

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CENTRAL REGION

FINDING OF NO SIGNIFICANT IMPACT/RECORD OF DECISION

For the Proposed

**RECONSTRUCTION OF RUNWAY 18/36, EXTENSION OF RUNWAY 18 (100'
X 500'), RELOCATE LOCALIZER RUNWAY 18, AND DEVELOP SOUTH
CORPORATE TERMINAL AREA**

**ANKENY REGIONAL AIRPORT
ANKENY, IOWA**

This Finding of No Significant Impact (FONSI) and Record of Decision (ROD) was prepared for a proposed action at the Ankeny Regional Airport in Ankeny, Iowa. The attached Final Environmental Assessment (Final EA) dated March 25, 2024, was prepared in accordance with the guidelines and requirements set forth by the Council of Environmental Quality (CEQ) and the Federal Aviation Administration (FAA). Presented is a description of the Purpose and Need for the Proposed Action, Proposed Action, Alternative Considered, and Assessment and Mitigation as discussed in the attached Final EA with Federal Findings regarding the Proposed Action.

PURPOSE AND NEED FOR THE PROPOSED ACTION:

The purpose of the Proposed Action is to reconstruct Runway 18/36, an extension of Runway 18, relocation of the localizer and development of the South Corporate Terminal area as described in the Final EA. The need for these capital improvement projects is to safely provide for the existing and future aviation needs of the Polk County Aviation Authority (PCAA) (sponsor) and the surrounding communities per minimum standards for safe and efficient aircraft operations as described in *FAA Advisory Circular 150/5300-13, Airport Design*. The requirements to be satisfied are more specifically described below under Proposed Action.

PROPOSED ACTION:

The Proposed Action consists of the following improvements, as shown on the May 20, 2013, conditionally approved Airport Layout Plan (ALP) and as described in detail in the Final EA:

1. Reconstruct and strengthen Runway 18/36 pavement.

2. Extend Runway 18/36 and parallel taxiway 500 feet at Runway end 18.
3. Relocate Localizer (LOC), Runway Identifier Lights (REIL) and Precision Approach Path Indicator Lights (PAPI) to accommodate the planned extension of Runway 18.
4. Revise Instrument Approach Procedures to Runway end 18, Runway 18 – RNAV (GPS)
5. Initiate Phase I grading and drainage improvements within South Corporate Terminal Area to accommodate aircraft storage facilities.

ALTERNATIVES CONSIDERED:

The No Action Alternative: No changes to the existing Runway 18/36 pavement structure or length or provide space for the construction of additional aircraft storage and maintenance facilities. A decision not to provide additional runway length and pavement structure that will accommodate larger and heavier aircraft will limit the ability of the airport to fulfill its system role as a general aviation “reliever” airport. If the development of additional aircraft storage and maintenance facilities is not pursued, the ability to fulfill the airport’s role as a “regional” airport, as designated within the National Plan of Integrated Airports Systems, will be limited. The No Action alternative does not meet the project purpose and need; however, in addition to being a Council on Environmental Quality/National Environmental Policy Act (CEQ/NEPA) requirement, it does serve as a baseline for a comparison of impacts to the preferred alternative and is therefore retained for analysis.

Alternative #1 (Proposed Action): Reconstruct Runway 18/36, extend Runway 18 by 500 feet, construct connecting taxiway, relocate localizer and develop the South Corporate Terminal Area as described in Section 2.6 of the Final EA under Proposed Action. This alternative will address pavement distresses, improve drainage and provide pavement structure and length that will accommodate the design aircraft and aircraft fleet mix. The development of the South Corporate Terminal Area will provide space for airport facilities and meet the demands over the next 30 years. This alternative was selected as the Proposed Action because this alternative best meets the purpose and need, is feasible, and results in minimal environmental impacts.

ASSESSMENT AND MITIGATION:

Section 3.0 of the attached Final EA addresses the applicable environmental impact areas in accordance with Federal Aviation Administration (FAA) Orders 1050.1F and 5050.4B and analyzes the potential for significant impacts. The Final EA and associated correspondence were reviewed by the FAA to determine whether each of the affected impact categories exceeded an established threshold of significance.

The sponsor’s Proposed Action will not significantly affect environmental resources as discussed and analyzed in the Final EA. Statements of consistency with community planning from state and local governments are highlighted in the Final EA.

The FAA has assessed the Proposed Action as the preferred alternative. The Final EA addresses the effect of the proposed project on the human and natural environment. Chapter 3 of the Final EA provides a detailed description of existing conditions and the environmental consequences of the Proposed Action on resource areas.

Resources Not Affected: As described in Section 3.3 of the Final EA, these resources were considered but not analyzed in detail. Based on the results of site visits and research, the No Action and Proposed Action would not have direct or indirect impacts on the following resources: Climate, Coastal Resources, Farmlands, and Section 6(f) of the Land and Water Conservation Fund. No mitigation measures have been identified and none are necessary to reduce potentially significant impacts below applicable significance thresholds.

Air Quality: The Proposed Action will not have an impact on this resource except for temporary construction related impacts. The airport is located in an attainment area; therefore, a conformity determination is not required. An Air Quality Assessment is not required because the Proposed Action is not anticipated to increase the number of aviation or ground surface operations.

Biological Resources: Lists of protected species of flora and fauna were analyzed, and no applicable habitat or species were found. The Proposed Action will not affect a listed species or designated critical habitat.

Climate: The Proposed Action will not have a significant impact on this resource. For airports with relatively limited operations, there are no regulatory requirements covering greenhouse gas (GHG) emissions. Of the parameters identified, the most applicable GHG emission relative to the airport would be carbon dioxide through the burning of fossil fuels. The Proposed Action and alternatives would not increase GHG emissions compared to the no action alternative.

Department of Transportation Act, Section 4(f) and Land and Water Conservation Fund (LWCF) Act, Section 6(f) Resources: Section 6(f) resources are not present in the project area.

The Four Mile Creek Greenway Corridor is located approximately one-half mile east of the airport and runs parallel to Runway 18/36. The Proposed Action would not result in the use or “constructive use” of a Section 4(f) resource.

Farmlands: No farmland protected by the Farmland Protection Policy Act (FPPA) will be acquired and/or converted to non-agricultural use.

Hazardous Materials, Solid Waste, and Pollution Prevention: No hazardous materials are located within the affected area. The Proposed Action will not cause potential contamination of the affected area from hazardous materials. The Proposed Action will not have a significant impact to the generation and disposal of solid waste.

Historic, Architectural, Archeological or Cultural Resources: Section 3.4.5 of the Final EA describe FAA's evaluation of the direct and indirect impacts from federal actions on historic, architectural, archaeological, and other cultural resources under Section 106, the principal statute concerning such resources. Section 106 requires federal agencies to take into account the effects of their undertakings on properties that are listed in or determined eligible for inclusion in the National Register of Historic Places (NRHP), and to consult with the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officers (THPO), and other parties to develop and evaluate alternatives or modifications to the undertaking where necessary to avoid, minimize, or mitigate adverse effects on historic properties. The independent federal agency overseeing federal historic preservation and tribal programs, the Advisory Council on Historic Preservation (ACHP), must be afforded a reasonable opportunity to comment on such undertakings subject to Section 106.

Exhibit 4-1 of FAA Order 1050.1F provides that the FAA has not established a significance threshold for Historical, Architectural, and Cultural Resources. A factor to consider is whether the action would result in a finding of adverse effect through the Section 106 process; however, an adverse effect finding is not automatically a significant impact triggering preparation of an EIS.

A Phase I Cultural Resource Investigation was completed. No impacts to historical, architectural, archaeological, and cultural resources were found. A "No Historic Properties will be Affected" finding was issued by FAA and concurred with by the State Historic Preservation Officer (SHPO). No mitigation measures will be required.

Six Tribes were invited to participate as consulting parties. One tribe responded that the proposed project will not adversely affect any known archeological, historical, or sacred sites and/or properties of cultural significance. Five tribes did not respond.

If construction work uncovers buried archeological materials, the contractor will cease work in the area of discovery and immediately notify the State Historic Preservation Office (SHPO) and the FAA. The FAA will contact concerned tribes.

Land Use: The Sponsor Land Use Letter provided in the EA states that appropriate action, including the adoption of zoning laws, has been or will be taken, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including the landing and takeoff of aircraft. This applies to both existing and planned land uses.

Natural Resources and Energy Supply: The Proposed Action will not have a significant impact on this resource.

Noise and Compatible Land Use: While the Proposed Action will result in an increase aircraft traffic, the Day Night Average Sound Level (DNL) 65 contour does not extend beyond the existing airport property line. Section 3.4.8 and Figures 13 and 14 of the Final EA show the DNL 65 footprint just beyond the runway threshold associated with

Runways 18 and 36. The Proposed Action would not cause significant impacts to adjacent land uses and no further analysis is required.

Socioeconomic, Environmental Justice, and Children’s Environmental Health and Safety Risks:

While Environmental Justice communities are present near the project area, there are no anticipated adverse impacts to these communities. This resource would not be affected by the project.

Visual Effects: The Proposed Action will not have a significant impact on this resource. The Ankeny Regional Airport is surrounded by existing or planned commercial and industrial land uses. The proposed development of the South Corporate Terminal Area will increase light emissions due to the development of aircraft storage and parking, but this will not affect the visual character of the existing and planned land uses located west and south of the Proposed Action.

Water Resources:

Wetlands: A wetland delineation was completed for the proposed project area. The delineation identified two wetlands, one located at the connecting taxiway and an area on the north end of the South Corporate Terminal Area. Each project under the Proposed Action would be submitted for separate review as they are single, complete projects that have independent utility:

- Reconstruct Runway 18/36: no identified wetlands.
- Extend Runway 18: Potential impact of 0.25 acres of wetland as a result of the construction of the connecting taxiway. The US Army Corps of Engineers (USACE) upon receiving the permit application to extend the runway and impact 0.25 acres of palustrine emergent wetland, will also review to determine if a “non-jurisdictional” determination can be made. Since the proposed extension project is not anticipated until 2026, it is considered reasonable to see a non-jurisdiction determination. If compensatory mitigation is required, the Polk County Aviation Authority will seek to purchase wetland credits from an approved wetland bank.
- Develop South Corporate Terminal Area: 0.85 acres potentially impacted as a result of the long-term development phased over 20 years. The USACE will review the wetland areas to determine if a “non-jurisdictional” determination may be made prior to the development phases. If compensatory mitigation is required, the Polk County Aviation Authority will seek to purchase wetland credits through an approved wetland bank.

Floodplains: Portions of the airport property are within the 100-year floodplain, however, no development is planned within the floodplain and no impacts will occur. This resource would not be affected by the project.

Surface and Ground Water: The Proposed Action will not have a significant impact on this resource.

Use best management practices to minimize impacts to water quality during construction. Since construction activities will disturb more than 1 acre, obtain a National Pollutant Discharge Elimination System (NPDES) permit prior to construction. Apply to the Iowa Department of Natural Resources (IDNR) for the permit.

Wild and Scenic Rivers: This resource is not present in the affected area.

Cumulative Impacts: The past, present, and reasonably foreseeable future actions were evaluated for cumulative impacts from these actions that could result in environmental impacts from implementation of the Proposed Action.

With implementation of the Proposed Action, the level of cumulative impacts anticipated to occur within these environmental resource categories is not significant due to the types of past, present, and reasonably foreseeable future projects; the extent of the built environment in which they would occur; the lack of certain environmental resources in the area; and the mitigation measures identified for the Proposed Action. Therefore, as stated in the Final EA, implementation of the Proposed Action would not result in significant cumulative environmental impacts.

PUBLIC OUTREACH AND AGENCY COORDINATION:

Section 4.0 of the Final EA summarizes the public involvement. The draft EA was made available for a 30-day public comment period with a notice of public hearing published. Comments received during the public hearing were in favor of the Proposed Action. Agency coordination is provided in Appendix G of the Final EA.

DECISION AND ORDER:

Based on the information in this FONSI/ROD and supported by detailed discussion in the attached Final EA, the Proposed Action has been identified as the FAA's selected alternative. Applicable federal requirements relating to the proposed airport development have been met.

Under the authority delegated to me by the Administrator of the Federal Aviation Administration, I find that the project is reasonably supported. I, therefore, direct that the FAA take the following actions as appropriate to authorize implementation of the Proposed Action:

- Unconditional approval of the Airport Layout Plan (ALP) to depict the proposed improvements pursuant to 49 USC §§ 40103(b) and 47107(a)(16).
- Determination under 49 USC § 44502(b) that the airport development is reasonably necessary for use in air commerce or in the interests of national defense.

- Approval of changes to the airport certification manual pursuant to 14 CFR Part 139 (49 USC § 44706).
- Determinations under 49 USC 47106 and 47107 relating to the eligibility of the Proposed Action for federal funding including but not limited to the Airport Improvement Program (AIP) and other Federal funding programs, and/or determinations under 49 USC 40117, as implemented by 14 CFR 158.25, to impose and use passenger facility charges (PFCs).

This order is issued under applicable statutory authorities, including 49 U.S.C. §§ 40101(d), 40103(b), 40113(a), 44701, 44706, 44718(b), and 47101 et seq.

APPROVING FAA OFFICIAL'S STATEMENT OF ENVIRONMENTAL FINDING:

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 the National Environmental Policy Act of 1969 (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. As a result, FAA is issuing this FONSI and will not prepare an Environmental Impact Statement (EIS) for this action.

APPROVED:	JAMES A JOHNSON <hr/> Manager, FAA Airports Division	Digitally signed by JAMES A JOHNSON Date: 2024.03.26 11:18:44 -05'00' <hr/> Date
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DISAPPROVED:	<hr/> Manager, FAA Airports Division	<hr/> Date
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RIGHT OF APPEAL:

This decision document (FONSI/ROD) is a final order of the FAA Administrator and is subject to exclusive judicial review under 49 U.S.C. § 46110 by the U.S. Circuit Court of Appeals for the District of Columbia or the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision lives or has a principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate U.S. Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 U.S.C. § 46110.

Ankeny Regional Airport (IKV)

Ankeny, Iowa

Environmental Assessment (EA)

Reconstruct Runway 18/36 (100' X 5,500')
Extend Runway 18 (100' x 500') and Construct Connecting Taxiway (35'X 680')
Relocated Localizer (LOC) Runway 18
Develop South Corporate Terminal Area

March 2024

Prepared by HDR for the Polk County Aviation Authority (PCAA)

This environmental assessment becomes a Federal document when evaluated, signed,
and dated by the Responsible Federal Aviation Administration (FAA) Official.

**AMY J
WALTER**

Digitally signed by
AMY J WALTER
Date: 2024.03.26
08:18:46 -05'00'

Responsible FAA Official

Date