

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

Location

Greater Binghamton Airport (BGM)
Binghamton, New York

Proposed Federal Action

Approval of a project on an airport layout plan (ALP) and federal financial assistance for the replacement of the current non-standard Engineered Material Arresting System (EMAS) located at the departure end of Runway (RW) 16 with a new EMAS that meets current runway safety area (RSA) standards.

Project Description

The proposed project involves the following:

- Shifting and replacing the existing EMAS bed at the departure end of RW 16. The EMAS bed will be shifted 200 feet southward to meet the current 600 foot RSA requirements. The new EMAS bed will be “second generation” design material and will be approximately 400 feet in length with the end furthest from the runway to be 600 feet from the current runway end;
- Placement of approximately 275,000 cubic yards of embankment because of the steep terrain;
- Relocation of a portion of the airport perimeter road;
- Relocation of a portion of Commercial Drive;
- Relocation of the of the RW 34 approach end;
- Installation of high intensity runway lights;
- Modification to the approach light system;
- Shifting the access from Taxiway A to the new runway end location;
- Relocation of the current offset localizer serving the RW 16 approach to a site aligned with the runway centerline behind the EMAS;
- Reduction of the landing threshold displacement on the approach end of RW 16 from the current 401 feet to 200 feet;
- Relocation of the glideslope antenna servicing the RW 16 ILS approach to a point nearer the landing threshold;
- Shifting the approach lighting system for RW 16 north approximately 200 feet. This includes relocating the Precision Approach Path Indicator (PAPI), runway edge lighting, threshold lighting, relocating the MALSR light bars, and the construction of one additional light tower;
- Changes to instrumentation and approach aids that will improve the utility of the RW 16 ILS approach procedure and improve safety. These improvements are further detailed in the environmental assessment (EA).

Purpose And Need

The purpose and need is to improve safety by providing a standard RSA on the approach end of RW 34 to allow the airport to meet the current 600 feet RSA requirements.

Alternatives

In addition to the proposed project, the no action alternative was considered. Other alternatives were considered, however they were dismissed because they would result in a loss of runway length and adversely affect airport operations. Only the proposed project fully meets the purpose and need and is feasible to implement.

Discussion

The attached EA addresses the effects of the proposed project on the human and natural environment, and is made part of this Finding. The following impact analysis highlights the more thorough analysis presented in the EA.

Wetlands

Construction of the project will require filling approximately 0.11 acres of federally regulated wetlands. This amount meets and may exceed the threshold for a Nationwide Permit and therefore will likely require mitigation. A potential site for one-to-one compensatory mitigation is available at the edge of an existing wetlands area. Preliminary studies indicate that mitigation could readily be accomplished at this site. Further details regarding wetland mitigation will be decided during the permitting process, however, based on the information in the EA, no significant adverse impacts to wetlands are expected as a result of the proposed project.

Natural Resources

Approximately 275,000 cubic yards of material will be required to support the shifted EMAS bed and the realignment of Commercial Drive. It is anticipated that the required fill material will be readily available from on-airport sources and will not require excavation or transportation from off-airport areas.

Construction Impacts

Construction of the proposed project is not expected to cause any significant long-term environmental impacts, although limited short-term impacts resulting from construction operations, such as equipment noise, may occur. However, these impacts will be controlled and limited by compliance with the mitigation measures set forth in the FAA's Advisory Circular 150/5370-10A, "Standards for Specifying Construction of Airports," Item P-156, Temporary Air and Water Pollution, Soil Erosion, and Siltation Control; and Advisory Circular 150/5320-5B, "Airport Drainage".

Other Impact Categories

The impacts of the proposed Federal action on air quality, noise, land use compatibility, social, induced socioeconomic impacts, water quality, DOT Section 4(f), biotic communities, endangered species, coastal zones, floodplains, coastal barriers, prime and unique farmland, energy supply and natural resources, light emissions, solid waste

impacts, construction impacts, 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


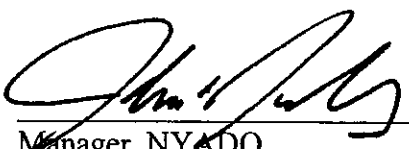
A Notice of Public Availability was published in *Binghamton Press and Sun Bulletin* on May 7, 2010. The review and comment period was from May 7, 2010 through June 7, 2010. No comments were received.

Mitigation Measures

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

CONCLUSION AND APPROVAL:

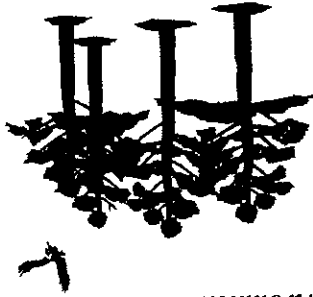
After careful and thorough consideration of the facts contained herein, the undersigned finds the federal action is consistent with existing national environmental policies and objectives as set forth in section 101 (a) of the National Environmental Policy Act of 1969 (NEPA) and it will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to section 102(2)(c) of NEPA.

Recommended:	 _____ Environmental Specialist, NYADO	<u>8/11/10</u> Date
Approved:	 _____ Manager, NYADO	<u>8/11/10</u> Date
Disapproved:	_____ Manager, NYADO	_____ Date

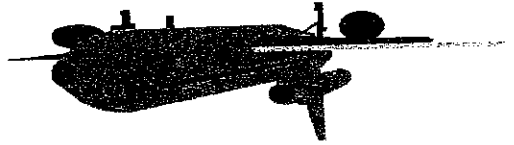
This Environmental Assessment becomes a Federal document when evaluated and signed by the responsible FAA official.
Responsible FAA Official: *[Signature]*
Date: 8/11/10

Airport Name: Greater Binghamton Airport
Proposed Project: Runway 16/34 Runway Safety Area Improvements

FEDERAL AVIATION ADMINISTRATION
EASTERN REGION
AIRPORTS DIVISION



~ Aviation in Harmony with the Environment ~



**ENVIRONMENTAL
EVALUATION
FORM "C"
(Short Environmental Assessment)
for
AIRPORT DEVELOPMENT
PROJECTS**

