

APPENDIX A. DOCUMENTED CATEX

Airport sponsors may use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the FAA Order 1050.1 (current version) and FAA Order 5050.4B (collectively, FAA Environmental Orders).

To request a CATEX determination from the FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and consult with the Airports District Office or Regional Airports Division Office staff about the type of information needed. The form and supporting documentation should be completed in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, and submitted to the appropriate FAA Airports District/Division Office. The CATEX cannot be approved until all information and documentation is received and all requirements have been fulfilled.

Name of Airport, LOC ID, and location

Billings Logan International Airport (BIL), Billings, MT

Project Title

Pond E Expansion

Give a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDS, change in flight procedures, haul routes, new material or expanded material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

The proposed project consists of expanding an existing stormwater pond and modifying the outfall structure to detain a 100-year storm event. The modified outfall will allow water to discharge at the 5-year, 25-year, and 50-year predevelopment rates to meet the City of Billings stormwater requirements. The current pond detains stormwater for everything west of Taxiway "G" and new impervious infrastructure is proposed at the west end. The existing pond detains approximately a 50-year storm event and future infrastructure would make the pond out of compliance with City of Billings requirements. All other stormwater ponds at BIL hold 100-year events. The project will primarily involve large-scale excavation, as well as the construction of a new outfall structure from the pond and an updated discharge structure that discharges the stormwater into the adjacent coulee located outside the security fence.

Construction traffic will enter the airport from Gate 34 in the far southwest corner and access the project site by existing perimeter haul roads. The project site is located outside all FAA protection zones (ROFA, TOFA, RPZ, etc.) and is expected to have no impact on airport operations during the project's duration. The stockpile of excavated material will be located on the north side of the airport and is shown on Figure 2. All disturbed areas will be seeded upon project completion.

Estimated Start Date: June 1, 2026

Project Duration: 60 days

Give a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding airport property.

The proposed project will be located on state land with a perpetual lease by the airport. BIL is located on the north side of the city, approximately two miles from the downtown area. Billings is in Yellowstone County in east central Montana. The airport sits atop Yellowstone County's Rimrocks that overlook the City of Billings. Nearby terrain is varied and slopes steeply downward in all directions except to the west. The soils are mostly sandstone rock or silty sand. The proposed project area has previously been disturbed with an existing stormwater pond, other storm water infrastructure and grading.

Identify the appropriate CATEX paragraph(s) from the current version of Order 1050.1 or 5050.4B (Tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

Order 1050.1G, Section 5-6.4, Paragraph I: Land grading, erosion control

The circumstances FAA must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders and the Desk Reference for Airports Actions, as well as other guidance documents to assist you in determining what information needs to be provided about these impact categories to address potential impacts. Keep in mind that FAA must analyze both construction and operational impacts. Indicate whether or not there would be any effects under the particular impact category and, **if needed**, cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.

5-2.b(1) National Historic Preservation Act (NHPA) resources

	YES	NO
<p>Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic/cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required.</p> <p>A cultural resource inventory was conducted at BIL in February 2015 by Blain Fandrich of Ethnoscience, Inc. The cultural resource documented that “the AOA, where the proposed construction activity will occur, is completely disturbed by previously construction and land leveling activity dating back to the late 1920s. Prior disturbance activity within the AOA includes bulldozing, grading, and hauling in dirt and trash onto the site to level ground and fill drainages. Thus, there is no potential for intact cultural deposits within the AOA.” Although a final determination has not yet been made or recommended to the State Historical Preservation Office (SHPO), the draft CRI does not recommend the Airport as a whole, as eligible for listing as a Historic District in the National Register of Historical Places (NRHP) however, the Airport does have 10 historic properties consisting of 25 buildings, structures and objects which are recorded as separate sites within the Airport. The project area is not a part of those identified sites and does not include or impact any identified historic or cultural resources.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p> <p>No effects have been identified as being associated with the proposed project activities.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available)</p> <p>The site features an existing stormwater pond, along with other infrastructure, including a spillway, outfall structure, buried RCP, and an inlet structure. The depth of excavation of the pond is 10 feet from the top of the dike to the bottom. The area has also been graded to the east toward a decommissioned runway.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO or a tribal representative along with the SHPO may be required.</p> <p>The project is located on previously disturbed land on state land leased by the airport. Consultation with Tribal Historic Preservation Officer (THPO) should be conducted by the FAA if it is required. There have been no indications of tribal interest based on historical projects on the airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(2) Department of Transportation Act Section 4(f) and 6(f) resources

	YES	NO
<p>Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance.</p> <p>Section 4(f) property is defined as publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national State or local significance or land from a historic site of nation, State, or local significance. All work will be completed on state land leased by the airport not of historical significance. This land has been leased since 1941 for the purpose of noise abatement. There are no 4(f) resources on the airport. The project will not affect 4(f) resources off the airport, as it has no affect on flight numbers or patterns.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will project construction or operation physically or constructively “use” any Section 4(f) resource? If yes, describe the nature and extent of the use/impacts, and why there are no prudent and feasible alternatives. See 5050.4B Desk Reference Chapter 7.</p> <p>All work will be completed on state land leased by the airport. There are no 4(f) resources on the airport. The project is construction with sitework improvements that will not affect 4(f) resources off the airport, as it has no effect on flight numbers or patterns.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

YES NO

<p>Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.</p> <p>The project is situated on previously disturbed land, which is state-owned and leased to the airport since 1941. No Section 6(f) property will be converted to non-recreational purposes with the implementation of the proposed project activities.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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5-2.b(3) Threatened or Endangered Species


YES NO

<p>Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle.</p> <p>Included as a resource is the Natural Heritage Program (MTNHP) Environmental Summary retrieved on 11/19/25 for the project area. This is attached at the end of the CATEX report. There are many species listed in the summary as species of concern, but no species listed for the Billings Airport property area listed as endangered, threatened, or candidate species. The project area is mowed and inspected monthly. There has not been signs of species habitats within the project site.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish & Wildlife Service, National Marine Fisheries Service, and the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated. Provide the Biological Assessment and Biological Opinion, if required.</p> <p>The project will have no impact on any endangered or threatened species or their habitat. The Airport’s wildlife biologist is familiar with the project area and has not noted any endangered or threatened species in this area. The MTNHP Environmental Summary does not show any endangered or threatened species within the airport property.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish & Wildlife Service).</p> <p>The proposed project does not have the potential to take birds protected by the Migratory Bird Treaty Act. No habitat or nest structures have been located in the project site. The Airport’s wildlife biologist is familiar with the project area, and all airport maintenance staff is on the lookout for bird sightings or habitats during routine inspection and mowing.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b (4) Other Resources

Items to consider include:

a. Fish and Wildlife Coordination Act	YES	NO
<p>Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize or mitigate impacts.</p> <p>16 U.S.C. 661-666e was reviewed for this project to investigate and report on any actions that affect any stream or other body of water. The proposed does not impact any stream or other bodies of water. This project increases stormwater capacity and extends the detention time of water that discharges into Alkali Creek. The project will allow silts in the water to settle in the pond before discharging toward Alkali Creek. This project will not have a negative impact on Alkali Creek.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Wetlands and Other Waters of the U.S.	YES	NO
<p>Are there any wetlands or other waters of the U.S. in or near the project area?</p> <p>The project area is not in or near any wetlands or other waters of the U.S. The Airport is located on a sandstone plateau 300 to 400 feet above the nearest water source of Alkali Creek. The MTNHP Environmental Summary shows all wetlands off airport property near Alkali Creek. Alkali Creek is 1.4 miles to the northeast of the project site.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination. If delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands.</p> <p>A field check was performed and no wetlands were observed in connection with the proposed project area. We do not observe indications of hydric soil, hydric vegetation, or connection to surface water hydrology. The storm water infrastructure helps alleviate all surface water near active aviation and the project sits on silty sandstone. The area is natural grass that helps with FOD and dust.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		
<p>If wetlands are present, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact.</p> <p>No wetlands were observed in connection with the proposed project area; therefore, no direct impacts will be a result of the project. There are no trees on the site, see photo above.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit?</p> <p>There are no wetlands or waterways in the proposed project area. No USACE Clean Water Section 404 permit will be required for the proposed project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c. Floodplains</p>	<p>YES</p>	<p>NO</p>
<p>Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.</p> <p>According to FEMA flood hazard map 30111C1260E (November 6, 2013) indicated that no floodplains will be encroached upon or otherwise impacted by the proposed</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>project. The project is located in zone X and outside the floodplain as shown on the FEMA FIRM map in Figure 3.</p>		
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d. Coastal Resources	YES	NO
<p>Will the project occur in or impact a coastal zone as defined by the State’s Coastal Zone Management Plan? If yes, discuss the project’s consistency with the State’s CZMP. Attach the consistency determination if applicable.</p> <p>No impacts relating to coastal barriers, coastal zone management, or coral reefs are anticipated from airport development for any of the proposed development alternatives due that these resources are not present. According to the U.S. Fish & Wildlife Service Coastal Barrier Resources Act website, the states of Montana, Idaho, and Wyoming are not identified as having any lands included in the Coastal Barriers Resources Act system. The National Oceanic and Atmospheric Administration Ocean & Coastal Resource Management website notes that the states of Montana, Idaho, and Wyoming do not participate in the Coastal Zone Management Program.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?</p> <p>The Airport is located in Montana, which has no coastal areas.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. National Marine Sanctuaries	YES	NO
<p>Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>The Airport is located in Montana, which has no coastal areas.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Wilderness Areas	YES	NO
<p>Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>No. The Absaroka Beartooth Wilderness is located more than 60 miles away and the UL Bend Wilderness is more than 120 miles away from the proposed project location.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Farmland	YES	NO
<p>Is there prime, unique, state or locally important farmland in/near the project area? Describe any significant impacts from the project.</p> <p>All work will be on airport property. No prime, unique, state, or locally important farmland is located on or near the Airport that will be impacted by this project. See attached Figure 5.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006.</p> <p>This project does not include the acquisition and conversion of farmland. See attached Figure 5.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>h. Energy Supply and Natural Resources</p>	<p>YES</p>	<p>NO</p>
<p>Will the project change energy requirements or use consumable natural resources either during construction or operations?</p> <p>No.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during construction or operations?</p> <p>This project is located in an area that will not affect aircraft/vehicle patterns for the duration of the project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Wild and Scenic Rivers	YES	NO
<p>Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project?</p> <p>There are no rivers in the Nationwide Rivers Inventory in Yellowstone County. Yellowstone River, which is not near the project site but approximately 3.5 miles from the Airport is the closest river. The project will not impact this river.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark?</p> <p>This project is 3.5 miles from the Yellowstone River and will have no impact.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Solid Waste Management	YES	NO
<p>Does the project (either the construction activity or the completed, operational facility) have the potential to generate significant levels of solid waste? If so, discuss how these will be managed.</p> <p>Construction activities are not expected to generate significant levels of solid waste. Most of the project will involve excavation, and the resulting material will remain on airport property and be used as fill material for future development. The project may involve removal of existing storm drain infrastructure which would be the only source of solid waste on the project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(5) Disruption of an Established Community

	YES	NO
<p>Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community?</p> <p>This project is located on Airport property and will not disrupt any community, planned development or be inconsistent with plans or goals of the community.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are residents or businesses being relocated as part of the project?</p> <p>No residents or businesses are located on Airport property where the project is located.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(6) Surface Transportation

YES NO

<p>Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided?</p> <p>The project entrance is off Highway 3 with good access and level of service. This project will have truck entering signs and the traffic will handle the increase during construction. Most construction trucks use Highway 3 to get from the west end of the material plants to the center or east end of Billings. We have not noticed increase congestion due to construction at the airport throughout the past 10 years with the construction of round a bouts and Highway 3 upgrades (additional lanes and wider shoulders).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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<p>Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred.</p> <p>No road relocations or closures will be required.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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5-2.b(7) Noise

	YES	NO
<p>Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?</p> <p>The project will not increase aircraft operations, nighttime operations, nor change fleet mix characteristics. This project is insignificant to affecting aircraft operations.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented?</p> <p>The project is outside all FAA safety zones and will not affect airport operations.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations.</p> <p>This project will not result in a change in operations.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method. If yes, provide that documentation.</p> <p>A noise contour map is included as Figure 4. This was conducted by Peat Marwick in April 1985.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour?</p> <p>The project location is currently in Zone 2 with DNL 65-70. This project involves an apron for aircraft to park at and will not change the flight patterns of aircraft or impact the existing noise levels.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(8) Air Quality

	YES	NO
<p>Is the project located in a Clean Air Act non-attainment or maintenance area?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels (provide the paragraph citation for the exemption or presumed to conform list below, if applicable) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation.</p> <p>Billings is a state-regulated community for air quality. According to the Montana Department of Environmental (DEQ) website (https://deq.mt.gov/Air/Programs/panandrul) for carbon monoxide, Billings is listed as attainment/unclassified. Billings also has attainment for sulfur dioxide and is listed as SIP Call. The SIP Call actions under Federal Clean Air Act Authority Section 110(k)(5). These are not nonattainment areas.</p> <p>Thus, the proposed project area is not located in an Air Quality Nonattainment zone.</p> <p>Air quality effects anticipated with this project may be temporary dust generated in the immediate area of construction. The contractor would be responsible for dust control throughout the duration of the proposed project to mitigate temporary impacts.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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<p>Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?</p> <p>This project will not result in a change of landside or airside capacity. The project allows for future stormwater to be mitigated properly.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations?</p> <p>The proposed project activities are unlikely to impact air quality within the project area outside of temporary dust generated in the immediate area of construction. The direct effects to air quality from the proposed project to the Billings community or Yellowstone County would be minimal as there would be no significant atmospheric emissions because of the finished project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b (9) Water Quality

	YES	NO
<p>Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.).</p> <p>The proposed project will not impact groundwater. Ground water is greater than 100 feet deep and has not been hit drilling or during construction on a project to date. According to the Environmental Protection Agency (EPA) Region 8 Sole Source Aquifer Program, the Missoula Valley Aquifer is the only Sole Source Aquifer in the State of Montana. The proposed project area does not overlay the Missoula Sole Source Aquifer and will have no effect.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction.</p> <p>No impacts to water resources have been identified as being associated with proposed project activities.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project increase the amount or rate of stormwater runoff either during construction or operations? Describe any steps that will be taken to ensure it will not impact water quality.</p> <p>The project will increase the pond's capacity of storm runoff from the west end of the airport.</p> <p>Construction operations will require a general permit for storm water discharge associated with construction activities. During the development of the SWPPP Best Management Practices will be identified and implemented prior to the initiation of construction activities.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts?</p> <p>No impacts to water quality have been identified as being associated with proposed project activities or storm water at BIL.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are any water quality related permits required? If yes, list the appropriate permits.</p> <p>The Contractor will be required to follow a Storm Water Pollution Prevention Plan and fall under the Airport's SWPPP. No other permits regarding water quality are anticipated.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5-2.b(10) Highly Controversial on Environmental Grounds

	YES	NO
<p>Is the project highly controversial? The term “highly controversial” means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project’s risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action.</p> <p>No controversy has been identified as being associated with the proposed project. No opposition to the proposed project has been identified.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(11) Inconsistent with Federal, State, Tribal or Local Law

	YES	NO
<p>Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located?</p> <p>The Airport property is annexed into the City of Billings and is within the Billings Planning Jurisdiction area for buildings. Airports and customary accessory uses required for their operation are permitted uses under the City. The underlying zoning does not present obstacles to the general functioning of the Airport and specifically to the construction of the proposed project. The proposed project is consistent with the plans of the 2009 Masterplan and is on the current signed ALP.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project incompatible with surrounding land uses?</p> <p>The proposed project will take place on airport property and will contribute to the local community plans and goals. There are no issues with the surrounding land use.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2 .b (12) Light Emissions, Visual Effects, and Hazardous Materials

a. Light Emissions and Visual Effects	YES	NO
<p>Will the proposed project produce light emission impacts?</p> <p>The project will not produce light emission impacts.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Will there be visual or aesthetic impacts as a result of the proposed project or have there been concerns expressed about visual/aesthetic impacts?

This project is expanding an existing stormwater pond. It will not change the area visually or have any new aesthetic impacts.

b. Hazardous Materials	YES	NO
<p>Does the project involve or affect hazardous materials?</p> <p>Jet fuel, 100LL fuel and ethylene glycol deicing agents have historically been and are currently delivered, stored for, and placed in or on aircraft at the Airport. The Airport has a current Storm Water Permit that addresses all the industrial activity and Best Management Practices (BMP) that would remain. The Airport has established BMPs to ensure that fuel and deicing agents are properly dispersed, stored, and that necessary mitigation measures remain in place to address potential spills. The proposed project would not cause the Airport to become unable to meet applicable local, state or federal regulations pertaining to hazardous materials, pollution prevention, and solid waste impacts. This project will not change the storage of materials as described above.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will construction take place in an area that contains or previously contained hazardous materials?</p> <p>A search of the DEQ website reveals no hazardous materials or sites (reference: http://deq.mt.gov/rem). The project area has never contained hazardous materials.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants?</p> <p>This project does not involve a land acquisition.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the proposed project produce hazardous or solid waste either during construction or after? If yes, how will the additional waste be handled?</p> <p>The project will not produce hazardous and/or solid waste. Typical construction wastes will be disposed of at the City of Billings landfill. Most of the construction waste on this project will be unclassified excavation (remain on airport property for future projects). The small quantity of materials is not expected to result in quantities beyond the capacity of those facilities.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2 .b (13) Public Involvement

	YES	NO
<p>Was there any public notification or involvement? If yes, provide documentation.</p> <p>The project has been publicly discussed at Airport meetings with airlines that include all tenants at the airport. The landuse plan in the ALP and the Master Plan from 2009 show the areas covered in this project as aviation development. No comments have been received on this project during those open public meetings.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Permits

List any permits required for the proposed project which have not been previously discussed.

Provide details on the status of permits.

Required permits will be noted in the specifications as being part of the Contractor's responsibility to obtain, which include a Construction Storm Water Pollution Prevention Program Permit.

Environmental Commitments

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for a CATEX.

Construction operations will be completed during day time hours and will implement best management practices in the required work.

Preparer Information

Point of Contact	Heather Mosser, P.E.				
Address	315 N. 25 th Street, Suite 102				
City	Billings	State	MT	Zip Code	59101
Phone	406-237-1239		Email Address	hmosser@m-m.net	

Signature Heather Mosser Date 12.01.25

Airport Sponsor Information and Certification (may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision.

Point of Contact	Paul Khera				
Address	Billings Logan International Airport, 1901 Terminal Circle, Room 2016				
City	Billings	State	MT	Zip Code	59101
Phone Number	406-657-8339		Email Address	KheraP@billingsmt.gov	
Additional Name(s)			Additional Email Address(es)		

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature Paul Khera Date November 26, 2025

FAA Decision

Having reviewed the above information, it is the FAA’s decision that the proposed project (s) or development warrants environmental processing as indicated below.

Name of Airport, LOC ID, and location Billings Logan International Airport (BIL), Billings, MT

Project Title Pond E Expansion

No further NEPA review required. Project is categorically excluded per (cite applicable FAA Order 1050.1 (current version) and CATEX that applies).
B-2.4(l) Land grading

An Environmental Assessment (EA) is required.

An Environmental Impact Statement (EIS) is required.

The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Name: Heidy Bruner
Responsible FAA Official

Title Environmental Protection Specialist

Signature HEIDY SUE
BRUNER
Digitally signed by HEIDY SUE
BRUNER
Date: 2025.12.05 11:29:08 -07'00'

Date December 5, 2025

The Airport must ensure that contract documents include provisions requiring the Contractor to secure and adhere to applicable permits for Storm Water Discharges Associated with Construction Activity.

Although Historic or Cultural Resources are not expected to be discovered, the Sponsor must ensure that construction contract documents include provisions obligating the Contractor to adhere to an Inadvertent Discovery Plan protocol. If any actual or suspected cultural resources are encountered during the course of the project, all work in the vicinity of the find will cease until FAA is notified and the Montana State Historic Preservation Office can be contacted and given an opportunity to evaluate the situation.