

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT**

**Portland International Jetport  
Portland, Maine**

**Proposed Action**

The City of Portland seeks Federal Aviation Administration approval to implement capital improvements and other safety-related actions listed as high priority (i.e., completion within five to seven years) in the Portland International Jetport's Sustainable Airport Master Plan. These proposed projects are depicted on the Jetport's airport layout plan and will require Federal funding and approvals by the FAA. They are identified on Exhibit 1D of the Environmental Assessment (EA) and are collectively referred to as the Proposed Action:

- Long-term hold/deicing/remain overnight apron (Phases 1 and 2) (Items 2 and 3)
- Runway 11 end taxiway bypass and realignment of perimeter service road (Item 4)
- Tree removal to clear the glideslope qualification surface (GQS) for the Runway 36 end (Item 5)
- Air cargo taxiway (Phase 2) (Item 6B)
- Taxiway C realignment (Phases 1 and 2) (Items 7 and 9)
- Taxiway A relocation east of Runway 18-36 (Item 8)
- Service access road relocation east of cargo area (Item 10)
- Taxiway B construction from Runway 36 end to Runway 29 end (Item 11)

**Purpose And Need**

The purposes for the Proposed Action addressed in this EA are:

1. To improve the operational safety of the airfield consistent with FAA design standards;
2. To protect the instrument approaches to the runway system;
3. To improve the Jetport's operational efficiency; and
4. To implement the Jetport's sustainability goals and objectives at a project-specific level.

**Alternatives Considered**

Chapter 2 of the EA details the Alternatives considered. Each alternative had different project component configurations, but each identified the project components discussed above, with the exception of the No Action (i.e., no build) alternative.

**Assessment**

Chapter 3 of the EA describes in detail the Affected Environment; Chapter 4 describes the Environmental Consequences of the Proposed Action. The following potential impacts have been mitigated below a level of significance (see Mitigation Measures below): a total of 1.16 acres of freshwater wetlands would be removed as a result of the proposed long-term hold/deicing/remain overnight apron (Items 2 and 3); a total of 0.1 acre of mowed freshwater wetlands would be removed as a result of the proposed Taxiway A relocation east of Runway 18-36 (Item 8); temporary impacts to wetlands could occur within the Calvary Cemetery (Project Item 5); and temporary, indirect impacts to wetlands adjacent to the service road relocation east of the cargo area (Project Item 10) could result from construction activities. No other significant impacts would result from the Proposed Action due to the avoidance and minimization measures incorporated into the project or already implemented at the Jetport.

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The cumulative impacts section of Chapter 4 addresses reasonably foreseeable, future projects in combination with past and present actions. Cumulative impacts expected to occur are not significant because of the types of projects, the built environment in which they occur, and the mitigation, avoidance, or minimization measures previously undertaken, and proposed as part of this Project.

**Mitigation Measures**

Wetlands have been avoided to the extent practicable by only including the project elements necessary to improve the operation and safety of the Jetport. Mitigation for anticipated wetland impacts shall be provided by payment of in-lieu fee to the Maine Department of Environmental Protection (MDEP) at the established rate for the type of wetland impacts associated with the Proposed Action. All vegetation affected by temporary impacts within the Calvary Cemetery (Item 5) shall be reestablished. (For the tree removal of the GQS area, trees shall be removed on a tree-by-tree basis, and all stumps shall be treated and left in place.) Erosion control measures to protect wetlands adjacent to the service road relocation east of the cargo area (Item 10) shall be implemented per the applicable MDEP and United States Army Corps of Engineer permit conditions.

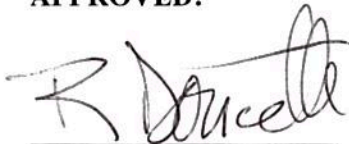
**Avoidance and Minimization Measures**

Avoidance and minimization measures include best management practices and permit procedures associated with the following: air quality and dust control measures; timing construction activity to avoid the breeding/pup rearing period for federally and state-protected bat species and migratory birds; enforcement of the Jetport's existing stormwater pollution prevention, spill containment and countermeasure, and erosion and sediment control plans; notification of FAA and the State Historic Preservation Office in the event of unanticipated discovery of cultural resources; and the continuing use of the Jetport's ongoing noise hotline and other noise abatement procedures throughout the construction phases of all Proposed Action components. Impacts to surface waters are avoided and minimized by installation and maintenance of the proposed water quality filters and improvement to the existing water quality pond east of Runway 18-36.

**Finding of No Significant Impact**

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information, I find the proposed Federal action is consistent with existing national environmental policies and objectives of Section 101(a) of the *National Environmental Policy Act of 1969* (NEPA) and other applicable environmental requirements. I also find the proposed Federal action 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, FAA will not prepare an Environmental Impact Statement (EIS) for this action.

**APPROVED:**



Richard Doucette,  
Environmental Program Manager

12/20/18  
Date