

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WESTERN-PACIFIC REGION

FINDING OF NO SIGNIFICANT IMPACT

Proposed Off-Site Obstruction Removal

Yolo County Airport
Davis, Yolo County, California



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

OFF-SITE OBSTRUCTION REMOVAL

**YOLO COUNTY AIRPORT
DAVIS, YOLO COUNTY, CALIFORNIA**

1. Introduction

This document is a Finding of No Significant Impact (FONSI) on the environment as a result of the proposed off-site obstruction removal for Yolo County Airport, located near Davis, in Yolo County, California. The Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA) before being able to take a federal action to approve federal financial assistance for the improvements. Yolo County Airport is a publically owned airport operated by the Yolo County Department of General Services. Yolo County published the Draft Environmental Assessment (EA) for public review from October 3, 2011 to November 4, 2011. A Final Environmental Assessment was in prepared in January 2012 to document the results of the environmental analysis. The Final EA is attached to this FONSI.

2. Project Purpose and Need

The proposed project would enhance the safety of aircraft flying in and out of the airport and people living near the area by removing tall trees that have become obstructions and have the potential to interfere with air traffic around the airport. Selected trees would be removed from land adjacent to the Yolo County Airport (Airport) that penetrate the Title 14 Code of Federal Regulations (CFR) Part 77 standards for protecting airspace surfaces around an airport. The tree removal allows the County to comply with federal regulations pertaining to navigable airspace.

The FAA's statutory mission is to ensure the safe and efficient use of navigable airspace in the United States. The FAA must ensure the proposed action does not derogate the safety of aircraft operations at Yolo County Airport. The proposed off-site tree removal will enhance the safety of aircraft operations at the airport.

3. Proposed Project and Federal Actions

Yolo County proposes the following project adjacent to Yolo County Airport:

- Remove approximately 150 trees from 14 off-site properties adjacent to the airport.
- Assist the adjacent property owners by funding new trees that are lower growing native species that do not have the potential to penetrate Part 77 surfaces.

The proposed federal action is:

- Approval of further processing of an application for federal assistance to remove approximately 150 trees using federal funds from the Airport Improvement Program.
- Determination of the effects of the proposed off-site obstruction removal upon the safe and efficient use of navigable airspace pursuant to 14 CFR Part 77.
- Approval of the portion of the Airport Layout Plan showing the airspace drawing and the updated disposition of these obstructions.

4. Reasonable Alternatives Considered

As described in Chapter 3 of the Final EA, the alternatives evaluated include:

(1) Proposed Action – Removal of approximately 150 trees adjacent to the airport.

(2) No Action Alternative - Under this alternative no trees would be removed and that would continue to present a hazard to aircraft at the Airport.

FAA need not examine other alternatives because the project does not involve any unresolved conflict of resources (FAA Order 5050.4B, paragraph 706.d(5)).

5. Assessment

The potential environmental impacts and possible adverse effects were identified and evaluated in Chapter 4 of the EA. The EA examines the following environmental impact categories: Air Quality; Compatible Land Use; Fish, Wildlife, and Plants; Floodplains; Historical, Architectural, Archeological and Cultural Resources; and Cumulative Impacts.

Section 4.2 of Final EA also addresses the other resource categories, but which were either not present in the study area or do not have the potential to be affected by the proposed project, and do not require detailed discussion in the EA analysis. There are no resources present in the study area for the following categories; Coastal Barriers; Coastal Resources; U.S. Department of Transportation Section 4(f); and Wild and Scenic Rivers. The following resource areas are unlikely to be affected by the proposed project and did not require a detailed environmental analysis; Energy Supply and Natural Resources; Socioeconomic Impacts, Environmental Justice, and Children's Environmental and Health and Safety Risks; Secondary (Induced) Impacts; Farmlands; Hazardous Materials, Pollution Prevention, and Solid Waste; Light Emissions and Visual Impacts; Noise; Water Quality; Wetlands; and Construction Impacts.

Air Quality. Section 4.3.1 and Table 4-2 concluded that no significant air quality impacts are anticipated due to the removal of approximately 150 off-site trees. The proposed project does not have the potential to change the fleet mix or increase capacity at the Airport. An emissions inventory and air quality analysis associated with the equipment used to cut down the trees and remove the debris is shown in Table 4-2. The proposed project would be below regulatory thresholds and would not worsen the local air quality, therefore, the project will not result in any significant air quality impacts.

Compatible Land Use. Section 4.3.2 concluded that the proposed off-site removal of approximately 150 trees would not impact airport operations. The proposed action would remove mostly non-native trees and replace them with low-growing native trees. Therefore, no compatible land use impacts will result from the proposed project.

Fish, Wildlife, and Plants. Sections 4.3.3 and 4.3.4 discuss the evaluation of fish, wildlife, and plants in the project area. Based on the biological surveys conducted, there are no candidate, proposed, or listed threatened or endangered species known to exist within the proposed project area. The FAA determined that the proposed tree removal is not likely to adversely affect any federally listed endangered or threatened species or affect designated habitat. The United States Fish and Wildlife Service (USFWS) concurred with this conclusion on April 8, 2011. The USFWS letter of concurrence is located in Appendix B of the Final EA.

Floodplains. Section 4.3.5 discusses the proposed project and that it will not result in the creation of impervious surface to deter infiltration nor increase the amount and rate of runoff due to the new trees being planted. Therefore, there are no significant impacts to floodplains associated with the proposed project.

Historical, Architectural, Archeological, and Cultural Resources. Section 4.3.6 states the proposed action would not result in any significant impact to historical, architectural, archeological, and cultural resources. The FAA identified the Area of Potential Effect as the adjacent off-airport area where the proposed tree removal will take place. Record searches and cultural resource surveys of the APE did not result in any identification of properties that are listed or eligible for listing on the National Register of Historic Places. Based on this information, the FAA determined that the proposed undertaking would result in "no historic properties affected." The California State Historic Preservation Officer (SHPO) concurred with the APE and the FAA's finding of "no properties affected" in a letter dated February 14, 2011. The California SHPO letter of concurrence is located in Appendix B of the Final EA.

Cumulative Impacts. Section 4.3.7 provides information on impacts resulting from the Proposed Action in combination with other actions that have occurred or that will occur. The analysis concluded that there would be no significant cumulative impacts as a result of the proposed project.

The Final EA was reviewed by the FAA and found to be adequate for the purpose of the proposed Federal action. In accepting the Final EA, the FAA determined that the document adequately describes the potential impact of the Proposed Action and no issues surfaced as a result of the public review process. Based on the information contained in the Final EA, the FAA has determined that the Proposed Action is its preferred alternative.

6. Public Participation

The public was encouraged to review and comment on the Draft EA. Yolo County published a newspaper notice on September 29, 2011, in The Winters Express and on September 30, 2011, in The Davis Enterprise and The Daily Democrat, providing notice of the availability of the Draft EA for public review and that a public meeting would be held to discuss the project. These are local newspapers for Yolo County. A copy of the Draft EA was made available for public review from October 3, 2011 through November 4, 2011, at the Yolo County Department of Planning and Public Works, the Davis Branch Library, and on the Yolo County website. Yolo County held a public meeting on the proposed project on November 3, 2011, at the regular meeting of the West Plainfield Advisory Committee on Airport Development. There were a few questions regarding the project at this public meeting, but no comments were submitted. No comments were received during the public comment period. The public outreach and involvement are discussed in Appendix F of Final EA.

7. Inter-Agency Coordination.

In accordance with 49 USC 47101(h), FAA has determined that no further coordination with the U.S. Department of Interior or the U.S. Environmental Protection Agency is necessary because the proposed project 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.

8. Reasons for the Determination that the Proposed Project will have No Significant Impacts.

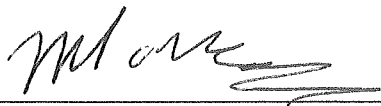
The attached Final EA examines each of the various environmental resources that were deemed present at the project location, or had the potential to be impacted by the Proposed Action. The proposal to remove approximately 150 off-site trees adjacent to Yolo County Airport would not involve any environmental impacts that would exceed the threshold of significance as defined by FAA Orders 1050.1E and 5050.4B.

Based on the information contained in the Final EA, the FAA has determined that the Proposed Action, is the most feasible and prudent alternative. The FAA has decided to implement the Proposed Action as described in the attached Final EA.

9. Finding of No Significant Impact

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). 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 Environmental Impact Statement for this action.

APPROVED:



Mark A. McClardy
Manager, Airports Division, AWP-600

5/17/12

Date

DISAPPROVED:

Mark A. McClardy
Manager, Airports Division, AWP-600

Date