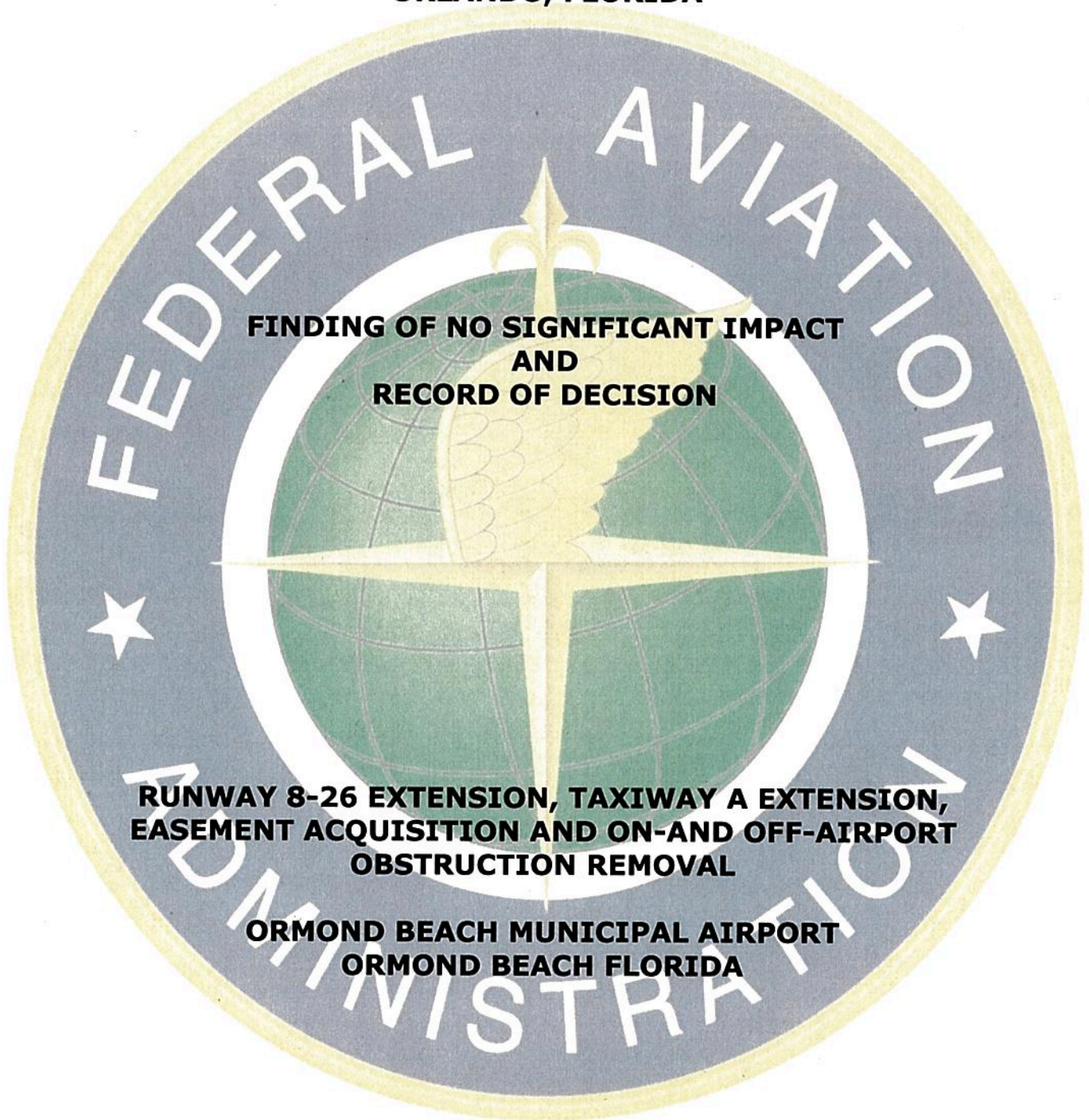


**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIRPORTS DISTRICT OFFICE
ORLANDO, FLORIDA**



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

**RUNWAY 8-26 EXTENSION, TAXIWAY A EXTENSION,
EASEMENT ACQUISITION AND ON-AND OFF-AIRPORT
OBSTRUCTION REMOVAL**

**ORMOND BEACH MUNICIPAL AIRPORT
ORMOND BEACH FLORIDA**

MARCH 2018

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

RECORD OF DECISION

**RUNWAY 8-26 EXTENSION, TAXIWAY A EXTENSION, EASEMENT
ACQUISITION AND ON-AND OFF-AIRPORT OBSTRUCTION REMOVAL**

**ORMOND BEACH MUNICIPAL AIRPORT
ORMOND BEACH FLORIDA**

BACKGROUND

The Ormond Beach Municipal Airport (OMN) is owned and operated by the City of Ormond Beach. It is a General Aviation (GA) Reliever Airport in the National Plan of Integrated Airport Systems (NPIAS; 2013-2017) and is designed as having the function of relieving congestion at a commercial service airport and providing more general aviation access to the overall community. As a publicly owned, public-use facility, the airport serves the needs of corporate and private development for the region.

The City has identified a need to extend RW 8-26 at OMN in order to enhance safe, reliable and efficient general aviation operations. The length of RW 8-26 currently limits efficient use of the airport. Airport tenants, transient business and charter operators take a payload or weight penalty when operating from the relatively short runway; users have to reduce either the fuel or passenger load in order to remain within the takeoff and landing limits defined in the individual aircraft operating manuals, limiting their range and/or utility and existing business tenants have had to refuse work due to the existing length of RW 8-26 not being able to accommodate aircraft. The runway is too short for some of the critical airport reference code B-II business and charter aircraft to efficiently operate and as such creates a condition of limited use and growth for OMN. The proposed action would provide a longer runway length.

This EA summarizes the environmental impacts, proposed mitigation, and permitting required for the construction of the proposed extension to Runway 8-26 and associated taxiway changes, obstruction removal and easement acquisition project at the Ormond Beach Municipal Airport. An Alternatives section, including a "do-nothing" (No Action) alternative, is included in this document. The preferred alternative (Proposed Action) has been evaluated and recommendations have been made regarding potential impacts, to include any federal, state, and local permitting and mitigation requirements.

PROPOSED ACTION

Based on the needs identified in the Final EA, the Airport Sponsor has proposed the following actions at OMN:

- Extending Runway (RW) 8-26 from existing 4,004 feet to 5,005 feet on the RW 8 end;
- Extending the existing parallel Taxiway (TW) A and installing a bypass taxiway;
- Relocating runway end identifier light (REILs), Precision Approach Path Indicators (PAPI's), extending existing medium intensity runway and taxiway edge lights and remarking pavement;
- Acquiring aviation easements or purchasing properties to control the Runway Protection Zone (RPZ) per FAA Advisory Circular 150/5300-13A, Section 310, issued September 28, 2012, revised February 26, 2014; and
- Removing trees that are identified as obstructions to navigable airspace located within the new approach surfaces and the air traffic control tower line of sight.

ALTERNATIVES

In addition to the No Action, three possible alternatives for the runway extension were examined. The alternatives examined include:

- Alternative 1 - Extend RW 8-26 to east 400 feet and to west 600 feet;
- Alternative 2 - Extend RW 8-26 to west 1,000 feet (Proposed Action);
- Alternative 3 - Extend RW 8-26 to west 600 feet.

Alternatives 1 and 3 meet the spirit of the purpose and need for the project but were determined to not be reasonable or feasible enough to merit additional analysis of impacts in the EA. Issues identified with Alternative 1 included inclusion of private property in incompatible use in the Runway Protection Zone (RPZ), impacts to the floodplain, wetlands and wildlife habitat associated with the Tomoka River, roadway realignment and higher associated costs to resolve such issues. Alternative 3 was determined to not fully meet the purpose and need by not extending the runway to the length supported by the Runway Length Analysis (RLA). Given these issues, extending Runway 8-26 to the west (Alternative 2) was identified as having the least impacts and would fully meet the purpose and need.

Therefore, Alternatives 1 and 3 were not carried forward for detailed evaluation.

PROPOSED FEDERAL ACTION

FAA actions that must be completed before the Airport Sponsor may begin the proposed action includes the following:

- The unconditional approval of revisions to the Ormond Beach Municipal Airport Layout Plan (ALP) for those portions for which the Final EA provides the environmental analysis.

OTHER FEDERAL, STATE AND LOCAL ACTIONS

FAA approval of the Final EA and issuance of this FONSI and ROD is contingent on the Airport Sponsor completing the following:

- Authorization under a National Pollutant Discharge Elimination System (NPDES) permit for discharges of stormwater from construction activities and for non-point discharges associated with construction.
- Approval from the St. Johns River Water Management District (SJRWMD) for an Environmental Resource Permit.
- Approval from the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act for proposed modifications to jurisdictional wetlands and Waters of the United States is not anticipated as the wetlands on-site are isolated; should a USACE permit be required, the City will comply.
- A Gopher Tortoise Conservation Relocation Permit once the construction commencement timeframe has been established and when it is known that impending construction is to occur within 90 days.
- Local building and construction permits.

ENVIRONMENTAL ISSUES

Air Quality – OMN is not located in a "nonattainment" area and therefore does not exceed the National Ambient Air Quality Standards. Due to the low level of activity and limited increase in operations as a result of the proposed action, air quality impacts are not anticipated. Construction activities due to the proposed action would result in a temporary increase in emissions and can result in short-term impacts on ambient air quality; however, these impacts would be temporary and would affect only the immediate vicinity of the construction site and its access routes. Therefore,

the FAA has determined that there will be no significant air quality impacts as a result of this project.

Biological Resources (Fish, Wildlife, and Plants) – The proposed action will have no adverse effect on resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.). A list of fourteen federally threatened or endangered species that may occur within the boundary of the Ormond Beach Municipal Airport property was obtained using the USFWS IPAC tool. A field survey was performed to assess the potential for the proposed action to affect those listed species and concluded that of those listed species, habitat for only three species exists on-site: Red-cockaded woodpecker, Eastern indigo snake, and Okeechobee gourd.

Red-cockaded woodpecker

Limited quantities of appropriate habitat for the Red-cockaded woodpecker is available within the project boundary, but this habitat is not present in the project area nor were any individuals or indicators observed during field surveys. Typically, Red-cockaded woodpecker colonies are found in old growth pines, usually Long Leaf Pine, with open understory. Most colonies are found in live pine trees which are 60 years or older in age. This type of habitat is not present in the project area.

Eastern indigo snake

Minor habitat was also identified for the Eastern indigo snake, but no individuals were observed on the site. In xeric habitats it is closely associated with Gopher tortoise burrows which can provide shelter from winter cold and dessication, particularly in xeric sandhills (USFWS Recovery Plan, 1999). Per direction between USFWS and the Florida Fish and Wildlife Commission (FWC), if Best Management Practices are used during construction, and the USFWS Standard Indigo Snake Protection Measures are followed, the project will have no effect on this species.

Okeechobee gourd

Although minimal potential habitat is available on-site, there were no observed individual plants of this species.

The FAA submitted a Section 7 Consultation letter to the North Florida Ecological Services Office (ESO) of USFWS on May 10, 2017 stating there will be no effect on federally-listed species and requesting their concurrence. USFWS responded on June 14, 2017 that the proposed action is not likely to adversely affect listed species.

Climate - The estimated project-related annual CO₂e construction and operational emissions are expected to range from 5,584 to 11,127 tons during the construction duration. Operational emissions are estimated to increase by 147 and 161 tons with the implementation of the proposed action in 2019 and 2024, respectively. Because there are no federal standards for aviation-related GHG emissions or NEPA requirements for their assessment, this GHG inventory was prepared for the proposed action for disclosure purposes. Therefore, the FAA has determined that there will be no significant climate impacts as a result of this project.

Coastal Resources - The Florida Department of Environmental Protection (FDEP) has stated that the proposed action, at this stage, is consistent with the Florida Coastal Management Program. FDEP's final concurrence is determined during the state's environmental permitting process. The proposed action is not located within the Coastal Barrier Resource System and would not impact any areas designated as resource units. Therefore, the FAA has determined that there will be no significant impacts to coastal resources as a result of this project.

DOT Section 4(f) - Implementation of the proposed action would not result in a need to acquire or relocate any Section 4(f) or 6(f) resource. The proposed action would also not result in substantial noise, air quality or other indirect impacts to any Section 4(f) or 6(f) resources. Therefore, the FAA has determined that there will be no significant impacts to Section 4(f) resources as a result of this project.

Farmlands - The proposed action would not involve any property that is classified as prime, unique or state-significant farmland.

Hazardous Materials, Solid Waste and Pollution Prevention - The proposed action would not impact sites involving hazardous materials or environmental contamination. Pollution prevention measures will be implemented during construction of the proposed action to minimize the potential for release of hazardous materials or contaminants into the environment. The proposed action would not generate additional municipal solid waste or affect its collection, transportation, or disposal.

Historic, Architectural, Archaeological and Cultural Resources - The FAA, in compliance with Section 106 of the National Historic Preservation Act and in conjunction with the Florida State Historic Preservation Officer (SHPO), determined that the proposed action would have no significant impacts to historic, architectural, archaeological or cultural resources.

Land Use – The proposed project will result in no changes to zoning or planning. The RPZ will extend off the airport boundary, thus the three parcels in question, as depicted on the figures provided, will either be purchased fee simple or avigation easements will be obtained to gain control of the RPZ. Control should include Airport Access to conduct the clearing/trimming of trees, restrictions on incompatible land use including buildings and structures, lighting, recreational land use, or other places of public assembly, and the future construction of structures within the RPZ.

Natural Resources and Energy Supply - There will be no impacts to natural resources and minerals that are unusual in nature or are in short supply and energy demands at OMN would not change.

Noise and Compatible Land Use - The proposed action will not increase noise for a noise sensitive area or receptor; the DNL 65 dB contour will not extend off the airport property. There will be no increase to the number of people or residences exposed to noise above DNL 65 dB. Therefore, the FAA has determined that there will be no significant impacts resulting from noise exposure as a result of this project.

Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks – The City proposes this project, in part, as a way to increase business and economic activity, as well as retain existing businesses within and around the airport, but such growth would not likely impact public service demands, or induce shifts in population movement or growth. The proposed action would not result in the relocation of residents or businesses, high and/or adverse environmental effects on minority or low-income populations or cause health or safety risks to children. The FAA has determined that there will be no significant impacts to these resources as a result of this project.

Visual Effects including Light Emissions – The Proposed Action will include the relocation of the current Runway End Identifier Lights (REILs) approximately 1,000 feet to the west at the end of the extended RW 8. Medium intensity runway and taxiway edge lighting will be installed and Precision Approach Path Indicators (PAPI) will also be installed at a location to be determined during final design. These emissions will not extend off-site. The FAA has determined that there will be no significant impacts to these resources as a result of this project.

Water Resources - Wetlands, Floodplains Surface Waters, Groundwater, and Wild and Scenic Rivers

Wetlands

In accordance with Executive Order 11990 "Protection of Wetlands", wetlands were given special consideration during development and evaluation of the project. The proposed action would result in the unavoidable impacts to approximately 5.275 acres of wetlands. The functional loss resulting from impacts to these wetland areas is 3.693 FLU. The proposed action would result in the least significant impact and is the preferred alternative based on avoidance and minimization of impacts to wetlands. Mitigation for the wetland impacts is to be provided in accordance with Chapter 373 F.S. Based on the FAA's review of the Final EA, the FAA has determined that for this project, there is no practicable alternative to such construction, and the proposed action includes all practicable measures to minimize harm to wetlands that may result from such use (Executive Order 11990, as amended, *Avoidance and Minimize Harm to Wetlands*). As a result of required mitigation discussed in the Final EA, the purchase of mitigation credit from an approved mitigation bank will be required to fulfill the required amount of functional gain to offset impacts to wetlands resulting from the development plan and will occur as a result of construction of the proposed action. A permit from the United States Army Corp of Engineers (USACE) under Section 404 of the Clean Water Act (if necessary), as well as all state and local required permits, is a prerequisite to proceeding with any airport project development under the approval contained in the ROD.

Floodplains

Portions of the project area are within floodplain designated as Special Flood Hazard Areas on the FEMA Flood Mapping. Wetlands and Floodplains are within areas of required obstruction removal. Trees in these areas will be removed without soil disturbance, no stump removal, no grubbing. There will be no fill placed in the floodplain. Potential impacts are not expected to result in notable adverse impact on natural and beneficial floodplain values. In accordance with Executive Order 11988, *Floodplain Management*, the FAA finds there is no practicable alternative to the proposed action and the proposed action conforms to applicable state and/or local floodplain protection standards.

Surface Waters and Groundwater

At this time, it is uncertain whether a WQC will be required for the Proposed Alternative. If the US Army Corps of Engineers determines that the impacted wetlands are jurisdictional, the City will comply and obtain this certificate. A NPDES Construction General Permit will be required due to impacts over 1 acre from the project. This will be applied for during Final Design of the project. There will be no impacts to public drinking water supplies, a sole source aquifer, or a Comprehensive State Groundwater Protection Program (CSGWPP).

Water Quality

The proposed action would add approximately 30,000 square yards of new impervious surface. To avoid and minimize risk of impact to any surface water resources adjacent to the site during construction, best management practices will be implemented in accordance with FAA Advisory Circular (AC) 150/5370-10A, *Temporary Air and Water Pollution, Soil Erosion, and Siltation Control*. This activity will require a National Pollutant Discharge Elimination System (NPDES) permit or a modification to an existing permit. The Southwest Florida Water Management District (SWFWMD) will require an Environmental Resource Permit, and the airport sponsor, as part of the permit application review process, would be required to demonstrate that either the existing, modified, or any new storm water facilities are adequate to support the proposed project. There are no known groundwater resources in the vicinity of the project site. Based on these findings, it is not anticipated that water quality standards will be exceeded, unavoidable water quality impacts will occur, or that it will be difficult to obtain any necessary permits.

Wild and Scenic Rivers – There are no wild or scenic rivers within the project area.

MITIGATION MEASURES

The proposed action would result in unavoidable wetland impacts. Mitigation for the wetland impacts will be provided in accordance with Chapter 373 F.S. Based on the FAA's review of the Final EA, the FAA has determined that for this project, there is no practicable alternative to such construction, and the proposed action includes all practicable measures to minimize harm to wetlands that may result from such use (Executive Order 11990, as amended, *Avoidance and Minimize Harm to Wetlands*). As a result of required mitigation discussed in the Final EA, the purchase of mitigation credit from an approved mitigation bank will be required to fulfill the required amount of functional gain to offset impacts to wetlands resulting from the development plan and will occur as a result of construction of the proposed action. A permit from the United States Army Corp of Engineers (USACE) under Section 404 of the Clean Water Act (if necessary), as well as all state and local required permits, is a prerequisite to proceeding with any airport project development under the approval contained in the ROD.

FEDERAL FINDING OF NO SIGNIFICANT IMPACT: I have carefully and thoroughly considered the facts contained in the attached Final EA Based on my independent review, I find the Final EA is consistent with FAA's regulations and the Council on Environmental Quality's regulations implementing the National Environmental Policy Act (NEPA) (40 CFR Part 1500) as well as FAA's Order 1050.1F and 5050.4B for implementing the procedural provisions of NEPA, as well as other applicable environmental requirements. Consequently, I 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, the FAA issues this Finding of No Significant Impact, determining that an EIS for this action is not necessary.

APPROVED: *Bob Venable*

DATE: *3-22-2018*

DISAPPROVED: _____

DATE: _____

RECORD OF DECISION AND ORDER

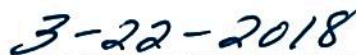
I have carefully considered the FAA's statutory mandate to ensure the safe and efficient use of the national airspace system as well as the other aeronautical goals and objectives discussed in the Final EA. My review of the Final EA and determination regarding issuance of the FONSI included evaluation of the purpose and need that this proposed project would serve, the alternate means of achieving the purpose and need, the environmental impacts associated with these alternatives, and the mitigation necessary to preserve and enhance the human, cultural, and natural environment.

Under the authority delegated to me by the FAA Administrator, I find the proposed project described in the Final EA is reasonably supported. I, therefore, direct that action be taken to carry forward the necessary agency actions discussed in the Final EA and in the attached FONSI. This ROD represents the FAA's final decision and approval for the actions identified in the Final EA and constitutes a final order of the FAA Administrator subject to review by the Courts of Appeal of the United States in accordance with the provisions of 49 U.S.C. 46110. Any party seeking to stay implementation of the ROD must file an application with the FAA prior to seeking judicial relief as provided in Rule 18(a) of the Federal Rules of Appellate Procedure.

APPROVED: _____



DATE: _____



DISAPPROVED: _____

DATE: _____

Notice of Finding of No Significant Impact
and
Record of Decision

The Federal Aviation Administration (FAA), Orlando Airports District Office, on March 21, 2018, issued a Finding of No Significant Impact (FONSI) and Record of Decision (ROD) for the proposed Runway 8-26 Extension, Taxiway A Extension, Easement Acquisition and On-And Off-Airport Obstruction Removal at the Ormond Beach Municipal Airport, Ormond Beach, Florida. The Airport Sponsor made a notification offering the public the opportunity to review the Draft Environmental Assessment (EA) and request a public hearing on January 2, 2018. In addition to the Final EA, copies of the FONSI and ROD are available for review by the public at the following locations:

FAA Orlando Airport District Office
8427 SouthPark Circle, 5th Floor
Orlando, FL 32819

City of Ormond Beach, City Hall
22 South Beach Street
Ormond Beach, FL 32174

And any other location as may be subsequently deemed appropriate and convenient.