

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WESTERN-PACIFIC REGION
LOS ANGELES AIRPORTS DISTRICT OFFICE

FINDING OF NO SIGNIFICANT IMPACT

**Proposed Taxiway Relocation and Reconstruction
And Drainage/Erosion Control Improvements**

Tehachapi Municipal Airport
Tehachapi, Kern County, California



For further information

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June 21, 2019

GENERAL INFORMATION ABOUT THIS DOCUMENT

WHAT'S IN THIS DOCUMENT? This document is the Federal Aviation Administration's (FAA) Finding of No Significant Impact (FONSI) for the proposed Taxiway Relocation and Reconstruction and Drainage/Erosion Control Improvements at Tehachapi Municipal Airport (TSP) located in Tehachapi, California. This document includes the agency determinations and approvals for those proposed Federal actions described in the Final Environmental Assessment dated May 2019. This document discusses all alternatives considered by FAA in reaching its decision, summarizes the analysis used to evaluate the alternatives, and briefly summarizes the potential environmental consequences of the Proposed Action Alternative and the No Action Alternative, which are evaluated in detail in this FONSI. This document also identifies the agency-preferred alternative.

BACKGROUND. In October 2018, the City of Tehachapi prepared a Draft Environmental Assessment (Draft EA). The Draft EA addressed the potential environmental effects of the proposed Taxiway Relocation and Reconstruction and Drainage/Erosion Control Improvements including various reasonable alternatives to that proposal. The Draft EA was prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) [Public Law 91-190, 42 USC 4321-4347], the implementing regulations of the Council on Environmental Quality (CEQ) [40 CFR Parts 1500-1508], and FAA Orders 1050.1F, *Environmental Impacts: Policies and Procedures* and 5050.4B, *National Environmental Policy Act (NEPA), Implementing Instructions for Airport Actions*. The City of Tehachapi published the Notice of Availability for the Draft EA on October 26, 2018. The City of Tehachapi received five written comments on the Draft EA between October 26, 2018 and November 25, 2018. Copies of the comments received and responses to those comments are included in Appendix C. FAA signed the Final EA on June 20, 2019.

WHAT SHOULD YOU DO? Read the FONSI to understand the actions that FAA intends to take relative to the proposed Taxiway Relocation and Reconstruction and Drainage/Erosion Control Improvements at Tehachapi Municipal Airport.

WHAT HAPPENS AFTER THIS? The City of Tehachapi may begin to implement the Proposed Action Alternative.

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT**

**PROPOSED TAXIWAY RELOCATION AND RECONSTRUCTION
AND DRAINAGE/EROSION CONTROL IMPROVEMENTS PROJECT**

**TEHACHAPI MUNICIPAL AIRPORT
TEHACHAPI, KERN COUNTY, CALIFORNIA**

- 1. Introduction.** This document is a Finding of No Significant Impact (FONSI) prepared pursuant to the National Environmental Policy Act of 1969 (NEPA) for the proposed Taxiway Relocation and Reconstruction and Drainage/Erosion Control Improvements at Tehachapi Municipal Airport (TSP), Tehachapi, Kern County, California. The City of Tehachapi is the airport sponsor for TSP. The Federal Aviation Administration (FAA) must comply with NEPA and other applicable statutes before taking any federal actions that are necessary prior to implementation of the project. NEPA requires that after preparing an Environmental Assessment, federal agencies must decide whether to issue a Finding of No Significant Impact and approve the proposed project, or prepare an environmental impact statement prior to rendering a final decision on approval of a proposed project. The FAA has completed the environmental assessment, considered its analysis, and determined that no further environmental review is required. Therefore, the FAA is issuing this FONSI, accompanied and supported by the FAA's Final Environmental Assessment (Final EA) completing environmental review requirements for the project.
- 2. Purpose and Need of the Proposed Action.** The National Plan of Integrated Airport Systems classifies Tehachapi Municipal Airport as a General Aviation airport. The airport has had a static level of approximately 11,000 total operations for the past ten years and forecast at this level through 2028 or longer. The Tehachapi Municipal Airport serves as a back-up airport for cargo aircraft (*i.e.*, FedEx) when Bakersfield is fogbound. Ground transportation then handles cargo near the airport. The airport also transports inmates to and from the California Correctional Institution, and, at times, to transport patients to nearby medical facilities. Several local business people commute to and from work by air on a regular basis. The runway is designated as a B-I airport per FAA's Airport Reference Code and accommodates small commuter planes.

The purpose of the Proposed Action is three-fold: 1) to reconstruct Taxiway A and south side connecting taxiways and the correction of taxiway connector geometry; 2) meet FAA airport design standards for taxiway-runway separation; and 3) to address airfield drainage and erosion during rain events. The proposed improvements involve the removal of parallel Taxiway A and its reconstruction in a shifted location 150 feet from Runway 11-29, centerline to centerline, to meet

Federal design standards (Advisory Circular 150/5300-13A, Change 1) and to fix deteriorating pavement. This southerly shift approximately 28 feet from its existing location will also necessitate the reconstruction of existing south side connecting taxiways and the reconfiguring of hold aprons at each taxiway end decreasing the impervious surface at the airport by approximately 20,000 square feet (sf). The proposed improvements also include grading, installation of drainage pipes, and erosion control to address infield “standing water” issues and surface flows across the connecting taxiways and re-contouring the detention basin to increase capacity and construct a drainage outlet structure at the northwest corner.

Chapter 1 of the Final EA describes the purpose and need for the proposed project.

3. Proposed Project and Federal Actions. The Proposed Action evaluated in this FONSI includes the following major project components (See Section 1.3, Section 1.4, Section 1.5 and Exhibit 1C of the Final EA):

- The Proposed Action is to shift the full length of parallel Taxiway A 28 feet to the south to a location 150 feet from Runway 11-29, centerline to centerline, to meet FAA Advisory Circular (AC) 150/5300-13A, Change 1, *Airport Design*.
- Existing south side connecting taxiways and Taxiway A pavement will be reconstructed, taxiway connector geometry corrected, and hold aprons at each taxiway end reconfigured to meet FAA standards.
- Relocation of the medium intensity taxiway edge lighting, guidance signs, and all appropriate pavement markings. Additional taxiway edge lights would be required due to expansion of the taxiway edge radii to meet FAA design standards.
- Grading and improvements to enhance infield drainage and erosion control to address infield standing water issues and surface flows across the connecting taxiways.
- Approximately 4,170 linear feet of storm water drainage pipe (18- to 30-inch diameter) and associated inlets will be installed within the infield area and under Taxiway A.
- Re-contouring the detention basin to increase its capacity and give it more definition, and to construct a drainage outlet structure at the northwest corner where the water leaves the property.

FAA will take the following actions to authorize implementation of the proposed projects:

- Unconditional approval of the Airport Layout Plan (ALP) depicting the proposed improvements pursuant to Title 49 U.S.C. 40103(b), *Sovereignty and Use of Airspace*, 44718, *Structures Interfering with Air Commerce or National Security*, and 47107(a)(16), *Project Grant Application Approval Conditioned on Assurances about Airport Operations*; Title 14, CFR Part 77 (14 CFR 77), *Safe, Efficient Use, and Preservation of the Navigable Airspace*.
- Approval of a Construction Safety and Phasing Plan to maintain aviation and airfield safety during construction pursuant to FAA AC 150/5370-2F, *Operational Safety on Airports during Construction*;
- Determinations under Title 49 U.S.C. 47106, *Project Grant Application Approval Conditioned on Satisfaction of Project Requirements*, and 47107, *Project Grant Application Approval Conditioned on Assurances about Airport Operations*, relating to the eligibility of the Proposed Action for federal funding under the Airport Improvement Program (AIP), as shown on the ALP.
- Determination for eligibility for Federal assistance under the Federal Grant-in-aid program authorized by the Airport and Airway Improvement Act of 1982, as amended, pursuant to Title 49 USC §47101 *et seq.*

4. Reasonable Alternatives Considered. Chapter 2 of the Final EA, used a detailed two-step alternatives analysis screening process including:

Step 1 – Would the alternative fix taxiway pavement deterioration and provide adequate taxiway-runway separation at the airport?

Step 2 – Would the alternative provide for improved drainage and erosion control at the airport?

The Final EA evaluated one “no-build” alternative and three “build” alternatives, including the No Action Alternative to the Proposed Action Alternative. Analysis of the No Action Alternative is required pursuant to 40 CFR § 1502.14(d).

Sections 2.3 and 2.4 of the Final EA describes and evaluates one (1) “no build” alternative, the No Action Alternative. Additionally, the Final EA evaluates the three (3) “build” alternatives: Taxiway Pavement Reconstruction Only Alternative; Drainage Improvements Only Alternative and Proposed Action Alternative. Paragraph 6-2.1 of FAA Order 1050.1F states in part: “There is no requirement for a specific number of alternatives or a specific range of alternatives to be included in an EA. An EA may limit the range of alternatives to the Proposed

Action Alternative and No Action Alternative when no unresolved conflicts concerning alternative uses of available resources exist. Alternatives are to be considered to the degree commensurate with the nature of the Proposed Action Alternative and agency experience with the environmental issues involved.”

Table 2A in the Final EA summarizes the results of the alternatives screening process. The No Action Alternative, Taxiway Pavement Reconstruction Only Alternative and Drainage Improvements Only Alternative did not pass Step 1. The No Action Alternative also failed to pass Step 2. Thus, only the Proposed Action Alternative and No Action Alternative were retained for analysis in the Environmental Consequences chapter of the Final EA for detailed impact analysis. The Proposed Action is FAA’s preferred alternative.

- 5. Assessment.** The potential environmental impacts and possible adverse effects were identified and evaluated in the Final EA.

Section 4.2 of the Final EA discloses that the following environmental impact categories of Coastal Resources; Land Use; Department of Transportation Section 4(f); Farmlands; Historic, Architectural, Archaeological and Cultural Resources; and Visual Effects (including Light Emissions), were not evaluated further because the Proposed Action at TSP would not pose an impact to these environmental resources.

The Final EA examined the following environmental impact categories: Air Quality; Biological Resources; Climate; Hazardous Materials, Solid Waste, and Pollution Prevention; Natural Resources and Energy Supply; Noise and Noise-Compatible Land Use; Socioeconomics Impacts, Environmental Justice, and Children’s Environmental Health and Safety Risks; Water Resources; and Cumulative Impacts.

A. Air Quality. Section 4.3.1 of the Final EA states that implementation of the Proposed Action will result in no construction air quality emissions above one or more of the NAAQS *de minimis* levels for any time periods analyzed. Therefore, impacts do not exceed established significance thresholds. No significant direct impacts to air quality will occur as a result of the Proposed Action, and mitigation measures are not necessary. Under the No Action Alternative construction will not occur; no short-term emissions generated; and no significant direct or indirect impacts to air quality.

B. Biological Resources. Section 4.3.2 of the Final EA states that no special-status plants were observed in the study area for the Proposed Action and no adverse impacts to federally protected plants are likely to occur as a result of the project. No adverse impacts to federally protected wildlife are anticipated due to a lack of suitable conditions and habitat within the project area. Similarly, no impacts will occur to designated critical habitat since there is no designated critical habitat in the project vicinity.

Bird species protected by the Migratory Bird Treaty Act (MBTA) were observed within or in proximity to the study area and may nest in or around the project area. Construction of the proposed project has the potential to impact nesting activities if it is conducted during the nesting season (typically February 15-August 31). Birds nesting in burrows (e.g., burrowing owl), scrubland, or grassland habitat may be directly affected by ground disturbance and construction activities. Potential direct impacts will be reduced below applicable thresholds of significance through Avoidance and Minimization Measures listed in the Final EA. No mitigation measures are necessary.

Indirect impacts may occur to birds protected by the MBTA due to construction vehicle movements, vibrations, or noise, which could result in nest abandonment. In addition, accidental spills of hazardous materials, such as fuel, could result in impacts to any aquatic habitat that may be present in the onsite detention basin. Potential indirect impacts will be reduced below applicable thresholds of significance through Avoidance and Minimization Measures listed in the Final EA. No mitigation measures are necessary.

Implementation of the No Action Alternative would result in no ground disturbance, therefore implementing the No Action Alternative will have no direct or indirect impacts to special-status species, including birds protected under the MBTA. No impacts will occur to designated critical habitat. The accidental spillage of fuel near an aquatic habitat (*i.e.*, the existing detention basin) is less likely to happen when compared to the Proposed Action since there will not be construction activities. Therefore, no significant direct or indirect impacts to biological resources will occur as a result of the No Action Alternative.

C. Climate. Section 4.3.3 of the Final EA states that FAA has not established a significance threshold for climate and greenhouse gas (GHG) emissions. Table 4B of the Final EA discloses the annual emissions of GHG during construction of the Proposed Action. The bulk of emissions of GHG occur during construction but would be short-term. No significant direct impacts related to GHGs will occur as a result of the Proposed Action, and no mitigation measures are necessary. The No Action Alternative will not have construction emissions, change airport operations or aircraft and vehicle traffic patterns and will have no change over local or regional GHGs in the long term. No significant direct or indirect impacts related to GHGs will occur as a result of the No Action Alternative.

D. Hazardous Materials, Solid Waste and Pollution Prevention. Section 4.3.4 of the Final EA notes that the Proposed Action will not be located within a known contaminated site nor will it violate applicable laws or regulations regarding hazardous materials and/or solid waste management. The type and number of operations of the airport will not be changed by the project;

therefore, it will not generate a different type of hazardous or solid waste than is already generated at the airport and no adverse effects to human health or the environment are likely to result from project implementation. The Proposed Action is not a capacity-increasing project that would result in more aircraft or vehicular traffic, additional fuel consumption, or an increased handling of hazardous materials.

The Proposed Action will not alter the airport's existing fuel farm and hangar operations. During construction, the contractor will use equipment and vehicles that utilize fossil fuels and other potential hazardous materials. All construction activity will be subject to existing permit procedures for the handling, transporting, and disposal of such materials. The contractor will follow standard hazardous materials containment procedures and other Best Management Practices (BMPs) should an inadvertent spill occur, as required by FAA Advisory Circular (AC) 150/5370-10G. In addition to BMPs to minimize adverse effects during construction, the contractor will prepare a stormwater pollution prevention plan (SWPPP) for all construction actions involving more than one acre of ground disturbance in compliance with the Clean Water Act.

Some solid waste is anticipated to be generated as a result of the construction phase, including incidental trash, which will be disposed of or recycled, as appropriate, in existing airport receptacles. The project will also dispose of old pavement and drainage pipes. To the extent that it is feasible, the pavement will be recycled and used in the new pavements. Excess asphalt and pipes will be stored in the disposal area north of the rodeo grounds for future use by the airport. Unusable materials will be disposed of at the local transfer station and landfill, as appropriate. No significance thresholds for hazardous materials, pollution prevention, and solid waste will be exceeded during the construction phase of the Proposed Action, and, thus, no significant direct impacts to this resource category will occur as a result of this Proposed Action. No mitigation measures are necessary.

Section 4.3.4 also indicates that there will be no indirect impacts due to Avoidance and Minimization Measures being implemented in Section D Biological Resources. No mitigation measures are necessary. Under the No Action alternative use, storage, or disposal of hazardous materials or pollution related to accidental spills of hazardous materials will continue to be what currently occurs at the airport. As such, neither the Proposed Action nor the No Action Alternative would result in any impacts related to hazardous materials, solid waste, or pollution prevention.

E. Natural Resources and Energy Supply. Section 4.3.5 of the final EA states that the Proposed Action will not generate additional demand for natural resources and energy once the project is completed. Water and fuel necessary for construction will be obtained from local utility providers and

distributors under the prevailing market conditions. Water and electricity are currently available at the airport, while gasoline for construction vehicles is available in the City of Tehachapi and along major roadway and highway corridors. The use of fossil fuels during construction will not cause a statistically significant increase in fuel consumption for Kern County and there is no indication that fossil fuels will be in short supply. The use of natural resources, such as aggregate, will be subject to market availability. No significance thresholds for natural resource and energy supply will be exceeded as a result of the Proposed Action or the No Action Alternative.

F. Noise and Compatible Land Use. Section 4.3.6 of the Final EA states that the Proposed Action will not change the type and number of operations or the overall noise environment at the airport. Construction-related noise impacts at airports result from the use of construction equipment in proximity to noise-sensitive areas. The demolition and construction phases of the Proposed Action are expected to include earthwork/grading and the pouring of asphalt. Construction vehicular noise will also occur. Table 4C of the Final EA provides average noise levels at a distance of 50 feet from a construction site based on the type of construction equipment used. The closest noise-sensitive receptor to the construction site is approximately 60 feet away at 314 North Mohave Street; all other houses are more than 150 feet from the closest construction area. The Proposed Action includes construction phases of limited duration: no more than a month or two. As such, this construction plan will limit the time that noise will impact residents. The Proposed Action will result in no significant direct impacts from construction and no mitigation measures are necessary. Under the No Action Alternative, impacts related to noise or land use compatibility will not occur since there will be no construction or change in airport use.

G. Socioeconomic Impacts, Environmental Justice and Children's Environmental Health and Safety Risks. Section 4.3.7 of the Final EA states that the Proposed Action will not change the type and number of operations at the airport and will not generate additional vehicular traffic. The Proposed Action will not alter the airport's existing fuel farm and hangar operations. Construction traffic will include workers driving to and from the construction site as well as the delivery of equipment and materials that will remain on the site for an extended period. Table 4D of the Final EA shows the anticipated construction schedule and number of vehicle trips during construction. The presence of additional intermittent truck traffic will neither create a long-term impact to the roadway levels-of-service on N. Green Street or other potential site access, nor exceed established significance thresholds. Proposed avoidance and minimization measures will reduce the impacts on the adjacent residential streets. Therefore, the Proposed Action will result in no significant direct impacts related to construction traffic.

No mitigation measures are necessary. Since no construction or change in airport use will occur with the No Action alternative, no impacts related to construction traffic will occur.

H. Water Resources. Section 4.3.8 of the Final EA, notes that the airport is neither located within a 100-year floodplain, nor is it in proximity to any rivers, including designated wild and scenic rivers. Therefore, the analysis focused on wetlands and surface water quality. The Proposed Action will not require additional demand on groundwater resources or change the recharge process or quality of the groundwater basin.

Section 4.3.8.1 states the proposed project site does not contain wetlands or natural stream courses. All hydrologic features on the airport are storm water control features that were excavated in uplands to manage storm water flows on the airport, are ephemeral, and do not typically flow off the airport property except under significant rainfall events. There are also no Traditional Navigable Waters (TNW) or relatively permanent non-navigable tributaries within one mile of the airport. The off-airport SR 58 swale is an ephemeral drainage that does not exhibit continuous seasonal flow, and therefore does not qualify as TNW or relatively permanent non-navigable tributaries of TNW under United States Army Corps of Engineers (USACE) jurisdiction. Based on the Final Rule, a significant nexus is not present between the airport storm water control features and Tehachapi Creek (an assumed jurisdictional tributary to TNW) through the Highway 58 swale, because they are outside the 100-year floodplain and are more than 4,000 feet from the ordinary high water mark (OHWM) of Tehachapi Creek. On October 30, 2015, the USACE notified the sponsor that the waters located on the proposed project site are not currently regulated by USACE. Based on the USACE determination, no direct impact to wetlands or other jurisdictional surface waters will occur as a result of the Proposed Action.

Indirect impacts to waters of the State and/or to wetlands within the offsite SR 58 swale could occur if fossil fuel spills were to happen, especially during a storm event that causes overtopping of the detention basin. The SR 58 swale contains palustrine emergent wetlands. Potential indirect impacts will be reduced below applicable thresholds of significance through the Avoidance and Minimization Measures listed in the Final EA. No mitigation measures are necessary. Under the No Action Alternative, there will be no impacts to wetlands or other jurisdictional waters.

Additionally, Section 4.3.8.2 of the Final EA states that no impacts to surface water quality will occur from the Proposed Action. The airport will continue to discharge its storm water into the swale located adjacent to SR 58 after being detained for up to 48 hours within the on-airport drainage basin to control flows. The taxiway relocation and the resultant loss of apron as well as the reconfiguration of the existing hold aprons will result in a net decrease of

impervious surfaces at the airport of approximately 20,000 sf. In addition, the Proposed Action will reduce the amount of erosion and sedimentation that currently occurs in the infield due to the overtopping of the taxiway connectors.

Construction activities are not anticipated to result in temporary water quality impacts because BMPs will be employed by the City as necessary. A National Pollutant Discharge Elimination System General Construction permit will be required and will include a construction-related SWPPP.

Accidental fuel or other hazardous materials spills could have indirect impacts on the adjacent drainage along SR 58 the Avoidance and Minimization Measures listed in the Final EA. No mitigation measures are necessary.

The No Action Alternative will allow the existing infield drainage and erosion problems to continue. This will result in continued maintenance problems for the airport, but is not expected to result in substantial water quality impacts. The City will continue to comply with its existing municipal separate storm sewer system permit.

- I. **Cumulative Impacts.** The past, present and reasonably foreseeable cumulative actions included in the cumulative impact analysis are presented in Section 4.4 of the Final EA. Table 3-F of the Final EA identifies past, ongoing, and proposed improvements at Tehachapi Municipal Airport (from 2013-2023) according to the airport's Airport Improvement Program (AIP) grant histories and its current Airport Capital Improvement Program. Whereas, Table 3G of the Final EA details a list of cumulative projects within the City that should be considered when addressing cumulative impacts of the proposed project. There are two reasonably foreseeable projects that could be under construction in proximity to the airport during the same time frame as the Proposed Alternative Action: an approximate 28,000-square foot (sf) industrial warehouse; and an approximate 100,000 sf warehouse, both located west of the airport off Industrial Parkway. By following the avoidance and minimization measures and BMPs as described in the Final EA, cumulative impacts to environmental resources will be avoided. No mitigation measures are necessary. Neither the No Action Alternative, nor Proposed Action will result in significant cumulative impacts.

6. Public Participation.

As stated in Chapter 5, scoping letters were sent to a number of resource agencies seeking input regarding potential environmental resources which could be impacted by the Proposed Action. The scoping period went from March 20, 2015 to April 21, 2015, three agencies responded. A list of agencies contacted, copy of the information sent, and responses received are in Appendix A of the Final EA. The public was encouraged to review and comment on the Draft EA

that was released for public review on October 26, 2018. The City published a notice of availability of the Draft EA in the following local newspaper in the vicinity of the airport: *The Tehachapi News*. The City made the Draft EA available on their web site, in a local library, City Hall and the FAA's Los Angeles Airports District Office. The public comment period ended on November 26, 2018. Five written comments were received by the City. No new issues were raised as a result of these comments. Copies of the comments received and responses to those comments along with the newspaper Affidavits of Publication are included in Appendix C, *Notice of Availability of Draft Environmental Assessment, Comments Received, and Responses to Comments* of the Final EA.

7. Inter-Agency Coordination.

In accordance with 49 USC § 47101(h), the FAA has determined that no further coordination with the U.S. Department of Interior or the U.S. Environmental Protection Agency is necessary because the Proposed Action does not involve construction of a new airport, new runway or major runway extension that has a significant impact on natural resources including fish and wildlife; natural, scenic, and recreational assets; water and air quality; or another factor affecting the environment.

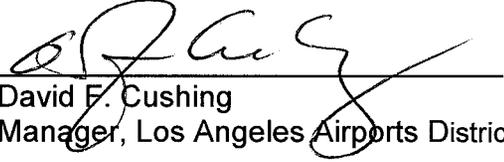
8. Reasons for the Determination that the Proposed Action will have No Significant Impacts.

The attached Final EA examines each of the various environmental resources that were deemed present at the project location, or had the potential to be impacted by the Proposed Action. The proposed Taxiway Relocation and Reconstruction and Drainage/Erosion Control Improvements at Tehachapi Municipal Airport would not involve any environmental impacts, which would exceed a threshold of significance as defined by FAA Orders 1050.1F and 5050.4B. Based on the information contained in the Final EA, the FAA has determined the Proposed Action preferred alternative, is most feasible and prudent alternative. FAA has decided to implement the proposed project as described in the attached Final EA.

9. Finding off No Significant Impact

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information, I find that 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) and other applicable requirements. I also find the proposed Federal Action, with the required mitigation referenced above 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. As a result, FAA will not prepare an EIS for this action.

APPROVED:



David F. Cushing
Manager, Los Angeles Airports District Office

JUNE 21, 2019
Date