

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
ABRAHAM LINCOLN CAPITAL AIRPORT
SPRINGFIELD, ILLINOIS**

This Finding has been prepared for proposed development items and associated actions at the **Abraham Lincoln Capital Airport** to support existing and expected general aviation and corporate aircraft needs. A description of the proposed development items and associated actions, evaluated in the attached Condensed Environmental Assessment, are as follows:

Fill 0.89 acres of wetlands to remove a wildlife hazard attractant, per recommendation by the U.S. Fish and Wildlife Service.

The **Federal Aviation Administration's (FAA)** proposed actions are to issue an environmental finding to allow approval of the Sponsor's Proposed Action for the development listed above, and issue a wetland finding.

Wetland Finding

Executive Order 11990 - Protection of Wetlands, requires all Federal agencies to avoid providing assistance for new construction located in wetlands, unless there is no practicable alternative to such construction, and all practicable measures to minimize harm to wetlands are included in the action.

The FAA finds that there is no practicable alternative to the Sponsor's Proposed Action's impacts of the 0.89 acres of wetlands. Implementation of the Proposed Action requires the **Abraham Lincoln Capital Airport** to apply for a Nationwide Permit under Section 404 of the Clean Water Act. The IEPA requires an application submittal for Clean Water Act Section 401 Water Quality Certification and an anti-degradation assessment for the proposed activities. These permits will be pursued concurrently. The IEPA Section 401 Water Quality Certification is a component of the USACE's Section 404 permit, and must be issued before USACE can issue the 404 permit.

FAA Advisory Circular 150/5300-33B, *Hazardous Wildlife Attractants On or Near Airports*, dated August 28, 2007, states the FAA's policy that wetland mitigation projects located within 10,000 feet of airports serving turbine-powered aircraft (such as Abraham Lincoln Capital Airport), present a safety hazard as attractants of wildlife that significantly increase the risk of bird/aircraft strikes.

The safety standards set forth in this FAA policy statement are recommended for the operators of all public-use airports. Furthermore, for airport sponsors who are the recipients of Federal grant funding, adherence to safety standards set forth in FAA advisory circulars is a requirement of standard grant assurances, as acknowledged in FAA Advisory Circular 150/5200-33B.

Illinois Department of Transportation-BDE determined that the required mitigation ration would be 4:1, under the Illinois Wetlands Protection Act part 1090/ IDOT Wetlands Action Plan, for mitigation at a wetland mitigation bank. The total credits required for purchase totals 3.56 acres. The wetland mitigation is proposed to occur at the Sangamon River Wetland and Stream Mitigation Bank (SRWSMB) in Sangamon County, Illinois. This mitigation bank is within the same watershed as the proposed project.

Commitments

The following commitments will be implemented by the **Abraham Lincoln Capital Airport** as a condition of approval of the proposed development. Prior to the issuance of Federal and/or State funds, as appropriate, for any of the development listed herein, the following permits and/or actions must be promulgated and written demonstration of the action provided to the FAA and IDOT:

1. Mitigation for approximately 0.89 acres of wetland impacts based on the development listed above.

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal actions are 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 that they 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. Having met all relevant requirements for environmental considerations and consultation, the proposed development/actions are authorized to be undertaken at such time as other requirements have been met.

These decisions are taken pursuant to 49 U.S.C. 40101 et. seq., and constitute an order of the Administrator which are subject to review by the courts of appeals of the United States in accordance with the provisions of Section 1006 of the Federal Aviation Act of 1958, as amended, 49 U.S.C. 46110.

APPROVED: X

DISAPPROVED:

Deb Bartell, Manager
Federal Aviation Administration
Chicago Airports District Office

 4/9/21
DATE