

U.S. Department of Transportation

Federal Aviation Administration
Northwest Mountain Region

Finding of No Significant Impact/
Record of Decision

For the Improvements to the Nampa Municipal Airport
Nampa, Idaho

March 2021

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I. Introduction

This document serves as the Federal Aviation Administration’s (FAA) Finding of No Significant Impact/Record of Decision (FONSI/ROD) and provides the final agency determinations and approvals for the federal actions necessary to implement the proposed improvements at the Nampa Municipal Airport. The Airport is owned and operated by the City of Nampa, Idaho. This FONSI/ROD is based on the information and analysis contained in the Final Environmental Assessment (FEA) dated March 2021, which is hereby incorporated herein by reference. The FEA has been prepared pursuant to Section 102(2)(c) of the National Environmental Policy Act (NEPA) and the President’s Council on Environmental Quality (CEQ) Regulations Title 40 CFR §§ 1500-1508, and in accordance with FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The FEA documents the evaluation of environmental impacts associated with the proposed improvements described below.

In addition to the written response to the comments received during the public comment period, the following changes were made in the FEA:

- The words “expand and” were removed from the first paragraph of Section 1.1 on page 1 of the FEA.
- Text was added to relevant sections of the FEA to further clarify and explain that structures on the property may be removed in the future after an evaluation of their structural integrity is performed, as well as an analysis of their historic integrity as part of the Storey Poultry Farm, which is potentially eligible to the National Register of Historic Places (NRHP). (Pages 7, 11, 13, and 21 of the FEA)
- The term “economic remnant” was corrected to “uneconomic remnant” on page 10 of the FEA.
- The occurrence of the word “abandoned” on page 25 of the Draft EA in reference to vehicles on the property will be removed in the FEA.
- A typo in Appendix D was corrected. A Memorandum dated May 1, 2020, to summarize public involvement stated a public meeting had been held on August 18, 2018. The date was corrected to August 16, 2020 in the FEA.

II. Background

The Nampa Municipal Airport (FAA Identifier MAN) is located within the City of Nampa in Canyon County, Idaho. The City of Nampa (the Airport Sponsor) is proposing to acquire a parcel of land located adjacent to the Airport in order to protect the existing Runway 11 Runway Protection Zone (RPZ) to help to meet FAA design standards.

The Runway Protection Zone (RPZ) is an area off the end of the runway intended to enhance the protection of people and property on the ground. The FAA recommends that Airport Owners acquire or obtain control of all land with RPZs through fee simple acquisition or, at a minimum, obtain avigation easements. Securing the land use/development of the RPZ is a primary safety concern for the FAA. The most common location of aircraft accidents is off the ends of a runway within the RPZ. The FAA discourages incompatible uses in these areas including the establishments of churches, schools, hospitals, shopping centers, office buildings, public transportation facilities and other uses with similar concentrations of persons.

The most used and equipped Runway for approaches at the Nampa Airport is Runway 11. Therefore, the Runway 11 RPZ is a critical portion of property for the Airport Sponsor to control to provide safe operating conditions at the Airport. The Runway 11 RPZ at Nampa currently has many incompatible land uses including residential and agricultural buildings, offices buildings and associated parking and transportation facilities.

The Airport currently owns 3.569 acres (approximately 26%) of the Runway 11 RPZ. The remaining 74% contains incompatible land uses including roadway right-of-way, land zoned within the Nampa City limits as Community Business (BC), and land within Canyon County that is zoned as Light Industrial (LI).

Commercial land uses in the Runway 11 RPZ are primarily located to the north and south of Garrity Boulevard in an area that is zoned as Community Business (BC). These commercial uses include buildings, above ground utilities, and gathering areas such as parking lots that create unsafe conditions and incompatible uses within the Runway 11 RPZ.

III. Proposed Action

The City of Nampa has proposed the following improvements at the Nampa Municipal Airport. Chapter 1 and Figure 1-4 of the FEA provide a description and graphic depiction of the project, which includes the following elements:

- Acquisition of a parcel of 6.717 acres of private land adjacent to the existing Runway 11 of the Nampa Municipal Airport from a single private landowner.
 - The proposed parcel is located immediately southwest of the intersection of Garrity Boulevard and N. Kings Road in Nampa, Idaho, and is defined as Canyon County Parcel No. R14285549AO.
 - The Proposed Action would acquire the entire 6.717 acres of a single parcel of zoned as Light Industrial (LI), privately held land. This acquisition would include 2.74 acres of the central portion of the RPZ designated as the extended Object Free Area (OFA) and 1.07 acres of the Controlled Activity Area (CAA). The remaining 2.907 acres of the parcel not required for the RPZ would be considered an uneconomic remnant.
- Existing structures on the property would be removed to eliminate incompatible land uses within the Runway Protection Zone (RPZ) of Runway 11 and structures outside the RPZ may be proposed for removal after an evaluation of their structural integrity is performed, as well as an analysis of their historic integrity.
 - Prior to any structures on the property being removed, their historic integrity and overall condition will be evaluated and coordinated with the Idaho State Historic Preservation office as appropriate (see Sections 4.5 and 4.8 in the FEA for further details).

IV. Purpose and Need

The FAA has the responsibility to maintain and enhance safety and security in air commerce (Title 49 USC § 40101(d)). To meet this responsibility, the FAA has developed standards and recommendations for the design of civil airports to promote safety and security (Advisory Circular 150/5300-13A, Airport Design). These standards and recommendations are updated to incorporate new standards and technical requirements.

The Purpose and Need is presented fully in Chapter 2 of the FEA. The City of Nampa's purpose for pursuing improvements at the Nampa Municipal Airport is to mitigate incompatible land uses within the Runway 11 RPZ, thereby improving the Airport's safety in accordance with planning guidelines established by FAA.

The Proposed Action is needed to comply with FAA Advisory Circular (AC) 150/5300-13A Airport Design, Change 1, Section 310. According to the FAA, RPZs are trapezoidal areas "off the end of the runway end that serve to enhance the protection of people and property on the ground". Under the FAA design criteria, "the airport must own the landing area...[and] the airport owner must have sufficient interest in the Runway Protection Zones to protect the Runway Protection Zones from both obstructions and incompatible land use" (FAA AC 150/5300-13 Airport Design).

In accordance with FAA Advisory Circular (AC) 150/5300-13A, structures within the RPZ will be demolished in order to remove incompatible land uses from within the RPZ in order to protect people and property on the ground. Structures outside the RPZ may be removed after an evaluation of their structural integrity is performed, as well as an analysis of their historic integrity as part of the Storey Poultry Farm, which is potentially eligible to the National Register of Historic Places (NRHP).

V. Agency Actions and Approvals

The FAA actions, determinations, and approvals necessary for this project to proceed include the following:

- Unconditional approval of the Proposed Action as shown on the Airport Layout Plan (ALP).
- A determination that the environmental analysis prerequisites associated with any future Airport Improvement Program (AIP) funding application concerning the Proposed Action have been fulfilled pursuant to 49 USC 47101.

VI. Alternatives

The FEA identified and evaluated reasonable alternatives that may accomplish the objectives of the Proposed Action in accordance with NEPA, FAA Orders 1050.1F and 5050.4B, and FAA design standards. In addition, pursuant to CEQ regulations, the No Action alternative was carried forward for analysis for comparison of impacts related to the proposed action. Chapter 3 of the FEA presents the alternatives analysis.

In 2017, the Airport Sponsor performed an RPZ analysis (Appendix B of the FEA). The analysis evaluated measures to protect against, remove and/or mitigate incompatible land uses within the Runway 11 RPZ. The RPZ analysis detailed five options (RPZ alternatives) to remove portions of roadways, commercial businesses, and incompatible land uses within the Runway 11 RPZ. As discussed in the RPZ analysis, removal of these conflicts would increase the protection of people and property on the ground in the event that an aircraft lands short of the Runway 11 threshold. The analysis determined that the protection of the Runway 11 RPZ is necessary in order for the Airport to provide for safe Airport operations and meet current FAA standards.

During the various alternatives analysis discussions, the Airport and the FAA determined that the acquisition of the private land parcel adjacent to and within the Runway 11 RPZ (Proposed Action) is the major required component of the current MPU and the 2017 RPZ Analysis. Due to the rapid growth of the area and the location of the parcel in question (located on the corner of a

busy intersection), there are likely to be increasing pressures from commercial interests to develop the land. Acquiring the property at this time would allow the Airport Sponsor to secure this portion of the RPZ before the land is further developed to address existing incompatible land uses and prevent future incompatible land uses.

Therefore, the FEA identified and evaluated two alternatives:

No Action Alternative:

The No Action Alternative is defined as the continued operation of the existing Airport facilities, with no improvements, modifications, or upgrades to Airport facilities. The Airport would continue to operate under existing conditions with no improvements to protect the Runway 11 RPZ.

Proposed Action Alternative:

The Proposed Action Alternative is the acquisition of the private land parcel adjacent to the Runway 11 RPZ from a single private owner. The parcel is defined as Canyon County Parcel No. R14285549AO, and encompasses 6.717 acres immediately southwest of the intersection of Garrity Boulevard and North Kings Road in Nampa, Idaho.

After the parcel has been acquired, existing structures on the property would be removed to eliminate incompatible land uses within the RPZ and structures outside the RPZ may be proposed for removal after an evaluation of their structural integrity is performed, as well as an analysis of their historic integrity. Prior to any structures on the property being removed, their historic integrity and overall condition will be evaluated and coordinated with the Idaho State Historic Preservation office as appropriate.

VII. Affected Environment

The Nampa Municipal Airport (FAA Identifier MAN) is located within the City of Nampa in Canyon County, Idaho. The Airport is owned and operated by the City of Nampa. It has existed at its present location since 1929.

The Airport currently encompasses 242 acres, 1.5 miles northeast of the Nampa City Center. Land uses surrounding the Airport include commercial, residential and agricultural activities. As one of Idaho's fastest growing communities, the area surrounding the Airport, City and the County as a whole is developing rapidly. The forecasts compiled for the 2019 Master Plan Update (MPU) for the Nampa Airport indicates that the Boise Metropolitan Area (which includes the City of Nampa) population grew from 469,017 residents in 2000 to 713,623 residents in 2018, resulting in a historical compound average growth rate of 2.82%. Future forecasts indicate that growth will continue, with the Boise Metropolitan Area potentially reaching 969,426 individuals by 2038. The high population growth rate of the area was further demonstrated by the U.S. Census Bureau information that indicates that the population of Nampa City alone has grown approximately 14.7 % from April 1, 2010 to July 1, 2017.

Canyon County is in attainment for all criteria pollutants.

Given the location of the Airport, the following resources are not present in the project area:

- Coastal resources
- Farmlands
- Wetlands

- Floodplains
- Surface Waters
- Wild and scenic rivers

VIII. Environmental Consequences

Environmental impact categories identified in FAA Orders 1050.1E and 5050.4B were evaluated in the FEA. The environmental consequences of Alternative 1 - No Action and the Proposed Action are included in Chapter 4 of the FEA. Below is a summary of the findings.

A. Air Quality

Canyon County is within attainment for all National Ambient Air Quality Standards (NAAQS).

Under the Proposed Action, there would be no variation in existing traffic patterns or aviation emissions levels. There would be short term increases in emissions during land clearing activities on the subject property. However, because the increase in emissions levels would be short-term and localized to the subject property, the Proposed Action would not result in any significant increases to air emissions or release of air pollutants; and therefore, would not result in any significant impacts to air quality.

B. Biological Resources

There would be no effect on Federally-listed threatened or endangered species (fish, wildlife, or plants) from the Proposed Action due to the lack of occurrence and lack of suitable habitat within the study area.

C. Climate

The Proposed Action would not be anticipated to result in an increase of GHG emissions. While demolition would occur on the subject parcel, the demolition activities would be short-term, and would cease after the existing structures are removed. Therefore, there would be no significant impacts to climate as a result of the Proposed Action.

D. Department of Transportation Act: Section 4(f)

A cultural resource survey for the Nampa Airport was performed in 2018. However, the property owner of the subject parcel would not grant access to the property to allow the archaeologist/architectural historian to property assess the structures and historic context of the area, and the project area was assessed from the perimeter of the property. One site on the subject parcel proposed for acquisition was identified as potentially meeting the criteria for listing on the National Register of Historic Places (NRHP): the farmstead (Storey Poultry Farm) at 2909 South Garrity Boulevard (see Cultural Resources Survey, Appendix C of the FEA).

Under the Proposed Action, the Canyon County Parcel No. R14285549AO (2909 South Garrity Boulevard, Nampa, ID) would be acquired by the Airport to preserve the existing Runway 11 RPZ. Following the parcel acquisition, existing structures on the parcel would be demolished to eliminate incompatible land uses within the RPZ, and structures outside the RPZ may be proposed for removal.

Because the consultation to determine eligibility and effects cannot be completed until the Airport Sponsor has access to the property to adequately assess the potentially historic structures, the FAA determined that the NEPA finding/decision will be conditional on the

sponsor conducting a thorough survey of the property after acquisition and before any removal activities. The FAA would then complete the Section 106 consultation with the Idaho State Historic Preservation Office (SHPO). If any features are identified as eligible to the NRHP and will incur an adverse effect as a result of the Proposed Action, Section 106 consultation will be conducted with the SHPO to mitigate adverse effects to historic properties, and a Department of Transportation 4(f) evaluation will be completed before any structures are removed. The SHPO agreed with this approach in a letter dated September 11, 2019.

E. Hazardous Materials, Pollution Prevention, and Solid Waste

Currently, there is no known hazardous or solid waste contamination within the parcel to be acquired. Additional site assessments would occur after the property acquisition and prior to any demolition activities. If onsite contaminants or hazardous materials are identified during the assessments, appropriate measures would be taken to ensure that the materials are disposed of appropriately and as outlined in current local, state, and federal regulations. No significant impacts are expected to arise due to the Proposed Action.

F. Historical, Architectural, Archeological and Cultural Resources

A cultural resource survey for the Nampa Airport was performed in 2018. However, the property owner of the subject parcel would not grant access to the property to allow the archaeologist/architectural historian to property assess the structures and historic context of the area, and the project area was assessed from the perimeter of the property. One site on the subject parcel proposed for acquisition was identified as potentially meeting the criteria for listing on the National Register of Historic Places (NRHP): the farmstead (Storey Poultry Farm) at 2909 South Garrity Boulevard (see Cultural Resources Survey, Appendix C of the FEA).

Under the Proposed Action, the Canyon County Parcel No. R14285549A0 (2909 South Garrity Boulevard, Nampa, ID) would be acquired by the Airport to preserve the existing Runway 11 RPZ. Following the parcel acquisition, existing structures on the parcel would be demolished to eliminate incompatible land uses within the RPZ, and structures outside the RPZ may be proposed for removal.

Because the consultation to determine eligibility and effects cannot be completed until the Airport Sponsor has access to the property to adequately assess the potentially historic structures, the FAA determined that the NEPA finding/decision will be conditional on the sponsor conducting a thorough survey of the property after acquisition and before any removal activities. The FAA would then complete the Section 106 consultation with the Idaho State Historic Preservation Office (SHPO). If any features are identified as eligible to the NRHP and will incur an adverse effect as a result of the Proposed Action, Section 106 consultation will be conducted with the SHPO to mitigate adverse effects to historic properties, and a Department of Transportation 4(f) evaluation will be completed before any structures are removed. The SHPO agreed with this approach in a letter dated September 11, 2019.

G. Land Use

The acquisition proposed as part of the Proposed Action would not create incompatibility between land uses. All of the future Airport property would remain within the Light Industrial zone, and would be compatible with airport use. Additionally, the Proposed Action is not anticipated to increase noise impacts to adjacent sensitive noise receptors and all proposed

improvements would comply with existing noise ordinances and regulations. The property owner would be compensated at fair market value for the appraised property, and the acquisition of the identified properties would be conducted in conformance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) [42 U.S.C. 4601]. Therefore, the Proposed Action would not significantly impact land uses within the study area.

H. Natural Resources and Energy Supplies

The Proposed Action would not result in an increase in energy or natural resource consumption. There would be short-term impacts to energy consumption due to demolition, but these impacts would cease after the project activities have ended. Therefore, there would be no significant impacts to natural resources or energy supply.

I. Noise and Noise-Compatible Land Use

The Proposed Action would not significantly impact noise and compatible land use at the Airport. The proposed land acquisition would occur within an area already zoned as Light Industrial, and the future land use would be consistent with current zoning laws and requirements. Although structures will be demolished and removed, no other development activities are proposed for the land acquisition area, and no changes in the Airport infrastructure would occur as a result of the Proposed Action. Therefore, there would be no impacts to noise and compatible land use due to the Proposed Action.

J. Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks

The Proposed Action requires the acquisition of a private parcel and the current property owners would be displaced after the acquisition. There is adequate housing available within the nearby area and the acquisition process would follow the federal requirements under the Uniform Act.

The property owner would no longer be able to lease out space on the property to commercial interests. Therefore, the existing businesses on the parcel including the property owner's car repair business and the other businesses would no longer be able to operate on the parcel. There is limited information regarding the commercial uses on the property, however, it is understood that there are multiple commercial uses on the property. One of these commercial uses is run by the property owner and the others operate under lease agreements with the private property owner. The acquisition of the parcel is not anticipated to impact populations outside of those living and working on the parcel. Housing and commercial space is available in the general vicinity of the project area and all relocation activities would follow the Uniform Act.

The Proposed Action would not create a health hazard, would increase the safety in the area by securing a portion of the RPZ, and would not represent a disproportionate impact to any populations in the area.

Additionally, information currently available has not illustrated the presence of a low-income or minority population within the study area, and there would be no new hazards introduced that would impact children's health and safety within the study area. Therefore, there would be no anticipated impacts to low-income or minority communities, or to children's environmental health and safety, as a result of the Proposed Action.

No significant impacts to socioeconomic impacts, environmental justice, or children's environmental health and safety risks were identified that would occur from the Proposed Action.

K. Visual Effects

The Proposed Action requires the acquisition of a private parcel and the removal of existing structures. The Proposed Action would not result in any new sources of light emissions and the removal of the existing structures is not anticipated to negatively impact the existing visual conditions at the Airport or the viewshed of the surrounding area. Therefore, no significant light emissions or visual impacts would be expected due to the Proposed Action.

L. Water Resources

A site survey by a qualified wetland specialist, review of the USFWS National Wetlands Inventory (NWI) maps, the EPA database, the NPS database and other resources indicate that there are no water resources on the subject parcel. The Proposed Action would not increase stormwater runoff, change or create a new discharge into a waterway, impact a floodplain, jurisdictional waterway or wetland, contaminate surface or ground water, or impact a Wild and Scenic River. And therefore, no impacts to water resources are expected to occur under the Proposed Action.

M. Cumulative Impacts

The analysis included in Section 4.15 of the FEA identifies past, present, and reasonably foreseeable actions that could contribute to cumulative impacts in specific environmental resource categories evaluated and highlights project-related effects that could contribute to cumulative impacts in these resource categories.

Significant adverse cumulative impacts are not anticipated when the Proposed Action is considered with reasonably foreseeable past, present, and reasonably foreseeable projects.

IX. Mitigation/Minimization

The Airport Sponsor has committed to the following mitigation measures as part of the Proposed Action:

The Airport Sponsor is required to complete a thorough survey of historic properties for submission to the FAA after the property is acquired in order for Section 106 consultation with SHPO to take place. Required mitigation for any adverse effects to cultural resources would be established in consultation with the FAA and SHPO and would be conducted prior to the implementation of any removal/demolition activities on the subject parcel.

X. Public Involvement

Public involvement is a vital component of the NEPA process. The Notice of Availability of the Draft EA was advertised in the Idaho Press-Tribune on May 10, 17, 24, 31, and June 7; and in the Idaho Statesman on May 8, 15, 22, 29, and June 5; and was posted on the website for the City of Nampa. The notice announced that comments would be accepted for a period of 30 days beginning on May 8, 2020, and ending on June 9, 2020. Hard copies were made available upon request for anyone not able to review an electronic version, however, no requests were made for hard copies. Two comments were received during the public comment period. Responses to the comments are provided in Appendix D of the FEA.

XI. Agency Findings

The FAA makes the following determinations for this project based upon a careful review of the attached FEA, comments on the Draft EA, and appropriate supporting information.

The following determinations are prescribed by the statutory provisions set forth in the Airport and Airway Improvement Act of 1982, as codified in 49 USC §47106 and 47107.

i. The project is reasonably consistent with existing plans of public agencies responsible for development of the area surrounding the airport (49 USC §47106(a)(1)).

The determination prescribed by this statutory provision is a precondition to agency approval of project grant funding applications.

The Proposed Action is based upon planning and analysis that was conducted by the City of Nampa in the form of a 2017 RPZ analysis in an effort to provide measures to protect against and remove or mitigate incompatible land uses within the Runway 11 RPZ. Agencies were identified in the RPZ Analysis that would be involved with the issues and their comments were incorporated into the evaluation of alternatives. Agencies that were contacted and coordinated with include the City of Nampa, the Nampa Highway District, the Idaho Transportation Department (ITD) Planning Department, and Idaho Department-Aeronautics Division. The preferred alternative identified in the RPZ analysis included the Proposed Action as a central aspect of mitigating incompatible land uses in the Runway 11 RPZ in order to increase the protection of people and property on the ground in the event that an aircraft lands short of the Runway 11 threshold.

ii. The interests of the community in or near which the project may be located have been given fair consideration (49 USC §47106(b)(2)).

The determination prescribed by this statutory provision is a precondition to agency approval of airport development project grant funding applications.

The Proposed Action is based upon planning and analysis that was conducted by the City of Nampa in the form of a 2017 RPZ analysis in an effort to provide measures to protect against and remove or mitigate incompatible land uses within the Runway 11 RPZ. Agencies that were contacted and coordinated with during the RPZ analysis include the City of Nampa, the Nampa Highway District, the Idaho Transportation Department (ITD) Planning Department, and Idaho Department-Aeronautics Division.

All known businesses within a 0.5-mile radius of the Runway 11 RPZ were sent a scoping letter regarding the proposed development via U.S. postal service on September 14, 2017. A copy of the list is included in Appendix D of the FEA.

Notice for a public scoping meeting to solicit input from the public regarding the planned environmental analysis for the proposed development was given on the Nampa City website from August 5 to August 16, 2018, and was advertised in the legal notice section of the Idaho Press Tribune on August 7, 2018. The public scoping meeting was held on August 16, 2018. One person attended the meeting, and no comments were offered.

The Notice of Availability of the Draft EA was advertised in the Idaho Press-Tribune on May 10, 17, 24, 31, and June 7; and in the Idaho Statesman on May 8, 15, 22, 29, and June 5; and was posted on the website for the City of Nampa. The notice announced that comments would be accepted for a period of 30 days beginning on May 8, 2020, and ending on June 9, 2020. Hard copies were made available upon request for anyone not able to review an electronic

version, however, no requests were made for hard copies. Two comments were received during the public comment period. Evidence of public and agency coordination can be found in Appendix D of the FEA.

iii. The airport sponsor has taken, or will take, actions to restrict land use in the airport vicinity, including adoption of zoning laws, to ensure the uses are compatible with airport operations (49 USC §47107(a)(10)).

The determination prescribed by this statutory provision is a precondition to agency approval of airport development project grant funding applications.

As a recipient of AIP funding, the Airport Sponsor has signed grant assurances that require them to take appropriate action, to the extent reasonable, including the adoption of zoning laws, 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 landing and takeoff of aircraft.

The Airport is within the jurisdictional boundaries of the City of Nampa and is situated within the Light Industrial zone, which is intended to create, preserve, and enhance areas containing a wide range of manufacturing and related establishments, and is typically appropriate to areas providing a wide variety of sites with good rail or highway services. The City of Nampa has enacted an Airport Zoning Ordinance to restrict the height of new developments adjacent to the Airport. The ordinance is meant to provide compatible land use and prevent obstructions within the airspace of the Airport. Additional Airport zoning requirements apply for the Airport property to support Airport activities and to prevent incompatible new development and obstructions within the RPZ and object free zone. The underlying zoning in the vicinity of the Airport does not present any obstacles to Airport functionality or to implementation of the Proposed Action.

XII. Decision and Order

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal action, namely the Proposed Action, is consistent with existing national environmental policies and objectives as set forth in Section 101 (a) of NEPA and other applicable environmental requirements and is not a major federal action significantly affecting the quality of the human environment or otherwise, including any condition requiring consultation pursuant to Section 102(2)(c) of NEPA. As a result, FAA will not prepare an Environmental Impact Statement.

This decision does not constitute a commitment of funds under the Airport Improvement Program (AIP); however, it does fulfill the environmental prerequisites to approve applications for grants of AIP funds for the proposed project in the future. (49 U.S.C § 47101)

Accordingly, under the authority delegated to me by the Administrator of the FAA, I approve and direct that agency action be taken to carry out implementation of the Proposed Action.

William C. Garrison
Acting Director
Airports Division, ANM-600

Date

Right of Appeal

This FONSI/ROD constitutes a final order of the FAA Administrator and is subject to the exclusive judicial review under 49 USC § 46110 by the US Circuit Court of Appeals for the District of Columbia or the US Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its 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 US Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 USC § 46110. Any party seeking to stay implementation of the ROD must file an application with the FAA prior to seeking judicial relief as provided in Rule 18(a) of the Federal Rules of Appellate Procedure.