

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NORTHWEST MOUNTAIN REGION - AIRPORTS DIVISION
Categorical Exclusion Form

Version 08/08/07a

CONTACT THE ADO ENVIRONMENTAL SPECIALIST BEFORE USING THIS FORM

Directions: The person (analyst) preparing this form should have knowledge of the environmental features of the airport and general impacts of the project. Although some responses may be obtained from the preparer's own observations, previous environmental documents or research should be cited. Some of the best sources for information are the jurisdictional federal, state and local resource agencies responsible for the impact categories. This form is to be used with the current versions of FAA guidance, specifically FAA Orders 1050.1E, and 5050.4B.

FAA urges the analyst to contact the ADO as quickly as possible for any extraordinary circumstance that requires FAA to complete the process any applicable special purpose laws require. For example, FAA is solely responsible for completing the Section 106 process. Other special purpose laws may require FAA to complete certain procedures. Early coordination with FAA will do much to reduce delays that would have occurred if it did not begin compliance procedures with the applicable special purpose law early in the project review cycle.

Some of the categories below require a reference or information to support a finding. Attach that information to the form or scan it as an attachment if you are filing this form on the web site noted below.

An electronic version of this form is available at:

http://www.faa.gov/airports_airtraffic/airports/regional_guidance/northwest_mountain/airports_resources/forms/media/environmental/environmental_checklist.doc

APPLICABILITY:

This Environmental Evaluation Form may be used only if the sponsor's proposed project meets the following two (2) criteria:

1. The proposed project is a federal action subject to NEPA. List applicable paragraph number from FAA Order 5050.4B, Chapter 1 para. 9g (6) Conditional, unconditional, or mixed approval an airport sponsor's request to release airport land from a Federally-obligated, public-use airport when the land would be used for non-aeronautical purposes.

And

2. The proposed project is identified as one that can be categorically excluded. List applicable category from FAA Order 1050.1E paragraphs 307 through 312. Section 307(b)

Airport:	Spokane International Airport	Airport Identifier:	GEG
Project Title:	Release and Sale of Airport Property - McFarlane and Lawson (EMFCO)		
Project Description:	<p><i>List and clearly describe ALL components of project proposal including all connected actions. (Attach site map identifying project area).</i></p> <p>The proposed project under NEPA evaluation is an FAA approval of a release request of SIA land from Federal obligations. The release includes the sale of 56.6 acres of SIA non-aeronautical development land located northwest of the main airport facility and runways to Exotic Metals Forming Company (EMFCO) of Kent, Washington. EMFCO proposes to construct a 150,000 square foot concrete tilt-up building, with a maximum height of 40 feet. The facility will be used for sheet metal details and jigs used to assemble aircraft duct details and assemblies. Office space includes administrative and assembly support staff. The state-of-the-art manufacturing facility will employ approximately 75 to 100 persons in a single shift, including assemblers, welders, CNC operators, etc. over the first five years of operation. Please refer to Exhibit A: Photographic Log - Site Reconnaissance for views of the subject property.</p>		
Proposed Start Date of Project:	Late Spring 2014		
Purpose & Need:	<p>Please refer to SIA letter from Mr. Larry Krauter to Ms. Karen Miles, PE, of FAA Seattle Airports District Office dated October 22, 2013 titled: "Release of Airport Property Originally Purchased by Sponsor without FAA Reimbursement.", including the letters's 10</p>		

attachments identifying the facility location and proposed development footprint.

Per FAA Order 1050.1E, paragraph 304 and 5050.4B paragraph 606, before a categorical exclusion may be utilized, a review of extraordinary circumstances must be conducted to ensure the categorical exclusion is valid. Extraordinary circumstances exist when the proposed action (1) involves any of the following circumstances and (2) may have an adverse effect requiring further analysis to determine the intensity of that effect. Please complete this form so that the FAA can make a determination.

FOR EACH YES OR NO ANSWER: PROVIDE DOCUMENTATION USED AS THE BASIS FOR THE DETERMINATION

CONTROVERSY Is the proposed project likely to be highly controversial on environmental grounds? Yes No

A proposed Federal action is considered highly controversial when the action is opposed on environmental grounds by a Federal, state, or local government agency, or by a substantial number of the persons affected by such action. For more info see Order 5050.4B, paragraph 9.i. If the action proponent has any doubt whether a given number of opposing persons is "substantial", or there is a probable risk of litigation, that doubt shall be resolved by discussion with ADO Environmental Specialist to determine if the action should be processed as a highly controversial one.

On what basis was the determination made? Reference available documentation to support analysis. There are no substantial disputes existing or anticipated concerning the size, nature, or effect of the proposed SIA sale nor development of the subject property by EMFCO. The proposed development will be completed under all applicable local, state, and federal regulatory agency environmental codes and regulations. See additional sections of this CatEx for supporting documentation relating to environmental matters.

AIR QUALITY 1. Will the proposed project have the potential to increase landside or airside capacity, including the capacity to handle additional surface vehicles? If no, provide basis and proceed to next section. If yes, proceed to question 2 in this topic. Yes No

2. General Conformity requirements Is the proposed project within or adjacent to a U.S. Environmental Protection Agency, defined NON-ATTAINMENT (or maintenance) AREA? Yes No

a. If yes to 2 above, is the project exempt from the General Conformity regulations published in the Federal Register of November 30, 1993? Yes No

b. If no to 2a, is the project accounted for in the State Implementation Plan? If yes, no further study is necessary. If no, go to 2c below. Yes No

c. Would the proposed project allow the airport to serve 180,000 GA ops and/or 1.3 million enplanements. Yes No

If yes, an air pollutant emission inventory must be prepared to determine if the project will produce, on an annual basis, criteria pollutants exceeding applicable de minimis levels. This inventory analysis should include project revisions, intended to reduce the emission inventory to below de minimis levels. If project emissions cannot be kept below de minimis levels an environmental assessment must be prepared.

On what basis was the determination made? Reference available documentation to support analysis.

The proposed subject property development will not increase airside capacity. The proposed subject property development will not increase landside capacity. The proposed facility will operate a single shift from 6:00 am to 2:30 pm daily, Monday through Friday. The total number of employees in the first two years will be 75 to 100 persons over the first five years of operation. Freight truck traffic is anticipated to be a total of three to five per week.

The subject property is zoned I-2 Heavy Industrial by the City of Airway Heights and is served by asphalt paved primary and secondary roads in an area of industrial and commercial land use. The project will not significantly impact current road improvement and traffic designs. The existing infrastructure is sufficient to accommodate the additional trips posed by the EMFCO development.

The subject property is outside a U.S. EPA air quality maintenance area (Spokane Maintenance Area) for carbon monoxide and particulate matter, as identified by the Spokane Clean Air Authority (<https://www.spokanecleanair.org/air-quality/air-quality-reports-studies-maps>).

**COASTAL
RESOURCES**

Will the project occur in, or affect a coastal zone as defined by the State's Coastal Zone Management Plan? (CZMP)? If no, provide basis and proceed to next section. Yes No

Is the proposed project consistent with the approved state CZMP? Yes No

If no, then the project sponsor and FAA will need to consult with the state and Federal CZM offices and document the outcome in an environmental assessment.

On what basis was the determination made? Reference available documentation to support analysis (e.g. state CZM plan).

The subject property is not within a CZM area.

Please refer to the following website: <http://www.ecy.wa.gov/programs/sea/czm/prgm.html>

**COMPATIBLE
LAND USE**

Is the proposed project reasonably consistent with plans, goals, policies, or controls that have been adopted for the area in which the airport is located? Yes No

On what basis was the determination made? Reference available documentation to support analysis (e.g. Master Plan, zoning ordinance, letters from local jurisdictions).

The subject property is located within SIA non-aeronautical development land and compatible with the draft SIA Master Plan Chapter 7: Airport Land Use Compatibility (<http://www.meadhunt.com/client/Spokane/master-plan.html>).

The subject property is within the City of Airway Heights Comprehensive Plan area currently identified as vacant and industrial land use and designated for I-2 heavy industrial land use zoning.

The proposed project is determined to be compatible under the City of Airway Heights' adopted Joint Land-Use Standards (JLUS) and Airway Heights Municipal Code (AHMC) 17.16, including compatibility with both aviation operations of Fairchild Air Force Base (FAFB) and SIA.

**CONSTRUCTION
IMPACTS**

Will the proposed project produce construction impacts, such as increases in localized noise levels, reduce localized air quality, produce erosion or pollutant runoff, or disrupt local traffic patterns? Include impacts to haul routes, staging areas, disposal sites, stockpiling, etc. Explain. If YES, describe impacts and note project-specific best management practices. Yes No

On what basis was the determination made? Reference available documentation to support analysis.

Construction impacts are not anticipated to be significant in this sparsely developed industrial land use area and is not associated with or will have an impact on SIA operations. Development will occur under applicable local (City of Airway Heights, Spokane Regional Clean Air Authority), state (Washington Department of Ecology), and federal regulations and permits to address the potential impacts of construction activities, including construction noise, dust emissions, soil erosion and management, water pollution (stormwater management) and disposal of construction debris. The specific types of construction impacts that could occur and permits or certificates that may be required are covered as a condition of the developer's permits and the process will abide by relevant regulations promulgated and enforced by the jurisdictional agency.

**SECTION 4 (f)
[49 U.S.C. 303 (c)]
IMPACTS**

Will the proposed project impact 49 U.S.C. Section 303 (c) [formerly designated DOT Section 4 (f)] resources (publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance, or land of an historic site of national, state or local significance)?

Yes No

If yes, contact ADO specialist for further guidance.

On what basis was the determination made? Reference available documentation to support analysis.

The subject property is not a part of or adjacent to an an area of significance that could impact publicly-owned resources or lands designated by DOT Section 4(f) or 49 U.S.C 303(c).

FARMLANDS

Will the proposed project impact prime or unique farmlands? Has the Natural Resources Conservation Service (NRCS) or state, if applicable, been contacted to determine if the proposed project will impact prime or unique farmlands?

Yes No

If there are prime or unique farmlands impacted, has the NCRS Farmland Protection Policy Act form AD-1006 process been completed and project adjustments made to the preferred alternative, if necessary? Provide the total score on that form. Review FAA Order 5050.4B, Table 7-1, Farmlands to determine the intensity of impact. Contact ADO if score is between 200 and 260 for more information.

Yes No

On what basis was the determination made? Reference available documentation to support analysis (e.g. Farmland Impact Rating Form). **The subject property is currently vacant land within a City of Airway Heights I-2 Heavy Industrial zoning classification and not used for agricultural purposes (e.g., crop production or range-land).**

The subject property is not within a NRCS designated prime or unique farmland area per 1997 Natural Resources Inventory (Revised December 2000). Please refer to the following website:
http://www.nrcs.usda.gov/wps/portal/nrcs/detail/null/?cid=nrcs143_013686.

According to Ecology GIS Technical Services the subject property is not mapped within a soil area designated as a prime or unique farmland by NRCS. The subject property is located in a soil map unit where the land designation would be prime if irrigation is provided. Please refer to the following website:
<http://www.ecy.wa.gov/services/gis/maps/county/soils/soils.htm>.

According to the NRCS prime farmland definition, some map units have areas with a developed irrigation water supply that is dependable and of adequate quality while other areas do not have such a supply. In these map units, only the irrigated areas meet the prime farmland criteria. For the soil map units associated with the subject property there is no developed irrigation water supply that is dependable and of adequate quality. Please refer to the following website:
<http://soils.usda.gov/technical/handbook/contents/part622.html>

Copies of the NRCS and Ecology maps are attached as Exhibit B.

FISH, WILDLIFE AND PLANTS**ENDANGERED
AND
THREATENED
SPECIES**

1. Does the proposed project have the potential to impact federal or state listed endangered or threatened species or their habitat?

Yes No

2. Has the United States Fish and Wildlife Service (USFWS) or National Marine Fishery Service (NMFS, aka NOAA Fisheries Service) been contacted to acquire lists of endangered or threatened species that may be impacted by the project? If no, then contact the services to get the lists, if any.

Yes No

If yes to either 1 or 2, contact the ADO Environmental Specialist for further guidance.

On what basis was the determination made? Reference available documentation to support analysis. Note outcome of discussions with ADO. **BSW completed a Biological Evaluation (BE) for the subject property (attached as Exhibit C). The U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) species lists were accessed on their websites on 12/29/2013. No NMFS species are listed for the vicinity. The USF&W list indicated the potential presence of the following species and critical habitat - Threatened: Bull trout (*Salvelinus confluentus*), Columbia River distinct population segment; *Howellia aquatilis* (Water howellia); *Silene spaldingii* (Spalding's silene or catchfly); and *Spiranthes diluvialis* (Ute ladies'-tresses). Also listed is the Candidate bird species Yellow-billed cuckoo (*Coccyzus americanus*).**

The BE finding is No Effect for Bull trout and Bull trout Critical Habitat. The finding for Essential Fish Habitat is No Effect. The finding is No Effect for Water howellia, Spalding's catchfly, Ute ladies'-tresses, and Yellow-billed cuckoo. A copy of the USFWS correspondence supporting these No Effect findings by BSW is attached in Exhibit C.

BSW walked pedestrian survey transects spaced to allow 100% visual coverage of the ground surface in the Action Area in a systematic search for owls, burrows, and burrowing owl sign. No mammal burrows that could potentially be used by Burrowing owls were found in the Project Area. Three mammal burrows (potential owl burrows) were identified in the Action area. No potential owl burrow was closer than 300 feet from the project foot print. The finding for Burrowing owls is No Effect.

If listed plant species (*Howellia aquatilis*, *Silene spaldingii*, *Spiranthes diluvialis*) ever occurred on the site, fifty years of cultivation and herbicide application eliminated them. None of the listed plant species were observed on the site during the owl survey. Effects to Water howellia and Ute ladies' tresses are also discountable because there are no wetlands in the Action Area. The finding is no effect for all plant species.

The Candidate species Yellow-billed cuckoo's nest in undisturbed stands of cottonwood/willow galleries greater than 10 acres in total area and greater than 100 meters wide along waterways. No adequate habitat patches for that species occur within several miles of the site so the finding is No Effect.

The subject property is located within an area designed by the Washington Department of Fish and Wildlife (WDFW) as "Shrub-Steppe Terrestrial" priority habitat based on their interactive Priority Habitats and Species (PHS) database. Please refer to the following website: <http://wdfw.wa.gov/mapping/phs/>. The site investigation by BSW concluded that the site had been cultivated in wheat for 50 years, and then converted to CRP land by planting non-native bunch grasses so there is no remaining steppe habitat. WDFW concurred that this site can be considered converted and is no longer steppe habitat. Please refer to Exhibit C for a copy of WDFW correspondence supporting this finding.

**ESSENTIAL FISH
HABITAT (EFH)**

Does the proposed project have the potential to impact fish habitat protected under the Magnuson-Stevens Act (ID, OR, WA)? Yes No

If yes, has an Essential Fish Habitat assessment been prepared and consulted upon with the National Marine Fisheries Service? Yes No

Are the habitats of listed species adversely impacted? Yes No

If yes, what conservation measures must be incorporated into the project design?

On what basis was the determination made? Reference available documentation to support analysis.

The subject property is not adjacent to a water body (e.g., river, stream, estuarine, lake or other surface water), and therefore there are no potential impacts to fish habitat.

MIGRATORY BIRD ACT

Does the proposed project have the potential to adversely impact birds protected by the Migratory Bird Treaty Act? Yes No

If yes, are the habitats of listed species adversely impacted? Yes No

If yes to either, discuss what conservation measures have been incorporated into the project design?

A burrowing owl survey was completed. The BE has a No Effect finding for that species. Please refer to Exhibit C.

On what basis was the determination made? Reference available documentation to support analysis.

The subject property proposed development is not associated with the intentional or unintentional pursuit, hunting, shooting, wounding, killing, trapping, capture or collection, or attempt to pursue, hunt, wound, kill, trap, capture or collect per the MTBA definition. Nor is the project indicated as posing a potential harm to kill or injure wildlife; including significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering.

The subject property is not associated with critical habitat such as wetlands, shoreline or riparian settings, nor are there currently known endangered or threatened species. It is in the interest of the project to avoid or minimize, to the extent practicable, potential direct or indirect adverse effects to migrating birds. The proposed subject property development will be conducted under applicable local, state, and federal permits, regulations, and guidance, including MTBA and related policies and guidelines. The proposed developer will consult with applicable regulatory agencies and employ a wildlife professional, as necessary, to determine and mitigate potential impacts. Implementing habitat management practices will be considered, and implemented to the extent practicable, to avoid or minimize adverse effects on migratory bird populations and their nesting, foraging, migration, staging or wintering habitats, if any potential adverse effects are indicated.

FLOODPLAINS

Will the proposed project be located in, encroach upon, or otherwise impact a floodplain? Yes No

If yes, attach FEMA Flood Map.

On what basis was the determination made? Reference available documentation to support analysis (e.g. 404 permit, consultation with the Corps, floodplain delineation report).

The subject property is not adjacent to a surface water body and is outside 100- or 500-year flood plain delineations. Please refer to the following website:

<https://fortress.wa.gov/ecy/coastalatlus/tools/Flood.aspx>

SOLID WASTE IMPACT

Will the proposed project produce solid waste impacts? Yes No

If yes, are local solid waste facilities able to accommodate that waste?
If no, how will project-related excess waste be addressed or mitigated?

On what basis was the determination made? Reference available documentation to support analysis.

The subject property is within 5 travel miles of Waste Management, Inc.'s Graham Road Recycling and Disposal facility west of Airway Heights and is able to accommodate solid waste generated from the proposed land use development. The proposed facility will be operated under EMFCO's internal recycling and sustainability programs for solid waste management.

HAZARDOUS MATERIALS

Is there reason to believe or does evidence exist that the proposed project will be constructed in an area that contains hazardous materials? Yes No

If yes, explain how such impacts will be mitigated.

On what basis was the determination made? Reference available documentation to support analysis.

Records research performed using the Washington Department of Ecology Integrated Site Information System (ISIS) (<https://fortress.wa.gov/ecy/tcpwebreporting/reports.aspx>) and U.S. EPA Envirofacts System database (<http://www.epa.gov/enviro/>) did not identify an area containing hazardous materials within a 1/4 mile radius.

**HISTORICAL,
ARCHITECTURAL,
ARCHAEOLOGICAL
AND CULTURAL
RESOURCES**

Pursuant to Section 800.3 of 36 CFR Part 800, does the project involve an activity that has the potential to affect historic properties (note: includes any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register). Yes No

If no, provide rationale and move to next section.

If yes, work with the ADO environmental specialist to complete the 106 process. It is the ADO environmental specialist's responsibility to coordinate with the Tribes and the SHPO. It is critical that you contact the ADO as soon as possible to avoid project delays.

On what basis was the determination made? Reference available documentation to support analysis. (e.g. survey results, letters from SHPO and Tribes).

Please refer to Exhibit D - "Cultural Resources Survey for Spokane International Airport's McFarlane Road/Lawson Street Land Parcel Transfer, Spokane County, Washington." Short Report 1176. Archaeological and Historical Services, Eastern Washington University. October 2013.

The Spokane Tribe of Indians was contact by EWU representatives by an email dated 1/21/2014 regarding their review and comment on the October 2013 Cultural Resources Survey for the subject property. A representative of the Spokane Tribe of Indians responded to the EWU email on 1/21/2014 that development should "be aware of any historic properties of religious and cultural significance that are located in the area". EWU responded to the Spokane Tribe of Indians email comment with: "We are not aware of any other cultural resources within or near the project area." and attached a map of the subject property for supporting documentation. At the time of this CatEx Form there are no tribal concerns reported indicating an adverse effect or extraordinary circumstance relating to their jurisdictional involvement. A copy of the email correspondence is attached in Exhibit D for reference.

**LIGHT
EMISSIONS
AND VISUAL
IMPACTS**

Will the proposed project produce light emission impacts? Yes No

Will there be visual or aesthetic impacts from the project, and/or have there been concerns expressed on this? Yes No

If yes, how will such impacts be mitigated?

On what basis was the determination made? Reference available documentation to support analysis.

The subject property is located in a heavy industrial zoned area with limited and sparsely developed commercial and industrial buildings and land uses. The subject property development is not expected to create an annoyance among people in the vicinity or interfere with their normal activities. Visual, or aesthetic, impacts are not expected to contrast with the existing environment or future commercial/industrial land uses. The proposed subject property development is compatible with City of Airway Heights Comprehensive Plan and current I-2 Heavy Industrial zoning. Please refer to the following website: <http://www.cawh.org/downloads.asp>.

**NATURAL
RESOURCES,
ENERGY SUPPLY
AND
SUSTAINABLE
DESIGN**

Will the proposed project impact energy supply or natural resources in a detrimental manner?

Yes No

If yes, please explain.

On what basis was the determination made? Reference available documentation to support analysis.

Elements of the proposed subject property development will be designed with a view to the aesthetic impact, conservation of resources, such as energy and pollution prevention, harmonization with the community environment, and sensitivity to the concerns of the traveling public. The subject property is served by natural gas and electric by Avista Utilities.

NOISE

1. Do project forecasted operational levels for the period the analysis covers exceed 90,000 annual adjusted propeller operations or 700 annual adjusted jet operations? (Cite data reference).

Yes No

If yes, have noise contours been prepared?

Yes No

2. Does the project increase noise exposure levels 1.5 DNL or more over noise sensitive areas (residential homes, schools, health facilities, churches, cultural or historic sites) within the 65 DNL contour?

Yes No

If yes, can mitigation be committed to reduce the increase to below the 1.5 DNL threshold of significance?

Yes No

If no, and mitigation cannot be developed to reduce the impact below the 1.5 DNL threshold, an Environmental Assessment (EA) or an Environmental Impact Statement (EIS) will need to be prepared.

3. Identify the nearest 4(f) properties to your project (parks, wildlife and recreational areas, historic properties). Contact the ADO for further directions.

On what basis was the determination made? Reference available documentation to support analysis. (e.g. ALP, Master Plan, noise contours).

There are no currently known significant noise impacts to local industrial land use threshold levels in the City of Airway Heights. The proposed subject property development is non-airport related, and is not on SIA property or associated with SIA airfield operations (e.g., there are no expected changes to potential noise exposure levels from overflights) and will exist outside current and future 65 DNL noise contours for SIA. Construction of the project will produce noise, but is not expected to produce levels beyond acceptable levels. The completed project is not expected to produce traffic or other noise beyond acceptable levels.

**SECONDARY
(INDUCED)
IMPACTS**

Will the project cause shifts in patterns of population movement and growth; public service demand; or changes in business and economic activity?

Yes No

Will the project result in disruption of community?

Yes No

If yes to either, what mitigation is planned?

No potential impacts are currently anticipated to exceed level of service thresholds per local jurisdictional standards.

On what basis was the determination made? Reference available documentation to support analysis.

The subject property is vacant and located in City of Airway Heights I-2 Heavy Industrial zoning. An active railroad side-track is located across McFarlane Avenue to the immediate north. The adjacent properties surrounding the subject property to the east, south, and west are vacant and the northern adjacent property across McFarlane Avenue is low-density industrial land use (West Spokane Industrial Park). The nearest residential development is greater than 1/2 mile to the north on Lawson Street. The subject property is served by municipal water (north boundary) and sewer (north and south boundary), natural gas (Avista Utilities, north boundary), and electric (Avista Utilities, north boundary).

While the project will cause incremental increase in vehicle traffic associated with the 75 to 100 employees traveling from 6:00 am to 2:30 pm each day, there will not be an exceedance in level of service according to the City of Airway Heights. Please refer to Exhibit E: City of Airway Heights traffic impact study and communications regarding local jurisdiction comments and references supporting this analysis.

SOCIO-ECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL, HEALTH AND SAFETY RISKS	Does the action require the relocation of residents or businesses?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
	If yes, how will those being relocated be accommodated?			
	Does the project alter surface transportation patterns or cause a degradation of level of service?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
	If yes, what mitigation is planned?			
	Will the project cause disproportionately high adverse impacts on minority or low-income populations within the DNL 65 contour?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
If yes, what mitigation is planned?				
Will the project cause disproportionately high adverse impacts in any impact category to minority or low income populations?			<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If yes, what mitigation is planned?				

On what basis was the determination made? Reference available documentation to support analysis (e.g. census data, local statistics).

The subject property and neighboring properties to the east, south, and west are vacant industrial land. The proposed subject property development is on vacant land and consistent with and determined as best-use for the predominately industrial and commercial land zoning and land use in the area. The subject property is served by primary and secondary asphalt paved roads from Lawson Street, McFarlane Avenue, Craig Road, and Hayford Road - with open access to U.S. Highway 2 to the north. There are no currently known changes to surface transportation patterns or causes for degradation of levels of service. Please refer to Exhibit E: City of Airway Heights traffic impact study and communications regarding local jurisdiction comments and references supporting this analysis.

The completed project is non-SIA related and outside the area of the airport's operational influence. The project will not result in population shifts or other negative impacts. The project will exist outside current and future 65 DNL noise contours for SIA.

The U.S. EPA Environmental Justice (EJ) View (<http://epamap14.epa.gov/ejmap/entry.html>) was queried for data for multiple factors that may affect public and environmental health within a community or region, including demographic, health, environmental, and facility-level data within a one-quarter mile radius of the proposed development. There are no reported residential settings within a 1/4 mile radius of the subject property and no factors reported as associated with the subject property or proposed development which indicate a potential for a disproportionately high adverse impact to minority or low-income households based on the database demographic and per capita data. A copy of the EJView database report for U.S. Census Bureau Statistics Census 2010 Summary, U.S. Census Bureau American Community Survey (2006 to 2010), National Center for Health Statistics (NCHS) Centers for Disease Control (CDC), and U.S. EPA Envirofacts (et al) reports are attached as Exhibit F.

**WATER
QUALITY**

Will the proposed project produce water quality impacts to ground water, surface water bodies, public water supply systems, or violate Federal, state or tribal water quality standards? Yes No

If yes, what mitigation is planned?

On what basis was the determination made? Reference available documentation to support analysis (e.g. National Pollutant Discharge Elimination System (NPDES) permit, water quality certification or other consultation with involved water quality agencies).

The proposed subject property will be served by City of Airway Heights municipal sewer, located adjacent along the north and south boundaries. All necessary permits will be obtained, designs properly engineered, and best management practices implemented for stormwater and industrial wastewater discharges per the appropriate local (City of Airway Heights) and state (Washington Department of Ecology) agency rules and guidance, as necessary.

All reasonable efforts will be made to meet water quality standards, control discharges, develop waste treatment management plans and practices, prevent or minimize the loss of wetlands, consider development locations with regard to aquifer or sensitive ecological area such as a wetlands area, and regulate other issues concerning water quality. The proposed subject property development will not impound, divert, drain, control, or otherwise modify the waters of any stream or other body of water.

The Biological Evaluation (please refer to Exhibit C) prepared by Biology Soil and Water documents based on field survey techniques that there are no surface water bodies, streams, riparian habitat, or similar sensitive environments on the subject property or on adjacent properties. The subject property is not encumbered by the buffer of a surface water body or similar sensitive environment.

WETLANDS

- 1. Will the proposed project impact wetlands? Yes No
- 2. If yes, has the proposed project area been surveyed for wetlands, and/or has a wetland delineation been done? Yes No
 - a. If not, a wetland delineation may need to be done in consultation with the ADO and the U.S. Army Corps of Engineers (Corps).
 - b. If yes to 2, has the Corps concurred on the wetland delineation? Yes No
 - c. Is a Corps permit required for the project? If so, explain what type (nationwide, general or individual permit).
- 3. If yes to question 1, have all practical measures been taken to avoid impacting the wetlands? Discuss the measures to avoid, minimize and compensate for wetland impacts.

Note: If an individual permit is required from the Corps, an environmental assessment must be prepared.

On what basis was the determination made? Reference Available documentation to support analysis (e.g. 404 permit, consultation with the Corps, wetland delineation report and Corps verification report).

The National Wetland Inventory database does not indicate the presence of wetlands on the site. Please refer to the following website: <http://www.fws.gov/wetlands/Wetlands-Mapper.html>

The Washington Department of Natural Resources (WDNR) Water Types map does not indicate the presence of streams or riparian areas. The site investigation and Biological Evaluation (Exhibit C) by BSW confirmed that there are no wetlands or streams on the subject property or project area and action areas. The subject property is not encumbered by the buffer of a stream or wetland.

WILD AND SCENIC RIVERS

- Would the proposed project affect any portion of the free-flowing characteristics of a Wild and Scenic River or a Study River, or any adjacent areas that are part of such rivers, listed on the Wild and Scenic Rivers Inventory? Yes No

If yes, explain how such impacts will be mitigated.

On what basis was the determination made? Reference available documentation to support analysis.

The subject property is not adjacent to or near a moving water body designated as part of the National Wild and Scenic Rivers System. Please refer to the following website: (<http://www.rivers.gov/map.php>).

CUMULATIVE IMPACTS

- When considered together with other past, present, and reasonably foreseeable future development projects on or off the airport, federal or non-federal, would the proposed project produce a significant cumulative effect on any of the environmental impact categories above? Where the project does have an impact in a resource category, although not significant, a cumulative impact analysis for that category is required. Consider projects that are connected, cumulative, or similar from a timing or geographical perspective. Provide a list of projects considered. Refer to 5050.4B, paragraph 9.q for a definition of reasonably foreseeable. There are no currently known neighboring projects currently identified as connective with, cumulative, or similar to the sale and proposed use of the subject property from a timing or geographical perspective. Yes No

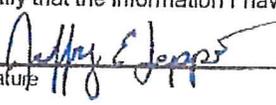
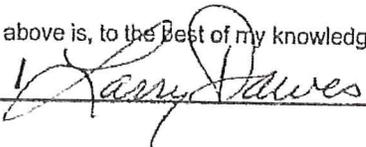
On what basis was the determination made? Reference available documentation to support analysis. The subject property will be converted to private ownership for single-use development through a land release eligible for administrative/general action categorical exclusion [FAA 1050.1E, paragraph 307b, FAA 5050.4B paragraph 207(5a)]. The proposed use is compatible with past, current, and reasonably foreseeable surrounding and similar commercial and industrial land uses. There are no currently identified significant individual impacts in any of the environmental or resource categories which indicate this project would trigger or produce a significant cumulative effect and require a cumulative impact analysis, or indicates an extraordinary circumstance (FAA 1050.1E, paragraph 304).

The project is not connected to any other project in terms of purpose. There is no readily available or practically reviewable evidence that suggests the project establishes a precedent (or makes decisions in principle) for future or subsequent actions that are reasonably likely to have a future significant effect. There are no currently known or available plans indicating a relationship to the proposed project and consideration of such would be speculative at this point-in-time.

The project does not have significant impacts, and will, therefore, not produce a cumulative effect on any of the above environmental or resource impact categories, when considered together with other past, present, and reasonably foreseeable future development projects on or off the airport; whether federal or non-federal.

Preparer Certification

I certify that the information I have provided above is, to the best of my knowledge, correct.

		J. Leppo ^{1/20/2014}	L. Dawes ^{2/10/2014}
Signature		Date	Date
Jeffrey E. Leppo, LG, Principal (LCLLC)	/ Larry Dawes, MS, Principal (BSW)	J. Leppo (509) 991-3331	L. Dawes (509) 327-2684
Name, Title		Phone	Phone
Leppo Consulting, LLC (LCLLC)	/ Biology Soil & Water, Inc. (BSW)	jeppacon@msn.com	bswine@icchose.net
Affiliation		e-mail address	e-mail address

Airport Sponsor Certification

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project (s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

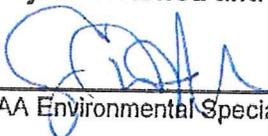
	matb@spokaneairports.net	FEB 10 2014
Signature	e-mail address	Date

FAA Decision:

Having reviewed the above information, certified by the responsible airport official, it is the FAA's decision that the proposed project (s) or development warrants environmental processing as indicated below.

- The proposed project has been found to qualify for a Categorical Exclusion as provided by FAA Order 1050.1E, Chapter 3.
- The proposed project exhibits conditions that require the preparation of an Environmental Assessment (EA) (List subject areas e.g. noise, water quality, threatened and endangered species etc.)
- The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project

Project Reviewed and Recommended by:

	2/12/14
FAA Environmental Specialist	Date

Approved:

FAA Approving Official	Date
Form Date: July 13, 2007	

had an opportunity to resolve any differences and be able to move forward with the necessary project concurrences. This information is being provided to further clarify the procedures in the existing FAA references that help enhance the level of collaboration in achieving common goals amongst the LOB's working on common projects.

This procedure summarizes the policy for signatures on cross LOB NEPA environmental documents for ANM. There are separate procedures for the processing of actions under Title 14 of the Code of Federal Regulations (CFR) Part 150: *Airport Noise Compatibility Planning* and therefore the process for signing of Part 150 documents is not addressed in this procedure.

Signature Process:

Categorical Exclusions: It is the responsibility of the Environmental Protection Specialist (EPS) within the appropriate Airports District Office (ADO) to coordinate and document categorical exclusions as appropriate and consistent with ADO procedures. For categorical exclusions that involve more than one LOB, the EPS will conduct the appropriate coordination with the EPS in the affected LOBs and include documentation in the project file that this coordination has been conducted. For completed Categorical Exclusion Forms (ANM ARP Form), the EPS documents the appropriate categorical exclusion(s) category identified in FAA Order 1050.1E and signs the form (FAA Environmental Specialist signature line). If other LOBs are involved, the ADO EPS will also list the applicable categorical exclusion paragraphs for the other LOB federal actions. The FAA Approving Official for the Categorical Exclusion Form is either the ADO EPS or the ADO Manager or Assistant Manager.

Environmental Assessments: The ADO EPS is typically the lead on EAs for airport actions. If no other LOBs are involved, the EPS signs the EA and the FONSI is signed by the ADM. However, the ADM can delegate signature authority to the ADO Manager and ADO Assistant Manager at his/her discretion.

Some airport actions involve other LOBs due to Federal actions associated with the entire project. If more than one LOB is involved, the FONSI or FONSI/ROD is signed by the RA (pursuant to 5050.4B). The ADM is responsible for ensuring the appropriate coordination with other affected LOBs has occurred before presenting the ROD to the RA for signature. The affected FAA program offices, 610 Manager, and Airport's Regional Counsel will initial a grid copy of the FONSI or FONSI/ROD indicating their concurrence with the decision and legal sufficiency and provide it to the RA along with the FONSI or FONSI/ROD for signature. The RA may request a summary of the project and/or a briefing prior to signing the FONSI or FONSI/ROD.

Environmental Impact Statements: If the Office of Airports is the only FAA program office responsible for a proposed airport action, the ADM signs the ROD. For documents requiring the ADM's signature, Regional Counsel, ADO Manager, and the 610 Manager will initial on the grid copy prior to submitting the document to the ADM for signature indicating their agreement with the decision and that legal review has been performed.

If more than one LOB is involved, the ROD must be signed by the RA (pursuant to 1050.1E). The ADM is responsible for ensuring the appropriate coordination with other affected LOBs has occurred before presenting the ROD to the RA for signature. The affected FAA program offices,



U.S. Department
of Transportation
Federal Aviation
Administration

Seattle Airports District Office
1601 Lind Avenue, S. W., Suite 250
Renton, Washington 98055-4056

February 13, 2014

Mr. Lawrence J. Krauter
Chief Executive Officer, Spokane Airports
9000 West Airport Drive, Suite 204
Spokane, WA 99224

Dear Larry:

This is in reply to your October 22, 2013 request for the release of 56.66 acres of vacant land at the Spokane International Airport (SIA), Spokane, Washington, from all obligations and conditions of grant agreements with the United States Government. The land is obligated due to its depiction on the Airport Exhibit "A" Property Map and subsequent grants.

The land is adjacent to McFarland Road and composed of the following County Assessor Parcels:

Assessor Parcel Number (APN)	Size	Acquired With
15351.0009	21.40 ac	Airport Revenue in 2002
15351.0011	5.24 ac	Airport Revenue in 2002
15351.0012	20.02 ac	Airport Revenue in 2002
15351.0013	5.00 ac	Airport Revenue in 2002
15351.0014	5.00 ac	Airport Revenue in 2002
	Total 56.66 ac	

The above assessor parcels are currently depicted on the Exhibit "A" as consolidated Parcel 5a. We have received, reviewed, and found acceptable the following related documents:

1. Documentation that supports an environmental determination of Categorical Exclusion by the Federal Aviation Administration (FAA). This determination was made February 12, 2014
2. Appraisal report, dated August 27, 2013, and a review appraisal, dated August 27, 2013, for the above airport land parcels. We concur in the fair market value (FMV) of \$743,000 as contained in the reports.
3. Economic comparison of sale versus lease of the property.
4. Runway realignment study final report dated May 2009.
5. Exhibits depicting future aeronautical and non-aeronautical areas on the airport, given that the airport is in the final phase of a master plan update.
6. Statement of intent to reinvest the proceeds into capital improvement projects at Spokane International Airport and Felts Field.

The FAA is authorized to grant a release of airport property from grant obligations if it is determined that the property no longer serves the purpose for which it was acquired by the airport. This property was acquired to support the future development of a runway aligned parallel to the runway at nearby Fairchild Air force Base. The 2009 runway realignment study concluded instead that a future runway at SIA should be parallel to the existing runway at SIA.

Based on the documentation submitted, we have determined that the 56.66 acres are no longer needed for aeronautical purposes. For all intents and purposes, this letter constitutes the intent of the United States, acting by and through the FAA Administrator, to release from all terms, conditions, reservations, and restrictions, that portion of land owned by the City of Spokane and Spokane County, co-sponsors of the airport, that is shown on the exhibits furnished with your request.

Release of this property is contingent upon receipt of a deed of conveyance and avigation easement that contains the following:

(1) That the City of Spokane and Spokane County, as co-sponsors of the airport, reserves unto themselves, their successors and assigns, for the use and benefit of the public a right of flight for the passage of aircraft in the airspace above the surface of the real property hereinafter described, together with the right to cause in said airspace such noise as may be inherent in the operation of aircraft, now known or hereafter used, for navigation of or flight in the said airspace, and for the use of said airspace for landing on, taking off from, or operating on the Spokane International Airport.

(2) That the Grantee expressly agrees for itself, its successors and assigns to restrict the height of structures or growth of natural objects that would constitute an obstruction to air navigation.

(3) That the Grantee expressly agrees for itself, its successors and assigns to prevent any use of the hereinafter described real property which would interfere with landing or taking off of aircraft at the Spokane County International Airport, or otherwise constitute an airport hazard. Such hazards include uses that create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and other, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike or other wildlife hazards, or otherwise in any way endanger or interfere with the landing, takeoff or maneuvering of aircraft intending to use the airport. The grantor reserves the right to enter upon the land released hereunder, and to remove the offending structure, object or feature, and to cut offending growth, all at the expense of the grantee, in the event the aforesaid covenant is breached.

In order to complete the release process we need the following items:

- a. Update the Spokane International Airport Exhibit "A" and Airport Layout Plan, and provide signed copies of both to our office showing the release of the subject parcel, and any other changes in land ownership which have occurred and are not shown.
- b. A copy of the deed of conveyance.
- c. A copy of the avigation easement.

As a final note, a condition of the sale must be that the Grantee adhere to the requirements of 14 CFR Part 77, submitting FAA Form 7460-1 and receiving FAA's determination, prior to constructing any facility or feature on the property.

If you have any questions, please call me at 425-227-2657.

Sincerely,



Carol Suomi
Manager, Seattle Airports District Office

EXHIBIT A
PHOTOGRAPHIC LOG - SITE RECONNAISSANCE

