



U.S. Department
of Transportation
**Federal Aviation
Administration**



**Airports Division
Northwest Mountain Region
Seattle Airports District Office**
1601 Lind Avenue, S. W., Suite 250
Renton, Washington 98055-4056

June 24, 2014

Ms. Heather Haslip
Port of Skagit County
Skagit Regional Airport
15400 Airport Drive
Burlington, WA 98233

Dear Ms. Haslip:

Skagit Regional Airport, Burlington, Washington, Final Environmental Assessment (FEA)
Runway 11/20 Safety Area Grading

This is to advise you that we have completed our review of the FEA for the proposed safety area grading for runway 11/29.

Enclosed is a copy of the ***Finding of No Significant Impact (FONSI)***. Please announce in a local newspaper of general circulation at least once and as soon as practical, the availability of the FONSI and the FEA for a 10 day informational review period. The announcement should identify the report, summarize the proposed actions, indicate the length of the review period, and the locations where copies are available. The locations should be of general public access such as a public library, your office, and our office.

Fulfillment of these requirements will complete the environmental processing of the development included in the FONSI. We will need a copy of the announcement for our records. If you have any questions, please call me at (425) 227-2653.

Sincerely,

A handwritten signature in black ink, appearing to read "Cayla D. Morgan".

Cayla D. Morgan
Environmental Protection Specialist
Seattle Airports District Office

Cc: Gigi Cooper, David Evans and Associates, Inc.

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

FINDING OF NO SIGNIFICANT IMPACT

For The Runway 11/29 Safety Area Grading
Skagit Regional Airport
Burlington, Washington

June 2014

Introduction

The Federal Aviation Administration (FAA) has made a Finding of No Significant Impact (FONSI) for the proposed actions at Skagit Regional Airport. This FONSI is based on the information and analysis contained in the Final Environmental Assessment (FEA) dated June, 2014 and attached hereto. This FEA has been prepared in accordance with the National Environmental Policy Act (NEPA), FAA Order 1050.1E, Change 1, and Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions. The FEA documents the evaluation of environmental impacts associated with actions proposed by the Airport.

Proposed Actions

Skagit Regional Airport is a regional general aviation airport located in north western Washington State. It serves business, commercial, and recreational aviation. The Port of Skagit proposes to undertake grading and other associated improvements to the Airport for which they are seeking Airport Improvement Program (AIP) funding. The Federal actions to be undertaken by the FAA are as follows:

- Issue Airport Improvement Program (AIP) funding for the excavation, filling, and grading in the Runway 11/29 Safety Area (RSA) and Runway Object Free Area (ROFA).
- Issue AIP funding for stormwater and drainage improvements.

Purpose and Need

The purpose of the Project is to meet Federal Aviation Administration (FAA) grade standards within the RSA and enable vegetation management within the ROFA on the Runway 11 approach end. The Project is needed to correct existing grade deficiencies and obtain compliance with the FAA RSA grading requirement.

Alternatives

Under the No Action Alternative, the grades within the RSA would continue to be out of compliance with the FAA standards for D-II Airport Reference Code. The project purpose would not be met.

The Preferred Alternative includes clearing, grading and filling of 12.35 acres to establish a

uniform surface elevation. This alternative will achieve compliance with FAA standards for D-II Airport Reference Code. No pavement, buildings, or other impervious surfaces will be installed. 5.83 acres of wetland will be filled as a part of this alternative.

Environmental Consequences

The preferred alternative would have impacts to hydrology and wetlands. The proposed project would cause a minor exceedance of more than 20 percent of pre-project inflow volumes into a wetland for 4 out of 365 days. Wetland impacts would be 5.83 acres of direct, permanent wetland fill.

The Preferred Alternative is expected to have no impacts on air quality, coastal zone management, existing or planned land uses, greenhouses gases/climate change, supplies of energy or natural resources, population, housing, business development, or solid waste. The Preferred Alternative would not change the use of the land, or the Airport lighting systems and ambient noise conditions. It would not convert prime agricultural land to nonagricultural use. The Preferred Alternative would have "no effect" on federally listed and proposed species except the Oregon spotted frog, which it would be "not likely to adversely effect." There are no coastal barriers, Section 4(f) resources, 100-year and 500-year floodplains, known hazardous material sites, historic properties, Protected Cultural Resources, or Wild and Scenic Rivers at the Airport.

Mitigation Measures

Compensatory wetland mitigation is provided through purchase of 6.96 wetland mitigation bank credits from an approved mitigation bank. Because the wetland mitigation banks received federal review and permit approval under their own bank implementation process, including compliance with the Endangered Species Act (ESA) and the National Historic Preservation Act, this EA does not address potential impacts resulting from operation and maintenance of the banks.

A separate cattle exclusion fence would be installed to exclude cattle from all of Wetland A and a portion of its buffer (24 acres), thus reducing a direct source of fecal coliform bacteria. An existing livestock watering trough would also be relocated.

Public and Agency Involvement

The Draft Environmental Assessment dated April 21, 2014 was released for a public and agency comment period that ran from April 25, 2014 to May 28, 2014. A public notice was electronically mailed to the distribution list on April 25, 2014. The notice was published in the Skagit Valley Herald on April 25, 2014. Paper copies of the EA were available at the FAA Seattle Airports Office, Airport offices, and Burlington Public Library. The Draft EA was posted to the Airport website at <http://www.portofskagit.com/skagit-regional-airport/>. Appendix F contains the notice, electronic mail, and affidavit of publication. The public review period ended at 5:00 PM on Wednesday, May 28, 2014. No public comments were received.

Environmental Finding and Approval

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) 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 any consultation pursuant to section 102(2)(C) of NEPA. As a result, FAA will not prepare an EIS for this action.

PREPARED BY:  Date: 6/24/14
Cayla Morgan
Regional Environmental Protection Specialist

APPROVED:  Date: 6/24/14
Carol Suomi
Manager
Northwest Mountain Region
Seattle Airports District Office