	C&BP UH60 DEPARTURE TO THE South_6% OF TOTAL DEP_95/05	9AD16	25	0.066	0.003	0.070	95%	5%	6%
		Total		406	1.056	0.056	1.112	95%	5%	
Closed Pattern	UH610C2	C&BP - UH-60 LONG PATTERN OVER WTA_46% OF TOTAL CP_99/01	10CWTA	109	0.295	0.003	0.298	99%	1%	46%
	UH610C4	C&BP UH-60 SHORT VFR IN EAST TRANSITION AREA_10% OF TOTAL CP	28CH2	24	0.064	0.001	0.065	99%	1%	10%
	UH619C1	C&BP - UH-60 SHORT PATTERN OVER WTA_22% OF TOTAL CP_99/01	19CWTA	52	0.141	0.001	0.143	99%	1%	22%
	UH619C3	C&BP - UH-60 SHORT PATTERN OVER WTA_22% OF TOTAL CP_99/01	01CWTA	52	0.141	0.001	0.143	99%	1%	22%
		Total		237	0.642	0.006	0.648	99%	1%	

Legend: % = percent; ARR = Arrival; C&BP = Customs and Border Patrol; DEP = Departure; WTA = Western Training Area

Flight Tracks



C&BP Flight Profile Maps

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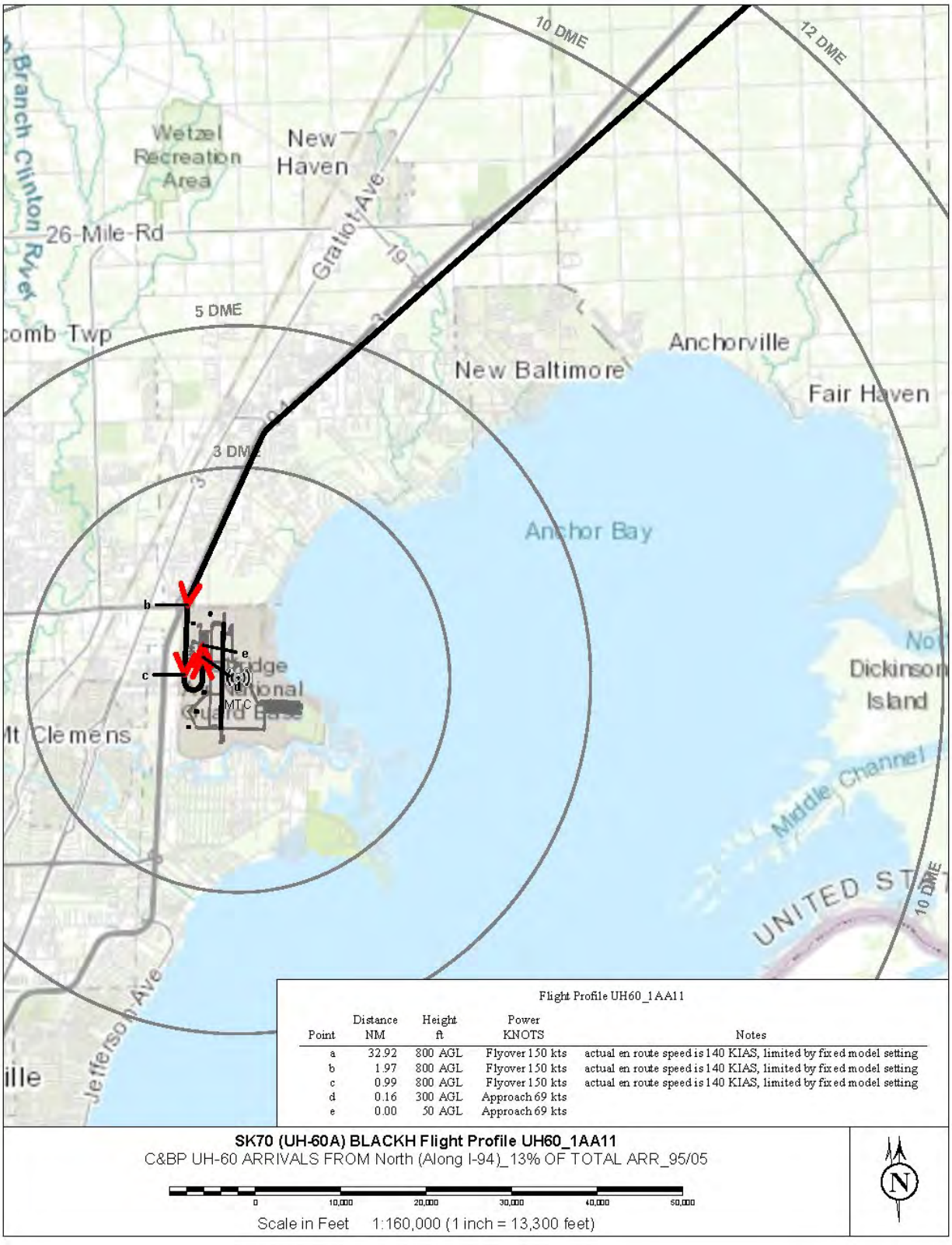

10 DME
12 DME
5 DME
3 DME
Wetzel Recreation Area
New Haven
26-Mile-Rd
Gratiot Ave
Anchorville
New Baltimore
Fair Haven
Anchor Bay
Dickinson Island
Middle Channel
Mt Clemens
Jefferson Ave
MTC
b
c
d
e
Flight Profile UH60_1AA11
Point | Distance NM | Height ft | Power KNOTS | Notes
a | 32.92 | 800 AGL | Flyover 150 kts | actual en route speed is 140 KIAS, limited by fixed model setting
b | 1.97 | 800 AGL | Flyover 150 kts | actual en route speed is 140 KIAS, limited by fixed model setting
c | 0.99 | 800 AGL | Flyover 150 kts | actual en route speed is 140 KIAS, limited by fixed model setting
d | 0.16 | 300 AGL | Approach 69 kts |
e | 0.00 | 50 AGL | Approach 69 kts |
SK70 (UH-60A) BLACKH Flight Profile UH60_1AA11
C&BP UH-60 ARRIVALS FROM North (Along I-94)_13% OF TOTAL ARR_95/05
0
10,000
20,000
30,000
40,000
50,000
Scale in Feet 1:160,000 (1 inch = 13,300 feet)
N

Flight Profile UH60_1AA12

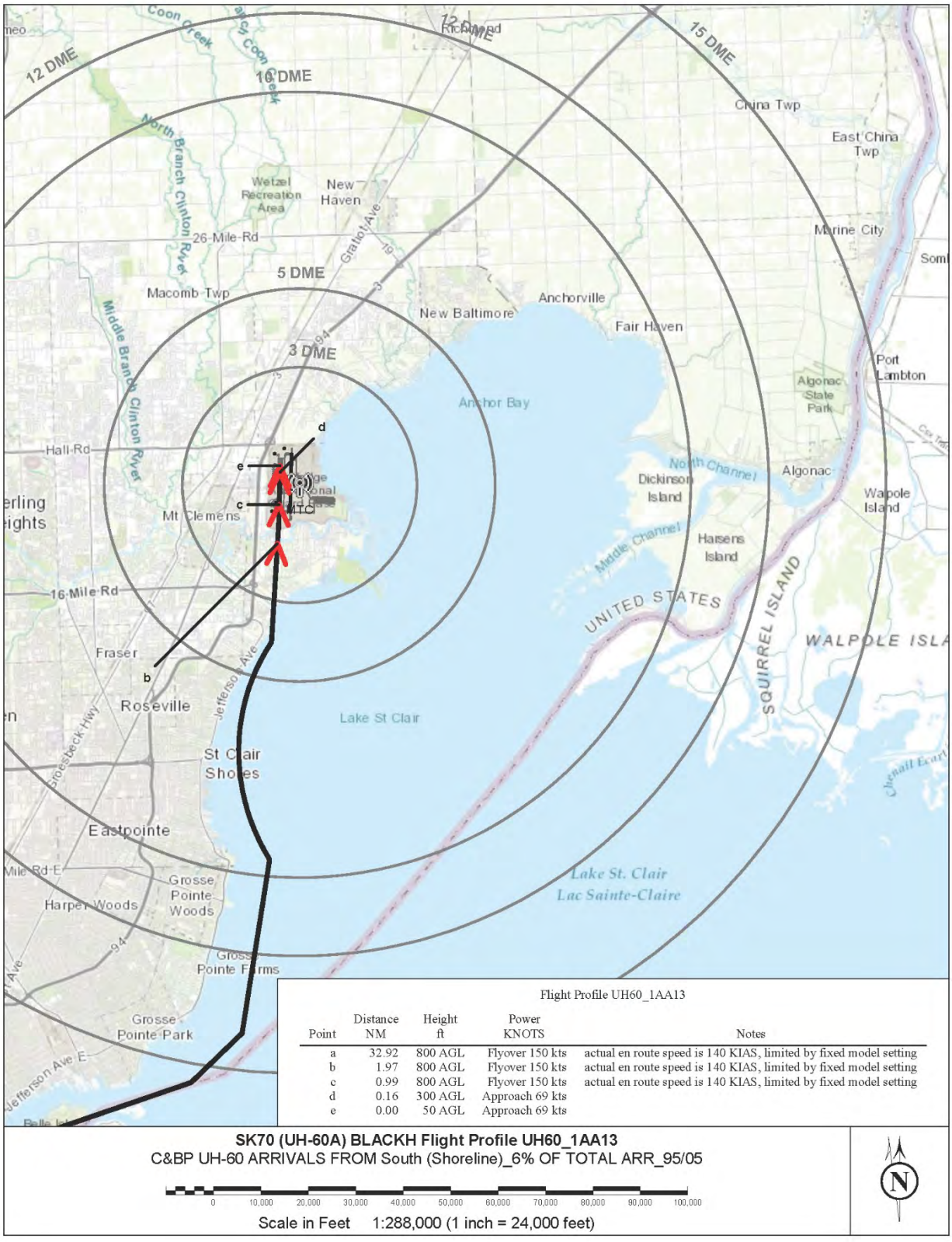
Point	Distance NM	Height ft	Power KNOTS	Notes
a	32.92	800 AGL	Flyover 150 kts	actual en route speed is 140 KIAS, limited by fixed model setting
b	1.97	800 AGL	Flyover 150 kts	actual en route speed is 140 KIAS, limited by fixed model setting
c	0.99	800 AGL	Flyover 150 kts	actual en route speed is 140 KIAS, limited by fixed model setting
d	0.16	300 AGL	Approach 69 kts	
e	0.00	50 AGL	Approach 69 kts	

SK70 (UH-60A) BLACKH Flight Profile UH60_1AA12

C&BP UH-60 ARRIVALS FROM EAST_6% OF TOTAL ARR_95/05

0 10,000 20,000 30,000 40,000 50,000

Scale in Feet 1:160,000 (1 inch = 13,300 feet)



Flight Profile UH60_1AA13

Point	Distance NM	Height ft	Power KNOTS	Notes
a	32.92	800 AGL	Flyover 150 kts	actual en route speed is 140 KIAS, limited by fixed model setting
b	1.97	800 AGL	Flyover 150 kts	actual en route speed is 140 KIAS, limited by fixed model setting
c	0.99	800 AGL	Flyover 150 kts	actual en route speed is 140 KIAS, limited by fixed model setting
d	0.16	300 AGL	Approach 69 kts	
e	0.00	50 AGL	Approach 69 kts	

SK70 (UH-60A) BLACKH Flight Profile UH60_1AA13
C&BP UH-60 ARRIVALS FROM South (Shoreline)_6% OF TOTAL ARR_95/05

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000 90,000 100,000

Scale in Feet 1:288,000 (1 inch = 24,000 feet)

Flight Profile UH60_9AA12

Point	Distance NM	Height ft	Power KNOTS	Notes
a	32.92	800 AGL	Flyover 150 kts	actual en route speed is 140 KIAS, limited by fixed model setting
b	1.97	800 AGL	Flyover 150 kts	actual en route speed is 140 KIAS, limited by fixed model setting
c	0.99	800 AGL	Flyover 150 kts	actual en route speed is 140 KIAS, limited by fixed model setting
d	0.16	300 AGL	Approach 69 kts	
e	0.00	50 AGL	Approach 69 kts	

SK70 (UH-60A) BLACKH Flight Profile UH60_9AA12

C&BP UH-60 ARRIVALS FROM North (Along I-94)_37% OF TOTAL ARR_95/05

0 4,000 8,000 12,000 16,000 20,000 24,000 28,000 32,000 36,000 40,000 44,000 48,000 52,000

Scale in Feet 1:153,000 (1 inch = 12,700 feet)

Flight Profile UH60_9AA13

Point	Distance NM	Height ft	Power KNOTS	Notes
a	32.92	800 AGL	Flyover 150 kts	actual en route speed is 140 KIAS, limited by fixed model setting
b	1.97	800 AGL	Flyover 150 kts	actual en route speed is 140 KIAS, limited by fixed model setting
c	0.99	800 AGL	Flyover 150 kts	actual en route speed is 140 KIAS, limited by fixed model setting
d	0.16	300 AGL	Approach 69 kts	
e	0.00	50 AGL	Approach 69 kts	

SK70 (UH-60A) BLACKH Flight Profile UH60_9AA13

C&BP UH-60 ARRIVALS FROM EAST_19% OF TOTAL ARR_95/05

0 4,000 8,000 12,000 16,000 20,000 24,000 28,000 32,000 36,000 40,000 44,000 48,000 52,000

Scale in Feet 1:153,000 (1 inch = 12,700 feet)

Flight Profile UH60_9AA14

Point	Distance NM	Height ft	Power KNOTS	Notes
a	32.92	800 AGL	Flyover 150 kts	actual en route speed is 140 KIAS, limited by fixed model setting
b	1.97	800 AGL	Flyover 150 kts	actual en route speed is 140 KIAS, limited by fixed model setting
c	0.99	800 AGL	Flyover 150 kts	actual en route speed is 140 KIAS, limited by fixed model setting
d	0.16	300 AGL	Approach 69 kts	
e	0.00	50 AGL	Approach 69 kts	

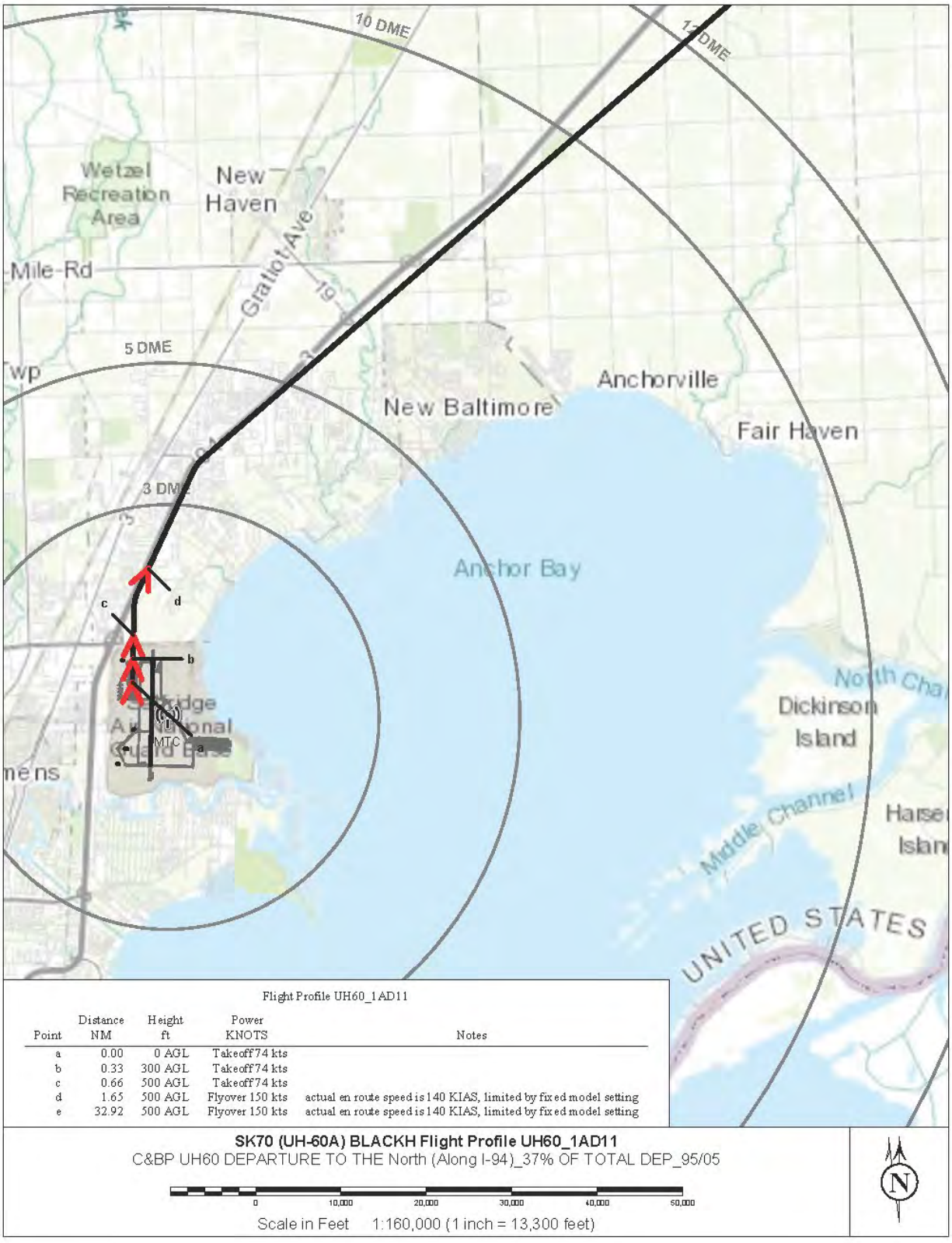
SK70 (UH-60A) BLACKH Flight Profile UH60_9AA14

C&BP UH-60 ARRIVALS FROM South (Shoreline)_19% OF TOTAL ARR_95/05

0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000

Scale in Feet 1:242,000 (1 inch = 20,200 feet)

N



Flight Profile UH60_1AD11

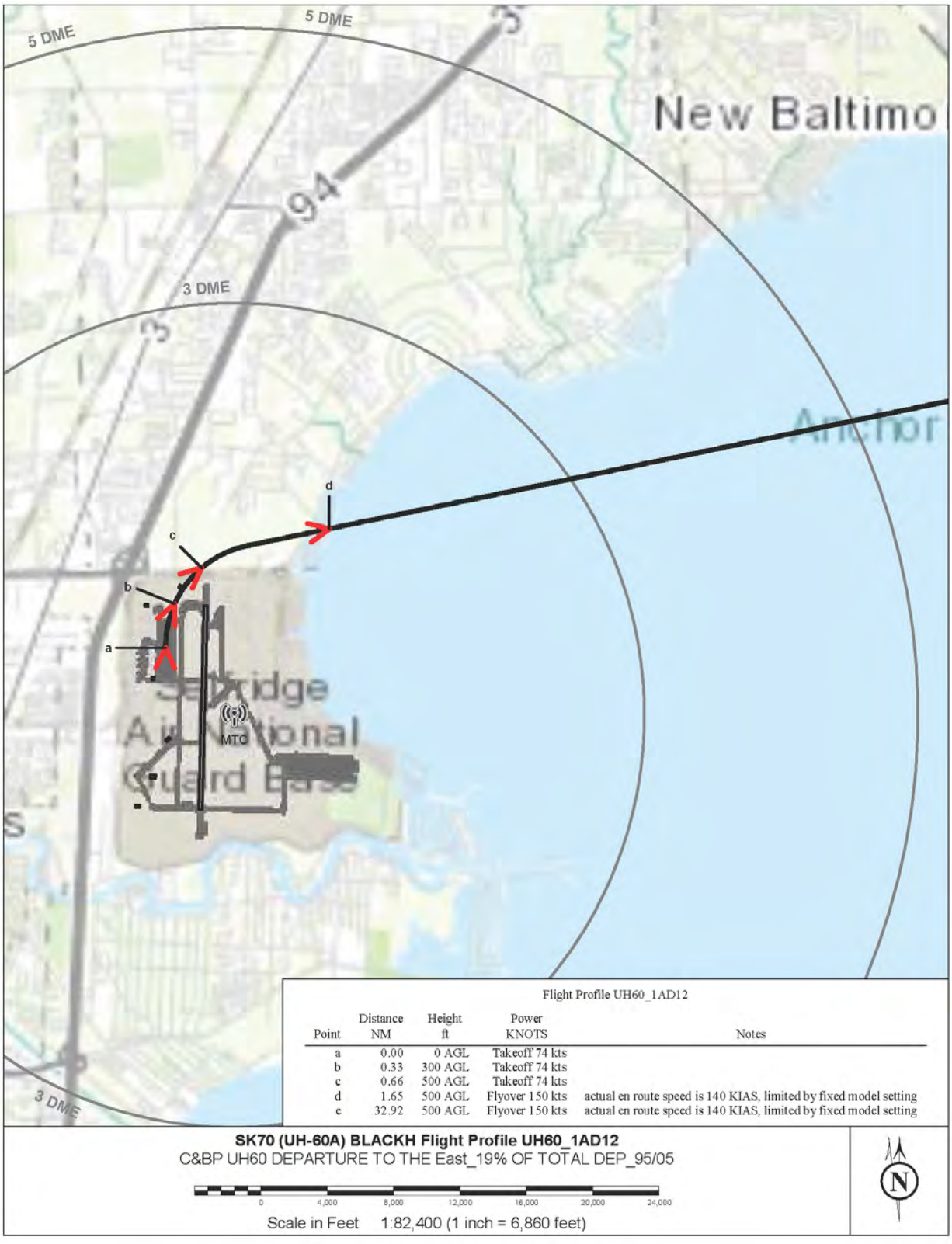
Point	Distance NM	Height ft	Power KNOTS	Notes
a	0.00	0 AGL	Takeoff 74 kts	
b	0.33	300 AGL	Takeoff 74 kts	
c	0.66	500 AGL	Takeoff 74 kts	
d	1.65	500 AGL	Flyover 150 kts	actual en route speed is 140 KIAS, limited by fixed model setting
e	32.92	500 AGL	Flyover 150 kts	actual en route speed is 140 KIAS, limited by fixed model setting

SK70 (UH-60A) BLACKH Flight Profile UH60_1AD11

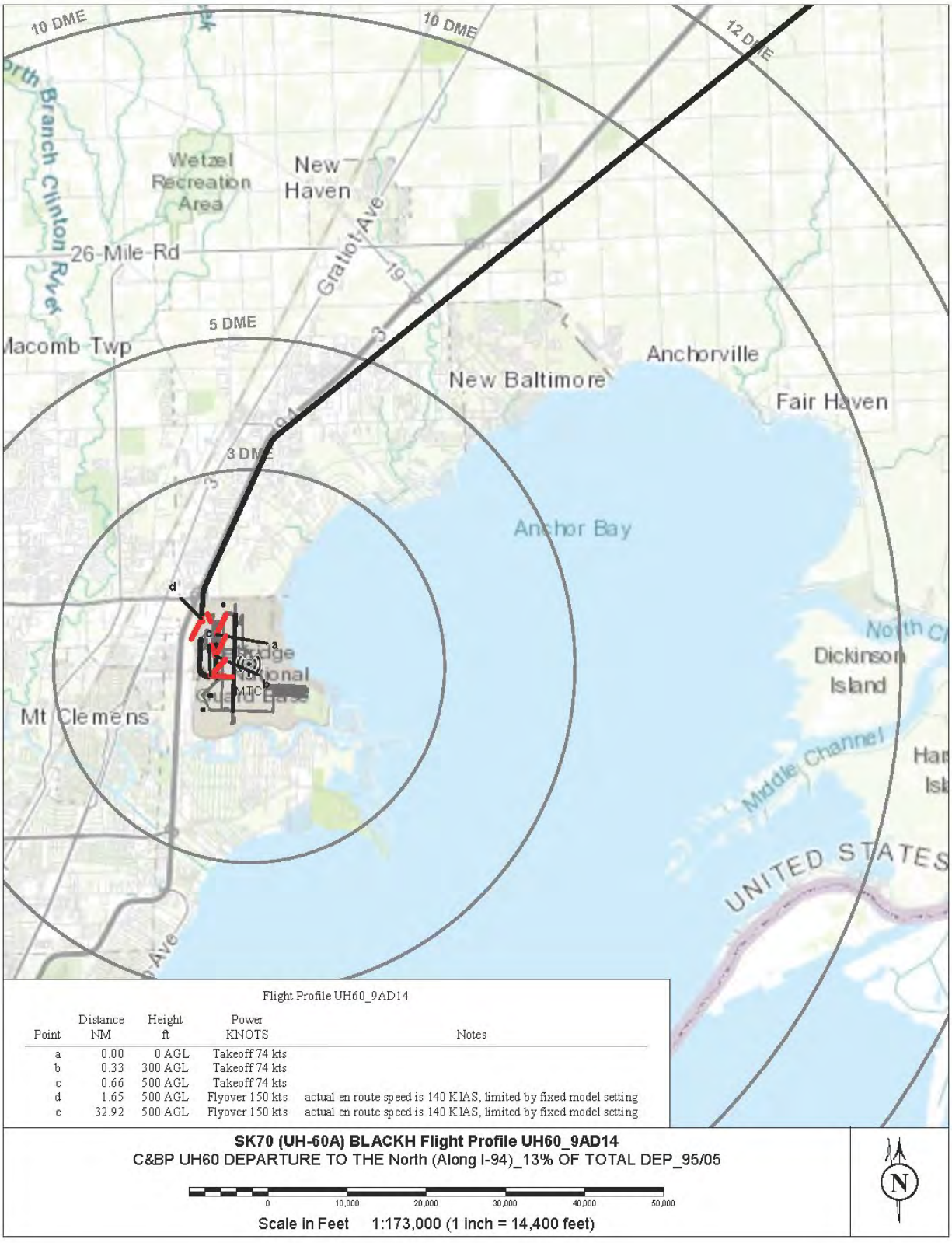
C&BP UH60 DEPARTURE TO THE North (Along I-94)_37% OF TOTAL DEP_95/05

0 10,000 20,000 30,000 40,000 50,000

Scale in Feet 1:160,000 (1 inch = 13,300 feet)


5 DME
5 DME
3 DME
3 DME
New Baltimo
Anchor
d
c
b
a
MTC
Flight Profile UH60_1AD12
Point | Distance NM | Height ft | Power KNOTS | Notes
a | 0.00 | 0 AGL | Takeoff 74 kts |
b | 0.33 | 300 AGL | Takeoff 74 kts |
c | 0.66 | 500 AGL | Takeoff 74 kts |
d | 1.65 | 500 AGL | Flyover 150 kts | actual en route speed is 140 KIAS, limited by fixed model setting
e | 32.92 | 500 AGL | Flyover 150 kts | actual en route speed is 140 KIAS, limited by fixed model setting
SK70 (UH-60A) BLACKH Flight Profile UH60_1AD12
C&BP UH60 DEPARTURE TO THE East_19% OF TOTAL DEP_95/05
0
4,000
8,000
12,000
16,000
20,000
24,000
Scale in Feet 1:82,400 (1 inch = 6,860 feet)
N

Flight Profile UH60_1AD13
Point | Distance NM | Height ft | Power KNOTS | Notes
a | 0.00 | 0 AGL | Takeoff 74 kts |
b | 0.33 | 300 AGL | Takeoff 74 kts |
c | 0.66 | 500 AGL | Takeoff 74 kts |
d | 1.65 | 500 AGL | Flyover 150 kts | actual en route speed is 140 KIAS, limited by fixed model setting
e | 32.92 | 500 AGL | Flyover 150 kts | actual en route speed is 140 KIAS, limited by fixed model setting
12 DME
15 DME
5 DME
3 DME
North Branch Clinton River
Middle Branch Clinton River
Wetzel Recreation Area
New Haven
26 Mile Rd
Gratiot Ave
Macomb Twp
New Baltimore
Anchorville
Fair Haven
Anchor Bay
Hall Rd
Mt Clemens
Dickinson Island
North Channel
Middle Channel
Harsens Island
UNITED STATES
SQUIRREL ISLAND
16 Mile Rd
Fraser
Roseville
Jefferson Ave
Lake St Clair
St Clair Shores
Eastpointe
Grosse Pointe Woods
Harper Woods
Grosse Pointe Farms
Lake St. Clair
Lac Sainte-Claire
SK70 (UH-60A) BLACKH Flight Profile UH60_1AD13
C&BP UH60 DEPARTURE TO THE South_19% OF TOTAL DEP_95/05
Scale in Feet 1:242,000 (1 inch = 20,200 feet)
N



Flight Profile UH60_9AD14

Point	Distance NM	Height ft	Power KNOTS	Notes
a	0.00	0 AGL	Takeoff 74 kts	
b	0.33	300 AGL	Takeoff 74 kts	
c	0.66	500 AGL	Takeoff 74 kts	
d	1.65	500 AGL	Flyover 150 kts	actual en route speed is 140 KIAS, limited by fixed model setting
e	32.92	500 AGL	Flyover 150 kts	actual en route speed is 140 KIAS, limited by fixed model setting

SK70 (UH-60A) BLACKH Flight Profile UH60_9AD14

C&BP UH60 DEPARTURE TO THE North (Along I-94)_13% OF TOTAL DEP_95/05

0 10,000 20,000 30,000 40,000 50,000

Scale in Feet 1:173,000 (1 inch = 14,400 feet)

Flight Profile UH60_9AD15

Point	Distance NM	Height ft	Power KNOTS	Notes
a	0.00	0 AGL	Takeoff 74 kts	
b	0.33	300 AGL	Takeoff 74 kts	
c	0.66	500 AGL	Takeoff 74 kts	
d	1.65	500 AGL	Flyover 150 kts	actual en route speed is 140 KIAS, limited by fixed model setting
e	32.92	500 AGL	Flyover 150 kts	actual en route speed is 140 KIAS, limited by fixed model setting

SK70 (UH-60A) BLACKH Flight Profile UH60_9AD15

C&BP UH60 DEPARTURE TO THE East_6% OF TOTAL DEP_95/05

0 4,000 8,000 12,000 16,000 20,000 24,000 28,000 32,000 36,000 40,000 44,000 48,000 52,000

Scale in Feet 1:149,000 (1 inch = 12,400 feet)

Flight Profile UH60_9AD16
Point | Distance NM | Height ft | Power KNOTS | Notes
a | 0.00 | 0 AGL | Takeoff 74 kts |
b | 0.33 | 300 AGL | Takeoff 74 kts |
c | 0.66 | 500 AGL | Takeoff 74 kts |
d | 1.65 | 500 AGL | Flyover 150 kts | actual en route speed is 140 KIAS, limited by fixed model setting
e | 32.92 | 500 AGL | Flyover 150 kts | actual en route speed is 140 KIAS, limited by fixed model setting
12 DME
North Branch Clinton River
Wetzel Recreation Area
New Haven
26 Mile Rd
Gratiot Ave
5 DME
Macomb Twp
Middle Branch Clinton River
New Baltimore
Anchorville
Fair Haven
3 DME
Anchor Bay
Hall Rd
Sterling Heights
Mt Clemens
a
b
c
d
North Channel
Dickinson Island
Middle Channel
Harsens Island
16 Mile Rd
UNITED STATES
Fraser
Roseville
Warren
Jefferson Ave
Lake St Clair
12 DME
Groesbeck Hwy
St Clair Shores
Eastpointe
8 Mile Rd E
Grosse Pointe Woods
Harper Woods
Lake St. Clair
Lac Sainte-Claire
15 DME
Grosse Pointe Farms
SK70 (UH-60A) BLACKH Flight Profile UH60_9AD16
C&BP UH60 DEPARTURE TO THE South_6% OF TOTAL DEP_95/05
0 10,000 20,000 30,000 40,000 50,000 60,000 70,000 80,000
Scale in Feet 1:243,000 (1 inch = 20,300 feet)
N

Flight Profile UH610C2
Point | Distance NM | Height ft | Power KNOTS
a | 0.00 | 0 AGL | Approach 69 kts
b | 0.02 | 0 AGL | Takeoff 74 kts
c | 0.38 | 500 AGL | Flyover 150 kts
d | 1.89 | 500 AGL | Flyover 150 kts
e | 2.45 | 500 AGL | Flyover 150 kts
f | 3.92 | 500 AGL | Approach 69 kts
g | 4.14 | 0 AGL | Approach 69 kts
3 DME
MTC
3 DME
3 DME
SK70 (UH-60A) BLACKH Flight Profile UH610C2
CB&P - UH-60 LONG PATTERN OVER WTA_46% OF TOTAL CP_99/01
0
4,000
8,000
12,000
16,000
20,000
Scale in Feet 1:64,100 (1 inch = 5,340 feet)
N

Flight Profile UH610C4

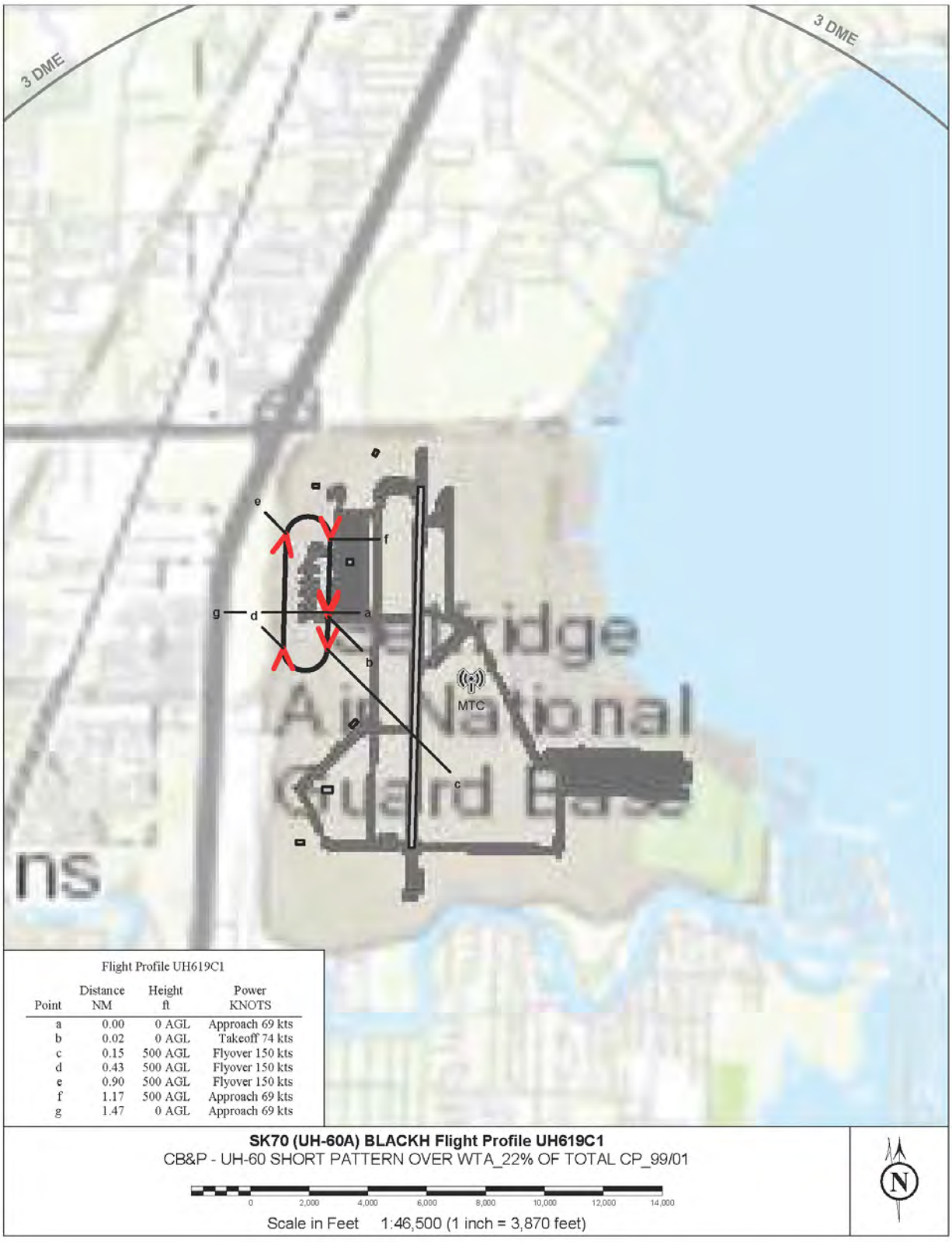
Point	Distance NM	Height ft	Power KNOTS
a	0.00	50 AGL	Takeoff 74 kts
b	0.33	350 AGL	Takeoff 74 kts
c	0.49	500 AGL	Flyover 150 kts
d	0.92	500 AGL	Approach 69 kts
e	1.17	50 AGL	Approach 69 kts

SK70 (UH-60A) BLACKH Flight Profile UH610C4

C&BP UH-60 SHORT VFR IN EAST TRANSITION AREA_10% OF TOTAL CP

0 1,000 2,000 3,000 4,000 5,000 6,000 7,000

Scale in Feet 1:23,400 (1 inch = 1,950 feet)



Flight Profile UH619C1

Point	Distance NM	Height ft	Power KNOTS
a	0.00	0 AGL	Approach 69 kts
b	0.02	0 AGL	Takeoff 74 kts
c	0.15	500 AGL	Flyover 150 kts
d	0.43	500 AGL	Flyover 150 kts
e	0.90	500 AGL	Flyover 150 kts
f	1.17	500 AGL	Approach 69 kts
g	1.47	0 AGL	Approach 69 kts

SK70 (UH-60A) BLACKH Flight Profile UH619C1

CB&P - UH-60 SHORT PATTERN OVER WTA_22% OF TOTAL CP_99/01

0 2,000 4,000 6,000 8,000 10,000 12,000 14,000

Scale in Feet 1:46,500 (1 inch = 3,870 feet)

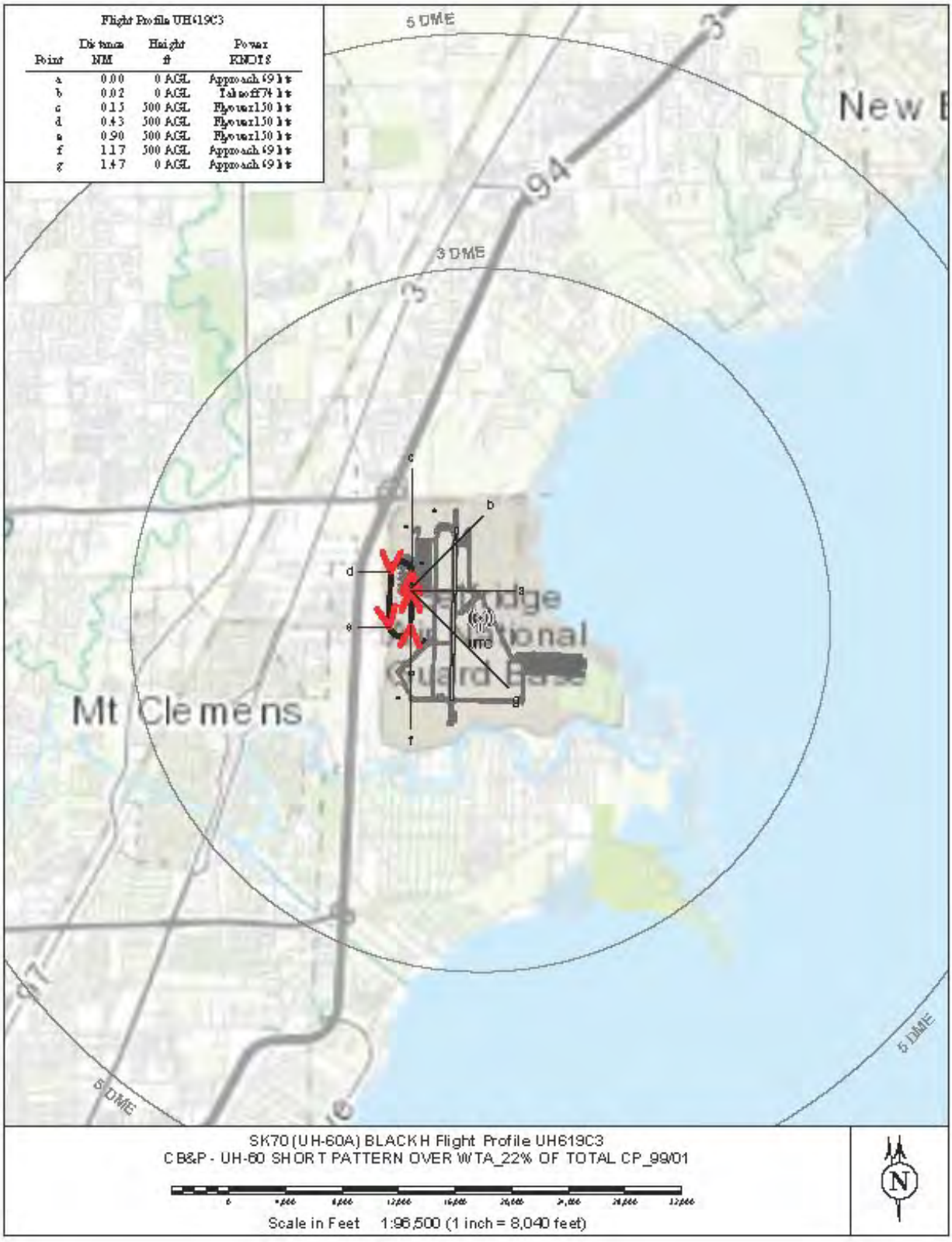

Flight Profile UH619C3
Point | Distance NM | Height ft | Power KNOTS
a | 0.00 | 0 AGL | Approach 69 kts
b | 0.02 | 0 AGL | Takeoff 74 kts
c | 0.15 | 500 AGL | Flyover 150 kts
d | 0.43 | 500 AGL | Flyover 150 kts
e | 0.90 | 500 AGL | Flyover 150 kts
f | 1.17 | 500 AGL | Approach 69 kts
g | 1.47 | 0 AGL | Approach 69 kts
5 DME
3 DME
94
New
Mt Clemens
SK70 (UH-60A) BLACKH Flight Profile UH619C3
CB&P - UH-60 SHORT PATTERN OVER WTA_22% OF TOTAL CP_99/01
Scale in Feet 1:96,500 (1 inch = 8,040 feet)
N

TABLE 9. Existing Transient Aircraft Operations

Aircraft Type		*Note*	*Runway 01*									
			Arrivals					*Departures*				
Category	*Surrogate*		*Day*	*% Day*	*Night*	*% Night*	*Total Arrivals*	*Day*	*% Day*	*Night*	*% Night*	*Total Departures*
Small Prop	C-12	1	40	82%	9	18%	49	42	86%	7	17%	49
Large Prop	C-130	2	30	84%	6	16%	36	30	84%	6	19%	36
Fighter	F-16	3	81	97%	3	3%	84	79	94%	5	7%	84
Light Jet	G5	4	7	100%	0	0%	7	7	100%	0	0%	7
Heavy Jet	KC-135	5	14	96%	1	4%	15	14	96%	1	5%	15
Helicopter	H-60	6	31	99%	0	1%	31	31	99%	0	1%	31
TOTAL			203	91%	19	9%	222	203	91%	19	9%	222
			Runway 19									
Small Prop	C-12	1	40	82%	9	18%	49	42	86%	7	14%	49
Large Prop	C-130	2	30	84%	6	16%	36	30	84%	6	16%	36
Fighter	F-16	3	81	97%	3	3%	84	79	94%	5	6%	84
Light Jet	G5	4	7	100%	0	0%	7	7	100%	0	0%	7
Heavy Jet	KC-135	5	14	96%	1	4%	15	14	96%	1	4%	15
Helicopter	H-60	6	31	99%	0	1%	31	31	99%	0	1%	31
TOTAL			203	91%	19	9%	203	403	91%	19	9%	222

Legend: % = percent

TABLE 10. Overall Day and Night Transient Operations at Selfridge ANGB

Total Operations				
Category	***Surrogate***	***Day***	***Night***	***Total***
Small Prop	C-12	165	31	196
Large Prop	C-130	121	23	144
Fighter	F-16	319	15	334
Light Jet	G5	28	0	28
Heavy Jet	KC-135	58	2	60
Helicopter	H-60	123	1	124
		812	76	888

Legend: ANGB = Air National Guard Base

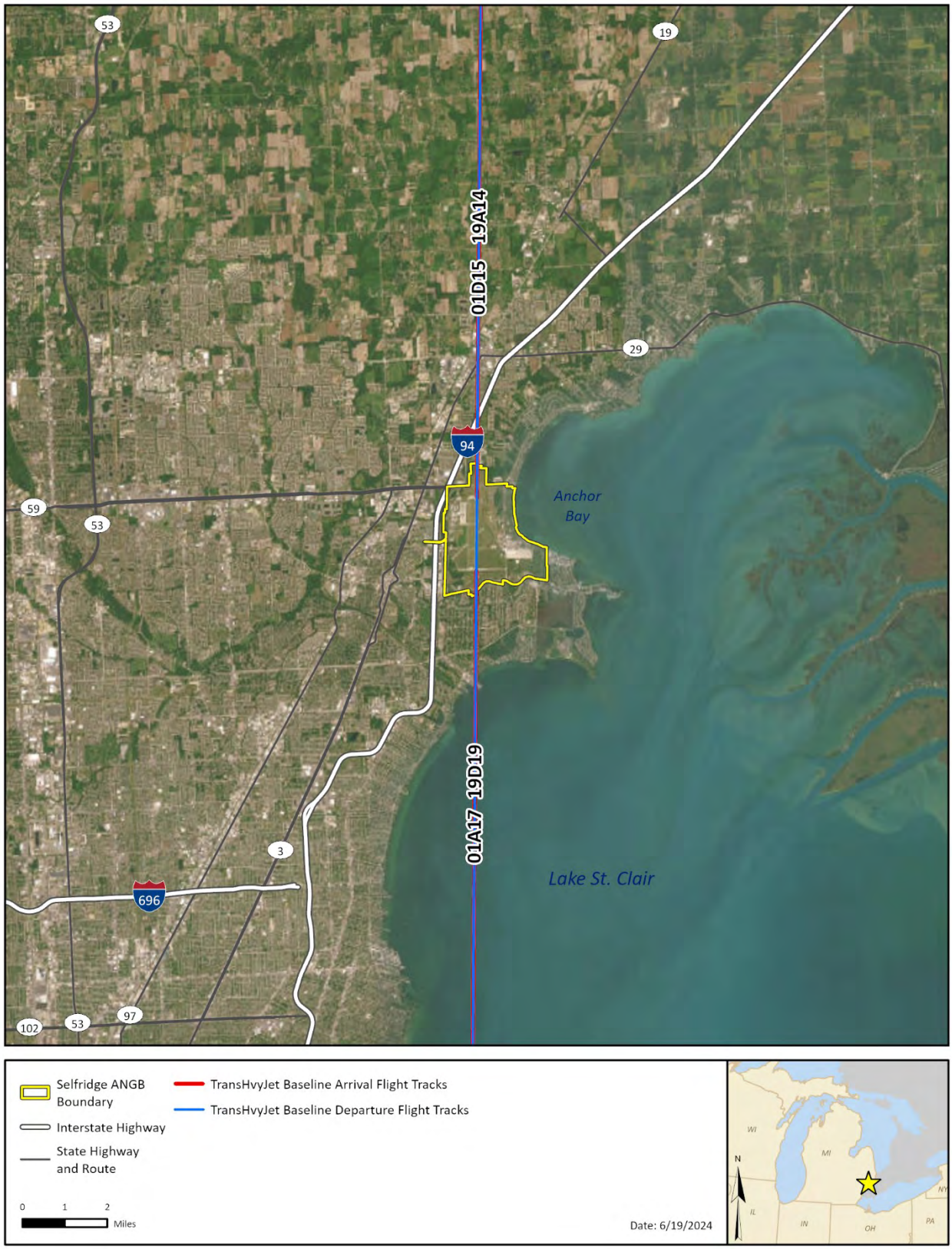
TABLE 11. Transient Aircraft Operations

Operation	*Aircraft*	*Profile*	*Long Name*	*Track*	*Annual*	*Per Day*	*Per Night*	*Total*	*% Day*	*% Night*	*% Total*
Arrival	TransFighter	Ftr01	Transient Fighter Arrival from South	01A17	83	0.217	0.011	0.229	95%	5%	50%
	TransFighter	Ftr02	Transient Fighter Arrival from North	19A14	83	0.217	0.011	0.229	95%	5%	50%
			Total		167	0.435	0.023	0.457	95%	5%	
Departure	TransFighter	Ftr03	Transient Fighter Departure to North	01D15	83	0.217	0.011	0.229	95%	5%	50%
	TransFighter	Ftr04	Transient Fighter Departure to South	19D19	83	0.217	0.011	0.229	95%	5%	50%
			Total		167	0.435	0.023	0.457	95%	5%	
Arrival	TransHelo	TrnHelo01	Transient Helo Arrival from South	01A17	31	0.084	0.001	0.085	99%	1%	50%
	TransHelo	TrnHelo02	Transient Helo Arrival from North	19A14	31	0.084	0.001	0.085	99%	1%	50%
			Total		62	0.168	0.002	0.170	99%	1%	
Departure	TransHelo	TrnHelo03	Transient Helo Departure to North	01D15	31	0.084	0.001	0.085	99%	1%	50%
	TransHelo	TrnHelo04	Transient Helo Departure to South	19D19	31	0.084	0.001	0.085	99%	1%	50%
			Total		62	0.168	0.002	0.170	99%	1%	
Arrival	TransHvyJet	HvyJt01	Transient Heavy Jet Arrivals from South	01A17	15	0.039	0.002	0.041	95%	5%	50%
	TransHvyJet	HvyJt02	Transient Heavy Jet Arrival from North	19A14	15	0.039	0.002	0.041	95%	5%	50%
			Total		30	0.078	0.004	0.082	95%	5%	
Departure	TransHvyJet	HvyJt03	Transient Heavy Jet Departure to North	01D15	15	0.039	0.002	0.041	95%	5%	50%
	TransHvyJet	HvyJt04	Transient Heavy Jet Departure to South	19D19	15	0.039	0.002	0.041	95%	5%	50%
			Total		30	0.078	0.004	0.082	95%	5%	
Arrival	TransLgProp	LrgPrp01	LrgProp Transient Arrival from South	01A17	36	0.083	0.016	0.099	84%	16%	50%
	TransLgProp	LrgPrp02	LrgProp Transient Arrival from North	19A14	36	0.083	0.016	0.099	84%	16%	50%
			Total		72	0.166	0.032	0.197	84%	16%	
Departure	TransLgProp	LrgPrp03	LrgProp Transient Departure to North	01D15	36	0.083	0.016	0.099	84%	16%	50%
	TransLgProp	LrgPrp04	LrgProp Transient Departure to South	19D19	36	0.083	0.016	0.099	84%	16%	50%
			Total		72	0.166	0.032	0.197	84%	16%	
Arrival	TransLtJet	LtJt01	Transient Light Jet Arrival from South	01A17	7	0.019	0.000	0.019	100%	0%	50%
	TransLtJet	LtJt02	Transient Light Jet Arrival from North	19A14	7	0.019	0.000	0.019	100%	0%	50%
			Total		14	0.038	0.000	0.038	100%	0%	
Departure	TransLtJet	LtJt03	Transient Light Jet Departure to North	01D15	7	0.019	0.000	0.019	100%	0%	50%
	TransLtJet	LtJt04	Transient Light Jet Departure to South	19D19	7	0.019	0.000	0.019	100%	0%	50%
			Total		14	0.038	0.000	0.038	100%	0%	

Operation	*Aircraft*	*Profile*	*Long Name*	*Track*	*Annual*	*Per Day*	*Per Night*	*Total*	*% Day*	*% Night*	*% Total*
Arrival	TransSmProp	SmPrp01	Small Prop Transient Arrival from South	01A17	49	0.113	0.022	0.134	84%	16%	50%
	TransSmProp	SmPrp03	Small Prop Transient Arrival from North	19A14	49	0.113	0.022	0.134	84%	16%	50%
			Total		98	0.226	0.043	0.269	84%	16%	
Departure	TransSmProp	SmPrp02	Small Prop Transient Departure to North	01D15	49	0.113	0.022	0.134	84%	16%	50%
	TransSmProp	SmPrp04	Small Prop Transient Departure to South	19D19	49	0.113	0.022	0.134	84%	16%	50%

Legend: % = percent

Flight Tracks



Flight Profiles

Given that *Transient Aircraft* are proposed to only complete SI arrivals and departures, only one transient aircraft flight profile is presented.

Transient Flight Profile Maps

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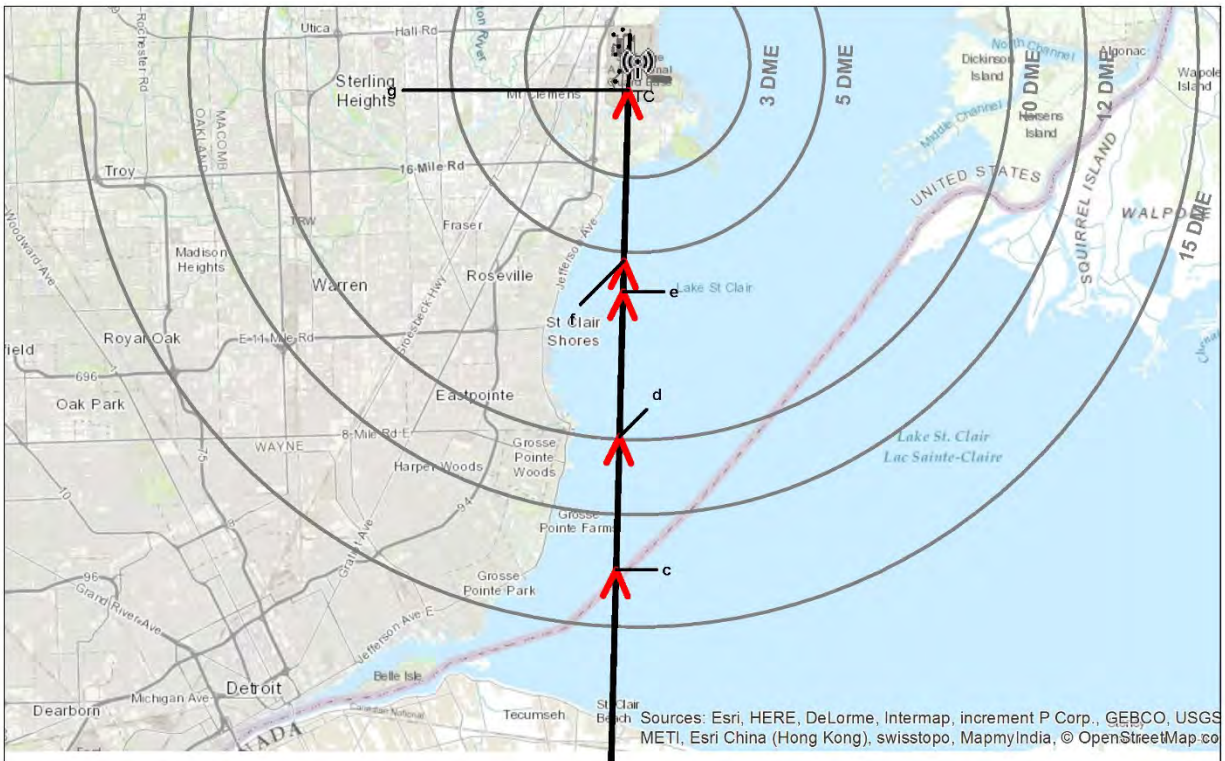


Flight Profile HvyJt01

Point	Distance NM	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	35.00	4,420 AGL	55 Approach	220	-3.6	-1400	86
b	29.76	2,420 AGL	55 Approach	220	-0.4	-100	306
c	12.79	1,720 AGL	55 Approach	180	0.0	0	71
d	9.24	1,720 AGL	60 Approach	180	-0.2	-100	82
e	5.37	1,620 AGL	65 Approach	160	0.0	0	19
f	4.54	1,620 AGL	60 Approach	145	-3.3	-800	113
g	0.00	50 AGL	60 Approach	145			

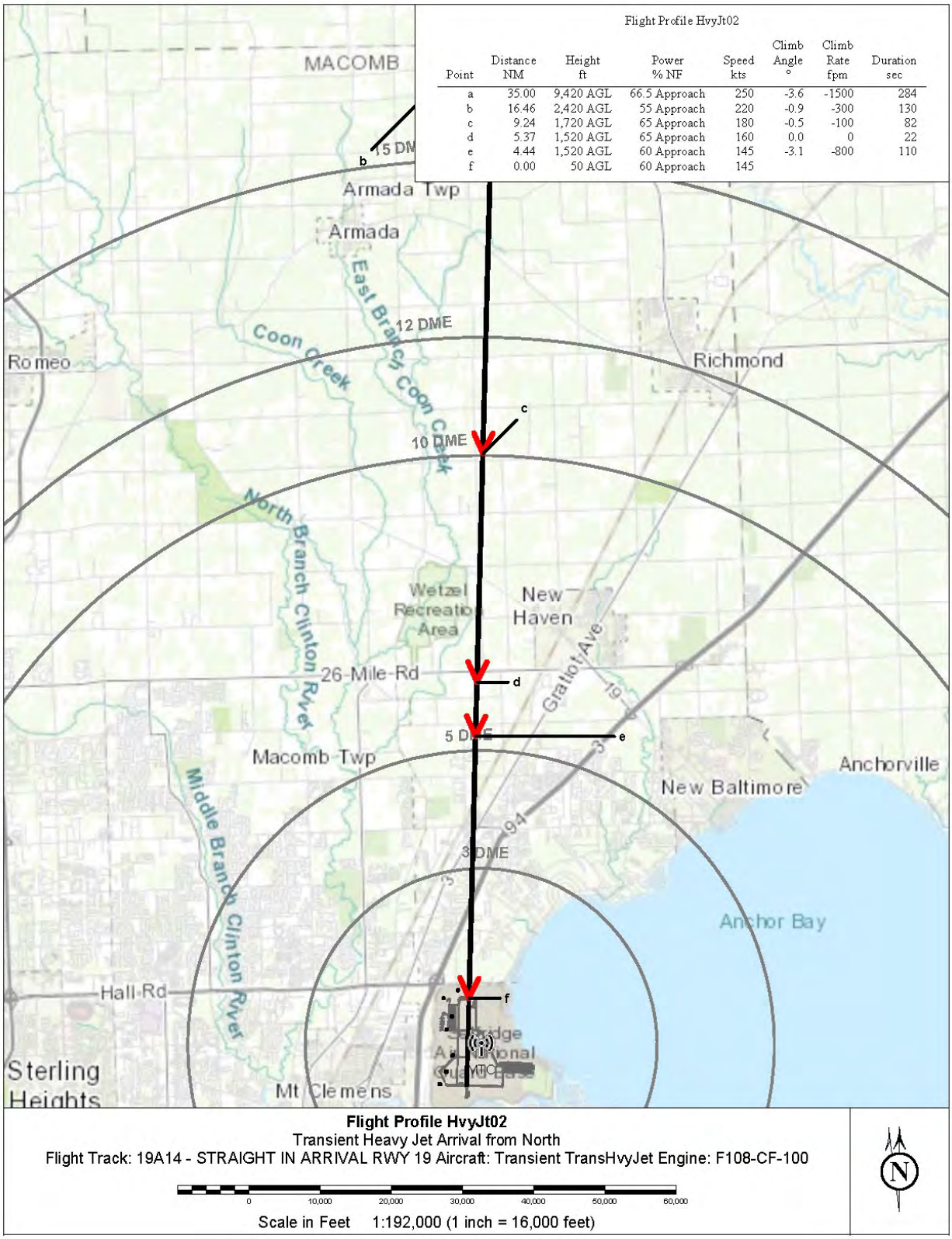
Flight Profile HvyJt01

Transient Heavy Jet Arrivals from South

Flight Track: 01A17 - STRAIGHT IN RWY 01 Aircraft: Transient TransHvyJet Engine: F108-CF-100

0 20,000 40,000 60,000 80,000 100,000 120,000

Scale in Feet 1:388,000 (1 inch = 32,300 feet)



Flight Profile HvyJt02
Transient Heavy Jet Arrival from North
Flight Track: 19A14 - STRAIGHT IN ARRIVAL RWY 19 Aircraft: Transient TransHvyJet Engine: F108-CF-100

Flight Profile HvyJt03
Point | Distance NM | Height ft | Power % NF | Speed kts | Climb Angle ° | Climb Rate fpm | Duration sec
a | 0.00 | 0 AGL | 82.5 80% RPM Eng Runup | 0 | 0.0 | 0 | 48
b | 0.99 | 0 AGL | 82.5 Max Rated Thrust | 147 | 1.9 | 600 | 21
c | 1.97 | 200 AGL | 82.5 Max Rated Thrust | 185 | 5.8 | 2200 | 65
d | 5.92 | 2,630 AGL | 90 Max Rated Thrust | 250 | 6.3 | 2800 | 128
e | 14.81 | 8,630 AGL | 91 Max Rated Thrust | 250 | 0.0 | 0 | 13
f | 15.80 | 8,630 AGL | 92 Max Rated Thrust | 285 | 6.2 | 3200 | 216
g | 32.92 | 20,000 AGL | 93 Max Rated Thrust | 285
3
94
3 DME
3
d
c
b
a
MTC
Flight Profile HvyJt03
Transient Heavy Jet Departure to North
Flight Track: 01D15 - STANDARD DEPARTURES Aircraft: Transient TransHvyJet Engine: F108-CF-100
0
4,000
8,000
12,000
16,000
20,000
Scale in Feet 1:63,300 (1 inch = 5,280 feet)
N

Flight Profile HvyJt04

Point	Distance NM	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0.00	0 AGL	75 70% RPM Eng Runup	0	0.0	0	48
b	0.99	0 AGL	84.7 Max Rated Thrust	147	1.9	600	21
c	1.97	200 AGL	84.7 Max Rated Thrust	185	5.8	2200	65
d	5.92	2,630 AGL	84.7 Max Rated Thrust	250	2.8	1200	86
e	11.87	4,400 AGL	67 Max Rated Thrust	250	0.0	0	42
f	14.81	4,400 AGL	90 Max Rated Thrust	250	35.2	17800	14
g	15.80	8,630 AGL	84.7 Max Rated Thrust	250	1.6	700	118
h	24.00	10,000 AGL	67 Max Rated Thrust	250	0.0	0	45
i	27.32	10,000 AGL	91 Max Rated Thrust	285	12.1	6200	97
j	35.00	20,000 AGL	84.7 Max Rated Thrust	285			

Flight Profile HvyJt04

Transient Heavy Jet Departure to South

Flight Track: 19D19 - STANDARD DEPARTURE RWY 19 Aircraft: Transient TransHvyJet Engine: F108-CF-100

0 10,000 20,000 30,000 40,000 50,000

Scale in Feet 1:158,000 (1 inch = 13,200 feet)

TRANSIENTS UNDER RUNWAY MODIFICATION

- Transient operations would remain as described in Table 11.

Flight Tracks

Transient flight tracks under the proposed runway modification would remain unchanged from existing conditions.

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Transient Flight Profile Maps

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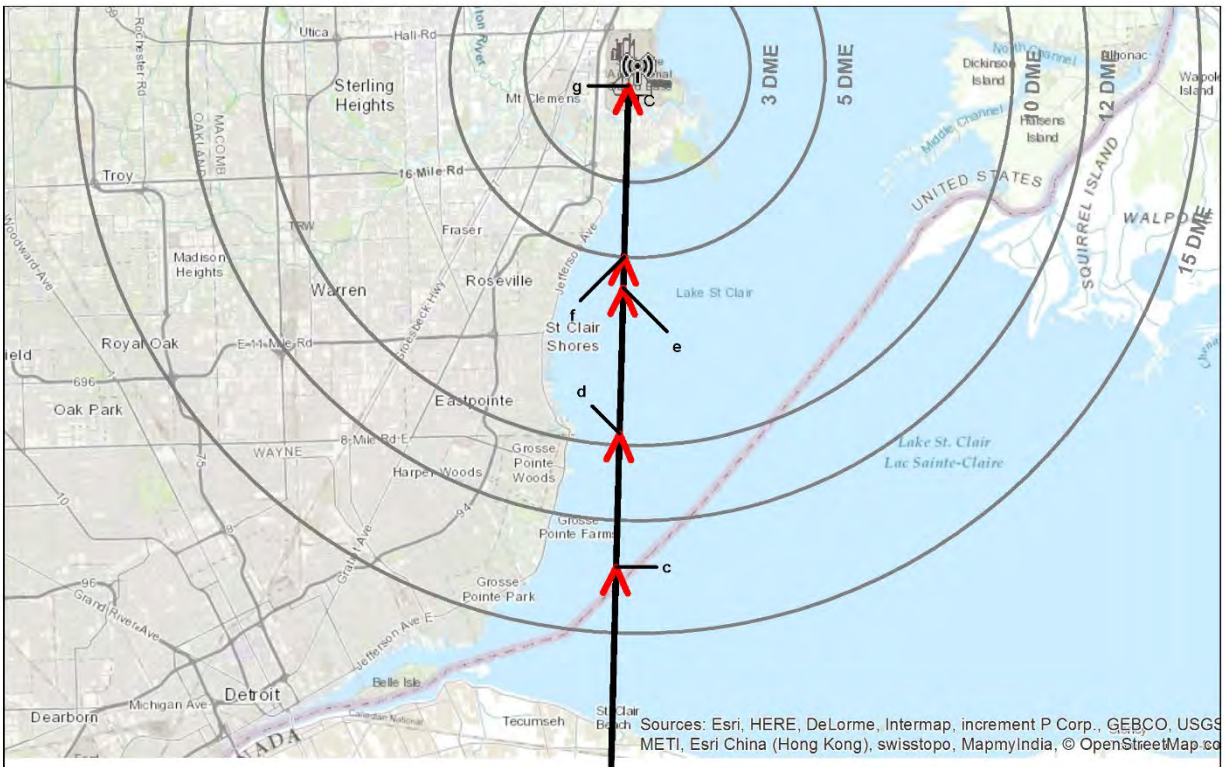


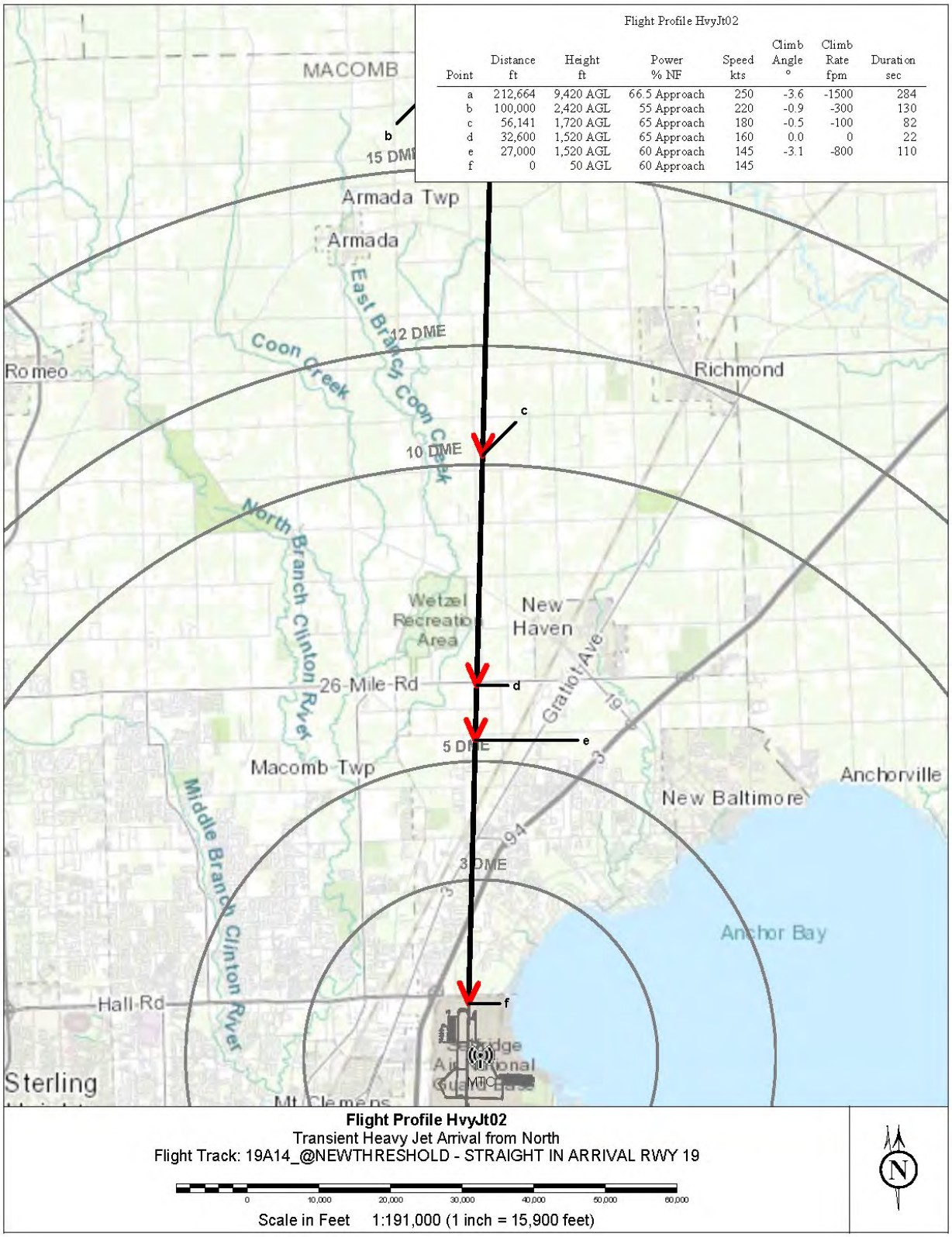
Flight Profile HvyJt01

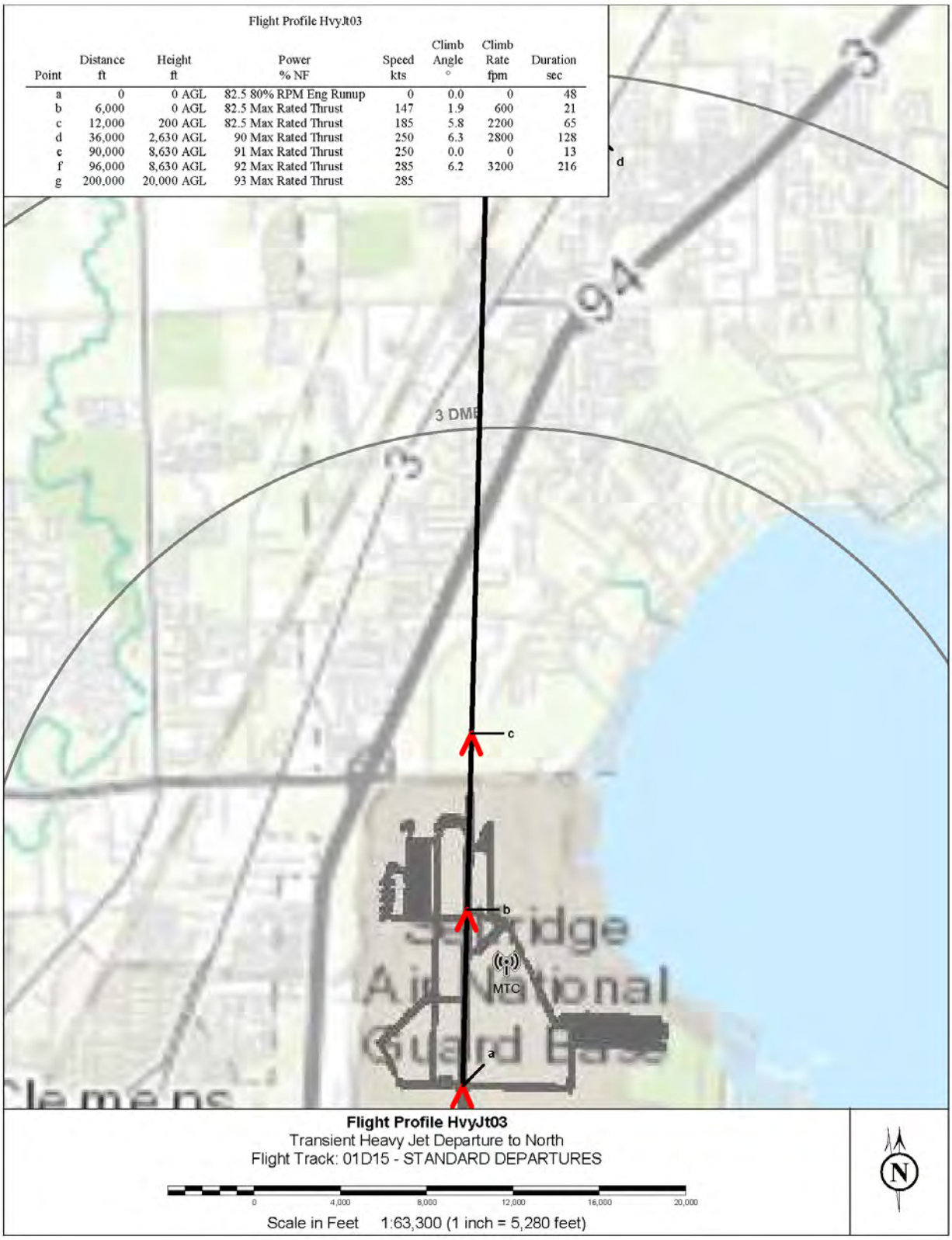
Point	Distance ft	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	212,664	4,420 AGL	55 Approach	220	-3.6	-1400	86
b	180,849	2,420 AGL	55 Approach	220	-0.4	-100	306
c	77,710	1,720 AGL	55 Approach	180	0.0	0	71
d	56,141	1,720 AGL	60 Approach	180	-0.2	-100	82
e	32,600	1,620 AGL	65 Approach	160	0.0	0	19
f	27,600	1,620 AGL	60 Approach	145	-3.3	-800	113
g	0	50 AGL	60 Approach	145			

Flight Profile HvyJt01
Transient Heavy Jet Arrivals from South
Flight Track: 01A17_@NEWTHRESHOLD - STRAIGHT IN RWY 01

0 20,000 40,000 60,000 80,000 100,000 120,000

Scale in Feet 1:387,000 (1 inch = 32,200 feet)


Flight Profile HvyJt02
Point | Distance ft | Height ft | Power % NF | Speed kts | Climb Angle ° | Climb Rate fpm | Duration sec
a | 212,664 | 9,420 AGL | 66.5 Approach | 250 | -3.6 | -1500 | 284
b | 100,000 | 2,420 AGL | 55 Approach | 220 | -0.9 | -300 | 130
c | 56,141 | 1,720 AGL | 65 Approach | 180 | -0.5 | -100 | 82
d | 32,600 | 1,520 AGL | 65 Approach | 160 | 0.0 | 0 | 22
e | 27,000 | 1,520 AGL | 60 Approach | 145 | -3.1 | -800 | 110
f | 0 | 50 AGL | 60 Approach | 145
MACOMB
Armada Twp
Armada
East Branch Coon Creek
Coon Creek
12 DME
10 DME
5 DME
3 DME
Romeo
Richmond
North Branch Clinton River
Wetzel Recreation Area
New Haven
Gratiot Ave
26 Mile Rd
Macomb Twp
Middle Branch Clinton River
New Baltimore
Anchorville
Anchor Bay
Hall Rd
Sterling
Mt Clemens
Flight Profile HvyJt02
Transient Heavy Jet Arrival from North
Flight Track: 19A14_@NEWTHRESHOLD - STRAIGHT IN ARRIVAL RWY 19
0 10,000 20,000 30,000 40,000 50,000 60,000
Scale in Feet 1:191,000 (1 inch = 15,900 feet)
N


Flight Profile HvyJt03
Point | Distance ft | Height ft | Power % NF | Speed kts | Climb Angle ° | Climb Rate fpm | Duration sec
a | 0 | 0 AGL | 82.5 80% RPM Eng Runup | 0 | 0.0 | 0 | 48
b | 6,000 | 0 AGL | 82.5 Max Rated Thrust | 147 | 1.9 | 600 | 21
c | 12,000 | 200 AGL | 82.5 Max Rated Thrust | 185 | 5.8 | 2200 | 65
d | 36,000 | 2,630 AGL | 90 Max Rated Thrust | 250 | 6.3 | 2800 | 128
e | 90,000 | 8,630 AGL | 91 Max Rated Thrust | 250 | 0.0 | 0 | 13
f | 96,000 | 8,630 AGL | 92 Max Rated Thrust | 285 | 6.2 | 3200 | 216
g | 200,000 | 20,000 AGL | 93 Max Rated Thrust | 285
d
3
94
3 DME
3
c
b
MTC
a
Flight Profile HvyJt03
Transient Heavy Jet Departure to North
Flight Track: 01D15 - STANDARD DEPARTURES
0
4,000
8,000
12,000
16,000
20,000
Scale in Feet 1:63,300 (1 inch = 5,280 feet)
N

Flight Profile HvyJt04

Point	Distance ft	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	75 70% RPM Eng Runup	0	0.0	0	48
b	6,000	0 AGL	84.7 Max Rated Thrust	147	1.9	600	21
c	12,000	200 AGL	84.7 Max Rated Thrust	185	5.8	2200	65
d	36,000	2,630 AGL	84.7 Max Rated Thrust	250	2.8	1200	86
e	72,141	4,400 AGL	67 Max Rated Thrust	250	0.0	0	42
f	90,000	4,400 AGL	90 Max Rated Thrust	250	35.2	17800	14
g	96,000	8,630 AGL	84.7 Max Rated Thrust	250	1.6	700	118
h	145,827	10,000 AGL	67 Max Rated Thrust	250	0.0	0	45
i	165,983	10,000 AGL	91 Max Rated Thrust	285	12.1	6200	97
j	212,664	20,000 AGL	84.7 Max Rated Thrust	285			

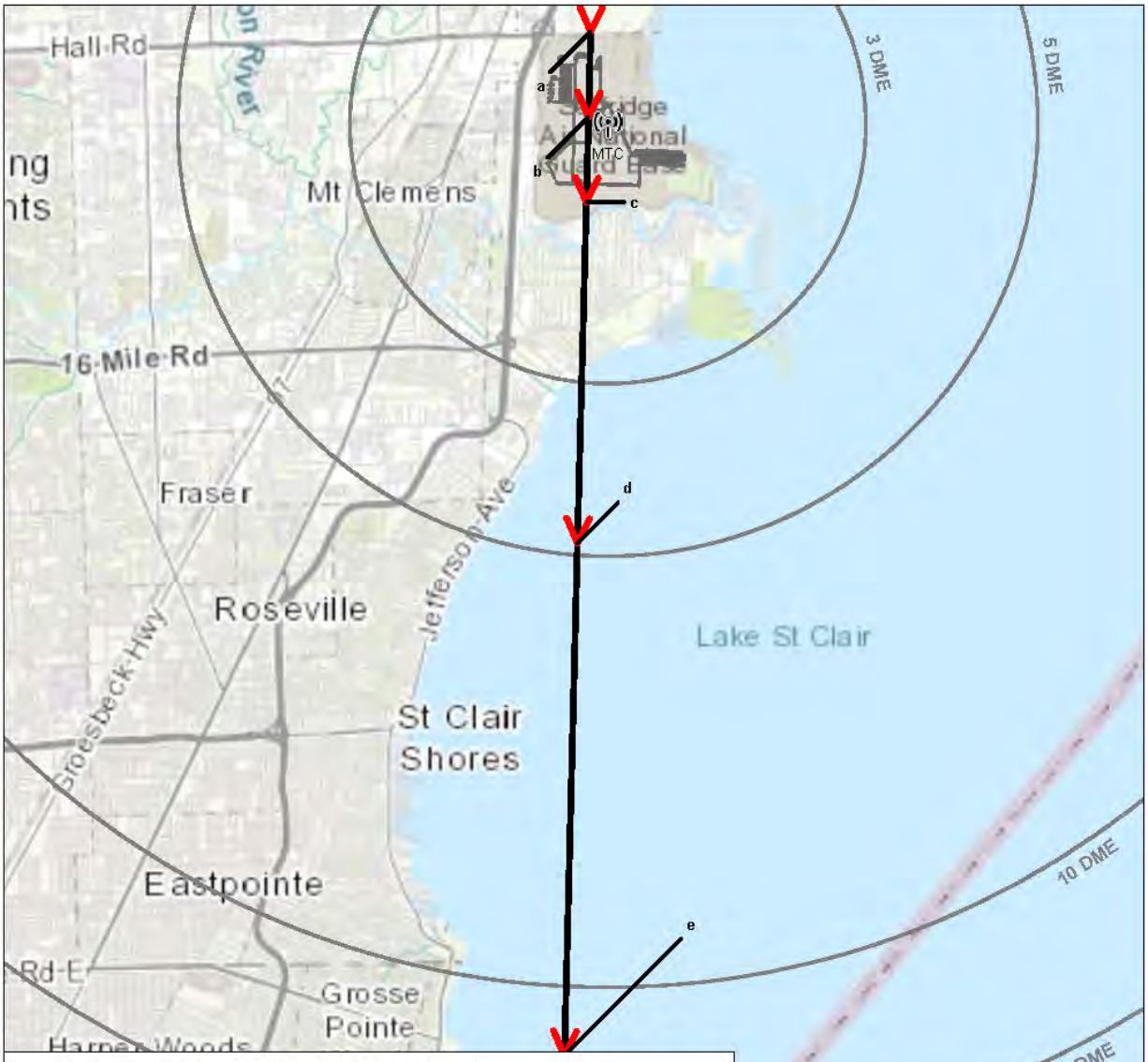
Flight Profile HvyJt04

Transient Heavy Jet Departure to South

Flight Track: 19D19_@NEWTHRESHOLD - STANDARD DEPARTURE RWY 19

0 10,000 20,000 30,000 40,000 50,000

Scale in Feet 1:158,000 (1 inch = 13,200 feet)



Flight Profile HvyJt04_@TAXIBACK

Point	Distance ft	Height ft	Power % NF	Speed kts	Climb Angle °	Climb Rate fpm	Duration sec
a	0	0 AGL	75 70% RPM Eng Runup	0	0.0	0	48
b	6,000	0 AGL	84.7 Max Rated Thrust	147	1.9	600	21
c	12,000	200 AGL	84.7 Max Rated Thrust	185	5.8	2200	65
d	36,000	2,630 AGL	84.7 Max Rated Thrust	250	2.8	1200	86
e	72,141	4,400 AGL	67 Max Rated Thrust	250	0.0	0	42
f	90,000	4,400 AGL	90 Max Rated Thrust	250	35.2	17800	14
g	96,000	8,630 AGL	84.7 Max Rated Thrust	250	1.6	700	118
h	145,827	10,000 AGL	67 Max Rated Thrust	250	0.0	0	45
i	165,983	10,000 AGL	91 Max Rated Thrust	285	12.1	6200	97
j	212,664	20,000 AGL	84.7 Max Rated Thrust	285			

Flight Profile HvyJt04_@TAXIBACK

Transient Heavy Jet Departure to South

Flight Track: 19D19_@TAXIBACK - STANDARD DEPARTURE RWY 19

0 10,000 20,000 30,000 40,000 50,000

Scale in Feet 1:158,000 (1 inch = 13,200 feet)

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APPENDIX I
ENVIRONMENTAL RESTORATION PROGRAM (ERP)

Selfridge Air National Guard Base
Installation Restoration Program
Site Summary Table

Site ID [1]	AOC Designation	Classification	Site Name	Sources of Contamination	Contamination	Operation Date	Identification Date	Status	Source	Open	Closed [2]	Media Relocation Restrictions (exceedances > Part 201 criteria)			Direct Contact Exceedances (soil and groundwater) [3]	
	Installation Restoration Program											Yes/No	Soil	Groundwater	Residential	Non-Residential
ZZ053	Former Army Area 3 - AAFES Expansion Area	NERS AOC	Former Army Air Force Exchange Service (AAFES) Expansion Area (Army Area 3)	Suspected historical fuel barrel storage area and backfill from undocumented sources used as barrow fill of old drainage ditches.	Metals	See Army Area 3 and Army Area 7	2003	Remedial Investigation completed - media relocation restrictions (soil and groundwater) are active. Recommendations for remedial action proposed.	Final Proposed Plan for 14 ERP Sites (13 September 2021); Final Remedial Investigation Report - SANGB; Great Lakes RI/FS (30 August 2018)	1	0	Yes	1	1	Under Investigation	Under Investigation
AL747	Air to Ground Stationary Range (Land)	MMRP	Air to Ground Stationary Range	Potential expended small arms ammunition	Lead	1918-1930	2006	Lead soil contamination identified was below relevant screening levels during CSE Phase II.	Final Historical Records Review for USAG-S (January 2006); Final Report Comprehensive Site Evaluation Phase II, SANGB (January 2009)	0	1	No	0	0	None	None
AL748	Air to Ground Water Range (Land)	MMRP	Air to Ground Water Range	Potential expended small arms ammunition	Lead	1918-1930	2006	Lead soil or groundwater contamination identified was below relevant screening levels during CSE Phase II.	Final Historical Records Review for USAG-S (January 2006); Final Report Comprehensive Site Evaluation Phase II, SANGB (January 2009)	0	1	No	0	0	None	None
AOC-N	AOC N	AOC	Waste Disposal/ Storage Area at Building 45	Paint strippers, paints, and solvents stored in 5 gallon and 55 gallon containers	Metals, SVOCs, and VOCs	Mid-1960s- Late 1980s	1992	NFRAP concurrence from MDEQ on letter dated 08 November 1999. Soil and water restrictions exist.	Final Five Year Review Report (23 February 2021); Preliminary Assessment/ Site Inspection Report Volume I (March 1997); MDEQ Letter dated 08 November 1999	0	1	Yes	1	1	Soil	None
AOC-T	AOC T	AOC	Leach Fields at Building 1492	Waste oils, solvents, paints, and degreasers from vehicles, heavy equipment and electronic maintenance, sheet metal, and paint shop activities disposal in leach fields since 1969	Metals and VOCs	1969 - 1992	1992	NFRAP concurrence from MDEQ on letter dated 08 November 1999. Soil and water restrictions exist.	Final Five Year Review Report (23 February 2021); Preliminary Assessment/ Site Inspection Report Volume I (March 1997); MDEQ Letter dated 08 November 1999	0	1	Yes	1	1	Soil	None
ZZ054	AR1-AOC	NERS AOC	West Nike Silo Area	Unlabeled 55 gallon drums, demolition wastes, missile maintenance chemicals, and metals in support of Nike maintenance activities.	Metals and VOCs	1950s-1969	1996	Remedial Investigation completed - media relocation restrictions (soil and groundwater) are active. Recommendations for remedial action proposed.	Final Proposed Plan for 14 ERP Sites (13 September 2021); Final Remedial Investigation Report - SANGB; Great Lakes RI/FS (30 August 2018)	1	0	Yes	1	1	Under Investigation	Under Investigation
ZZ039	AR2-AOC and 1673-AOC	NERS AOC	East Nike Silo Area and Former BLG 1673 Underground Storage Tank	55 gallon drum of unknown contents, pigmented foundation coating, transformers, and diesel fuel.	Metals	1950s-1969 (1992 - Tank Removed)	1996	Remedial Investigation completed - media relocation restrictions (soil and groundwater) are active. Recommendations for remedial action proposed.	Final Proposed Plan for 14 ERP Sites (13 September 2021); Final Remedial Investigation Report - SANGB; Great Lakes RI/FS (30 August 2018)	1	0	Yes	1	1	Under Investigation	Under Investigation
X	AR5-AOC	AOC	Construction Materials Storage Area	Former septic field for 1500 area, and reported historic storage of hazardous material containers. Site inspection by base personnel indicated no evidence of waste or material storage at location and no stress vegetation was observed	None	1950s-1999	1997	No Further action memo submitted to the MDEQ dated 15 Mar 2002. Based upon site visits conducted in 2002 no signs of past material storage at this location or stress vegetation was observed. Since there is no evidence to support environmental contamination or spills at this location, No further action at this site is planned by the ANG.	ANG/CEVR Letter dated 15 Mar 2002 to MDEQ.	0	1	No	0	0	None	None
X	AR6-AOC and 1679-AOC	AOC	Building 1699 Radar Antenna Tower Area (AR6-AOC) and Building 1679 UST	1699 - Pesticide Residues and waste oils storage. 1679 - one 1,000-gallon leaded gasline and one 1,000-gallon diesel UST were removed in 1993. Impacted soil observed during tank removal activities.	1699 - Pesticides, Herbicides, Meatls VOCs, PNAs, and PCBs 1679 - Metals, VOCs, and PNAs	1950s-1969;	1996; 1993 - 1679 USTs Removed	Contamination Below Residential Criteria - NFA - Unrestricted Closure.	Final Report for Environmental Site Assessment for Property Transfer at SANGB (25 October 1996); Environmental Site Assessment Radar Antennae Area - Building 1669 (11 February 1999), Final Site Assessment Report 1679 (March 2002); MDEQ Letter 11 September 2002 Tier I Closure 1679 (Unrestricted Residential)	0	1	No	0	0	None	None
X	Army Area 1a	Army AOC	Former Firing Range	Potential expended small arms ammunition	Metals	Unknown-1970 (based on aerial photographs)	2002	No Further Action Approval by MDEQ on letter dated 09 May 2008. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Site Investigation Report: Investigation of Areas Based on Recommendation in EBS for USAG-S (April 2007); MDEQ Letter dated 09 May 2008	0	1	Yes	1	1	None	None
X	Army Area 1b	Army AOC	Former Firing Range	Potential expended small arms ammunition	Metals	Unknown-1970 (based on MDEQ 1928 aerial photographs)	2002	No Further Action Approval by MDEQ on letter dated 09 May 2008. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Site Investigation Report: Investigation of Areas Based on Recommendation in EBS for USAG-S (April 2007); MDEQ Letter dated 09 May 2008	0	1	Yes	1	1	None	None
ZZ052	Army Area 2 and 8A	NERS AOC	Former Fill Area Within Ravine and Original Shoreline Along Lake St. Clair	Area where fill material (possibly dredged material) was added to the shoreline and drainage ditch. Original shoreline extended out into Lake St. Clair with unknown dredged material from lake.	Metals and SVOCs	1920s and 1930s (based on MDEQ 1928 aerial photograph)	2002	No Further Action approved by EGLE (letter dated 27 May 2020)	Final 2020 Annual LTM Report for ZZ052 (09 June 2021); Final Request for Mixing Zone-Based Groundwater Surface Water Interface Cleanup Criteria (30 November 2016); Final Technical Memorandum Selfridge Air National Guard Base Areas 2 and 8A: 2015 Corrective Action - Additional Excavation Activities (08 April 2016);	0	1	Yes	0	1	None	None
X	Army Area 3	Army AOC	Former Barrel Storage Area	Suspected barrel storage area and fuel product release contaminants	VOCs and SVOCs	1920s (based on MDEQ 1928 aerial photograph)	2002	No Further Action Approval by MDEQ on letter dated 09 May 2008. Unrestricted closure.	Final Site Investigation Report: Investigation of Areas Based on Recommendation in EBS for USAG-S (April 2007); MDEQ Letter dated 09 May 2008	0	1	No	0	0	None	None
X	Army Area 4	Army AOC	Area of Reported Military Equipment Disposal at East End of Golf Course	Suspected surplus military equipment disposal and metal contaminants may be present	Metals, VOCs, SVOCs, Pesticides, PCBs, and Explosives	1940s (based on MDEQ identification)	2002	No Further Action Approval by MDEQ on letter dated 09 May 2008. Unrestricted closure.	Final Site Investigation Report: Investigation of Areas Based on Recommendation in EBS for USAG-S (April 2007); MDEQ Letter dated 09 May 2008	0	1	No	0	0	None	None
X	Army Area 5	Army AOC	Two Former Ponds	Former ponds filled with unknown fill material	Metals, VOCs, SVOCs, Pesticides, and PCBs	1920s	2002	No Further Action Approval by MDEQ on letter dated 09 May 2008. Unrestricted closure.	Final Site Investigation Report: Investigation of Areas Based on Recommendation in EBS for USAG-S (April 2007); MDEQ Letter dated 09 May 2008	0	1	No	0	0	None	None
X	Army Area 6	Army AOC	Area of Possible Impacts from Reported Disposal of Military Equipment near 700 Area Housing	Suspected surplus military equipment disposal and metal contaminants may be present	Metals, VOCs, SVOCs, Pesticides, PCBs, and Explosives	1920s-1940s (based on MDEQ identification)	2002	No Further Action Approval by MDEQ on letter dated 09 May 2008. Unrestricted closure.	Final Site Investigation Report: Investigation of Areas Based on Recommendation in EBS for USAG-S (April 2007); MDEQ Letter dated 09 May 2008	0	1	No	0	0	None	None

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Site ID [1]	AOC Designation	Classification	Site Name	Sources of Contamination	Contamination	Operation Date	Identification Date	Status	Source	Open	Closed [2]	Media Relocation Restrictions (exceedances > Part 201 criteria)			Direct Contact Exceedances (soil and groundwater) [3]	
	Installation Restoration Program											Yes/No	Soil	Groundwater	Residential	Non-Residential
X	Army Area 7	Army AOC	Former Drainage Ditches	Suspected drainage ditches filled with unknown fill material	Metals, VOCs, SVOCs, Pesticides, and PCBs	Unknown	2002	No Further Action Approval by MDEQ on letter dated 09 May 2008. Unrestricted closure.	Final Site Investigation Report: Investigation of Areas Based on Recommendation in EBS for USAG-S (April 2007); MDEQ Letter dated 09 May 2008	0	1	No	0	0	None	None
X	Army Area 8b	Army AOC	Original Shoreline Along Lake St. Clair	Original shoreline extended out in into Lake St. Clair with unknown dredged material from lake	Metals, VOCs, SVOCs, Pesticides, PCBs, and Explosives	1930s (based on historical aerial photographs)	2002	No Further Action Approval by MDEQ on letter dated 09 May 2008. Unrestricted closure.	Final Site Investigation Report: Investigation of Areas Based on Recommendation in EBS for USAG-S (April 2007); MDEQ Letter dated 09 May 2008	0	1	No	0	0	None	None
X	Army Area 9	Army AOC	Mound of Unspecified Fill Material North of Wooten Street	Suspected barrow material from underground utility work conducted in housing areas	Metals, VOCs, SVOCs, Pesticides, PCBs, and Explosives	1990s	2002	No Further Action Approval by MDEQ on letter dated 09 May 2008. Unrestricted closure.	Final Site Investigation Report: Investigation of Areas Based on Recommendation in EBS for USAG-S (April 2007); MDEQ Letter dated 09 May 2008	0	1	No	0	0	None	None
X	Army Area 10	Army AOC	Possible Former Landfill at Jefferson and George Avenues	Extensive land disturbances and possible unknown landfill operations or part of building construction activities	Metals, VOCs, SVOCs, Pesticides, PCBs, and Explosives	1930s (based on aerial photographs)	2002	No Further Action Approval by MDEQ on letter dated 09 May 2008. Unrestricted closure.	Final Site Investigation Report: Investigation of Areas Based on Recommendation in EBS for USAG-S (April 2007); MDEQ Letter dated 09 May 2008	0	1	No	0	0	None	None
X	Army Area 11	Army AOC	Used Oil AST Site at Building 104	Used oil AST for auto hobby shop	VOCs and SVOCs	1970s-Early 2000s (Removed)	2002	No Further Action Approval by MDEQ on letter dated 09 May 2008. Unrestricted closure.	Final Site Investigation Report: Investigation of Areas Based on Recommendation in EBS for USAG-S (April 2007); MDEQ Letter dated 09 May 2008	0	1	No	0	0	None	None
X	Army Area 12	Army AOC	Former Heating Oil Tank Site at Building 400	Heating oil UST for 400s Buildings	VOCs and SVOCs	1970s-1990 (Removed)	2002	No Further Action Approval by MDEQ on letter dated 09 May 2008. Unrestricted closure.	Final Site Investigation Report: Investigation of Areas Based on Recommendation in EBS for USAG-S (April 2007); MDEQ Letter dated 09 May 2008	0	1	No	0	0	None	None
X	Army Area 13	Army AOC	Former Heating Oil Underground Storage Tank at Building 1546	No investigation performed because no such building existed and it was listed in error in a UST registry	None	None	2002	Not Applicable	Final Site Investigation Report: Investigation of Areas Based on Recommendation in EBS for USAG-S (April 2007); MDEQ Letter dated 09 May 2008	0	1	No	0	0	None	None
X	Army Area 14	Army AOC	Former Heating Oil Tank Site at Building 1673	Heating oil and fuel product contaminants from UST for Building 1673	VOCs and SVOCs	1992 (Removed)	2002	No Further Action Approval by MDEQ on letter dated 09 May 2008. Unrestricted closure.	Final Site Investigation Report: Investigation of Areas Based on Recommendation in EBS for USAG-S (April 2007); MDEQ Letter dated 09 May 2008	0	1	No	0	0	None	None
X	AUST-AOC	AOC	Aviation Underground Storage Tank	Gasoline, diesel fuel, solvent storage, and fuel oil at Buildings 1412 and 1434	BTEX and PNAs	Unknown	1997 (Removed)	Underground Storage Tank does not require any further investigation per MDEQ letter dated 21 February 2002.	Final Five Year Review Report (23 February 2021); USTD Closure Report for Buildings 1412, 1434, and 1001 (January 1997); MDEQ Letter dated 21 February 2002	0	1	Yes	1	1	None	None
X	AWT-AOC	AOC	Abandoned Waste Solvent Underground Storage Tank	6,000 gallon solvent/detergent UST associated with Building 1432 aircraft wash rack. This tank supported aircraft washing operations.	Metals, VOCs, and PNAs	Unknown	1997 (Removed)	UST closure report submitted to MDEQ in 1997. MDEQ concurrence letter dated 26 June 1998.	USTD Closure Report for Buildings 302, 1429, and 1432 (January 1997);	0	1	No	0	0	None	None
TU058	162-AOC	NERS AOC	Building 162 Hydraulic Lift Station	Hydraulic fluids	Metals and VOCs	1960s	2010	Remedial Investigation completed - media relocation restrictions (soil and groundwater) are active. Recommendations for remedial action proposed.	Final Proposed Plan for 14 ERP Sites (13 September 2021); Final Remedial Investigation Report - SANGB; Great Lakes RI/FS (30 August 2018)	1	0	Yes	1	1	Under Investigation	Under Investigation
SA059	Building 698	NERS AOC	Former Army Pesticide Storage Building	Prior to the construction of Building 572, pesticides for use within USAG-DTA (Selfridge) were stored in Building 698. This former pesticide storage building is located on the golf course and was demolished in June 1996. At the time of demolition, various stains were observed on the concrete floor. The stained flooring was scarified and the debris was disposed of offsite. Four soil samples for pesticides also were collected outside the pad prior to demolition. According to the soil sample results in Appendix Q, chlropyrifos, 4,4´-DDD, 4,4´-DDE, 4,4´-DDT, dieldrin, methoxychlor, chlordane, and various PAHs were detected in the soils above residential contact criteria (e.g., chlordane at 38.5 µg/kg). Chlorpyrifos, benzo(a)pyrene, and fluoranthene were detected above industrial criteria. Also used for storage of munitions, including pyrotechnics, small arms, and ordnance.	Metals and VOCs	1942-1990	2009	Remedial Investigation completed - media relocation restrictions (soil and groundwater) are active. Recommendations for remedial action proposed.	Final Proposed Plan for 14 ERP Sites (13 September 2021); Final Remedial Investigation Report - SANGB; Great Lakes RI/FS (30 August 2018)	1	0	Yes	1	1	Under Investigation	Under Investigation
TT045	Building 99	AOC	Building 99 Underground Storage Tanks and Pumping Station	Jet fuel	VOCs and SVOCs	2008	1999	No Further Action Approval by MDEQ on letter dated 20 August 2014. Soil and media relocation restrictions.	24 January 2014 - Meeting Minutes; Final Project Completion Report for Building 99 Site Corrective Action (July 2014); Final Soil Completion Report for the Building 99 Site Corrective Action (July 2014); MDEQ Letter dated 20 August 2014	0	1	Yes	1	1	None	None
X	C16-AOC	AOC	F-16 Airplane Crash Site	F-16 crash with spilled fuel and hydraulics and metal contaminants from crashed aircraft	Metals, SVOCs, and VOCs	1993	1997	No Further Action Approval by MDEQ on letter dated 27 April 2006. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008); MDEQ Letter dated 27 April 2006; Final Site Investigation Report For Areas of Concern FIB, TWS, CRF, C16, ETC, 1576, SSR, and OSA (April 2005);	0	1	Yes	1	1	None	None
AL747D	Clay Pigeon Trap Site	MMRP	Clay Pigeon Trap Site	Potential expended small arms ammunition	Lead and PAHs	1918-1930	2006	Unrestricted residential NFA approved my MDEQ on letter dated 29 May 2013. Lead soil contamination identified were above relevant screening levels. Contaminated soil excavated and confirmation soil sampling performed. No lead groundwater contamination identified were above relevant screening levels.	Final Report Comprehensive Site Evaluation Phase II (January 2009); Final Record of Decision for the Clay Pigeon Trap Site and Rifle Range (September 2012); Final Proposed Plan for the Clay Pigeon Trap Site and Rifle Range (September 2012); MDEQ Letter dated 29 May 2013	0	1	No	0	0	None	None

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												Yes/No	Soil	Groundwater	Residential	Non-Residential
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X	CRF-AOC	AOC	RF-101 Airplane Crash Site	RF-101 crash with spilled fuel and hydraulics and metal contaminants from crashed aircraft	Metals, SVOCs, and VOCs	1971	1997	No Further Action Approval by MDEQ on letter dated 27 April 2006. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008); MDEQ Letter dated 27 April 2006; Final Site Investigation Report For Areas of Concern FIB, TWS, CRF, C16, ETC, 1576, SSR, and OSA (April 2005)	0	1	Yes	1	1	None	None
X	CYS-AOC	AOC	Coal Yard Storage	Bituminous coal, off specification oil, PAHs, PCBs, and metals	Metals, SVOCs, VOCs, and PCBs	1920s-1980s	1988	No Further Action Approval by MDEQ on letter dated 05 May 2009. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Site Assessment Report for Coal Yard Storage Area Of Concern (July 2008); MDEQ Letter dated 05 May 2009	0	1	Yes	1	1	None	None
LF044	DRMO-AOC	ANG AOC	Defense Reutilization and Marketing Office (DRMO) Storage Yard	Area may have been used as a fill area. Former RCRA permitted hazardous waste storage area. During DLA DS scrap yard operations various equipment, materials, and scrap metal were stored.	Metals, SVOCs, and VOCs	1940s- 2010 (DRMO closed in 2010)		No Further Action Approval by MDEQ on letter dated 16 September 2020. Soil and media relocation restrictions.	Final 2019 Annual LTM Report for LF044 (10 January 2019); Final After Action Report DRMO (09 June 2016); Final Request for Mixing Zone-Based Groundwater Surface Water Interface Cleanup Criteria (13 February 2015)	0	1	Yes	1	1	None	None
PL043	East POL	AOC	East Petroleum, Oil, and Lubricant (POL) Facility	JP-8 fuel, JP-4 fuel	Metals, SVOCs, SVOCs, and TPH-DROs)	1959-2009 (facility demolished)	1989	No Further Action Approval by MDEQ on letter dated 07 February 2017. (High pH observed at MW-102 and MW-103; VI conditions for new construction)	Final After Action Report EPOL (24 July 2015); Final LTM Report, Round #4 (23 December 2016); MDEQ Letter dated 07 February 2017; Final Project Close-Out Summery Report EPOL (12 July 2018)	0	1	Yes	1	1	None	None
TU051	East Ramp Access (ESHL)	AOC	East Ramp Fuel Line/ East Ramp Hydrant Line	JP-4 from fuel line break	VOCS	Abandoned in 1990s	2006	No Further Action approved by MDEQ in letter dated 27 October 2011. Soil and media relocation restrictions exist. Contaminated soil exists under concrete utility corridors.	Final Five Year Review Report (23 February 2021); Final April 2011 - Fourth Quarter Groundwater Monitoring Report (November 2011); Final East Ramp Fuel Line Corrective Measures Implementation Report (October 2011); MDEQ Letter dated 27 October 2011	0	1	Yes	1	1	Soil and groundwater	Soil and groundwater
ED373	EOD-AOC	MMRP	Former Explosive Ordnance Disposal (EOD) Range	Potential unexploded ordnance including: ammunition rounds, grenades, detonators, practice bombs, flares, propellant and actuated devices	MEC and MC	1969-1991	2006	EGLE approved Remedial Action Completion Report (email dated 21 September 2021); MEC and MC constituent clearance corrective actions completed. AF Safety and DDESD approval for site closure received,. NFA submitted to EGLE.	Final After Action Report (29 September 2021); Final Remedial Action Completion Report Explosive Ordnance Disposal (EOD) Range (ED373) Munitions Response Site (MRS) (28 September 2021); Final Proposed Plan EOD (ED373) MRS (July 2016); Final Record of Decision EOD Range (ED373) MRS (March 2018)	1	0	**No [4]	0	0	None	None
X	ETC-AOC	AOC	Air Force Reserve, Engine Test Cell (ETC)	Many chemical spills associated with jet fuels and fluids	Metals, SVOCs, and VOCs	1979-1991	1997	No Further Action Approval by MDEQ on letter dated 27 April 2006. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008); MDEQ Letter dated 27 April 2006; Final Site Investigation Report For Areas of Concern FIB, TWS, CRF, C16, ETC, 1576, SSR, and OSA (April 2005);	0	1	Yes	1	1	None	None
X	F0509	Navy AOC	Haunted House	Potential contamination from possible sanitary waste and former heating oil AST. May contain an abandoned mobile home trailer park septic system (location unkown).	Metals, SVOCs, and VOCs	1926-1998 (Demolished)	1994	No Further Action Approval by MDEQ on letter dated 30 January 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F0509 at Naval Air Facility - Detroit (09 September 2005); MDEQ Letter dated 30 January 2006	0	1	No	0	0	None	None
X	F0515	Navy AOC	Seabees Equipment Maintenance Building	Stained soils and stressed vegetation from possible releases of hazardous materials and petroleum products. May contain an abandoned mobile home trailer park septic system (location unknown).	Metals, SVOCs, and VOCs	Unknown-Present	1994	No Further Action Approval by MDEQ on letter dated 30 January 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F0515 at Naval Air Facility - Detroit (08 September 2005); MDEQ Letter dated 30 January 2006	0	1	No	0	0	None	None
X	F0516	Navy AOC	Seabees Supply Warehouse	May contain an abandoned mobile home trailer park septic system (location unknown).	Metals, SVOCs, and VOCs	Unknown-Present	1994	No Further Action Approval by MDEQ on letter dated 30 January 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F0516 at Naval Air Facility - Detroit (08 September 2005); MDEQ Letter dated 30 January 2006	0	1	No	0	0	None	None
X	F0517	Navy AOC	Seabees Training Building	Stressed vegetation from possible release of hazardous materials. May contain an abandoned mobile home trailer park septic system (location unknown).	Metals, SVOCs, and VOCs	1985-Present	1994	No Further Action Approval by MDEQ on letter dated 30 January 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F0517 at Naval Air Facility - Detroit (25 October 2005); MDEQ Letter dated 30 January 2006	0	1	No	0	0	None	None
X	F0518	Navy AOC	Seabees Headquarters Building	May contain an abandoned mobile home trailer park septic system (location unknown).	None	1985-Present	1994	No Further Action Approval by MDEQ on letter dated 30 January 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F0518 at Naval Air Facility - Detroit (25 October 2005); MDEQ Letter dated 30 January 2006	0	1	No	0	0	None	None
X	F0519	Navy AOC	Seabees Storage Warehouse	May contain an abandoned mobile home trailer park septic system (location unknown).	Metals, SVOCs, and VOCs	1991-Present	1994	No Further Action Approval by MDEQ on letter dated 30 January 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008) ; Transmittal of Request of No Further Action for the Site F0519 at Naval Air Facility - Detroit (25 October 2005); MDEQ Letter dated 30 January 2006	0	1	No	0	0	None	None
X	F1017	Navy AOC	Bachelors Enlisted Quarters	Heating oil from 1000 gal UST	Metals, SVOCs, and VOCs	1951-1997	1994	No Further Action Approval by MDEQ on letter dated 30 January 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F1017 at Naval Air Facility - Detroit (25 October 2005); MDEQ Letter dated 30 January 2006	0	1	No	0	0	None	None
X	F1403	Navy AOC	Navy Public Works Building	Unregulated discharges of petroleum products, oil, and lubricants, and potential disposal of lead paints and solvents	Metals, SVOCs, and VOCs	1960-2000 (Demolished)	1994	No Further Action Approval by MDEQ on letter dated 28 September 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F1403 at Naval Air Facility - Detroit (31 October 2005); MDEQ Letter dated 28 September 2006	0	1	No	0	0	None	None
X	F1405	Navy AOC	Navy Bachelors Enlisted Quarters	Solid waste disposal and potential migration of contamination from adjacent site S0004	Metals, SVOCs, and VOCs	1971-Present	1994	No Further Action Approval by MDEQ on letter dated 28 September 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F1405 at Naval Air Facility - Detroit (31 October 2005); MDEQ Letter dated 28 September 2006	0	1	No	0	0	None	None

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	Installation Restoration Program											Yes/No	Soil	Groundwater	Residential	Non-Residential
X	F1407	Navy AOC	Navy Club	Potential migration of contamination from adjacent site S0003	Metals, SVOCs, and VOCs	1960-2002	1994	No Further Action Approval by MDEQ on letter dated 28 September 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F1407 at Naval Air Facility - Detroit (31 October 2005); MDEQ Letter dated 28 September 2006	0	1	No	0	0	None	None
X	F1408	Navy AOC	Reserve Training	Possible use as landfill and presence of stressed vegetation south of the building near an existing transformer	Metals, SVOCs, VOCs, and PCBs	1969-Present	1994	No Further Action Approval by MDEQ on letter dated 28 September 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F1408 at Naval Air Facility - Detroit (31 October 2005); MDEQ Letter dated 28 September 2006	0	1	No	0	0	None	None
X	F1409	Navy AOC	Marine Wing Support/ Former Navy Medical and Dental Clinic	Contamination from chemicals associated with clinics, former transformer pads with possible PCBs, and 250 gallon diesel UST	Metals, SVOCs, and VOCs	1960-Present	1994	No Further Action Approval by MDEQ on letter dated 28 September 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F1409 at Naval Air Facility - Detroit (31 October 2005); MDEQ Letter dated 28 September 2006	0	1	No	0	0	None	None
X	F1410	Navy AOC	Personnel Support	Site used as dump prior to building construction and potential migration of contamination from adjacent site	Metals, SVOCs, VOCs, and PCBs	1971-Present	1994	No Further Action Approval by MDEQ on letter dated 28 September 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F1410 at Naval Air Facility - Detroit (31 October 2005); MDEQ Letter dated 28 September 2006	0	1	No	0	0	None	None
X	F1411	Navy AOC	NAF Fitness Center	Potential migration of contamination from adjacent site S0004 and northwest landfill	Metals, SVOCs, and VOCs	1982-Present	1994	No Further Action Approval by MDEQ on letter dated 28 September 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F1411 at Naval Air Facility - Detroit (11 October 2006); MDEQ Letter dated 28 September 2006	0	1	No	0	0	None	None
X	F1414	Navy AOC	Aircraft General Supply	Two buildings: General purpose (1440) and Hazardous Waste Storage Area (1441). Possible releases of hazardous and petroleum products and potential migration of contamination from adjacent coal burning power plant	Metals, SVOCs, and VOCs	1960-Present and 1993-Present	1994	No Further Action Approval by MDEQ on letter dated 28 September 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F1414 at Naval Air Facility - Detroit (31 October 2005); MDEQ Letter dated 28 Septeber 2006	0	1	No	0	0	None	None
X	F1416	Navy AOC	Aircraft Maintenance Hangar	Possible contamination due to fuel, oil, solvent spills, waste oils from adjacent ASTs, OWS, acid pit, battery lockers, and boiler room facilities	Metals, SVOCs, and VOCs	1981-Present; tanks removed in 2000	1994	No Further Action Approval by MDEQ on letter dated 28 September 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F1416 at Naval Air Facility - Detroit (31 October 2005); MDEQ Letter dated 28 September 2006	0	1	No	0	0	None	None
X	F1419	Navy AOC	VP-93 Line Shack	Potential contamination from spills and releases during maintenance, migration of contamination from adjoining site S0003, and underground fuel lines possible release from former UST at 1412.	Metals, SVOCs, and VOCs	1985-Present	1994	No Further Action Approval by MDEQ on letter dated 23 March 2007. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F1419 at Naval Air Facility - Detroit (11 October 2006); MDEQ Letter dated 23 March 2007	0	1	No	0	0	None	None
X	F1422	Navy AOC	Maintenance Hangar	Documented fuel spill over 3000 gallons, potential migration of contamination from adjacent properties: IRP Site 4, former AF pump house, OWS, and underground fuel lines	Metals, SVOCs, and VOCs	1990-Present	1994	No Further Action Approval by MDEQ on letter dated 20 September 2007. Soil and media relocation restrictions exist.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008) ; Site Assessment Addendum Report At Building 1422; Transmittal of Request of No Further Action for the Site F1422 at Naval Air Facility - Detroit 11 October 2006); MDEQ Letter date 20 September 2007	0	1	Yes	1	1	None	None
X	F1423	Navy AOC	Mobile Maintenance Latrine	Potential contamination from adjacent areas: Building 1412 former USTs, nearby underground jet fuel lines, and hazardous materials from avionics paint and solvents	Metals, SVOCs, and VOCs	Unknown-Present	1994	No Further Action Approval by MDEQ on letter dated 28 September 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F1423 at Naval Air Facility - Detroit (31 October 2005); MDEQ Letter dated 28 September 2006	0	1	No	0	0	None	None
X	F1424	Navy AOC	Abandoned Aircraft Maintenance Hangar	Potential contamination from adjacent facilities: coal storage area, spill of petroleum products, hazardous materials, and nearby OWS and associated oil collection pit	Metals, SVOCs, and VOCs	1960-Present	1994	No Further Action Approval by MDEQ on letter dated 23 March 2007. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F1424 at Naval Air Facility - Detroit (11 October 2006) ; MDEQ Letter dated 23 March 2007	0	1	No	0	0	None	None
X	F1425	Navy AOC	Marine Maintenance Hangar	Potential contamination from observed stressed vegetation at southwest side of building from maintenance activities and OWS	Metals, SVOCs, and VOCs	1960-Present	1994	No Further Action Approval by MDEQ on letter dated 23 March 2007. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F1425 at Naval Air Facility - Detroit (09 October 2006); MDEQ Letter dated 23 March 2007	0	1	No	0	0	None	None
X	F1426	Navy AOC	Aircraft Support Equipment Shop	Potential impacts from aircraft maintenance and use as equipment storage area	Metals, SVOCs, and VOCs	1960-Present	1994	No Further Action Approval by MDEQ on letter dated 23 March 2007. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F1426 at Naval Air Facility - Detroit (11 October 2006); MDEQ Letter dated 23 March 2007	0	1	No	0	0	None	None
X	F1427	Navy AOC	C-12 Hangar	Potential contamination migration from BLG 1429-AOC, OWS near BLG 1425/1427, and stressed vegetation and stained soil surrounding Building 1427	Metals, SVOCs, and VOCs	1990-Present	1994	No Further Action Approval by MDEQ on letter dated 28 September 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F1427 at Naval Air Facility - Detroit (31 October 2005); MDEQ Letter dated 28 September 2006	0	1	No	0	0	None	None
X	F1445	Navy AOC	Hazardous Waste Accumulation Area	Potential contamination migration from F1446 site, releases and spills of hazardous waste and petroleum products, and two former 1000-gallon UST (removed)	Metals, SVOCs, and VOCs	1960-Present	1994	No Further Action Approval by MDEQ on letter dated 23 March 2007. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F1445 at Naval Air Facility - Detroit (10 October 2006); MDEQ Letter dated 23 March 2007	0	1	No	0	0	None	None
X	F1446	Navy AOC	Storage Facility	Potential contamination from adjacent site UST and former onsite ASTs, possible spills of petroleum products, and potential migration of contaminants from Building F1445-AOC	Metals, SVOCs, and VOCs	1950-Present	1994	No Further Action Approval by MDEQ on letter dated 23 March 2007. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F1446 at Naval Air Facility - Detroit (10 October 2006); MDEQ Letter dated 23 March 2007	0	1	No	0	0	None	None
X	F1447	Navy AOC	Hazardous Material Storage	Potential contamination from adjacent site F1445-AOC	Metals, SVOCs, and VOCs	1977-1999 (Demolished)	1994	No Further Action Approval by MDEQ on letter dated 28 September 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F1447 at Naval Air Facility - Detroit (31 October 2005); MDEQ Letter dated 28 September 2006	0	1	No	0	0	None	None

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Installation Restoration Program
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Site ID [1]	AOC Designation	Classification	Site Name	Sources of Contamination	Contamination	Operation Date	Identification Date	Status	Source	Open	Closed [2]	Media Relocation Restrictions (exceedances > Part 201 criteria)			Direct Contact Exceedances (soil and groundwater) [3]	
	Installation Restoration Program											Yes/No	Soil	Groundwater	Residential	Non-Residential
X	F1457	Navy AOC	Marine Warehouse	Potential contamination from coal storage area and stressed vegetation at north end of area	Metals, SVOCs, and VOCs	1992-Present	1994	No Further Action Approval by MDEQ on letter dated 28 September 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site F1457 at Naval Air Facility - Detroit (31 October 2005); MDEQ Letter dated 28 September 2006	0	1	No	0	0	None	None
ZZ040	FADS-AOC	NERS AOC	Warheading/Fueling Area Drainage Systems	System used in the event of a fuel or oxidizer spill. Starting fluids were neutralized with alcohol or water; oxidizers were neutralized with a five-percent sodium bicarbonate solution; propellant was eutralized with 95 percent ethyl alcohol and dilute acetic acid. Fluids were transported to acid neuralization pit.	Metals	1950s-1969	2009	Remedial Investigation completed - media relocation restrictions (soil and groundwater) are active. Recommendations for remedial action proposed.	Final Proposed Plan for 14 ERP Sites (13 September 2021); Final Remedial Investigation Report - SANGB; Great Lakes RI/FS (30 August 2018)	1	0	Yes	1	1	Under Investigation	Under Investigation
SR379	FIB-AOC	MMRP	Firing-In-Butt at Facility #3889	Three sided projectile stop, Medium caliber; small arms, expended. Aircraft gun sighting and testing.	Metals and Lead	1943- Late 1950s (1993 Demolished)	1997	No Further Action Approval by MDEQ on letter dated 27 April 2006. Soil and media relocation restrictions. Groundwater and soil metal contamination or explosive constituent materials identified were below relevant screening levels during CSE Phase II.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008); MDEQ Letter dated 27 April 2006; Final Site Investigation Report For Areas of Concern FIB, TWS, CRF, C16, ETC, 1576, SSR, and OSA (April 2005); Final Comprehensive Site Evaluation Phase II Report (January 2009)	0	1	Yes	1	1	None	None
SR907	High Tower Skeet Range	MMRP	High Tower Skeet Range	Potential expended small arms ammunition and skeet materials	Lead and PAHs	Early 1940s- Early 1950s	2006	Lead soil contamination identified was below relevant screening levels during CSE Phase II Addendum.	Final Comprehensive Site Evaluation Phase II World War II Air-to-Water Gunnery Range, High Tower Skeet Range and Low Tower Skeet Range, SANGB (July 2008)	0	1	No	0	0	None	None
LF001	IRP Site 1	ANG IRP	Southwest Landfill	Residential waste demolition materials, solvents (trichloroethylene, carbon tetrachloride, methyl ethyl ketone), paint strippers and thinners, and waste oils	Metals and VOCs	1970-1978	1983	Administratively closed - former site combined with IRP Site 37 on 12 August 2011. **See Site 37 for soil and media relocation restrictions.**	Final Management Action Plan (April 2008) ; MDEQ Letter Dated 12 August 2011	0	1	No	0	0	None	None
FT002	IRP Site 2	ANG IRP	Fire-Training Area Number 2	JP-4	Metals and VOCs	1964-1989	1983	No Further Action Approval by MDEQ on letter dated 25 January 2007. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008) ; Remedial Action Construction Completion Report Site 2 (October 2005); MDEQ Letter dated 25 January 2007	0	1	Yes	1	1	Soil	Soil
FT003	IRP Site 3	ANG IRP	Fire-Training Area Number 1	Waste flammable materials (JP-4, solvents, thinners, and strippers)	Metals, SVOCs, and VOCs	1952-1959	1983	No Further Action Decision Document Approval by MDEQ on letter dated 20 June 2003. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008) ; Final No Further Action Decision Document Site 3 (April 2003); MDEQ Letter dated 20 June 2003	0	1	Yes	1	1	None	None
SS004	IRP Site 4	ANG IRP	West Ramp Spill Site	JP-4	VOCs and TPH	Late 1950s-Present	1983	No Further Action Approval by MDEQ on letter dated 24 June 2003. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008) ; Final No Further Action Decision Document Site 4, (July 2003); MDEQ Letter dated 24 June 2003	0	1	Yes	1	1	None	None
LF005	IRP Site 5	ANG IRP	Tucker Creek Ravine Fill Area	Demolition materials, residential wastes, and industrial waste materials (carbon tetrachloride, trichloroethylene, and other unknown chemicals	Metals, SVOCs, and VOCs	1930-1955	1983	No Further Action Approval by MDEQ on letter dated 12 December 2013 with soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); MDEQ Letter Dated 12 December 2013; Final April 2011 - Fourth Quarter Groundwater Monitoring Report (November 2011); Request for Mixing Zone-Base Groundwater Surface Water Interface Cleanup Criteria (02 January 2013);	0	1	Yes	1	1	Soil and groundwater	Soil and groundwater
LF006	IRP Site 6	ANG IRP	Northwest Landfill	Waste products (solvents, paint thinners and strippers, waste oils, and fuels), tetraethyl lead, and residential wastes	Metals and SVOCs	1955-1975	1983	No Further Action Decision Document Approval by MDEQ on letter dated 20 June 2003. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008) ; Final No Further Action Decision Document Site 6 (April 2003); MDEQ Letter dated 20 June 2003	0	1	Yes	1	1	None	None
SS007	IRP Site 7	ANG IRP	East Ramp Spill Site	JP-4	VOCs	1922- Present	1983	No Further Action Decision Document Approval by MDEQ on letter dated 20 June 2003. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008) ; Final No Further Action Decision Document Site 7 (April 2003); MDEQ Letter dated 20 June 2003	0	1	Yes	1	1	None	None
SS008	IRP Site 8	ANG IRP	Perimeter Road Waste Oil Dust Control	Waste oils (may also have contained waste solvents and thinners before 1979)	Metals and PAHs	1930-2000	1983	No Further Action Approval by MDEQ on letter dated 05 August 2005. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008) ; Final No Further Action Decision Document Site 8 (January 2005); MDEQ Letter dated 05 August 2005	0	1	Yes	1	1	Soil	Soil
WP009	IRP Site 9	ANG IRP	Wastewater Treatment Plant Sludge Application	Sewage sludge, unknown amounts of solvents, waste oils, thinners, strippers, and waste battery acid	Metals and SVOCs	1941-1977	1983	No Further Action Decision Document Approval by MDEQ on letter dated 20 June 2003. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008) ; Final No Further Action Decision Document Site 9 (April 2003); MDEQ Letter dated 20 June 2003	0	1	Yes	1	1	None	None
SS010	IRP Site 10	ANG IRP	Coal Storage Pile Adjacent to Civil Engineering Complex	Bituminous coal	Metals and SVOCs	1922- Present	1987	Remediated to appropriate cleanup criteria under Part 201 satisfied approval by MDEQ letter 24 October 2000 per Corrective Action CAO-WMD-111-02-95.	Final Management Action Plan (April 2008) ; Final Site Assessment Report IRP Sites 2, 3, 5, 6, 7, 9, 10, 12, 13, & 15 (May 2002); MDEQ Letter dated 24 October 2000	0	1	No	0	0	None	None
SS011	IRP Site 11	ANG IRP	AVGAS Tank Farm	JP-4, aviation gas	Metals, VOCs, and PAHs	1965-1992	1992	The Underground Storage Tank Division MDEQ approved closure of the site on 23 March 1998 per Corrective Action CAO-WMD-111-02-95.	Final Management Action Plan (April 2008); MDEQ Letter dated 23 March 1998;	0	1	No	0	0	None	None
ST012	IRP Site 12	ANG IRP	UST Adjacent to Building 24	JP-4	Metals and VOCs	1979-1991	1992	No Further Action Decision Document Approval by MDEQ on letter dated 20 June 2003. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008) ; Final No Further Action Decision Document Site 12 (April 2003); MDEQ Letter dated 20 June 2003	0	1	Yes	1	1	None	None

Selfridge Air National Guard Base
Installation Restoration Program
Site Summary Table

Site ID [1]	AOC Designation	Classification	Site Name	Sources of Contamination	Contamination	Operation Date	Identification Date	Status	Source	Open	Closed [2]	Media Relocation Restrictions (exceedances > Part 201 criteria)			Direct Contact Exceedances (soil and groundwater) [3]	
	Installation Restoration Program											Yes/No	Soil	Groundwater	Residential	Non-Residential
ST013	IRP Site 13	ANG IRP	UST Adjacent to Building 1429	MOGAS and diesel fuel	Metals	1985-1991	1992	No Further Action Decision Document Approval by MDEQ on letter dated 20 June 2003. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008) ; Final No Further Action Decision Document Site 13 (April 2003); MDEQ Letter dated 20 June 2003	0	1	Yes	1	1	None	None
SS014	IRP Site 14	ANG IRP	Ruptured Fuel Line at Building 885	JP-4	VOCs and SVOCs	1960- Present	1992	No Further Action Approval by MDEQ on letter dated 26 June 2003. Soil and media relocation restrictions. Additional cleanup required in programmed East POL remediation project.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008) ; MDEQ Letter dated 26 June 2003; Final Closure Report Operation and Monitoring at Site 14 (June 2002)	0	1	Yes	1	1	None	None
FT015	IRP Site 15	ANG IRP	Fire-Training Area Number 3	JP-4	Metals	1959-1964	1993	No Further Action Decision Document Approval by MDEQ on letter dated 20 June 2003. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008) ; Final No Further Action Decision Document Site 15 (April 2003); MDEQ Letter dated 20 June 2003	0	1	Yes	1	1	None	None
SS016	IRP Site 16	ANG IRP	Fuel Dispensing/ Loading Area, Building 99	JP-4	VOCs	Unknown- Present	1993	Site administrative closure approval by MDEQ letter dated 21 January 2005. **(See Building 99 for soil and groundwater media relocation restrictions.)**	Final Management Action Plan (April 2008) ; Final No Further Action Decision Document Site 18 (April 2003); MDEQ Letter dated 21 January 2005	0	1	No	0	0	None	None
SS017	IRP Site 17	ANG IRP	Civil Engineering Paint Shop	Waste paints and solvents	Metals, SVOCs, and VOCs	1960s-Mid-1980s	1994	No Further Action Decision Document Approval by MDEQ on letter dated 29 January 2007. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008) ; MDEQ Letter dated 29 January 2007; IRP Response Complete Report/Decision Document (September 2006)	0	1	Yes	1	1	None	None
SS018	IRP Site 18	ANG IRP	Railroad Tracks	Waste oils, antifreeze, and fuels	Metals, SVOCs, VOCs, TPHs, PCBs, and herbicides	1930s-1970s	1994	No Further Action Decision Document Approval by MDEQ on letter dated 23 December 2003. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008) ; Final No Further Action Decision Document Site 18, (April 2003); MDEQ Letter dated 23 December 2003	0	1	Yes	1	1	None	None
SS019	IRP Site 19	ANG IRP	Storage Area at Building 176	Waste crankcase motor oil	Metals, SVOCs, VOCs, and TPHs	Mid-1960s- early 1970s	1994	No Further Action Decision Document Approval by MDEQ on letter dated 20 June 2003. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008) ; Final No Further Action Decision Document Site 19 (April 2003); MDEQ Letter dated 20 June 2003	0	1	Yes	1	1	None	None
SS020	IRP Site 20	ANG IRP	Military Vehicle Service Station	MOGAS and diesel fuel	Metals and VOCs	1920s-1974	1994	No Further Action Approval by MDEQ on letter dated 17 May 2010 for soil only. Soil relocation restrictions. MDEQ issued administrative closure of Site 20 in letter dated 30 January 2014 since remaining contamination was included in the adjacent LUST 134 site remediation which received NFA on 21 Jan 2012.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008) ; MDEQ Letter Dated 17 May 2010. MDEQ Letter dated 30 January 2014	0	1	Yes	1	1	None	None
SS021	IRP Site 21	ANG IRP	Hazardous Waste Storage at Building 120	Waste solvents, paints, oils, and degreasers	Metals and VOCs	1940s-1989	1994	No Further Action Approval by MDEQ on letter dated 27 September 2017; No Further Action Approval by MDEQ on letter dated 17 May 2010 for soil only;	Final Five Year Review Report (23 February 2021); Final Quarterly LTM Report, Round #4, Sites 21, 24, and 25 (September 28, 2017); Final After Action Report Sites 21, 24 & 25 RA-O (15 December 2015); MDEQ Letter dated 27 September 2017; Final Project Close-Out Summery Report Sites 21, 24, and 25 (12 July 2018)	0	1	Yes	1	1	None	None
SS022	IRP Site 22	ANG IRP	Vehicle Maintenance Storage at Building 128	Oils, fuels, solvents, and antifreeze	Metals, SVOCs, and VOCs	1920s- Mid-1970s	1994	No Further Action Approval by MDEQ on letter dated 20 September 2010. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008); MDEQ Letter dated 20 September 2010	0	1	Yes	1	1	None	None
DP023	IRP Site 23	ANG IRP	Hangar 9 Disposal Area	MOGAS	VOCs	1960s- Mid-1970s	1994	No Further Action Approval by MDEQ on letter dated 23 May 2014. Soil and media relocation restrictions.	MDEQ Letter Dated 23 May 2014; Final Record of Decision Former Hangar Disposal Area (Site 23) (September 2009); Final Selfridge Sites 37/1 and 23 Quarterly Groundwater Monitoring Report, LTM Event #4 - August 2013 (February 2014)	0	1	Yes	1	1	None	None
DP024	IRP Site 24	ANG IRP	Hangar 10 Disposal Area	Waste oils, solvents, and JP-4	Metals and VOCs	1968-1975	1994	No Further Action Approval by MDEQ on letter dated 27 September 2017; No Further Action Approval by MDEQ on letter dated 17 May 2010 for soil only;	Final Five Year Review Report (23 February 2021); Final Quarterly LTM Report, Round #4, Sites 21, 24, and 25 (28 September 2017); Final After Action Report Sites 21, 24 & 25 RA-O (15 December 2015); MDEQ Letter dated 27 September 2017; Final Project Close-Out Summery	0	1	Yes	1	1	None	None
SS025	IRP Site 25	ANG IRP	Hangar 36 Storage/ Disposal Area	Waste fuels, solvents, and oil mixtures	Metals and VOCs	1960s- Mid-1980s	1994	No Further Action Approval by MDEQ on letter dated 27 September 2017; No Further Action Approval by MDEQ on letter dated 17 May 2010 for soil only;	Final Five Year Review Report (23 February 2021); Final Quarterly LTM Report, Round #4, Sites 21, 24, and 25 (28 September 2017); Final After Action Report Sites 21, 24 & 25 RA-O (15 December 2015); MDEQ Letter dated 27 September 2017; Final Project Close-Out Summery Report Sites 21, 24, and 25 (12 July 2018)	0	1	Yes	1	1	None	None
ST026	IRP Site 26	ANG IRP	Fuel Line Leak	JP-4	VOCs	1984	1994	No Further Action Approval by MDEQ on letter dated 17 May 2010 for generic residential soil only. No Further Action Approval by MDEQ on letter dated 25 March 2009 for residential groundwater.	Final Management Action Plan (April 2008) ; MDEQ Letter Dated 17 May 2010	0	1	No	0	0	None	None

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	Installation Restoration Program											Yes/No	Soil	Groundwater	Residential	Non-Residential
SS027	IRP Site 27	ANG IRP	Fuel Storage Area Number 2	Waste sludge, waste paints, and solvents	VOCs	1959-1986	1994	No Further Action Approval by MDEQ on letter dated 17 May 2010 for soil and generic industrial groundwater. Soil and media relocation restrictions. MDEQ granted administrative closure (in letter dated 30 January 2014) since the WPOL site (entirely encompasses IRP Site 28) is programmed for investigation in 2014. **See West POL - 1420 AOC (TU064) for soil and media relocation restrictions.**	24 January 2014 - Meeting Minutes; MDEQ Letter Dated 17 May 2010. MDEQ letter dated 30 January 2014	0	1	No	0	0	None	None
SS028	IRP Site 28	ANG IRP	Vehicle Waste and Transformer Storage	Waste automotive oils, antifreeze, leaking PCB transformers, adjacent contamination from UST at Building 1533	Metals and VOCs	1978- Mid-1980s	1994	Co-located with UST Building 1533-AOC and contamination determined to originate from 1533-AOC. MDEQ administratively closed IRP Site 28 in a letter dated 30 January 2014. **(See 1533 - AOC for soil and media relocation restrictions.)**	24 January 2014 - Meeting Minutes; MDEQ letter dated 30 January 2014	0	1	No	0	0	None	None
SS029	IRP Site 29	ANG IRP	Leaking MOGAS UST at Building 833	MOGAS	Metals and VOCs	1950s-1984	1993	No Further Action Decision Document Approval by MDEQ on letter dated 29 January 2007. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008) ; MDEQ Letter dated 29 January 2007; IRP Response Complete Report/Decision Document (September 2006)	0	1	Yes	1	1	None	None
SS030	IRP Site 30	ANG IRP	Leaking PCB Transformer/ UST at Building 1051	Leaking PCB transformers, fuels, waste oil, and waste fuels	VOCs, and TPHs, and PCBs	1983 PCBs; 1995 - UST removed	1999	No Further Action Approval by the MDEQ in a email dated 11 May 2011; No Further Action Approval by MDEQ on letter dated 30 December 2009, for Building 1051. Soil and media relocation restrictions. Received confirmation of MDEQ	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008) ; MDEQ Email dated 11 May 2011. MDEQ Letter dated 30 December 2009; Final Remedial Investigation Report Sites 17 through 36 (April 2003)	0	1	Yes	1	1	None	None
SS031	IRP Site 31	ANG IRP	Leaking PCB Transformer at Building 826	Leaking PCB transformer	VOCs, PCBs, and TPHs	Unknown	1999	No Further Action Decision Document Approval by MDEQ on letter dated 20 June 2003. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008) ; MDEQ Letter dated 20 June 2003; Final No Further Action Decision Document Site 31 (April 2003)	0	1	Yes	1	1	None	None
SS032	IRP Site 32	ANG IRP	Fenced Storage Area at Building 832	Solvents, paints, oils containing PCBs, and de-greasing agents	Metals, VOCs, SVOCs, TPHs, and PCBs	Late 1970s- Late 1980s	1999	No Further Action Approval by the MDEQ on letter dated 19 May 2011. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final No Further Action Decision Document Site 32 (April 2003); MDEQ Letter dated 19 May 2011; 07 December 2010 Email package to the MDEQ	0	1	Yes	1	1	None	None
DP033	IRP Site 33	ANG IRP	Waste Oil Disposal at Building 832	Waste Oils	Metals	1950s-1970s	1999	No Further Action Decision Document Approval by MDEQ on letter dated 29 January 2007. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008) ; MDEQ Letter dated 29 January 2007; IRP Response Complete Report/Decision Document (September 2006)	0	1	Yes	1	1	None	None
WP034	IRP Site 34	ANG IRP	Waste Water Treatment Plant Sludge Drying Beds	Solvents, fuels, antifreeze, battery acid (neutralized), oils, and PD-680	Metals and VOCs	1942-1974	1999	No Further Action Decision Document Approval by MDEQ on letter dated 29 January 2007. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008) ; MDEQ Letter dated 29 January 2007; IRP Response Complete Report/Decision Document (September 2006)	0	1	Yes	1	1	None	None
SS035	IRP Site 35	ANG IRP	Coal Storage Area at Building 1439	Coal stockpiles	Metals	1950s-1994	1999	Remediated to appropriate cleanup criteria under Part 201 satisfied approval by MDEQ letter 24 October 2000 per Corrective Action CAO-WMD-111-02-95.	Final Management Action Plan (April 2008); No Further Action Decision Document for Site 35 (April 2003); MDEQ Letter dated 24 October 2000	0	1	Yes	1	1	None	None
SS036	IRP Site 36	ANG IRP	B-57 Crash Site	Fuel, waste solvents (lacquer enamel, thinners, methyl ethyl ketone, antifreeze, waste motor oil, and transmission oil)	Metals, SVOCs, VOCs, and TPHs	1960s-1970s	1999	No Further Action Approval by MDEQ on letter dated 28 March 2013.	Final Management Action Plan (April 2008) ; MDEQ Letter dated 28 March 2013	0	1	No	0	0	None	None
LF037	IRP Site 37	ANG IRP	Landfill Number 37 (formerly AOC X - includes former Site 1 Landfill)	Residential waste, demolition materials, and solvents (trichloroethylene, carbon tetrachloride, methyl ethyl ketone), paint strippers and thinners, and waste oils. Surface water arsenic detection exceeding criteria near Pump house 507.	Metals and VOCs	1950s-1960s	2000	LTM on-going (administratively combined with IRP Site 1 on MDEQ Letter dated 12 August 2011)	Final 2020 Annual LTM Report for LF037 (20 October 2020); Final Five-Year Review Report - Site 37 Landfill (23 February 2018)	1	0	Yes	1	1	Soil and groundwater	Soil and groundwater
TS755	Low Tower Skeet Range	MMRP	Low Tower Skeet Range	Potential expended small arms ammunition and skeet materials	Lead and PAHs	Early 1940s- Early 1950s	2006	NFA Approval by DDESB on letter dated 28 February 2017	25 October 17 - ERP Quarterly Meeting Minutes; Final Record of Decision Low Tower Skeet Range (TS755) MRS (February 2017); Final Proposed Plan Low Tower Skeet Range (TS755) MRS (September 2016); Final ESS NFA AF MMRP (September 2016); Site Specific Final Report Non-Time Critical Removal Action Low Tower Skeet Range (TS755) (August 2015);	0	1	No	0	0	None	None
TU048	LUST 134	AOC	Former Building 134 Underground Storage Tank	Jet fuel, MOGAS, diesel fuel, aviation gasoline, deicer fluid, and used oil	Metals, VOCs, and PAHS	1933-1996 (Removed)	1995	Received SOIL NFA from the MDEQ on letter dated 11 March 2011. Received NFA from MDEQ on letter dated 20 January 2012 for the entire site. Soil and media relocation restrictions exist.	Final Five Year Review Report (23 February 2021); Soil Completion Report for the Building 134 Site (February 2011); Final Building 134 Quarterly Monitoring Report Fourth Quarterly Event - August 2011 (October 2011); MDEQ NFA Letter Dated 21 January 2012	0	1	Yes	1	1	None	None

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	Installation Restoration Program											Yes/No	Soil	Groundwater	Residential	Non-Residential
TU047	LUST 170	AOC	Building 170	110 gallon UST stored heating oil	Metals, VOCs, and PNAs	1941-Unknown (Removed in 2005)	2005	No Further Action approved by MDEQ in letter dated 21 October 2011. Soil and media relocation restrictions exist.	Final Five Year Review Report (23 February 2021); Final April 2011 - Fourth Quarter Groundwater Monitoring Report and NFA Request (November 2011); Final Building 170 Corrective Measures Implementation Report (October 2010); MDEQ Letter dated 21 October 2011	0	1	Yes	1	1	None	None
TU046	LUST 781	AOC	Building 781 (AAFES Shoppette) Leaking Underground Storage Tank	Unleaded gasoline	VOCs	1951-Present	1994	Closure Report approved by MDEQ Letter dated 21 April 2015	MDEQ Closure Report Approval Letter dated 21 April 2015; Final LTM/Closure Report Building 781 (10 December 2014);	0	1	No	0	0	None	None
X	Macray Marina	AOC	Macray Marina Dredging Spoils	This area was filled with dredged spoils from the adjacent channel in accordance with the approved MDEQ permit. Per permit 99-10-0091 dredge materials having elevated levels of arsenic, barium, chromium, iron, lead, and zinc with arsenic elevated above allowable human contact was detected in dredge sediment. Based upon correspondences obtained from the Army a spreadsheet containing data from sampling conducted on dredge materials compared to site specific background levels for Selfridge and direct contact levels was developed by the Army. Per correspondence concerning the spreadsheet levels were above direct contact for arsenic, but below base specific background levels. However the referenced table could not be found during the record search conducted.	Metals	Unknown - present	Unknown	Per Mr. Steve Remias with Macray Harbors most dredge materials were taken off site for disposal however some of the soils were placed along the western portion of the entrance in a berm leading into the complex from the main entrance. It is hard to determine from the site visit where the berm with dredge materials ends and the perimeter berm for Selfridge begins. Per Mr. Remias these dredge materials were covered with 6 inches of topsoil and sod. A copy of all deed restrictions for dredge materials was requested from Mr. Remias, but has not yet been provided. Therefore the figures included in this document for this area are only approximate, and should be confirmed via sampling or additional documentation from Macray Harbor.	Final Five Year Review Report (23 February 2021); EBS for Phase 1 Of the Bike Path on North River Road (July 2010)	0	1	Yes	1	1	None	None
ZZ042	MADSS-AOC	NERS AOC	Missile Assembly Drainage and Seepage System	Former Nike missile magazine (silos) missile assembly building. Operations involved the use of various solvents, anticorrosion products, and paints as missiles were assembled and dissembled. The building was equipped with a full-length drainage system. Spilled or waste materials could be washed or dumped into this drainage system.	Metals, SVOCs, and VOCs	1950s-1969	2009	Restricted No Further Action approved by EGLE (letter dated 22 April 2020); No further evaluation (minor metal exceedances are indicative of natural variation [soil] or turbidity [groundwater] and not a contaminated release) approved by MDEQ (letter dated 08 August 2018) after completion of RI.	MDEQ Letter dated 22 April 2020; Final No Further Response Action Planned Decision Document for Sites SS041, ZZ042, and TU061 (22 April 2020); Final Remedial Investigation Report - SANGB; Great Lakes RI/FS (30 August 2018)	0	1	Yes	0	1	None	None
MU751	Magazines - Buildings 505 and 506	MMRP	Buildings 505 and 506	Potential of munitions storage. Building 505 - black powder storage magazine. Building 506 ordnance magazine.	Lead	1939-1957	2006	MC results was below relevant screening levels.	Final Historical Records Review for USAG-S (January 2007); Final Report Comprehensive Site Evaluation Phase II, SANGB (January 2009)	0	1	No	0	0	None	None
SR749	Moving Target MG Range	MMRP	Moving Target Machine Gun Range	Potential expended small arms ammunition	Lead	1918-1928	2006	Lead soil or groundwater contamination identified was below relevant screening levels during CSE Phase II.	Final Historical Records Review for USAG-S (January 2007); Final Report Comprehensive Site Evaluation Phase II, SANGB (January 2009)	0	1	No	0	0	None	None
ZZ038	MSSS-AOC	NERS AOC	Magazine Sump Seepage Systems	Nike missile magazine (silos) floor drains systems permitted waste materials to be washed to a central sump located under the missile elevator shaft. This sump was equipped with a pump to deliver water and waste out of the magazine and into a seepage system. Historic records show that this discharged directly to the surface at specified locations. Historic use of solvents, paints, and hydraulic fluid that were supposedly washed to the sump on a routine basis.	Metals and VOCs	1950s-1969	2009	Remedial Investigation completed - media relocation restrictions (soil and groundwater) are active. Recommendations for remedial action proposed.	Final Proposed Plan for 14 ERP Sites (13 September 2021); Final Remedial Investigation Report - SANGB; Great Lakes RI/FS (30 August 2018)	1	0	Yes	1	1	Under Investigation	Under Investigation
X	OF1	NA	Outfall 1 Monitoring Point 001A	Discharge of storm water systems from pump station Builidng 507 to waters of the state. Performance monitoring on-going.	See permit requirements.	1950s-Present	N/A	Michigan NPDES Permit #MI0055328. No restrictions	Heidi Vogt - SANGB SW Manager	0	1	No	0	0	NA	None
X	OF2	NA	Outfall 2 Monitoring Point 002A	Discharge of storm water systems from pump station Builing 508 to waters of the state. Performance monitoring on-going.	See permit requirements.	1950s-Present	N/A	Michigan NPDES Permit #MI0055328. No restrictions	Heidi Vogt - SANGB SW Manager	0	1	No	0	0	NA	None
X	OF3	NA	Outfall 3 Monitoring Point 003A	Discharge of storm water systems from pump station Builindg 340 to waters of the state. Performance monitoring on-going.	See permit requirements.	1950s-Present	N/A	Michigan NPDES Permit #MI0055328. No restrictions	Heidi Vogt - SANGB SW Manager	0	1	No	0	0	NA	None
X	OF4	NA	Outfall 4 Monitoring Point 004A	Discharge of storm water systems from pump station 980 and then waters of the state. Performance monitoring on-going.	See permit requirements.	1950s-Present	N/A	Michigan NPDES Permit #MI0055328. No restrictions	Heidi Vogt - SANGB SW Manager	0	1	No	0	0	NA	None
X	OF5	NA	Outfall 5 Monitoring Point 005A	Discharge of storm water systems from pump stationn 990 and then waters of the state. Performance monitoring on-going.	See permit requirements.	1950s-Present	N/A	Michigan NPDES Permit #MI0055328. No restrictions	Heidi Vogt - SANGB SW Manager	0	1	No	0	0	NA	None
X	OF6	NA	Outfall 6 Monitoring Point 006A	Discharge of storm water systems from WPOL (Liquid Fuel Site No. 1420 and Liquid Fuel Site No. 1421) to waters of the state. Performance monitoring on-going.	See permit requirements.	1950s-Present	N/A	Michigan NPDES Permit #MI0055328. No restrictions	Heidi Vogt - SANGB SW Manager	0	1	No	0	0	NA	None

Selfridge Air National Guard Base
Installation Restoration Program
Site Summary Table

Site ID [1]	AOC Designation	Classification	Site Name	Sources of Contamination	Contamination	Operation Date	Identification Date	Status	Source	Open	Closed [2]	Media Relocation Restrictions (exceedances > Part 201 criteria)			Direct Contact Exceedances (soil and groundwater) [3]	
												Yes/No	Soil	Groundwater	Residential	Non-Residential
Installation Restoration Program																
MU750	Ordnance Area - Buildings 697, 698, and 699	MMRP	Buildings 697, 698, and 699	Potential of munitions storage. Building 697 - pyrotechnics magazine. Building 698 - small arms magazine. Building 699 - ordnance storage building	Lead	1942-1990	2006	Munitions constituents soil contamination results was below relevant screening levels.	Final Historical Records Review for USAG-S (January 2007); Final Report Comprehensive Site Evaluation Phase II, SANGB (January 2009)	0	1	No	0	0	None	None
AL747C	Ordnance Magazine	MMRP	Building 360	Potential from munitions storage. Exact types and amounts unknown.	Lead	Pre-1930s-1950	2006	Lead soil contamination or explosive constituent materials identified were below relevant screening levels during CSE Phase II.	Final Historical Records Review for USAG-S (January 2007); Final Report Comprehensive Site Evaluation Phase II, SANGB (January 2009)	0	1	No	0	0	None	None
X	OSA-AOC	AOC	Oil Spill at Alert Facility, Building 566	Heating oil	Metals, SVOCs, and VOCs	1989-1992	1992	No Further Action Approval by MDEQ on letter dated 27 April 2006. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008); MDEQ Letter dated 27 April 2006; Final Site Investigation Report For Areas of Concern FIB, TWS, CRF, C16, ETC, 1576, SSR, and OSA (April 2005);	0	1	Yes	1	1	None	None
SR752	Pistol Range (Land)	MMRP	Pistol Range	Potential expended small arms ammunition	Lead	1943-1950s	2006	Lead soil or groundwater contamination identified was below relevant screening levels during CSE Phase II.	Final Historical Records Review for USAG-S (January 2007); Final Report Comprehensive Site Evaluation Phase II, SANGB (January 2009)	0	1	No	0	0	None	None
AL747B	Recreational Skeet Range	MMRP	Recreational Skeet Range	Potential expended small arms ammunition	Lead	1940-1950s	2006	CSE Phase II analysis incorporated into Air-to-Ground Stationary Range. Metal soil contamination or PAH identified were below relevant screening levels during CSE Phase II.	Final Historical Records Review for USAG-S (January 2007); Final Report Comprehensive Site Evaluation Phase II, SANGB (January 2009)	0	1	No	0	0	None	None
X	PRL 1	PRL	IRP Site 2 - FTA #2	AFFF (assumed with PFAS constituents) used for training excercises, emergency response, and per manufacturers specifications. IRP Site 2 closed by MDEQ letter dated 25 January 07 for metals, SVOCs, and VOCs. PFAS not investigated during prior investigation activities.	PFAS (PFOS, PFOA)	1964-1989	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	1	1	Under Investigation	Under Investigation
X	PRL 2	PRL	IRP Site 3 - FTA #1	AFFF used for training exercises, emergency response, and per manufacturers specifications. PFAS-free AFFF assumed used, as PFAS chemicals were not contained in pre-1970s AFFF. IRP Site 3 closed by MDEQ letter dated 20 June 03 for metals, SVOCs, VOCs, and TPHs. PFAS not investigated during prior investigation activities.	PFAS	1959-1967	2016	Site not investigated during SI activities. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 3	PRL	IRP Site 15 - FTA #3	AFFF used for training exercises, emergency response, and per manufacturers specifications. PFAS-free AFFF assumed used, as PFAS chemicals were not contained in pre-1970s AFFF. IRP Site 15 closed by MDEQ on 20 June 03 for metals, SVOCs, VOCs, PCBs, and pesticides. PFAS not investigated during prior investigation activities.	PFAS	1959-1964	2016	Site not investigated during SI activities. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 4	PRL	Building 154 - Fuel System Repair	AFFF Hangar FSS in-place (one 300-gallon AST) and historically AFFF concentrate 55-gallon drums and 5-gallon buckets stored in building. No known AFFF releases or records identified.	PFAS (PFOS, PFOA)	1991-Present	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 5	PRL	Building 1401- USCG Hangar	AFFF Hangar FSS in-place (two 400-gallon ASTs). No known AFFF releases or records identified.	PFAS (PFOS, PFOA)	1970s-Present	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 6	PRL	Building 1461 - USCG Hangar	AFFF Hangar FSS in-place (two 350-gallon ASTs). Tank release (See USCG site).	PFAS (PFOS, PFOA)	2002-Present	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 7	PRL	Building 1416 - ArNG Hangar	AFFF Hangar FSS in-place (two 1,500-gallon and two 600-gallon ASTs). No known AFFF releases or records identified.	PFAS (PFOS, PFOA)	1981-Present	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 8	PRL	Building 1422 - DHS Hangar	AFFF Hangar FSS in-place (two 1,500-gallon ASTs). No known AFFF releases or records identified.	PFAS (PFOS, PFOA)	1985-Present	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 9	PRL	Building 1436 - DHS Hangar	AFFF Hangar FSS in-place (one 300-gallon ASTs). AFFF release occurred in 2008 due to equipment malfunction. Mostly contained within hangar and discharged through floor drains to OWS then sanitary.	PFAS (PFOS, PFOA)	1982-Present	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation

Selfridge Air National Guard Base
Installation Restoration Program
Site Summary Table

Site ID [1]	AOC Designation	Classification	Site Name	Sources of Contamination	Contamination	Operation Date	Identification Date	Status	Source	Open	Closed [2]	Media Relocation Restrictions (exceedances > Part 201 criteria)			Direct Contact Exceedances (soil and groundwater) [3]	
	Installation Restoration Program											Yes/No	Soil	Groundwater	Residential	Non-Residential
X	PRL 10	PRL	Building 859 - FD	AFFF contained within various fire fighting vehicles and historically AFFF concentrate 55-gallon drums and 5-gallon buckets stored within building.	PFAS (PFOS, PFOA)	2001-Present	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 11	PRL	Building 501 - Former Waste Water Treatment Plant	Centralized collection point of all installation wastewater prior to discharging to municipal wastewater transport system.	PFAS (PFOS, PFOA)	1941-1971	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 12	PRL	Nozzle Testing Area	AFFF discharge from firefighting vehicles used for training exercises and equipment checks per manufacturers specifications. Completed annually during operational dates. Amount of AFFF release is unknown.	PFAS (PFOS, PFOA)	1987-2015	2016	SI completed. RI activities Began Oct 2022.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	1	1	Under Investigation	Under Investigation
X	PRL 13	PRL	C16-AOC (F16 Crash Site)	AFFF discharge from firefighting vehicles used for emergency response activities in response to F16 crash is assumed. C16-AOC closed by MDEQ letter dated 27 April 06 for metals, SVOCs, and VOCs. PFAS not investigated during prior investigation activities.	PFAS (PFOS, PFOA)	1993	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 14	PRL	CRF-AOC (RF101 Crash Site)	AFFF discharge from firefighting vehicles used for emergency response activities in response to RF crash is assumed. CRF-AOC closed by MDEQ letter dated 27 April 06 for metals, SVOCs, and VOCs. PFAS not investigated during prior investigation activities.	PFAS (PFOS, PFOA)	1971	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 15	PRL	IRP Site 7 - East Ramp	No known AFFF releases or records identified.	PFAS (PFOS, PFOA)	1940s-Present	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 16	PRL	IRP Site 4 - West Ramp	No known AFFF releases or records identified.	PFAS (PFOS, PFOA)	1950s-Present	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 17	PRL	Former Building 33 - FD	Building demolished in 2006. AFFF contained within various fire fighting vehicles and historically AFFF concentrate 55-gallon drums and 5-gallon buckets stored within building. No known AFFF releases or records identified.	PFAS (PFOS, PFOA)	1951-2006	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 18	PRL	Former Building 176 - Vehicle Maintenance	Building demolished in 2006. AFFF contained within various fire fighting vehicles during maintenance activities. AFFF release occurred. Quantity unknown. Contained within building and discharged tto storm water and sanitary sewers.	PFAS (PFOS, PFOA)	1942-2006	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 19	PRL	Building 105 - Supply	Historically AFFF concentrate 55-gallon drums and 5-gallon buckets stored within building prior to construction of FD Building 859. No known AFFF releases or records identified.	PFAS (PFOS, PFOA)	1982-Present	2016	Site not investigated during SI activities. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 20	PRL	Wet Well/Drainage Basin 340 (Outfall 003A)	Drainage Basin potential sources includes: -PRL 4 - Building 154 - Fuel System Repair -PRL 15 - IRP Site 7 - East Ramp -PRL 17 - Former Building 33 - FD	PFAS (PFOS, PFOA)	1950s-Present	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 21	PRL	Wet Well/Drainage Basin 507 (Outfall 001A)	Drainage Basin potential sources includes: -PRL 1 - IRP Site #2 - FTA #2 -PRL 12 - Nozzle Test Area -PRL 25 - Runway Crash Sites	PFAS (PFOS, PFOA)	1950s-Present	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 22	PRL	Wet Well/Drainage Basin 508 (Outfall 002A)	Drainage Basin potential sources includes: -PRL 10 - Building 859 - FD -PRL 11 - Building 501 Former WWTP -PRL 12 - Nozzle Testing Area -PRL 14 - CRF-AOC -PRL 15 - IRP Site 7 - East Ramp -PRL 25 - Runway Crash Sites -PRL 27 - IRP Site 34 - Sludge Drying Beds -PRL 28 - IRP Site 9 - SLudge App Area	PFAS (PFOS, PFOA)	1950s-Present	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 23	PRL	Wet Well/Drainage Basin 980 (Outfall 004)	Drainage Basin potential sources includes: -PRL 18 - Former Building 176 - Veh Maint	PFAS (PFOS, PFOA)	1950s-Present	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation

Site ID [1]	AOC Designation	Classification	Site Name	Sources of Contamination	Contamination	Operation Date	Identification Date	Status	Source	Open	Closed [2]	Media Relocation Restrictions (exceedances > Part 201 criteria)			Direct Contact Exceedances (soil and groundwater) [3]	
												Yes/No	Soil	Groundwater	Residential	Non-Residential
				Installation Restoration Program												
X	PRL 24	PRL	Wet Well/Drainage Basin 990 (Outfall 005A)	Drainage Basin potential sources includes: -PRL 5 - Building 1401 - USCG Hangar -PRL 6 - Building 1461 - USCG Hangar -PRL 7 - Building 1416 - ArNG Hangar -PRL 8 - Building 1422 - DHS Hangar -PRL 9 - Building 1436 - DHS Hangar -PRL 13 - C16-AOC -PRL 14 - CRF-AOC -PRL 15 - IRP Site 7 - East Ramp -PRL 16 - IRP Site 4 - West Ramp -PRL 25 - Aircraft Crash Sites	PFAS (PFOS, PFOA)	1950s-Present	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 25	PRL	Aircraft Crash Sites (on Runway/Taxiways)	Potential AFFF discharges from firefighting vehicles used for emergency response activities in response to non-specified crash locations is assumed.	PFAS (PFOS, PFOA)	1940s-Present	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 26	PRL	Drainage Basin 1420 & 1421 (Outfall 006A)	Adjacent to POL Facility	PFAS (PFOS, PFOA)	1950s-Present	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 27	PRL	IRP Site 34 - Sludge Drying Beds	Adjacent to PRL 11 - Former WWTP. IRP Site 34 closed by MDEQ letter dated 29 January 07 for metals and VOCs. PFAS not investigated during prior investigation activities.	PFAS (PFOS, PFOA)	1940s-1971	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
X	PRL 28	PRL	IRP Site 9 - Sludge Application Area	Sludge from PRL 27 - Sludge Drying Beds was relocated to dispose of anaerobially digested sludge through land application. IRP Site 9 closed by MDEQ letter day 20 June 03 for metals, SVOCs, and VOCs. PFAS not investigated during prior investigation activities.	PFAS (PFOS, PFOA)	1940s-1977	2016	SI completed. RI activities awaiting funding.	Final Site Investigation Report Air National Guard Phase II Region Site Inspections for Per- and Polyfluoroalkyl Substances (December 2018); Final Perfluorinated Compounds Preliminary Assessment Site Visit Report (May 2016)	1	0	Yes	0	1	Under Investigation	Under Investigation
SR753	Rifle Range (Land)	MMRP	Rifle Range	Potential expended small arms ammunition	Lead	1943- mid 1950s	2006	Unrestricted residential NFA approved my MDEQ on letter dated 29 May 2013. Lead soil contamination identified were above relevant screening levels. Contaminated soil excavated and confirmation soil sampling performed. No lead groundwater contamination identified were above relevant screening levels.	Final Report Comprehensive Site Evaluation Phase II (January 2009); Final Record of Decision for the Clay Pigeon Trap Site and Rifle Range (September 2012); Final Proposed Plan for the Clay Pigeon Trap Site and Rifle Range (September 2012); MDEQ Letter dated 29 May 2013	0	1	No	0	0	None	None
SS050	RRT-AOC	NERS AOC	Rail Road Track	Historic practices include the application and leakage of oils on the tracks, support ties, and the gravel base.	Metals and SVOCs	Unknown	2009	Remedial Investigation completed - media relocation restrictions (soil and groundwater) are active. Recommendations for remedial action proposed.	Final Proposed Plan for 14 ERP Sites (13 September 2021); Final Remedial Investigation Report - SANGB; Great Lakes RI/FS (30 August 2018)	1	0	Yes	1	1	Under Investigation	Under Investigation
X	S0001	Navy AOC	Seabees Picnic Area	May contain an abandoned mobile home trailer park septic system (location unknown).	Metals, SVOCs, and VOCs	1983-Present	1994	No Further Action Approval by MDEQ on letter dated 30 January 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site S0001 at Naval Air Facility - Detroit (26 October 2005); MDEQ Letter dated 30 January 2006	0	1	No	0	0	None	None
X	S0002	Navy AOC	AIMD/ Work Center 400	Potential contamination from petroleum product spills and releases during test cells	Metals, SVOCs, and VOCs	1986-2005	1994	No Further Action Approval by MDEQ on letter dated 29 September 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site S0002 - AIMD/Work Center 400 at Naval Air Facility - Detroit (19 July 2006); MDEQ Letter dated 29 September 2006	0	1	No	0	0	None	None
X	S0003	Navy AOC	West Ramp	Aviation fuel spills and metals from aircraft activities	Metals, SVOCs, and VOCs	1959-Present	1994	No Further Action Approval by MDEQ on letter dated 29 September 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site S0003 - West Ramp at Naval Air Facility - Detroit (19 July 2006); MDEQ Letter dated 29 September 2006	0	1	No	0	0	None	None
X	S0004	Navy AOC	Archery Range	55-gallon drum wastes and transformer pad	Metals, SVOCs, and VOCs	1970-2005	1994	No Further Action Approval by MDEQ on letter dated 29 September 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site S0004 at Naval Air Facility - Detroit (31 October 2005); MDEQ Letter dated 29 September 2006	0	1	No	0	0	None	None
X	S0005	Navy AOC	Seabees Undeveloped Land	May contain an abandoned mobile home trailer park septic system (location unknown).	Metals, SVOCs, and VOCs	Unknown	1994	No Further Action Approval by MDEQ on letter dated 30 January 2006. No soil and media relocation restrictions.	Final Management Action Plan (April 2008); Transmittal of Request of No Further Action for the Site S0004 at Naval Air Facility - Detroit (26 October 2005); MDEQ Letter dated 30 January 2006	0	1	No	0	0	None	None
AL747A	Small Arms Range	MMRP	Small Arms Range	Potential expended small arms ammunition	Lead	1918-1930	2006	Lead soil and groundwater contamination identified was below relevant screening levels during CSE Phase II.	Final Historical Records Review for USAG-S, January 2007; Final Report Comprehensive Site Evaluation Phase II, SANGB, January 2009	0	1	No	0	0	None	None
TS730	SSR-AOC	MMRP	Skeet Range, Old Rod and Gun Club	Potential expended small arms ammunition	Metals, SVOCs, and VOCs	1969- Late-1970s	1997	No Further Action Approval by MDEQ on letter dated 27 April 2006. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008); MDEQ Letter dated 27 April 2006; Final Site Investigation Report For Areas of Concern FIB, TWS, CRF, C16, ETC, 1576, SSR, and OSA (April 2005); Final Comprehensive Site Evaluation Phase II Report (January 2009)	0	1	Yes	1	1	Soil	Soil

Selfridge Air National Guard Base
Installation Restoration Program
Site Summary Table

Site ID [1]	AOC Designation	Classification	Site Name	Sources of Contamination	Contamination	Operation Date	Identification Date	Status	Source	Open	Closed [2]	Media Relocation Restrictions (exceedances > Part 201 criteria)			Direct Contact Exceedances (soil and groundwater) [3]	
	Installation Restoration Program											Yes/No	Soil	Groundwater	Residential	Non-Residential
SR754	Submachine Gun Range (Land)	MMRP	Submachine Gun Range	Potential expended small arms ammunition	Lead	1940s-1950s	2006	Lead soil contamination identified was below relevant screening levels during CSE Phase II.	Final Historical Records Review for USAG-S (January 2007); Final Report Comprehensive Site Evaluation Phase II, SANGB (January 2009)	0	1	No	0	0	None	None
X	TWS-AOC	AOC	PCB Transformer/ Waste Storage Bunker	Area used sighting and calibration fire of machine guns, and staging area for PCB containing transformers awaiting pickup	Metals, SVOCs, VOCs, and PCBs	1940s- Late 1950s	1997	No Further Action Approval by MDEQ on letter dated 27 April 2006. Soil and media relocation restrictions.	Final Management Action Plan (April 2008); MDEQ Letter dated 27 April 2006; Final Site Investigation Report For Areas of Concern FIB, TWS, CRF, C16, ETC, 1576, SSR, and OSA (April 2005);	0	1	Yes	1	1	None	None
TU064	West POL - 1420 AOC	NERS AOC	West Petroleum, Oil, and Lubricants Yard	2,000-gallon emergency overflow UST for aviation fuel adjacent to two ASTs.	SVOCs and VOCs	Unknown	Unknown	Remedial Investigation completed - media relocation restrictions (soil and groundwater) are active. Recommendations for remedial action proposed.	Final Proposed Plan for 14 ERP Sites (13 September 2021); Final Remedial Investigation Report - SANGB; Great Lakes RI/FS (30 August 2018)	1	0	Yes	1	1	Under Investigation	Under Investigation
X	WSHL (1422-AOC)	AOC	West Side Hydrant Line/ West Ramp Fuel Line	JP-4	VOCs and PNAs	1990s (Abandoned) 1997 (Removed)	1997	No Further Action Approval by MDEQ on letter dated 30 December 2009. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008); Final Site Assessment Addenedum Report (February 2008); MDEQ Letter dated 29 April 2009	0	1	Yes	1	1	None	None
SW375	WWII Air to Water Gunnery Range	MMRP	WWII Air to Water Gunnery Range	Potential expended small arms ammunition	Lead	1918-1950s	2006	Lead soil contamination identified was below relevant screening levels during CSE Phase II Addendum.	Final Comprehensive Site Evaluation Phase II World War II Air-to-Water Gunnery Range, High Tower Skeet Range and Low Tower Skeet Range, SANGB (July 2010)	0	1	No	0	0	None	None
X	200 Housing -AOC	AOC	200 Housing Area	Lead based paint chips entering soil	Lead	Unknown	2009	No Further Action Approval by MDEQ on letter dated 06 December 2011.	MDEQ Letter Dated 06 December 2011; Removal Action Completion Report for 20 Housing Area (26 October 2011)	0	1	No	0	0	None	None
X	400 Housing -AOC	AOC	400 Housing Area	Of the portion of buildings that had their soil analyzed, lead in 10 of the buildings was detected at concentrations (up to 2,378 ppm) that exceeded the residential contact criteria of 400 ppm.	Lead	Unknown	2009	Soil and media restrictions enacted until further investigation occurs. The locations will be remediated prior to building demolition activities. This project is being managed by SANGB as part of the demolition project. The project is currently on hold pending potential re-use of facilities.	29 October 2015 ERP Quarterly Meeting Minutes	1	0	Yes	1	1	Soil	Soil
TU063	590-AOC	NERS AOC	Building 590 Underground Storage Tank	Heating Oil Tank recently removed confirmatory sampling from the removal indicate levels of contamination above ARARs	VOCs and PNAs	Unknown	2009	No Further Investigation Approved by MDEQ (letter dated 19 June 2015) after completion of PA/SI	MDEQ Letter dated 19 June 2015; Compliance Restoration Program Preliminary Assessments/ Site Investigations (30 July 2015)	0	1	No	0	0	None	None
X	1001-AOC	AOC	Underground Storage Tank	Fuel oil	BTEX and PNAs	Unknown	1997	10000 gallon fuel oil UST removed in 1997. Underground Storage Tank does not require any further investigation per MDEQ letter dated 21 February 2002.	USTD Closure Report for Buildings 1412, 1434, and 1001 (January 1997); MDEQ Letter dated 21 February20 02	0	1	No	0	0	None	None
X	1051-AOC	AOC	Building 1051 Underground Storage Tanks	Heating fuel, and store waste oil and waste fuel	Metals, BTEX, and PAHs	1970s-1995 (Removed)	1995	No Further Action Approval by MDEQ on letter dated 30 December 2009. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008) ; MDEQ Letter dated 30 December 2009; Building 1051 Long-Term Program Quarterly Monitoring Report and No Further Action Request for Soils and Groundwater - Quarter 4 - January 2008 (September 2009)	0	1	Yes	1	1	None	None
OW055	1425/1427-AOC	NERS AOC	Building 1425/1427 Oil/Water Separator	Estimated 4,000-gallon capacity, with 6-inch thick concrete walls and floor, and installed approximately 1.5 ft bgs. In 2008, Abandoned in-place.	Metals and VOCs	Unknown	2009	Remedial Investigation completed - media relocation restrictions (soil and groundwater) are active. Recommendations for remedial action proposed.	Final Proposed Plan for 14 ERP Sites (13 September 2021); Final Remedial Investigation Report - SANGB; Great Lakes RI/FS (30 August 2018)	1	0	Yes	1	1	Under Investigation	Under Investigation
OW056	1429-AOC	NERS AOC	Building 1429 Oil/Water Separator	Estimated 15,000-gallon capacity , with 6-inch thick concrete walls and floor. In 2008, Abandoned in-place. outlets which discharged to the sanitary sewer were plugged in 1998 and were replaced with holding tanks which were manually pumped.	Metals and VOCs	Unknown	2009	Remedial Investigation completed - media relocation restrictions (soil and groundwater) are active. Recommendations for remedial action proposed.	Final Proposed Plan for 14 ERP Sites (13 September 2021); Final Remedial Investigation Report - SANGB; Great Lakes RI/FS (30 August 2018)	1	0	Yes	1	1	Under Investigation	Under Investigation
TU060	1436-AOC	NERS AOC	Building 1436 Underground Storage Tank	Retrofitted 55-gallon steel drum acting as an OWS. In 2008, removed. The drum was found to be in poor condition with numerous holes and significant corrosion.	Metals and PCBs	Unknown	2009	Remedial Investigation completed - media relocation restrictions (soil and groundwater) are active. Recommendations for remedial action proposed.	Final Proposed Plan for 14 ERP Sites (13 September 2021); Final Remedial Investigation Report - SANGB; Great Lakes RI/FS (30 August 2018)	1	0	Yes	1	1	Under Investigation	Under Investigation
X	1401-AOC **(USCG Site)**	USCG AOC	Building 1401 Storm Water Drainage System	In 2018, AFFF Tank leakage into the building storm water drainage system. AFFF tank replaced in 2018.	PFAS (PFOS, PFOA)	1970s - Present	2018	USCG completed compliance cleanup activities with EGLE acceptance. Site will remain part of PRL 5 under ANG remediation actvities.	Site Investigation Report: Air Station Detroit AFFF Release Investigation and Stormwater Assessment (28 June 2019);	0	1	Yes	0	1	None	None
X	1466-AOC (**USCG Site**)	USCG AOC	Building 1466 (Fire Suppression Building) Fuel Spill	Fuel tanks piping housed in the fire suppression building may have leaked. During building renovation activities, olfactory evidence indicated possible soil impacts. Initial oil samples indicate exceedances exist.	PAHs and TPHs	1992 - Present	2012	Site investigation completed with no constituents concentrations identified above Generic Residential Criteria in soil and groundwater. MDEQ approved no further investigation warranted (letter dated 07 September 2017).	MDEQ Letter dated 07 September 2017; Final Site Investigation Report (13 September 2017)	0	1	No	0	0	None	None

Selfridge Air National Guard Base
Installation Restoration Program
Site Summary Table

Site ID [1]	AOC Designation	Classification	Site Name	Sources of Contamination	Contamination	Operation Date	Identification Date	Status	Source	Open	Closed [2]	Media Relocation Restrictions (exceedances > Part 201 criteria)			Direct Contact Exceedances (soil and groundwater) [3]	
	Installation Restoration Program											Yes/No	Soil	Groundwater	Residential	Non-Residential
TU061	1492 - AOC	NERS AOC	Building 1492 (East) Underground Storage Tank	6,000 gallon Heating Oil Tank	SVOCs	1959 - 2008	2009	Unlimited Use/Unrestricted Exposure (UU/UE) No Further Action (NFA) approved by EGLE (letter dated 22 April 2020); No further evaluation (minor metal exceedances are indicative of natural variation [soil] or turbidity [groundwater] and not a contaminated release) approved by MDEQ (letter dated 08 August 2018) after completion of RI.	MDEQ Letter dated 22 April 2020; Final No Further Response Action Planned Decision Document for Sites SS041, ZZ042, and TU061 (22 April 2020); Final Remedial Investigation Report - SANGB; Great Lakes RI/FS (30 August 2018)	0	1	No	0	0	None	None
TU062	1522-AOC	NERS AOC	Building 1522 Underground Storage Tank	UST recently removed confirmatory sampling from the removal indicate levels of contamination above ARARs	PNAs and VOCs	Unknown	2009	No Further Investigation Approved by MDEQ (letter dated 19 June 2015) after completion of PA/SI	MDEQ Letter dated 19 June 2015; Compliance Restoration Program Preliminary Assessments/ Site Investigations (30 July 2015)	0	1	No	0	0	None	None
X	1533-AOC (**US Army Site**)	Army AOC	Building 1533 Underground Storage Tank	One steel 2,000-gallon leaded gasoline UST and One steel 2,000 gallon diesel fuel UST, removed in 1992.	Metals, VOCs, and PAHs	Unknown - 1992 (Removed)	1992	2017 Corrective Action Plan implementation completed (new bioventing and SSD systems running). Base boundary AS/SVE system shutdown approval in MDEQ correspondence dated 01 Decebmer 2017. LTM in-progress.	Final 2020 Annual Monitoring and Performance Report (30 December 2020); Final Corrective Action Plan Implementation Completion Report (June 2018)	1	0	Yes	1	1	Soil	Soil
X	1576-AOC	AOC	Underground Storage Tank Building 1576 Removal Site	Heating oil	Metals, SVOCs, and VOCs	1993 (Removed)	1993	No Further Action Approval by MDEQ on letter dated 27 April 2006. Soil and media relocation restrictions.	Final Five Year Review Report (23 February 2021); Final Management Action Plan (April 2008); MDEQ Letter dated 27 April 2006; Final Site Investigation Report For Areas of Concern FIB, TWS, CRF, C16, ETC, 1576, SSR, and OSA (April 2005)	0	1	Yes	1	1	None	None
X	2017 UST AOC	AOC	Underground Storage Tank	Heating oil tank	Metals, SVOCs, and VOCs	2017 (Removed)	2017	No Further Action Approval by MDEQ on letter dated 08 May 2018 until decommissioning and removal of the existing fuel complex. Soil and media restrictions enacted.	MDEQ Letter dated 08 May 2018;	0	1	Yes	1	0	Soil	Unknown
OW057	3431-AOC	NERS AOC	Building 3431 Oil/Water Separator	OWS recently removed confirmatory sampling from the removal indicate levels of contamination above ARARs	Metals, SVOCs, and VOCs	Unknown	2009	No Further Investigation Approved by MDEQ (letter dated 19 June 2015) after completion of PA/SI	MDEQ Letter dated 19 June 2015; Compliance Restoration Program Preliminary Assessments/ Site Investigations (30 July 2015)	0	1	No	0	0	None	None
SS041	6427-AOC	NERS AOC	Recreational Vehicle Storage Area	Site evaluation identified concrete demolition wastes, sand, gravel, concrete, asphalt, soil, and roofing demolition piles, demolition waste, disturbed soils, red brick, cinders, shingles, tires, tarps, used oil cans, batteries, latex paint, drums, and an inverted trailer frame were found dumped in the area. It is asumed that the majority of the debris is from past Army (roads and ground maintenance operations), but records during that time period regarding the lot are not clear. Some of the debris could be from past adjacent Nike Complex operations as well. The Site is currently undeveloped and not maintained by SANGB.	Metals, SVOCs, and VOCs	1963 - 2000s	2009	Restricted No Further Action approved by EGLE (letter dated 22 April 2020); No further evaluation (minor metal exceedances are indicative of natural variation [soil] or turbidity [groundwater] and not a contaminated release) approved by MDEQ (letter dated 08 August 2018) after completion of RI.	MDEQ Letter dated 22 April 2020; Final No Further Response Action Planned Decision Document for Sites SS041, ZZ042, and TU060 (22 April 2020); Final Remedial Investigation Report - SANGB; Great Lakes RI/FS (30 August 2018)	0	1	Yes	1	1	None	None
X	1416-AOC (ArNG Site)	ArNG	Buillding 1416 Ramp Fuel Spill	Approximately 200 gallons of Jet A were leaked onto the ramp from the aircraft during refueling operations.	Fuel	22-Mar-19	22-Mar-19	Several monitoring wells and infiltration gallery installed. Several sampling events have occurred.	08 September 2021 - ERP Quarterly Meeting Minutes; Summary of Spill Response Activities (23 April 2019)	1	0	Yes	1	1	Under Investigation	Under Investigation
X	700 Marina	AOC	700 Marina Dredging Spoils	Elevated concentration of metals and PAHs have been detected in the sediments below recreation land use criteria. In addition, these sediments have ben dredged and placed east of the marina.	Metals and PAHs	1950s - present	Unknown	Institutional controls are in place for any intrusive activities because no delineation of the contamination has occurred. A human health risk assessment would be necessary if land use change to unrestricted (residential).	Final Five Year Review Report (23 February 2021); Permit for the Joint Use of Portions of the 700 Marina, EBS (April 2010)	0	1	Yes	1	1	None	None
X	903 Marina	AOC	903 Marina Dredging Spoils	Unknown	Unknown	Unknown	Unknown	Unknown	Final Five Year Review Report (23 February 2021);	0	1	Yes	1	1	None	None
									Total	45	142		74	102		
											187			176		

1 - indicates "yes" 0 - indicates "no"

Notes:
[1] X indicates site does not have NGB ID
[2] "Closed" includes NFA sites with Land Use Controls (LUCs)
[3] Per the December 30, 2013 Promulgated Cleanup Criteria Requirements for Response Activities (Formerly Part 201 Cleanup Criteria and Screening Levels) the Groundwater Contact Criteria has been eliminated. However, the new criteria are not yet recognized under Part 111 - The Hazardous Waste Management Act
[4] Additional UXO and/or MC clearance activities completed.

Administrative Closure with Land Use Controls associated with adjacent/overlapping site
Open ANG Restoration Sites
Open ANG MMRP Sites
Open Other Agency Sites
Red Text Open Base Managed Projects

Abbreviations
AAFES Army Air Force Exchange Services
AIMD Aircraft Intermediate Maintenance Department

Selfridge Air National Guard Base
Installation Restoration Program
Site Summary Table

Site ID [1]	AOC Designation	Classification	Site Name	Sources of Contamination	Contamination	Operation Date	Identification Date	Status	Source	Open	Closed [2]	Media Relocation Restrictions (exceedances > Part 201 criteria)			Direct Contact Exceedances (soil and groundwater) [3]	
	Installation Restoration Program											Yes/No	Soil	Groundwater	Residential	Non-Residential

ANG	Air National Guard
AOC	Area of Concern
ARARs	Applicable or Relevant and Appropriate Requirement
ArNG	Army National Guard
AST	Aboveground Storage Tank
AVGAS	Aviation gasoline
BTEX	benzene, toluene, ethylbenzene, and xylenes
CAO	Corrective Action Order
CEVR	Environmental Remediation Directorate
COC	Contaminant of Concern
CSE	Comprehensive Site Evaluation
DDD	dichlorodiphenyldichloroethane
DDE	Dichlorodiphenyldichloroethylene
DDT	dichlorodiphenyltrichloroethane
DRMO	Defense Reutilization and Marketing Office
EBS	Environmental Baseline Survey
ERP	Environmental Restoration Program
ESHL	East Side Hydrant Line
FD	Fire Department
FOG	Fats, Oil, and Grease
gal	gallon
IRP	Installation Restoration Program
JP-4	jet propulsion fuel #4
LTM	Long Term Monitoring
LUCs	Land Use Controls
LUST	leaking underground storage tank
MC	munition constituents
MDEQ	Michigan Department of Environmental Quality
MMRP	Military Munitions Response Program
MOGAS	Motor vehicle gasoline
MWs	monitoring wells
NAF	Naval Air Facility
NERS	Newly Evaluated Remediation Sites
NFA	No Further Action
NFRAP	No Further Response Action Planned
OWS	oil water separator
PAH	polynuclear aromatic hydrocarbons
PCB	Polychlorinated Byphenols
PD	petroleum distillate
POL	Petroleum, Lubricants, and Oil
PRL	Potential Release Location
PPM	parts per million
RCRA	Resource Conservation and Recovery Act
RI/FS	Remedial Investigation/Feasibility Study
RRT	railroad track
SANGB	Selfridge Air National Guard Base
SI	site investigation
St.	Saint
SVOC	Semi-volatile Organic Compounds
TPH-DRO	Total Petroleum Hydrocarbons - Diesel Range Organics
TPH-GRO	Total Petroleum Hydrocarbons - Gasoline Range Organics
USACE	United States Army Corps of Engineers
USAG-DTA	US Army Garrison - Detroit Arsenal
USAG-S	US Army Garrison - Selfridge
USCG	United States Coast Guard
UST	Underground Storage Tank
USTD	Underground Storage Tank Document
VOC	Volatile Organic Compounds
WMD	Waste Management Division
WWII	World War II

AOC Designation	Site Name	Contamination	Operation Date	Identification Date	Status	Source
Installation Restoration Program Sites						
IRP Site 1	Southwest Landfill	Residential waste demolition materials, solvents (trichloroethylene, carbon tetrachloride, methyl ethyl ketone), paint strippers and thinners, and waste oils	1970-1978	1983	LTM underway and administratively combined with IRP Site 37, awaiting annexation acceptance letter from the MDEQ.	Final Management Action Plan, April 2008
IRP Site 2	Fire-Training Area Number 2	JP-4	1964-1989	1983	No Further Action Approval by MDEQ on letter dated January 25, 2007. Soil and media relocation restrictions.	Final Management Action Plan, April 2008
IRP Site 3	Fire-Training Area Number 1	Waste flammable materials (JP-4, solvents, thinners, and strippers)	1952-1959	1983	No Further Action Decision Document Approval by MDEQ on letter dated June 20, 2003. Soil and media relocation restrictions.	Final Management Action Plan, April 2008
IRP Site 4	West Ramp Spill Site	JP-4	Late 1950s-Present	1983	No Further Action Approval by MDEQ on letter dated June 24, 2003. Soil and media relocation restrictions.	Final Management Action Plan, April 2008
IRP Site 5	Tucker Creek Fill Area	Demolition materials, residential wastes, and industrial waste materials (carbon tetrachloride, trichloroethylene, and other unknown chemicals	1930-1955	1983	LTM underway at MDEQ request. Contractor submitting NFA request to the MDEQ in Fall 2011.	Final Management Action Plan, April 2008
IRP Site 6	Northwest Landfill	Waste products (solvents, paint thinners and strippers, waste oils, and fuels), tetraethyl lead, and residential wastes	1955-1975	1983	No Further Action Decision Document Approval by MDEQ on letter dated June 20, 2003. Soil and media relocation restrictions.	Final Management Action Plan, April 2008
IRP Site 7	East Ramp Spill Site	JP-4	1922- Present	1983	No Further Action Decision Document Approval by MDEQ on letter dated June 20, 2003. Soil and media relocation restrictions.	Final Management Action Plan, April 2008
IRP Site 8	Perimeter Road Waste Oil Dust Control	Waste oils (may also have contained waste solvents and thinners before 1979)	1930-2000	1983	No Further Action Approval by MDEQ on letter dated August 5, 2005. Soil and media relocation restrictions.	Final Management Action Plan, April 2008
IRP Site 9	Wastewater Treatment Plant Sludge Application	Sewage sludge, unknown amounts of solvents, waste oils, thinners, strippers, and waste battery acid	1941-1977	1983	No Further Action Decision Document Approval by MDEQ on letter dated June 20, 2003. Soil and media relocation restrictions.	Final Management Action Plan, April 2008
IRP Site 10	Coal Storage Pile Adjacent to Civil Engineering Complex	Bituminous coal	1922- Present	1987	Remediated to appropriate cleanup criteria under Part 201 satisfied approval by MDEQ letter October 24, 2000 per Corrective Action CAO-WMD-111-02-95.	Final Management Action Plan, April 2008
IRP Site 11	AVGAS Tank Farm	JP-4, aviation gas	1965-1992	1992	The Underground Storage Tank Division MDEQ approved closure of the site on March 23, 1998 per Corrective Action CAO-WMD-111-02-95.	Final Management Action Plan, April 2008
IRP Site 12	UST Adjacent to Building 24	JP-4	1979-1991	1992	No Further Action Decision Document Approval by MDEQ on letter dated June 20, 2003. Soil and media relocation restrictions.	Final Management Action Plan, April 2008
IRP Site 13	UST Adjacent to Building 1429	MOGAS and diesel fuel	1985-1991	1992	No Further Action Decision Document Approval by MDEQ on letter dated June 20, 2003. Soil and media relocation restrictions.	Final Management Action Plan, April 2008
IRP Site 14	Ruptured Fuel Line at Building 885	JP-4	1960- Present	1992	No Further Action Approval by MDEQ on letter dated June 26, 2003. Soil and media relocation restrictions. Additional cleanup required in East POL remediation project.	Final Management Action Plan, April 2008
IRP Site 15	Fire-Training Area Number 3	JP-4	1959-1964	1993	No Further Action Decision Document Approval by MDEQ on letter dated June 20, 2003. Soil and media relocation restrictions.	Final Management Action Plan, April 2008
IRP Site 16	Fuel Dispensing/ Loading Area, Building 99	JP-4	Unknown-Present	1993	Site administrative closure approval by MDEQ letter dated January 21, 2005, but site will not receive NFA until contamination addressed in Building 99 remediation corrective action completed. BLG 99 remediation occurring in FY12.	Final Management Action Plan, April 2008
IRP Site 17	Civil Engineering Paint Shop	Waste paints and solvents	1960s-Mid-1980s	1994	No Further Action Decision Document Approval by MDEQ on letter dated January 29, 2007. Soil and media relocation restrictions.	Final Management Action Plan, April 2008
IRP Site 18	Railroad Tracks	Waste oils, antifreeze, and fuels	1930s-1970s	1994	No Further Action Decision Document Approval by MDEQ on letter dated December 23, 2003. Soil and media relocation restrictions.	Final Management Action Plan, April 2008

IRP Site 19	Storage Area at Building 176	Waste crankcase motor oil	Mid-1960s-early 1970s	1994	No Further Action Decision Document Approval by MDEQ on letter dated June 20, 2003. Soil and media relocation restrictions.	Final Management Action Plan, April 2008
IRP Site 20	Military Vehicle Service Station	MOGAS and diesel fuel	1920s-1974	1994	No Further Action Approval by MDEQ on letter dated May 17, 2010 for soil only. Soil relocation restrictions.	Final Management Action Plan, April 2008
IRP Site 21	Hazardous Waste Storage at Building 120	Waste solvents, paints, oils, and degreasers	1940s-1989	1994	No Further Action Approval by MDEQ on letter dated May 17, 2010 for soil only. Soil relocation restrictions. Further GW remediation occurred in FY2011 and LTM programmed for FY11-12..	Final Management Action Plan, April 2008
IRP Site 22	Vehicle Maintenance Storage at Building 128	Oils, fuels, solvents, and antifreeze	1920s- Mid-1970s	1994	No Further Action Approval by MDEQ on letter dated September 20, 2010. Soil and media relocation restrictions.	Final Management Action Plan, April 2008
IRP Site 23	Hangar 9 Disposal Area	MOGAS	1960s- Mid-1970s	1994	Remediation and LTM monitoring currently underway. Sodium persulfate, Ferrous EDTA, and sodium permanganate soil chemical treatment occurred onsite in 2011.	Final Management Action Plan, April 2008
IRP Site 24	Hangar 10 Disposal Area	Waste oils, solvents, and JP-4	1968-1975	1994	No Further Action Approval by MDEQ on letter dated May 17, 2010 for soil only. Soil relocation restrictions. PermeOx Plus, sodium permanganate soil chemical treatment occurred onsite. Further GW remediation planned for FY2011	Final Management Action Plan, April 2008
IRP Site 25	Hangar 36 Storage/ Disposal Area	Waste fuels, solvents, and oil mixtures	1960s- Mid-1980s	1994	No Further Action Approval by MDEQ on letter dated May 17, 2010 for soil only. Soil relocation restrictions. PermeOx Plus, sodium permanganate soil chemical treatment occurred onsite. Further GW remediation occurred in FY2011 and LTM programmed for FY11-12.	Final Management Action Plan, April 2008
IRP Site 26	Fuel Line Leak	JP-4	1984	1994	No Further Action Approval by MDEQ on letter dated May 17, 2010 for generic residential soil only. No Further Action Approval by MDEQ on letter dated March, 25, 2009 for residential groundwater.	Final Management Action Plan, April 2008
IRP Site 27	Fuel Storage Area Number 2	Waste sludge, waste paints, and solvents	1959-1986	1994	No Further Action Approval by MDEQ on letter dated May 17, 2010 for soil and generic industrial groundwater. Soil and media relocation restrictions.	Final Management Action Plan, April 2008
IRP Site 28	Vehicle Waste and Transformer Storage	Waste automotive oils, antifreeze, leaking PCB transformers, adjacent contamination from UST at BLG 1533	1978- Mid-1980s	1994	Further Remediation planned to adjacent site for UST BLG 1533-AOC. Programmed remediation events by USAG for FY12. Site 28 will be closed when 1533-AOC receives NFA closure.	Final Management Action Plan, April 2008
IRP Site 29	Leaking MOGAS UST at Building 833	MOGAS	1950s-1984	1993	No Further Action Decision Document Approval by MDEQ on letter dated January 29, 2007. Soil and media relocation restrictions.	Final Management Action Plan, April 2008
IRP Site 30	Leaking PCB Transformer/ UST at Building 1051	Leaking PCB transformers, fuels, waste oil, and waste fuels	1983 PCBs; 1995 - UST removed	1999	No Further Action Approval by MDEQ on letter dated December 30,2009 for Building 1051. Soil and media relocation restrictions. Received confirmation of MDEQ	Final Management Action Plan, April 2008
IRP Site 31	Leaking PCB Transformer at Building 826	Leaking PCB transformer	Unknown	1999	No Further Action Decision Document Approval by MDEQ on letter dated June 20, 2003. Soil and media relocation restrictions.	Final Management Action Plan, April 2008
IRP Site 32	Fenced Storage Area at Building 832	Solvents, paints, oils containing PCBs, and de-greasing agents	Late 1970s-Late 1980s	1999	No Further Action Approval by the MDEQ on letter dated May 19, 2011. Soil and media relocation restrictions.	Final Management Action Plan, April 2008
IRP Site 33	Waste Oil Disposal at Building 832	Waste Oils	1950s-1970s	1999	No Further Action Decision Document Approval by MDEQ on letter dated January 29, 2007. Soil and media relocation restrictions.	Final Management Action Plan, April 2008
IRP Site 34	Waste Water Treatment Plant Sludge Drying Beds	Solvents, fuels, antifreeze, battery acid (neutralized), oils, and PD-680	1942-1974	1999	No Further Action Decision Document Approval by MDEQ on letter dated January 29, 2007. Soil and media relocation restrictions.	Final Management Action Plan, April 2008

IRP Site 35	Coal Storage Area at Building 1439	Coal and metals	1950s-1994	1999	Remediated to appropriate cleanup criteria under Part 201 satisfied approval by MDEQ letter October 24, 2000 per Corrective Action CAO-WMD-111-02-95.	Final Management Action Plan, April 2008
IRP Site 36	B-57 Crash Site	Fuel, waste solvents (lacquer enamel, thinners, methyl ethyl ketone, antifreeze, waste motor oil, and transmission oil)	1960s-1970s	1999	No Further Action Decision Document Approval by MDEQ on letter dated June 20, 2003. Soil and media relocation restrictions.	Final Management Action Plan, April 2008
IRP Site 37	Landfill Number 37	Residential waste, demolition materials, and solvents (trichloroethylene, carbon tetrachloride, methyl ethyl ketone), paint strippers and thinners, and waste oils.	1950s-1960s	2000	LTM underway and administratively combined with IRP Site 1, now refered to as Site 37.	Final Management Action Plan, April 2008

Abbreviations

AAFES	Army Air Force Exchange Services
AIMD	Aircraft Intermediate Maintenance Department
ANG/CEVR	Air National Guard/
ARARs	Applicable or Relevant and Appropriate Requirement
AST	Aboveground Storage Tank
AOC	Area of Concern
AVGAS	Aviation gasoline
BLG	building
COC	Contaminant of Concern
CSE	Comprehensive Site Evaluation
CYS	Coal Yard Storage
DRMO	Defense Reutilization and Marketing Office
EBS	Environmental Baseline Survey
EDTA	Ethylenediaminetetraacetic acid
FOG	Fats, Oil, and Grease
GW	groundwater
JP-4	jet propulsion fuel #4
JP-7	jet propulsion fuel #8
LTM	Long Term Monitoring
MDEQ	Michigan Department of Environmental Quality
MOGAS	Motor vehicle gasoline
NFRAP	No Further Response Action Planned
NFA	No Further Action
NGB	National Guard Bureau
OWS	oil water separator
PAH	polynuclear aromatic hydrocarbons
PCB	Polychlorinated Byphenols
POL	Petroleum, Lubricants, and Oil
RCRA	Resource Conservation and Recovery Act
SANGB	Selfridge Air National Guard Base
SVOC	Semi-volatile Organic Compounds
TPH-DRO	Total Petroleum hydrocarbons-diesel range organics
USAG-S	US Army Garrison - Selfridge
UST	Underground Storage Tank
VOC	Volatile Organic Compounds

APPENDIX J
LIST OF PREPARERS

Name	*Responsibility*	*Education*	*Years of Experience*
Vanessa Williford	Project Manager	B.S., Resource and Environmental Management M.A., Environmental Sustainability and Development	23
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APPENDIX K
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