
MARSHALL AIRPORT IMPROVEMENTS

STATE PROJECT NUMBER #NFAPT00371

FINDING OF NO SIGNIFICANT IMPACT

PREPARED FOR:

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The National Environmental Policy Act of 1969 (NEPA) (42 United States Code §4321 et seq.) requires federal agencies to consider the potential environmental impacts prior to undertaking a course of action. Within the United States (U.S.) Department of Transportation, Federal Aviation Administration (FAA), NEPA is implemented through regulations promulgated by the Council on Environmental Quality (CEQ; 40 Code of Federal Regulation (CFR), Chapter 5) with supplemental requirements provided under FAA Order 1050.1F, and FAA Order 5050.4B. In adherence with NEPA the Federal Aviation Administration, in cooperation with the Alaska Department of Transportation and Public Facilities (DOT&PF), prepared an environmental assessment (EA) to assess potential environmental impacts from upgrading existing facilities at Marshall Don Hunter Sr. Airport (MDM), in Marshall, Alaska.

Purpose and Need

The purpose of the proposed project is to rehabilitate the airport infrastructure to meet FAA standards, reduce maintenance requirements, and reestablish safe and efficient airport operations. The runway has minimal gravel surfacing remaining, exposing the subbase, which increases safety concerns related to uneven surfacing and damage to aircraft tires. Shoulders have significant slope failures, which reduces the runway safety area below standard 150-foot width per FAA AC 150/5300-13B. The airport lighting system is beyond its useful life and has experienced prolonged outages due to system failures, requiring increasing levels of maintenance to remain operable. The airport access road has failing culverts and sections which become soft during wet season making access to the airport less reliable. Road rehabilitation will re-establish reliable and safe access to the airport. The existing SREB does not meet current building codes for the fuel storage, has a gravel floor, and other components require increasing levels of maintenance. Upgrading the fuel tanks to current standards and installing a concrete floor reduces contamination potential. Upgrading electrical heating and repainting siding extends the useful life and reduces maintenance costs. The overall need for the proposed action is to maintain the existing level of safe, reliable year-round air access to the community of Marshall.

Marshall is not connected to the Alaska State Highway System. Freight is barged to the Marshall in the summer months or flown into Marshall's airport year-round. The continued safe operation of Marshall Don Hunter Sr Airport is critical for residents, visitors, bypass mail, freight, and medical emergencies/needs.

Action

The Federal Action requested of the FAA by the DOT&PF is to approve the proposed improvements to Marshall Airport and fund it under FAA's Airport Improvement Program. There are no proposed modifications to FAA Design Standards included in this project.

Proposed Action

Proposed improvements to the Marshall Airport (Proposed Action) include the following elements:

Proposed Action Element	Proposed Action Details
Runway, Taxiway, and Apron Resurfacing	The failing shoulders of the runway, taxiway, apron and SREB pad will be rebuilt. Embankment slopes will be flattened up to 5:1. The diversion berm south of the runway will be filled, creating continuous runoff from the runway to the north edge of the diversion berm. The taxiway edge geometry will be updated to current standards per FAA AC 150/5300-13B, resulting in minor

	realignment of edge lighting. The airport surfaces will be resurfaced with 9 inches surface course and a subbase leveling course. A dust palliative will be applied on resurfaced areas.
Airport Access Road Improvements	<p>Several sections of the road will be excavated up to 4 ft and replaced with new material. The remainder of the road will be resurfaced with crushed aggregate surface course, resulting in approximately a one-foot grade raise. The grade raise and reconstructing of as built shoulders will result in a widened road footprint. Dust palliative will be applied to road surface.</p> <p>Twelve culverts along the airport access road will be replaced. One 24-inch culvert will be replaced with a 20-inch culvert, seven 24-inch diameter culverts will be replaced with 36-inch diameter culverts, two 36-inch diameter culverts will be replaced in kind, one 48-inch diameter culvert will be replaced in kind, and one 36-inch diameter culvert will be replaced with a 48-inch diameter culvert in a different location. The 36-inch diameter culverts will be replaced at the same location as the existing culverts. The 48-inch diameter culverts will be realigned to better match current drainage patterns.</p>
Navigational Aids and Lighting Improvements	All airport runway, taxiway, and apron lighting components will be replaced. The segmented circle, lighted wind cone, and rotating beacon will also be replaced. The project will include replacement of the FAA-owned runway end identifier light (REIL) on Runway 7. The foundations for the Runway 7 precision approach path indicator (PAPI), abandoned by FAA in 2006, will be removed along with other existing electrical systems to be replaced.
SREB Improvements	The existing gravel floor in the SREB will be replaced with a concrete floor. The exterior of the SREB will be refinished, the man door and bollards replaced, and roof repaired. A new fuel tank will be installed for the SREB. An existing fuel tank will be reinstalled for equipment fueling. A security fence will be added around the fuel tank area, per current building code. Mechanical and Electrical systems on the SREB will also be upgraded to extend the life of the facility.

Reasonable Alternatives

Proposed Action Alternative

The Proposed Action will rehabilitate the runway, taxiway, apron, airport access road, and the snow removal equipment building, replace airport lighting and segmented circle and apply dust palliative. The Proposed Action will restore the airport to FAA standards while minimizing environmental impacts and keeping the project's cost within available funding limits.

No Action Alternative

NEPA requires agencies to consider a “no action” alternative in their NEPA analyses and to compare the effects of the No Action Alternative with the effects of the Proposed Action. Under the No Action Alternative, no airport improvements would occur, and the existing deficiencies would remain and the condition of the airport would continue to deteriorate. The No Action Alternative would not improve operational surfaces.

Coordination

Public Involvement

The public, numerous agencies, the Village of Marshall, and various local entities were consulted throughout project planning and design. A public meeting was held May 10, 2022. The Draft EA was released on June 2, 2023, with a Notice of Availability published in the State of Alaska online Public Notices and sent to all interested parties. The Draft EA was also available for review or download on the project website. One comment on the Draft EA was received during the comment period from NOAA (a regulatory agency) stating that there was no need to do complete formal consultation.. There were no other comments received. A summary of all public comments and how they were addressed can be found in Appendix D of the Final EA.

Agency Coordination

On behalf of the FAA, agency scoping for the project was conducted March 18 through April 17, 2022. Scoping letters describing the project and soliciting information were sent to the appropriate state and federal agencies, tribal organizations, and other entities. Scoping letters and responses to the comments provided (as applicable) are located in Appendix D of the Final EA.

Tribal and Alaska Native Coordination

A formal invitation to initiate Government-to-Government consultation was issued to Marshall IRA on December 13, 2022 describing the project and requesting comments and input on future coordination. No response from Tribal and Alaska Native recipients was received by the FAA. Government-to Government letters are located in Appendix D of the Final EA.

Impact Assessment

The Proposed Action would have no significant adverse impacts in any resource category. A summary of environmental effects relevant to the Proposed Action and No Action Alternatives are outlined in the following table. Non-issue resource categories are not included.

Metric	Proposed Action	No Action
Environmental Impacts		
Air quality	Less than significant. Minor impacts from material transport. Applying dust palliative will reduce in the immediate vicinity of the airport.	None

Metric	Proposed Action	No Action
Biological resources	Less than significant. Wildlife habitat would be affected; however. The project is not anticipated to have a long-term effect.	None. Would not affect biological resources beyond existing effects.
Hazardous materials, solid waste, and pollution prevention	None. The Proposed Action does not involve a property on the National Priorities List and hazardous waste generation is not anticipated Construction generated solid waste is not expected to exceed available landfill capacities. Installing a new concrete floor in the SREB will reduce the potential of hazardous materials contamination to underlying soils.	None. The No Action Alternative would not result in a change from existing conditions.
Historical, architectural, archaeological, and cultural resources	None. The Proposed Action Alternative would not affect any significant historical, architectural, archaeological, or cultural resources.	None. The No Action Alternative would not affect historical, architectural, archaeological, or cultural resources.
Natural resources and energy supply	Less than significant. Minor temporary effects	None. The No Action Alternative would not result in a change to current energy consumption levels or material needs.
Noise and noise-compatible land use	Less than significant. Minor temporary effects	None. The No Action Alternative would not change noise levels from current conditions.
Socioeconomics	Less than significant. Minor temporary effects	None.
Children's health and safety risks	Less than significant. Minor or insignificant temporary effects	None. The No Action Alternative would potentially affect children's health or safety risks that would increase over time related to airport deficiencies such as soft spots and degrading pavement.
Visual effects	Less than significant. Minor effects	None. The No Action Alternative would not affect visual resources.
Wetlands	Less than significant. Proposed improvements associated with Marshall Don Hunter Sr Airport would result in the fill of 9.7 acres of terrestrial wetlands. A Clean Water Act Section 404 wetland fill permit has been recieved for impacts to 9.7 acres. This alternative will have the	None. The No Action Alternative would not affect wetlands.

Metric	Proposed Action	No Action
	least impact to meet the required standards and minimum useful life.	
Floodplains	Less than significant. Minor effects	None. The No Action Alternative would not affect floodplains.
Surface waters	Less than significant. Minor effects	None. The No Action Alternative would not affect surface waters.
Climate Change	Less than significant. Minor effects	None. The No Action Alternative would not affect climate change.

The Proposed Action would not change land uses as the Marshall Airport Layout Plan identifies all undeveloped land as an aviation use and expansion of the airport is consistent with the Marshall Community Economic Development Strategy economic goals and objectives.

Mitigations

There are no mitigation measures identified herein that are a condition of project approval.

Environmental Commitments

The Proposed Action would include standard BMPs and adherence to requirements in applicable permits, such as the APDES Construction General Permit, Section 404 Permit to fill wetlands, and the Section 401 Water Quality Certification.

Required Permits and/or Approvals

- United States Army Corps of Engineers (USACE), Section 404 Clean Water Act (CWA) Individual Permit
- Alaska Department of Environmental Conservation (ADEC), Section 401 CWA Certificate of Reasonable Assurance; Alaska Pollutant Discharge Elimination System (APDES) General Permit for Discharges from Large and Small Construction Activities
- Approvals through consultation with the Alaska State Historic Preservation Office (SHPO) and local Indian Tribes, and Alaskan Native Villages, under the National Historic Preservation Act

Summary

The FAA was guided by relevant statutes (and their implementing regulations) and executive orders (EOs) during the development of the EA for the proposed action and this FONSI. The FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, provides FAA's agency-wide policies and procedures to ensure agency compliance with the requirements set forth in the CEQ Regulations for implementing NEPA. In addition to FAA Order 1050.1F, there are other NEPA-implementing policies and procedures that apply to the Proposed Action, including FAA Order 5050.4B, NEPA Implementing Instructions for Airport Actions. The other major statutes and EOs that apply to the Proposed Action are as follows:


- Archaeological Resources Protection Act of 1979 (16 U.S.C. §§ 470aa–470mm)
- Bald and Golden Eagle Protection Act (16 U.S.C. §§ 668–668c) • CAA (42 U.S.C. §§ 7401–7671q)
- Clean Water Act (CWA), Sections 401, 402, and 404 (33 U.S.C. §§ 1251-1387)
- Endangered Species Act (16 U.S.C. §§ 1531–1544)
- EO 11514 as amended by EO 11991, Protection and Enhancement of Environmental Quality
- EO 11593, Protection and Enhancement of the Cultural Environment
- EO 11988, Floodplain Protection
- EO 11990, Protection of Wetlands

- EO 12088, Federal Compliance with Pollution Control Standards
- EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations
- EO 13045, Protection of Children from Environmental Health Risks and Safety Risks
- EO 13175, Consultation and Coordination with Indian Tribal Governments
- EO 13834, Efficient Federal Operations
- Migratory Bird Treaty Act (16 U.S.C. §§ 703–712)
- National Historic Preservation Act of 1966 (54 U.S.C. § 300101)
- Pollution Prevention Act of 1990 (42 U.S.C. §§ 13101–13109)

The proposed action and its environmental impact analysis was developed in compliance with these environmental requirements, including interagency and intergovernmental coordination and consultation, public involvement, and documentation requirements. The Proposed Action is consistent with community planning as it supports the safe operation of the airport. As the community of Marshall is not connected to the Alaska State Highway System, the continued safe operation of Marshall Don Hunter Sr Airport is critical for year-round access for residents, visitors, bypass mail, freight, and medical emergencies/needs.

Federal Finding and Approval

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 of Section 101 of the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental requirements and will significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to section 102(2)(C) of NEPA.

Approved by: KRISTI A WARDEN  Digitally signed by KRISTI A WARDEN
Date: 2023.07.27 08:17:33 -08'00'

Kristi Warden
Director
Airports Division, FAA Alaskan Region

Date