

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WESTERN-PACIFIC REGION

FINDING OF NO SIGNIFICANT IMPACT

Proposed Runway Safety Area Improvements

Benton Airpark
Redding, Shasta County, California



For further information

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**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
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PROPOSED RUNWAY SAFETY AREA IMPROVEMENTS

**BENTON AIRPARK
REDDING, SHASTA COUNTY, CALIFORNIA**

1. Introduction

This document is a Finding of No Significant Impact on the environment as a result of the proposed runway safety area (RSA) improvements including shifting Runway 33 south by 190 feet, increasing the size of the existing RSAs to meet Federal Aviation Administration (FAA) Airport Design Standards, constructing a perimeter road, and other associated airside improvements at Benton Airpark, proposed by the City of Redding, owner and operator of the airport. The City's proposed action is to seek federal financial assistance for those eligible projects including RSA improvements, perimeter road construction, shifting parallel taxiways, extending airfield lighting, relocating the Runway 33 landing threshold, installing a culvert on a drainage within the expanded RSA, and constructing a detention basin, as described in more detail in Chapter 1 of the Final EA and Section 3 below.

The FAA must comply with the National Environmental Policy Act of 1969 (NEPA) before being able to take the federal actions of approval of the revision to the Airport Layout Plan (ALP) that depicts the proposed improvements and approval of an application for federal assistance to implement those eligible projects shown on the ALP. Approval of the ALP is authorized by the Airport and Airway Improvement Act of 1982, as amended (Public Laws 97-248 and 100-223). The City of Redding issued the draft Environmental Assessment on November 13, 2008 for a 30-day public review period. A Final Environmental Assessment (EA) was prepared in December 2008 to document the results of the environmental analysis. The Final EA is attached to this FONSI.

2. Purpose and Need of the Proposed Action.

Chapter 1 of the Final EA provides a detailed discussion on the purpose and need for the proposed project. The purpose of the proposed improvements is to provide an aviation facility which meets FAA RSA safety design standards for the existing and anticipated future airport users while maintaining existing runway length. Benton Airpark does not meet FAA RSA design standards for Airport Reference Code (ARC) A-1 aircraft. The current RSA width at Benton Airpark meets FAA ARC A-1/B-1 design standards; however the existing RSA length does not meet RSA ARC A-1/B-1 design standards.

Additionally, a perimeter road is planned as currently fuel trucks and maintenance vehicles must cross the airport's runway in order to access hangar facilities on the airport's west side. The proposed perimeter road would provide an alternative route for this ground vehicle traffic outside of the runway environment, preventing the potential for unauthorized or unapproved movements of surface vehicles across a runway or taxiway, which could affect the safety of aircraft operations.

The City is seeking federal assistance to implement those projects eligible for federal participation under the Airport Improvement Program at Redding Benton Airpark, in the City of Redding, Shasta County, California

3. Proposed Project and Federal Actions.

The proposed project includes the following actions:

- Paving and grading for a 190-foot shift of Runway 33 to the south of its present location.
- Earthwork involving grading and placing fill material to level the ground within the 120-foot wide by 240-foot long runway safety area. Fill material will extend out to a distance of approximately 60 feet beyond the end of the Runway 33 RSA. Fill material will extend beyond the RSA to the west approximately 200 feet (at its greatest width) and 100 feet to the east (at its greatest width).
- Construct a 20-foot wide airport perimeter road 70 feet beyond the north end of Runway 15.
- Shift the existing parallel Taxiways A and B 190 feet to the south and construct connecting taxiways to the Runway 33 end.
- Extend airfield lighting along the shoulder of the runway and taxiways, including trenching for underground electrical wiring.
- Runway marking and lighting to relocate the landing threshold of Runway 33 190 feet to the south of its present location.
- Install a 500-foot long culvert within the existing unnamed drainage that passes within the limits of the proposed fill area for the 120-foot wide by 240-foot long RSA and associated fill footprint.
- Construct detention basin meeting the standards of FAA Advisory Circular 150/5320-5C, Surface Drainage Design. The detention basin will be constructed within the footprint of a designated borrow site for the project where fill material for the RSA will be obtained.

The federal actions necessary to carry out the project include:

- Unconditional approval of the portion of the Airport Layout Plan (ALP) that depicts the proposed master plan improvements pursuant to 49 U.S.C. Sections 40103(b), 44718 and 47107(a)(16) and Title 14 Code of Federal Regulations (CFR) Part 77 and Part 157.
- Approval of further processing of an application for federal assistance for eligible projects using federal funds from the Airport Improvement Program, as shown on the ALP.
- Determine under 49 U.S.C. § 44502(b), the proposed master plan improvements at Benton Airpark are reasonably necessary for use in air commerce or in the interests of national defense.
- Continued close coordination with the City of Redding and appropriate FAA program offices, as required, to maintain aviation and airfield safety during construction pursuant to 49 U.S.C. § 44706.
- Determination of eligibility for federal assistance under the Federal grant-in-aid program authorized by the Airport and Airway Improvement Act of 1982, as amended (49 U.S.C. 47101 et. seq.).
- Construction of the airfield improvements to meet FAA Design Standards

4. Reasonable Alternatives Considered.

As described in Chapter 2 of the Final EA, the alternative courses of action evaluated include: Proposed Action, four other alternative approaches to modify the runway to partially or fully meet FAA RSA design standards, and the No Action Alternative. The No Action Alternative is required to be reviewed pursuant to Title 40 CFR 1502.14(d).

5. Assessment.

The potential environmental impacts and possible adverse effects were identified and evaluated in a Final Environmental Assessment (EA) prepared in December 2008.

The Final EA examined the following environmental impact categories: Noise; Compatible Land Use; Social Impacts; Induced Socioeconomic Impacts; Air and Water Quality; Department of Transportation Act Section 4(f) Land; Historic, Architectural, and Cultural Resources; Biotic Communities; Endangered and Threatened Species of Flora and Fauna; Wetlands; Floodplains; Coastal Zone Management; Coastal Barriers; Wild and Scenic Rivers; Farmland; Energy Supply and Natural Resources; Light Emissions; Solid Waste Impact and Construction Impacts.

As disclosed in Chapter 4 of the Final EA, the proposed RSA Improvements, perimeter road construction, culvert installation, and detention basin construction will not generate impacts that exceed the thresholds of significance as defined in FAA Order 5050.4B, Table 7-1, and FAA Order 10501E, Appendix A. The Final EA states in the Compatible Land Use section of Chapter 4, the project is consistent with airport operations and the surrounding land uses, and will not require the relocation of persons or businesses. This information indicates the proposed project's consistency with local community planning.

Chapter 4 of the Final EA discusses the potential impacts to historic, architectural, archeological and cultural resources for the project area. The FAA has determined that the proposed project will not affect any properties eligible or listed on the National Register of Historic Places (NRHP). The California State Historic Preservation Office (SHPO) concurred with FAA's findings and determination of no properties listed or eligible for listing on the NRHP would be affected by the proposed land acquisition in a letter dated December 14, 2007. Native American Tribes in the vicinity of the proposed project were notified of the proposed project as suggested by the California Native American Heritage Commission and documented in Appendix I of the Final EA. No tribe expressed concern that the proposed project would affect Native American cultural resources or sacred sites.

Chapter 4 of the Final EA discusses the potential impacts of the proposed project on federally listed threatened and endangered species. No suitable habitat for federally listed threatened and endangered species was identified during biological evaluations of the proposed project. The Draft EA concluded no federally listed threatened and endangered species would be affected by the proposed project. The Draft EA was provided to the U.S. Fish and Wildlife Service for a 30 day review concurrent with public review of the Draft EA. No comments on the Draft EA were submitted by the U.S. Fish and Wildlife Service.

The proposed project would require installation of a 500-foot culvert in an existing on-site drainage channel within Clean Water Act jurisdiction. As discussed in Chapter 4 of the Final EA, the Army Corps of Engineers, by letter of November 24, 2008, has concluded that the City's proposed culvert installation is authorized under the Army Corps of Engineers Nationwide Permit. However the Army Corps of Engineers authorization requires that the City obtain a Clean Water Act, Section 401, water quality certification or waiver from the appropriate certifying agency before it proceeds with the culvert installation, and must implement the compensatory mitigation measures identified in the Army Corps of Engineers November 24, 2008 letter.

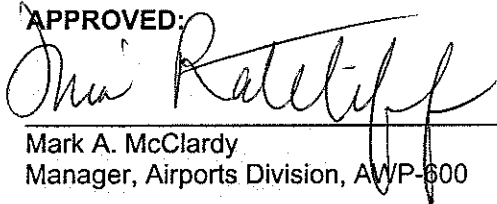
Some RSA improvements would be built on top of the Benton landfill. The landfill is within the airport's boundaries and was closed in 1994. The Final EA discloses how the RSA improvements can be completed without adversely affecting the landfill cap or the landfill's methane gas extraction and monitoring systems.

The Final EA has been reviewed by the FAA and found to be adequate for the purpose of the proposed Federal action. The FAA has determined that the EA for the proposed project adequately describes the potential impacts of the proposed actions. No new issues surfaced as a result of the public review process.

6. **Public Participation.** Efforts were made to encourage public participation through public notices announcing the availability of the Draft EA and the 30-day public review of the Draft EA. Notices announcing the County's public review of the Draft EA were published on November 12, 2008, in *The Record Searchlight*, the local newspaper in Redding. Written comments were received from the following three agencies: the State of California Governor's Office of Planning and Research, the Central Valley Region – California Regional Water Quality Control Board, and the Shasta County Department of Resource Management. Responses to those comments are included in Appendix L – Public Involvement, of the Final EA. Pursuant to FAA Order 5050.4B, a public hearing was not required since the project is not a new airport, new runway, or major runway extension.
7. **Inter-Agency Coordination.** In accordance with 49 USC 47101(h), FAA has determined that no further coordination with the U.S. Department of Interior or the U.S. Environmental Protection Agency is necessary because the proposed project does not involve construction of a new airport, new runway or major runway extension that has a significant impact on natural resources including fish and wildlife; natural, scenic, and recreational assets; water and air quality; or another factor affecting the environment.
8. **Reasons for the Determination that the Proposed Project will have No Significant Impacts.** The attached Final EA examines each of the various environmental impact categories. The proposed RSA improvements including shifting of Runway 33 a distance of 190 feet south of its current location, associated taxiway extensions, RSA grading, perimeter road construction, culvert installation, and detention basin construction would not involve any impacts that would exceed the threshold of significance as defined in FAA Orders 1050.1E and 5050.4B. Based on the information contained in the Final EA, the FAA has determined the Proposed Action, is the most feasible and prudent alternative. The FAA has decided to implement the proposed project as described in the attached Final EA.
9. **Finding of No Significant Impact.**

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information I find that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in section 101(a) of the National Environmental Policy Act of 1969 (NEPA). I also find the proposed Federal Action, 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. As a result, FAA will not prepare an EIS for this action.

APPROVED:



Mark A. McClardy
Manager, Airports Division, AWP-600

2/20/09

Date

DISAPPROVED:

Mark A. McClardy
Manager Airports Division, AWP-600

Date