

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

**GREAT LAKES REGION
DETROIT AIRPORTS DISTRICT OFFICE
ROMULUS, MICHIGAN**

FINDING OF NO SIGNIFICANT IMPACT

for

HANGAR DEMOLITION AND CARGO FACILITY CONSTRUCTION

at

**RICKENBACKER INTERNATIONAL AIRPORT
COLUMBUS, OHIO**



May, 2024

I. INTRODUCTION

The Federal Aviation Administration (FAA) prepared this Finding of No Significant Impact (FONSI) for the demolition of three existing hangars and the construction of a new air cargo facility at the Rickenbacker International Airport (Sponsor).

In accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*; FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*, and based on the evaluation of the Final Environmental Assessment (Final EA), there are no significant impacts associated with the Sponsor's Proposed Project. Therefore, an Environmental Impact Statement (EIS) will not be prepared and a FONSI is being issued. This FONSI provides a review of the Sponsor's Proposed Project and the basis of the FAA's finding. Expected environmental consequences of the Proposed Project and mitigation commitments are defined and described further in the Final EA.

II. AIRPORT SPONSOR'S PROPOSED PROJECT & FEDERAL ACTION

The Sponsor's Proposed Project is the demolition of three existing hangars, the construction of a new air cargo facility, and the construction of access roadway, truck dock areas, and automobile parking lots.

The FAA analyzed the project's nexus to Section 163 of the 2018 FAA Reauthorization Act. For FAA's NEPA review. The Sponsor's Proposed Project requires the following Federal Actions from the FAA, which is subject to NEPA review:

- Unconditional approval of portions of the Airport Layout Plan (ALP) depicting those portions of the Sponsor's Proposed Project subject to FAA review and approval pursuant to 47107(a)(16)(B).

III. PURPOSE & NEED

The purpose and need of the Sponsor's Proposed Project is to enhance safety and utility of the Airport for current and future users by eliminating potential foreign object debris (FOD) from the current degrading hangars and redeveloping the site for future airport development.

IV. ALTERNATIVES CONSIDERED

In accordance with FAA Order 1050.1F, the Final EA (Chapter 3) identified and evaluated all reasonable alternatives to the Proposed Project. The following Final EA alternatives were reviewed for the demolition of existing hangars and construction of an air cargo facility.

Alternative 1 - No Action Alternative

The No Action Alternative assumes the hangars would remain as they currently are and the air cargo facility would not be constructed. The No Action Alternative does not meet the Sponsor's purpose and need for the project; however, it has been included in the analysis per NEPA and FAA Order 1050.1.F. The No Action Alternative would be carried forward as a baseline alternative for environmental consequences to be compared to the preferred alternative.

Alternative 2 - Airport Sponsor's Proposed Project (Preferred Alternative)

The Sponsor's Proposed Project is the alternative that meets the need to provide a safe, non-hazardous airfield and the need for an additional air cargo facility.

The proposed project includes the following actions:

- Demolition of three existing hangars
- Construction of a new air cargo facility
- Construction of access roadway, truck dock areas, and automobile parking lots

V. PUBLIC REVIEW & COMMENT

Public involvement and agency coordination was conducted by the Columbus Regional Airport Authority at the beginning of the EA process.

The Notice of Availability (NOA) of the Draft EA and opportunity for a Public Hearing was published through a public notice on September 16th, 2023, in the Columbus Dispatch. Written statements were accepted through November 30th, 2023. Physical copies of the Draft EA were available upon request as well as an electronic copy available on the Rickenbacker International Airport website.

A public hearing was requested and was held on November 30th, 2023. Public comments were received and are in Appendix K. Responses to public comments can also be found in Appendix K.

VI. ENVIRONMENTAL CONSEQUENCES & MITIGATION

The Final EA (Chapter 4) describes the environmental consequences of the Sponsor's Proposed Project and proposed avoidance and mitigation measures. The Sponsor shall implement the following mitigation measures as a condition of environmental approval of the Proposed Project listed in this FONSI.

1. Historic, Architectural, and Cultural Resources

The Sponsor's Proposed Project includes demolishing three hangars, two of which are eligible for listing in the U.S National Register of Historic Places (NRHP) under Criterion A. Under the Proposed Project, with the proposed demolition of the hangars and construction of a new air cargo facility, the undertaking would constitute an adverse effect to the historic buildings. The Ohio State Historic Preservation Office (SHPO) concurred with this adverse effect determination in a letter dated March 14, 2022.

Mitigation

The Sponsor will implement the mitigation measures listed in the Memorandum of Agreement (MOA) that was developed in coordination with the SHPO and local community members. The MOA can be found in Appendix E. The mitigation measures listed in the MOA are intended to resolve adverse effects and the impacts will be mitigated below the level of significance. Therefore, there will be no significant impact.

2. Department of Transportation Act, Section 4(f)

The Sponsor's Proposed Project includes demolishing three hangars, two of which are eligible for listing in the U.S NRHP under Criterion A and therefore also considered a Section 4(f) resource. The demolition of these hangars will result in an adverse effect under Section 106 and a Physical use under DOT Section 4(f). A section 4(f) evaluation was prepared (Appendix D), and the Department of Interior (DOI) reviewed and concurred with the report August 2, 2023.

Mitigation

The Sponsor will implement the proposed mitigation measures in the MOA to resolve the adverse effects under Section 106 of the Proposed Project on the hangars. Execution and implementation of the MOA and its terms will also fulfill the Section 4(f) requirements, therefore there will be no significant impact.

3. Hazardous Materials, Solid Waste, and Pollution Prevention

The Sponsor's Proposed Project includes demolition of three hangars. A Pre-Demolition Hazardous Material Survey conducted in April 2021 (see Appendix G), found the hangars to contain lead-based paint (LBP) and asbestos concentrations above OSHA and EPA threshold limits for asbestos-containing materials (ACM). No other hazardous materials are known to be located within the project footprint.

Under the Proposed Project, the ACM would be abated in accordance with federal and state regulations. Disturbance of the ACM would be performed in accordance with EPA, State of Ohio, and OSHA regulatory requirements. Materials containing less than 1% asbestos fibers would be disposed of off-site in a sanitary landfill. Contractors would check with landfills for capacity and policy for acceptance of such waste. Additionally, solid waste generated from the demolition of the hangars and construction of the new cargo facility would be appropriately disposed at a certified landfill accepting construction material.

Mitigation

The following mitigation measures would be followed by the Sponsor to ensure hazardous materials are handled appropriately:

- Disturbance of the ACMs would be performed in accordance with EPA, State of Ohio, and OSHA regulatory requirements.
- Non-friable ACMs and materials containing less than 1% asbestos would be disposed of off-site in a sanitary landfill that accepts asbestos-containing demolition/construction debris wastes.
- Non-friable ACMs and materials containing less than 1% asbestos fibers mixed with demolition debris should not be used as fill material on-site nor should it be sold/given away to others for the same use.
- If the contractor changes the means and methods of work activities and the Category I non-friable materials are being made friable, or if visible dust emissions are generated, the work should be stopped. A notification or revised notification for removal of non-friable ACM may be necessary.

Destructive exploratory means were used to determine the presence and extent of suspect ACMs onsite in areas designated. The possibility exists that concealed undiscovered suspect ACMs may be encountered during demolition activities. If encountered, work would be stopped, and these materials will be treated like ACMs until sampled and analyzed to confirm asbestos content in accordance with 29 CFR 1926.1101. If a material type has been identified as an ACM, similar materials throughout the building shall be assumed to contain asbestos.

VII. FAA FINDING

After careful and thorough consideration of the facts contained in the Final EA, the undersigned finds the proposed Federal Actions are consistent with existing national environmental policies and objectives as set forth in Section 101(a) of NEPA and other applicable environmental requirements, and will not significantly affect the quality of the human environment or include any condition requiring any consultation pursuant to section 102(2)(C) of NEPA. As a result, the FAA will not prepare an EIS for these Federal Actions.

Having met all relevant requirements for environmental considerations and consultations, the proposed Federal Actions are authorized to be taken at such time as other requirements are met.

These decisions are taken pursuant to 49 U.S.C. § 40101, et seq. The FAA finding regarding the proposed airport improvements for the Rickenbacker International Airport, constitute an order of the Administrator, which is subject to review by the Court of Appeals of the United States, in accordance with the provisions of Section 1006 of Federal Aviation Act of 1958, as amended, 49 U.S.C. § 46110.

APPROVED: X

DISAPPROVED: _____

John L. Mayfield Jr., Manager
Detroit Airports District Office
Federal Aviation Administration

May 21, 2024

Date