

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WESTERN-PACIFIC REGION
Phoenix Airports District Office

FINDING OF NO SIGNIFICANT IMPACT

**Colorado City Municipal Airport
Proposed Land Acquisition**

Town of Colorado City, Mohave County, Arizona



For further information:

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GENERAL INFORMATION ABOUT THIS DOCUMENT

WHAT'S IN THIS DOCUMENT? This document is the Federal Aviation Administration's (FAA) Finding of No Significant Impact (FONSI) for the proposed Land Acquisition Project at Colorado City Municipal Airport (the Proposed Action). This document is based on the information and analysis contained in the Final Environmental Assessment dated April 30, 2018, which is attached hereto and incorporated by reference.

This document discusses all alternatives considered by FAA in reaching its decision, summarizes the analysis used to evaluate the alternatives, and summarizes why the Proposed Action would not significantly affect environmental resources.

BACKGROUND. In February 2018, the Town of Colorado City prepared an Environmental Assessment (EA) for the Proposed Action. The Proposed Action involves the acquisition of approximately 180.9 acres of mixed public and private lands to provide adequate control and protection of the Runway Visibility Zone (RVZ), Runway Protection Zone (RPZ), and Object Free Area (OFA) to ensure a safe and efficient operating airport environment. Of this total, approximately 144.2 acres is land administered by the Bureau of Land Management (BLM) and 36.7 acres is privately owned land. The EA addressed the potential environmental effects of the Proposed Action including various reasonable alternatives to the Proposed Action.

The EA was prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) (42 USC § 4321 *et seq.*), implementing regulations issued by the Council on Environmental Quality (CEQ) (40 CFR Parts 1500-1508), FAA Order 1050.1F *Environmental Impacts: Policies and Procedures*, FAA Order 5050.4B, *National Environmental Policy Act (NEPA), Implementing Instructions for Airport Actions*, and BLM NEPA Handbook H-1790-1. The Town of Colorado City published the Notice of Availability for the EA on February 27, 2018. The Town of Colorado City solicited comments on the EA between February 27, 2018 and March 29, 2018. FAA approved the Final EA on April 30, 2018. BLM, as a cooperating agency, may adopt the EA to satisfy BLM NEPA requirements and will issue its own decision record for the proposed conveyance of approximately 144.2 acres of BLM administered land to the Town of Colorado City.

WHAT SHOULD YOU DO? Read the FONSI to understand the actions that FAA intends to take relative to the Proposed Action.

WHAT HAPPENS AFTER THIS? The Town of Colorado City may begin to implement the Proposed Action.

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PROPOSED LAND ACQUISITION

**COLORADO CITY MUNICIPAL AIRPORT
TOWN OF COLORADO CITY, MOHAVE COUNTY, ARIZONA**

- 1. Introduction.** This document is the Federal Aviation Administration's (FAA) Finding of No Significant Impact on the environment in connection with the proposed Land Acquisition at Colorado City Municipal Airport (Airport), Town of Colorado City, Mohave County, Arizona (Proposed Action). This document has been prepared in compliance with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. Section 4321, *et seq.*), implementing regulations issued by the Council on Environmental Quality (40 C.F.R. Parts 1500-1508), FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, FAA Order 5050.4B, *National Environmental Policy Act (NEPA), Implementing Instructions for Airport Actions*, and BLM NEPA Handbook H-1790-1. The FAA is the lead federal agency for this EA. The BLM is a cooperating federal agency due to the proposed conveyance of BLM administered land to the Town of Colorado City for Airport use.

The Town of Colorado City is the owner of the Airport. The FAA must comply with NEPA requirements before taking the federal action of approving those portions of the Town of Colorado City's Airport Layout Plan (ALP) that depict the Proposed Action at the Airport.

Purpose and Need of the Proposed Action. Chapter 1 of the Final Environmental Assessment (EA) documents the need (problem) and the purpose (solution/goal) for the Proposed Action. As discussed in Section 1.4 of the Final EA, the purpose of the Proposed Action to ensure compatible land use adjacent to the Airport by providing adequate control and protection of the Runway Visibility Zone (RVZ), Runway Protection Zone (RPZ), and Object Free Area (OFA) in accordance with the FAA Advisory Circular 150/5300-13A, Airport Design..

The FAA's statutory mission is to ensure the safe and efficient use of navigable airspace in the United States pursuant to 49 U.S.C. § 47101(a)(1). The FAA must ensure that the Proposed Action does not impair the safety of aircraft and airport operations at the Airport. The Proposed Action will support the safe and efficient use of navigable airspace by expanding Airport-owned and controlled property and precluding land development which could create obstructions within the OFA, RVZ, and RPZ.

- 2. Proposed Project and Federal Actions.** The Proposed Action, as described in Section 1.3 of the Final EA, involves acquisition of approximately 180.9 acres of mixed public and private lands.

The FAA actions include:

- Unconditional approval of the portion of the Airport Layout Plan that depicts the proposed land acquisition pursuant to 49 U.S.C. sections 40103(b), 44718, and 47107(a)(16) and 14 C.F.R. Part 77, *Objects Affecting Navigable Airspace* and Part 157, *Notice of Construction, Alteration, Activation, and Deactivation of Airports*.
- Determination of eligibility for federal funding for the proposed land acquisition under Airport and Airway Improvement Act of 1982, as amended (49 U.S.C. 47101, *et. seq.*).

3. Reasonable Alternatives Considered. Alternatives to the Proposed Action were identified and evaluated in Chapter 2 of the Final EA using the following criteria related to the Purpose and Need:

- Meeting FAA safety and design standards; and
- Consistency with existing airport and land use plans.

Two alternatives were evaluated in detailed in Chapter 2 of the Final EA:

- The Proposed Action Alternative (Land Acquisition) involves the acquisition of 180.9 acres of undeveloped land.
- The No Action alternative, as required by 40 C.F.R. section 1502.14(d). The No Action Alternative would not meet the Purpose and Need as described in Chapter 1.

4. Assessment. Table 3-1 of the Final EA identified FAA environmental impact categories that were not evaluated in detail because those resources do not occur in the study area and/or will not be affected by the Proposed Action: Air Quality, Children’s Environmental Health and Safety Risks, Climate, Coastal Resources, Department of Transportation Act, Section 4(f), Environmental Justice, Farmlands, Hazardous Materials, Solid Waste, and Pollution Prevention, Light Emissions and Visual Resources, Natural Resources and Energy Supply, Noise and Noise-Compatible Land Use, and Water Resources.

The following resource categories were evaluated in detail in the Final EA to determine the nature and severity of impacts.

A) **Biological Resources.** As discussed in Table 3-1 and the Biological Assessment (Appendix B) of the Final EA, the California condor is the only known Federally-listed species that may occur within the project area. However, since the Proposed Action is land acquisition only, it is expected that the Proposed Action will have “no effect” on Federally-listed species under the Endangered Species Act. Six bird species, which are protected under the Migratory Bird Treaty Act, were observed during the biological survey. The Proposed Action involves land acquisition only; thus, there will be no intentional takings of protected migratory birds. The Proposed Action will remove approximately 144 acres of Great Basin desert scrub habitat from BLM jurisdiction. However, since there are many thousands of acres of Great Basin desert scrub habitat adjacent to the project area, the overall effect to wildlife and migratory birds from this loss of public land would be minimal.

B) **Land Use.** As discussed in Section 4.3 of the Final EA, the Proposed Action may require the land acquisition area to be zoned as “Commercial” use to maintain consistency with existing zoning surrounding the Airport. The land acquisition areas are currently undeveloped and will remain undeveloped to control the OFA, RPZ, and RVZ. The Proposed Action is consistent with the 2016 Colorado City General Plan, the BLM’s 2008 Arizona Strip Field Office Record of Decision and Resources Management Plan. Therefore, no significant land use impacts will result related to the Proposed Action.

C) **Historical, Architectural, Archaeological, and Cultural Resources.** As discussed in Section 4.4 of the Final EA, no new or previously recorded archeological or historic resources were identified within the Proposed Action’s Area of Potential Effect (APE) based on records search and a pedestrian cultural resources survey. Therefore, the FAA made a finding “no historic properties affected” for the Proposed Action. The Arizona State Historic Preservation Officer concurred with FAA’s finding on July 5, 2017 (see Appendix A of Final EA).

D) **Socioeconomics.** As discussed in Section 4.5 of the Final EA, the acquisition of approximately 37 acres of privately owned vacant land will comply with the *Uniform Relocation Assistance and Real Property Acquisitions Act of 1970* and FAA Advisory Circular 150/5100-17, *Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects*. The Proposed Action will not involve new development in an undeveloped area, disrupt or divide an established community, require relocation of housing or businesses, disrupt local traffic patterns, or change the community tax base. Therefore, the Proposed Action will not result in significant impacts to socioeconomics.

E) **Livestock Grazing (BLM resource).** As discussed in Section 4.6 of the Final EA, the Proposed Project will remove approximately 144 acres from the Short Creek Allotment and reduce the amount of available Animal Unit Months (or approximately one cow for a year). The proposed land acquisition will split the norther portion of the allotment from the rest of the allotment, resulting in no water being available on the north end and effectively reducing even further the area on which livestock could graze. However, access to the northern portion of the allotment will be maintained through either a private easement between the Town and the permittee, or subject to a reservation to the United States for a right-of-way for a 60-foot stock driveway. This will allow cattle movement through the proposed land acquisition area outside of the portions designated for airport design standard protection. Thus, water availability for livestock on the allotment will not be affected.

F) **Cumulative Impacts.** Section 4.7 of the Final EA discusses the past, present, and reasonably foreseeable cumulative actions related to FAA and BLM resource categories. No significant cumulative impacts were identified.

5. Public Participation.

The EA was made available for a 30-day public and agency comment period from February 27, 2018 through March 29, 2018. Notice of availability of the EA was published in the *Kingman Daily Miner* and *The Spectrum* (St. George, Utah newspaper) on February 27, 2018 (see Appendix A of the Final EA for proof of publication). The EA was also made available on the Airport's and BLM websites, the Airport, Colorado City Town Hall, FAA's Phoenix Airports District Office, and BLM Arizona Strip Field Office. No comments were received during the public comment period.

6. Inter-Agency Coordination.

Pursuant to 49 U.S.C. section 47101(h), the FAA has determined that no further coordination with the U.S. Department of the Interior or the U.S. Environmental Protection Agency is necessary because the Proposed Action 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.

7. Reasons for the Determination that the Proposed Action will have No Significant Impacts.

The attached Final EA examines alternatives and each of the various environmental impact categories associated with the Proposed Action. Based on this review, the FAA has determined that the Proposed Action will not have any environmental impacts that exceed the threshold of significance as defined by FAA Orders 1050.1F and 5050.4B, and therefore the preparation of an Environmental Impact Statement is not necessary.

Based on the information contained in the Final EA, the FAA has decided to implement the Proposed Action Alternative as described in Section 3 of this FONSI and Section 1.3 of the Final EA.

8. Finding of No Significant Impact.

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 as set forth in Section 101 of NEPA and other applicable environmental requirements and 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.

APPROVED:



Mike N. Williams
Manager
Phoenix Airports District Office

5-3-2018

Date

DISAPPROVED:

Mike N. Williams
Manager
Phoenix Airports District Office

Date