

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CENTRAL REGION**

FINDING OF NO SIGNIFICANT IMPACT/RECORD OF DECISION

**SOUTH CENTRAL REGIONAL AIRPORT
MAHASKA COUNTY, IOWA**

PURPOSE AND NEED:

A new regional airport that meets minimum standards as described in FAA AC 150/5300-13A *Airport Design* is needed for the purpose of accommodating operations by large (more than 12,500 pounds maximum certificated takeoff weight) aircraft (Group C-II) on a regular basis safely and efficiently. Neither the Pella Municipal Airport nor the Oskaloosa Municipal Airport can provide facilities and services that can accommodate existing and forecast aeronautical activity safely and efficiently. The development of a new regional airport will replace the two existing airports and consolidate services. The Pella Municipal Airport and the Oskaloosa Municipal Airport will be closed at the time the proposed new regional airport becomes operational.

The *Pella Replacement Airport Feasibility Study* concluded that the existing Pella Municipal Airport could not accommodate large approach Category C-II airplanes on a regular basis nor could the existing airport site support approach visibility minimums as low as ½-mile and a decision height as low as 200-feet above ground level.

Site constraints associated with the existing Pella Municipal Airport inhibit the ability of the airport to physically expand to accommodate current and forecasted aeronautical activity on a regular basis safely and efficiently. These constraints include:

- Runway 16 and 34 threshold currently displaced 500 feet each end in order to provide runway safety area, runway object free area, and approach surfaces.
- The existing runway orientation and location of the Iowa Highway 163/Washington Interchange, along with existing land uses limit the ability to extend RW 16 and provide for lower approach minimums.
- Existing residential development and recreation facilities together with Idaho Drive limit the ability to extend RW 34.
- The existing airport geometry does not provide the required separation distance between RW 16/34, Future parallel taxiway and existing terminal buildings.
- The existing site prohibits the development of lower instrument approach minimums due to the runway protection zone requirements (roadways, concentrations of people) associated with lower minimums.
- Airport compatibility with surrounding residential land uses.

- The existing site cannot accommodate the development of a crosswind runway longer than 3,200 feet due to existing topography and land use (roadways, residential and commercial development).

The Oskaloosa Municipal Airport presently serves small airplanes, but it cannot accommodate large airplane traffic generated within the service area. The airport cannot sustain the delivery of aeronautical services because facilities needed to accommodate and service large airplanes are not available.

The airport service area associated with the Oskaloosa Municipal Airport is constrained by its proximity to the Ottumwa Airport and distance from Pella. Furthermore, the airport is not geographically located to serve the combined (Pella/Oskaloosa) service areas.

The purpose of the proposed action is to acquire land and construct a new regional airport as described below under Proposed Action.

The need for the land and the new regional airport is to safely provide for the existing and future aviation needs of the City of Pella, the City of Oskaloosa and other surrounding communities per minimum standards for safe and efficient aircraft operations as described in *FAA Advisory Circular 150/5300-13, Airport Design*. The requirements to be satisfied are more specifically described below under Proposed Action.

PROPOSED ACTION:

The Federal Action is providing environmental approval for the Proposed Action which consists of the following improvements, as shown on the March 4, 2015, conditionally approved Airport Layout Plan (ALP) and as described in detail in the Environmental Assessment (EA):

1. Acquire 582 acres of land in fee title.
2. Disconnect County Road - 220th Street.
3. Construct primary runway (Runway 14/32), concrete paved 100 feet in width and 6,700 feet in length.
4. Equip the primary runway with high intensity threshold and edge lights, visual guidance slope indicator lights, and lighted wind indicators.
5. Construct a full parallel taxiway, 35 feet in width, to serve the primary runway, install taxiway edge lights and install airfield guidance signage.
6. Construct terminal apron to accommodate 18 airplanes.
7. Construct vehicle access from Iowa Highway 163 via 220th Street to the terminal building and aircraft hangar facilities.
8. Construct terminal building.
9. Construct Fixed Base Operator (FBO) maintenance facility.
10. Construct aircraft storage facilities for 52 aircraft.
11. Install above ground fuel storage tanks and dispensing unit.

12. Provide water, sanitary sewer, electrical and communication services.
13. Install airport rotating beacon light and Automated Weather Observing System (AWOS).
14. Remove trees and other obstructions, and install perimeter and security fencing.
15. Rough grade crosswind runway (Runway 10/28), 120 feet in width and 4,380 feet in length (paving and lighting crosswind runway is anticipated 10+ years).
16. Develop Instrument Approach Procedures to Runways 14 and 32.
17. Install Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR) on Runway 32.
18. Close the existing Pella Municipal Airport, dispose of airport assets and convert existing site to non-aeronautical uses.
19. Close the existing Oskaloosa Municipal Airport, dispose of airport assets and convert existing site to non-aeronautical uses.

ALTERNATIVES CONSIDERED:

The following alternatives were considered:

- ➔ No Action Alternative: Do not acquire land, remove obstructions, and build capital projects
 - Service from Area Airports
 - Other Modes of Transportation
- ➔ Reasonable Alternative One: Site B
- ➔ Reasonable Alternative Two: Site A
 - Site A: Build Alternative 1
 - Site A: Build Alternative 2
 - Site A: Build Alternative 3
 - Site A: Terminal Area Build Alternative
- ➔ Release/Closure – Pella Municipal Airport
- ➔ Release/Closure – Oskaloosa Municipal Airport

The No Action Alternative does not meet the project purpose and need; however, in addition to being a Council on Environmental Quality/National Environmental Policy Act (CEQ/NEPA) requirement, it does serve as a baseline for a comparison of impacts to the preferred alternative and is therefore retained for analysis. The “No Action Alternative” assumes that:

- The City of Pella would continue to operate the Pella Municipal Airport.
- The City of Oskaloosa would continue to operate the Oskaloosa Municipal Airport.

The City of Pella initiated a project to identify a site and develop an Airport Layout Plan (ALP) for a new airport to replace the existing Pella Municipal Airport. A site near Otley, Iowa was selected. The FAA gave a “Conditional” approval to the *Pella Replacement Airport Layout Plan* on December 16, 2011.

An Environmental Assessment (EA) for the proposed Pella Replacement Airport was not initiated given the renewed dialogue between the City of Oskaloosa and the City of Pella. The proposed site near Otley does not meet the site selection parameters as set forth in the 28E Agreement between the City of Pella, Mahaska County and the City of Oskaloosa. Therefore, the Pella Replacement Airport (near Otley) does not meet the purpose and need as discussed in the EA.

Service from Area Airports, which can accommodate operations by large approach category “C” airplanes that are currently based at the Pella Municipal Airport, does not meet the purpose and need and is not considered a reasonable alternative.

Other Modes of Transportation does not meet the purpose and need and is not considered a reasonable alternative. However, the highway network and proposed airport do complement each other.

Additionally, the “No Action Alternative” is not consistent with recommendations set forth in the *2010 Iowa Aviation System Plan*.

Reasonable Alternative One: Site B (Alternate Site); meets the purpose and need discussed in the EA. Site B was retained by the South Central Regional Airport Agency (SCRAA) Board as an alternate location to the preferred site.

Reasonable Alternative Two: Site A (Preferred Site); meets the purpose and need discussed in the EA and was selected as the preferred location by the SCRAA.

Build Alternative 1 does not meet the purpose and need and was eliminated from further evaluation. This alternative represents a minimum level of development. A runway 5,500 feet in length would not accommodate the two design airplanes (Gulfstream 200 and Learjet 45XR) on a regular basis.

Build Alternative 2 does not meet the purpose and need and was eliminated from further evaluation. The primary runway 6,500 feet in length would not accommodate the Gulf Stream 200 when temperatures exceeded 70 degrees and/or the runway pavement was wet. The proposed length would not accommodate the design aircraft on a regular basis.

Build Alternative 3 – Preferred Alternative; selected as the proposed action because this alternative best meets the purpose and need, is feasible, and results in minimal environmental impacts.

Terminal Area Build Alternative; selected as the proposed action because this alternative best meets the purpose and need, is feasible, and results in minimal environmental impacts. Site A Build Alternatives 1, 2 and 3, all show that the most logical location for a terminal area was near the intersection of the primary and crosswind runways, with vehicle access provided from Iowa Highway 163 via 220th Street. There was no consideration given to locating the terminal area elsewhere on Site A.

Release and Closure – Pella Municipal Airport; meets the purpose and need. The closure of the Pella Municipal Airport will eliminate potential land use conflicts with

adjacent residential uses and provide an opportunity to develop land uses that are consistent with the land use compatibility matrix set forth in the Pella Comprehensive Plan.

Release and Closure – Oskaloosa Municipal Airport; meets the purpose and need. Removing the airport's environmental footprint will complement the surrounding existing rural family farm land use patterns.

PUBLIC OUTREACH:

All South Central Regional Airport Agency (SCRAA) Board Meetings were scheduled and open to the public. All meeting agendas, meeting minutes, agreements, and other useful documents are publically available on the SCRAA website. A public information meeting was held on April 18, 2013 to provide an overview of the proposed regional airport project and to obtain public comments on the candidate sites. The Draft Environmental Assessment (EA) was made available for public comment October 20, 2016 through November 29, 2016 with a public hearing held on November 22, 2016. A listing of the Board meetings and stakeholder and public outreach can be found in the EA's appendix. The Proposed Finding of No Significant Impact/Record of Decision and Final Draft Environmental Assessment (EA) was made available for public comment April 3, 2017 through May 10, 2017.

ASSESSMENT AND MITIGATION:

The attached EA addressed the applicable environmental impact areas in accordance with Federal Aviation Administration (FAA) Orders 1050.1 and 5050.4. The EA contains detailed discussions and analyses of all affected impact categories and analyzed the potential for significant impacts. The EA and any correspondence were reviewed by the FAA to determine whether each of the affected impact categories exceeded an established threshold of significance.

The proposed action will not significantly affect environmental resources as discussed and analyzed in the attached EA's Environmental Consequences section. Mitigation measures that are part of the proposed action are discussed in the EA, which explains why the proposed action will not cause significant environmental impacts. If the sponsor undertakes the project, the sponsor must comply with the mitigation measures as described in the attached EA.

Statements of consistency with community planning from state and local governments are highlighted in the attached EA.

The most important environmental issues and associated mitigation measures related to the proposed project are summarized below and the sponsor must comply with the following requirements:

Air Quality: The proposed action will have no significant impact to this resource.

Use best management practices to mitigate any potential construction impacts to air quality. Obtain construction and/or operating permits for portable equipment and processing plants. Follow State requirements on open burning, fugitive dust, and opacity (visible omissions) in Iowa Administrative Code 567 - Ch. 23.2, 23.3(2)"c", and 23.3(2)"d" respectively.

Take reasonable precautions to prevent the discharge of visible emissions of fugitive dusts (Iowa Administrative Code 567-23.3(2)"c") beyond the lot line of property during construction, alteration, repairing, or demolishing of buildings, bridges, or other vertical structures or haul roads.

Biological Resources:

Federally-Listed Endangered Species: Lists of protected species of flora and fauna were analyzed. The proposed action will have no significant impact on threatened, endangered, or special concern species. The proposed action will cause minor alterations of the existing woodland habitat. The impact is considered minor because the proposed action would remove woodland habitat that supports a minimal number of biotic resources in the affected area.

Based on the result of the Indiana Bat and Northern Long-Eared Bat Habitat survey, the proposed action may affect, but not likely adversely affect the Indiana Bat and Northern Long-Eared bat. Potential roost trees identified during the habitat study or during the project construction should be removed from October 1 to March 31. If tree removal is proposed outside of this period, conduct a survey per USFWS to confirm that bats are not present.

While no longer listed as threatened or endangered, the bald eagle remains protected under the Bald Eagle Protection Act as is listed as a special concern in Iowa. If a bald eagle nest is located within or adjacent to the project area, follow USFWS National Bald Eagle Guidelines to protect eggs and nests.

Before construction, verify that no new species were added to the Threatened and Endangered Species list. If species were added, re-coordinate with USFWS and Iowa DNR.

Migratory Birds: To protect migratory birds, construction activities will not occur where active nests are present until the birds have fledged and left the nest. If evidence of migratory bird nesting is discovered after the beginning of construction, or if migratory bird nests become established, construction should immediately stop within the vicinity of the nest. All non-active, existing migratory bird nests should be removed and properly

disposed and monitored weekly to prevent the establishment of active nests. Work closely with US Fish and Wildlife Service biologists to identify available protective measures prior to/during construction activities.

Avoid clearing or grubbing of migratory bird nesting habitat during the nesting season from April 1 to July 15. If clearing, grubbing, or tree trimming takes place during this period, conduct a field survey of the affected habitats and structures to determine the presence of active nests. Immediately contact the USFWS for further guidance if a field survey identifies the existence of one or more active bird nests that cannot be avoided temporally or spatially by the project.

Detention Basins: Build detention basins to allow a maximum 48-hour detention period for the design storm and remain totally dry between rainfalls. Where constant flow of water is anticipated or where any portion of the basin bottom may remain wet, include a concrete or paved pad and/or ditch/swale in the bottom to prevent vegetation that may provide nesting habitat. To facilitate the control of hazardous wildlife, use steep-sided, rip-rap lined, narrow, linearly-shaped basins. Eliminate all vegetation in or around the basin that provide food or cover for wildlife. See FAA Advisory Circular (AC) 150/5200-33 for more details.

Climate: The proposed action will have no significant impact on this resource. The proposed action, including the closure of the existing Pella and Oskaloosa Municipal Airports, will result in a reduction of greenhouse gases. The reduction will be provided by reducing the fuel burned to maintain facilities (snow removal, mowing). Further reduction will be provided by reduced surface travel distances to an alternative airport location. Any localized increase in greenhouse gases will be offset by removal of aircraft generated greenhouse gases at the Pella Municipal Airport and Oskaloosa Municipal Airport.

Coastal Resources: Coastal resources are not present in the project area.

Department of Transportation Act, Section 4(f): The proposed action will not constitute a use or constructive use of the cultural resources eligible or potentially eligible for listing. Section 4(f) resources will not be affected. For mitigation, see Historic, Architectural, Archaeological and Cultural Resources.

319 acres of the proposed regional airport site, where access was granted, were evaluated for archeological resources. No historic properties were identified. Based on comments from the principle investigator, the probability of finding a cultural resource that may be eligible for listing in the National Register of Historic Places (NRHP) is low. An archeological field survey must be completed for the remaining 263 acres as stated below under Historic, Architectural, Archaeological and Cultural Resources.

The residence and earth cellar, located at 1795 220th Street, as well as the Prine Cemetery are located outside the proposed property acquisition. Therefore, the proposed

action will not constitute a use of the cultural resources eligible or potentially eligible for listing in the NRHP.

Recommendations from the cultural resources studies and consultation with the Iowa State Historical Preservation Office (SHPO) conclude that the potential constructive use of these sites can be reduced below a substantial impairment by inclusion of mitigation measures. Based on mitigation measures, the proposed action will not result in the constructive use of the cultural resources eligible or potentially eligible for listing.

Farmlands: The proposed action will have no significant impact on this resource. The total score on Form AD-1006, Farmland Conversion Impact Rating, is 175 which is above the 160 threshold requiring further consideration of alternatives that would avoid this loss. However, it is below the 200 threshold considered to be a significant impact.

Of the 582 acres proposed to be acquired for the regional airport, 279 acres represent non-aeronautical and non-safety critical areas of the proposed airport that would be available for certain types of crops. Except for areas required for aeronautical purposes for runway, taxiway, and associated safety areas, the remaining area acquired can remain under agricultural production as compatible land use, provided they do not create a wildlife hazard to aircraft operating at the airport.

The closure and disposal of the Oskaloosa Municipal Airport will mitigate, in part, the proposed action's impact associated with the conversion of land from an agricultural use to a non-agricultural use. The closure of the Oskaloosa Municipal Airport will allow for 620 acres to be converted to agricultural uses including approximately 129 acres of prime farmland and another 470 acres of prime farmland if drained.

Use best management practices to preserve and mitigate any potential impacts to farmlands. Use mitigation recommended by the Natural Resources Conservation Service (NRCS). Use NCRS Code 342 Critical Area Practice for seeding on all disturbed areas to establish permanent vegetation and to control erosion.

Make available excess topsoil not used for the airport to the former land owner or other landowners whose land will be purchased for the proposed actions per Iowa code 314.23 to compensate for prime farmlands.

Hazardous Materials, Solid Waste, and Pollution Prevention: The proposed action will have no significant impact on this resource.

Compliance with local, state and federal regulations that relate to disposal of construction debris must be adhered to.

Closure of the Pella and Oskaloosa Municipal Airports will have no adverse impacts. Existing pavement will be left in place. The existing buildings will be converted to other uses when, and if, disposed of by the Cities. Closure of the airport will remove, from the sites, potential sources of pollution that may result from fuel spills.

Comply with applicable state and federal laws and regulations on the handling of fuel associated with the construction of airfield improvements, as well as the storage and dispensing of aviation fuel associated with airport operations which requires special treatment.

Above ground fuel storage tanks are recommended. Register these with the Division of the State Fire Marshal, Iowa Department of Public Safety. The airport sponsor and/or owner of above ground fuel storage facilities is responsible for preparing a *Spill Prevention, Control and Countermeasure (SPCC)* plan.

Historic, Architectural, Archeological or Cultural Resources: Opportunity was provided for the Iowa Tribe of Oklahoma, Miami Tribe of Oklahoma, Omaha Tribe, and the Yankton Sioux Tribe of South Dakota to consult on the undertaking's potential to affect properties with religious and cultural significance. No responses were received requesting to be a consulting party.

Cultural Resource Investigations were completed. Where access was granted, 319 acres of the proposed regional airport site were evaluated for archeological resources. An intensive archaeological investigation was conducted within the area associated with a previously recorded (13MK341) prehistoric lithic artifact site. No historic properties were identified.

The historic architectural survey identified one property, at 1795 220th Street, that may retain sufficient integrity to meet criteria for listing in the National Register of Historic Places (NRHP). In addition to the residential structure, an associated earth cellar may be individually significant and eligible for listing. The FAA has determined that the undertaking may affect the house and earth contact cellar. Permission to access the property to further evaluate the integrity of the house and cellar was denied, therefore the eligibility for listing to the NRHP cannot be fully assessed.

An intensive level survey and evaluation of the Prine Cemetery concluded that the cemetery is eligible for listing because it retains a high level of integrity. The FAA has determined that the undertaking may affect the Prine Cemetery

Reconnaissance level surveys were conducted for the existing Pella and Oskaloosa Municipal Airports. The FAA has determined that the undertaking may affect portions of these airports.

The FAA consulted with the Iowa State Historic Preservation Officer (SHPO) in accordance with Section 106 of the National Historic Preservation Act (NHPA). The Advisory Council on Historic Preservation (ACHP) was notified of the adverse effect to historic properties and declined to participate in the consultation.

In coordination with the SHPO, the following measures are to be carried out:

A. Prine Cemetery

- i. The Airport Sponsor has documented and mapped the cemetery through photographs, historical narrative, and location information. The documentation was submitted to the SHPO.
- ii. In consultation with the SHPO, the FAA has determined that there is “No Adverse Effect” provided that:
 - a. The undertaking will not acquire the cemetery
 - b. The undertaking will avoid the cemetery
 - c. The undertaking will plant a secondary row of trees to further visually screen the airport from the cemetery along the airport’s Southern boundary with the cemetery
 - d. The Airport Sponsor, in consultation with the SHPO, will develop a maintenance plan for the secondary row of trees planted along the airport’s Southern boundary with the cemetery and not allow the trees to penetrate the 14 CFR Part 77.19, Civil Airport Imaginary Surfaces

B. House and Cellar

- i. The Airport Sponsor has attempted to document the house and cellar through photographs, historical narrative, and location information. Access to the property (1795 220th Street) to further investigate NRHP eligibility of the house and cellar was denied. The documentation was submitted to the SHPO.
- ii. In consultation with the SHPO, the FAA has determined that there is “No Adverse Effect” provided that:
 - a. The undertaking will not acquire the property
 - b. The undertaking will avoid the property
 - c. The undertaking will plant a row of trees to visually screen the airport terminal area from the house and cellar along the airport’s Southern and Western boundary with the house and cellar
 - d. The Airport Sponsor, in consultation with the SHPO, will develop a maintenance plan for the row of trees planted along the airport’s Southern and Western boundary with the house and cellar and not allow the trees to penetrate the 14 CFR Part 77.19, Civil Airport Imaginary Surfaces

C. Additional Studies

- i. Upon obtaining access, a Phase I cultural resource survey of the remaining 263 acres of the proposed regional airport site will be completed and the report submitted to the SHPO.
- ii. Prior to release and sale of the existing Pella and Oskaloosa Municipal Airports, a Phase 1 intensive archeological survey of selected portions of the airports will be completed as recommended by the Phase 1A Archeological Assessment of the Pella and Oskaloosa Municipal Airport Properties (dated April 2016) and the report submitted to the SHPO.
- iii. Prior to the release and sale of the existing Oskaloosa Municipal Airport, an investigation for any potential material traces of the World War II use of the Oskaloosa Outlying Landing Field will be conducted as recommended by the Phase 1A Archeological Assessment of the Pella and

Oskaloosa Municipal Airport Properties (dated April 2016) and the report submitted to the SHPO.

If construction work uncovers buried archeological materials, cease work in the area of discovery and immediately notify the SHPO and the FAA. The FAA will contact concerned tribes.

Land Use: Comply with the Sponsor Land Use Letter which states that appropriate action, including the adoption of zoning laws, has been or will be taken, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including the landing and takeoff of aircraft. This applies to both existing and planned land uses.

Natural Resources and Energy Supply: The proposed action will have no significant impact on the consumption of energy and use of natural resources.

Noise and Compatible Land Use: Based on the noise impact criteria in FAA Order 1050.1F, Appendix B, the proposed action would not result in significant noise impacts. There are no noise sensitive land uses within the limits of DNL 65 dB noise contour.

The South Central Regional Airport Agency (SCRAA) will work with Mahaska County to develop compatible land use guidelines and ordinances to restrict non-compatible land uses. Agricultural land uses are generally compatible with airport operations. Given the rural agricultural character within the proposed airport surroundings, potential aviation noise is considered less than significant.

Construction related noise is considered less than significant given the existing agricultural land uses adjacent to the project site.

Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety Risks: The proposed action does not involve relocation of people and/or businesses. Environmental Justice Communities are not present in the affected area.

The proposed action includes the acquisition of approximately 582 acres of land in fee, which does not include any residences or businesses. Acquire land per the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URARPAPA).

Employ best management practices (BMPs) to restrict children from the construction/demolition site, which may include the posting of signs around the construction site, prohibiting access, fencing, warnings posted around areas of open excavation, and site policing.

Visual Effects: The proposed action will have no significant impact on this resource. For mitigation, see Historic, Architectural, Archaeological and Cultural Resources.

Trees and shrubs will provide a visual screen between the proposed airport and the property at 1795 220th Street and Prine Cemetery. The trees and shrubs will mitigate adverse visual effects from development of the proposed action to less than significant.

Water Resources: Closure of the Pella and Oskaloosa Municipal Airports will have no adverse effect on water resources.

Floodplains: There are no FEMA designated 100-year floodplains impacted by the proposed action.

Surface Water: Design storm water detention areas per FAA Advisory Circulars 150/5320-5C, *Surface Drainage Design* and 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports* for a maximum 48 hour detention and to remain dry between storm events.

Use best management practices to minimize impacts to water quality during construction. Since construction activities will disturb more than 1 acre, obtain a National Pollutant Discharge Elimination System (NPDES) permit prior to construction. Apply to the Iowa Department of Natural Resources (IDNR) for the permit.

The IDNR has also developed guidance to minimize impacts within watersheds. Within the design and construction phase, make reference to the *Iowa Stormwater Management Manual* and *Iowa Construction Site Erosion Control Manual*. Also include reference to Chapter 7, Erosion and Sediment Control-Statewide Urban Design and Specifications (SUDAS) Manual.

Wetlands:

Some wetlands are located on Site A.

- Delineated Wetlands include:
 - Emergent Wetland 0.05 Acres (Field Verified)
 - Pond 0.20 Acres (Field Verified)
- Potential Wetlands include:
 - Potential Emergent Wetland Approximately 3.11 Acres (Secondary Sources)

The U.S. Army Corps of Engineers (USACE) provided a preliminary jurisdictional determination on December 21, 2015 and indicated that the pond and associated wetlands are not jurisdictional and therefore mitigation would not be required.

Permission to access property was not provided to field verify the potential wetland (approximately 3.11 acres). The approximate acreage was determined from review of the potential wetland from an adjacent roadway, aerial photographs, and soils information. Potential impacts to the potential emergent wetland would be less than 0.10 acres. Therefore, mitigation would not be required.

Two intermittent streams and one ephemeral drainageway within the project area were identified. Potential Stream Impacts include:

- Stream A is an intermittent stream approximately 3,470 feet long. Stream A would not be impacted.
- Stream B is an intermittent stream approximately 2,679 feet long. Approximately 598 linear feet of Stream B, located within the anticipated grading limits associated with Runway 14/32, would be impacted. The upper reaches of Stream B could not be confirmed during the wetland delineation due to restricted access to the property. A portion of the length of Stream B was estimated through LIDAR contours and aerial imagery. Impacts to Stream B will require USACE preconstruction notification and permitting.
- Stream C is an ephemeral drainageway approximately 672 feet long. Stream C would not be impacted.

Approximately 598 linear feet of streams will need to be mitigated. If wetland/stream replacement is required, the proposed method will be to buy credits in a stream mitigation bank. If this is unavailable, onsite and offsite stream habitat will be created away from the airport in a way that meets the safety requirements outlined in Advisory Circular (AC) 150/5200-33B, Hazardous Wildlife Attractants on or Near Airports. The USACE issued a "Preliminary Jurisdictional Determination" on information provided. A Final Jurisdiction Determination cannot be made until access to those parcels, where access was restricted, is obtained.

Upon obtaining access, complete a field survey for potential wetlands and streams on the remaining parcels where access was restricted.

There is no practicable alternative to construction in wetlands and streams. The proposed action provides the least amount of resource impacts out of all of the alternatives. Impacts to wetland and streams have been minimized to the extent possible within the project limits of the proposed action. The proposed action includes all practicable measures to minimize harm to wetlands which may result from such construction. Obtain a Section 404 Permit from the United States Army Corps of Engineers.

Construction Impacts:

Temporary environmental impacts may occur as a result of construction activities. Use Best Management Practices (BMPs) to minimize impacts. Incorporate in project design specifications recommendations established in FAA Advisory Circular 150/5370-10, Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water Pollution, Soil Erosion and Siltation Control.

APPROVING FAA OFFICIAL'S STATEMENT OF ENVIRONMENTAL FINDING:

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information, I find the proposed Federal action is consistent with existing national environmental policies and objectives of Section 101(a) of the National Environmental Policy Act of 1969 (NEPA). I also find the proposed Federal action with the required mitigation referenced above will not significantly affect the quality of the human environment or include any condition requiring any consultation pursuant to section 102(2)(C) of NEPA. As a result, FAA will not prepare an EIS for this action.

DECISION AND ORDER:

This decision constitutes the Federal approval for the actions identified above and any subsequent actions approving a grant of Federal funds for the project. This decision document is an order subject to the exclusive judicial review under 49 USC 46110 by the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision lives or has a principal place of business.

APPROVED:



Manager, FAA Airports Division

6/9/17

Date

DISAPPROVED:

Manager, FAA Airports Division

Date