



**US Army Corps
of Engineers®**

PUBLIC NOTICE

Applicant:
Mid-America St. Louis Airport

Published: June 18, 2025
Expires: July 8, 2025

**St. Louis District
Permit Application No. MVS-2023-433**

TO WHOM IT MAY CONCERN: The St. Louis District of the U.S. Army Corps of Engineers (Corps) has received an application for a Department of the Army permit pursuant to Section 404 of the Clean Water Act (33 U.S.C. §1344). The purpose of this public notice is to solicit comments from the public regarding the work described below:

APPLICANT: Mr. Darren James
Mid-America St. Louis Airport
9656 Air Terminal Drive
Mascoutah, IL 62258

AGENT: Ms. Jane Farrington
Horner & Shifrin, Inc.
604 Pierce Blvd.
O'Fallon, IL 62269

WATERWAY AND LOCATION: MidAmerica St. Louis Airport (BLV) is the civilian portion of a joint-use airfield with Scott Air Force Base (SAFB) in Mascoutah, St. Clair County, Illinois, approximately 20 miles east of downtown St. Louis, Missouri. The Project would affect waters of the United States, associated with Silver Creek, which bisects the joint-use airfield. The Project is located within the Silver Creek floodplain east of the BLV terminal located at 9656 Air Terminal Drive, Mascoutah, St. Clair County, Illinois. Approximate geographic coordinates for the Project are Latitude 38.5540° and Longitude -89.8294°.

EXISTING CONDITIONS: As part of the 2021 MidAmerica St. Louis Airport (BLV) Master Plan Update, Forest Management Plan, an obstruction survey was conducted at BLV, resulting in approximately 129 acres of trees within three areas (known as Phases 1, 2, and 3) being identified as existing and future obstructions to various airspace protection zones, including Federal Aviation Regulation (FAR) Part 77 Surfaces; Federal Aviation Administration (FAA) Airports Approach/Departure Surfaces; FAA Order 8260.3F, The United States Standard for Terminal Instrument Procedures (TERPS) Surfaces; and Airport Traffic Control Tower Line of Sight. Any man-made or natural object that penetrates these surfaces must be removed to prevent adverse effects on these zones. As such, an Environmental Assessment (EA) is being prepared to identify the potential environmental effects associated with the Proposed Action, as well as how any identified impacts can be avoided, minimized, or mitigated. The EA is being prepared by Horner & Shifrin, Inc. for FAA on behalf of the Applicant. FAA serves

as the Federal Lead Agency for the Project due to providing federal funds and is preparing the EA with the following cooperating agencies: Federal Highway Administration, Illinois Department of Natural Resources, Illinois State Historic Preservation Agency, U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service. This draft EA will also be published for public comment as part of the NEPA review process.

PROJECT PURPOSE:

Basic: To protect the airspace around the BLV and improve the safety of BLV approaches and operations.

Overall: To protect the airspace around the BLV and improve the safety of BLV approaches and operations through the removal of existing and future tree obstructions to the BLV runway and the SAFB runway and the construction of a permanent service route to facilitate the tree removal and future maintenance.

PROPOSED WORK: The Proposed Action consists of removing approximately 109 acres of existing and future tree obstructions to the BLV runway and the SAFB runway as the ATCT serves both runways. In addition, the Proposed Action includes the construction of a permanent service route around the BLV runway to safely remove the existing tree obstructions and manage the vegetation to prevent future obstructions. To do so, the Applicant requests authorization under Section 404 of the Clean Water Act to convert 62.91-acres of forested wetland to emergent wetland and complete grading and filling within 8.23-acre of wetlands to construct the permanent service route.

Table 1: Proposed Actions impacts to Waters of the United States.

Phase	PROPOSED ACTION			
	Forested wetlands (PFO) to be converted to emergent wetlands (ac)	Forested Wetlands (PFO) to be permanently displaced (ac)	Emergent Wetlands (PEM) to be permanently displaced (ac)	TOTAL WETLAND IMPACT (ac)
1	14.23	0.0	0.0	
2	48.68	0.0	0.0	
3	0.0	0.0	0.0	
Service Route	0.00	1.85	6.38	
TOTAL	62.91	1.85	6.38	71.14

AVOIDANCE AND MINIMIZATION: The applicant has provided the following information in support of efforts to avoid and/or minimize impacts to the aquatic environment: Only areas which have been determined to be existing and soon to be existing safety hazards will be cleared. A Vegetation Management Plan (VMP) and Stream Erosion & Degradation Plan have been developed to minimize disruption to streams, wetlands, and terrestrial habitats. The goal of the VMP is to provide a plan on how to manage the trees, vegetation, streams, creeks, and wetlands at BLV to provide wildlife habitat, but not to the detriment of airport safety; maintain appropriate levels of

flood storage and flood conveyance; and maintain safety zones and visibility along sight lines from the Air Traffic Control Tower (ATCT) to both ends of the BLV runway. The Stream Erosion and Degradation Management Plan provides Best Management Practices (BMP) recommended for reducing stream erosion and degradation during and following tree removal.

COMPENSATORY MITIGATION: The applicant offered the following compensatory mitigation plan to offset unavoidable functional loss to the aquatic environment: Compensatory mitigation for unavoidable impacts to waters of the U.S. will be accomplished through the purchase of compensatory mitigation credits and placing 210 acres of forested wetland into a conservation easement. The credit requirements were calculated using the Illinois Stream Mitigation Guidance and applicable St. Louis District mitigation ratios.

Table 2: Proposed Action – Compensatory Mitigation Requirements.

Phase	PROPOSED ACTION						TOTAL Wetland Impact (ac)	Mitigation Credits Needed (ac)
	Forested wetlands to be converted to emergent wetlands (ac)	Mitigation Credits (2:1 ratio)	Forested Wetlands to be permanently displaced (ac)	Mitigation Credits (3:1 ratio)	Emergent Wetlands to be permanently displaced (ac)	Mitigation Credits (2:1 ratio)		
1	14.23	28.46	-	-	-	-		
2	48.68	97.36	-	-	-	-		
3	-	-	-	-	-	-		
Service Route	0.00	0.00	1.85	5.55	6.38	12.76		
TOTAL	62.91	125.82	1.85	5.55	6.38	12.76	71.14	144.13

In 1999, 291.2 acres of bottomland forest adjacent to Silver Creek and north of I-64 were purchased by St. Clair County. Within that parcel, 81 acres of forested wetlands were designated as mitigation for anticipated 'tree height management' for BLV in conjunction with the wetland mitigation and monitoring plan associated with the original permit authorized by the Corps in February 1993 and subsequently modified in November 1993 and March 1995. The remaining 210 acres of the 291.2-acre parcel is proposed to be placed into a conservation easement and used as mitigation for the Proposed Action. Additionally, mitigation credits will be purchased from Sweet Water Mitigation Bank (2.86 credits) and Silver Banks Mitigation Bank (7.47 credits).

Table 3: Proposed Action – Compensatory Mitigation Plan

Mitigation Site	# of credits
Silver Banks	7.47
St. Clair County Existing Mitigation Site	81.00
St. Clair County Conservation Easement	52.80
Sweet Water Mitigation Bank	2.86
TOTAL	144.13

CULTURAL RESOURCES: As FAA is the Federal Lead Agency, they are responsible for compliance with Section 106 NHPA for the Proposed Action. Numerous archaeological studies have previously been conducted on BLV property. All sites except for one are located outside of the proposed project limits. This site is located outside of the Corps' permit area within the Phase 3 of the Project. However, the site will not be impacted. SHPO has concurred with the preliminary finding that no pre-contact or historic-period cultural resources would be disturbed by the Project. However, if archaeological materials are encountered during construction, activities would stop and the SHPO and appropriate tribes would be contacted. The Corps concurs with FAA's preliminary determination that the proposed activity will have no effect on properties listed or eligible for listing in the National Register of Historic Places.

ENDANGERED SPECIES: As FAA is the Federal Lead Agency, they are responsible for compliance with Section 7 ESA for the Proposed Action. The Applicant reviewed the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) to determine if any threatened, endangered, proposed, or candidate species, as well as the proposed and final designated critical habitat may occur in the vicinity of the proposed project. Six species were identified by iPaC including the Indiana Bat, Northern Long-eared Bat, Tricolored Bat (proposed), Monarch Butterfly (proposed), Whooping Crane and Decurrent False Aster. In consultation with USFWS, a not likely to adversely affect determination was made for the listed bat species, with seasonal tree clearing restrictions (November 1st to March 31st). No effect determinations were made for the remainder of the listed species. The Corps concurs with FAA's preliminary effects determinations for listed species.

NAVIGATION: The proposed structure or activity is not located in the vicinity of a federal navigation channel.

SECTION 408: The applicant will not require permission under Section 14 of the Rivers and Harbors Act of 1899 (33 USC 408) because the activity, in whole or in part, would not alter, occupy, or use a Corps Civil Works project.

WATER QUALITY CERTIFICATION: Water Quality Certification is required from the Illinois Environmental Protection Agency.

NOTE: This public notice is being issued based on information furnished by the applicant. This information has not been verified or evaluated to ensure compliance with laws and regulation governing the regulatory program. The geographic extent of aquatic resources within the proposed project area that either are, or are presumed to be, within the Corps jurisdiction has been verified by Corps personnel.

EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable

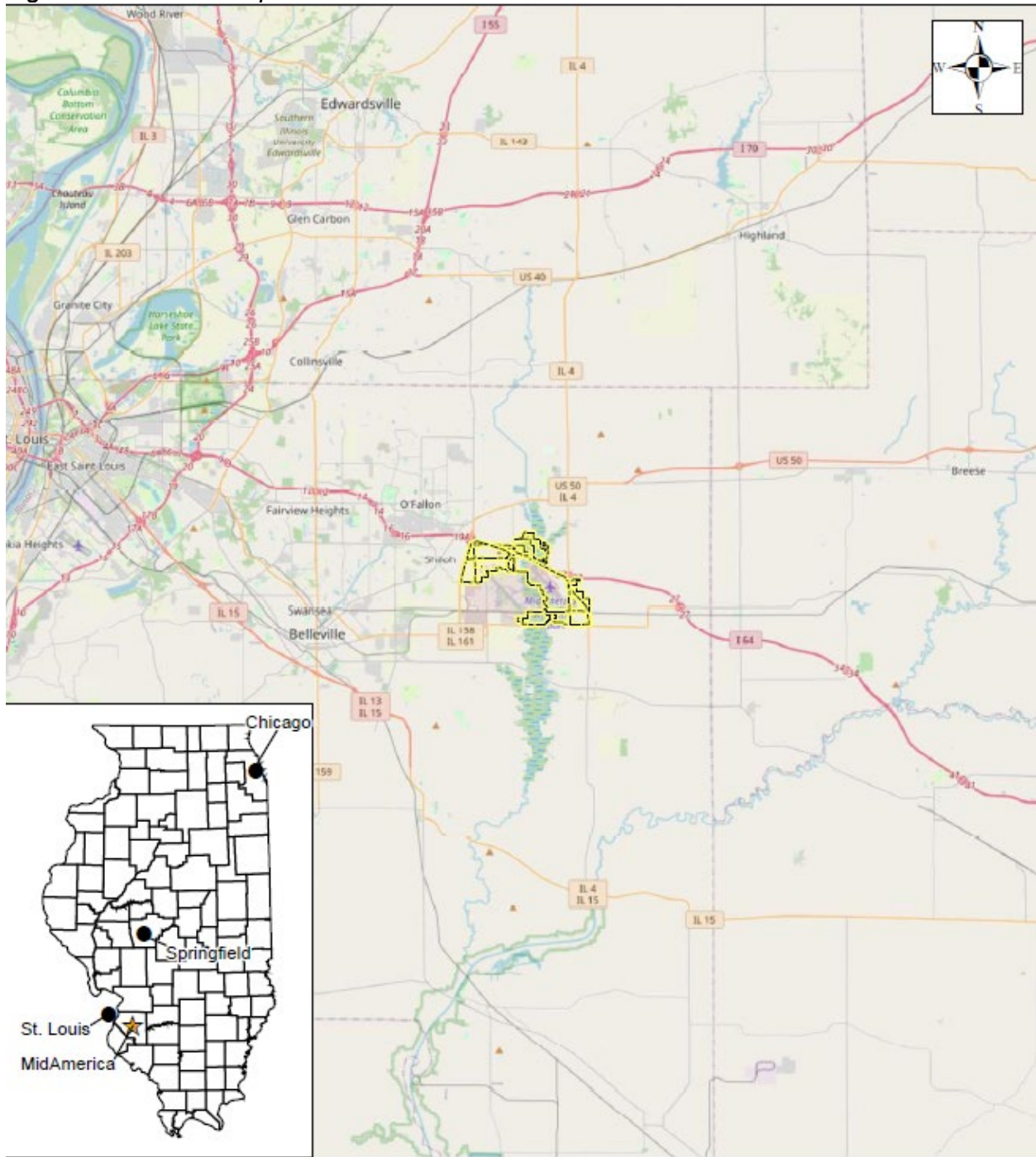
detriments. All factors which may be relevant to the proposal will be considered including cumulative impacts thereof; among these are conservation, economics, esthetics, general environmental concerns, wetlands, historical properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food, and fiber production, mineral needs, considerations of property ownership, and in general, the needs and welfare of the people. Evaluation of the impact of the activity on the public interest will also include application of the guidelines promulgated by the Administrator, EPA, under authority of Section 404(b) of the Clean Water Act or the criteria established under authority of Section 102(a) of the Marine Protection Research and Sanctuaries Act of 1972. A permit will be granted unless its issuance is found to be contrary to the public interest.

COMMENTS: The Corps is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other Interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this determination, comments are used to assess impacts to endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment (EA) and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act (NEPA). Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

The St. Louis District will receive written comments on the proposed work, as outlined above, until July 8, 2025. Comments should be submitted electronically via the Regulatory Request System (RRS) at <https://rrs.usace.army.mil/rrs> or to Kamren Metzger at Kamren.Metzger@usace.army.mil. Alternatively, you may submit comments in writing to the Commander, U.S. Army Corps of Engineers, St. Louis District, Attention: Kamren Metzger, 1222 Spruce Street, St. Louis, MO 63103. Please refer to the permit application number in your comments.


Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider the application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing. Requests for a public hearing will be granted, unless the District Engineer determines that the issues raised are insubstantial or there is otherwise no valid interest to be served by a hearing.

Figure 1: Location Map



Location Map

Legend

 MidAmerica Airport

0 20,000 40,000 80,000 Feet

HORNER SHIFRIN

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Figure 2: Tree Clearing Phases

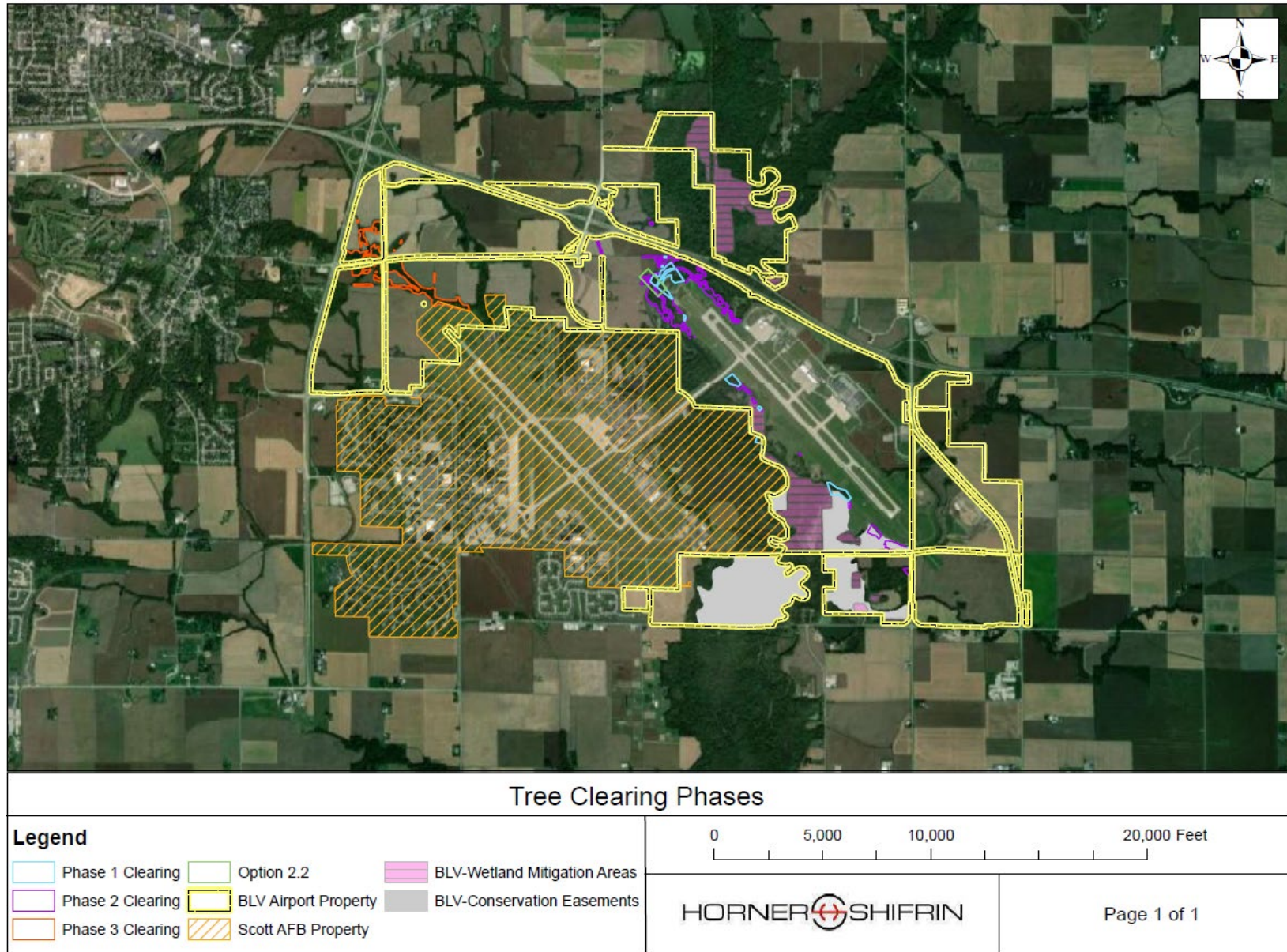


Figure 3: Proposed Service Routes

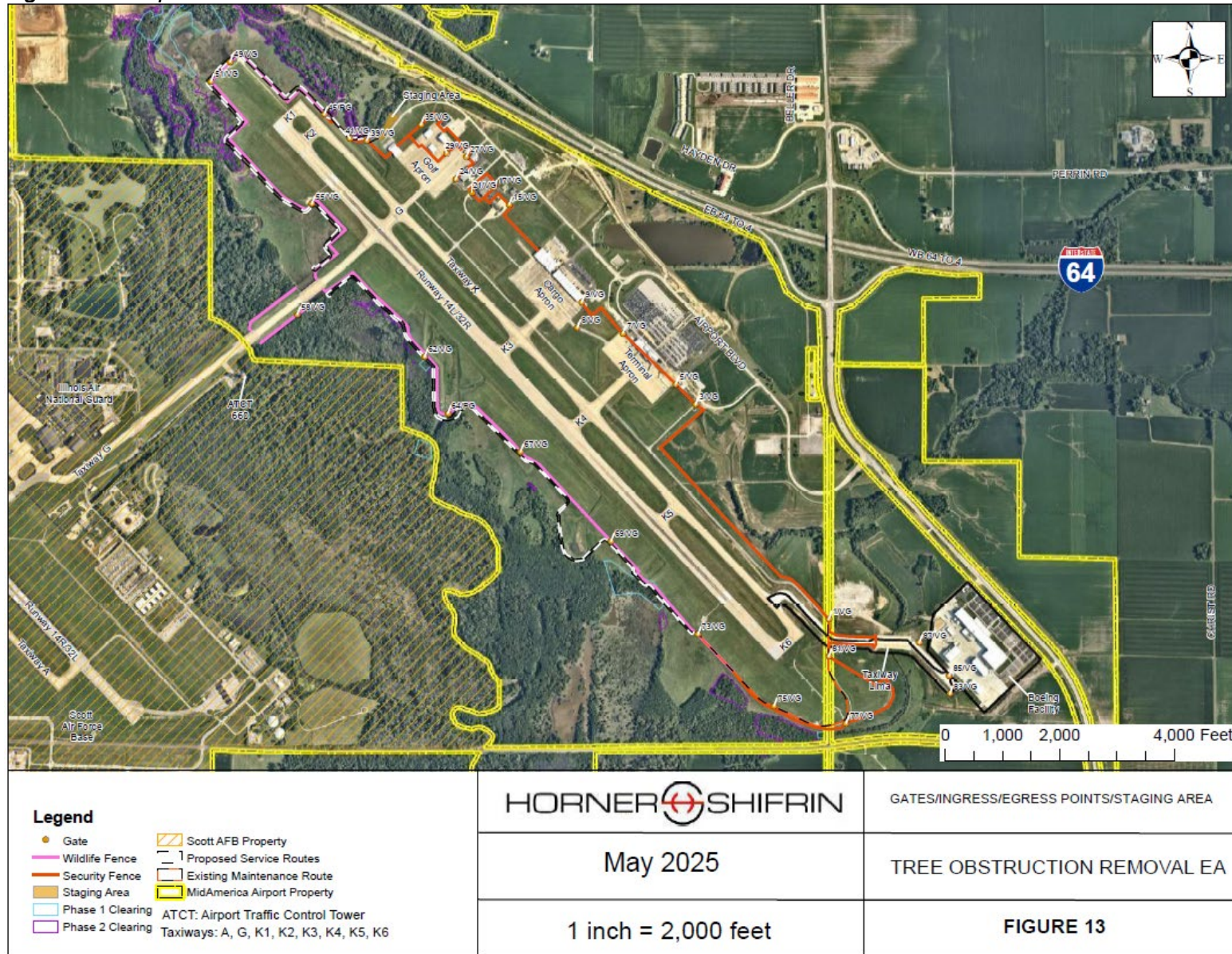


Figure 4: Wetland Delineation (North)

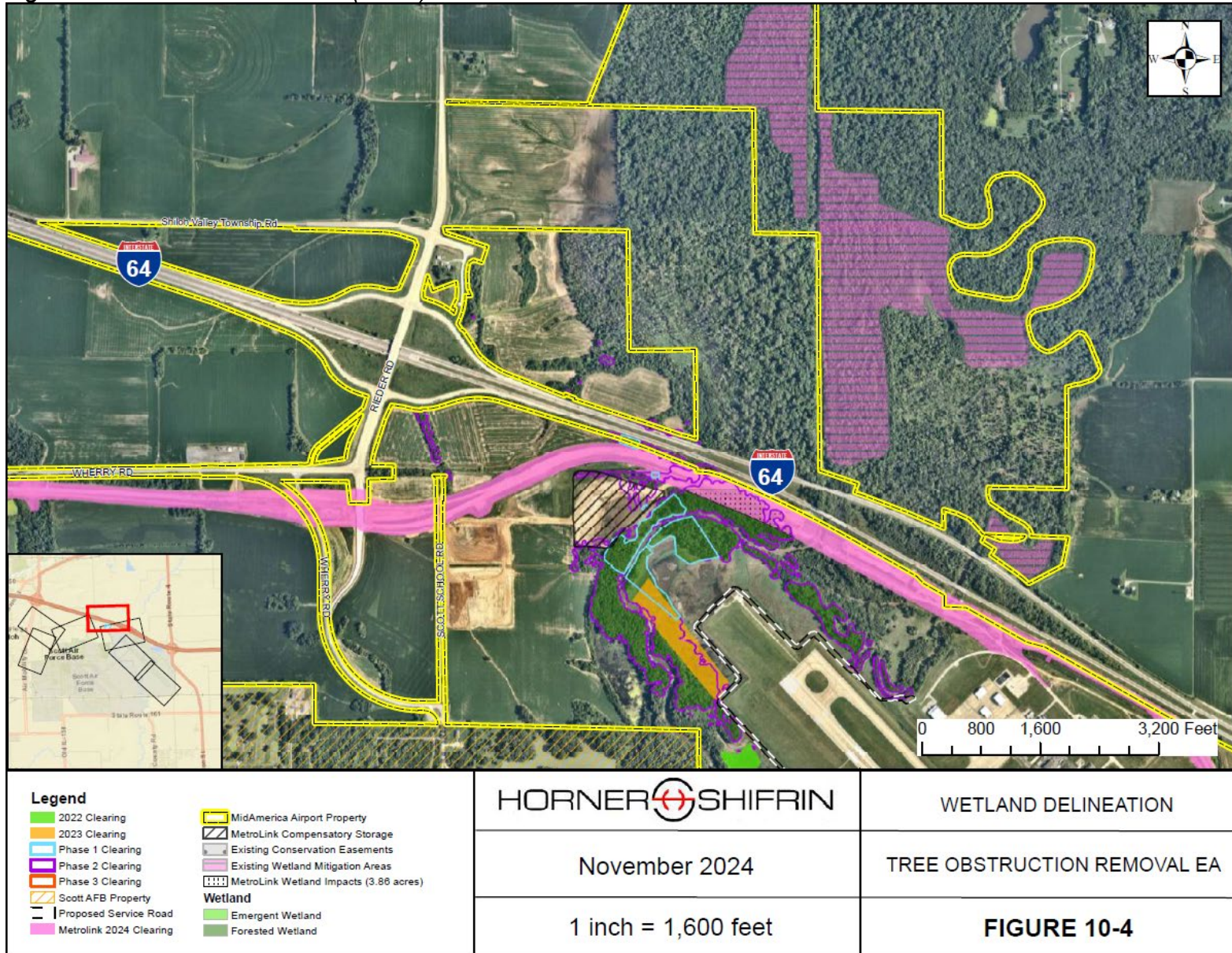


Figure 5: Wetland Delineation (Central)

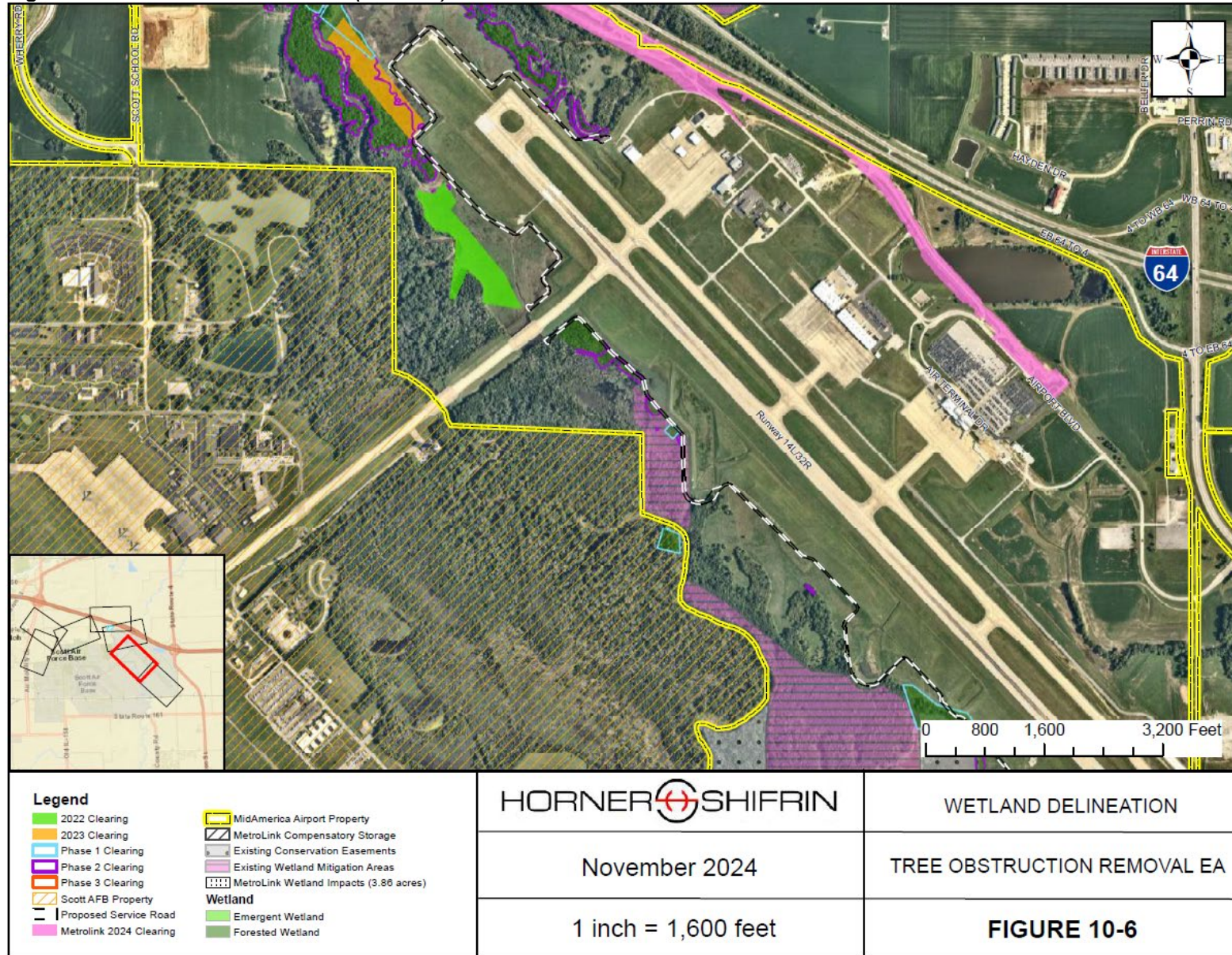


Figure 6: Wetland Delineation (South)

