



U. S. Department
of Transportation

**Federal Aviation
Administration**

New York Airports District Office
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Garden City, New York 11530
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September 11, 2007

Mr. Mark Clark
Senior Transportation Planner
Niagara Frontier Transportation Authority
Buffalo-Niagara International Airport
Buffalo, New York 14425

COPY

Re: Niagara Falls International Airport (IAG)
Terminal Building Construction
Environmental Determination

Dear Mr. Clark:

The Federal Aviation Administration (FAA) has recently approved the Environmental Assessment and Finding of No Significant Impact (EA/FONSI) for the construction of a new terminal building, aircraft parking apron, automobile parking area and ground access improvements at Niagara Falls International Airport, New York. A copy of the FONSI signed by the Approving Official and the EA signature page signed by the Responsible FAA Official are attached.

This Federal environmental approval is a determination by the Approving Official that the requirements imposed by applicable environmental statutes and regulations have been satisfied by a FONSI. However, it is not an approval of the Federal action approving the funding of eligible items for this project, nor approval of the air space review, nor approval of the revision to the Airport Layout Plan (ALP) to show these projects.

In compliance with Council on Environmental Quality (CEQ) regulations 1501.4(e)(1) and 1506.6, we require that your office make the final EA with Signature Page and FONSI available to the affected public, and announce such availability through appropriate media in the area. The announcement shall indicate the availability of the document for examination and note the appropriate location of general public access where the document may be found (i.e., your office, local libraries, public buildings, etc.). We request that a copy of such announcement be sent to the NYADO when it is issued.

Finally, your attention is directed to the mitigating measures that were made a condition of approval of the FONSI. Please be reminded that these measures must be taken by the airport sponsor in order to meet the terms of the EA/FONSI.

The process of making these environmental determinations is that of a partnership between yourself, as airport sponsor, and the other contributing parties, both public and private. We thank you for your effort and cooperation.

Please contact our office if you have any questions.

Sincerely,

OS/ONS

Steven M. Urlass, Manager
New York Airports District Office

Enclosures (2)

✓cc: W. Sadlon, ERM - 200 Harry S. Truman Parkway, Suite 400,
Annapolis, MD 21401

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)**

Location

Niagara Falls International Airport (IAG)
Niagara County, New York

Proposed Federal Action

The proposed Federal action is unconditional approval of a Revision to Airport Layout Plan (ALP) and potential Federal financial assistance for construction of a new terminal building and associated airside (terminal apron) and landside (parking and ground access) facilities at the Niagara Falls International Airport in Niagara Falls, New York. These projects consist of:

- Construction of a 66,625 SF terminal building
- Construction of a 192,500 SF aircraft parking apron
- Construction of a 91,600 SF automobile parking area (230 spaces)
- Construction of ground access improvements including curbside pick-up areas, a bus staging area, and a three-lane, four-leg urban roundabout and a two-lane parallel drive

Purpose and Need

The purpose and need for the project is to build a new terminal building and associated groundside improvements to comply with Federal Aviation Administration (FAA) and Department of Homeland Security (DHS) regulations and meet the current and future forecast demands at the Niagara Falls International Airport. As stated in FAA Order 5050.4B, an Environmental Assessment (EA) was prepared to unconditionally approve the amendment to the ALP and funding for constructing the terminal and groundside improvements. (Section 702(j)).

Background

The Niagara Falls International Airport (NFIA) is a joint use general aviation, commercial, and military airport. The NFIA hosts the United States Air Force 107th Air Reserve Wing (ARW) and is the upstate home of the New York 91 4th Air National Guard (NYANG) with 79 based aircraft. The US Army National Guard occupies a small area southwest of the NFIA next to the NFIA maintenance garage. The existing NFIA terminal facilities have several limitations relating to limited space and the age of the building, which predates current FAA and DHS passenger and baggage security screening regulations. Because of these limitations, the existing apron is inadequate to process both inbound and outbound flights simultaneously because, currently, the baggage claim for deplaning passengers and the baggage screening for outbound passengers are in the same area. Separate areas for these activities will be needed for NFIA to comply with current FAA and DHS requirements. Also, the existing road access and parking at NFIA does not provide the necessary capacity for the proposed terminal.

Alternatives

One alternative to the Proposed Action was evaluated in the EA. This alternative involved the expansion and renovation of the existing terminal facility rather than construction of a new building. The existing terminal building provides roughly half of the floor area that is necessary for the potential future operations at NFIA, has inadequate ramp area, and is not suitable for the proposed structural upgrades (i.e. installation of a jetway).

Discussion

The attached EA and appendices evaluate the potential effects of the Proposed Action and the "Expansion and Renovation of the Existing Terminal Building" Alternative at, and around, the NFIA. The following impact findings summarize the more thorough analysis presented in this document.

Noise

The use of heavy construction equipment would create noise exposure above ambient levels during the construction period; however, the noise would be short-term and would not permanently affect any noise-sensitive receptors on- or off-site. There would be a slight growth in aircraft operations at the NFIA over the next five years and would cause a 4.6 percent increase the 65 dB noise contour. However, this increase is below the FAA significance threshold; therefore, there would be no significant impact on noise. (Page 4-9)

Air quality

The Proposed Action would have a minor short-term, localized adverse impact on air quality by causing a temporary increase in air pollutant emissions, mostly particulate matter (PM10) and nitrogen oxides (NOx) during construction. Both NOx and VOC emissions from the stationary (boilers) and mobile sources (aircraft and vehicles) during operations would be negligible compared to the conformity applicability thresholds. The air emissions analysis determined the new, permanent emissions would not exceed *de minimus* limits for conformity or the regionally significant emission levels for local pollutants. (Page 4-2)

Transportation

There would be a minor increase in traffic during construction; however this would finish on completion of the proposed construction. The Proposed Action would improve the efficiency of on-site traffic flow and provide on-site access to the bordering businesses. (Page 4-29 and 30)

Socioeconomic Impact

The Proposed Action would have positive, short-term economic impacts locally and regionally, because of the proposed construction. The benefits would include a temporary increase in construction employment, construction materials bought from local vendors as well as meals, gasoline and other amenities to support the construction workers.

Other Impact Categories

The EA also evaluates impacts of the Proposed Action on land use compatibility, socioeconomic, air and water quality, DOT Section 4(f), historic or cultural resources, biotic communities, coastal zones and barriers, floodplains, wild and scenic rivers, geological resources, prime and unique farmland, energy supply and natural resources, light emissions, solid waste impacts and construction impacts, hazardous materials, environmental justice, and cumulative impacts.

Public Involvement

Since the Proposed Action does not meet the criteria established in FAA Order 5050.4B (section 403 a), a public hearing is not required. A Technical Advisory Committee provided guidance on developing the airport and NFIA published a notice of the proposed terminal building on the airport website (<http://www.niagarafallsairport.com/newterminal.asp>).

Consistency with Local Planning

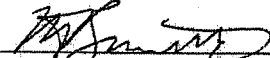
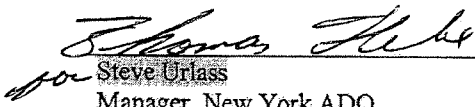
Documents indicating consistency with local planning processes are attached to the EA as Appendix D

Mitigation Measures

1. **Air Quality.** The NFIA would perform demolition, excavation, and construction in a manner to reduce fugitive dust emissions.
2. **Water Resources.** Construction best management practices (BMPs) would be implemented for all projects associated with the Proposed Action to ensure the minimization of stormwater and sediment runoff to Cayuga Creek. Necessary stormwater management and sediment and erosion control permits would be obtained from NYSDEC prior to construction.
3. **Cultural Materials.** If cultural materials (unusual amounts of shell or nonnative stone), other related materials, or human remains are found during construction and demolition, all construction / demolition within a 50-foot radius would stop. A qualified archeologist would develop for management recommendations; and further consultation with the New York State Historic Preservation Office would be done. Testing and mitigation measures required under the National Historic Preservation Act (16 USC 470) would be implemented.
4. **Transportation.** Construction would avoid high traffic periods (morning and evening rush hour) to reduce the potential traffic disruption from the construction equipment.
5. **Waste Generation.** Disposal of wastes produced from the proposed construction, including construction, demolition, and land clearing debris, would be at a permitted solid waste facility or recycled if possible.

CONCLUSION AND APPROVAL

After careful and thorough consideration of the facts here, I find the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in Section 101 (a) of the National Environmental Policy Act of 1969 (NEPA). With the required mitigation referenced above, the proposed project will not significantly affect the quality of the human environment or include any condition requiring consultation under Section 102 (2) (c) of NEPA. As a result, FAA will not prepare an FEIS for this action.

| | | |
|--------------|--|-------------------------------------|
| Recommended: |  M.T. Bennett Environmental Specialist, APP-400 | <u>9-10-07</u> Date 09-10-07 |
| Approved: |  for Steve Urlass Manager, New York ADO | <u>9-11-07</u> Date |
| Disapproved: | <u>Steve Urlass</u> Manager, New York ADO | <u> </u> Date |

[REDACTED]

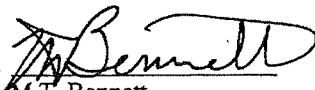
ENVIRONMENTAL ASSESSMENT

TERMINAL CONSTRUCTION
AT THE
NIAGARA FALLS INTERNATIONAL
AIRPORT

Niagara Frontier Transportation
Authority
Niagara Falls International Airport
Niagara Falls, New York

August 2007

This environmental assessment becomes a Federal document when evaluated, signed, and dated by the Responsible FAA Official.


M.T. Bennett
Responsible FAA Official

September 10, 2007
Date