

**Chapter Six**  
**ENVIRONMENTAL REVIEW**  
**SUMMARY**

*Airport Layout Plan Report*  
*Newport Municipal Airport*

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# Environmental Overview

for

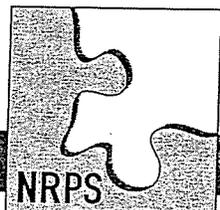
## Newport Municipal Airport Terminal Plan Update

Prepared for:

Oregon Department of Aviation

November 14, 2003

Prepared by:



**natural resource planning services, inc.**

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**NORTHWEST MOUNTAIN REGION - AIRPORTS DIVISION**  
**Environmental Checklist**

Revision #1 December 2, 2002

**CONTACT THE ADO ENVIRONMENTAL SPECIALIST BEFORE USING THIS FORM**

Airport: Newport Municipal Airport

Project Description: Construction of a new passenger terminal facilities on the east side of the airfield to allow for future full extension of the parallel taxiway. Development of small hangars is recommended in the southwest area, and a new hangars on the north of the terminal facilities on the west side. Construction of a stub taxiway from the existing taxiway. Construction of new access route from public Highway 101. Possible relocation of the VORTAC system to the east side of the airfield.

Proposed Start Date of Project: \_\_\_\_\_

Purpose & Need: To provide expansion capability for smaller executive style hangars and for the potential for a larger terminal facility for scheduled and non-scheduled passengers using the airport.

**Directions:** The person preparing this form should have knowledge of the environmental features of the airport and general impacts of the project. Although some responses may be obtained from the preparer's own observations, previous environmental documents or research may be cited. Some of the best sources for information are the jurisdictional federal, state and local resource agencies responsible for the impact categories. When a project involves land that has not previously been disturbed (by construction), the ADO requires a specialist review the categories of cultural resources, wetlands, and threatened and endangered species. Please contact the ADO environmental specialist if you have questions.

An electronic version of this form is available upon request.

**FOR EACH YES OR NO ANSWER: PROVIDE DOCUMENTATION USED AS THE BASIS FOR THE DETERMINATION TO PLACE AN "X" IN THE YES OR NO BOXES BELOW, PLACE THE CURSOR OVER THE BOX AND LEFT CLICK YOUR POINTING DEVICE. DO THE SAME TO UNDO A MISTAKEN ENTRY.**

CONTROVERSY: Is the proposed project likely to be highly controversial on environmental grounds?  Yes  No

A proposed Federal action is considered highly controversial when the action is opposed on environmental grounds by a Federal, state, or local government agency, or by a substantial number of the persons affected by such action. If the action proponent has any doubt whether a given number of opposing persons is "substantial", or there is a probable risk of litigation, that doubt shall be resolved by discussion with ADO Environmental Specialist to determine if the action should be processed as a highly controversial one.

On what basis was the determination made? Reference available documentation to support analysis if applicable. The preferred master plan concept plan does not influence any properties outside of the airport boundary and it meets the needs of the aircraft owners and passengers who use the airfield terminal and hangar facilities.

**NOISE:** Does the project increase noise levels over noise sensitive areas within the 65 DNL contour?  Yes  No

Does the project cause the forecast of operations to exceed 90,000 annual adjusted propeller operations or 700 annual adjusted jet operations? If yes, were noise contours produced?  Yes  No

**On what basis was the determination made?** Reference available documentation to support analysis if applicable. (e.g. ALP, Master Plan, noise contours)  
**See Chapter 4 Figure 4B of the Newport Municipal Airport Master Plan**

**COMPATIBLE LAND USE:** Is the proposed project reasonably consistent with plans, goals, policies, or controls that have been adopted for the area in which the airport is located?  Yes  No

**On what basis was the determination made?** Reference available documentation to support analysis if applicable. (e.g. Master Plan, zoning ordinance, letters from local jurisdictions)  
**Proposed changes are consistent with local plans and policies. See attached environmental overview**

**SOCIAL IMPACT:** Are residents or businesses being relocated?  Yes  No

If yes, how will those being relocated be accommodated?

Does the project alter surface transportation patterns or cause a degradation of level of service?  Yes  No

If yes, what mitigation is planned?

**On what basis was the determination made?** Reference available documentation to support analysis if applicable.  
**Preferred master plan concept influences areas within the airport boundary only.**

**INDUCED SOCIO-ECONOMIC IMPACTS:** Will the project result in disruption of community? (e.g. change in business and economic activity, impact to public service demands)  Yes  No

If yes, what mitigation is planned?

Are secondary induced impacts (such as changes in population pattern or growth, public service demands, or economic activity expected)?  Yes  No

If yes, what mitigation is planned?

**On what basis was the determination made?** Reference available documentation to support analysis if applicable.  
**Airport improvements will all be within the property boundary; no additional public service demands or change in the use of the local businesses is anticipated.**

**ENVIRONMENTAL JUSTICE** Are there disproportionately high adverse impacts on minority or low-income populations within the DNL 65 contour?  Yes  No

If yes, what mitigation is planned?

**On what basis was the determination made?** Reference available documentation to support analysis. (e.g. census data, local statistics)  
**There are no minority or low-income populations that reside within the DNL 65 contour.**

**AIR  
QUALITY:**

1. Will the proposed project have the potential to increase landside or airside capacity, including the capacity to handle additional surface vehicles? If no, move on to the next topic area, Water Quality. If yes, proceed to question 2 in this topic.  Yes  No

2. Is the proposed project within or adjacent to a U.S. Environmental Protection Agency, defined NON-ATTAINMENT AREA? If no, go to d. below.  Yes  No

a. If yes to 2 above, is the project exempt from the General Conformity regulations published in the Federal Register of November 30, 1993? If yes, go to d. below.  Yes  No

b. If no to 2a, is the project accounted for in the State Implementation Plan? If yes, no further study is necessary. Move on to Water Quality.  Yes  No

c. If no to 2b, an air pollutant emission inventory must be prepared to determine if the project will produce, on an annual basis, criteria pollutants exceeding the de minimis levels. This inventory analysis should include project revisions, intended to reduce the emission inventory to below de minimus levels. If project emissions cannot be kept below de minimus levels an environmental assessment must be prepared which must also address item d. below.  Yes  No

d. Are there any "hot spot" surface intersections where the National Ambient Air Quality Standards (NAAQS) might be exceeded as a result of implementing the proposed project? This is usually an intersection that suffers a reduction in the Level of Service (LOS) of two levels resulting in an LOS of less than LOS C.  Yes  No

If yes to 2d, an intersection air quality analysis must be prepared including an analysis of how planned mitigation will reduce the project concentrations to below the NAAQS. If pollutant concentrations cannot be kept at or below the NAAQS an environmental assessment must be prepared.

If no to 2d, no further study is necessary. Move on to Water Quality.

On what basis was the determination made? Reference available documentation to support analysis if applicable.

Contacted the Oregon Department of Environmental Quality air quality personnel. See attached environmental overview.

**WATER  
QUALITY**

Will the proposed project produce water quality impacts to ground water, surface water bodies, public water supply systems, etc?  Yes  No

If yes, what mitigation is planned?

On what basis was the determination made? Reference available documentation to support analysis if applicable. (e.g. National Pollutant Discharge Elimination System (NPDES) permit, water quality certification)

See attached environmental overview.

**SECTION 4F  
IMPACTS:**

Will the proposed project impact DOT Section 4f resources (publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance, or land of an historic site of national, state or local significance)?  Yes  No

If YES, explain how such impacts will be mitigated. If the impacts cannot be mitigated, 4f applies and an environmental assessment must be prepared.

On what basis was the determination made? Reference available documentation to support analysis if applicable:  
See attached environmental overview.

**CULTURAL  
RESOURCES**

For proposed projects that involve new disturbed ground or off airport increases in noise, the following apply, otherwise, move on to BIOTIC COMMUNITIES.

a. After consultation with the State Historic Preservation Officer (SHPO), is there reason to believe that:

1) significant architectural, prehistoric, historic, archeological, or paleontological resources may be lost or destroyed as a result of the project,  Yes  No

2) there is any Native American tribal interest in the project, or  Yes  No

3) the proposed project would impact properties in or eligible for inclusion in the National Register of Historic Places?  Yes  No

b. If the SHPO indicates the possibility of tribal interest in the project, have those tribe(s) been contacted directly by the FAA ADO personnel to discuss the project? If no, then contact the tribe(s).  Yes  No

c. Does the tribe(s) object to the project or suggest some form of mitigation to alleviate their concerns?  Yes  No

d. Have those mitigation measures been incorporated into the project to reduce or eliminate those concerns?  Yes  No

e. If yes to a 1., has a survey of the area to be disturbed been completed? If no, then conduct the survey.  Yes  No

f. Did the survey find significant architectural, prehistoric, historic, archeological, or paleontological resources that would be lost or destroyed as a result of the project?  Yes  No

If yes to either a 3. or f. above, 4f will apply, and an environmental assessment must be prepared.

Off airport noise impacts related to a 2 and a 3 above should be explained under NOISE.

On what basis was the determination made? Reference available documentation to support analysis if applicable. (e.g. survey results, letters from SHPO)  
**A cultural survey will have to be conducted prior to any ground disturbing activities. There is a potential for possible burial grounds in the vicinity of the airport. Tribes will be consulted by the FAA prior to the approval and implementation of any of the construction projects. See attached environmental overview.**

**BIOTIC  
COMMUNITIES**

Will the proposed project impact plant communities and/or cause the displacement of wildlife?  Yes  No

If YES, explain how such impacts will be accommodated.

On what basis was the determination made? Available documentation to support analysis if applicable (e.g. letters from state/federal agencies)

**Most of the area proposed for construction has been rough graded or otherwise disturbed in the past. See attached environmental overview.**

**ENDANGERED AND THREATENED SPECIES**

a. Does the proposed project have the potential to impact federal and state listed endangered or threatened species or their habitat?  Yes  No

b. Has the United States Fish and Wildlife Service (USFWS) or National Marine Fishery Service (NMFS) been contacted to acquire lists of endangered or threatened species that may be impacted by the project? If, no, then contact the services to get the lists, if any.  Yes  No

c. Are there listed species in the area?  Yes  No

d. Are the critical habitats of listed species adversely impacted?  Yes  No

If yes to either c. or d., then a biological assessment must be prepared. An environmental assessment may also need to be prepared.

On what basis was the determination made? Reference available documentation to support analysis if applicable:

The National Marine Fisheries Service, U.S. Fish and Wildlife Service and the Oregon Natural Heritage Information Center were contacted to request known species from the project vicinity. A BA will be required prior to any approval of construction projects that affect the ground surface. See attached environmental overview.

**ESSENTIAL FISH HABITAT (EFH)**

Does the proposed project have the potential to impact fish habitat protected under the Magnuson-Stevens Act (ID, OR, WA)?  Yes  No

If yes, has an Essential Fish Habitat assessment been prepared and consulted upon with the National Marine Fisheries Service?  Yes  No

Are the habitats of listed species adversely impacted?  Yes  No

If yes, what conservation measures must be incorporated into the project design?

On what basis was the determination made? Reference Available documentation to support analysis if applicable:

There is no essential fish habitat (i.e., streams or waterways) on or near the property affected by the access road, hangars, and apron upgrades. See attached environmental overview.

**MIGRATORY BIRD ACT**

Does the proposed project have the potential to adversely impact birds protected by the migratory bird treaty act?  Yes  No

If yes, are the habitats of listed species adversely impacted?  Yes  No

If yes, what conservation measures have been incorporated into the project design?

On what basis was the determination made? Reference Available documentation to support analysis if applicable:

See attached environmental overview.

**WETLANDS**

Has the proposed project been surveyed for wetlands?  Yes  No

Will the proposed project impact wetlands? Has the U.S. Army Corps of Engineers (Corps) concurred on the wetland delineation?  Yes  No

If YES, explain how such impacts will be mitigated?

On what basis was the determination made? Reference Available documentation to support analysis if applicable: (e.g. 404 permit, consultation with the Corps, wetland delineation report and Corps verification report)

Most of the area that would be used for the construction projects have been rough graded. There would be no wetlands affected if the areas for development have all been graded in the past. If an area proposed for development is shown to contain vegetation and or wetlands, a site specific wetland survey will be conducted prior to construction. See attached environmental overview.

**FLOODPLAINS** Will the proposed project impact floodplains?  Yes  No

On what basis was the determination made? Reference Available documentation to support analysis if applicable: (e.g. 404 permit, consultation with the Corps, floodplain delineation report)

See the attached environmental overview.

**COASTAL ZONE MANAGEMENT PROGRAM** Is the proposed project consistent with the approved state Coastal Zone Management (CZM) Program Plan?  Yes  No

If no, then the project sponsor and FAA will need to consult with the state and Federal CZM offices and document the outcome in an environmental assessment.

On what basis was the determination made? Reference Available documentation to support analysis if applicable: (e.g. state CZM plan)

Project site is not in area governed by State CZM planning. See attached environmental overview.

**COASTAL BARRIERS DO NOT APPLY TO THE NORTHWEST MOUNTAIN REGION**

**WILD AND SCENIC RIVERS** Would the proposed project affect any portion of the free-flowing characteristics of a Wild and Scenic River or a Study River, or any adjacent areas that are part of such rivers, listed on the Wild and Scenic Rivers Inventory?  Yes  No

If Yes, explain how such impacts will be mitigated.

On what basis was the determination made? Reference available documentation to support analysis if applicable:

See response to Floodplain, no major rivers exist in or near airport property.

**FARMLANDS** Will the proposed project impact prime or unique farmlands? Has the Natural Resources Conservation Service (NRCS) been contacted to determine if the proposed project will impact prime or unique farmlands?  Yes  No

If there are prime or unique farmlands impacted, has the Farmland Protection Policy Act form AD-1006 process be completed and project adjustments been made the preferred alternative, if necessary?

On what basis was the determination made? Reference available documentation to support analysis if applicable: (e.g. Farmland Impact Rating Form)

The site has been used as an airport since it was constructed by the Civil Aeronautics Administration in 1943 and there are no prime or unique farmlands within the airport property. See attached environmental overview.

**ENERGY SUPPLY AND NATURAL RESOURCES** Will the proposed project impact energy supply of natural resources in a detrimental manner?  Yes  No

If YES, explain how such impacts will be mitigated.

On what basis was the determination made? Reference available documentation to support analysis if applicable:  
See attached environmental overview.

**LIGHT EMISSIONS** Will the proposed project produce light emission impacts?  Yes  No

If YES, how will such impacts be mitigated?

On what basis was the determination made? Reference available documentation to support analysis if applicable:  
See attached environmental overview.

**SOLID WASTE IMPACT** Will the proposed project produce solid waste impacts?  Yes  No

If YES, how will such impacts be mitigated?

On what basis was the determination made? Reference available documentation to support analysis if applicable:  
Additional hangar facilities may result in a slight increase in garbage and refuse that would be deposited in the on-site refuse containers. Should the implementation of the master plan result in major increase in solid waste, the capacity of the on-site containers should be examined to ensure the containers are adequate. See attached environmental overview.

**CONSTRUCTION IMPACTS** Will the proposed project produce construction impacts, such as increases in localized noise levels, reduce localized air quality, produce erosion or pollutant runoff, or disrupt local traffic patterns?  Yes  No

If YES, explain how such impacts will be mitigated?

Mitigation may vary depending on if it is fugitive dust from earthmoving or erosion from grading in relatively steeper terrain or temporary slowing of traffic during the construction of the intersection of the new road with the existing one.

On what basis was the determination made? Reference available documentation to support analysis if applicable:  
See attached environmental overview

**HAZARDOUS MATERIALS** Is there reason to believe the proposed project will be constructed in an area that contains hazardous materials?  Yes  No

If yes, explain how such impacts will be mitigated.

On what basis was the determination made? Reference available documentation to support analysis if applicable:  
See attached environmental overview.

**CUMULATIVE IMPACTS** When considered together with other past, present, and reasonably foreseeable future development projects on or off the airport, federal or non-federal, would the proposed project produce a significant cumulative effect on any of the environmental impact categories above?  
No

SEE ATTACHMENT #1 TO THIS CHECKLIST FOR FURTHER CONSIDERATIONS RELATED TO THIS TOPIC.

On what basis was the determination made? Reference available documentation to support analysis if applicable: There needs to be some impacts to resources in order for any cumulative impact to occur. At this time, there is very low potential for impacts to any resource as the ground disturbing activities would be minimal even with the entire build-out of the preferred master plan concept. Should a construction project be identified (i.e. new hangars, and taxiways to serve them) more on clearance surveys should be conducted for cultural resources, vegetative communities and habitat for endangered species and an evaluation of the need for water quality treatment should be completed. These studies can then be used to ascertain the possibility of a cumulative effect with any other project impacts in the region.

## INTRODUCTION

Any project requiring a Federal decision, including funding or other regulatory approval, must be evaluated under the standards of the National Environmental Policy Act (NEPA) using guidelines established by the appropriate agency. In the Airports Program, federal actions that require environmental processing generally involve the approval of specific projects at specific airports. The recommended taxiway, apron and access road construction will require Federal Aviation Administration (FAA) approval, and will rely on FAA funding to construct the project. Therefore, the project must be evaluated based upon the standards outlined in the *FAA Environmental Handbook*, Order 5050.4A. The project may be evaluated on one of three levels: Categorical Exclusion, Environmental Assessment, or Environmental Impact Statement. Categorical exclusions are used for a specific list of low impact projects, as well as projects that can be shown to have no significant environmental impact. Environmental Assessments generally are used to convey more detailed information on specific issues or environmental elements and determine the need for more extensive review. Environmental Impact Statements are prepared for projects that are perceived to have a significant adverse environmental impact that may or may not be lessened through mitigation.

According to the *FAA Environmental Handbook*, paragraph 23, "Categorical Exclusions," the new construction may be eligible to be categorically excluded if it does not create off-site impacts. The specific reference is as follows (emphasis added):

23. a. (1) Runway, *taxiway*, apron, or loading ramp **construction** or repair work including extension, strengthening, reconstruction, resurfacing, marking, grooving, fillets and jet blast facilities, and new heliports on existing airports, **except where such action will create environmental impacts off airport property.**

Paragraph 22, "Actions Normally Requiring an Environmental Assessment" also provides guidance on the possible need for an EA under certain conditions, even if a proposed action is listed in Paragraph 23.

22. a. (8) An airport development action that falls within the scope of paragraph 24 or which involves any of the following:

(a) Use of section 4(f) land.

(b) Effect on property included in or eligible for inclusion in the National Register of Historic Places or other property of state or local historical, architectural, archeological, or cultural significance.

*(c) Land acquisition for conversion of farmland, scoring over 160 on Form AD-1006, protected under the Farmland Protection Policy Act (FPPA) to nonagricultural use through Federal financial assistance or through conveyance of government land.*

*(d) Wetlands, coastal zones, or floodplains.*

*(e) Endangered or threatened species.*

The purpose of this document is to show that there are no off-airport impacts and that there is no involvement of any of the five environmental concerns as noted in Paragraph 22, FAA 5050.4A. The resource agencies have been consulted throughout the planning process and during the preparation of this impact assessment. Records of scoping notices and correspondence are included as Appendix A. This environmental overview examines the potential for impacts that could result from implementation of the preferred master plan concept that has been developed by Oregon Department of Aviation in association with the project advisory committee and the general public in an ongoing planning process since 2002.

## PROJECT DESCRIPTION

**Location.** Newport Municipal Airport (Figure 1, Appendix B) is a General Utility category general aviation airport providing a vital service to the residents of the City of Newport and Lincoln County, Oregon. The airport is owned by the City of Newport and is comprised of approximately 696 acres in Sections 29 and 32, Township 11 South, Range 11 West, Willamette Meridian. The 1991 Newport Municipal Airport Master Plan and Inventory/Forecasts Chapter of the Airport Layout Plan Report (W&H Pacific 2003) provides additional statistics and information about the airport history, land use, environs, topography and meteorology (City of Newport, 1991).

**Proposed Action.** The preferred master plan concept (Figure 2, Appendix B) provides for the potential relocation of the VORTAC to the east side of the airfield. The plan is not dependent on the relocation of the navigational aid facility; however, the full extension of the parallel taxiway on the west side may not be possible without VORTAC relocation. The construction of a full-length parallel taxiway on the east side depends on the need to construct new passenger terminal runway. The roadway access into this area is recommended from 98<sup>th</sup> Street, which connects with Highway 101. Continuing development of small hangars is recommended in the southwest area, and a new area for hangar development is recommended north of current facilities on the west side. This area would be accessed with a stub taxiway to be aligned with the existing connecting taxiway. The hangars would be offset from the runway approximately 650 feet, although the setback would depend on final building height elevations (to clear F.A.R. Part 77 surfaces). A new access road would be developed from Highway 101 (Figure 2, Appendix B).

## INVENTORY

### I. Social Impacts

**Authority:** Uniform Relocation Assistance and Real Property Acquisition Policies of 1970 and Lincoln County and City of Newport Ordinances and Codes.

These impacts are often associated with the relocation of residents or businesses or other community disruptions. The airport property is zoned for public buildings and structures and the airfield is surrounded by open space that is planned for industrial as well as some light industrial uses as described in the 1991 Newport Municipal Airport Master Plan. The lands to the south of the airport are zoned for residential and high density residential within the Wolf Tree Resort., which has commercial tourist appeal. The Master Plan describes the potential for conflict with this use; however, there is no proposal to build new facilities in the southern portion of the airport property and no lands outside the airport boundary would be affected. It appears that the airport planning area has sufficient land area that few if any relocation of existing residences or businesses would be needed; therefore, no social impacts would occur.

### II. Induced Socio-economic Impacts

**Authority:** Lincoln County and City of Newport Ordinances and Codes.

The likelihood of significant induced socio-economic impacts is extremely low. These impacts, where they occur, include shifts in patterns of population movement and growth, increases in public services demand, and major changes in business and economic activity. The preferred concept plan does not include significant increase in noise, land use or direct social impacts. Only then would there be greater induced socio-economic impacts. Again, there would have to be significant direct impacts to result in significant induced impacts.

### III. Environmental Justice

**Authority:** Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

The potential for displacement of minority or low-income populations at a higher percentage than the general population is low. The principal areas of analysis to determine potential environmental justice impacts to the racial groups are guided by the following three concepts from the USDOT, *Environmental Justice – The Facts*, July 3, 2002.

1. Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects including social and economic effects on minority and low income populations,
2. Ensure the full and fair participation by residents in the affected community, and

3. Prevent the denial or, reduction in, or significant delay in the receipt of benefits by minority and low income populations

The preferred concept does not affect residents of the Newport community; therefore, mitigation for minority or low-income populations is not necessary. Additionally, the master plan project included several public meetings and open houses as well as other media outreach (newsletters, meetings with neighborhood groups) where citizens were asked to assist the planners in identifying alternatives and to decide on a preferred master plan concept.

#### **IV. Water Quality**

**Authority:** Federal Water Pollution Control Act, as amended by the Clean Water Act of 1977; 1982 Airport Act.

Grant Creek, an intermittent waterway, drains east to west across the airport property. The creek is piped underneath the runway and taxiway in the center of the airport property. There are no other hydrographic basins or surface water features within the airport property. Since the airport lies on an elevated fill pad on the bluff above Highway 101, the Oregon coast Highway, most of the drainage is towards the west. The surface water that does not drain through Grant Creek culvert primarily infiltrates into the sandy soil. Since infiltration is relatively high, there is no single point of discharge from paved surfaces into the creek.

Pesticides may be used to control pests and weeds throughout the airport property. This ongoing lawn and landscaping maintenance also requires that water quality standards (OAR 340-41) be upheld.

There is some potential for water quality degradation due to storm water runoff from office buildings, parking lots and other non-regulated activities since storm water discharges from site areas not associated with industrial activity are not subject to SWPCP monitoring requirements.

#### **V. Air Quality**

**Authority:** Section 176 Clean Air Act Amendments of 1977; 1982 Airport Act.

FAA is responsible for assuring that Federal airport actions conform to state Plans for controlling area-wide air pollution impacts. Oregon is a state that does not have applicable indirect source review (ISR) requirements, so the need for air quality analysis is assessed based on the activity levels of the facility. No air quality analysis is needed if the levels of activity forecast in the time frame of the proposed action are less than 180,000 operations forecast annually. Since Newport Municipal is a general aviation airport the number of annual operations forecasted between the years 2003 and 2013 is less than this threshold.

## **VI. Section 4F**

**Authority:** Section 4(f) of the Department of Transportation Act 1966.

Section 4(f) of the DOT Act aims to protect key public lands including federal, state or local public parks, recreation areas, wildlife or waterfowl refuges, or historic sites from impacts associated with transportation projects.

Newport Airport is owned by the City of Newport. There is no public recreation or park land within the airport boundaries. No 4(f) lands would be affected by implementation of any projects within the proposed 2003 Master Plan concept.

## **VII. Historic, Architectural, Archaeological and Cultural Resources**

**Authority:** National Historic Preservation Act of 1966, as amended and Archeological and Historic Preservation Act of 1974.

The State of Oregon Historic Preservation Officer and State archaeologist were consulted regarding the potential for cultural resources and tribal interest in the airport master plan project (see Appendix A correspondence). There have been no previous cultural surveys conducted at the Newport airport facility. The project area lies in an area of high potential for buried cultural sites. The State archaeologist recommends that a survey should be conducted to determine if there are any cultural resources within the airport terminal upgrade area and where other land disturbing activities are proposed. There are no properties that are eligible for the National Historic Site Register or National Historic Landmarks within the Newport area.

The Confederated Tribes of Siletz and Confederated Tribes of Grande Ronde and perhaps other may have interest in the Newport region of the region coast. Coordination with the tribes may be initiated by the FAA. Prior to any ground disturbing activities, the tribes will be consulted and asked to comment on the general concept and any conditions they would seek prior to implementing the preferred alternative.

## **VIII. Biotic Communities**

**Authority:** ODFW, USFWS

This section includes discussion of the following aspects of the biotic communities: wildlife habitat types and structure; vegetation including noxious or invasive plant species and control; wildlife use and potential wildlife hazards; and sensitivity of the biotic communities relative to the region's natural resource goals and policies.

Most of the area proposed for the additional hangars and the aprons and stub taxiway has been subjected to clearing and grading. There are no open surface waters or wetlands (Grant Creek is within a culvert across most of airport property) anywhere within the airport property boundary and sensitive species, while they may occur in the vicinity, are not

prevalent on airport property (see Endangered and Threatened Species section). Local wildlife habitats include the coastal woodland and grass/forb plant communities.

Although, no development is planned outside of the airport property, the aprons and new access road would require additional site clearing and grading which could result in invasive plant species and limitations to food, cover, movement or reproduction for small mammals.

Invasive plant species removal and control, coastal habitat restoration, reseeding as soon as appropriate to prevent erosion and other mitigation measures would be used to minimize construction or long-term effects. These activities would allow the Newport Municipal Airport to better meet the region's natural resource goals and policies.

## IX. Endangered and Threatened Species

**Authority:** Section 7 Endangered Species Act, as amended in 1978, 1979, and 1982.

The proposed taxiway addition and aprons would require an environmental finding and funding from the FAA. Section 7 of the Endangered Species Act (ESA) of 1973 as amended, directs federal departments to ensure that actions authorized, funded and/or conducted by them are not likely to jeopardize the continued existence of any federally proposed or listed species, or result in destruction, degradation or adverse modification of designated critical habitat for such species.

Section 7(C) of the ESA requires that federal agencies contact the U.S. Fish and Wildlife Service (USFWS) and/or NOAA Fisheries prior to any construction activity to determine if any proposed or listed Endangered, Threatened or Sensitive (ETS) species under their respective jurisdictions may occur in the construction project area. A Biological Assessment (BA) must be prepared if any of the construction activities would impact

The current USFWS list includes the Threatened Stellar Sea Lion (*Eumetopias jubatus*), a marine mammal as well as five birds: Marbled Murrelet (*Brachyramphus marmoratus*), Western snowy plover (*Charadrius alexandrinus nivosus*), Bald eagle (*Haliaeetus leucocephalus*), brown pelican (*Pelicanus occidentalis*), and northern spotted owl (*Strix occidentalis caurina*). The USFWS also list Coho salmon Oregon coast (*Oncorhynchus kisutch*) and the Oregon silverspot butterfly (*Speyeria zerene hippolyta*) as Threatened within this project vicinity. Marbled murrelet, Western snowy plover, Northern spotted owl and Oregon Silverspot butterfly are all listed as Threatened and critical habitat has been designated for the species. One candidate species occurs along the Oregon coast, the steelhead (*Oncorhynchus mykiss*).

If a proposed project may affect only candidate or species of concern, FAA is not required to perform a Biological Assessment or evaluation or consult with the Service. The species of concern are numerous for the Oregon Coast and include mammals, birds, amphibians, fish, invertebrates and plants. Mammals that may occur in or near the Newport Municipal Airport include: white-footed vole (*Arborimus albipes*), red tree vole (*Arborimus*

*longicaulus*), Pacific western big-eared bat (*Corynorhinus* [= *Plecotus*] *townsendii townsendii*), silver-haired bat (*Lasionycteris noctivagans*), Pacific fisher (*Martes pennanti pacifica*), long-eared myotis (*Myotis evotis*), fringed myotis (*Myotis thysanodes*), long-legged myotis (*Myotis volans*), and yuma myotis (*Myotis yumanensis*). Birds species from the area include: band tailed pigeon (*Columba fasciata*), olive-sided flycatcher (*Contopus cooperi* [= *borealis*]), mountain quail (*Oreortyx pictus*), and purple martin (*Progne subis*). Amphibians include: tailed frog (*Ascaphus truei*), Northern red-legged frog (*Rana aurora aurora*), and Southern torrent salamander (*Rhyacotriton variegates*). Fish species of concern include: green sturgeon (*Acipenser medirostris*), river lamprey (*Lampetra ayresi*), Pacific lamprey (*Lampetra tridentate*), and coastal cutthroat trout (*Oncorhynchus clarki clarki*). Insects include: caddisfly (*Lepania cascada*), insular blue butterfly (*Plebeius saepiolus insulanus*), Roth's blind ground beetle (*Pteropstichus rothi*). Two plants, the Queen of the forest (*Filipendula occidentalis*) and a moss (*Limbella fryei*) are also listed as species of concern. The USFWS advises project proponents to consider the potential effect of any construction project on these species in order to prevent future conflicts.

The Oregon Natural Heritage Information Center (ONHIC) provided a list that includes the threatened Coho salmon and the candidate species steelhead. A requested list from NOAA Fisheries has not been received at this time, but it is certain to contain the same anadromous fish and commercial marine species as on the USFWS and ONHIC lists (See Appendix A, Agency Correspondence).

The aquatic listed species would not be affected by the airport master plan construction projects. Listed birds, mammals and plants each have unique life requirements that should be examined in light of the potential for adverse effects during the construction of any airport feature such as the access road, aprons and taxiway, hangar or terminal building. Prior to conducting any land disturbing activities, the Services should be consulted as to the need for a Biological Assessment or "no effects" letter analysis.

## X. Essential Fish Habitat

**Authority:** Section 305 Magnuson-Stevens Act of 1996, as amended.

Under Section 305 of the Magnuson-Stevens Act, federal agencies that authorize, fund, or undertake any action that may adversely affect any essential fish habitat (EFH) are required to consult with NOAA Fisheries for recommendations on measures necessary to conserve or enhance EFH. Statutorily defined, EFH is those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity. EFH is designated on the basis of information indicating that certain aquatic habitats or conditions are necessary to sustain the fishery. Although NOAA Fisheries was consulted regarding this master plan update, it is unlikely that the habitats within the project study area are designated as EFH. Simply, there are no creeks or streams passing through the area. The area is sufficiently removed from the coastal waters of Oregon. When NOAA Fisheries response is received it will be forwarded to the FAA for inclusion in this report.

## **XI. Migratory Birds**

**Authority:** Migratory Bird Treaty Act of 1918, as amended.

Migratory birds are protected under this federal law, which specifically prohibits pursuing, hunting, taking, capturing, killing, or attempting to take, capture or kill, any migratory birds or any part, nest, or eggs of any such bird. For general aviation airports, it is typically upheld by taking measures to exclude (or at least not attract) migratory birds from the airport operations areas. Measures must be taken to limit the open ponded areas or types of landscape vegetation that would be an attractant to the birds as they migrate. The Wolf Tree Resort has been identified as a potential attractant for birds and when evaluated in 1991, it was determined that it presented negligible risk to the airport operations in terms of increasing the risk of bird strike. For purposes of this report, it is assumed that, with no major additional structures as a part of this master plan update, the conclusions from the earlier study remain true (Newport Municipal Airport Master Plan, 1991).

## **XII. Wetlands**

**Authority:** Executive Order 11990, Protection of Wetlands, Section 404 Clean Water Act.

The airport study area lies within the Newport National Wetlands Inventory (NWI) quadrangle. There are no wetlands or waterways on the airport property; therefore, no filling of wetlands would be necessary to construct the new access road and the aprons and taxiway.

## **XIII. Floodplains**

**Authority:** Executive Order 11988, Floodplain Management; DOT Order 5650.2 Floodplain Management and Protection.

The intent of Executive Order 11988 is to mandate federal agencies to try to avoid flood loss and impact on human health and welfare by identifying and avoiding development within the 100-year floodplain, where practicable. The Order defines floodplains as "the lowland and relatively flat areas adjoining inland and coastal waters including flood prone areas of offshore including at a minimum that area subject to a one percent or greater chance of flooding in any given year"; i.e. the area that would be inundated by a 100-year flood.

Grant Creek that runs under the airport is within a pipe and there are no other surface waterways in or near the airport boundary. The 100-year flood elevation is to the west of U.S. Highway 101 and at a much lower elevation than the airfield (see Appendix B, Figure 2 - Land Use Plan). All of the proposed airport improvements would occur above the 100-year flood elevation and in the opposite direction from the coast.

#### **XIV. Wild and Scenic Rivers**

**Authority:** Wild and Scenic Rivers Act.

There are no rivers with a wild or scenic designation within the Newport Municipal Airport vicinity. Waterways near the airport are creeks and intermittent drainages (see Appendix B – Land Use Plan). The nearest major waterway to the airport is Yaquina Bay, at Newport, which is not designated or nominated for wild and/or scenic designation.

#### **XV. Farmlands**

**Authority:** Farmland Protection Policy Act (FPPA), P.L. 97 98.

This section relates to the degree to which the lands within the airport study area qualify as protected agricultural lands, prime or unique farmlands. The Farmland Protection Policy Act (FPPA), P.L. 97 98, authorizes the U.S. Department of Agriculture (USDA) to develop criteria for identifying the effects of Federal programs on the conversion of farmland to nonagricultural uses. Federal agencies are directed to use the developed criteria to identify and take into account the adverse effects of Federal programs on the preservation of farmland, to consider appropriate alternative actions which could lessen adverse effects, and to assure that such Federal programs, to the extent practicable, are compatible with state, units of local government, and private programs and policies to protect farmland.

Guidelines developed by the USDA became effective August 6, 1984 and apply to Federal activities or responsibilities that involve undertaking, financing or assisting construction or improvement projects, or acquiring, managing, or disposing of Federal lands and facilities. For Airports Program actions, this includes proposed Airport Improvement Program projects and requests for conveyances of government land. The guidelines do not cover permitting or licensing programs for activities on private or nonfederal lands. Airport Layout Plan (ALP) approval, involving only development shown on an ALP which is not to be federally funded, even if farmland is involved, is exempt from FPPA. Some categorically excluded actions on prime or unique farmlands would still require coordination under the FPPA.

The area used for the airport is not suitable as farmland even though the soils are. The Newport Municipal Airport has been operating since 1943; therefore, the FPPA does not apply and no formal coordination with the Natural Resource Conservation Service (NRCS) is required because the land was purchased prior to August 6, 1984 for purposes of being converted. For those lands outside of the airport boundary that may be acquired for future development, the prime or unique farmland designation should be confirmed and NRCS should be consulted.

## VI. Energy Supply and Natural Resources

**Authority:** None specifically.

FAA guidelines identify two categories of energy requirements associated with an action that may require assessment:

- Those that relate to changed demands for stationary facilities (e.g. airfield lighting and terminal building heating).
- Those that involve the movement of air and ground vehicles. Increased consumptions of fuel by aircraft need only be examined if average ground movement or run-up times are increased substantially without offsetting efficiencies in operational procedures or if the action includes a change in flight patterns, such as from noise abatement procedures, which adds noticeably to flight times. Ground vehicles' fuel consumption shall be examined only if the action would add appreciably to access time or if there would be a substantial change in movement patterns for on-airport service or other vehicles.

The proposed master plan concept would not relocate existing stationary facilities. Flight patterns would not be modified; however, ground movement could change depending on the use of the stub taxiway and the hangars. The master plan additions would not cause an increase in access time or movement patterns for airport services or other vehicles.

The action would require use of rock, gravel, asphalt and concrete to create the access road, taxiway and aprons. The exact amount and source of these construction materials is not certain. Construction equipment uses diesel fuel and petroleum lubricants.

## XVII. Light Emissions

**Authority:** None specifically.

The FAA regulates lighting that is used on an airport for navigation and directional information. There are also requirements for minimization of light and glare that could affect a pilot's ability to see or understand airport lighting. Most on-airport lighting is contained on-site and does not spill over into the surrounding community. The taxiway would be equipped with reflectors on the taxiway edge for operation. Reflectors generally are limited in the distance they are visible off-airport. Aircraft using the taxiway at night would be using lights to make the taxiway more visible. These lights would be focused on the pavement and likely would not stray off-airport during turning movements.

The project likely would be constructed during daylight hours. Because of requirements for lighting on and around airports, any construction lighting would be focused on the work site and not in such a way as to distract auto drivers or pilots.

## **XVIII. Solid Waste**

**Authority:** RCRA, City of Newport Sanitation and Disposal.

Because of the danger inherent in bird strikes, FAA Order 5200.5, "FAA Guidance Concerning Sanitary Landfills on or Near Airports", stipulates that sanitary landfills are considered incompatible if located "within 1,500 meters (approximately 4,921 feet) of all runways planned to be use by piston-type aircraft and within 3,000 meters (approximately 9,843 feet) of all runways planned to be used by turbojet aircraft."

Solid waste collection and disposal activities must be conducted at sufficient distance from the existing runways and taxiways to avoid interference with runway operations. The only solid waste disposal site operating in Lincoln County is located near Agate Beach. No sanitary landfills are planned in the vicinity of Newport Municipal Airport (Newport Municipal Master Plan 1991).

## **XIX. Hazardous Materials**

**Authority:** CERCLA; SARA; RCRA; TRIS; UST/AST.

Potential pollutants are associated with the airport industrial areas operations. Potential pollutants include a variety of fuels and used oils, washing detergent, and oils and grease, herbicides and pesticides, paints, thinners and solvents. The controls and containment catch basins and filters for these fuels and chemicals are part of the airport's operations and maintenance procedures that each operator must agree to follow as a general rule.

## **XX. Storm Water Permits, SPCC and SWPCP Plans**

**Authority:** Section 402, Clean Water Act (OAR 340-044-0050)

Storm water runoff quantity, quality and handling can be a primary issue at airports. The existing storm water system is a series of small ditches, culverts and swales designed to rapidly drain water from the airport surfaces. There are two 48-inch pipes that run underneath the runway and convey drainage from the ground and paved surfaces below the runways and taxiways. In order to maintain adequate storm water control, the soil infiltration rates should be checked prior to adding any additional paved or impervious surfaces within the airport properties. As well, if additional taxiway and aprons or roadways are planned for construction, quantity and quality of the potential storm water runoff should be evaluated. There may be a need to pre-treat storm water prior to discharge in order to maintain water quality and to meet the State and federal water quality standards.

