

September 5, 2019

MEMORANDUM FOR THE RECORD

Subj: ENVIRONMENTAL DETERMINATION FOR PROPOSED IMPROVEMENTS AT THE McCALL MUNICIPAL AIRPORT AT McCALL, IDAHO

This memo summarizes the evaluation of the validity of the environmental determinations (Findings of No Significant Impact – FONSI) made in 2011 and 2012 for improvements to the McCall Municipal Airport at McCall, Idaho.

According to FAA Order 1050.1F, Section 9-1b, two time limits for FONSI's are established:

- (1) If major steps toward implementation of the proposed action (such as the start of construction, substantial acquisition, or relocation activities) have not commenced within three years from the date of issuance of the FONSI, a written re-evaluation must be prepared in accordance with Paragraph 9-2 of this Order (unless a decision has been made to prepare a new or supplemental EA); or
- (2) If the proposed action is to be implemented by the FAA in stages or an action implemented by an applicant requires successive FAA approvals, a written re-evaluation of the continued adequacy, accuracy, and validity of the EA must be made at each major stage or approval point that occurs more than three years after issuance of the FONSI and a new or supplemental EA prepared, if necessary.

According to a letter sent to the FAA from the Sponsor dated August 27, 2019, the Sponsor has taken significant steps in accomplishing the Proposed Action in the form of condemnation and legal action to acquire the land, which was completed in 2018. They then undertook planning efforts to re-evaluate the findings of previous planning to determine if the Proposed Action evaluated in 2011 and 2012 is still recommended. According to the letter, the planning efforts confirmed that the Proposed Action to remedy non-standard conditions at the Airport remains the same as Proposed in 2011 and 2012.

The EA and supplemental EA from 2011 and 2012 were reviewed, and the analysis contained remains substantially valid. No known new circumstances or information relevant to environmental concerns bearing on the proposed project or its impacts were noted. However, the FONSI issued in 2011 noted that the project is conditioned upon the issuance of a Department of the Army, Section 404 permit. This condition remains valid if the Proposed Action moves forward and off-site mitigation may be required as noted in the 2011 EA.

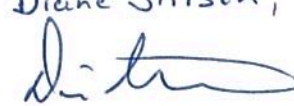
Based on this re-evaluation, **a Supplemental EA is not required** in accordance with 1050.1F, 9-2, which states a new or supplemental EA is not needed if a written re-evaluation indicates that:

- (1) The proposed action conforms to plans or projects for which a prior EA and FONSI have been issued or a prior EIS has been filed and there are no substantial changes in the action that are relevant to environmental concerns;

(2) Data and analyses contained in the previous EA and FONSI or EIS are still substantially valid and there are no significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts; and

(3) Pertinent conditions and requirements of the prior approval have been, or will be, met in the current action.

This re-evaluation has found that the FONSI's issued in 2011 and 2012 remain valid for the Proposed Action that was evaluated at that time. No further environmental action is required for the Proposed Action evaluated in 2011 and 2012 to move forward. However, as previously noted, any conditions specified in 2011 and 2012 in the EAs or FONSI's remain valid.

Diane Stilson, PE PM/EP
 Sept. 5, 2019



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August 27, 2019

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RE: McCALL MUNICIPAL AIRPORT – PARALLEL TAXIWAY RELOCATION
JUSTIFICATION

Dear Ms. Stilson,

Our Consultant recently finished a draft of the Pre-Design Planning Report (Report) for the parallel taxiway relocation project and transmitted it to Scott Eaton. In summary, the Report conclusively determined that the Design (Critical) Airport Reference Code (ARC) for the McCall Municipal Airport is currently, and is expected to continue to be, ARC B-II Large throughout the planning period.

As you are aware, this differs from the current 2010 Airport Master Plan which determined that the future ARC for the airport would move to C-II Large. During this current study we found no justification for increasing the ARC due to either USFS firefighting activity or from larger private aircraft. The 2010 Airport Master Plan anticipated burgeoning commercial service into McCall, which has not materialized. Without a doubt, photographic evidence collected by the airport shows that a preponderance of the traffic being Approach Category "A" - Group I aircraft with enough Approach Category B - Group II, Large (>12,500 pounds) aircraft to easily position the airport into the B-II Large ARC. The report explains these details in the Forecast Chapter.

Findings of No Significant Impact (FONSIs) were issued based on the analysis in a 2011 Environmental Assessment (EA) and 2012 supplemental EA. These EAs studied the impacts and requirements of removing the non-standard parallel taxiway and locating the replacement taxiway at a separation of 300 feet from Runway 16-34. Based on the results in the current Report, a 300-foot separation is still recommended. Although a 300-foot separation is one step up from the ARC B-II design standard, it effectively protects the City and FAA investment in the relocated parallel taxiway should an unforeseen need arise to increase the ARC to Category "C". Both Gary Gates and Scott Eaton of the FAA have agreed with the justification to exceed ARC B-II design standard and construct the parallel taxiway at a 300-foot separation.

Therefore, the Proposed Action for improvements to the McCall Municipal Airport to meet FAA standards and guidelines has not changed from the Proposed Action that was analyzed in the 2011 EA and 2012 supplemental EA. The City of McCall has continued to work towards remedying the non-standard parallel taxiway condition since the issuance of the FONSI's in 2011 and 2012. These efforts include land acquisition, planning, project formulation and securing project funding.

Significant progress has been made during this time to accomplish the original Proposed Action. The City of McCall took action to acquire the land needed for improvements described in the 2011 and 2012 EAs via condemnation and legal action and completed this acquisition in 2018. FAA AIP grants 3-16-0023-024-2018 and 3-16-0023-025-2018 were issued to reimburse the Sponsor for land acquisition evaluated in the 2011 and 2012 EAs. Current planning efforts were undertaken to re-evaluate the findings of the 2010 Airport Master Plan and concluded that although an ARC C-II is not needed at this time, protecting this possibility in the future and exceeding B-II standards is warranted and justified. Therefore, it is deemed solid planning to continue with the Proposed Action evaluated in the 2011 and 2012 EAs.

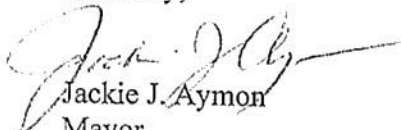
The Sponsor now seeks to continue actions to remedy the non-standard parallel taxiway and proceed with accomplishing the Proposed Action to construct a parallel taxiway at a 300-foot separation.

Keeping the local pilots in the loop is a priority, and they will be invited to a special meeting/hearing in combination with the next Airport Advisory Committee (October) for a full briefing.

If you have any questions concerning the findings of the Pre-Design Planning Report or of the ongoing project actions taken by the City of McCall, please do not hesitate to contact myself or T-O Engineers.

Thank you for the continued support the FAA and, specifically, the Helena ADO has provided the City during for this project.

Sincerely,


Jackie J. Aymon
Mayor