

U.S. Department of Transportation
Federal Aviation Administration
Southwest Region

FINDING OF NO SIGNIFICANT IMPACT
and
RECORD OF DECISION

Second Set of Revisions to Relocation of Terminal Complex
Louis Armstrong New Orleans International Airport
Kenner, Louisiana

April 13, 2017

I. INTRODUCTION

The purpose of this Finding of No Significant Impact and Record of Decision (FONSI/ROD) is twofold. First, it briefly presents the reasons why a second set of revisions to the proposed project to relocate the terminal complex at Louis Armstrong New Orleans International Airport (Airport), would have no significant impact on the quality of the human environment. Second, it documents the decision of the Federal Aviation Administration (FAA) to approve the federal actions requested by the airport sponsor, the New Orleans Aviation Board (NOAB), to support the proposed project. This FONSI/ROD includes necessary environmental findings and determinations.

Attached to this FONSI/ROD is the Second Supplemental Environmental Assessment (SSEA) on which these findings and determinations are made. This FONSI/ROD incorporates by reference the 2013 EA and FONSI/ROD addressing the original proposal to relocate the terminal complex, as well as the 2015 Supplemental EA (SEA) and FONSI/ROD addressing the first set of revisions.

The NOAB has requested the following Federal actions:

- A. Unconditional approval to revise the Airport Layout Plan to depict revisions to the proposed terminal relocation and associated projects as shown in Figure 2-3 of the SSEA;
- B. A determination that the environmental prerequisites for future Passenger Facility Charge (PFC) Program or Airport Improvement Program (AIP) funding application have been fulfilled pursuant to 49 U.S.C §40117 and 49 U.S.C

§47101, respectively¹; and

The SSEA was prepared pursuant to the provisions of the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality (CEQ) regulations (40 C.F.R. Parts 1500-1508). Additionally, the SSEA meets the guidelines identified in FAA Orders 1050.1F, *Environmental Impacts: Policies and Procedures* and 5050.4B, *NEPA Implementing Instructions for Airport Actions*.

After review of the SSEA, correspondence received during the intergovernmental coordination process, and other supporting documentation, the FAA determined that a FONSI was appropriate for the Airport's proposed revisions to the terminal complex relocation project.

II. PURPOSE AND NEED

The purpose and need for the proposed relocation of the terminal project, as presented in the 2013 EA, has not changed. Subsequent to issuance of the 2013 FONSI/ROD, the NOAB identified several revisions to the Approved Action. The proposed revisions were addressed in Chapter 2 of the SEA and, when incorporated into the 2013 Approved Action, were designated as the Modified Action in that document. Subsequent to issuance of the 2015 FONSI/ROD for the SEA, the Sponsor identified additional revisions to the terminal complex relocation project. The specific components of this most recent Modified Action are presented in Sections 2.2.1 through 2.2.5 of the SSEA, and a summary is located in Section 2.3.

III. ALTERNATIVES

Alternatives for the terminal relocation proposal were presented and addressed in the 2013 EA, FONSI and ROD and incorporated into the 2015 SEA and FONSI/ROD. The Northside Alternative remains the Preferred and Selected Action (the Approved Action in the 2013 FONSI/ROD), and the Modified Action addressed in the SEA merely represented revisions to that action. Likewise, the Modified Action addressed in the SSEA represents revisions to that addressed in the SEA.

IV. STUDY AREAS

The study areas for the Modified Action in the SSEA are the same as those utilized in both the 2013 EA and 2015 SEA.

V. MODIFIED ACTION

As with the 2013 and 2015 Approved Actions, the Modified Action was evaluated based on numerous factors, including environmental impacts, operational efficiency and cost

¹ The FONSI/ROD does not constitute a decision by the FAA to award AIP grants or to approve the use of PFC revenues in support of the proposed project.

considerations. The FAA has completed an independent evaluation of the SSEA and finds that the 2015 Approved Action should be modified to encompass the revisions set forth herein as the Modified Action. The FAA has found that the Modified Action, among other factors, would best address the purpose and need and would best meet the FAA's statutory mission of promoting a safe and efficient nationwide airport system.

In arriving at this decision, the FAA considered all pertinent factors, including the environmental impacts as well as the FAA statutory charter in the Federal Aviation Act of 1958, as amended, to promote, encourage and foster the development of civil aeronautics (49 U.S.C. § 40101).

Details of the Modified Action can be found in Section 2.2 of the SSEA. Improvements associated with the Modified Action are:

Added project components: The proposed revisions to the Approved Action would add the following project components.

- Expand terminal by approximately 150,000 square feet
- Construct five additional arrival/departure gates
- Construct an additional 199 parking spaces in terminal parking garage
- Expand hydrant fueling system to accommodate additional gates

Relocated project components: The Modified Action would relocate the following, FAA-approved project components.

- Relocate hotel from location north of/adjacent to terminal parking garage to site northwest of terminal complex
- Relocate five aircraft remain overnight (RON) spaces to west of the concourses

VI. ENVIRONMENTAL CONSEQUENCES

The potential environmental impacts from the Modified Action, as compared with the Approved Action, were evaluated in the attached SSEA for each of the environmental impact categories identified in FAA Orders 1050.1F and 5050.4B. Chapter 3 of the SSEA provides detailed evaluations of the environmental consequences for each of the environmental impact categories.

As described in Chapter 3 of the SSEA, the conclusions of no significant impacts presented in the 2015 SEA and associated FONSI/ROD do not change in regard to the Modified Action. The findings with respect to all impact categories and special purpose laws presented in the 2015 FONSI are incorporated by reference.

VII. PUBLIC INVOLVEMENT

During preparation of the SSEA, public comments were solicited as described in Section 4.5. No comments addressing the Modified Action were received.

VIII. CONDITIONS and MITIGATION

As prescribed by 40 CFR § 1505.3, the FAA shall take steps as appropriate to the action, through mechanisms such as enforcement of existing grant assurances, special conditions in future grant agreements, property conveyance deeds, releases, airport layout plan approvals, and/or required contract plans and specifications and shall monitor these as necessary to ensure that the airport sponsor fulfills representations made in Chapter 3 of the 2015 SEA under the various impact categories and orders included in the 2015 FONSI/ROD with respect to mitigation of impacts. The airport sponsor will coordinate mitigation plans with the appropriate jurisdictional agencies in conjunction with the FAA.

The conditions included in the 2015 FONSI/ROD are incorporated by reference and pertain in full to the Modified Action.

IX. DECISION CONSIDERATIONS AND ADDITIONAL FINDINGS

Throughout the development and review of the SSEA, including the proposed improvements described in Part V above, the FAA has made every effort to adhere to the policies and purposes of NEPA, as stated in CEQ Regulations for Implementing NEPA, 40 CFR § 1500-1508. The FAA has concentrated on the truly significant issues related to the Modified Action. In its determination whether to prepare an EIS or issue a FONSI, the FAA weighed the following considerations:

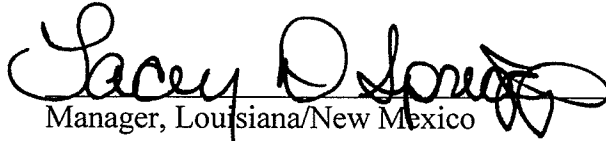
After examination of the SSEA, comments from Federal, state, and local agencies (no public comments were received), as well as all other evidence available to the FAA, the FAA has determined the available record demonstrated that no thresholds indicating the potential for significant impact were exceeded and an EIS, therefore, is not required. In addition, the FAA determined that existing evidence available to the agency clearly points to the Modified Action as beneficial in fulfilling the FAA's statutory mission of promoting a safe and efficient nationwide airport system.

The SSEA has adequately provided the agency with the information it needs: (a) to make an informed, objective decision on the environmental effects, as well as other effects, of the Modified Action; and (b) to take actions that protect, restore, and enhance the environment. The FAA weighed both the potential positive and negative consequences that the Modified Action may have on the quality of the human environment.

The determinations prescribed by the statutory provisions set forth in the Airport and Airway Improvement Act of 1982, as codified in 49 U.S.C. §§ 47106 and 47107, which are preconditions of FAA's approval of airport funding applications for AIP-eligible airport development, were presented in the 2015 FONSI and still pertain.

I have carefully and thoroughly considered the facts contained in the attached SSEA. 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 with the required mitigation referenced above 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 EIS for this action.

APPROVED:



Manager, Louisiana/New Mexico
Airports District Office

4/12/2017

Date

DECISION AND ORDER

Revisions to Relocation of Terminal Complex
Louis Armstrong New Orleans International Airport
Kenner, Louisiana

April 13, 2017

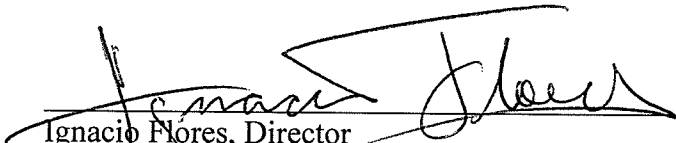
The FAA recognizes its responsibilities under NEPA, CEQ regulations, and its own directives. Recognizing these responsibilities, the FAA has carefully considered the objectives of the proposed projects in relation to aeronautical and environmental factors at and around Louis Armstrong New Orleans International Airport. Based upon the above analysis, the FAA has determined that the Modified Action meets the purpose and need of the proposed project and is consistent with FAA design standards.

Having carefully considered the aviation safety and operational objectives of the project, as well as being properly advised as to the anticipated environmental impacts of the proposal, under the authority delegated to me by the Administrator of the FAA, I find that the project is reasonably supported. I certify, as prescribed by 49 U.S.C. 44502, that the proposed project is reasonably necessary for use in air commerce.

The findings included in the 2015 FONSI/ROD are unchanged and still pertain to the Modified Action.

This decision does not constitute a commitment of funds under the Airport Improvement Program (AIP); however, it does fulfill the environmental prerequisites for the FAA to consider applications for AIP grants in connection with the proposed project in the future (49 U.S.C. 47101 et seq.).

Similarly, this decision neither grants approval to use Passenger Facility Charge (PFC) fees nor constitutes a commitment of PFC approval; however, it does fulfill the environmental prerequisites for future PFC determinations.



Ignacio Flores, Director
Airports Division
Southwest Region

Right of Appeal

This FONSI/ROD constitutes final order of the FAA Administrator and is subject to exclusive judicial review under 49 U.S.C. 46110 by the U.S. Circuit Court of Appeals for the District of Columbia or the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate United States Court of Appeals no later than 60 days after this order is issued in accordance with the provisions of 49 U.S.C. Section 46110. Any party seeking to stay implementation of the ROD must file an application with the FAA prior to seeking judicial relief as provided in Rule 18(a) of the Federal Rules of Appellate Procedure.