

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

Finding of No Significant Impact

Airport Name and Location

Grove Field Airport
Clark County, Washington

Proposed Federal Actions

The proposed federal action is the funding approval for a combination of projects designed to bring the Airport into compliance with Federal Aviation Administration (FAA) design standards for Airport Reference Code B-I (small). Several alternatives were evaluated in the Environmental Assessment (EA), including the sponsor's preferred alternative which involves the tunneling of Delp Road. Based upon the evaluation in the EA, the FAA is making the environmental finding on the sponsor's preferred alternative. The specific components of that alternative are described below.

Runway/Taxiway Centerline Separation. The standard separation of 150-feet will be met by rotating and shifting the runway to the south.

Runway Width. The runway will be widened from 40-feet to 60-feet.

Runway Length. The runway will be extended 450-feet to the west for a total length of 3,070-feet.

Runway Safety Area (RSA). The RSA will be brought to a standard width of 120-feet and 240-feet beyond each runway end. The Runway 25 RSA will be brought to standard once the runway end is relocated to the south and west, as part of the runway/taxiway centerline separation work. The extended Runway 7 RSA standard will be met by relocating Delp Road.

Object Free Area (OFA). As a result of the above stated work items, the OFA will be brought to a standard width of 250-feet and a length of 240-feet beyond each runway end.

Runway 7 Runway Protection Zone (RPZ). A portion of the Runway 7 RPZ is currently owned by the Port of Camas-Washougal; the remaining land will be acquired by purchase.

Federal Aviation Regulation Part 77 Approach and Transitional Surface Penetrations. The Port will work with the property owners individually to secure aviation easements and remove the penetrations.

Delp Road Improvements. Delp Road will be located at its current alignment, with a tunnel under the Port's property. The proposed tunnel will be 42-feet wide with ConSpan arches set on continuous cement concrete footings. The roadway will be built on top of the footings and will have a minimum one percent grade to ensure positive drainage of stormwater.

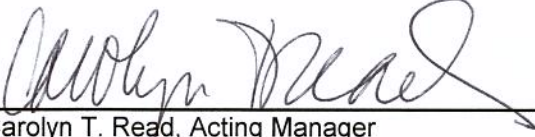
Environmental Impact and Reasons for Finding of No Significant Impact

The environmental impact is described in the Final Environmental Assessment (FEA), dated June, 2011. No significant impact on the quality of the environment was found which related specifically to the proposed action. Best management practices to be employed are described in Chapter Six of the FEA.

Evidence of coordination with the appropriate Federal, state, and local agencies and their comments is included in Chapter Five of the FEA.

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.



Carolyn T. Read, Acting Manager
Seattle Airports District Office

6/27/11

Date