

# APPENDIX A

2009 FONSI



**DELTA AIRPORT  
CONSULTANTS, INC.**

# ENVIRONMENTAL ASSESSMENT

## Carroll County Regional Airport

Westminster, Maryland

PREPARED FOR

Carroll County, Maryland

APRIL 2009

This environmental assessment becomes a federal document when evaluated and signed by the responsible Federal Aviation Administration (FAA) official.

*Vanessa Meadows*  
Responsible Federal Aviation Administration Official

4/30/09  
Date



U. S. Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166  
Telephone: 703/661-1354  
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May 1, 2009

Mr. Joe McKelvey  
Carroll County Government  
225 North Center Street – Room 211  
Westminster, Maryland 21157

Re: Finding of No Significant Impact – Carroll County Regional Airport

Dear Mr. McKelvey:

Enclosed is one copy of the Finding of No Significant Impact (FONSI), for the proposed projects at Carroll County Regional Airport for your information and files. We wish to thank you for your efforts in completing this action.

In accordance with FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, you are required to publish a notice of availability of the FONSI in the local newspaper. Please forward a proof of publication of the notice to this office for our files.

If you have any questions, please contact me at 703-661-1362.

Sincerely,

A handwritten signature in black ink that reads "Jennifer Mendelsohn".

Jennifer Mendelsohn  
Environmental Specialist

cc: Colleen Angstadt, Delta Airport Consultants

**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT**

Carroll County Regional Airport  
Westminster, Carroll County, Maryland

Airport's Five Year Capital Improvement Program

- 1. Introduction.** This document is a Finding of No Significant Impact on the environment as a result of a development proposal by Carroll County, owner and operator of Carroll County Regional Airport (DMW). Carroll County's proposed actions are to construct a new 6,400 foot runway 250 feet west of the existing runway, construct a parallel taxiway, install an Instrument Landing System (ILS) on Runway 16 end, remove obstructions, acquire land and complete associated projects as listed in Section 3 below.

The Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA) before being able to take the federal action of further processing of an application for Federal assistance in funding various airport development and for approval of the Airport Layout Plan (ALP) that depicts the proposed airport development projects. Approval of the ALP is authorized by the Airport and Airway Improvement Act of 1982, as amended (Public Laws 97-248 and 100-223).

- 2. Project Purpose and Need.** The purpose of the proposed improvements is to accommodate the existing and projected aviation demand of the Carroll County Regional Airport. The existing Airport Reference Code (ARC) is C-II and future ARC is C-III based on the critical aircraft identified in the 2007 Master Plan Update. The existing Runway 16/34 is 100 feet wide and 5,100 feet long with a pavement strength of 22,000 pounds Single Wheel Loading (SWL). The installation of the Category I ILS will provide more precise lateral guidance to aircraft during the approach to the runway and allow aircraft to more accurately determine their position along the final approach course during Instrument Meteorological Conditions. This project is part of the National Plan of Integrated Airport Systems (NPIAS), which is planned to provide public airport facilities conforming to minimum design standards.

Obstruction removal includes removal of existing trees and brush within the protected airspace for Runway 16/34 and the elimination of obstructions to the Federal Aviation Regulation (FAR) Part 77, *Objects Affecting Navigable Airspace* surfaces. Property interest acquisition is necessary to gain controlling interest of the RPZs and aid in the removal of obstructions.

- 3. Proposed Project.** The following is a listing of the various components of the proposed project:
- Construct new Runway 6,400 feet by 100 feet with a pavement strength of 91,000 Dual Wheel Gear.
  - Construct full length taxiway 6,400 feet by 50 feet.
  - Install a Category I ILS on Runway 16 end.
  - Acquire approximately 101 acres of fee-simple land for construction of the replacement runway, Runway Protection Zone (RPZ) control and the realignment of Meadow Branch Road.
  - Acquire approximately three acres of aviation easements for obstruction removal.
  - Remove obstructions on approximately 70 acres.
  - Realign Meadow Branch Road.
  - Construct four conventional hangars and seven t-hangars and auto parking.
  - Relocate fuel farm.
  - Remove 4,000 feet of Pinch Valley Road.
  - Install perimeter/security fence.
  - Relocate three residences and three businesses.

4. **Reasonable Alternatives Considered.** As described in Chapter 2 of the Final Environmental Assessment (EA), the alternative courses of action evaluated include: (1) No Action, (2) Extend existing Runway 16 by 1,300 feet, (3) Construct new 6,400 foot runway 375 feet west of the existing runway and (4) Proposed Project – construct new 6,400 foot runway 250 feet west of existing runway, shifted 600 feet to the north. These four alternatives were retained for further analysis the EA.
5. **Assessment.** The attached EA addresses the effect of the proposed project on the quality of the human and natural environment and is made a part of this finding. The following impact analysis highlights the more thorough analysis presented in the Final EA prepared in April 2009.

**Compatible Land Use:** The proposed project will require the acquisition of approximately 101 acres of fee-simple land and 33 acres of avigation easement. The fee-simple acquisition would include the partial acquisition of 10 residential properties and 11 commercial properties to construct replacement Runway 16/34, protect Runway Protection Zones (RPZ), allow for the MALSIR installation and relocate Meadow Branch Road. The relocation of three residences and three businesses would also be required. All acquisitions would be accomplished in accordance with the Uniform Relocation Assistance Real Property Acquisition Policies Act of 1970.

**Farmland:** The proposed project will result in impacts to 39 acres of farmlands, 4 acres are considered prime and unique farmland and 39 acres are considered of statewide and local importance. Under the *Farmland Protection Policy Act*, Form AD-1006, "Farmland Conversion Impact Rating" was completed. The total score on Form AD-1006 was 80; therefore, the proposed project would result in no significant impacts to farmlands. According to the *Farmland Protection Policy Act*, a total score below 160 requires no further analysis.

**Wetlands:** The proposed project will result in the loss of approximately five acres of wetlands due to the grading and construction of the replacement runway, grading associated with the Runway Object Free Area and Runway Safety Area and obstruction removal. A Joint Permit Application has been filed with the Maryland Department of the Environment (MDE) and U.S. Army Corps of Engineers for approval.

6. **Public Participation.** Efforts were made to encourage public participation through the public meeting process as is documented in the Final EA (Appendix L). Carroll County, as owner and operator of DMW held three public open houses, three property owners meetings and a public hearing. The meetings were held on April 21, 2008, June 9, 2008 and November 18, 2008 and the public hearing was held on March 9, 2009. Notices announcing these public meetings and public hearing were published in the local newspapers. The sign-in sheets, project summaries and comments received are included in the EA (Appendix L). The Draft EA was made available to the public from February 9, 2009 to March 20, 2009. Responses to comments received on the EA are included in Appendices L and M.
7. **Mitigation Measures.** The FAA will require that Carroll County implement the following conservation measures, if they decide to pursue the proposed project:
  1. Obstruction (tree) removal to achieve compliance with Federal Aviation Regulation Part 77, *Objects Affecting Navigable Airspace* is exempt from the Forest Conservation Act per Section 5-1602(b)(11). Due to this exemption, federal funding for tree removal mitigation may be limited.
  2. All acquisitions would be accomplished in accordance with the Uniform Relocation Assistance Real Property Acquisition Policies Act of 1970.
  3. Approximately five acres of wetlands would be impacted by obstruction removal and grading limits for the replacement runway and safety areas. A Joint Permit Application has been filed with the MDE and U.S. Army Corps of Engineers for review and approval.

- 4. Carroll County shall prepare an erosion and sedimentation control plan to meet Maryland's Erosion and Sediment Control Guidelines for State and Federal Projects, pursuant to the Environmental Article, Title 4, Subtitle 1, Annotated Code of Maryland and COMAR 26.17.01.
- 5. Construction contract provisions shall contain the provisions of FAA AC 150/5370-10A, *Standards for Specifying Construction of Airports* item P-156, temporary air, water pollution, soil erosion and siltation control and FAA AC 150/5320-5B, *Airport Drainage*.
- 6. The implementation of Best Management Practices will minimize construction impacts associated with the proposed project.
- 7. Environmental Due Diligence Audit reports will be completed on properties proposed for fee simple acquisition or where grading easements may be required.
- 8. All necessary permits for construction of the proposed project shall be obtained prior to construction.

**8. Finding of No Significant Impact**

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information I find that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in section 101(a) of the National Environmental Policy Act of 1969 (NEPA). I also find the proposed Federal Action, with the required mitigation referenced above 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. As a result, FAA will not prepare an EIS for this action.

**APPROVED:**

  
 \_\_\_\_\_  
 Terry J. Page, Manager  
 Washington Airports District Office

4/30/09  
 \_\_\_\_\_  
 Date

**DISAPPROVED:**

\_\_\_\_\_  
 Terry J. Page, Manager  
 Washington Airports District Office

\_\_\_\_\_  
 Date