

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

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

**FINDING OF NO SIGNIFICANT IMPACT**

**for**

**INSTALLATION OF AN INSTRUMENT LANDING SYSTEM**

**at**

**CHERRY CAPITAL AIRPORT  
TRAVERSE CITY, MICHIGAN**



**July 2023**

## **I. INTRODUCTION**

The Federal Aviation Administration (FAA) prepared this Finding of No Significant Impact (FONSI) for the installation of a localizer antenna, localizer shelter, glideslope antenna and glide slope shelter collectively known as an Instrument Landing System (ILS) at the Cherry Capital 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 installation of an ILS. The proposed localizer and shelter will be installed approximately 1,060 feet east of the existing Runway 28 threshold. The proposed glideslope antenna will be installed on the airfield at the southwest intersection of Taxiway C and Taxiway D, north of Runway 10/28. The localizer shelter will be installed adjacent to the existing medium-intensity approach lighting system with runway alignment indicator lights (MALSR) shelter, off the end of Runway 28.

The FAA analyzed the project's nexus to Section 163 of the 2018 FAA Reauthorization Act. 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).
- Determinations under 49 U.S.C. §§ 47106 and 47107 regarding the Sponsor's Proposed Project to use Federal funding under the Passenger Facility Charge (PFC) program.

## **III. PURPOSE & NEED**

The purpose of the Sponsor's Proposed Project is to enhance operational safety and utility of the Airport for current and future users. The proposed project is needed to provide a usable ground based ILS approach to Runway 10, to provide an alternative to tailwind landings during unfavorable weather conditions, to increase air service reliability, and maintain air service capacity.

## **IV. ALTERNATIVES CONSIDERED**

In accordance with FAA Order 1050.1F, the Final EA (Section 5) identified and evaluated all reasonable alternatives to the Proposed Project. The following Final EA alternatives were reviewed for the installation of an ILS on Runway 10.

### *Alternative 1 - No Action Alternative*

The No Action Alternative assumes no work would be undertaken to install an ILS to Runway 10. Under this alternative, TVC would remain in its current state with no plans to improve the approach capability to Runway 10. 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: Installation of ILS, Runway 10 (Preferred Alternative)*

The Sponsor's Proposed Project is the alternative that meets the need to provide a usable ILS approach to Runway 10, to provide an alternative to tailwind landings during unfavorable weather conditions, to increase air service reliability, and maintain air service capacity.

The proposed project includes the following actions:

- Installation of a localizer antenna approximately 1,060 feet east of the existing Runway 28 threshold
- Installation of a localizer shelter adjacent to the existing medium-intensity approach lighting system with runway alignment indicator lights (MALSR) shelter, off the end of Runway 28
- Installation of a glideslope antenna on the airfield at the southwest intersection of Taxiway C and Taxiway D, north of Runway 10/28
- Installation of a glideslope shelter on the airfield at the southwest intersection of Taxiway C and Taxiway D, north of Runway 10/28
- Removal of a 260-foot section of Taxiway C between Taxiway D and Runway 10/28
- Realignment of runway and taxiway lighting along the borders of Taxiways C, D, and Runway 10/28
- Installation of 4-inch conduit between the Airport Traffic Control Tower and existing Runway 28 ILS

**V. PUBLIC REVIEW & COMMENT**

Public involvement and agency coordination was conducted by the Cherry Capital Airport at the beginning of the EA process. The contract for this Environmental Assessment was reviewed and approved at the NRAA monthly public meeting on December 13, 2022. The project was discussed at this public meeting, and the public had an opportunity to comment. No objections to the project were received.

The Notice of Availability (NOA) of the Draft EA and an opportunity for the public to request a Public Meeting was published in the local newspaper, The Record-Eagle. Written statements were accepted from June 17, 2023 through July 18, 2023. Physical copies of the Draft EA were available for public review at the Cherry Capital Airport during normal business hours as well as an electronic copy available on the Cherry Capital Airport's website.

A public meeting was not requested and no comments were received from the public. Agency Comment letters can be found in Appendix A of the Final EA.

## **VI. ENVIRONMENTAL CONSEQUENCES & MITIGATION**

The Final EA (Section 6-8) describes the environmental consequences of the Sponsor's Proposed Project and proposed avoidance and mitigation measures. Certain environmental resources (i.e., climate; coastal resources; Department of Transportation, Section 4(f); geological resources and farmland; Historical, architectural, archeological, and cultural resources; noise and compatible land use; Socioeconomics, environmental justice, and children's environmental health and safety risks; visual effects; and water resources) were not summarized in this FONSI because implementation of the Proposed Project would not be likely to result in any potential impacts on these resources, or impacts would be negligible.

Potential environmental impacts on air quality; biological resources; land use; hazardous materials, solid waste, and pollution prevention; and natural resources and energy supply are summarized here. No significant direct, indirect, or cumulative environmental impacts would occur from implementing the Proposed Project.

The Sponsor shall implement the following mitigation measures as a condition of environmental approval of the Proposed Project listed in this FONSI.

### **1. Air Quality**

The Sponsor's Proposed Project includes an installation of an ILS, and Grand Traverse County is in attainment for all criteria pollutants. Any air quality impacts, such as the creation of dust from construction activities would be temporary. Impacts to air quality during construction will be mitigated using Best Management Practices (BMPs).

#### **Mitigation**

The following BMPs will be used where feasible:

- Use low-sulfur diesel fuel (less than 0.05 percent sulfur).
- Retrofit engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site.
- Position the exhaust pipe so that the diesel fumes are directed away from the operator and nearby workers, thereby reducing the fume concentration to which personnel are exposed.
- Use catalytic converters to reduce carbon monoxide, aldehydes, and hydrocarbons in diesel fumes. These devices must be used with low sulfur fuels.
- Use climate-controlled cabs that are pressurized and equipped with HEPA filters to reduce the operator's exposure to diesel fumes. Pressurization ensures that air is moved from the inside to the outside. HEPA filters ensure that any incoming air is filtered first.
- Regularly maintain diesel engines, which is essential to keeping exhaust emissions low, and follow the manufacturer's recommended maintenance schedule. For example, blue/black smoke indicates that an engine requires servicing or tuning.
- Reduce exposure through work practices and training, such as turning off engines when vehicles are stopped for more than a few minutes, training diesel operators to perform routine inspections, and maintaining filtration devices.
- Purchase new vehicles that are equipped with the most advanced emission control systems available.
- With older vehicles, use electric starting aids such as block heaters to warm the engine to reduce diesel emissions.

## **2. Biological Resources**

The Sponsor's Proposed Project includes an installation of an ILS. Consultation with the United States Fish and Wildlife Service (USFWS) determined the proposed project is Not Likely to Adversely Affect (NLAA) the Eastern Massasauga (EMR) and recommended BMPs.

### **Mitigation**

The Sponsor will use the following BMPs:

- Materials used for erosion control and site restoration must be wildlife-friendly
- Do not use erosion control products containing plastic mesh netting or other similar material that could entangle EMR. Several products for soil erosion and control exist that do not contain plastic netting include net-less erosion control blankets (for example, made of excelsior), loose mulch, hydraulic mulch, soil binders, unreinforced silt fences, and straw bales. Others are made from natural fibers (such as jute) and loosely woven together in a manner that allows wildlife to wiggle free.

## **3. Land Use**

The Sponsor's Proposed Project includes installation of an ILS. Outside of the project area, land use would remain the same; therefore, land use compatibility would remain unchanged with the Preferred Alternative, and no adverse impacts are anticipated. The United States Department of Agriculture (USDA) recommended the use of BMPs for wildlife hazards on or near airports.

### **Mitigation**

The Sponsor will use the following BMPs:

- Airport wildlife staff should conduct routine wildlife monitoring of the proposed area to evaluate wildlife usage before and after the project is completed. If an increase in wildlife usage is noted, recommended mitigation techniques would include, but should not be limited to, non-lethal harassment and/or lethal removal.
- When choosing a grass variety to plant upon project completion, choose a single variety and avoid grass blends. The use of a high endophyte tall fescue type of grass that will deter wildlife from grazing in this area is recommended.
- USDA Wildlife Services can perform a site visit to further discuss habitat management techniques to discourage wildlife usage of the proposed area as well as appropriate non-lethal and lethal control strategies in the event wildlife are observed using the area.
- USDA Wildlife Services would also be able to conduct a site visit over the course of several days to better evaluate wildlife hazards and their effect on aviation safety. Ideally, visits could be scheduled once the structures are put in place to better gauge potential usage and help steer mitigation strategies.

## **4. Hazardous Materials, Solid Waste, and Pollution Prevention**

The Sponsor's Proposed Project will include installation of an ILS. In 2021, a Phase I Environmental Site Assessment (ESA), in conformance with the scope and limitations of the American Society for Testing and Materials (ASTM) Designation: E1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, was completed for the project area, as well as the greater Airport

property. The Phase I ESA found no known hazardous waste contamination; Polyfluoroalkyl Substances (PFAS) is not currently a hazardous waste under the Comprehensive Environmental Response, Compensation, and Liability Act and was not included in the Phase I ESA analysis. However, as a recognized emerging contaminant, the contractor will be notified of its presence and the requirement to keep all excavated soils onsite.

#### Mitigation

The contractor will be required to have a Spill Prevention, Control, and Countermeasure (SPCC) plan in place to be implemented if a spill occurs during construction operations. An approved erosion control plan is also required to provide a collection area for non-recyclable waste. Any waste generated will be disposed of in compliance with all federal, state, and local regulations. As PFAS is recognized as an emerging contaminant, the contractor will be notified of its presence and the requirement to keep all excavated soils onsite. Any hazardous and solid waste generated during construction will be managed and disposed of in accordance with applicable regulations and BMPs.

### **5. Natural Resources and Energy Supply**

The Sponsor's Proposed Project will include temporary construction impacts. The proposed project would slightly increase the use of natural resources and energy supplies during construction and operation. Construction of the proposed project would result in temporary increases in energy demand and would require the use of construction materials. Operation of the proposed project would result in the recurring use of consumable natural resources (e.g. electricity). A small amount of increased energy consumption may result from the operation of the ILS and its associated shelter. However, the amount is expected to be negligible.

#### Mitigation

Construction of the proposed project would result in temporary increases in energy demand and will require the use of construction materials. To reduce energy consumption associated with the temporary use of excavators and vehicles for the Preferred Alternative, construction equipment should be in good working order to ensure the most efficient use of fuel. All vehicles and equipment should be checked for leaks and repaired immediately.

## **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 and funding for the Cherry Capital 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:

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

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Date