

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

**FINDING OF NO SIGNIFICANT IMPACT**

Runway 17-35 Improvements  
Grant County Regional Airport  
John Day, Oregon  
January 2022

**Introduction**

This document serves as the Federal Aviation Administration's (FAA) Finding of No Significant Impact (FONSI) and provides the final agency determinations and approvals for the federal actions necessary to implement the improvements described below at the Grant County Regional Airport. This FONSI is based on the information and analysis contained in the Final Environmental Assessment (FEA) dated January 2022, which is incorporated herein by reference. The FEA has been prepared pursuant to Section 102(2)(c) of the National Environmental Policy Act (NEPA) and the President's Council on Environmental Quality (CEQ) Regulations Title 40 CFR §§ 1500-1508, and in accordance with FAA Order 1050.1F Environmental Impacts: Policies and Procedures and FAA Order 5050.4B National Environmental Policy Act Implementing Instructions for Airport Actions.

**Proposed Action**

Grant County (the Airport Sponsor) has proposed improvements to Runway 17-35 at Grant County Regional Airport (GCD). The Proposed Action will meet FAA design standards by widening the primary runway at GCD to provide a minimum runway width of 75 feet. The improvements also include reconstruction of the runway in order to increase the runway single wheel capacity to 16,000 pounds or more to meet the requirements of the critical aircraft and forecasted fleet mix. Pervious materials and slotted underdrain pipes will be installed along runway shoulders to collect stormwater runoff and facilitate infiltration. Other project components include relocating the PAPI at the Runway 17 end, relocating runway edge lights and threshold lights, and re-painting runway markings. Chapter 1 and Figure 1-4 of the FEA provide a description and a graphic depiction of the Proposed Action.

The FAA serves as the lead federal agency for the Project. The FAA is planning to provide Airport Improvement Program funding for the project described above as well as an Airport Layout Plan approval, actions which constitute Federal actions subject to NEPA.

**Purpose and Need**

Chapter 2 of the FEA presents the Purpose and Need. Grant County's purpose for pursuing improvements at GCD is to safely and efficiently accommodate current and projected aviation activity. The Proposed Action is needed because the primary runway does not fully comply with FAA design standards. The 2018 Master Plan update identified airport infrastructure requiring implementation or improvement to meet the needs of existing and future users, aircraft operation demands, and the forecasted fleet mix as well as current and future FAA requirements. The 2018 update determined a change in the Airport Reference Code (ARC) from B-I to B-II was necessary due to an increase in the aviation demand at the Airport and a change in the critical aircraft. In order to comply with the FAA design standards for ARC B-II, the runway width would need to be increased to 75 feet (the existing runway width is 60 feet).

**Alternatives**

Chapter 3 of the FEA presents the alternatives analysis. The FEA identified and evaluated reasonable alternatives that may accomplish the objectives of the Proposed Action in accordance with NEPA, FAA Orders 1050.1F and 5050.4B, and FAA design standards. Section 3.2 of the FEA presents four preliminary alternatives that were identified during the master planning process and describes two action alternatives considered for evaluation in the EA. Section 3.3 describes the

alternatives and/or alternative components that were eliminated from consideration. The FEA carried two alternatives forward for evaluation:

No Action Alternative:

The No Action Alternative does not include any improvements to Runway 17-35, but the Airport Sponsor will still need to maintain Runway 17-35. The current runway length of 5,220 feet and width of 60 feet would remain unchanged from existing conditions.

Proposed Action Alternative:

The Proposed Action will meet FAA design standards for ARC B-II by widening the runway to provide a minimum runway width of 75 feet in order to safely accommodate the aircraft operations at the Airport. The project also includes reconstruction of the runway in order to increase the runway single wheel capacity to 16,000 pounds or more to meet the requirements of the critical aircraft and forecasted fleet mix. Pervious materials and slotted underdrain pipes will be installed along runway shoulders to collect stormwater runoff and facilitate infiltration. Other project components include relocating the PAPI at the Runway 17 end, relocating runway edge lights and threshold lights, and re-painting runway markings. This alternative would meet the project's purpose and need.

**Environmental Consequences**

Chapter 4 of the FEA evaluates each of the environmental impact categories identified in FAA Orders 1050.1F and 5050.4B. No thresholds of significance are expected to be exceeded with the Proposed Action for any of the categories. The Proposed Action is expected to have temporary construction impacts related to noise from equipment use, noise and dust from the transport of equipment and personnel to the site, and water quality impacts from erosion and potential spills. The impacts will be reduced through avoidance and minimization techniques and best management practices for construction.

**Public Involvement**

The Draft EA was made available for public review for a period of 30 days (starting on October 1, 2021). Notice of availability of the Draft EA was advertised in the legal section of the Blue Mountain Eagle newspaper on September 29, 2021 and October 6, 2021. An electronic copy of the Draft EA was posted on the GCD Airport website. Hard copies were made available at the GCD Airport Manager's Office and the Grant County Courthouse. One public comment letter was received. The comments and responses can be found in Appendix N of the FEA. Additional public outreach events and activities conducted for the project are described in Chapter 5 and Appendix M of the FEA.

**Environmental Finding and Approval**

I have carefully and thoroughly considered the facts contained in the attached FEA. 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:  
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Approved By:  
Warren Ferrell \_\_\_\_\_  
Acting Manager  
Seattle Airports District Office

Date \_\_\_\_\_