

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
ALASKA REGION

**FINDING OF NO SIGNIFICANT IMPACT
AND
RECORD OF DECISION**

Homer Airport Improvements
Project No. CFAPT00491 / AIP 3-02-0122-021-2023



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GENERAL INFORMATION ABOUT THIS DOCUMENT

WHAT IS IN THIS DOCUMENT? This document is the Federal Aviation Administration's (FAA) Finding of No Significant Impact (FONSI) and Record of Decision (ROD) (FONSI/ROD) for the proposed rehabilitation and improvement project for the Homer Airport, located in Homer, Alaska. This document includes the agency determinations and approvals for the proposed Federal actions described in the Final Environmental Assessment dated October 13, 2022. This document discusses alternatives considered by FAA in reaching its decision, summarizes the analysis used to evaluate the alternatives, and briefly summarizes the potential environmental consequences of the Proposed Action and No Action alternatives. This document also identifies applicable and required mitigation.

WHAT SHOULD YOU DO? Read the FONSI/ROD to understand the actions that FAA intends to take relative to the proposed rehabilitation at the Homer Airport.

WHAT HAPPENS NEXT? The Alaska Department of Transportation & Public Facilities (DOT&PF) may begin to implement the Proposed Action.

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**PROPOSED AIRPORT IMPROVEMENTS
HOMER AIRPORT, HOMER, ALASKA**

PROJECT NUMBER: CFAPT00491 / AIP 3-02-0122-021-2023

1. INTRODUCTION

This document is a Finding of No Significant Impact (FONSI) on the environment and Record of Decision (ROD) (FONSI/ROD) of the proposed Homer Airport Improvements project at the Homer Airport, Homer Alaska. The Alaska Department of Transportation & Public Facilities (DOT&PF) is the sponsor for Homer Airport. The Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA) before being able to take the proposed federal actions.

2. PURPOSE AND NEED OF THE PROPOSED PROJECT

The purpose of the project is to improve safety for runway operations, taxiing, and aircraft parking; extend the service life of airport facilities; and increase availability of leased tie-down facilities for General Aviation (GA) users, Section 1.1.1 of the Final Environmental Assessment (EA).

The need addresses safety, maintenance, and parking demand. Each component is described in detail below:

Need 1: Maintain and Improve Safety

The aged runway pavement has a worn friction surface, unevenness, an off-center crown, and spalling that could produce foreign object debris (FOD). Hazards associated with these conditions include uncontrollable aircraft maneuvers or runway excursion, particularly during high-speed deceleration, caused by reduced skid resistance and control, damage to landing gear, wheels, or tires, impact by projectiles, or engine ingestion of projectiles.

Aircraft taxiing along the runway present a safety hazard for runway operations. Conflicts are caused by a vertical curve that limits visibility between taxiing and departing aircraft, the lack of a turnaround at the east end of the runway, and the lack of a parallel taxiway or other taxiway connecting the runway to the GA Apron or Commercial Apron.

Portions of Taxiway D are too close to the Runway 4 threshold to comply with FAA design standards or end-around taxiways.

Several terrain obstructions, including a ridge along the south side of the runway, are above the Runway 4/22 centerline elevation and penetrate the 14 CFR Part 77 Primary Surface within the

runway Object Free Area (OFA). These obstructions do not meet current FAA design standards.

Portions of the existing Runway Safety Area (RSA) surface adjacent to the runway consist of sand with silt and gravel with high moisture content. During spring runoff and heavy rains, the RSA becomes saturated and non-traversable by aircraft or vehicles. The primary purpose of the RSA is to provide a traversable surface for aircraft that overshoot, undershoot, or veer off the runway. A secondary purpose for the RSA is to provide access for rescue vehicles during an emergency. The existing RSA is not usable for these purposes when saturated.

Need 2: Maintenance

The runway, Taxiway B (south), and Taxiway A were last resurfaced over 20 years ago. The most recent Pavement Condition Index report for the airport indicates the pavement on these facilities is deteriorating and has significant cracking, spalling, joint separations, and an uneven surface. There is a dip in the runway caused by settlement of the runway subgrade. Several of the existing GA Apron tie-down anchors have failed.

Culverts under Taxiway B (south), Taxiway A, Taxiway D, and the runway are corroded, experience icing, or do not drain properly. Ponding in depressions and ditches attracts birds, which are a safety hazard to aircraft. The outlet control structure at Lampert Lake is in poor condition; washout of the control structure in the past has led to lower lake levels.

Need 3: GA Aircraft Parking

The GA Apron does not have adequate capacity for current GA aircraft parking demand. Permitted tie-down facilities for GA aircraft located on the GA Apron are supplemented by GA Bravo Parking ("Beacon Parking") at the west end of the airport. Beacon Parking cannot be expanded because of limited space and will ultimately be phased out because GA aircraft are incompatible with the larger aircraft using the Commercial Apron. Also, the GA Apron and Taxiways A and B South are congested by GA aircraft during peak use times, requiring long wait times for aircraft taxiing.

3. PROPOSED ACTION

The Proposed Action includes site preparation, grading, installation of drainage structures, placement of fill material, paving, marking and lighting, and construction of components listed below and outlined in Section 2.2 of the Final EA. The proposed project evaluated in this FONSI/ROD includes the following major project components:

- Rehabilitate Runway 04/22 and reduce width from 150 feet to 100 feet with paved shoulders
- Rehabilitate the RSA
- Rehabilitate portions of Taxiways A, B, and D, and the General Aviation (GA) Apron
- Remove a portion of Taxiway D and reconstruct as a service road
- Construct new taxiway turnaround at the east end of the runway
- Expand the gravel tie-down area at the east end of the existing GA Apron to the north
- Remove terrain obstructions penetrating the runway OFA
- Replace runway and taxiway edge lighting

- Replace existing Visual Approach Slope Indicators with Precision Approach Path Indicators for both runway ends
- Improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall
- Clear and grub vegetation
- Adjust utilities, if required

4. REQUESTED FEDERAL ACTION

The Federal action requested by DOT&PF is FAA approval of and participation in funding the Homer Airport Improvements project through the FAA's Airport Improvement Program and Bipartisan Infrastructure Law (BIL).

5. REASONABLE ALTERNATIVES

Proposed Action

The Proposed Action alternative would make improvements to the runway, taxiways, GA Apron, lighting, and drainage structures; construct new taxiways and service roads; remove obstructions to the OFA; and perform ancillary work associated with the proposed improvements. The Proposed Action minimizes environmental impacts to the greatest extent practicable while addressing identified issues as stated in the project purpose and need.

No Action

Under the No-Action alternative, there would be no improvements performed to the Homer Airport and its facilities would remain in their existing state and configuration. Regular maintenance would continue; however, deterioration of airport facilities would worsen and accelerate without near-term rehabilitation. Further deterioration of pavement surfaces may require future total reconstruction of the runway, Taxiways A and B (south), and the GA Apron, closure of the facilities, or extra maintenance expenditures. Portions of Taxiway D would continue to not meet FAA design standards for separation distance from the runway. Obstructions penetrating the OFA would remain in their current state. The obstructions do not meet FAA design standards. The No-Action alternative would not meet the project's purpose and need.

6. ASSESSMENT OF ENVIRONMENTAL IMPACTS

Section 3 and Table 1 of the Environmental Assessment (EA) contain an environmental impact analysis, which discloses the project's impacts to resource categories defined in FAA Order 1050.1F. The Proposed Action would not result in a significant impact to any of the FAA-defined resource categories, including those resources that are protected under special purposes laws and requirements such as Executive Order 11988, *Floodplain Management*; Executive Order 11990, *Protection of Wetlands*; Section 7 of the Endangered Species Act; or Section 106 of the National Historic Preservation Act.

7. PERMITS AND APPROVALS

The following permits and approvals will be required prior to construction of the Proposed Action:

- Alaska Department of Environmental Conservation (ADEC) Construction General Permit for Storm Water Discharges for Large and Small Construction Activities (Clean Water Act [CWA] Section 402).
- ADEC Water Quality Certification for discharge into waters of the U.S., including wetlands (CWA Section 401).
- ADEC Contaminated Materials Management Plan (CMMP) for treatment of Per- and Polyfluoroalkyl Substances (PFAS) and petroleum contaminated soils.
- Alaska Department of Natural Resources Temporary Water Use Permit (Alaska Administrative Code Title 11, Chapter 93).
- City of Homer Development Activity Plan, Site Plan, and/or Storm Water Plan (City of Homer Code Chapter 21).
- USACE Wetlands Permit for placement of fill or dredged material into waters of the U.S., including wetlands (CWA Section 404).

8. ENVIRONMENTAL COMMITMENTS

The project's design and construction specifications will include measures and commitments to avoid, minimize, or mitigate potential or likely adverse environmental effects. The following table lists standard design guidelines, operating procedures, best management practices (BMPs), and regulatory and permit requirements (e.g., design standards, erosion control measures, timing vegetation clearing) for all resources categories.

Air Quality	BMPs such as watering, stabilizing construction entrances/exits, applying dust palliative during construction, and stabilizing disturbed ground as soon as practicable will be implemented to maintain air quality.
Eagles and Migratory Birds	Clearing and grubbing will not be permitted from May 1 to July 15, except as allowed by federal, state, and local laws and approved by the Project Engineer.
Invasive Species	• The DOT&PF will comply with Executive Order 13112 and all federal, state, and local laws regarding invasive species during construction of the proposed project. • During construction, DOT&PF will minimize ground disturbing activities and revegetate disturbed areas with native soil and certified weed-free seed to minimize potential importation of new weed propagules from outside Alaska.
Hazardous Materials and Solid Waste	• Management guidelines and mitigation measures described in the CMMP will be incorporated into the project plans and specifications as appropriate. • The construction contractor will be required to prepare and implement a Hazardous Materials Control Plan in accordance with ADEC requirements and DOT&PF contract specifications. • If encountered, all work in the vicinity of contaminated soil will stop, and ADEC will be consulted to determine the appropriate corrective action. Contaminated soil will be removed, segregated, field screened, tested, and treated/disposed of in accordance with ADEC regulations and an ADEC-approved work plan. • Construction waste will be disposed of in accordance with local, state, and federal laws/regulations.
Historical, Architectural, Archaeological, and Cultural Resources	If cultural, archaeological, or historic resources are discovered during project construction, all work that may impact these resources will stop until DOT&PF consults with the Alaska State Historic Preservation Office to determine the appropriate corrective action.
Section 4(f)/6(f) Properties	Access to all Section 4(f) resources will be maintained during construction. No Section 4(f) resource will be used for staging or any other construction activities.

Water Quality	• The DOT&PF will prepare an Erosion and Sediment Control Plan. • A DOT&PF-approved Storm Water Pollution Prevention Plan (SWPPP), a Hazardous Materials Control Plan, and a Spill Prevention, Control, and Countermeasure Plan (if applicable) will be implemented during construction. • All vehicles, trucks, and heavy equipment will be kept within construction limits and operated in a manner that limits unnecessary ground disturbance.
Wetlands and Waters of the U.S.	• Project boundaries will be staked, flagged, or otherwise clearly delineated prior to the commencement of ground disturbing activities. Fill material will be stockpiled within the project-fill footprint or upland areas to avoid impacts to wetlands. • Site preparation, excavation, and fill placement will be conducted in a manner that prevents or reduces adverse hydrologic effects. Natural drainage patterns will be maintained using appropriate ditching, culverts, or other measures to prevent ponding or drying. • Ground disturbance will be minimized to the maximum extent practicable. • Mats for heavy equipment will be used as necessary in wetlands to minimize disturbance. • Materials and machinery will be staged in developed areas, on airport property to avoid new ground disturbance. Stockpiles and/or staging areas will not be located in wetlands.

9. MITIGATIONS

The following mitigations are required for compliance and will be incorporated and formalized in a mitigation monitoring plan.

- The CMMP, including sampling data, and any updates and changes to the CMMP will be approved by ADEC before construction begins.
- Any changes to the project pursuant to the CMMP must be verified for consistency with the analysis in the final EA.
- Replacement of the Lampert Lake outfall as mitigation for wetland impacts.

10. PUBLIC PARTICIPATION

The DOT&PF began outreach for the project in 2020 to solicit comments and information from local, state, and federal government agencies, tribal organizations, the public, stakeholder organizations. Outreach activities included public notices, a project website, two public meetings, stakeholder email updates, mailings, and social media postings. Public comments were received during primarily public meetings held in May and October 2021. Issues relating to potential wetland impacts from a perimeter service road -- resulting in the road being dropped from further consideration -- and pedestrian access between the GA and Terminal Aprons were the most common topics addressed during public and agency outreach. Detailed information regarding public and agency coordination are included in Section 5 and Appendix F of the EA.

11. INTER-AGENCY COORDINATION

In accordance with United States Code 49 USC 47101(h), the 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.

12. REASONS FOR DETERMINATION THAT THE PROPOSED PROJECT WILL HAVE NO SIGNIFICANT IMPACT

The attached Final EA examines each of the various environmental resources that were determined to be present at the project location, or had the potential to be impacted by the proposed project. The proposed project would not cause any environmental impacts that exceed any thresholds of significance as defined by FAA Orders 1050.1F and 5050.4B. Based on the information contained in the Final EA, the FAA has determined that the proposed project meets the purpose and need for the Proposed Action, would not cause any significant environmental impacts that cannot be mitigated, and is the most reasonable, feasible, and prudent alternative. The FAA has decided to approve the proposed project as it is described in Section 5 of this FONSI/ROD.

13. FEDERAL FINDING AND APPROVAL

Based on the information in this FONSI/ROD and supported by detailed discussion in the Final EA, the FAA has selected the Proposed Action as the Preferred Alternative. The FAA must select one of the following choices:

- Approve agency actions necessary to implement the proposed project, or
- Disapprove agency actions to implement the proposed project.

Approval signifies that applicable federal requirements relating to the proposed airport rehabilitation and planning have been met. Approval permits the Alaska Department of Transportation & Public Facilities to proceed with implementation of the proposed project and associated mitigation measures. Disapproval would prevent DOT&PF from implementing the proposed project at the Homer Airport.

Under the authority delegated to me by the Administrator of the Federal Aviation Administration, I find that the project is reasonably supported. I, therefore direct that action be taken to carry out the agency actions outlined in Section 3 of this FONSI/ROD. As a condition of this FONSI/ROD, the DOT&PF shall implement all the mitigation measures identified in the Final EA.

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 (NEPA) and other applicable environmental requirements. I also find the proposed Federal action will not significantly affect the quality of the human environment or include any condition requiring consultation pursuant to Section 102(2)(C) of NEPA. As a result, FAA will not prepare an Environmental Impact Statement for this action.

APPROVED:



Kristi A. Warden
Division Director
Airports Division, Alaska Region

10/27/22
Date

DISAPPROVED:

Kristi A. Warden
Division Director
Airports Division, Alaska Region

Date

RIGHT OF APPEAL

This FONSI/ROD constitutes a final order of the FAA Administrator and is subject to exclusive judicial review under 49 USC 46110 by the U.S. Circuit Court of Appeals for the District of Columbia or the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate U.S. Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 USC 46110.