



Public Open House for New Site Development for Aircraft Assembly and Flight Testing at St. Louis Lambert International Airport

October 17, 2023

4:00 – 7:00 p.m.

STL Concourse B

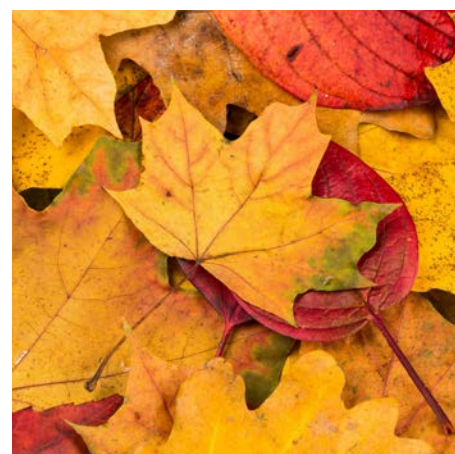
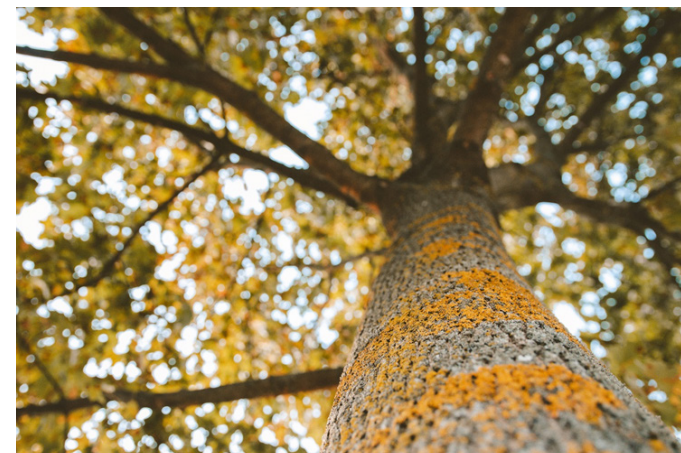
The National Environmental Policy Act

What is the National Environmental Policy Act (NEPA)?

NEPA is a federal law that requires federal agencies to consider environmental, social, and economic impacts of projects before making decisions about them.

What are the goals of NEPA?

- > To ensure effects to the natural and human environment are considered by federal decision makers
- > To share information with and hear from the public before making decisions
- > To identify opportunities to avoid or minimize impacts to the environment



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What is an Environmental Assessment and where are we in the process?

What is an Environmental Assessment? The Environmental Assessment (EA) is a document prepared to satisfy NEPA requirements.

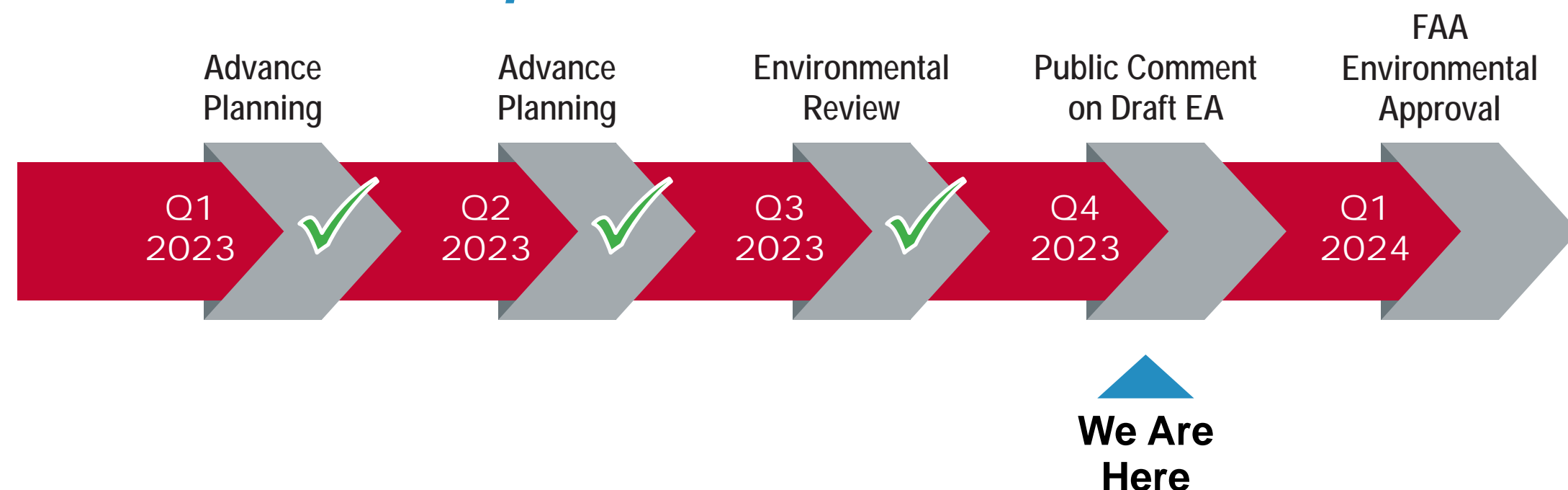
Establishes Purpose and Need (justification for project)

Considers reasonable alternatives

Analyzes environmental, social, and economic impacts

Identifies ways to best mitigate significant impacts

Where are we in the process?



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Key Roles



FAA is the lead federal agency.

FAA approval is required for changes that affect aviation activity or safety.

- > FAA is responsible for NEPA compliance and decisions:
 - Is there an aviation need for the project?
 - Have reasonable alternatives been considered?
 - What types of analyses are required?
 - Is mitigation required for significant impacts?
- > FAA oversees and approves analysis and documentation.
- > FAA seeks input from public and agencies with relevant expertise.



STL is the action sponsor. STL owns and manages the airport lands.

- > STL proposes projects for FAA consideration.
- > STL provides planning data, design criteria, and other information needed for evaluation.
- > STL works with its partners to determine details of proposed projects and provides review of technical analyses.



Boeing is STL's partner on the project. Boeing seeks to expand its capabilities.

- > Boeing would construct and operate the new facilities.
- > Under the direction of STL and FAA, Boeing, with assistance from Jacobs, is preparing all studies and plans necessary for the project.



Additional Roles

Local Officials, Political Leaders, and the Public

- > During early public and stakeholder engagement, commented on:
 - Impacts the public thought the FAA should study
 - Alternatives to achieve the purpose and need

FAA considered this input during preparation of the Draft EA.

- > During the Draft EA comment period, will comment on:
 - Accuracy of information and assumptions
 - Adequacy of methodology
 - New information relevant to the analysis

FAA will review substantive comments on the Draft EA.

Federal, State, and Local Agencies and Tribes with Relevant Experience or Jurisdiction

- > Identify potentially affected resources
- > Suggest methods of analysis and potential mitigation measures
- > Participate in required consultations
- > Identify, issue, and enforce required permits



Description of the Proposed Action

Purpose and Need

- > Improve aircraft assembly capabilities at the airport and allow Boeing additional airfield access for aircraft assembly and flight testing.
- > Allow development of currently underused property at the airport, support regional economic development, and provide facilities necessary to support national defense objectives.

Proposed Action

Boeing proposes to lease land from the airport to support construction and operation for U.S. defense-related aircraft production and testing.

- > STL would lease land to Boeing.
- > Boeing would prepare the site(s) for construction including removing any existing buildings and clearing/grading the site(s).
- > Construct taxiway connectors to the new facilities.
- > Assemble aircraft and conduct aircraft test flights.



Proposed Construction

The proposed Assembly and Testing Campus would include up to approximately 2.6 million square feet (SF) of facilities in two separate phases.

Phase 1 Construction

Estimated completion 2026-2027

- 979,000 SF Assembly Building
- 82,000 SF Central Utility Plant (CUP)
- 58,000 SF CUP
- 191,500 SF Hangar
- 94,550 SF Radar Cross-section (RCS) Range
- 25,000 SF Open-air Aircraft Shelters (Launch and Recovery Structures)
- 14,500 SF Hush House
- 15,600 SF Maintenance Building
- 15,200 SF Fuel Calibration Building
- 11,800 SF Fire Station
- Several small support or storage structures (each under 10,000 SF)
- Taxiway connector(s) to connect to taxiway(s)
- Roads, fencing, parking areas, and infrastructure

Optional Phase 2 Construction

Estimated completion 2029

- 720,000 SF Assembly Building
- 75,700 SF Hangar Addition
- 205,000 SF Final Paint Building (ACA Paint)
- 12,500 SF Additional Open-air Aircraft Shelters (Launch and Recovery Structures)
- 14,500 SF Hush House
- 15,600 SF Additional Fuel Calibration Building

Note: All square footage measurements are approximate.



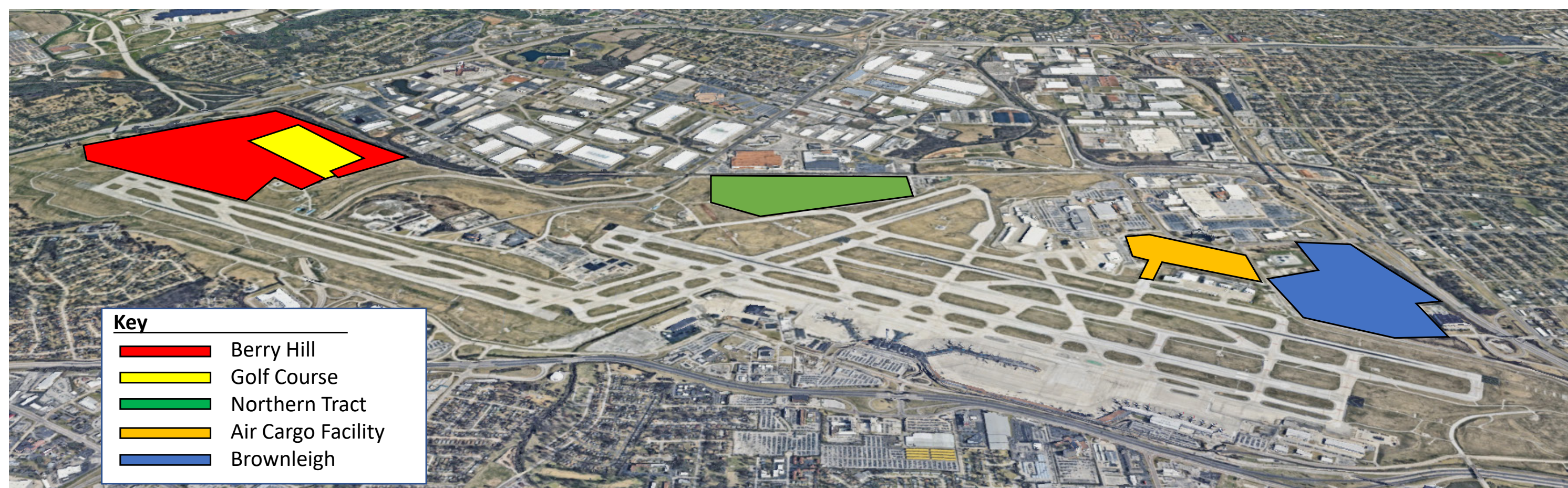
What was the process for identifying alternatives?

Identifying Alternatives

Operational and engineering solutions were evaluated based on the following screening criteria:

- > Consistency with future land uses and the airport's Master Plan
- > Consistency with state, regional, and local plans
- > Consistency with FAA policies, guidance, and directives
- > Functional compatibility with adjacent facilities
- > Co-location of like services
- > Economic feasibility
- > Availability of sites and adequacy of space
- > Environmental constraints

Potential Development Sites Considered



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Alternatives Considered and Evaluated

No Action Alternative

- > Required by NEPA to establish a baseline to compare other alternatives against.

Proposed Action Alternative: Brownleigh and Northern Tract Parcels (Concurrent Development)

- > Construction would occur on both the Northern Tract and Brownleigh during Phase 1 and Phase 2.

Action Alternative 1: Berry Hill/Golf Course Parcels

- > Construction would occur on the Berry Hill/Golf Course parcels during Phase 1 and Phase 2.

Action Alternative 2: Brownleigh and Northern Tract Parcels (Sequential Development)

- > Phase 1 construction would only occur on Brownleigh and Phase 2 construction would occur on Brownleigh and the Northern Tract.

Action Alternative 3: Brownleigh and Existing Air Cargo Facility Parcels

- > Construction would occur on the Brownleigh parcel and existing Air Cargo Facility parcel during Phase 1 and Phase 2.



Alternatives Evaluation and Selection

The alternatives were evaluated to determine if they meet the Purpose and Need for the project and if they meet the screening criteria.

Alternatives Evaluation

	Meets Purpose and Need	Meets Screening Criteria
No Action Alternative	✗	✗
Proposed Action Alternative: Brownleigh and Northern Tract Parcels (Concurrent)	✓	✓
Action Alternative 1: Berry Hill/Golf Course Parcels	✓	✗
Action Alternative 2: Brownleigh and Northern Tract Parcels (Sequential)	✓	✗
Action Alternative 3: Brownleigh and Existing Northern Cargo Facility Parcels	✓	✗

Alternatives Selection

After this initial evaluation, three alternatives (Action Alternatives 1, 2, and 3) were eliminated because they failed to meet one or more of the screening criteria.

The **No Action Alternative** and the **Proposed Action Alternative: Brownleigh and Northern Tract Parcels (Concurrent Development)** were retained for a more detailed environmental evaluation.

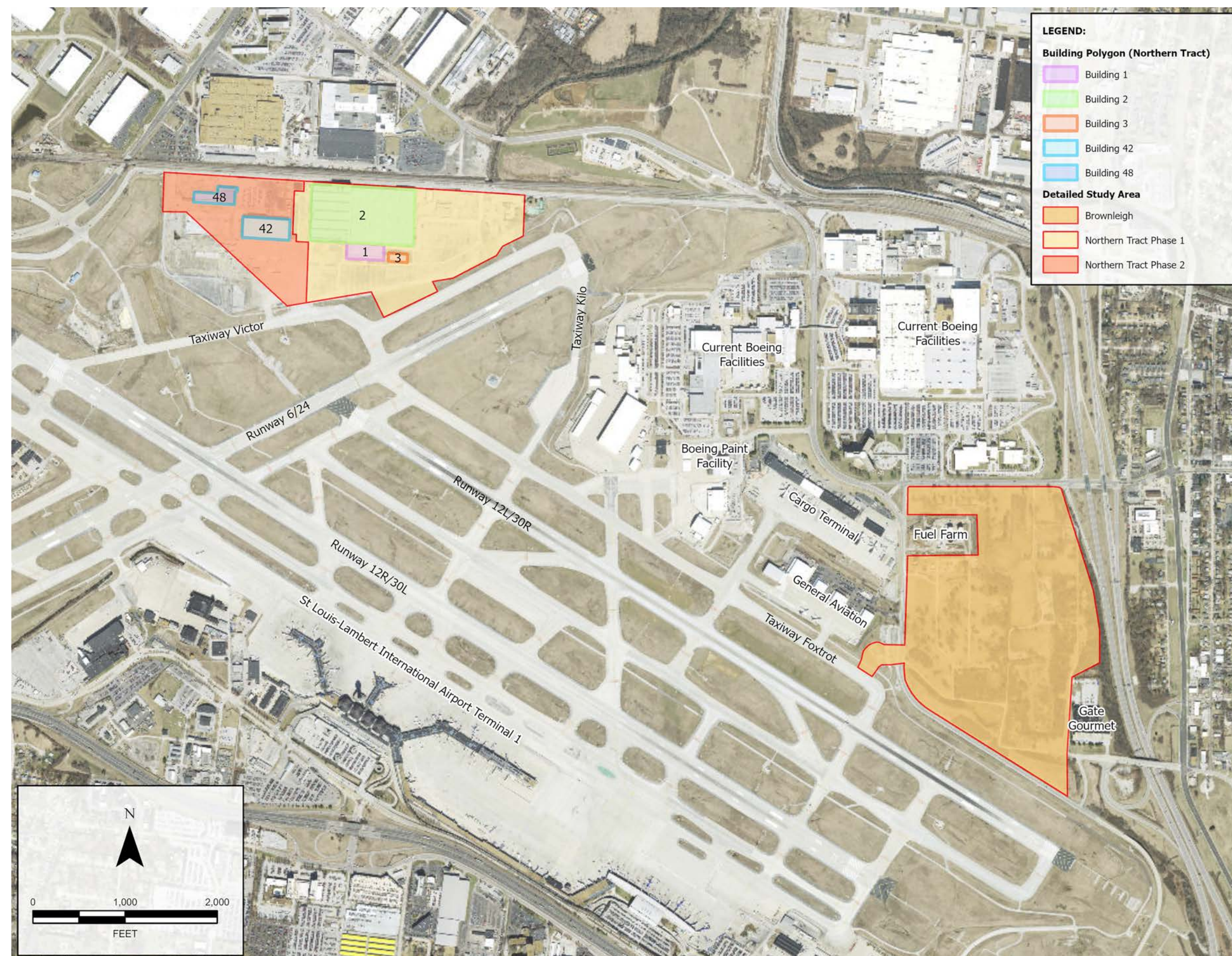
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Proposed Action Alternative

Consists of two parcels to be leased from the airport:

- > **Northern Tract** – 76 acres, fully developed, includes vacant and occupied buildings
- > **Brownleigh** – 109 acres, currently vacant, former neighborhood and high school



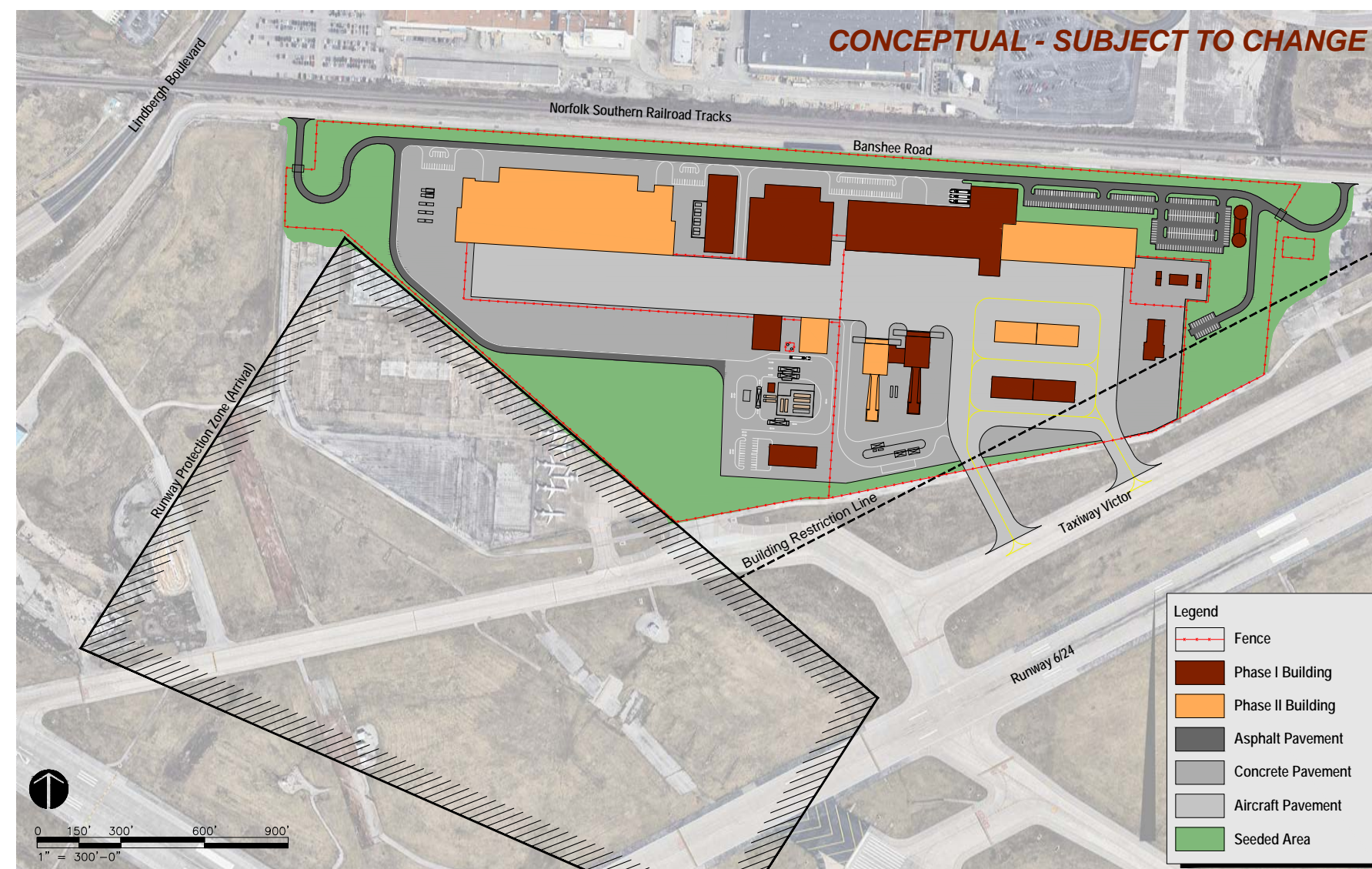
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Conceptual Designs

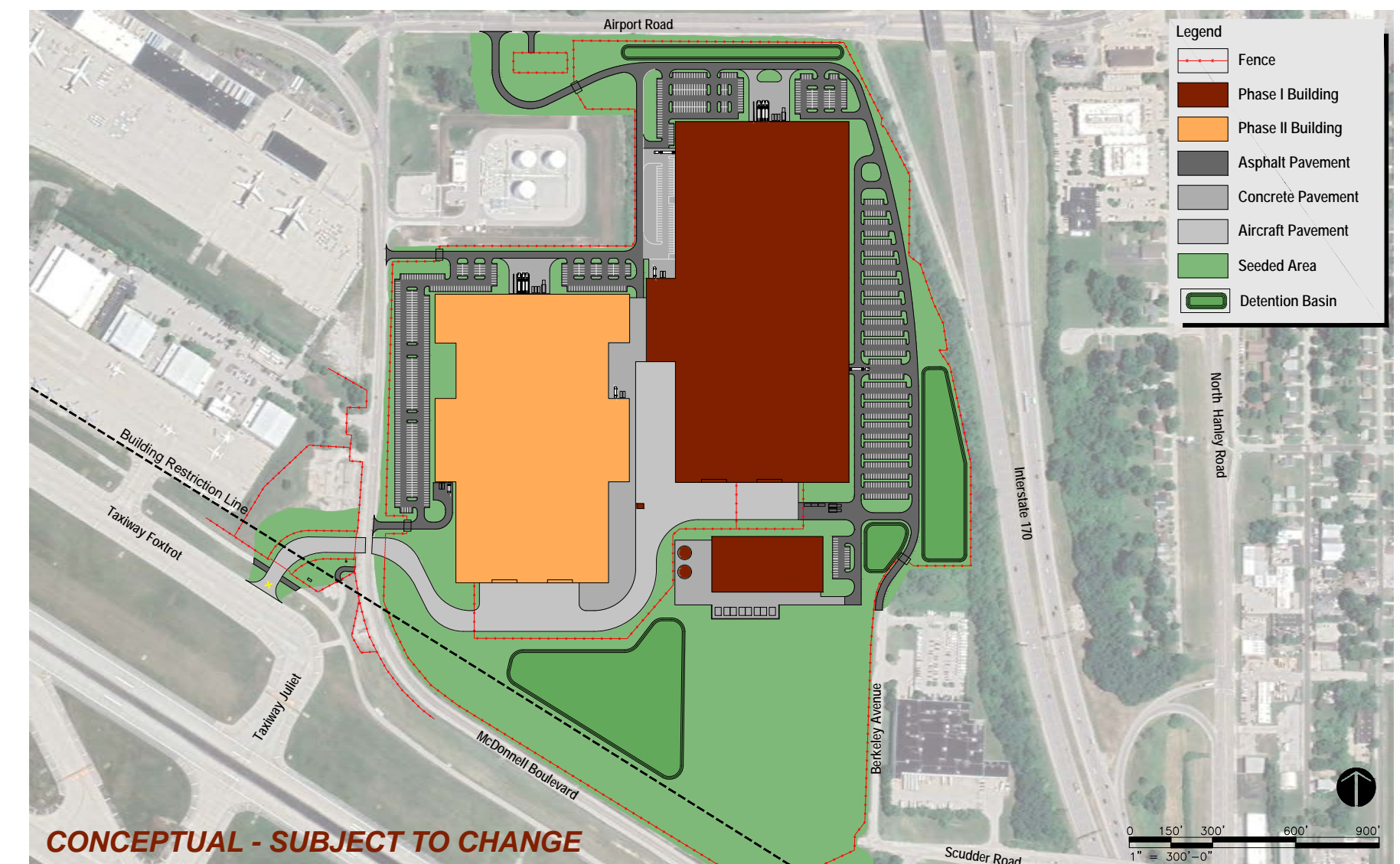
Conceptual Design for Northern Tract

- > 76 acres
- > Fully developed, includes vacant and occupied buildings



Conceptual Design for Brownleigh

- > 109 acres
- > Currently vacant, former neighborhood and high school



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Resources Evaluated

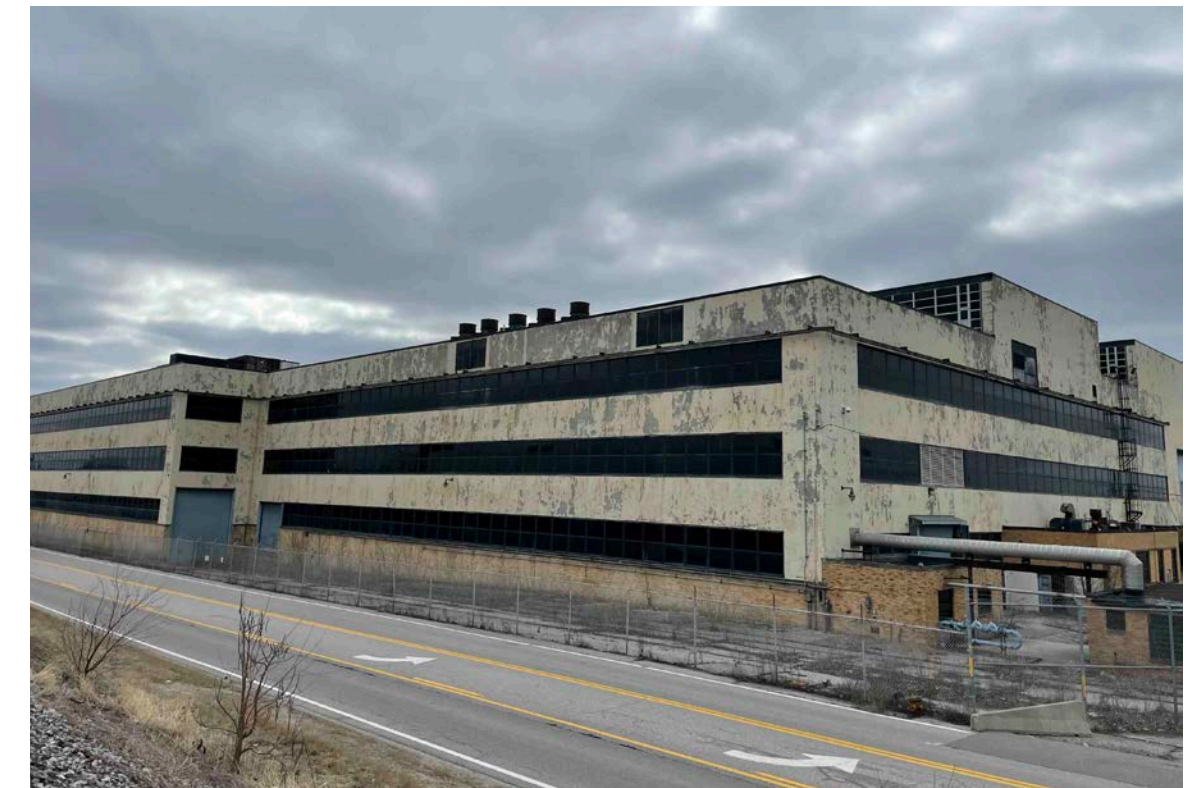
- > Air Quality
- > Biological Resources
- > Greenhouse Gas and Climate Change
- > Historic, Architectural, Archaeological, and Cultural Resources
- > Department of Transportation Act, Section 4(f)
- > Hazardous Materials, Solid Waste, and Pollution Prevention
- > Natural Resources and Energy Supply
- > Noise and Noise-Compatible Land Use
- > Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- > Visual Effects
- > Floodplains, Surface Water, and Groundwater
- > Cumulative Impacts



F/A 18 Block III Super Hornet, representative of current and future Boeing operations at STL



Brownleigh parcel, typical vegetation within the site



Northern Tract parcel, vacant Curtiss-Wright Aeroplane Factory proposed for demolition



Impact Summary

No Action Alternative: There are ***no significant impacts*** and ***no mitigation measures***.

Proposed Action Alternative: There are ***no significant impacts*** with the following ***protection measures or mitigation***:

Air Quality

- > Air permits
- > Implement Best Management Practices (BMPs)

Biological Resources

- > Pre-demo survey for tricolored bats
- > Remove trees in winter, if feasible; if not,
 - Consult with U.S. Fish and Wildlife Service for bats
 - Nesting bird surveys and avoidance
- > Red-headed woodpecker surveys if tree cavities are present
- > Native species and pollinator-friendly plants in landscaping where feasible

Historic, Architectural, Archaeological, and Cultural Resources

- > Implement the Memorandum of Agreement (MOA)
- > Contact State Historic Preservation Office (SHPO) and FAA if resources uncovered during construction

Department of Transportation Act, Section 4(f)

- > Implement the MOA

Floodplains

- > Build above the base flood elevation on Northern Tract
- > Floodplain development permit, if required



Impact Summary

Hazardous Materials, Solid Waste, and Pollution Prevention

- > Follow federal, state, and local laws and regulations
- > Comply with applicable permits
- > Adhere to Environmental Covenant on Northern Tract
- > Vapor intrusion mitigation for buildings over contaminated groundwater and soil on Northern Tract
- > Stormwater Pollution Prevention Plan (SWPPP), safety plans, BMPs

Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

- > Additional turn lanes
- > Modified signal timing
- > Lane restriping

Surface Water

- > Stormwater detention onsite
- > Construction SWPPP
- > Comply with applicable permits
- > Industrial Spill Prevention, Control, and Countermeasures (SPCC)

Groundwater

- > Construction SWPPP
- > Comply with applicable permits
- > Adhere to Environmental Covenant for Northern Tract

There are **no significant impacts** for Climate, Natural Resources and Energy Supply, Noise and Noise-Compatible Land Use, Visual Effects (including Light Emissions), or Cumulative Impacts, and **no protective measures or mitigation** are required for these categories.

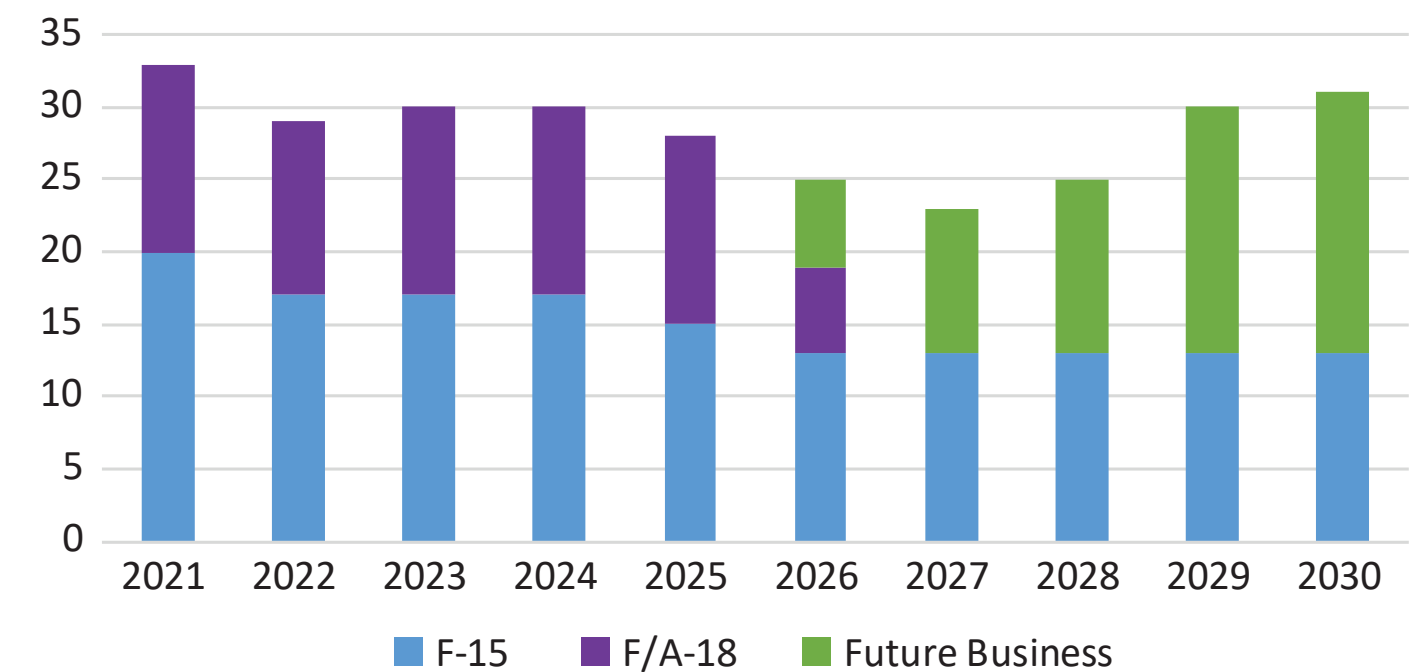


Evaluation of Noise Impacts

Noise was the topic that received the greatest interest during our early public engagement efforts.

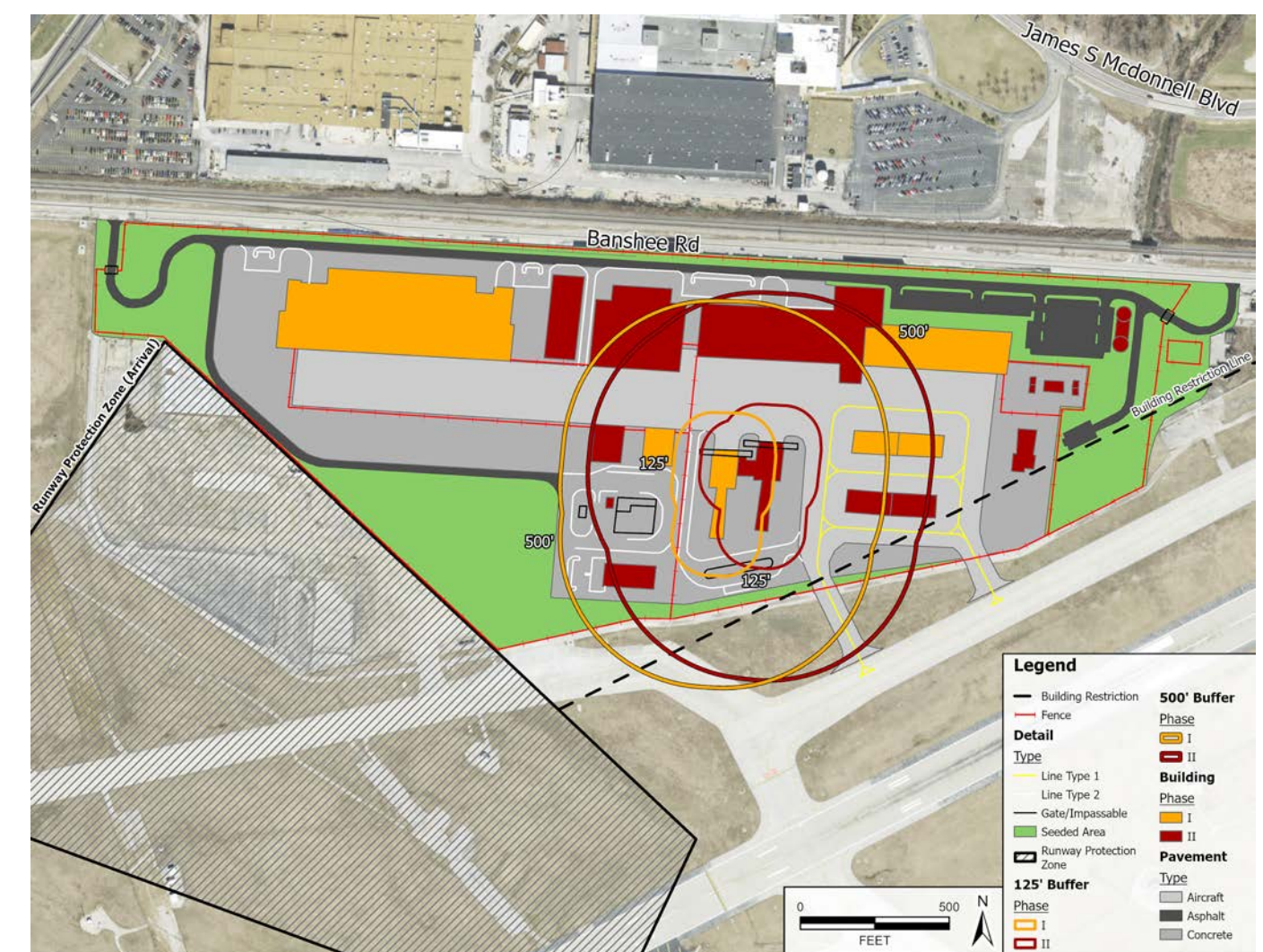
- > No significant noise increase from aircraft traffic:
 - Traffic patterns will be similar to existing programs; aircraft will take off and land at the airport but will fly to a designated area outside the airport airspace for flight testing
 - All flight testing will be conducted during daytime; no nighttime flight testing
 - Total yearly operations for the new program slightly lower than existing
- > Construction noise would not result in noticeable impacts at off-airport properties because of its temporary duration and the lack of sensitive receptors in direct proximity to the Proposed Action.
- > Engine testing noise at the Hush House would not be significant on or outside of airport property.

Average Monthly Sorties* by Boeing at STL



* On average, a sortie is one take off and two landings

Projected Average Monthly Sorties



Model showing potential Hush House noise emissions

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Evaluation of Hazardous Materials, Solid Waste, Pollution Prevention, and Air Quality

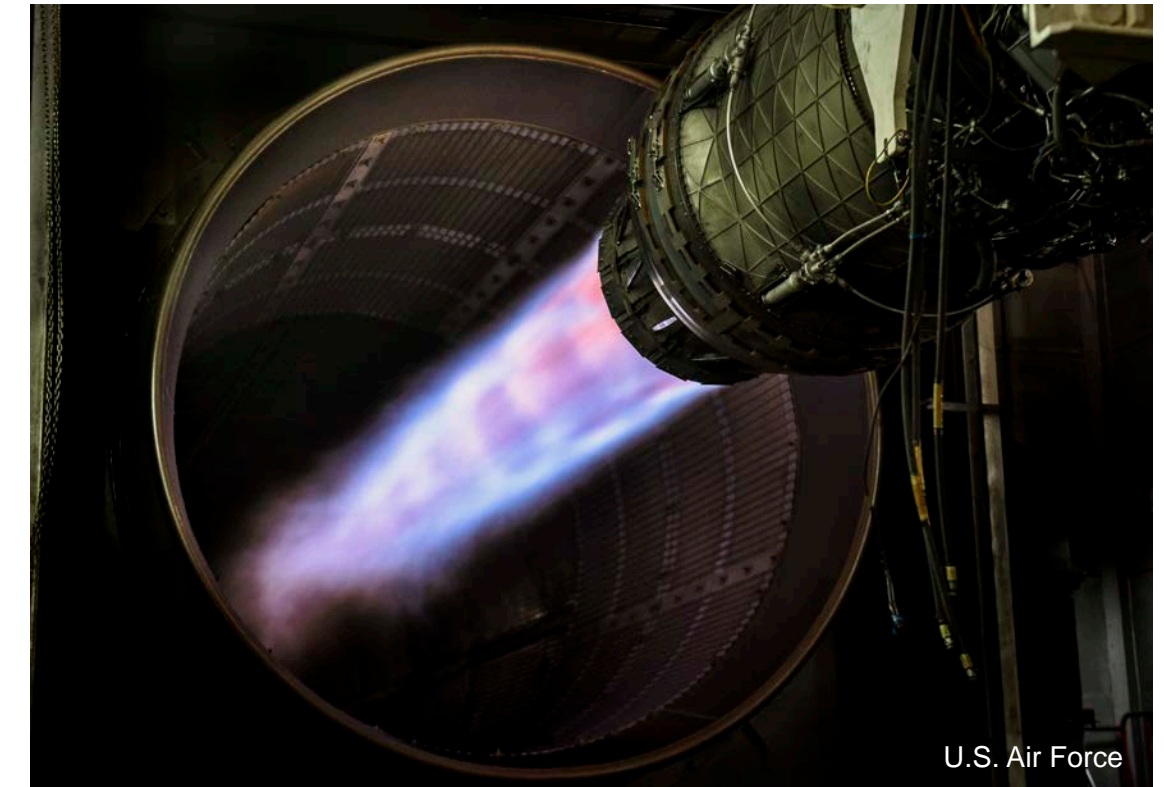
Hazardous Materials, Solid Waste, Pollution Prevention, and Air Quality were resource topics of interest to the public. The EA analyzed each of these resources to determine the potential for impacts.

Air Quality

- > The proposed facility will be compliant with federal, state, and local air quality requirements.
- > BMPs will reduce exhaust and dust during construction activities.
- > Air permits will be obtained before the start of each phase of construction.

Hazardous Materials, Solid Waste, and Pollution Prevention

- > Surveys for hazardous building materials will be completed prior to demolition of existing structures.
- > Existing soil and groundwater contamination is not anticipated to be released offsite during construction or facility operation.
- > Hazardous materials will be used and hazardous and solid waste would be generated onsite.
- > BMPs will be used to reduce worker exposure and potential for releases to the environment.
- > Applicable permits, regulations, and agreements will be followed.



Hush House operations were included in the air quality analysis as part of the Proposed Action



Evaluation of Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

Socioeconomics refers to the characteristics of the social and economic environment, including population, economy and employment, and local traffic and transportation.

Population

- > No changes to population anticipated

Economy

- > Temporary economic benefit from construction
- > Significant long-term benefits to the regional economy from direct and indirect growth
- > Estimated up to 1,500 existing Boeing employees working in the new facilities, including up to 500 new jobs
- > Increased annual rent paid to STL from \$227,111 to approximately \$2.63M (Phase 1) and potential additional \$300,000 (Phase 2)



Traffic

- > Increased daily trips: 2,200 to Brownleigh and 500 to Northern Tract
- > Existing routes used by Boeing employees
- > Traffic improvements: additional turn lanes, modified signal timing, and restriping



Evaluation of Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

Environmental Justice (EJ) considers the presence of minority populations, low-income populations, or Tribes in the area affected by the Proposed Action (1-mile radius).

- > 39 out of the 49 census blocks within the study area are EJ populations
- > No disproportionate impacts to EJ communities

Children's Environmental Health and Safety Risks include any risks to health or safety that may disproportionately affect children.

- > Schools, childcare centers, parks, and similar areas are within the study area
- > No residential areas or community resources that serve children within the Proposed Action property



Evaluation of Cultural Resources

Historic, architectural, archaeological, and cultural resources include precontact and historic archaeological sites, historic districts, buildings, structures, objects, landscapes, and traditional cultural properties that relate past and present expressions of culture and history in the physical environment that are considered important.

Brownleigh Parcel

- > Vacant land, previously included a neighborhood and a high school (demolished previously)
- > One identified archaeological site



Brownleigh site, remaining parking and infrastucture



Brownleigh site, former road networks



Evaluation of Cultural Resources

Northern Tract Site

> Curtiss-Wright Aeroplane Factory

- Listed on the National Register of Historic Places
 - Under Criterion A for military and industry with a period of significance from 1940 to 1946
 - Under Criterion C as the embodiment of a distinctive period in architecture and the representative work of a master architect, Albert Kahn (1869 to 1942)
- Vacant
- Slated for demolition in Phase 1

> Building 42

- Eligible for listing on the National Register of Historic Places
 - Under Criterion C as an example of mid-20th-century aerospace architecture
- Currently leased and used by GoJet and Airport Terminal Services (ATS) Jet Center
- Slated for demolition in Phase 2

> No known archaeological sites



Northern Tract parcel, vacant Curtiss-Wright Aeroplane Factory



Evaluation of Cultural Resources

Section 106 Consultation and Memorandum of Agreement (MOA)

- > Demolition of the listed and eligible buildings on the Northern Tract would constitute an adverse effect
- > FAA has consulted with the Missouri State Historic Preservation Office (MO SHPO), Advisory Council on Historic Preservation, and Native American Tribes, in accordance with federal law
- > An MOA to address the adverse effect has been drafted and reviewed by SHPO and Tribes
 - The MOA outlines mitigation measures that will be implemented to address the adverse effect



Stakeholder and Public Involvement to Date

Early public and stakeholder engagement in May/June 2023

Actions

- > Notifications on flystl.com
- > Postcards sent to 14,109 addresses within 1-mile radius of the airport
- > Online survey
- > Letters to the Airport Technical Advisory Committee, regulators, and nearby cities

Results

- > 320 comments from 70 members of the public
- > Noise and hazardous materials received the most comments
- > Letter responses from:
 - U.S. Environmental Protection Agency
 - Missouri Department of Natural Resources



Stakeholder and Public Involvement to Date

Consultations

- > Endangered Species Act
 - U.S. Fish and Wildlife Service
- > National Historic Preservation Act
 - Missouri State Historic Preservation Officer
 - Advisory Council on Historic Preservation
 - Twelve Tribes affiliated with the area
- > Department of Transportation Act, Section 4(f)
 - U.S. Department of Interior

Draft EA Review

- > EA made available to the public on September 22, 2023:
 - Online at flystl.com
 - Seven local area libraries
 - STL administration office
 - Berkeley City Hall
- > Notifications on flystl.com
- > Postcards sent to 14,109 addresses within 1-mile radius of the airport



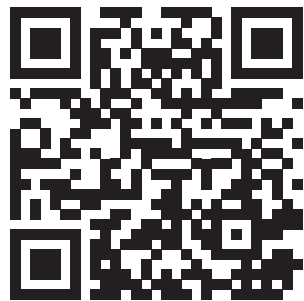
- > Notices in the St. Louis American and St. Louis Post-Dispatch
- > Open House (you are here!)

Provide your comments on the
Draft EA by scanning this QR code



We Want to Hear from You!

Share your feedback on the EA today:

- > Scan this QR code: 
- > Fill out a paper comment form in the Public Comment area or mail it to one of the contacts
- > Record a verbal comment in the Public Comment area

***Comments on the Draft EA will be accepted until October 26, 2023.
Thank you for your feedback!***

Other ways to provide written comments:

- > Complete an online comment form at flystl.com
- > Contacts:
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