#### Supplemental Environmental Assessment

for

Runway 18-36 Rehabilitation

at

MYRTLE BEACH INTERNATIONAL AIRPORT

Myrtle Beach, South Carolina

FAA Project #: EAXX-021-12-ARP-1753081973

Prepared for:
Horry County Department of Airports

and

U.S. Department of Transportation

Federal Aviation Administration

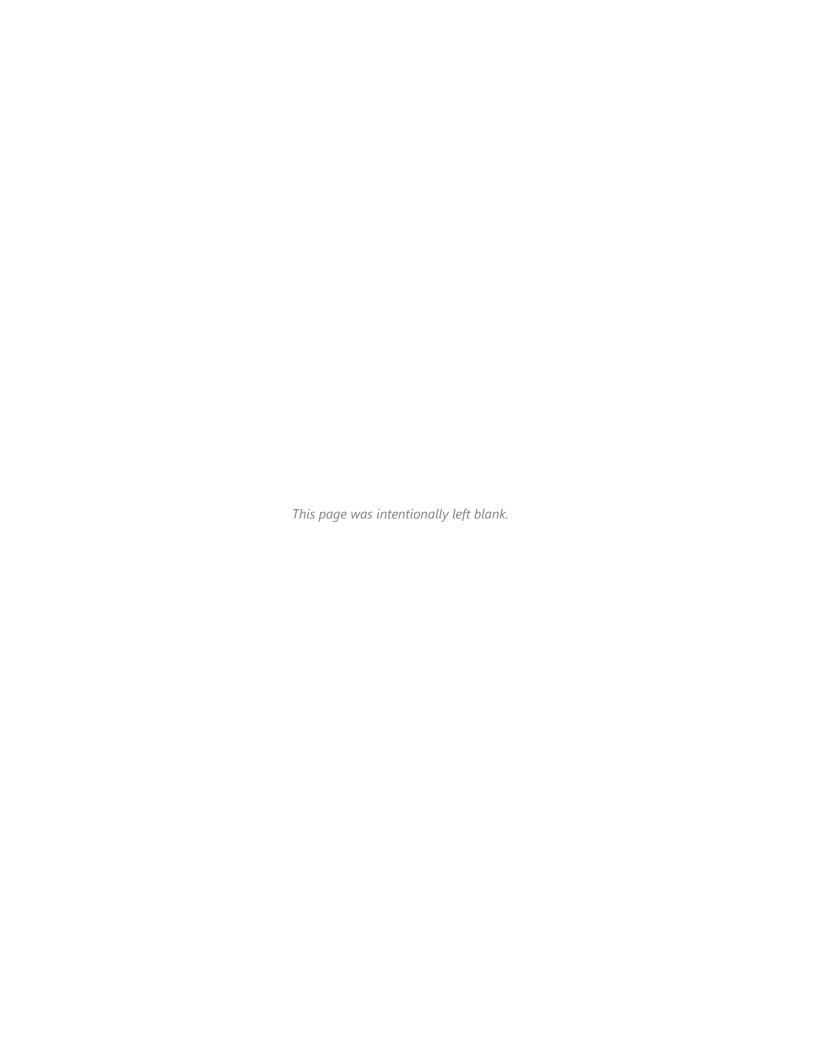
As lead Federal Agency pursuant to the National Environmental Policy Act of 1969

Prepared by: RS&H, Inc

**July 2025** 

This environmental assessment becomes a federal document when evaluated, signed, and dated by the responsible FAA official.

(Responsible FAA Official)



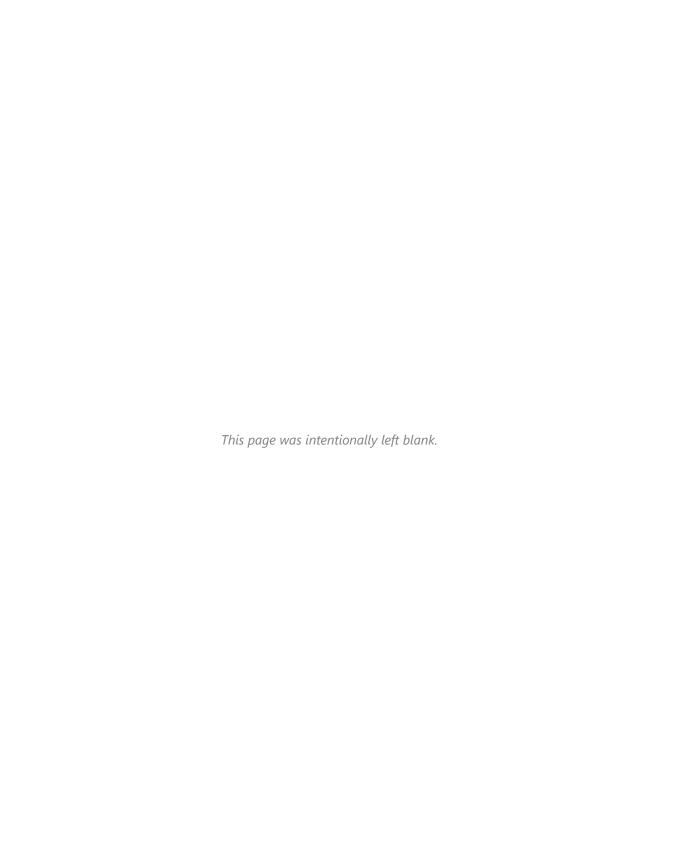
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## 1 INTRODUCTION AND PURPOSE AND NEED

1.	Introduction	a n d	Purpose	a n d	Need
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The Myrtle Beach International Airport (MYR or Airport) is managed by the Horry County Department of Airports (HCDA). The HCDA proposes to modify project elements identified and analyzed in the Federal Aviation Administration (FAA) approved 2024 Final EA and Finding of No Significant Impact (FONSI) for the Runway 18-36 Rehabilitation Project at Myrtle Beach International Airport (referred to as the 2024 Final EA). The FAA issued the FONSI in May 2024. Since then, the HCDA has made planning and design changes that have modified the Proposed Project. As a result, and in compliance with the National Environmental Policy Act (NEPA), the FAA has advised and assisted the HCDA in the preparation of this Supplemental EA (SEA) to describe those changes and their potential environmental effects to ensure an informed agency decision is reached.

The FAA, as the lead federal agency, has ensured this SEA satisfies the requirements of NEPA; FAA Order 1050.1F,<sup>1</sup> Environmental Impacts: Policies and Procedures; and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions. This SEA summarizes the 2024 Final EA and evaluates the reasonably foreseeable environmental effects that may result from the 2025 Proposed Project. A complete copy of the 2024 Final EA and resulting FONSI may be found at: Environmental Assessment Notice - Myrtle Beach International Airport

#### 1.1 AIRPORT OVERVIEW

The Myrtle Beach International Airport (MYR or Airport) is managed by the HCDA. The Airport is approximately three miles southwest of the central business district of Myrtle Beach, in Horry County, South Carolina. The Airport is bounded by Atlantic Intracoastal Waterway and U.S. Highway 17 to the north, Harrelson Boulevard to the east, U.S. Highway 17 BUS (South Kings Highway) to the south, and Farrow Parkway and Howard Parkway to the west. *Figure 1-1* shows the Airport location. *Figure 1-2* shows MYR's FAA-approved airport layout plan (ALP).

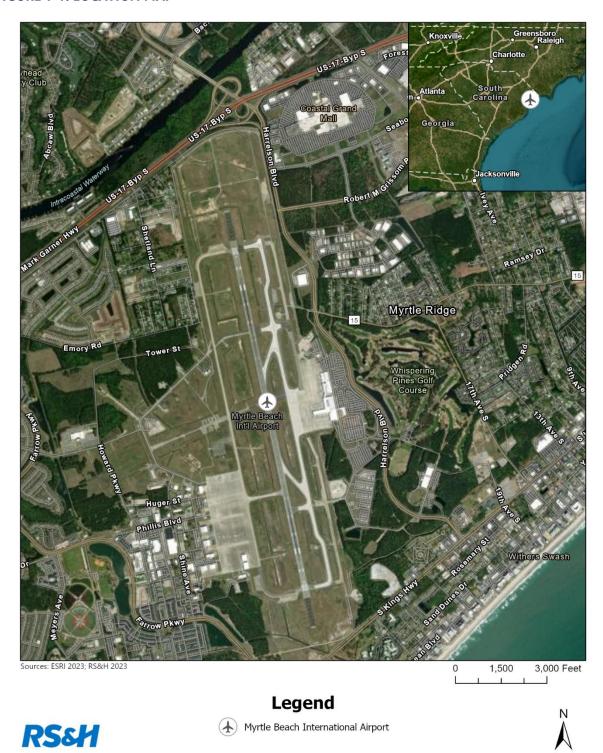
In the National Plan of Integrated Airport Systems, the FAA classifies the Airport as a small hub primary commercial airport (National Plan of Integrated Airport Systems, 2022). The Airport has one runway (Runway 18-36), taxiways, aprons, and other facilities supporting aircraft operations. Runway 18-36 is 9,503 feet long by 150 feet wide. According to the Terminal Area Forecast (TAF), in 2022, the total number of aircraft operations at the Airport was 157,332 (Federal Aviation Administration, 2023).

Aircraft operations at the Airport include commercial, corporate/business, general aviation, charter, cargo, recreational, and military flights. *Table 1-1* shows the Airport's FAA TAF of total operations and enplanements (passengers) from 2022 to 2030.

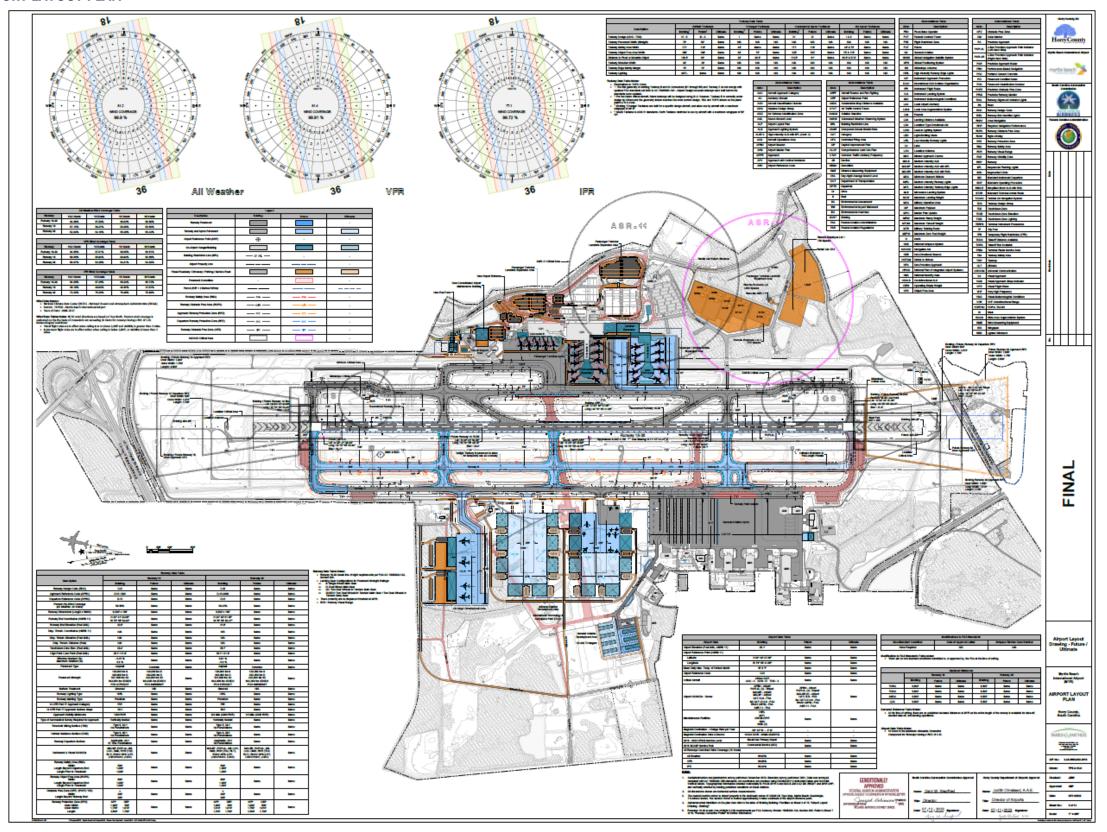
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<sup>&</sup>lt;sup>1</sup> FAA Order 1050.1F requires agency NEPA documents to contain an analysis of the Proposed Action's impacts as they relate to Environmental Justice, as well as the Proposed Action's overall "Cumulative Impacts." With respect to Environmental Justice, it is no longer the policy of the federal government to conduct environmental justice analysis and it is no longer a legal requirement to do so, pursuant to Executive Order 14,173, *Ending Illegal Discrimination and Restoring merit-Based Opportunity*. With respect to "Cumulative Impacts," the underlying basis for its inclusion in FAA Order 1050.1F was its inclusion in the Council for Environmental Quality's now-rescinded NEPA-implementing regulations. As explained by CEQ in its February 19, 2025 memorandum, *Implementation of the National Environmental Policy Act*, NEPA, as amended, does not employ the term "cumulative effects" or "cumulative impacts." CEQ instead directs agencies to consider "reasonably foreseeable effects, regardless of whether or not those effects might be characterized as 'cumulative,'" consistent with NEPA. 42 U.S.C. § 4332(2)(C)(i). In accordance with this direction, the FAA will no longer characterize effects as "cumulative" in its NEPA documents.

#### FIGURE 1-1: LOCATION MAP



#### FIGURE 1-2: MYR AIRPORT LAYOUT PLAN



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TABLE 1-1: FAA TERMINAL AREA FORECAST

Year	Total Operations	Enplanements
2022	157,332	1,708,461
2023	124,575	1,713,772
2024	132,470	1,727,370
2025	141,774	1,771,876
2026	143,092	1,818,560
2027	144,325	1,863,435
2028	145,833	1,912,092
2029	147,361	1,961,928
2030	148,893	2,012,183

Source: (Federal Aviation Administration, 2023)

#### 1.2 2024 FINAL EA AND FAA DECISION

The 2024 Final EA analyzed HCDA's proposal to rehabilitate Runway 18-36, and taxiway connectors B3 and B4 at the Airport. The FAA environmentally approved the 2024 Proposed Project elements:

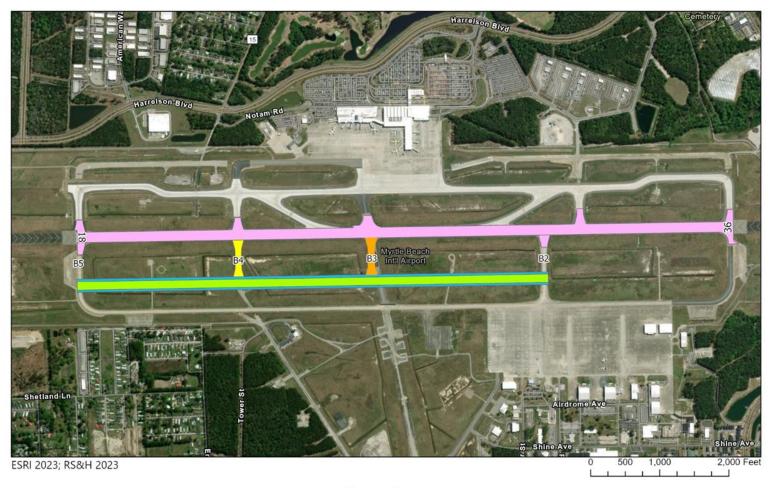
- » Rehabilitate Runway 18-36
- » Construct Temporary Runway
- » Construct Temporary Runway Shoulders (30 feet)
- » Rehabilitate Taxiway Connector B3
- » Construct Taxiway Connector B4

The 2024 Proposed Project is shown in *Figure 1-3*.

The FAA issued a Final EA and FONSI approving these improvements. The analyses documented in the 2024 Final EA indicated that the Proposed Project would have no significant adverse effects on the environmental resources listed in FAA Order 1050.1F. The FAA's June 2024 decision read, "... after careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in Section 101 of NEPA and other applicable environmental requirements and will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(C) of NEPA."

Since the 2024 Final EA/FONSI, construction of the project components has not been initiated.

FIGURE 1-3: 2024 PROPOSED PROJECT







Taxiway Connector Construction





#### 1.3 REASON FOR SUPPLEMENTAL EA

Since the approval of the 2024 Final EA, the HCDA, working with airlines, FAA Airport Traffic Control Tower (ATCT) staff, and FAA aviation planners, has continued to make some airfield planning and design changes to meet operational safety requirements of the temporary runway, improve the on-Airport stormwater system, and reduce project costs. The following describes the modified project, referred to as the "2025 Proposed Project," and why each project component is necessary (see *Figure 2-1*):

- Extend Temporary Runway 17-35 length by 500 feet, from 6,800 feet to 7,300 feet, and install runway edge lighting through additional HCDA coordination, the airlines, and ATCT staff requested additional temporary runway length to improve the safety of the temporary aircraft operations.
- » Reduce Temporary Runway 17-35 width by 60 feet, from 100 feet with 30-foot shoulders to 50 feet with 25-foot taxiway shoulders This is a cost reduction measure, as the previous design exceeded the FAA minimum design standards. The 50-foot-wide pavement, with 25-foot shoulders, totaling 75 feet of usable pavement, satisfies the requirements for a C-III Runway.
- » Relocate Taxiway B2 500 feet south This would align Taxiway B2 to the end of the extended temporary runway and with existing Taxiway A2, promoting airfield operational efficiency.
- » Realign Taxiway B3 to be perpendicular to the existing Runway 18-36 and the temporary runway This would promote safety and involve reconstructing Taxiway B3 west of the temporary runway and relocating it to the east. Taxiway B3 would also be constructed to match the proposed profile of the temporary runway, to promote drainage to the north and south drainage outlets.
- » Reconstruct Taxiway B5 The reconstruction would meet the proposed grade of the temporary runway. Additionally, a drainage culvert would need to be installed to drain to the north pond.
- Demolish and reconstruct a portion of the General Aviation ramp This would improve airfield operational safety (runway incursion mitigation) by preventing direct aircraft access from the General Aviation ramp to Runway 18-36. It also reduces on-Airport impervious pavement and improves stormwater management.
- Demolish Taxiway Z This would improve airfield operational safety (runway incursion mitigation) by preventing direct aircraft access from the Commercial Concourse/ Ramp to Runway 18-36. It also reduces impervious areas.
- Demolish one (1) hold apron This would reduce impervious pavement and the extent of the 2024 Proposed Project stormwater modifications.
- Construct airfield drainage improvements, modifying FAA-compliant Stormwater Detention System – This would accommodate additional stormwater runoff from the project changes and improve on-Airport stormwater management.
- Excavate on-Airport borrow material Excavating on-Airport borrow material would reduce costs, eliminating the need to purchase and truck/transport the fill material. It would also reduce construction air emissions of trucks transporting the fill material.
- Establish and use temporary on-Airport construction stockpile areas This would reduce project costs by temporarily storing and reusing construction materials (used concrete, sand, millings, etc.) on Airport property, as applicable.

As detailed above, this SEA is being drafted because there are substantial changes to the 2024 Proposed Project that are relevant to environmental concerns. In summary, the 2025 Proposed Project would provide additional temporary runway length, change the location of taxiway connectors, demolish existing airfield pavement, and create borrow pits and stockpile. The proposed changes (i.e., 2025 Proposed Project compared to the 2024 Proposed Project) have the potential to result in a change of potential environmental impacts described in the 2024 Final EA.

#### 1.4 PURPOSE AND NEED

The purpose and need of this SEA remain consistent with the 2024 Final EA purpose and need. As described in the 2024 Final EA, the purpose of the Proposed Project is to permanently rehabilitate the full depth and width of the Runway 18-36 pavement to continue safe aircraft operations at the Airport. The runway rehabilitation would improve the safety of the runway and extend the life of Runway 18-36 for approximately 20 years. The project is needed at the Airport because of the degrading and failing runway subbase materials that are contributing to the accelerated reduction in the pavement classification inde and pavement classification rating values, and the increase in foreign object debris (FOD) on the runway. A complete copy of the 2024 Final EA and resulting FONSI may be found at: https://www.flymyrtlebeach.com/about/environmental-assessment-notice/

#### 1.5 DOCUMENT ORGANIZATION

This SEA is structured to follow the document format described in FAA Orders 1050.1F and 5050.4B. *Table 1-2* lists the EA's chapters and describes the information contained within each.

**Table 1-2: Document Organization** 

Chapter						
Chapter 1: Introduction / Purpose and Need	This chapter summarizes the 2024 Final EA, Purpose and Need, and describes how this SEA is organized.					
Chapter 3: Affected Environment / Environmental Consequences	This chapter presents an overview of the existing environment in the SEA's project study area. It also describes the project's effects on each environmental resource identified in the FAA Orders 1050.1F and 5050.4B.					
Chapter 4: Agency and Public Involvement	This chapter summarizes the agency and public involvement conducted for this SEA.					
Chapter 6: References	This chapter identifies the reference materials used to prepare the SEA.					

Source: RS&H, 2025.

# 2 2025 PROPOSED PROJECT, ALTERNATIVES, AND FEDERAL ACTION

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2. 2025 Proposed Project, Alternatives, and Federal Action

This chapter summarizes the alternatives analysis performed for the 2024 Final EA, and describes and evaluates the 2025 Proposed Project and No Action Alternative under this SEA. Implementation of the National Environmental Policy Act (NEPA) requires that federal agencies perform the following tasks:

- » Rigorously explore and objectively evaluate all reasonable alternatives and, for alternatives which were eliminated from detailed study, briefly discuss the reasons for elimination;
- » Devote substantial treatment to each alternative considered in detail, including the proposed action, so that reviewers may evaluate their comparative merits;
- » Include reasonable alternatives not within the jurisdiction of the lead agency; and
- » Include the alternative of No Action.

Following the alternatives analysis is a description of the requested Federal Action.

#### 2.1 2024 FINAL EA ALTERNATIVES ANALYSIS SUMMARY

The 2024 Final EA identified and evaluated six alternatives to the 2024 Proposed Project: a No Action Alternative and five other build alternatives. The 2024 Proposed Project included the full-depth/width pavement rehabilitation of Runway 18-36, construction of a 6,800-foot-long by 160-foot-wide temporary Runway 17-35, rehabilitation of Taxiway B3, and construction of Taxiway B4 (see *Figure 1-3*). The build alternatives included construction of a new parallel runway (Alternative 1), nightly closures for rehabilitation (Alternative 2), the use of varying displaced thresholds (Alternatives 3 and 4), and a mix of reconstruction and rehabilitation (Alternative 5).

Alternatives were evaluated using the following two-step screening process:

#### **Criterion 1: Purpose and Need**

• Does the alternative fully accomplish HCDA's need to permanently rehabilitate the full depth and width of Runway 18-36 pavement to extend the life of Runway 18-36 for approximately 20 years?

#### **Criterion 2: Reasonable and Practicable Considerations**

- Would the alternative continue optimal aircraft operations at MYR (i.e., not result in operational concerns for MYR, stakeholders, or airlines)?
- Does the alternative reduce the need to conduct multiple rehabilitations/maintenance activities of Runway 18-36 for the next 20 years?
- Does the alternative minimize the potential for construction equipment, personnel, and activities within the Runway 18-36 area that could delay departing or deterring arriving aircraft to another airport due to rehabilitation/maintenance activities?

As described in the 2024 Final EA, none of the five build alternatives met the Purpose and Need for the Proposed Project because none of the five build alternatives would improve the safety of the runway and extend the life of Runway 18-36 for approximately 20 years. While Alternative 1 in the 2024 Final EA would partially meet the Purpose and Need, Alternative 1 would result in operational concerns for MYR, stakeholders, and the airlines. Therefore, it did not meet the screening criteria and was not evaluated further in the 2024 Final EA. A complete copy of the 2024 Final EA and resulting FONSI may be found at: <a href="https://www.flymyrtlebeach.com/about/environmental-assessment-notice/">https://www.flymyrtlebeach.com/about/environmental-assessment-notice/</a>.

#### 2.2 2025 SUPPLEMENTAL EA ALTERNATIVES ANALYSIS

This SEA analyzes modifications to the FAA-approved 2024 Proposed Project, referred to as the 2025 Proposed Project. As described in *Section 1.3*, the proposed modifications are needed to meet operational safety requirements of the temporary runway, improve the on-Airport stormwater system, and reduce project costs. The alternatives presented in this section were evaluated using the same two-step screening process utilized in the 2024 Final EA.

#### 2.2.1 No Action Alternative

Under the No Action Alternative, no construction activities would take place, and Runway 18-36 would not undergo rehabilitation. The temporary runway identified in the FAA-approved 2024 EA would also not be implemented, as it does not meet current operational safety requirements for commercial aircraft at MYR. The HCDA would continue to operate the Airport and serve forecast aviation demands.

The No Action Alternative does not meet the stated Purpose and Need for the HCDA. While regular maintenance would continue, the No Action Alternative would not permanently rehabilitate the full depth and width of Runway 18-36 pavement to extend the runway's life by approximately 20 years. Under the No Action Alternative, deterioration of Runway 18-36 pavement would worsen and accelerate without near-term rehabilitation. While the No Action Alternative would not meet the Purpose and Need (Criterion 1), it is retained for analysis to serve as a baseline against which the potential effects associated with the 2025 Proposed Project are assessed.

#### 2.2.2 2024 Proposed Project

The 2024 Proposed Project would fully meet the Purpose and Need (Criterion 1) by permanently rehabilitating the full depth and width of Runway 18-36 pavement, which would extend the runway's life by approximately 20 years and allow for continued safe aircraft operations at the Airport. Since the 2024 Proposed Project meets the stated Purpose and Need, it is carried forward to Step 2 screening.

The 2024 Proposed Project provides 6,800 feet of temporary runway for aircraft operations during the rehabilitation of Runway 18-36 pavement. Through coordination with HCDA, the airlines, and ATCT staff, a temporary runway length of 6,800 feet is insufficient to meet operational safety requirements for commercial aircraft at MYR. Therefore, the 2024 Proposed Project would not result in continued optimal aircraft operations at MYR (Criterion 2) and fails Step 2 screening criteria. The 2024 Proposed Project is not carried forward for detailed evaluation in the SEA.

#### 2.2.3 2025 Proposed Project

As discussed in **Section 1.3**, the 2025 Proposed Project includes modifications to the 2024 Proposed Project to improve operational safety of the temporary runway. The 2025 Proposed Project includes the following project components (see **Figure 2-1**):

- Extend Temporary Runway 17-35 length by 500 feet (new total length 7,300 feet) install runway edge lighting along the additional 500 feet,
- » Reduce Temporary Runway 17-35 width by 60 feet by constructing a 50-foot-wide temporary runway with 25-foot shoulders (100 feet of usable pavement),

- » Relocate Taxiway B2,
- » Reconstruct Taxiway B3 west of the temporary runway and construct Taxiway B3 east of the temporary runway to align perpendicularly with Runway 18-36,
- » Reconstruct Taxiway B5,
- » Demolish and reconstruct a portion of the General Aviation Ramp,
- » Demolish Taxiway Z,
- » Demolish one (1) hold apron,
- » Construct airfield drainage improvements,
- » Excavate on-Airport borrow pits for construction purposes, as needed.
- » Establish and use temporary on-Airport construction stockpile areas, as needed.

The 2025 Proposed Project would fully meet the Purpose and Need (Criterion 1) by permanently rehabilitating the full depth and width of Runway 18-36 pavement, which would extend the runway's life by approximately 20 years and allow for continued safe aircraft operations at the Airport. Since the 2025 Proposed Project meets the stated Purpose and Need, it is carried forward to Step 2 screening.

The 2025 Proposed Project would provide aircraft stakeholders with 7,300 feet of temporary runway during rehabilitation of Runway 18-36. Through coordination with HCDA, the airlines, and ATCT staff, a temporary runway length of 7,300 feet would meet current operational safety requirements. The 2025 Proposed Project includes additional actions to improve operational safety (e.g., reduce runway incursions), including demolishing Taxiway Z, demolishing portions of the General Aviation ramp, relocating Taxiway B2, and realigning Taxiway B3. Consistent with the 2024 Final EA, the 2025 Proposed Project would utilize nighttime closures of the temporary runway to allow daily aircraft operations to continue during rehabilitation, and schedule the construction for cold joints during the daytime to increase the quality and longevity of the rehabilitated Runway 18-36. These actions would ensure that aircraft operations at MYR can continue during construction, reduce the frequency of future rehabilitations or maintenance activities on Runway 18-36, and minimize the presence of construction equipment, personnel, and activities within the Runway 18-36 area (Criterion 2). Since the 2025 Proposed Project passes Criterion 2 screening, the 2025 Proposed Project would be reasonable and practical to implement and is retained for detailed evaluation in the SEA.

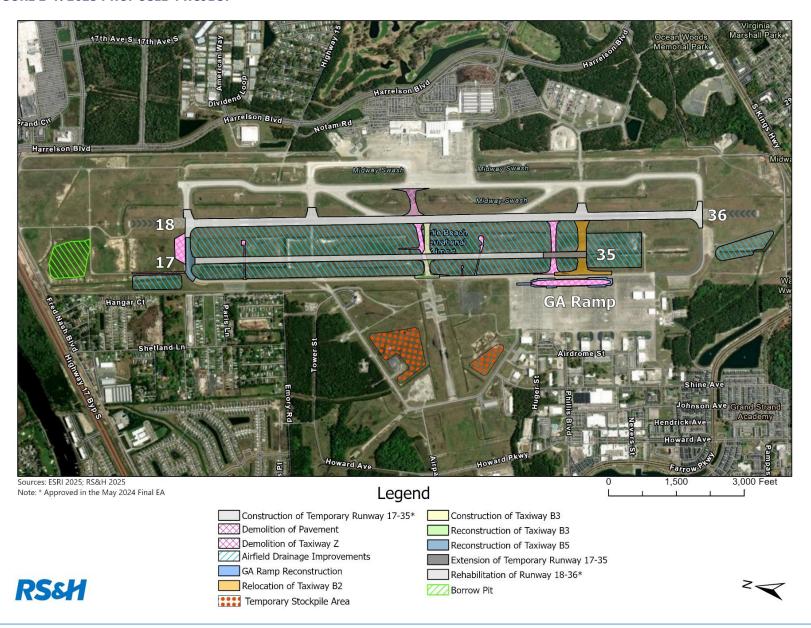
#### 2.3 FEDERAL ACTION

The federal action is the approval of an updated ALP and the authorization of the construction and operation of the 2025 Proposed Project as described above. The federal action is also to ensure that the project does not adversely affect the safety, utility, or efficiency of the Airport. Pursuant to 49 U.S.C. § 47107(a)(16), the FAA Administrator (under authority delegated from the Secretary of Transportation) must approve any revisions or modifications to an ALP before a revision or modification takes effect.

The requested federal action also includes federal funding for the construction of the 2025 Proposed Project. This includes federal assistance under the federal grant-in-aid program authorized by the Airport and Airway Improvement Act of 1982, as amended (49 USC 47101, et seq.).

2 .	2025	Pro	роз	s e d	Pro	оје	ct,	Alt	ern	ativ	es,	and	Fede	ral	Act	ion
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FIGURE 2-1: 2025 PROPOSED PROJECT



2. 2025 Proposed Project, Alternatives, and Federal Action

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## 3 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

3. Affected	Environment	and	Environmental	Consequences
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In accordance with FAA Orders 1050.1F: Environmental Impacts: Policies and Procedures, and 5050.4B: National Environmental Policy Act Implementing Instructions for Airport Actions, this chapter describes the existing environmental condition (i.e., Affected Environment) as well as environmental resources that the 2025 Proposed Project may affect compared to a No Action Alternative (i.e., Environmental Consequences).

The environmental analysis in this chapter discloses the potential impacts on the future condition. The construction of the temporary runway will take approximately 16 months, and the reconstruction of Runway 18/36 will take approximately 4 to 5 months. The Supplemental EA uses the same years as the 2024 Final EA (2026, 2028, and 2029) as the study years for analysis. From late 2025 to early 2027 construction of the temporary runway would occur. Reconstruction of Runway 18/36 would occur in 2028 with aircraft operations shifted to the temporary runway. The re-opening of the reconstructed Runway 18/36 would occur in 2029. The 2028 study year is for the aircraft noise analysis purposes when aircraft operations are shifted to the temporary runway.

To evaluate potential impacts, the analyses in this chapter overlay the components of the 2025 Proposed Project and No Action Alternative onto the conditions within the project study areas for each environmental impact category presented.

#### 3.1 PROJECT STUDY AREAS

Project study areas were established for the 2024 Final EA to characterize the existing conditions of an area affected. The 2024 Final EA project study areas and the 2025 Supplemental EA project study areas have remained the same. The Direct Study Area follows the Airport property boundary and the Indirect Study Area is based on the 2028 No Action Alternative and Proposed Project DNL 65 dB noise contour (see *Figure 3-1*).

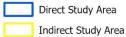
#### 3.2 NO ACTION ALTERNATIVE

Under the No Action Alternative, the construction and operation of the 2025 Proposed Project would not occur. The temporary runway identified in the FAA-approved 2024 EA would also not be implemented, as it does not meet current operational safety requirements for commercial aircraft at MYR. Future development at the Airport would be subject to review under NEPA and is not assumed under the No Action Alternative. The affected environment of the project study areas under the No Action Alternative would not differ from existing conditions.

Because there would be no anticipated construction or change in Airport facilities under the No Action Alternative, no impacts would be expected to occur related to Air Quality; Biological Resources; Climate; Coastal Resources; DOT Section 4(f) Resources; Hazardous Materials, Solid Waste, and Pollution Prevention; Historical, Architectural, Archaeological, and Cultural Resources; Land Use; Natural Resources and Energy Supply; Noise and Noise-Compatible Land Use; Socioeconomics, and Children's Environmental Health and Safety Risks; Visual Effects; or Water Resources in the project study areas or vicinity of the Airport.

#### FIGURE 3-1: PROJECT STUDY AREAS









#### 3.3 RESOURCES NOT AFFECTED BY THE 2025 PROPOSED PROJECT

The following environmental resources are described to disclose the 2025 Proposed Project's absence of effects compared to a No Action Alternative and are not further described in this SEA. The same environmental resources were not affected by the 2024 Proposed Project described in the 2024 Final EA.

- Children's Environmental Health and Safety Risks The closest public school is Lakewood Elementary School, about 2.5 miles southwest of the project study area. Additionally, Palmetto Academy of Learning and Success is the closest private school, about 1.25 miles northwest of the project study area. Construction and operation of the 2025 Proposed Project would occur entirely on Airport property. Due to the distance to the two closest schools and construction entirely on Airport property, the 2025 Proposed Project would not increase the exposure of environmental contaminants to children in the surrounding community. Therefore, the 2025 Proposed Project would not affect children's health and safety risks.
- Department of Transportation (DOT), Section 4(f) Resources There are no DOT Section 4(f) resources within the project study areas (see Error! Reference source not found.). The closest S ection 4(f) resource is Valor Memorial Garden, about 0.5 mile west of the project study areas. It is separated by aeronautical and commercial development (City of Myrtle Beach, 2023). The 2025 Proposed Project is entirely on Airport property. Based on the aircraft noise analysis described in Section 3.4.7, there would be no change in aircraft noise exposure and no significant noise impacts. Due to the distance to the closest Section 4(f) resource and no significant noise impacts, the 2025 Proposed Project would not directly or indirectly affect a DOT Section 4(f) resource.

There are no Section 6(f) Land and Water Conservation Fund (LWCF) resources within the direct study area (see *Figure 3-2*). The closest Section 6(f) resource is Myrtle Beach Grand Park, approximately 1 mile west of the direct project study area, and Myrtle Beach State Park, located 1.5 miles from the direct project study area and is located within the indirect study area. It is separated by US-17 South Kings Highway and urban development (The Land and Water Conservation Fund, 2023).

Based on the aircraft noise analysis described in **Section 3.4.7**, there would be no change in aircraft noise exposure and no significant noise impacts. Therefore, the 2025 Proposed Project would not directly or indirectly affect a Section 6(f) resource.

FIGURE 3-2: ENVIRONMENTAL RESOURCES NOT AFFECTED









- Farmlands According to the Natural Resources Conservation Service (NRCS), soils within the direct study area are classified as farmland of statewide importance and prime farmland if drained (USDA, 2024). Under Section 523(10)(B) of the Farmlands Protection Policy Act (FPPA) Manual, farmland soils are not subject to the provisions of the FPPA if they are already in urbanized areas (NRCS, 2013). Section 658.2(a) of the FPPA describes the use of U.S. Census Bureau Urban Areas maps as an appropriate way to define urban areas (USDA, 1984). The U.S. Census Bureau Urban Areas map was reviewed to determine which portions of the direct study area were not subject to the provisions of the FPPA. The Airport, including the direct study area, is in the "Myrtle Beach Socastee, SC-NC 60895" urban area. In addition, according to the 2020 U.S. Census Urban Area Criteria, the Airport is an urban area because it is a "currently functioning airport within a distance of 0.5 miles to the urban area that is a qualified cargo airport or has an annual enplanement of at least 2,500 passengers" (Census Bureau, 2022). In 2021, the Airport had 1,382,551 enplanements (i.e., passengers who boarded a commercial service aircraft) (FAA, 2023). Therefore, the 2025 Proposed Project is exempt from the FPPA and would not affect prime, unique, or state-significant farmland soil types.
- » Land Use According to the City of Myrtle Beach, existing land use in the direct study area is classified as Airports (AP) and Planned Unit Development (PUD) (City of Myrtle Beach, 2021). The construction of the 2025 Proposed Project would occur entirely on Airport property and would be compatible with the existing Airport environment.
  - The 2025 Proposed Project would be consistent with future Airport plans and would not cause any land use incompatibilities or inconsistencies with local off-Airport land use plans. In addition, the 2025 Proposed Project would not create a new wildlife attractant or create an obstruction to navigation airspace per 14 CFR Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*. The 2025 Proposed Project would not significantly affect other resources that could indirectly affect land use (e.g., the 2025 Proposed Project would not disrupt communities, affect DOT Section 4(f) resources, etc.). Therefore, the 2025 Proposed Project would not change the land use in or around the direct study area and would not cause significant land use impacts.
- Water Resources (wetlands, water supply, wild and scenic rivers) According to the National Wetlands Inventory (NWI), there are riverine wetlands within the direct study area (USFWS, 2024). An onsite inspection of the Airport property was conducted on September 11, 2024. The Airport property contains 0.60 acre and/or 1,950.7 linear feet of other waters of the United States that are subject to USACE's jurisdiction under Section 404 of the Clean Water Act (CWA). The site also contains aquatic resources that are not subject to Corps' jurisdiction under Section 404 of the CWA or Section 10 of the Rivers and Harbors Appropriation Act of 1899 (RHA).

The Airport's property's water resources includes:

- Non-jurisdictional ditch 57,776 linear feet
- Uplands 1,049.75 acres
- Jurisdictional ditch 0.53 acre
- Tributary 0.07 acre
- Jurisdictional wetland 0.00 acre

Based on multiple previous USACE-approved delineations (SAC-2010-0816, SAC-2009-00281-3NH, and SAC-14-2009-00373-3N), and the most recent Approved Jurisdictional Determination (SAC-2024-01149; received October 21, 2024) the USFWS classified wetlands are the Airport's stormwater system and are non-jurisdictional tributaries maintained by the Airport. Therefore, the 2025 Proposed Project would not affect jurisdictional wetlands within the direct study area. See *Error! Reference source not found.* for a visual representation of the on-Airport water resources - wetlands.

The 2025 Proposed Project is not located within a sole source aquifer, and there is no public water supply within the direct study area. The closest sole source aquifer is the Columbia and Yorktown-Eastover Aquifer, located approximately 300 miles northeast of the project study areas (EPA, 2023). The public water supply originates from the Great Pee Dee Watershed (Grand Strand Water & Sewer Authority, 2023). The project study areas are about 15 miles from the nearest Great Pee Dee Watershed component. Therefore, the 2025 Proposed Project would not affect sole-source aquifers or public water supplies.

The closest river designated under the National Wild and Scenic River System is the Waccamaw River, located approximately 7 miles northwest of the project study areas (National Wild and Scenic Rivers Systems, 2023). The closest Nationwide Rivers Inventory Segment is the Lumber Wild and Scenic River, about 43 miles north of the project study areas (National Park Service, 2023). Due to the distance to the closest Wild and Scenic River and Nationwide Rivers Inventory Segment, the construction and operation of the 2025 Proposed Project would not affect a Wild and Scenic River or a Nationwide Rivers Inventory Segment.

FIGURE 3-3: WATER RESOURCES - WETLANDS



Source: The Brigman Co., 2024.



3. Affe	cted Environmen	t and Environmental	Consequences
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### 3.2 RESOURCES POTENTIALLY AFFECTED BY THE 2025 PROPOSED PROJECT

This section describes the general characteristics of the environment within the project study areas, the significance threshold for environmental effects, the 2025 Proposed Project's potential environmental effects compared to the No Action Alternative, and mitigation measures to resolve adverse effects, if needed. The environmental resource categories studied are:

- » Air Quality and Climate (**Section 3.4.1**)
- » Biological Resources (Section 3.4.2Error! Reference source not found.)
- » Coastal Resources (Section 3.4.3)
- » Hazardous Materials, Solid Waste, and Pollution Prevention (Section Error! Reference source not f ound.)
- » Historic, Architectural, Archaeological, and Cultural Resources (Section Error! Reference source not found.)
- » Natural Resources and Energy Supply (Section 3.4.6Error! Reference source not found.)
- » Noise and Noise Compatible Land Use (**Section 3.4.7**)
- » Socioeconomics (Section 3.4.8Error! Reference source not found.)
- » Visual Effects (Section 3.4.9Error! Reference source not found.)
- » Water Resources Floodplains and Surface Waters (Section 3.4.10Error! Reference source not f ound.)Error! Reference source not found.

The environmental analysis also includes the potential effects of the reasonably foreseeable future actions. Reasonably foreseeable future actions that may occur between 2026 and 2030 include the MYR terminal expansion; Myrtle Beach Boardwalk & Oceanfront Capital Improvements (maintenance, restroom installations, and sidewalk upgrades); Fred Nash Boulevard widening and extension (from Emory Road to Harrelson Boulevard); Myrtle Beach Air Force Base Redevelopment District Capital Improvements (tree replacement, renovations, and Grand Linear Park Project); and Myrtle Beach Arts and Innovation District Infrastructure Project (performing arts theater, streetscape upgrades, and utilities).

#### 3.4.1 Air Quality and Climate

This section describes the general environmental characteristics within the project study areas and the potential environmental consequences of the 2025 Proposed Project regarding air quality and climate.

#### 3.2.1.1 Affected Environment

The Environmental Protection Agency (USEPA) has classifications for areas regarding their ability or inability to meet the National Ambient Air Quality Standards (NAAQS). Attainment areas are geographic areas where concentrations of the criteria pollutants are below (i.e., within) the NAAQS. The USEPA has identified the following six criteria air pollutants for which NAAQS are applicable: Carbon Monoxide (CO), Lead (Pb), Nitrogen Dioxide (NO<sub>2</sub>), Ozone (O<sub>3</sub>), Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and Sulfur Dioxide (SO<sub>2</sub>). USEPA calls these pollutants "criteria" air pollutants because it regulates them by developing human health-based and/or environmentally based criteria (science-based guidelines) for setting permissible levels (USEPA, 2025). The project study areas are in Horry County, which is in "attainment" for all NAAQS pollutants (EPA, 2024).

Greenhouse gases (GHG) trap heat in the earth's atmosphere. Both naturally occurring and man-made GHGs primarily include water vapor, carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6). Activities that require fuel or power are the primary stationary sources of GHGs at airports. Aircraft and ground access vehicles, which are not under the control of an airport, typically generate more GHG emissions than airport-controlled sources.

Carbon dioxide is the primary GHG emitted by human activity, making up about 80% of all GHG emissions. Greenhouse gas emissions are often measured in carbon dioxide equivalent (CO<sub>2e</sub>). In 2020, the GHG emissions for the U.S. were 5,981 million metric tons (MMT)<sup>2</sup> CO<sub>2e</sub>, and for the State of South Carolina was 73.75 MMT CO<sub>2e</sub> (SCDHEC and SCOR, 2024).

#### 3.2.1.2 Environmental Consequences

This section describes the significance thresholds, summarizes the potential effects of the 2024 Proposed Project, and describes the potential effects the 2025 Proposed Project would have on air quality compared to the No Action Alternative.

#### Significance Thresholds

FAA Order 1050.1F, Exhibit 4-1, provides the FAA's significance threshold for air quality, which states: "The action would cause pollutant concentrations to exceed one or more of the NAAQS, as established by the USEPA under the Clean Air Act, for any of the time periods analyzed, or to increase the frequency or severity of any such existing violations."

While FAA 1050.1F does not provide a significance threshold for aviation-related GHG emissions, the projected increase in GHG emissions from the Proposed Project is discussed in the context of national and global GHG emissions from all sources.

#### **2024 Proposed Project Impacts Summary**

Construction of the 2024 Proposed Project would cause a minor increase in surface vehicles using area roadways to access the construction site. However, this would be temporary, lasting the duration of construction. A Construction Emissions Inventory (CEI) of the 2024 Proposed Project was conducted through EPA's Motor Vehicle Emissions Simulator 3 (MOVES) program. MOVES uses EPA-approved emission factors for non-road construction equipment and on-road vehicles. Exhaust and fugitive emission factors were developed for non-road construction equipment and on-road vehicles. Table 3-1: Temporary Construction Emissions *Table 3-1* shows an increase in temporary construction air pollutant emissions for each NAAQS category and GHGs. See *Appendix A* for CEI data and calculations.

TABLE 3-1: TEMPORARY CONSTRUCTION EMISSIONS - 2024 PROPOSED PROJECT

Year	NAAQS								
2026	6.98	0.26	2.68	2.29	0.14	0.01	4,768.04	0.02	0.00

According to the USEPA, a million metric tons is equal to about 2.2 billion pounds (EPA, 2023).

Year	NAAQS						GHGs		
2028	2.63	0.27	3.27	2.68	0.15	0.02	6,878.60	0.01	0.00

Source: RS&H, 2024. Notes: Results are in tons per year. *De mimimis* thresholds are not shown because Horry County is in "attainment" for all NAAQS

GHG emissions would occur during the construction and operation of the 2024 Proposed Project. Using fossil fuel-powered machinery during the construction of the 2024 Proposed Project would emit GHGs such as CO2 (see *Table 3-1*). These emissions would only last as long as construction activities. Increasing the number of construction-related personal vehicles traveling to and from the Airport would increase vehicle-related GHG emissions. These temporary emissions would only occur during the construction of the temporary runway and the reconstruction of Runway 18/36 (2026-2028). It is assumed that most construction-related workers already live and work in the region; therefore, the region's vehicle-related GHG emissions would not significantly change. Therefore, the construction of the 2024 Proposed Project would not have a significant effect on GHG emissions for the State of South Carolina, the U.S., or the global climate.

# **2025 Proposed Project Supplemental Impacts**

Construction of the 2025 Proposed Project would cause a minor increase in surface vehicles using area roadways to access the construction site. However, this would be temporary, lasting the duration of construction. A CEI of the 2025 Proposed Project was conducted through EPA's MOVES program. MOVES uses EPA-approved emission factors for non-road construction equipment and on-road vehicles. Exhaust and fugitive emission factors were developed for non-road construction equipment and on-road vehicles. *Table 3-2* shows an increase in temporary construction air pollutant emissions for each NAAQS category and GHGs. See *Appendix A* for CEI data and calculations.

TABLE 3-2: TEMPORARY CONSTRUCTION EMISSIONS - 2025 PROPOSED PROJECT

Year	NAAQS				GHGs				
	СО	VOC	NOx	PM <sub>10</sub>	PM <sub>2.5</sub>	SOx	CO2	CH4	N20
2026	21.94	0.65	6.61	2.01	0.37	0.05	16,142.73	0.05	0.03
2027	9.35	0.50	5.22	3.18	0.28	0.03	10,725.15	0.03	0.05

Source: MOVES4.0; RS&H 2025. Notes: Results are in tons per year. *De mimimis* thresholds are not shown because Horry County is in "attainment" for all NAAQS

GHG emissions would occur during the construction and operation of the 2025 Proposed Project. Using fossil fuel-powered machinery during the construction of the 2025 Proposed Project would emit GHGs such as CO2 (see *Table 3-2*). These emissions would only last as long as construction activities (2026-2027). It is assumed that most construction-related workers already live and work in the region; therefore, the region's vehicle-related GHG emissions would not significantly change. Therefore, the construction of the 2025 Proposed Project would not have a significant effect on GHG emissions for the State of South Carolina, the U.S., or the global climate.

#### **Reasonably Foreseeable Impacts of Future Actions**

The construction emissions from the reasonably foreseeable future actions may coincide with the 2025 Proposed Project. However, none of these future actions are anticipated to have substantial short- or long-term impacts on air quality that would affect Horry County's attainment status. Given that the 2025

Proposed Project's construction emissions fall below *de minimis* thresholds, when combined with other reasonably foreseeable future actions, no significant effect on air quality or climate is anticipated.

# Mitigation, Avoidance, or Minimization Measures

As described above, the 2025 Proposed Project would not significantly affect Air Quality or climate. In the absence of potentially significant effects, mitigation measures are not proposed.

# 3.4.2 Biological Resources

This section describes the general characteristics of the environment within the project study areas and the potential environmental consequences of the 2025 Proposed Project regarding biological resources.

#### 3.4.2.1 Affected Environment

A desktop analysis and threatened and endangered (T&E) survey of the project study area were conducted. The T&E species remote data assessment (the desktop review) results and the results from the on-site survey are described below.

In December 2024, a comprehensive wildlife survey was conducted for the SEA. The wildlife survey assessed the presence or absence of federal and state-listed species within a surveyed area based on line distance sampling methods, as detailed in Buckland et al. (1993). The survey focused on systematically collecting data along transect lines established to ensure comprehensive coverage of the survey area and were spaced to represent the range of habitats on-site and potential species occurrence.

The area surveyed for biological resources underwent a comprehensive review through the USFWS Information for Planning and Consultation (IPaC) system, seeking guidance on federally listed species. Within this framework, 13 threatened or endangered species that might occur within the area surveyed for biological resources were identified. In addition, eight state-listed T&E species were identified as potentially occurring within the survey area (see *Appendix B* for further information).

Field observations revealed an absence of federal and state-designated T&E species potentially associated with the region within the area surveyed. Vegetation in the upland areas of the surveyed area includes broomsedge (*Andropogon* spp.), bitter sneezeweed (*Helenium amarum*), crabgrass (*Digitaria spp.*), carpetgrass (*Anxonopus fissifolius*), common dandelion (*Taraxacum officinale*), blackberry (*Rubus* sp.), and Bermuda grass (*Cynodon dactylon*). Many inundated areas contained algae, large rocks, and murky water. Stormwater system/swale depths ranged from approximately 0.5 inch to a few feet deep, with deeper areas typically found towards the northern portion of the area surveyed for biological resources. Photos of the surveyed area, notable observations, and typical vegetation can be found in the photo log in *Appendix B*.

In assessing the likelihood of encountering species during the survey, the analysis accounted for the characteristics surrounding the area, including a mix of commercial and residential areas and proximity to bodies of water. In this context, no federal or state-listed T&E species are highly likely to be encountered within the survey area based on factors such as historical presence and habitat suitability.

In addition, no known or observed Bald Eagles nests within the primary or secondary activity zones from the area surveyed for biological resources exist.

#### 3.4.2.2 Environmental Consequences

This section describes the significance thresholds, summarizes the potential effects of the 2024 Proposed Project, and describes the potential effects the 2025 Proposed Project would have on biological resources compared to the No Action Alternative.

#### **Significance Thresholds**

FAA Order 1050.1F, Exhibit 4-1, provides the FAA's significance threshold for biological resources, which states, "The USFWS or the National Marine Fisheries Service determines that the action would be likely to jeopardize the continued existence of a federally listed threatened or endangered species, or would result in the destruction or adverse modification of federally designated critical habitat." Non-listed species have no significance threshold, but factors for consideration are provided.

#### **2024 Proposed Project Impacts Summary**

In 2024, field observations revealed an absence of federal and state-designated T&E species potentially associated with the region within the area surveyed for biological resources. Based on the USFWS IPaC submission (dated December 18, 2023), the 2024 Proposed Project would have **no effect** on federally listed species. Therefore, lacking habitat suitability and historical presence, federal or state-listed T&E species are unlikely to be encountered within the area surveyed for biological resources.

#### **2025 Proposed Project Supplemental Impacts**

The USFWS IPaC submission (12/30/24) describes the 2025 Proposed Project as unlikely to have any detrimental effects on federally-listed species or critical habitat. Therefore, based on habitat suitability and historical presence, federally listed T&E species are unlikely to be encountered within the area surveyed for biological resources. Field observations in December 2024 revealed an absence of federal T&E species potentially associated with the region within the area surveyed for biological resources (see *Appendix B* for further information). Therefore, the 2025 Proposed Project would have *no effect* on federally listed species. The USFWS IPaC correspondence (dated 12/30/24) documents consideration of endangered species, bald eagles, and migratory birds, and no further coordination with the USFWS is necessary (see *Appendix B* for further information).

**Table 3-3** shows five SCDNR-listed species with the likeliness to be encountered in the project study area. Federal or state-listed species with no likeliness to be encountered within the project study area are not shown in **Table 3-3** (see **Appendix B, Table 1** for the complete list of federal and state-listed species).

TABLE 3-3: POTENTIALLY AFFECTED STATE-LISTED SPECIES WITHIN THE SURVEYED AREA

Species	USFWS Listing Status	SCDNR Listing Status	Likeliness to Encounter	Effects Determination
Swallow-tailed Kite (Clemmys guttata)	n/a	Endangered	Low	No Effect
Bald Eagle (Haliaeetus leucocephalus)	n/a	Threatened	Low	No Effect
Peregrine Falcon (Falco peregrinus)	n/a	Endangered	Low	No Effect
Spotted Turtle (Clemmys guttatta)	n/a	Threatened	Medium	No Effect
Monarch Butterfly (Danaus Plexippus)	Proposed	Candidate	Medium	No Effect
	Threatened			

Notes: n/a - not applicable. Source: USFWS.gov; SCDNR Threatened and Endangered Species Inventory

The following briefly describes each state-listed species habitat, observations made during the December 2024 survey, and the 2025 Proposed Project's effects determination.

# Swallow-tailed Kite (Clemmys guttata)

The Airport's proximity to large tracts of forested wetlands and available prey suggests a potential foraging habitat for swallow-tailed kites. However, the absence of tall trees within the biological resources survey area diminishes the likelihood of the survey area serving purposes beyond foraging habitat or as a migratory pathway. The swallow-tailed kite was not observed during the December 2024 field survey. The 2025 Proposed Project would have *no effect* on the swallow-tailed kite.

#### Bald Eagle (Haliaeetus leucocephalus)

The Airport's proximity to the coast increases the likelihood that bald eagles may be observed near the area surveyed for biological resources. However, the area surveyed for biological resources lacks tall trees suitable for nesting. The Bald Eagle was not observed during the December 2024 field survey (see *Appendix B* for further information). The 2025 Proposed Project would have *no effect* on the Bald Eagle.

#### <u>Peregrine Falcon (Falco peregrinus)</u>

The Airport's proximity to waterfowl impoundments and urbanized areas increases the likelihood that peregrine falcons may be encountered in the biological resources survey area. However, it is important to note that peregrine falcons do not nest along the coastal plains of South Carolina. Instead, the survey area may serve as a migratory pathway for these falcons, presenting an opportune location for hunting prey or as a migratory pathway. The American Peregrine Falcon was not observed during the December 2024 field survey. The 2025 Proposed Project would have *no effect* on the American Peregrine Falcon.

#### Spotted Turtle (Clemmys guttatta)

A network of on-site stormwater ditches provides a potential suitable habitat for spotted turtles, which prefer slow-moving shallow water with lots of aquatic vegetation. The spotted turtle was not observed during the December 2024 field survey. The 2025 Proposed Project would have *no effect* on the spotted turtle.

# Monarch Butterfly (Danaus Plexippus)

Monarchs migrate through South Carolina's Lowcountry islands in the fall, stopping to feed on nectar from autumn-flowering plants. The peak of the migration is in late October to early November. However, the SCDNR suggests that some monarchs live in coastal South Carolina year-round.

The monarch butterfly was not observed during the December 2024 field survey. The 2025 Proposed Project would have **no effect** on the monarch butterfly.

# **Reasonably Foreseeable Impacts of Future Actions**

The 2025 Proposed Project would not affect any federally-listed, federally-proposed, or SCDNR-listed species. The reasonably foreseeable future actions occur on Airport property, roads, or urban areas that do not contain suitable habitat for federally-listed, federally-proposed, or SCDNR-listed species due to the high levels of human activity and lack of native, diverse plant species. Therefore, the 2025 Proposed

Project, when considered with reasonably foreseeable future actions, would have no significant effect on biological resources.

# Mitigation, Avoidance, or Minimization Measures

The 2025 Proposed Project would not significantly affect biological resources. In the absence of potentially significant effects, mitigation measures are not proposed.

#### 3.4.3 Coastal Resources

This section describes the existing characteristics of the environment within the study areas and the potential environmental consequences of the 2025 Proposed Project regarding coastal resources.

#### 3.4.3.1 Affected Environment

Horry County, where the Airport is located, is within the South Carolina Coastal Zone Management Program (CZMP) (Bureau of Coastal Management, 2025). All projects within the coastal zone are subject to CZMP guidelines and permitting through the South Carolina Department of Environmental Services Bureau of Coastal Management (SCDES-BCM). The CZMP also requires a consistency review for any activity requiring a federal authorization that may affect any land or water use or natural resource of the coastal zone. This includes indirect impacts, such as increased stormwater runoff that could degrade water quality in coastal receiving waters. Per the South Carolina CZMP and Coastal Zone Management Act regulations (15 CFR Part 930, Subpart D), applicants (e.g., HCDA) must demonstrate consistency with the following enforceable policies:

- » Coastal Tidelands and Wetlands Act (SC Code Ann. §48-39-110 et seq.): Prohibits unauthorized alteration of critical areas (coastal waters, tidelands, beaches, and beach/dune systems) without an OCRM permit, and requires avoidance of adverse impacts to wetlands and aquatic habitats.
- » S.C. Code Ann. Regs. 30-11: Mandates avoidance, minimization, and mitigation for impacts to critical areas (i.e., coastal waters, tidelands, beaches, and beach/dune systems), and requires stormwater management to retain runoff and prevent contamination of coastal waters.
- » S.C. Code Ann. Regs. 30-12: Prohibits activities that degrade water quality, alter tidal flows, or harm shellfish beds; requires projects to avoid adverse impacts to navigation, public access, or recreational use of coastal waters.
- » S.C. Code Ann. Regs. 30-13: Restricts construction seaward of the baseline or setback line without demonstrated necessity; requires protection of beach/dune systems and adherence to erosion control standards.
- Beachfront Management Act (SC Code Ann. §48-39-250 et seq.): Prohibits new erosion control structures (e.g., seawalls) seaward of the baseline, and requires compliance with beachfront jurisdictional lines and setback requirements.
- State Ports Authority Coordination (SC Code Ann. §54-3-130): For projects affecting navigable waters, requires certification from the SC State Ports Authority that the project will not unreasonably interfere with commercial navigation.
- » CZMP Enforceable Policies: Requires conservation of coastal ecosystems, habitats, and species of concern; provisions for public access to tidal waters and beaches, where feasible; protection of

archaeological and historic sites; siting of non-water-dependent development inland, away from critical areas; and assessment of energy needs and economic and environmental impacts.

# 3.4.3.2 Environmental Consequences

# Significance Threshold

The FAA has not established a significance threshold for coastal resources in FAA Order 1050.1F; however, it does provide several factors to consider in evaluating the context and intensity of potential environmental impacts. FAA Order 1050.1F, Exhibit 4-1 states that these include when the action would have the potential to:

- » Be inconsistent with the relevant state coastal zone management plan(s);
- » Impact a coastal barrier resources system unit (and the degree to which the resource would be impacted);
- » Pose an impact to coral reef ecosystems (and the degree to which the ecosystem would be affected);
- » Cause an unacceptable risk to human safety or property; or
- Cause adverse impacts to the coastal environment that cannot be satisfactorily mitigated.

# **2024 Proposed Project Impact Summary**

As described in the 2024 Final EA, the Proposed Project would not affect coastal resources since the project study areas do not contain any state ports, navigation channels, archaeological or historic sites, geographic areas of concern, or activities/facilities dependent on coastal locations. During the design phase, a coastal zone consistency letter would be submitted to SCDES-BCM, and coastal zone consistency concurrence would be obtained from the SCDES-BCM before construction.

# **2025 Proposed Project Supplemental Impacts**

The 2025 Proposed Project occurs entirely on Airport property and would not directly impact any coastal waters, tidelands, beaches, beach/dune systems, wetlands, aquatic habitats, coastal barrier ecosystems, coral reefs, or species of concern. Further, the 2025 Proposed Project would not alter tidal flows, affect archaeological or historical sites, restrict public access to tidal waters or beaches, impact recreational use of coastal areas, interfere with commercial navigation, risk human safety or property, or involve coastal erosion control structures.

During construction, the 2025 Proposed Project has the potential to discharge construction-related stormwater to receiving waters. To avoid and minimize stormwater runoff, HCDA would update its existing National Pollutant Discharge Elimination System (NPDES) permit to reflect the 2025 Proposed Project, which includes a Storm Water Pollution Prevention Plan (SWPPP) and a Spill Prevention, Control, and Countermeasure (SPCC) Plan for the Airport property. The construction contractor would adhere to NPDES permit, SWPPP, and SPCC Plan requirements during construction, including the implementation of erosion, sediment, and stormwater control best management practices (BMPs). Refer to *Section 3.4.4* and *Section 3.4.10* for more details on the NPDES Permit, SWPPP, and SPCC Plan.

Following construction, the 2025 Proposed Project would increase impervious pavement, which may increase the rate and quantity of stormwater runoff into the Airport's stormwater system. To accommodate additional stormwater runoff, the Airport's stormwater system would be modified, including the construction of control structures sized to store and release stormwater in compliance with South Carolina Department of Health and Environmental Control (DHEC) Standards for Stormwater Management and Sediment Reduction, City of Myrtle Beach Code of Ordinances regarding water quality, and FAA standards. Refer to **Section 3.4.10** for more details on stormwater system modifications.

The 2025 Proposed Project has obtained an updated SCDES-BCM certification on March 18, 2025. Through compliance with the NPDES Permit, SWPPP, and SPCC Plan during construction, modifications to the Airport's stormwater system in compliance with DHEC, City of Myrtle Beach, and FAA standards, and consistency with the South Carolina CZMP, the 2025 Proposed Project would not significantly impact coastal resources.

#### **Reasonably Foreseeable Impacts of Future Actions**

The construction and operation of the MYR terminal expansion would have to meet the same HCDA NPDES permit requirements, including implementation of a SWPPP and SPCC Plan, and stormwater requirements in compliance with the DHEC, City of Myrtle Beach, and FAA standards, in addition to obtaining South Carolina CZMP consistency. Like Airport projects, the reasonably foreseeable City and State projects would require the construction contractor to meet the City of Myrtle Beach Code of Ordinances and the South Carolina CZMP related to coastal resources. As the construction footprints for these projects exceed 1 acre, the construction contractor would likely have to implement a site-specific SWPPP and SPCC Plan to avoid and minimize impacts to coastal resources. Therefore, the 2025 Proposed Project, when considered with reasonably foreseeable future actions, would have no significant effect on coastal resources.

#### Mitigation, Avoidance, or Minimization Measures

The construction and implementation of the 2025 Proposed Project would not significantly affect coastal resources. Therefore, no mitigation is required or proposed.

# 3.4.4 Hazardous Materials, Solid Waste, and Pollution Prevention

This section describes the existing characteristics of the environment within the study areas and the potential environmental consequences of the 2025 Proposed Project regarding hazardous materials, solid waste, and pollution prevention.

#### 3.4.4.1 Affected Environment

# **Hazardous Materials**

According to the USEPA online resources (e.g., NEPAssist and EnvirAtlas), there are hazardous waste facilities within the project study areas. No superfund sites are on the National Priorities List (NPL) within the study areas. The closest superfund site is the Kerr-Mcgee Chemical Corp - Navassa (Site ID: 0403028), located 60 miles northeast of the study areas. (EPA, 2023). Multiple hazardous waste producers are located within the study areas (see *Table 3-4*).

TABLE 3-4: HAZARDOUS WASTE PRODUCERS WITHIN PROJECT STUDY AREAS

Owner Name	Handler ID	Hazardous Waste Generator
TSA at Myrtle Beach International Airport	Scr000765891	Small Quantity Generator
Allegiant Air	Scr000786269	Very Small Quantity Generator
Dominion Energy South Carolina Myrtle Beach	Scr000787713	Very Small Quantity Generator
Certified Aviation Services LLC	Scr000789636	Very Small Quantity Generator
Prescott Support	Scr000771907	Very Small Quantity Generator
Avcraft Support Services Inc	Scr000768010	Unspecified
Flight International Services	Scr000002907	Unspecified

Source: EPA, 2024.

The HCDA has existing policies and procedures for handling, disposing of, and cleaning up hazardous materials, chemicals, and other substances, including jet fuel. The HCDA developed a SPCC Plan that establishes roles and responsibilities for spill response on Airport property.

#### Solid Waste

GFL Environmental Inc. manages the solid waste at the Airport. The closest landfill to the airport is the Horry County landfill, located about nine miles from the Airport (South Carolina Department of Health and Environmental Control, 2022). As of FY22, the landfill had 18.4 years of capacity, with plans to expand the landfill to accommodate future growth in Horry County (SCDHEC, 2022).

#### **Pollution Prevention**

The HCDA has an NPDES permit for industrial activities at the Airport. This permit requires the HCDA to maintain a SWPPP and SPCC plan for the Airport property. The HCDA has various plans and procedures to address potential spills at the Airport. These include measures to minimize the impacts of potentially contaminated stormwater on receiving bodies

# 3.4.4.2 **Environmental Consequences**

This section describes the significance thresholds, summarizes the potential effects of the 2024 Proposed Project, and describes the potential effects the 2025 Proposed Project would have on hazardous materials, solid waste, and pollution prevention compared to the No Action Alternative.

# Significance Threshold

FAA Order 1050.1F does not define a significance threshold for hazardous materials, solid waste, and pollution prevention; however, it does provide several factors to consider in evaluating the context and intensity of potential environmental impacts. FAA Order 1050.1F, Exhibit 4-1 states that these include when the action would have the potential to:

- » Violate applicable federal, state, tribal, or local laws or regulations regarding hazardous materials and/or solid waste management;
- Involve a contaminated site (including but not limited to a site listed on the National Priorities List). Contaminated sites may encompass relatively large areas. However, not all of the grounds within the boundaries of a contaminated site are contaminated, which leaves space for siting a

facility on non-contaminated land within the boundaries of a contaminated site. An EIS is not necessarily required. Paragraph 6-2.3.a of [FAA Order 1050.1F] allows for mitigating impacts below significant levels (e.g., modifying an action to site it on non-contaminated grounds within a contaminated site). Therefore, if appropriately mitigated, actions within the boundaries of a contaminated site would not have significant impacts;

- » Produce an appreciably different quantity or type of hazardous waste;
- » Generate an appreciably different quantity or type of solid waste or use a different method of collection or disposal and/or would exceed local capacity; or
- Adversely affect human health and the environment

# **2024 Proposed Project Impacts Summary**

#### Hazardous Materials

Construction of the 2024 Proposed Project would result in a temporary increase of on-Airport hazardous material storage. This would predominantly occur in the form of diesel fuel, which is necessary to operate construction equipment. The selected contractor would manage hazardous materials from construction activities per existing Airport regulations and standard operating procedures (SOPs). The operation of the 2024 Proposed Project would not change the type or quantity of hazardous materials used or stored at the Airport.

#### Solid Waste

Construction activities would temporarily increase the amount of construction waste (e.g., vegetation clearing, temporary runway construction, runway rehabilitation). The selected construction contractor would manage solid waste from construction activities per existing Airport regulations and SOPs. Compared to the No Action Alternative, construction of the 2024 Proposed Project would not significantly affect solid waste or the capacity of area landfills.

#### **Pollution Prevention**

The HCDA has an NPDES permit for activities at the Airport. This permit requires the HCDA to maintain a SWPPP and SPCC plan for the Airport property. The HCDA has various plans and procedures to address potential spills at the Airport. These include measures to minimize the impacts of potentially contaminated stormwater on receiving bodies.

#### **2025 Proposed Project Supplemental Impacts**

#### Hazardous Materials

Construction of the 2025 Proposed Project would result in a temporary increase of on-Airport hazardous material storage. This would predominantly occur in the form of diesel fuel, which is necessary to operate construction equipment. The selected contractor would manage hazardous materials from construction activities per existing Airport regulations and standard operating procedures (SOPs). The operation of the 2025 Proposed Project would not change the type or quantity of hazardous materials used or stored at the Airport.

#### Solid Waste

Construction activities would temporarily increase the amount of construction waste (e.g., vegetation clearing, temporary runway construction, runway rehabilitation). The selected construction contractor would manage solid waste from construction activities per existing Airport regulations and SOPs. Compared to the No Action Alternative, construction of the 2025 Proposed Project would not significantly affect solid waste or the capacity of area landfills.

#### **Pollution Prevention**

As described previously, the HCDA has an NPDES permit for activities at the Airport. Measures to minimize the impacts of potentially contaminated stormwater on receiving bodies would be implemented.

# **Reasonably Foreseeable Impacts of Future Actions**

The reasonably foreseeable future actions occur on previously paved, graded, or developed surfaces where hazardous materials are unlikely to be encountered. The construction and operation of the MYR terminal expansion would have to meet the same HCDA NPDES permit requirements, including implementation of a SWPPP and SPCC Plan. Like Airport projects, the reasonably foreseeable City and State projects would require the contractor to properly handle, transport, and dispose of hazardous materials and solid waste in compliance with local, state, and federal regulations. As the construction footprints for these projects exceed 1 acre, the construction contractor would likely have to implement a site-specific SWPPP and SPCC Plan. Solid waste generated by these projects can be managed effectively through local landfills, which possess sufficient capacity to accommodate both current and anticipated long-term needs. Therefore, the 2025 Proposed Project, when considered with reasonably foreseeable future actions, would have no significant effect on hazardous materials, solid waste, and pollution prevention.

#### Mitigation, Avoidance, or Minimization Measures

As described above, the 2025 Proposed Project would not significantly affect hazardous materials, solid waste, or pollution prevention at the Airport. In the absence of potentially significant effects, additional mitigation measures are not proposed.

# 3.4.5 Historic, Architectural, Archaeological, and Cultural Resources

This section describes the existing characteristics of the environment within the project study areas and the potential environmental consequences of the 2025 Proposed Project regarding historic, architectural, archaeological, and cultural resources. Three on-Airport borrow pits sites are located within the direct project study area. These areas were assessed for potential archaeological resources.

#### 3.4.5.1 Affected Environment

The on-Airport borrow pit areas are along South Carolina's Grand Strand, a 60-mile-long stretch of coastline between the Little River near the North Carolina/South Carolina border to Winyah Bay near Georgetown. The ecoregion was covered with shallow coastal waters during the Pleistocene, with recession leaving behind terrace and shoreline-related landforms. Native vegetation included pine flatwoods and savannas, freshwater marshes, pond pine woodlands, and pocosins. The borrow pit area soils are either poorly drained or somewhat poorly drained and occur generally on coastal plains.

#### 3.4.5.2 Environmental Consequences

This section describes the significance thresholds, summarizes the potential effects of the 2024 Proposed Project, and describes the potential effects the 2025 Proposed Project would have on historic, architectural, archaeological, and cultural resources compared to the No Action Alternative.

#### **Significance Thresholds**

The FAA has not established a significance threshold for this impact category; however, the FAA has identified a factor to consider when evaluating the context and intensity of potential environmental impacts for historical, architectural, archeological, and cultural resources. This factor includes but is not limited to, situations in which the proposed action or alternative(s) would result in a finding of Adverse Effect through the Section 106 process.

#### **2024 Proposed Project Impacts Summary**

As described in the 2024 Final EA, on March 22, 2024, the FAA submitted a letter (email and hardcopy) to the Catawba Indian Tribe of South Carolina (Catawba) to solicit comments. The Catawba did not reply to the FAA's request for comments.

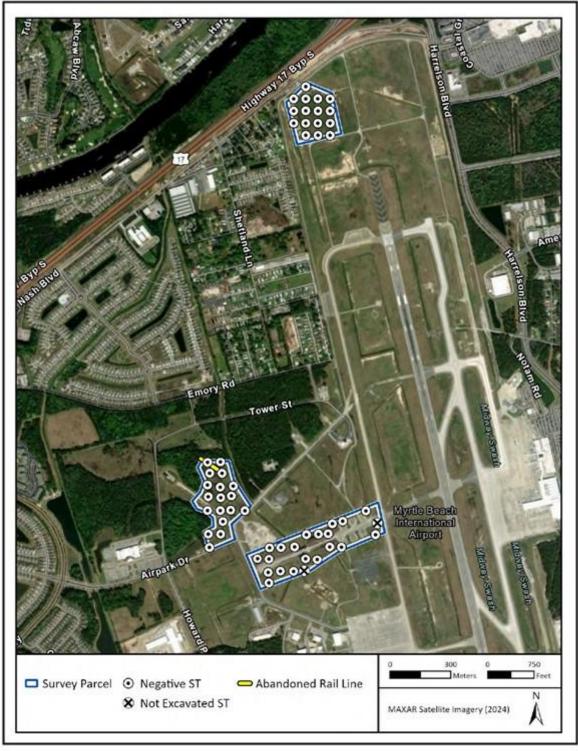
On April 8, 2024, the FAA submitted a letter to the South Carolina Department of Archives & History (SC SHPO) describing the 2024 Proposed Project and requested concurrence that no properties listed in or eligible for listing in the NRHP will be affected. On May 9, 2024, the SC SHPO concurred with the FAA's request "that no properties listed in or eligible for listing in the NRHP will be affected by this project." In addition, the SC SHPO correspondence described, "If archaeological materials are encountered during construction, the procedures codified at 36 CFR 800.13(b) will apply. Archaeological materials consist of any items, fifty years old or older, which were made or used by man. These items include, but are not limited to, stone projectile points (arrowheads), ceramic sherds, bricks, worked wood, bone and stone, metal and glass objects, and human skeletal materials. The federal agency or the applicant receiving federal assistance should contact our office immediately." Therefore, the 2024 Proposed Project would not directly or indirectly affect any historic, architectural, archaeological, or cultural resource.

# **2025 Proposed Project Supplemental Impacts**

Since the 2024 Final EA, the potential ground-disturbing activities associated with runway rehabilitation project have changed. Three borrow pit areas were identified since the completion of the 2024 Final EA and were surveyed for potential archaeological resources. Fieldwork conducted for the 2025 Proposed Project's three borrow pit areas excavated 54 shovel tests over approximately 58 acres (see *Figure 3-4*). The borrow pits consisted of artificially leveled terrain with evidence of disturbance at the surface that was also identifiable through historic map and aerial photograph review. No positive shovel tests were recorded, and no cultural resources were identified.

The Phase I Archaeological Survey recommends that the project will have no effect on archaeological resources that are listed in the National Register of Historic Places (NRHP), that are eligible for NRHP listing, or that may be eligible for NRHP listing. The report recommends no additional archaeological work for the project (see *Appendix C* for the complete Phase I Archaeological Survey).

FIGURE 3-4: ARCHAEOLOGICAL SURVEY AND RESULTS



Source: SEARCH, 2024.



The FAA submitted the Phase I Archaeological Survey to the South Carolina State Historic Preservation Office requesting their concurrence with the FAA's "no effect" determination. The SC SHPO replied on February 18, 2025 concurring with the FAA's determination (see *Appendix C*).

The FAA also mailed a letter to the Catawba on February 6, 2025 regarding the Proposed Project and EA. On March 11, 2025, the Catawba replied, "The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas. However, the Catawba are to be notified if Native American artifacts and/or human remains are located during the ground disturbance phase of this project." See *Appendix C* for the correspondence.

# **Reasonably Foreseeable Impacts of Future Actions**

As the 2025 Proposed Project would not affect historic, architectural, archaeological, or cultural resources, there is no potential for the Proposed Project, when considered with reasonably foreseeable future actions, to affect historic, architectural, archaeological, or cultural resources.

#### Mitigation, Avoidance, or Minimization Measures

As described above, the 2025 Proposed Project would not significantly affect historic, architectural, archaeological, and cultural resources at the Airport. In the absence of potentially significant effects, mitigation measures are not proposed.

If archaeological materials are encountered during construction, the procedures codified at 36 CFR 800.13(b) will apply. Archaeological materials consist of any items, fifty years old or older, which were made or used by man. These items include but are not limited to, stone projectile points (arrowheads), ceramic sherds, bricks, worked wood, bone and stone, metal and glass objects, and human skeletal materials. The FAA or HCDA should contact the SHPO immediately.

In addition, the Catawba should be notified if Native American artifacts and/or human remains are located during the ground-disturbing activities.

#### 3.4.6 Natural Resources and Energy Supply

This section describes the existing characteristics of the environment within the project study areas and the potential environmental consequences of the 2025 Proposed Project regarding natural resources and energy supply.

#### 3.4.6.1 Affected Environment

Consumable materials are regularly used to maintain the Airport's various airside and landside facilities and services. Those materials may include asphalt, concrete, aggregate for sub-base materials, various metals associated with such maintenance, and fuels associated with the operation of aircraft and vehicles.

Electrical power is provided to the Airport by Duke Energy Progress (Duke Energy, 2024). Water services are provided by the Grand Strand Water & Sewer Authority (GSWSA) (Myrtle Beach Chamber of Commerce, 2024). Water supply for the Airport originates from the Great Pee Dee Watershed (Grand Strand Water & Sewer Authority, 2024). The direct study area is about 15 miles from the nearest Great Pee

Dee Watershed component. Dominion Energy provides natural gas to the Airport and the surrounding community (Myrtle Beach Chamber of Commerce, 2024).

# 3.4.6.2 Environmental Consequences

This section describes the significance thresholds, summarizes the potential effects of the 2024 Proposed Project, and describes the potential effects the 2025 Proposed Project would have on natural resources and energy supply compared to the No Action Alternative.

# **Significance Thresholds**

FAA Order 1050.1F does not define a significance threshold for natural resources and energy supply; however, it does provide a factor to consider in evaluating the context and intensity of potential environmental impacts. Potentially significant effects could occur if the action has the potential to cause demand to exceed available or future supplies of these resources, which include fuel, construction material, and electrical power.

#### **2024 Proposed Project Impacts Summary**

The 2024 Proposed Project's construction would result in temporarily increased usage of natural resources using aggregate, sub-base materials, paving materials, and utility cables. These resources are not rare or in short supply and would not place an undue strain on supplies within the Myrtle Beach area. Construction of the 2024 Proposed Project would also result in temporary increased usage of energy supplies, however, Duke Energy Progress is capable of accommodating the minor increase. Trucks and construction equipment would consume fuels as needed for construction purposes. Operation of the 2024 Proposed Project would not increase aviation fuel or electricity use at the Airport.

# **2025 Proposed Project Supplemental Impacts**

The 2025 Proposed Project's construction would result in temporarily increased usage of natural resources using aggregate, sub-base materials, paving materials, and utility cables greater than the 2024 Proposed Project. These resources are not rare or in short supply and would not place an undue strain on supplies within the Myrtle Beach area. Construction of the 2025 Proposed Project would also result in temporary increased usage of energy supplies in addition to the 2024 Proposed Project, however, Duke Energy Progress is capable of accommodating the minor increase. Trucks and construction equipment would consume fuels as needed for construction purposes. Operation of the 2025 Proposed Project would not increase aviation fuel or electricity use at the Airport.

#### **Reasonably Foreseeable Impacts of Future Actions**

While the construction of reasonably foreseeable future actions may coincide with the 2025 Proposed Project, short-term increases in natural resources and energy use can be accommodated through regional sources without creating a shortage. Any increase in long-term utility demand would be minimal and would not exceed supplies available from Duke Energy or other utility services. Therefore, the 2025 Proposed Project, when considered with reasonably foreseeable future actions, would have no significant effect on natural resources or energy supply.

#### Mitigation, Avoidance, or Minimization Measures

Construction and implementation of the 2025 Proposed Project would not significantly affect natural resources and energy supply. Therefore, no mitigation is required or proposed

# 3.4.7 Noise and Noise Compatible Land Use

This section describes the existing condition, the significance threshold(s) pertaining to noise and noise-compatible land use used to determine the potential effects of the 2025 Proposed Project compared to the No Action Alternative and describes those potential effects.

#### 3.4.7.1 Affected Environment

The 2024 Final EA describes the existing (2023) Day-Night Sound Level (DNL) 65-75 dB contours (see *Figure 3-5*). *Table 3-5* identifies the areas within the 2023 DNL contour ranges. As shown in the table, the total area within the DNL 65 dB and greater contour is 875 acres and is primarily located within the limits of the Airport property boundary.

The contours extend off-Airport property southeast of the threshold of Runway 36 along South Kings Highway. This area includes two helipads for helicopter tours of the beaches and surrounding areas.

Twelve residential properties south of the threshold of Runway 36 are located within the 2023 DNL 65 dB contour. These properties include a mix of single-family and multi-family residences. See *Appendix D* for further information.

TABLE 3-5: AREA WITHIN 2023 DNL CONTOUR INTERVALS

DNL Contour Range	Area (acres)
65-70	458
70-75	209
>75	208
Total	875

Source: RS&H, 2023

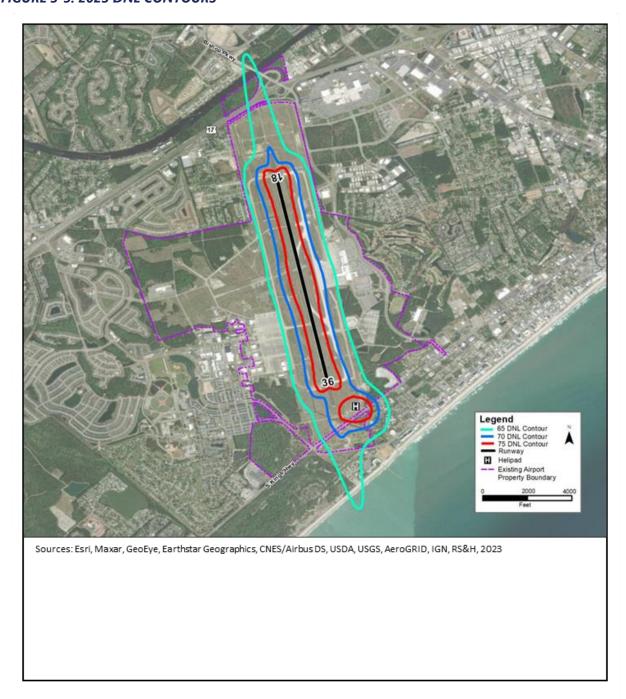
#### 3.4.7.2 Environmental Consequences

This section describes the significance thresholds, summarizes the potential effects of the 2024 Proposed Project, and describes the potential effects the 2025 Proposed Project would have on noise and noise-compatible land use compared to the No Action Alternative.

#### **Significance Thresholds**

Per FAA Order 1050.1F, "a significant noise impact would occur if the action would increase noise by DNL 1.5 dB or more for a noise sensitive area that is [already] exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase when compared to the no action alternative for the same timeframe." Noise-sensitive areas generally include residential neighborhoods; educational, health, and religious facilities; and cultural and historic sites.

# FIGURE 3-5: 2023 DNL CONTOURS





For example, an increase from DNL 65.5 dB to 67 dB is considered a significant impact, as is an increase from DNL 63.5 dB to 65 dB. The determination of significance must be obtained using noise contours and/or grid point analysis along with local land use information and general guidance contained in Appendix A of 14 CFR Part 150.

In addition to defining significant impacts, FAA Order 1050.1F includes additional reporting requirements, including:

- The location and number of noise-sensitive uses at or above DNL 65 dB;
- The disclosure of potentially newly non-compatible land use, regardless of whether there is a significant noise impact; and

Maps reporting the number of residences or people residing at or above DNL 65 dB for at least the 65-, 70-, and 75-dB exposure levels.

# **2024 Proposed Project Impacts Summary**

The 2026 and 2029 analysis years were not used to compare the 2024 Proposed Project to the No Action Alternative aircraft noise analysis. During those years, aircraft operations, arrivals and departures, etc. would be the same. Therefore, aircraft noise impacts in 2026 and 2029 would not occur.

The 2028 study year is for the aircraft noise analysis purposes when the Airport's aircraft operations are shifted to the temporary runway.

In construction-year 2028, the 2024 Proposed Project would not increase aircraft operations (takeoffs and landings) The existing runway configuration, arrival/departure procedures, and runway use percentages would change for a four-month period. However, compared to the No Action Alternative, the 2024 Proposed Project would not change aircraft noise exposure and significant noise impacts would not occur.

# Supplemental Noise Information

The following describes noise exposure information for the temporary four-month construction period in 2028. In an EA, a significant noise impact is determined by comparing the annual future No Action Alternative with the annual future 2024 Proposed Project. There is no significance threshold for aircraft noise during a temporary period. Therefore, the 2024 Proposed Project is not compared to the No Action Alternative. The supplemental noise information shows how noise exposure would change in 2028 with the temporary construction period and is for informational purposes only.

The modeling of the DNL contours with the temporary construction period included aircraft operating on the Airport's existing runway for eight months and operating on the temporary runway for four months in 2028.

Sixteen mobile/manufactured residences are within the 2024 Proposed Project's DNL 65 dB contour just west of the Runway 18 threshold. These properties would experience a temporary increase (4 months) in noise exposure as the temporary runway is closer to the properties when compared to the existing runway. South of the Runway 36 threshold, 11 residential properties are located within the DNL 65 dB contour. All properties would experience a temporary decrease (4 months) in noise as the temporary runway is about half a mile farther away.

#### **2025 Proposed Project Supplemental Impacts**

The modeling of the DNL contours with the temporary construction period included aircraft operating on the Airport's existing runway for eight months and operating on the temporary runway for four months in 2028. The flight tracks modeled on the temporary runway followed a straight-in and straight-out path in the immediate vicinity of the runway ends. This is consistent with the flight tracks modeled on the Airport's existing runway. The resulting DNL 65-75 dB contours are shown in *Figure 3-6*.

Sixteen mobile/manufactured residences are within the DNL 65 dB contour just west of the Runway 18 threshold. These properties would experience a temporary increase (4 months) in noise exposure as the temporary runway is closer to the properties when compared to the existing runway. South of the Runway 36 threshold, 11 residential properties are located within the DNL 65 dB contour. All of the properties would experience a temporary decrease (4 months) in noise as the temporary runway is about half a mile farther away from these properties. There would not be a noticeable difference in the DNL 65 dB contour from the 2024 Proposed Project when compared to the 2025 Proposed Project.

Grid points in the AEDT were placed at the residential properties within the DNL 65 dB contour. The properties within the DNL 65 dB contour west and south of the Airport are shown in *Figure 3-7* and *Figure 3-8*, respectively. The DNL values with the temporary construction period at each property are included in *Table 3-6*.

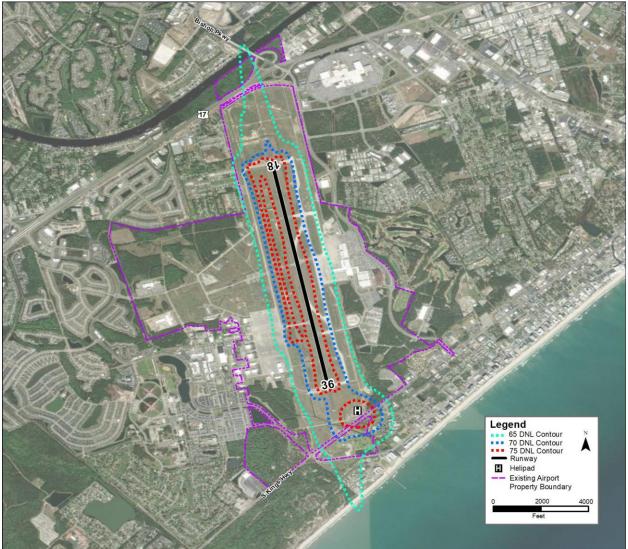
#### **Reasonably Foreseeable Impacts of Future Actions**

As described previously, the 2025 Proposed Project would temporarily shift the DNL 65 dB noise contour at the Airport from the use of the temporary runway during the construction year 2028. Construction noise from vehicles and machinery would generally be limited to the immediate vicinity of construction activities and is not anticipated to affect noise-sensitive land uses. The reasonably foreseeable future actions, which include maintenance, renovation, utility, road, and building projects, would not change or increase aircraft operations at MYR. Therefore, the 2025 Proposed Project, when combined with reasonably foreseeable future actions, would have no significant effect on noise and noise-compatible land use.

#### Mitigation, Avoidance, or Minimization Measures

The 2025 Proposed Project would not significantly affect noise and noise-compatible land use. There would not be a noticeable difference in the DNL 65 dB contour from the 2024 Proposed Project when compared to the 2025 Proposed Project. Therefore, no mitigation is required or proposed.

FIGURE 3-6: 2028 DNL CONTOURS WITH TEMPORARY CONSTRUCTION PERIOD



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, RS&H, 2024.

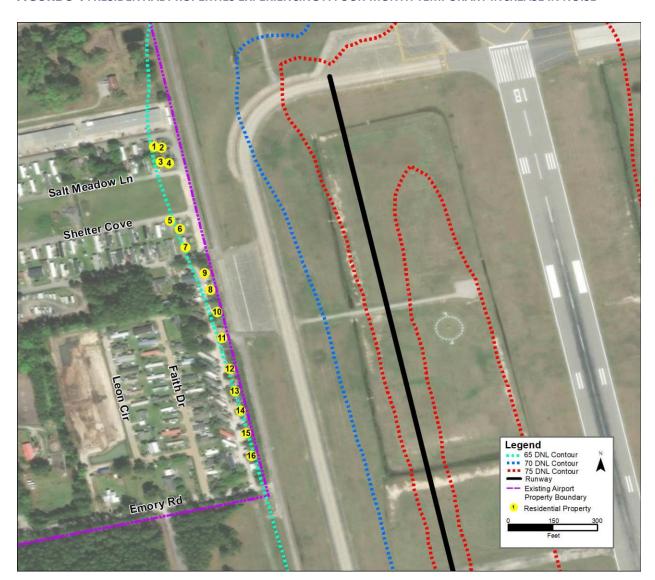


FIGURE 3-7: RESIDENTIAL PROPERTIES EXPERIENCING A FOUR-MONTH TEMPORARY INCREASE IN NOISE

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, RS&H, 2024.

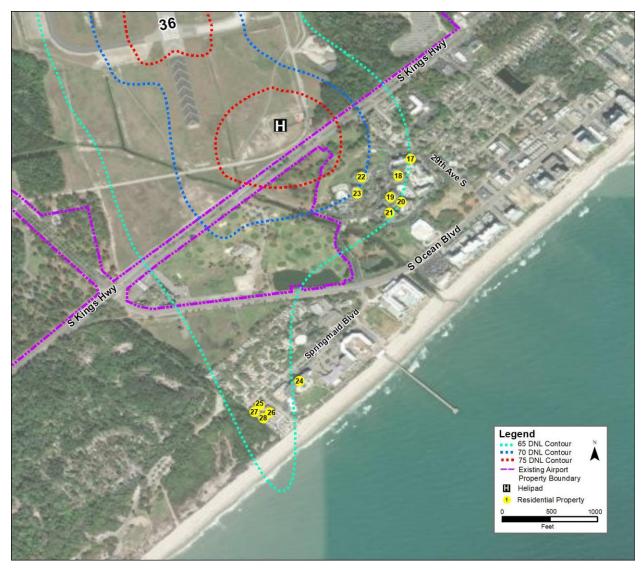


FIGURE 3-8: RESIDENTIAL PROPERTIES EXPERIENCING A FOUR-MONTH TEMPORARY DECREASE IN NOISE

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, RS&H, 2024

TABLE 3-6: DNL VALUES AT RESIDENTIAL PROPERTIES WITH ANNUALIZED TEMPORARY CONSTRUCTION PERIOD

ID*	DNL
1	65.12
2	65.41
3	65.25
4	65.55
5	64.88
6	65.11
7	65.08
8	65.30
9	65.35
10	65.25
11	65.13
12	65.09
13	65.01
14	64.99
15	64.95
16	64.92
17	64.82
18	65.85
19	65.96
20	64.81
21	65.38
22	70.23
23	69.62
24	64.50
25	66.14
26	65.99
27	65.97
28	65.96

Note: \* - IDs shown in Figures 3-7 and 3-8. Source: RS&H, 2024

# 3.4.8 Socioeconomics

Socioeconomics is a broad term for a project's social or economic aspects or a combination of the two. A socioeconomic analysis evaluates how elements of the human environment, such as population, employment, housing, and public services, might be affected by a proposed project and alternative(s).

This section describes the existing condition, the significance threshold(s) pertaining to socioeconomics used to determine the potential effects of the 2025 Proposed Project compared to the No Action Alternative and describes those potential effects.

#### 3.4.8.1 Affected Environment

Existing demographics as they relate to socioeconomics was researched. U.S. Census Bureau information for the City of Myrtle Beach and Horry County is the basis of the socioeconomic analysis.

According to the U.S. Census data, the City of Myrtle Beach has a population of 35,682, an average household income of \$45,701, and 22,456 housing units (U.S. Census Bureau, 2023). Horry County has a population of 351,029, an average household income of \$61,063, and 203,702 housing units (U.S. Census Bureau, 2023).

The Airport plays a significant role in economic activity for the City of Myrtle Beach, Horry County, and the State of South Carolina. In 2018, the South Carolina Aeronautics Commission (SCAC) determined that the Airport created nearly 3 billion in economic activity and supported the employment of approximately 26,000 jobs (South Carolina Aeronautics Commission, 2018).

# 3.4.8.2 Environmental Consequences

This section describes the significance thresholds, summarizes the potential effects of the 2024 Proposed Project, and describes the potential effects the 2025 Proposed Project would have on socioeconomics compared to the No Action Alternative.

#### **Significance Thresholds**

The FAA has not established a significance threshold for socioeconomics in FAA Order 1050.1F; however, the FAA has identified factors to consider when evaluating the context and intensity of potential environmental impacts for socioeconomics (see Exhibit 4-1 of FAA Order 1050.1F). Determining that significant impacts exist in the socioeconomic impact category normally depends on whether the potential socioeconomic impact(s) are interrelated with or inseparable from a physical or natural environmental effect. Please note that these factors are not intended to be thresholds. If these factors exist, there is not necessarily a significant impact; rather, the FAA must evaluate these factors in light of context and intensity to determine if there are significant impacts.

Factors to consider that may apply to socioeconomic resources, if they are interrelated with natural or physical environmental impacts (see 40 CFR § 1508.14), include, but are not limited to, situations in which the action would have the potential to:

- induce substantial economic growth in an area, either directly or indirectly (e.g., through establishing projects in an undeveloped area);
- disrupt or divide the physical arrangement of an established community;
- » cause extensive relocation when sufficient replacement housing is unavailable;
- » cause extensive relocation of community businesses that would cause severe economic hardship for affected communities;
- » disrupt local traffic patterns and substantially reduce the levels of service of roads serving an airport and its surrounding communities; or
- produce a substantial change in the community tax base

#### **2024 Proposed Project Impacts Summary**

The 2024 Proposed Project would increase the Airport's and the community's economic activity in short-term construction-related employment of local contractors, which could have a positive effect. Construction-related impacts would be temporary and are not expected to cause a significant secondary (induced) impact on the surrounding area.

The 2024 Proposed Project would not cause shifts in the projected population growth, cause changes to population movement, or result in the need for extensive relocations. The 2024 Proposed Project does not anticipate increasing the demand for fire, police, and life safety services. Compared to the No Action Alternative, the 2024 Proposed Project would not disrupt any nearby surrounding communities of any planned development, or relocate community businesses, and it would be consistent with the plans and goals of the community.

# **2025 Proposed Project Supplemental Impacts**

The 2025 Proposed Project would increase the Airport's and the community's economic activity compared to the No Action Alternative. The 2025 Proposed Project would result in short-term construction-related employment of local contractors, which could have a positive effect. The 2025 Proposed Project would use a comparable number of local construction-related contractors for the construction of the 2025 Proposed Project compared to the 2024 Proposed Project. Construction-related impacts would be temporary and are not expected to cause a significant secondary (induced) impact on the surrounding area.

The 2025 Proposed Project would not cause shifts in the projected population growth, cause changes to population movement, or result in the need for extensive relocations. The 2025 Proposed Project does not anticipate increasing the demand for fire, police, and life safety services. Compared to the No Action Alternative, the 2025 Proposed Project would not disrupt any nearby surrounding communities of any planned development, or relocate community businesses, and it would be consistent with the plans and goals of the community.

#### **Reasonably Foreseeable Impacts of Future Actions**

While the 2025 Proposed Project and reasonably foreseeable future actions would temporarily increase employment during construction, none are anticipated to cause shifts in the projected population growth, cause changes to population movement, require extensive relocations, or increase demand for fire, police, and life safety services. Therefore, the 2025 Proposed Project, when considered with reasonably foreseeable future actions, would have no significant effects on socioeconomics.

#### Mitigation, Avoidance, or Minimization Measures

Construction and implementation of the 2025 Proposed Project would not significantly affect socioeconomics. Therefore, no mitigation is required or proposed.

#### 3.4.9 Visual Effects

This section describes the existing condition, significance threshold(s) pertaining to visual effects used to determine the potential visual effects of the 2025 Proposed Project compared to the No Action Alternative and describes those potential effects.

According to FAA 1050.1F Desk Reference, "visual effects deal broadly with the extent to which the proposed action or alternative(s) would either: 1) produce light emissions that create an annoyance or interfere with activities; or 2) contrast with, or detract from, the visual resources and/or the visual character of the existing environment."

#### 3.4.9.1 Affected Environment

The direct project study area is the Airport property. The viewshed of the direct project study area includes Airport facilities such as the terminal, ATCT, hangar facilities, and parking lots. Some residents would have a line of sight to the direct project study area. The closest residential population is adjacent to and west of the direct study area. Existing Airport outside lighting is for the safe movement of vehicles (e.g., personnel vehicles) and people by illuminating portions of the project study area.

#### 3.4.9.2 Environmental Consequences

This section describes the significance thresholds, summarizes the potential effects of the 2024 Proposed Project, and describes the potential effects the 2025 Proposed Project would have on visual effects compared to the No Action Alternative.

# Significance Thresholds

FAA Order 1050.1F does not define a significance threshold for visual effects; however, Exhibit 4-1 of the Order provides several factors to consider in evaluating the context and intensity of potential environmental impacts.

For light emissions, these factors include the degree to which the action would have the potential to:

- » "Create annoyance or interfere with normal activities from light emissions; and
- » Affect the visual character of the area due to the light emissions, including the importance, uniqueness, and aesthetic value of the affected visual resources."

For visual resources/visual character, these include the extent the action would have the potential to:

- "Affect the nature of the visual character of the area, including the importance, uniqueness, and aesthetic value of the affected visual resources;
- Contrast with the visual resources and/or visual character in the study area; and
- » Block or obstruct the views of visual resources, including whether these resources would still be viewable from other locations."

Potential aesthetic effects of an action are generally assessed by comparing the visual characteristics of the proposed development to existing development in the areas and to the environmental setting and by determining if a jurisdictional agency considers this contrast objectionable. The visual effects resulting from constructing and operating the proposed project would result from physical changes to the visual character of the project study area, including existing development, landforms, vegetation, and water surfaces.

#### **2024 Proposed Project Impacts Summary**

Construction of the 2024 Proposed Project would occur during the day and night. Night-time work would require temporary lighting for the safe movement of construction vehicles and workers. The lighting used would be directional and last only for the duration of night-time construction work. The temporary use of

directional lighting for construction purposes would not result in light emission impacts on the surrounding area.

Operation of the 2024 Proposed Project would include permanent outside lighting to safely move vehicles (e.g., aircraft and personnel vehicles). The closest residential home is about 1,000 ft west of the 2024 Proposed Project. The 2024 Proposed Project would occur entirely on-Airport property and would not result in viewshed changes or additional light emissions for off-Airport residents as the 2024 Proposed Project would not create new buildings (i.e., temporary runway would be ground level) and would match the current existing viewshed at the Airport).

#### **2025 Proposed Project Supplemental Impacts**

Construction of the 2025 Proposed Project would occur during the day and night. Night-time work would require temporary lighting for the safe movement of construction vehicles and workers. The lighting used would be directional and last only for the duration of night-time construction work. The temporary use of directional lighting for construction purposes would not result in light emission impacts on the surrounding area.

Operation of the 2025 Proposed Project would include permanent outside lighting to safely move vehicles (e.g., aircraft and personnel vehicles). The closest residential home is along Emory Road, adjacent to a component of the 2025 Proposed Project (i.e., aircraft hold area pavement removal along Taxiway B). The 2025 Proposed Project would occur entirely on-Airport property and would not result in viewshed changes or additional light emissions for off-Airport residents as the 2025 Proposed Project would not create new buildings (i.e., temporary runway would be ground level) and would match the current existing viewshed at the Airport).

# **Reasonably Foreseeable Impacts of Future Actions**

As the 2025 Proposed Project would not result in light emission impacts on the surrounding area and would not result in viewshed changes, there is no potential for the 2025 Proposed Project, when considered with reasonably foreseeable future actions, to affect visual resources.

# Mitigation, Avoidance, or Minimization Measures

The 2025 Proposed Project would have no significant impact on visual effects. Therefore, no mitigation is required or proposed.

#### 3.4.10 Water Resources – Floodplains and Surface Waters

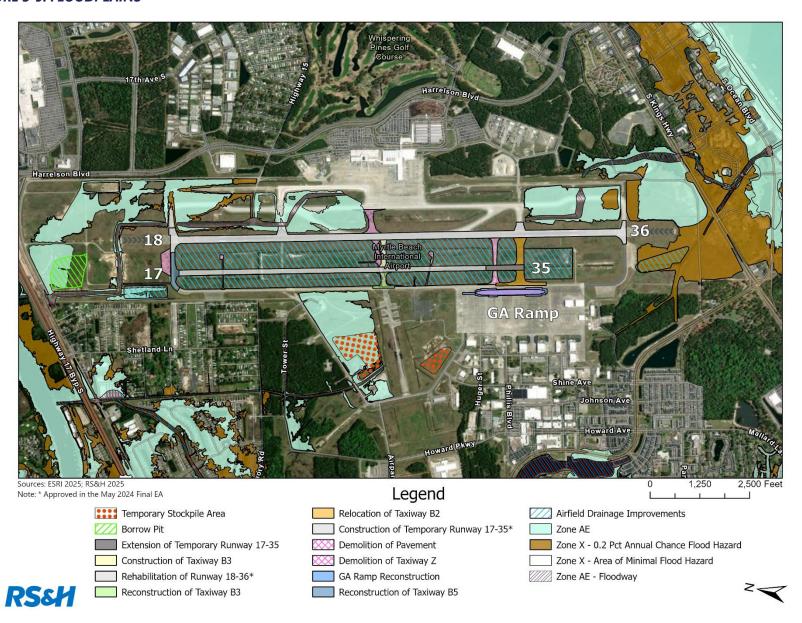
This section describes the existing condition, the significance threshold(s) pertaining to water resources – floodplains and surface waters used to determine the potential effects of the 2025 Proposed Project compared to the No Action Alternative, and describes those potential effects.

#### 3.4.10.1 Affected Environment

#### **Floodplains**

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) 45051C0708K and 45051C0716K, the direct study area contains Zone AE and Zone X (see *Figure 3-9*) (FEMA, 2023).

**FIGURE 3-9: FLOODPLAINS** 



3	. Affected	Environment	and	Environmental	Consequences
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#### **Surface Waters**

The Airport's existing drainage at is collected through a system of drop inlets, pipes and open swales that convey the water to two outfalls. Rainfall runoff from the airfield is collected with a system of drop inlets and smaller diameter pipes that convey stormwater into the ditches that are located between the runway and taxiways. A northern portion of the airfield's stormwater system is conveyed to the north under Old Socastee Highway and U.S. Highway 17 through a box culvert that ultimately discharges into the intercoastal waterway. The southern portion of the airfield's stormwater system discharges through a system of swales and ditches that leads under U.S. Highway 17 Business and South Ocean Boulevard and discharges into the Atlantic Ocean.

The HCDA has existing policies and procedures for handling, disposing of, and cleaning up hazardous materials, chemicals, and other substances, including jet fuel. The HCDA developed an SPCC Plan that established roles and responsibilities for spill response on Airport property. The HCDA also has an NPDES permit for industrial activities at the Airport. This permit requires the HCDA to maintain a SWPPP and SPCC plan for the Airport property. These plans minimize the impacts of potentially contaminated stormwater on receiving bodies.

# 3.4.10.2 Environmental Consequences

This section describes the significance thresholds, summarizes the potential effects of the 2024 Proposed Project, and describes the potential effects the 2025 Proposed Project would have on water resources – floodplains and water supply compared to the No Action Alternative.

#### **Significance Thresholds**

#### **Floodplains**

Exhibit 4-1 of FAA Order 1050.1F provides the FAA's significance threshold for floodplains. The significance threshold is described as:

"The action would cause notable adverse impacts on natural and beneficial floodplain values. Natural and beneficial floodplain values are defined in Paragraph 4.k of DOT Order 5650.2, Floodplain Management and Protection."

FAA Order 1050.1F, Desk Reference describes:

"If the proposed action or alternative(s) includes an encroachment in a floodplain, the responsible FAA official must determine whether there would be significant floodplain encroachment based on the intensity of the encroachment and its impacts on the floodplain's natural and beneficial values. A significant floodplain encroachment under DOT Order 5650.2 is defined as an encroachment resulting in one or more of the following construction or flood related impacts: (1) a considerable probability of loss of human life; (2) likely future damage associated with the encroachment that could be substantial in cost or extent, including interruption of service on or loss of a vital transportation facility; and (3) a notable adverse impact on "natural and beneficial floodplain values."

# Water Supply

Exhibit 4-1 of FAA Order 1050.1F provides the FAA's significance threshold for surface waters. A significant impact exists if the action would:

- 1. Exceed water quality standards established by federal, state, local, and tribal regulatory agencies; or
- 2. Contaminate public drinking water supply such that public health may be adversely affected.

In addition to the threshold above, Exhibit 4-1 of FAA Order 1050.1F provides additional factors to consider that may apply to surface waters, including the potential to:

- » Adversely affect natural and beneficial water resource values to a degree that substantially diminishes or destroys such values;
- » Adversely affect surface waters such that the beneficial uses and values of such waters are appreciably diminished or can no longer be maintained, and such impairment cannot be avoided or satisfactorily mitigated; or

Present difficulties based on water quality impacts when obtaining a permit or authorization.

# **2024 Proposed Project Impacts Summary**

#### **Floodplains**

A portion of the 2024 Proposed Project (i.e., existing taxiway connector C5) crosses the 100-year floodplain, Zone AE; however, the area consists of existing airfield payment, and the 2024 Proposed Project would rehabilitate the same existing pavement. Therefore, the 2024 Proposed Project would not affect floodplains.

#### Surface Waters

The 2024 Proposed Project would affect on-Airport surface waters and receiving waters. The 2024 Proposed Project is in the design process to minimize the potential impacts on surface waters.

During construction, land disturbance would cause a short-term increase in sediments in stormwater runoff. Using fuels, lubricants, and solvents needed to operate construction equipment and materials could also cause pollutant discharges during rain events. The HCDA would continue to operate under and per the provisions of the NPDES permit, including ensuring that the SWPPP and SPCC Plan address the 2024 Proposed Project. With these measures and implementing BMPs during construction, the 2024 Proposed Project would not adversely affect nearby water resources.

The 2024 Proposed Project's additional impervious pavement would increase rainfall runoff to the Airport's stormwater system. The stormwater system would meet the City of Myrtle Beach's City Code of Ordinances water quality requirements.

The existing outfall ponds are equipped with a stormwater structure with an orifice to slow down the discharge flow from the ponds to meet the storage requirement. Therefore, the 2024 Proposed Project would not significantly affect water resources, such as surface waters, as the Airport's stormwater management systems would be designed to detain rainfall runoff and meet the FAA's standards, implementation of best management practices (BMPs) as applicable (e.g., silt fencing) would occur, and comply with local permit regulations.

#### 2025 Proposed Project Supplemental Impacts

#### **Floodplains**

The 2025 Proposed Project includes excavating borrowed material at the north end of Runway 17-35 in a 100-year floodplain, Zone AE. However, the floodplain impacts are outside the channel banks; therefore, these areas only provide additional storage and no conveyance of flood waters. These are ineffective flow areas modeled in the Hydrologic Engineering Center's River Analysis System (HEC-RAS) and do not affect base flood elevations. The majority of the 2025 Proposed Project's floodplain impacts would be excavation for borrowed material, resulting in a net storage increase. In addition, a temporary stockpile area is proposed west of Runway 17-35 and in a 100-year floodplain, Zone AE. This temporary stockpile area would be used for construction purposes and would not be permanent. Therefore, the 2025 Proposed Project would not significantly affect the 100-year floodplain.

# Surface Waters

The 2025 Proposed Project would affect on-Airport surface waters and receiving waters. The Proposed Project would be designed to minimize the potential impacts of surface waters. The 2025 Proposed Project would result in a short-term increase in sediment within stormwater features, similar to the 2024 Proposed Project. The 2025 Proposed Project includes development of additional pavement for the temporary runway, as well as the removal of taxiway pavement and the GA Ramp pavement, and stormwater improvement features on the airfield. Therefore, the 2025 Proposed Project's construction and demolition of pavement would be comparable to the 2024 Proposed Project pavement construction and rehabilitation. Therefore, the 2025 Proposed Project would have comparable surface water effects and would not result in a significant impact to surface waters.

Construction-related stormwater discharged in the direct study area could affect receiving waters. During construction, land disturbance would cause a short-term increase in sediments in stormwater runoff. Using fuels, lubricants, and solvents needed to operate construction equipment and materials could also cause pollutant discharges during rain events. The HCDA would ensure that their existing NPDES permit is updated to reflect the 2025 Proposed Project. To minimize potential impacts, the selected construction contractor would adhere to the NPDES permit requirements and implement best management practices (BMPs) during construction. BMPs for controlling stormwater runoff may include the use of silt fences, sediment traps, or sandbag barriers.

The HCDA would continue to operate under and per the provisions of the NPDES permit, including ensuring that the SWPPP and SPCC Plan address the 2025 Proposed Project. With these measures and implementing BMPs during construction, the 2025 Proposed Project would not adversely affect nearby water resources.

The HCDA would update the Airport's SWPPP, which outlines erosion and sediment control practices and waste disposal and spill prevention methods. This includes measures to reduce the possibility of accidental spills, improve response times if a spill does occur, and reduce safety hazards. Examples of these measures include, but are not limited to:

- » Neat and orderly storage of any chemical or fuels being stored at the site;
- » Prompt cleanup of any spills of hydraulic fluids, liquid, or dry materials; and
- » Performance of regular preventative maintenance on all equipment to prevent leaks.

The 2025 Proposed Project's additional impervious pavement would increase rainfall runoff to the Airport's stormwater system. During the project's design phase, a stormwater model would be prepared using previous storm drainage infrastructure analysis, available Light Detection and Ranging information, and georeferenced design drawings. The contributing drainage areas would be mapped to build a skeletal model of the existing stormwater infrastructure. A 5-year, 10-year, and 25-year 24-hour design storm for Horry County would be used as the design storm for the water resources analysis. The model calculates the time of concentration of each sub-watershed to accurately reflect existing runoff based on slope, soil type, surface type, length of flow, and type of flow. A conceptual FAA-compliant drainage plan would describe engineered modifications to the existing on-Airport stormwater system to accommodate the 2025 Proposed Project's increase in rainfall runoff to the stormwater system and minimize potential effects on water resources – surface waters. The stormwater system would meet the City of Myrtle Beach's City Code of Ordinances water quality requirements. The control structures would be sized to store and release the first half-inch over the entire site or the first inch over the impervious runoff, whichever is greater, from the entire site over a 24-hour period per DHEC Standards for Stormwater Management and Sediment Reduction. The existing outfall ponds are equipped with a stormwater structure with an orifice to slow down the discharge flow from the ponds to meet the storage requirement.

Therefore, the 2025 Proposed Project would not significantly affect water resources, such as surface waters, as the Airport's stormwater management systems would be designed to detain rainfall runoff and meet the FAA's standards, implementation of best management practices (BMPs) as applicable (e.g., silt fencing) would occur, and comply with local permit regulations.

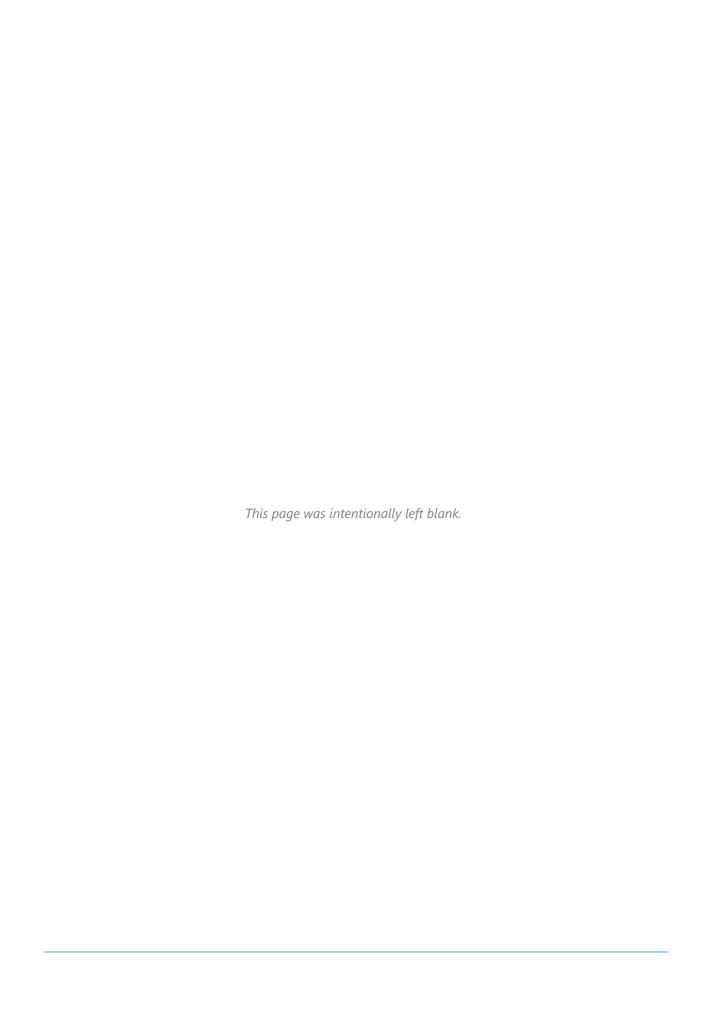
# **Reasonably Foreseeable Impacts of Future Actions**

The construction and operation of the MYR terminal expansion would have to meet the same NPDES permit requirements, including implementation of a SWPPP and SPCC Plan. Like Airport projects, the reasonably foreseeable City and State projects would require the construction contractor to meet the City of Myrtle Beach Code of Ordinances related to floodplains and water quality. As the construction footprints for these projects exceed 1 acre, the construction contractor would likely have to implement a site-specific SWPPP and SPCC Plan to avoid and minimize impacts to water resources. Likewise, the design and operation of reasonably foreseeable future actions would have to adhere to floodplain storage and stormwater management requirements outlined in the City of Myrtle Beach Code of Ordinances. Therefore, the 2025 Proposed Project, when considered with reasonably foreseeable future actions, would have no significant effect on water resources.

# Mitigation, Avoidance, or Minimization Measures

Construction and implementation of the 2025 Proposed Project would not significantly affect water resources (floodplains or surface waters). Therefore, no mitigation is required or proposed.

# 4 AGENCY COORDINATION AND PUBLIC OUTREACH



# 4.1 INTRODUCTION

Agency consultation and coordination were conducted to obtain meaningful input regarding the modified Proposed Project and its potential environmental impacts. An early notification letter announcing the HCDA's modified Proposed Project to rehabilitate the Airport's Runway was distributed to federal, state, and local agencies on November 20, 2024. The early notification letter was initiated to:

- Provide the agencies with information about the modified Proposed Project
- » Inform the agencies who may have an interest in the modified Proposed Project
- » Inform the agencies whom the modified Proposed Project may affect
- Obtain feedback from those agencies about the modified Proposed Project
- Provide the agencies an opportunity for early comments

# 4.2 PUBLIC INVOLVEMENT AND AGENCY COORDINATION APPROACH AND PROCESS

Pertinent federal statutes, regulations, and guidance are considered when conducting the public involvement process. *Table 4-1* shows the agencies and persons consulted during early coordination efforts. The early notification letter is in *Attachment E-1*. The response letters from agencies are located in *Attachment E-2*. The agency comments received in response to the initial coordination letters are reflected in the application sections of *Chapter Error! Reference source not found*. (Affected Environment a nd Environmental Consequences).

TABLE 4-1: LIST OF AGENCIES AND PERSONS CONTACTED FOR SUPPLEMENTAL EA

Agency	Contact Name
USEPA	Kajumba Ntale
USFWS	Mike Oetker
USACE	
SC Aeronautics Commission	Gary Siegfried*
SC Department of Health and Environmental Control (Air,	Myra Reece
Water, Land, Coastal)	
SCDHEC Bureau of Environmental Health Services	
SC Department of Transportation	David Kelly
SC Office of Coastal Resource Management	Cory Campanizzi
Horry County Planning and Zoning	Charles Suggs
Horry County Infrastructure and Regulation	David Gilreath
City of Myrtle Beach- Planning and Zoning	Kenneth May
City of Myrtle Beach- Public Works	Janet Curry
City of Myrtle Beach- Construction Services Department	Emily Hardee*
City of Myrtle Beach- Engineering Division	John C. Johnson
State Historic Preservation Office (SHPO) (FAA contacted)	John Sylvest*
Catawba Indian Nation (FAA contacted)	Wenonah Haire*

<sup>\*</sup>Agencies that responded. Source: RS&H, 2025.

# 4.3 DISTRIBUTION AND PUBLIC REVIEW OF THE DRAFT SUPPLEMENTAL EA

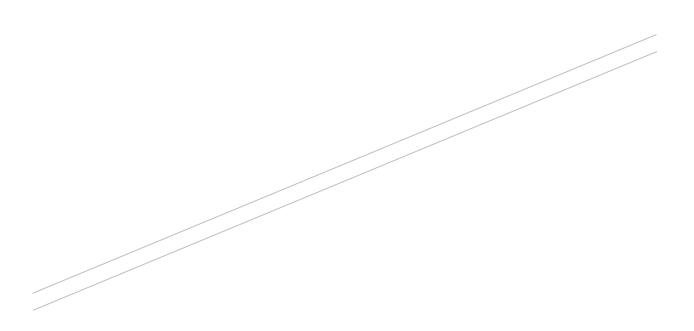
The Draft Supplemental EA is made available for a 30-day review (30 days after the notice of availability advertisement) at the Airport's administrative office during normal business hours, on the Airport's projects website (<a href="https://www.flymyrtlebeach.com/about/environmental-assessment-notice/">https://www.flymyrtlebeach.com/about/environmental-assessment-notice/</a>), and at a local library (see *Table 4-2*).

The FAA and the HCDA are providing an opportunity for a public hearing. A public hearing will only be held if someone requests one and FAA grants the request. In the event a request for a public hearing is made, a Notice of Public Hearing will be published in the same newspaper. Those wishing to request a public hearing on the 2025 Proposed Project must make their request by email no later than 15 days from the date of publication of the Draft Supplemental EA notice to Mr. David Alberts, RS&H Project Manager for this Supplemental EA at <a href="mailto:david.alberts@rsandh.com">david.alberts@rsandh.com</a>.

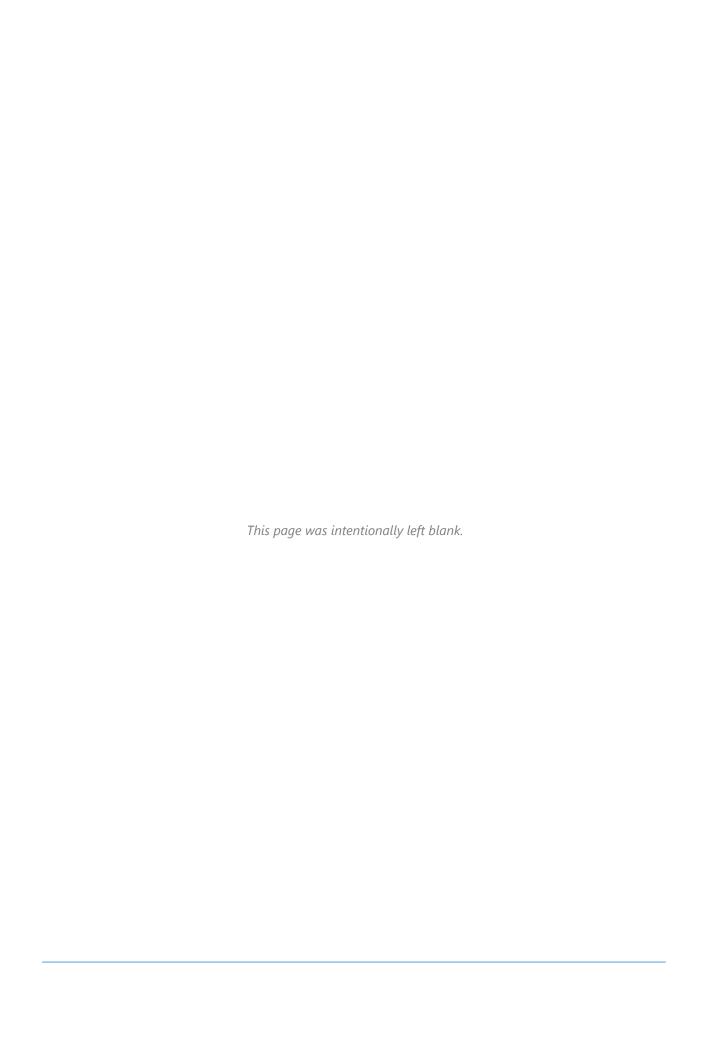
TABLE 4-2: DRAFT SUPPLEMENTAL EA AVAILABLE LOCATIONS

Location Name	
Myrtle Beach International Airport	1100 Jetport Rd, Myrtle Beach, SC 29577

Source: RS&H, 2025.



# 5 LIST OF PREPARERS



## 5.1 PRINCIPAL PREPARERS

This section lists the SEA's principal preparers, including HCDA and RS&H, Inc. representatives.

# 5.1.1 Horry County Department of Airports

## **Breck Dunne**

Position: Director of Airport Development

### 5.1.2 RS&H Inc.

#### **David Alberts**

Position: Senior Project Manager

Education: B.S. Geography

Experience: Mr. Alberts has 25 years of NEPA-related experience. He wrote technical sections for the

SEA, managed team coordination, and conducted quality assurance reviews.

## Dave Full, AICP

Position: Vice President, Aviation Environmental Planning Service Group

Education: M.A. Urban Planning; B.A. Urban Planning

Experience: Mr. Full has 36 years of experience. He is responsible for the quality assurance reviews of

the NEPA analysis in the SEA.

## **Dale Stubbs**

Position: Vice President/Project Officer

Education: BS Civil Engineering; MS Technical Management

Experience: Mr. Stubbs has 35 years of Airfield Design and Construction experience. Mr. Stubbs is the

Project Director/Engineer for the SEA development and Runway Replacement Program,

providing senior insight into the runway rehabilitation needs.

#### **Andrew Bolin**

Position: Senior Airfield Engineer Education: B.S. Civil Engineering

Experience: Mr. Bolin is a licensed professional Engineer and has 16 years of civil engineering design

experience, 15 years of which have been focused on airfield design and construction. Mr.

Bolin provided civil design and construction insight for the SEA development.

#### **Mike Alberts**

Position: Senior Aviation Specialist

Education: B.S. Geography

Experience: Mr. Alberts has 29 years of aviation noise modeling/mitigation experience. He is

responsible for the technical noise analysis in the SEA.

#### **Dean McMath**

Position: Senior Aviation Environmental Specialist

Education: B.S., Biology

Experience: Mr. McMath has 35 years of aviation environmental experience. He is responsible for the

independent quality assurance of the NEPA analyses in the SEA.

## **Monica Hamblin**

Position: Aviation Environmental Specialist

Education: B.S. Interdisciplinary Studies-Environmental Science

Experience: Ms. Hamblin has 5 years of experience in the environmental field. She is responsible for

assisting with data collection, and technical writing.

#### **Michael Fesanco**

Position: Aviation Environmental Specialist

Education: M.S. Aviation Management; B.S. Aviation Management

Experience: Mr. Fesanco has 1 year of experience in the environmental field. He is responsible for

assisting with data collection, technical writing, and exhibit production.

# **Alex Philipson**

Position: Aviation Environmental Specialist

Education: M.S. Geology

Experience: Mr. Philipson has two years of experience in the environmental field. He is responsible for

assisting with exhibit production.

# **Audrey Hsu**

Position: Aviation Environmental Specialist

Education: B.S. Environmental Management and Science

Experience: Ms. Hsu has two years of experience in the environmental field. She is responsible for

assisting with exhibit production.

## Alexandria Gagne

Position: Environmental Specialist

Education: B.S. Sustainability

Experience: Ms. Gagne is a multi-disciplinary environmental specialist with six years of experience. She

is responsible for analysis of wetlands and other surface waters, protected species and

habitats, and geographic information systems (GIS).

#### **Steven Wilson**

Position: Engineer, Water Resources

Education: B.S. Civil Engineering, M.E. Environmental Engineering Sciences

Experience: Mr. Wilson has 10 years of engineering experience with 9 years dedicated to the aviation

industry. He is responsible for helping prepare the Water Resources documentation,

specifically the Floodplains and Surface Waters analyses in the SEA.

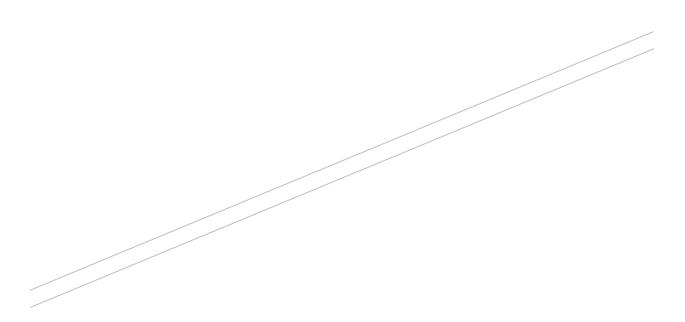
## **Zak Seed**

Position: Senior Aviation Engineer Education: B.S. Civil Engineering, MBA

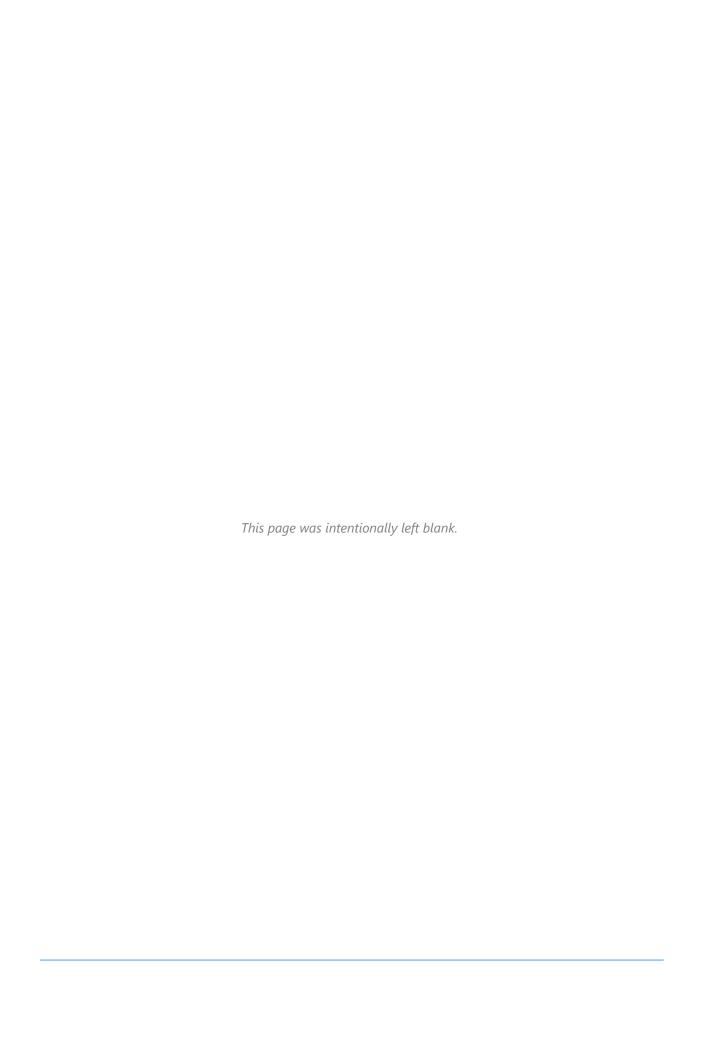
Experience: Mr. Seed has over 10 years of experience in civil airfield design and project management.

He is responsible for leading the design of the MYR Runway 18-36 Rehabilitation

Program.



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6. References

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APPENDIX A: AIR QUALITY	

APPENDIX B: BIOLOGICAL RESOURCES				

APPENDIX C: HISTORIC, ARCH CULTURAL RESOURCES	ITECTURAL, ARCHAEOLOGICAL, AND	

APPENDIX D: AIRCRAFT NOISE ANALYSIS				

APPENDIX E: AGENCY COORDINATION				

