

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

And

NATIONAL GUARD BUREAU

Finding of No Significant Impact (FONSI)

Airport Name and Location

Boise Airport
Boise, Idaho

Proposed Federal Actions

Development of a new runway at Boise Airport to serve the needs of the Idaho Air National Guard to conduct short field training. The project will consist of:

- Site preparation, grading, and development of a short-field landing strip, parallel to and at a 5,450 feet separation from existing runway 10R/28L. The landing strip will be paved with asphalt, and will be 5,000 feet long and 90 feet wide. Safety areas will be graded on both sides and at both ends of the landing strip;
- Development of service roadways to the short-field landing strip for aircraft rescue and firefighting (ARFF) and maintenance access.

The City of Boise has prepared a Final Environmental Assessment (EA) for the proposed project which evaluates the military short field runway, and also evaluates the City's plans to extend the runway in the future for commercial aviation needs. This FONSI, however, provides approval for only the military length runway. At a future time when demand warrants the development of a commercial length runway, the Federal Aviation Administration (FAA) will reconsider the consequences of a new commercial runway at Boise. The EA has appropriately considered the cumulative impact of the eventual extension. When the runway extension is ripe for approval, the FAA and City of Boise will conduct any requisite environmental reviews for that extension.

Environmental Impact and Reasons for Finding of No Significant Impact

The environmental impact is described in the Final Environmental Assessment (EA) dated July 10, 2001. No significant unmitigated impact on the quality of the environment was found which related specifically to the proposed actions.

Evidence of coordination with the appropriate Federal, state, and local agencies and their comments are included in the Final EA (Appendix D).

The project will require the relocation of a length of Five Mile Creek; the length of the creek affected by construction of the military short field runway will be approximately 800 feet. The City of Boise has reviewed this with the US Army Corps of Engineers and the Idaho Department of Water Resources, and shall obtain a Section 404 permit from the Corps of Engineers before any construction work affecting the creek is undertaken.

The project has been shown to conform with the Idaho State Implementation Plan for non-attainment pollutants (carbon monoxide), as emissions are less than de-minimis. The City of Boise also considered the potential effect of the project on Particulate Matter (PM10) due to the potential for the area to be designated as non-attainment, and like carbon monoxide, project-related emissions are de-minimis.

An occurrence of slick spot peppergrass (*Lepidium papilliferum*), a candidate for federal listing as an endangered species, was recorded in two locations during 1993, southeast of the proposed runway. Based on surveys conducted through the EA, additional areas of slick spot peppergrass were identified. The City of Boise and the Idaho Air National Guard have conducted consultations with the US Fish and Wildlife Service on a voluntary basis concerning this plant species. They have entered into a conservation agreement that will enable the project to potentially affect one area of plant species, while undertaking measures to protect, through a conservation easement, other suitable habitat areas of the species.

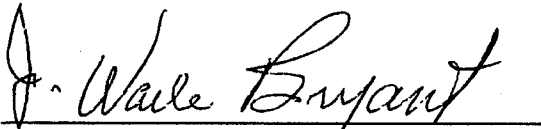
Conditions of this Finding

Construction of the proposed short field landing strip is conditioned upon the receipt of a 404 permit from the US Army Corps of Engineers for the relocation of Five Mile Creek.

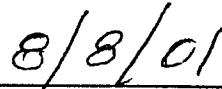
In the event that any artifacts are discovered during construction activities, the City of Boise will immediately halt construction in such areas and the Idaho State Historic Preservation Officer (SHPO) and other proper authorities (including native American tribes) will be contacted within 24 hours. This will be done so that the findings could be recorded and the level of significance determined. If findings of significance were made, mitigation measures would be developed through a Memorandum of Agreement among FAA, the SHPO, Advisory Council on Historic Preservation, and others.

Environmental Finding and Approval

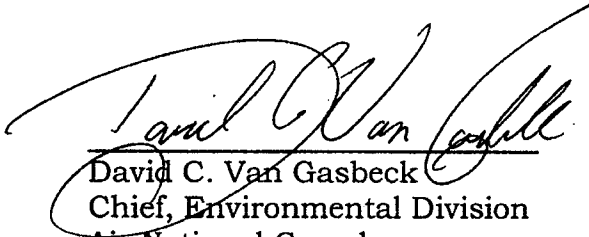
After careful and thorough consideration for the facts contained herein, the undersigned finds that the proposed Federal actions are consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the National Environmental Policy Act of 1969 (NEPA) and that it 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.



J. Wade Bryant, Manager
Seattle Airports District Office



Date



David C. Van Gasbeck
Chief, Environmental Division
Air National Guard



Date