

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

**FINDING OF NO SIGNIFICANT IMPACT (FONSI)**

**Location**

Chautauqua County-Dunkirk Airport (DKK)  
Town of Sheridan, Chautauqua County, New York

**Proposed Federal Action**

Approval of a project on an airport layout plan (ALP) and federal financial assistance for the 1,000 foot runway extension, full length parallel taxiway (1,000' x 35') and associated projects to meet the current purpose and need.

**Project Description**

The following projects are included in the EA:

- Runway extension of 1,000 feet x 100 feet to Runway 24; including high intensity runway edge lights, runway end indicator lights and relocation of Precision Approach Path Indicator (PAPI); and drainage improvements
- Construction of full length parallel taxiway (1,000' x 35') with run-up, including drainage and medium intensity taxiway lights
- Land Acquisition of 3 +/- acres in fee simple for the 1,000 foot runway/taxiway extension and object free areas to Runway 24
- Easement Acquisition of 24.6 acres for the Runway 24 Protection Zone (RPZ)
- Land Acquisition of 2.6 acres in fee simple for the relocation of Newell Road
- Obstruction removal of 20.9 acres for clear approaches and for construction of the runway/taxiway and Newell Road
- Relocation of Newell Road, land acquisition is included in the fee simple acquisition above. Provide culverts under the relocated Newell Road for two tributaries
- Installation of culvert for the Beaver Creek impacted by the taxiway extension
- Improvements to airfield signage on the extended runway and taxiway
- Removal of approximately 1,100 LF and installation of approximately 2,700 LF inadvertent entry fence

**Purpose and Need**

The purpose and need is to address existing deficiencies to maintain a safe and operating environment for current and future users of the Airport. The project purpose is to develop the airport for aviation use, consistent with operational needs of the existing aircraft operating at the airport, as detailed in the January 2008 *Runway 6-24 Length Analysis Report*. The *Runway Length Analysis Report* identified an existing need to construct a 1,000 foot by 100 foot grooved runway extension with high intensity runway lights, drainage upgrades and visual guidance relocation, along with a full length parallel taxiway extension (1,000'x35') including medium intensity taxiway lights and drainage upgrades.

### **Alternatives**

Four development alternatives for the runway and parallel extension were evaluated. These alternatives included the "No Build" alternative; extending Runway 24 by 1,000' and relocating Newell Road; extending Runway 24 by 1,000' and terminating Newell Road with cul-de-sacs with design standards greater than ¾ mile visibility; and extending Runway 24 by 1,000' and terminating Newell Road in cul-de-sacs under design standards less than ¾ mile visibility. Runway extensions to the crosswind runway were also excluded from further review based on wind coverage and environmental factors.

### **Background**

Chautauqua County- Dunkirk Airport is a public use, publicly owned (Chautauqua County) facility located in the Town of Sheridan. A *Runway 6-24 Length Analysis Report* was completed in January 2008, identifying existing aircraft using the airport that do not have adequate runway length to meet the performance needs of the aircraft at maximum gross takeoff weight. Currently these aircraft are not capable of operating at maximum take-off weight and take penalties in the form of reduced fuel loads.

### **Discussion**

The attached environmental assessment (EA) addresses the effect of the proposed project on the quality of the human and natural environment and is made a part of this Finding. The following impact analysis highlights the more thorough analysis presented in the document.

### **Air Quality**

Chautauqua County- Dunkirk Airport is located in a non-attainment area for 8-hour Ozone under the Clean Air Act. As such, an air quality analysis was completed, using the EDMS Version 5.1. The results of these analyses predict that the emissions levels from the project, including construction emissions, will be below the established threshold levels. Thus, emissions levels associated with the project will be *de minimis* and a formal conformity determination is not required; this project will not have a significant impact on air quality.

### **Construction Impacts**

During construction there will be short-term impacts to noise, water quality and air quality. These impacts will be controlled and minimized to the extent practicable through implementation of best management practices. Measures to be implemented include construction sequencing, watering down areas to control dust, use of mufflerized equipment, work hour limitations, silt fence installations and hay bale barriers. Based on the above, the project is not expected to result in adverse impacts from construction activities.

### **Farmlands**

The Airport property is located outside of Agricultural District #2; therefore, any development on airport property will not impact the Farmland Protection Policy Act. However, agricultural lands associated with relocating Newell Road, to accommodate the full runway and parallel taxiway safety area and object free area, will be impacted.

The total impact to agricultural lands is removing approximately 1.2 acres from corn crop production for the relocated Newell Road and 0.3 acres of land will be needed for grading. A preliminary Notice of Intent was submitted to the NYS Department of Agriculture and Markets in June 2009. A Final Notice of Intent will be submitted with the Department of Agriculture and Markets. The Total Site Assessment Points was below the threshold and no further analysis will be needed.

### **Noise**

The proposed project involves the extension of a runway which will change the airport's noise contours. A noise analysis was conducted utilizing the FAA Integrated Noise Model (INM) Version 7.0 to determine the potential noise impacts. The INM was used to produce day-night average sound level (DNL) contours for both the no-build and proposed project.

The projects proposed under the Build alternative are intended to better accommodate existing users, and are not intended or anticipated to attract additional aircraft to the airport. Thus, the noise levels would not exceed the threshold of significance of DNL 1.5 dB. Accordingly, no significant adverse noise impacts are expected as a result of this project.

### **Social Impacts/Compatible Land Use**

The RPZ easement acquisition will remove approximately 12.9 acres of trees. Agricultural activities will continue within the RPZ easement areas. When the RPZ size increases with an improved approach, three residential homes will lie within the RPZ. These homes will be relocated outside the RPZ and any sale or purchase of the subject property (s) will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

### **Water Resources**

The proposed project will impact Beaver Creek. Beaver Creek was originally culverted for previous runway safety area work. The culvert will be extended north of the proposed taxiway extension. This culvert will not impound, divert, drain, control or otherwise modify the waters of Beaver Creek. A permit will be required from the NYSDEC/USACE.

The new impervious surfacing would result in an increased amount of stormwater runoff. The NYSDEC requires a Storm Water Pollution Discharge Elimination System (SPDES) Permit prior to construction. To minimize impacts to water quality, the project includes the development of a Stormwater Pollution Prevention Plan (SWPPP). Implementation of Best Management Practices will ensure that the project will not result in any significant adverse impacts to water quality.

### **Other Impact Categories**

The impacts of the proposed Federal Action on air quality, noise, land use compatibility, social, indirect socioeconomic, air quality, DOT Section 4(f), historic or cultural resources, coastal zones, floodplains, coastal barriers, wild and scenic rivers, prime and unique farmland, energy supply and natural resources, light emissions, solid waste impacts and construction impacts, hazardous materials, environmental justice, and cumulative impacts were evaluated in the EA. It is the FAA's finding that the proposed action will not have any significant effect on any of the above noted categories.

### **Public Involvement**

Meetings with the County DPW, Sheriff, local police, fire department and ambulance were held on July 14, 2008 to discuss potential impacts of the proposed development on Newell Road and the impact to first responders. Meetings with the Towns of Sheridan, Dunkirk and Pomfret discussed the proposed runway extension and the protection of airspace. A Notice of Availability of the DEA was published in the *Dunkirk Observer* and *Jamestown Post Journal* on March 26, 2010 for review and comment by the public. The document was available at the Chautauqua County-Dunkirk Airport, County Office Building in Jamestown, Dunkirk Free Library and Town of Sheridan Town Hall. Notice of Opportunity for Public Hearing was included in the Notice of Availability. Comment period expired on Monday, April 26, 2010. No comments or requests were received seeking a public hearing. The only comments received were from the Environmental Protection Agency and the New York State Department of Environmental Conservation (see Appendix I). In addition to the mailing of the Draft Environmental Assessment, a phone call was placed to the Army Corp of Engineers on April 29, 2010. No response was received.

### **Mitigation Measures**

1. Construction contract provisions shall contain the provisions of AC 150/5370-10A, "Standards for specifying construction of Airports" item P-156, temporary air, water pollution, soil erosion and siltation control and AC 150/5320-5B, "Airport Drainage." All necessary permits for construction of the proposed action shall be obtained prior to construction.
2. Best Management Practices (BMPs) will be implemented during construction to minimize erosion and sediment transport into surface waters.
3. All appropriate permits will be obtained prior to construction.

