

United States Department of Transportation
Federal Aviation Administration

Finding of No Significant Impact (FONSI) / Record of Decision (ROD)

Improving Runway 11-29 to D-IV Standards and Constructing Northside General Aviation
Area
at the Bozeman Yellowstone International Airport
Gallatin County Montana

EAXX-021-12-ARP-1756459455

July 2026

1. Introduction

This document serves as the Federal Aviation Administration's (FAA's) Finding of No Significant Impact (FONSI)/Record of Decision (ROD) and provides final agency determinations and approvals for the federal actions necessary to implement the proposed airfield improvements at Bozeman Yellowstone International Airport (Airport Location ID BZN/Airport). This FONSI/ROD is based on the information and analysis contained in the attached Final Environmental Assessment (EA), signed July 27, 2026, which is incorporated herein by reference. The EA has been prepared pursuant to Section 102(2)(c) of the National Environmental Policy Act (NEPA) and in accordance with FAA Order 1050.1G *FAA National Environmental Policy Act Implementing Procedures* and US DOT Order 5610.1D *DOT's Procedures for Considering Environmental Impacts*.

2. Background

The Airport is located in Gallatin County in southwest Montana. The Gallatin Airport Authority (Sponsor) is a public authority created, established, and empowered by the Gallatin County Commission with complete authority over BZN. The Sponsor is proposing to improve Runway 11-29 by lengthening and widening the runway to accommodate larger aircraft and to construct improvements north of Runway 11-29 in the Northside General Aviation Development Area to accommodate the construction of hangars to meet user demand.

These improvements require modification to the Airport Layout Plan (ALP). In addition, the Sponsor will seek federal funding assistance. Both actions, approval of the ALP and federal funding, are considered federal actions.

BZN has four active runways: Runway 12-30 (primary runway) functions as the commercial service runway, is also used by the General Aviation (GA) fleet, and is built to accommodate up to category D-IV aircraft. Runways 11-29 (secondary runway), Runway 3-21 (crosswind runway), and turf Runway 11G-29G (turf runway) serve GA aircraft exclusively. Runway 11-29 is built to accommodate category B-II (small) aircraft, Runway 3-21 is built to accommodate category B-I (small) aircraft, and Runway 11G-29G is built to accommodate category B-I (small) aircraft.

A parallel taxiway system serves Runway 12-30 and Runway 11-29. In addition, several taxilanes provide access routes to the hangar and GA areas located south and north of the runways.

BZN is served by a Very High Frequency Omnidirectional Range Station (VOR) short-range radio navigation system collocated with Distance Measuring Equipment (VOR/DME). Bozeman's VOR/DME is one of the only "High Altitude" VORs in the region, making it a vital navigation aid to aircraft using BZN and to those navigating a route to elsewhere in the region. The VOR/DME is located west of Runway 11-29 and north of Runway 12-30 at approximately mid-field.

BZN is also served by an Airport Traffic Control Beacon Interrogator (ATCBI-6) "Beacon-Only" radar facility located north of Runway 12-30. It provides surveillance support to the Boise Terminal Radar Approach Control Facilities (TRACON) and Salt Lake City Air Route Traffic Control Center (ARTCC). As the ATCBI-6 at BZN is not visual radar, the system can only see aircraft operating with radio transponders. The Airport Traffic Control Tower (ATCT) operated at BZN uses the ATCBI-6 for situational awareness, but it is not considered to be a radar environment. As such, the radar is not considered to increase the airspace capacity (number of aircraft) that BZN can safely accommodate.

The 2020 Airport Master Plan Update and 2023 Addendum (2020 AMP), identified a number of projects that would be needed to accommodate future demand for airfield operations and hangars throughout the planning period (through 2039). The 2020 AMP explored options to increase runway operational capacity and provide hangar areas for a rapidly growing general aviation community based at the airport.

3. Proposed Action

The primary elements of the Proposed Action are:

- Improve Runway 11-29 to meet D-IV standards (widen and extend)
- Construct Northside General Aviation Development
- Implement several necessary ancillary projects to ensure safe operations associated with the improvements to Runway 11-29 and the Northside General Aviation Development.

Details and ancillary improvements associated with Runway 11-29 Improvements include:

- Widen Runway 11-29 from 75 feet to 150 feet
- Lengthen Runway 11-29 from 5,050 feet long to 7,480 feet long
- Relocate the VOR needs to an area east of the Runway 11-29 end (to an abandoned gravel pit that will require filling/grading) to allow for the extension of Runway 11-29
- Relocate the Precision Approach Path Indicators (PAPI) for Runway 11 to facilitate the extension of Runway 11-29
- Extend Medium Intensity Runway Lighting (MIRL) to accommodate extension of Runway 11-29
- Close turf Runway 11G-29G
- Relocate effluent irrigation due to its proximity to the footprint of the extended Runway 11-29 environment
- Construct Taxiway C, taxiway connectors, and General Aviation Area hangar access taxilanes
- Install/extend associated Medium Intensity Taxiway Lighting (MITL)
- Abandon portions of Airport Road, Tubb Road, East Baseline Road, and Lagoon Road on airport property - abandoned to accommodate safety areas related to the runway extension
- Construct the proposed Tarmac Trail (including signal-controlled intersection with dedicated turn bay improvements to State Highway 205)
- Modify flight procedures to accommodate commercial and GA aircraft flying during Instrument Flight Rules conditions (bad weather)
- Request a sidestep instrument procedure from Runway 12-30s Instrument Localizer System to Runway 11-29 to allow approaches during inclement weather
- Relocate and expand security fence to ensure the secure airside is separated from nonsecure landside endeavors
- Improve drainage to protect infrastructure and airport assets from the damaging effects of standing water

Details and ancillary improvements associated with construction of the Northside GA Area include:

- Construct apron(s), taxilanes, hangars and supporting infrastructure (vehicle access roads, utilities (water, sewer, power, power/natural gas/fiber/phone), etc.) north of Runway 11-29 to connect hangar users to the airfield and their respective hangars
- Abandon portions of Tubb Road, East Baseline Road, and Lagoon Road on airport property to make room for and access hangar expansion development
- Construct the proposed Tarmac Trail (including any associated improvements to State Highway 205) with design meeting respective agency requirements (City of Belgrade, Gallatin County Road & Bridge Department, Montana Department of Transportation)
 - Pedestrian crossings where coordinated with agencies
 - Gallatin County rural collector designation

- 110-foot proposed right-of-way
 - 32-foot pavement section (two 12-foot drive lanes with 4-foot shoulders)
 - 10-foot trail separate from road surface
- New roundabout intersection at Tarmac Trail and Tubb Road intersection
- Relocation of existing Tarmac Trail west of Tubb Road to the south to intersect with new Tarmac Trail/Tubb Road roundabout
- Jetway Drive termination prior to existing Jetway Drive/Tubb Road intersection
- Connector between Jetway Drive and Tarmac Trail to east of Tubb Road that will accommodate tractor trailer traffic
- Stop sign-controlled intersection at Alaska Road with Tarmac Trail
- Signal-controlled intersection with dedicated turn bays at Tarmac Trail/S205 intersection
- Improve drainage to protect infrastructure and airport assets from the damaging effects of standing water

4. Purpose and Need

Sections 2.1 and 2.2 of the EA present the Purpose and Need for the Proposed Action. The purpose of the Proposed Action is to increase safety and level of service at BZN by increasing the Annual Service Volume (ASV) through improvements to Runway 11-29 to accommodate a D-IV Runway Design Code (RDC) and providing additional areas suitable for hangars to meet airport user demand.

Runway 11-29 needs to be improved to higher standards to allow for its use by a greater range of aircraft to increase the ASV at BZN. To accomplish this, Runway 11-29 needs to be widened and extended, which also requires associated improvements. With current hangar areas built out on the south side of the Airport, there is no longer room in established areas of the Airport to build new hangars. The expansion of the Northside Hangar Area will expand aircraft facilities for hangar, apron, taxilane, and taxiway infrastructure that will meet demand for more hangars at the airport.

5. Federal Agency Actions and Approvals

The FAA actions, determinations, and approvals necessary for this project to proceed include the following:

1. Unconditional approval of the ALP to depict those portions of the Proposed Action subject to FAA review and approval pursuant to 49 USC 47107(a)(16)(B).
2. Federal funding for the proposed actions under the Airport Improvement Program (AIP);
3. Determination that Environmental Analysis Prerequisites associated with any future Airport Improvement Program (AIP) funding applications associated with the Proposed Action have been fulfilled pursuant to 49 U.S.C. § 47101.

4. Amendments to existing instrument approach and departure procedures at the Airport.
5. Approval of construction, installation, and relocation of FAA-owned navigational and visual aids, including but not limited to the VOR, approach lighting systems, taxiway edge lighting, signage, and all associated utility lines.

6. Alternatives

In Chapter 3, the EA identified and evaluated reasonable alternatives that may accomplish the objectives of the Proposed Action in accordance with NEPA, FAA Order 1050.1G, US DOT Order 5610.1D, and FAA design standards. The EA carried forward for detailed evaluation the No Action Alternative and the Proposed Action. The alternatives that were carried forward are briefly summarized below.

6.1 No Action Alternative

Under the No Action Alternative, the Airport would not implement any improvements or other associated actions. The No Action Alternative does not meet the Purpose and Need. However, its consideration serves as a baseline for comparison of potential impacts from the Proposed Action.

6.2 Alternative 3A (Part of Proposed Action)

This alternative extends Runway 11-29 by 2,430 feet to the northwest and widens the runway to 150 feet to accommodate a D-IV Runway Design Code (RDC). This alternative also provides additional hangar space through construction of the Northside GA Development Area.

7. Affected Environment

A 1,532-acre general Study Area was defined to include reasonably foreseeable impacts. The general Study Area includes land owned by the Airport and privately owned land that is needed to complete road relocations and improvements.

The site is in Gallatin County, Montana, adjacent to the City of Belgrade. The project would occur to the north, east, and northeast of the existing runway and airport facilities, as well as along roads and future alignments of roads further east and north of the airport boundary.

The Bridger Mountains are located approximately 6.5 miles east of airport property and rise to an elevation of roughly 5,000 feet above the valley floor to 9,600 feet above mean sea level. The land directly surrounding BZN in all directions is relatively flat with an elevation of approximately 4,460 feet above mean sea level. The City of Belgrade's sewer lagoons are located near the northwest boundary of the airport on State of Montana property that is under a right-of-way deed with the airport. Several gravel pits are located east and south of BZN. These are separated from the airport by the Frontage Road (S205) to the south and east and Airport Road to the east.

Given the location of the Airport, the following resources are not present in the Project Study Area:

- Coastal resources
- Floodplains
- Wild and Scenic Rivers

8. Environmental Consequences

Chapter 4 of the EA evaluates each of the environmental impact categories identified in FAA Order 1050.1G and includes the environmental consequences of the No Action Alternative, and the Proposed Action. No thresholds of significance are expected to be exceeded for any of the categories. Below is a summary of the findings.

8.1 Aviation Emissions and Air Quality

Aircraft taxi times would be increased slightly with the Proposed Action. As such, project related operational emissions are anticipated to minimally increase. Since the project is in an attainment area, the General Conformity Rule does not apply. That said, long-term project-related emissions would be well below *de minimis* threshold values of 100 tons for each pollutant. Temporary emissions and associated air quality impacts will be short-term and of minimal local impact. As a result, the Proposed Action will have *no significant impact on air quality*.

8.2 Biological Resources

Most of the Project Study Area has been historically cleared and graded and does not provide suitable habitat for general wildlife. The Proposed Action would have no effect on the federally listed grizzly bear, Canada lynx, North American wolverine, Ute ladies' tresses, or monarch butterfly. The Proposed Action is anticipated to have no significant effect on state listed species of concern and may impact but would not likely contribute to a trend towards federal listing or loss of viability for general wildlife and vegetation, or migratory birds. Per the significance thresholds established in FAA Order 1050.1G, the Proposed Action will have *no significant impact on biological resources*.

8.3 Land Use

Under the Proposed Action, no additional incompatible land uses and no additional significance thresholds were identified. Therefore, the Proposed Action would have *no significant effect on land use within the vicinity of the Airport*.

8.4 Section 4(f) and Land and Water Conservation Fund Section 6(f) Resources

No physical use or constructive use of parks, recreational areas, or refuge resources protected under Section 4(f) will be required under the Proposed Action.

The Proposed Action will result in an adverse effect under Section 106 due to the relocation of the historic VOR (24GA2322). The VOR must be moved to another location on the airfield as it is currently in the footprint of the proposed extended runway. There is no prudent and feasible alternative that would allow for physically retaining the VOR's historic character in its current location. The Airport is required to construct a new VOR structure in another location following FAA Order 6820.10 VOR, VOR/DME and VORTAC Siting Criteria and is also required to meet FAA maintenance and operations requirements (14 CFR 171.11). FAA concluded and Montana State Historic Preservation Office (SHPO) concurred that the impact will constitute *an adverse effect to the VOR (24GA2322)*. As such, the impact to the VOR is considered a *"physical use" of a Section 4(f) resource*. The proposed project will not affect the 1951 BZN Terminal (24GA1654) and will not constitute a physical use to this resource.

The FAA prepared a Section 4(f) Evaluation, which is Appended to the EA. After careful and thorough consideration, the FAA determined that there are no feasible and prudent alternatives to the direct use of a Section 4(f) resource. Other alternatives considered in the Section 4(f) Evaluation would either fail to meet the purpose and need or result in extraordinary financial and social impacts. Consultation between FAA, SHPO, and the Gallatin Airport Authority resulted in the signing of a MOA to mitigate the adverse effects to the VOR (24GA2322), including the design, manufacture, and installation of an interpretive sign for the VOR in the public area of the BZN Terminal. As a result of mitigation, the Proposed Action includes all possible planning to minimize harm from the use of the VOR and will have *no significant impact on Section 4(f) resources*.

8.5 Farmlands

The Study Area includes 336 acres of identified farmland. Two hundred and twenty acres of this land is designated Census Urban Area and not included in calculations for relative value below. Therefore, the balance (116 acres) would be removed from agriculture use for future general aviation.

A Farmland Conversion Impact Form was completed and the NRCS was consulted. The site scored 63 points on the form, which is below the significance threshold per FAA Order 1050.1G, and no further evaluation is required. As such, the Proposed Action will result in *no significant impact on farmlands*.

8.6 Hazardous Materials, Solid Waste and Pollution Prevention

Construction and operation of the Proposed Action will not involve known hazardous materials sites or result in the Airport producing an appreciably different quantity or type of hazardous waste. The Proposed Action will have the potential to cause short-term, temporary impacts regarding hazardous materials, solid waste, and pollution prevention. However, any waste

materials generated will be handled and disposed of in accordance with appropriate federal, state, and local laws and regulations. The Proposed Action will have *no significant impact on hazardous materials, solid waste, or pollution prevention activities*.

8.7 Historical, Architectural, Archeological and Cultural Resources

FAA found that implementation of the Proposed Action will result in an *adverse effect* under Section 106 to the VOR (24GA2322). The Montana SHPO concurred with FAA's determination. Consultation between the FAA, SHPO, and the Gallatin Airport Authority resulted in the signing of an MOA to mitigate the adverse effects. Although Historic or Cultural Resources are not expected to be discovered, the Sponsor will ensure that construction contract documents include provisions obligating the Contractor to adhere to an Inadvertent Discovery Plan (IDP) protocol. If cultural resources are encountered during the course of the project, work in the vicinity of the find will cease until FAA is notified and given an opportunity to evaluate the situation. As a result of mitigation, the Proposed Action will have *no significant impact on historical, architectural, archeological and cultural resources*.

8.8 Visual Effects (Including Light Emissions)

Improvements associated with the Proposed Action include the installation of Medium Intensity Runway Lights (MIRL), Precision Approach Path Indicators (PAPI), Runway End Identifier Lights (REIL), Runway Guard Lights (RGLs), Medium Intensity Taxiway Lights (MITL), airfield signs and exterior building lighting. Because BZN has existed in this area for many decades with comparable lighting features, these new facilities are not anticipated to create an annoyance among people or interfere with normal activities.

The Proposed Action would occupy the viewshed of homes on the south and west sides of Power Blvd but will be consistent with the existing lighting and visual character of the airport and consistent with avigation easements in place. The Proposed Action would have *no significant effect on light emissions, and the visual character within the Study Area* and the general vicinity of the Airport.

8.9 Natural Resources and Energy Supplies

Impacts resulting from the implementation of the Preferred Alternative are anticipated to be insignificant with respect to energy supply, natural resources, and sustainable design, as no energy shortfalls or impacts on energy availability are expected. In addition, there should not be increased consumption from air or ground vehicles that would produce shortages in supplies, beyond the temporary use of construction equipment. Construction materials and fuel sources to construct and operate the Proposed Action are readily available in the region. Therefore, the Proposed Action will have *no significant impact on natural resources and energy*.

8.10 Noise and Noise-Compatible Land Use

Noise impacts due to construction activities from the Proposed Action will be short-term, temporary, and work areas are located well away from noise sensitive land uses. *No significant effect on noise and compatible land use* are anticipated with the Proposed Action. No noise sensitive areas would experience a DNL 1.5 dB increase at or above DNL 65 dB in 2030 or 2035 as a result of the Proposed Action, and no aircraft noise-related mitigation is required for the proposed improvements.

8.11 Socioeconomic Impacts and Children's Environmental Health and Safety Risks

The analysis did not identify any significant impacts to socioeconomics or children's environmental health and safety risks that would occur by implementing the Preferred Alternative. The Proposed Action activities are limited to the land within and immediately surrounding the Airport, and would have no effect on economic activity, employment, income, housing, public services, social conditions, or low-income populations in the vicinity of the Airport. The Proposed Action would have no effect on children's environmental health and safety as the proposed construction areas are limited to land currently owned by the Airport or used for agricultural purposes. Therefore, the Proposed Action will have *no significant impact on socioeconomics or children's environmental health and safety*.

8.12 Water Resources

Under the Proposed Action, impact to wetlands and surface waters will occur. Those impacts will be minimized to the extent practicable in consideration of aviation safety needs and will be coordinated with applicable regulatory agencies. The Airport Sponsor will secure a Clean Water Act (CWA) Section 404 permit from the US Army Corps for impacts to Waters of the US (WOTUS). Initial design indicates that the proposed project will likely be permitted under a Nationwide Permit rather than Individual Permit. It is anticipated that compensatory mitigation will be required for impacts to WOTUS and mitigation credits will be purchased from the Upper Missouri Mitigation Bank. With adherence to permits and applicable laws, including compensatory mitigation, the Proposed Action would have *no significant impact on water resources*.

A notable impact on 'natural and beneficial floodplain values' is not anticipated to occur with the Proposed Action. It will not cause an exceedance of an established water quality standard, nor will it contaminate a public drinking water supply. The Proposed Action will be subject to terms and conditions of the General Permit for Stormwater Discharges Associated with Construction Activity, a Clean Water Act (CWA) Section 404 Permit, a Stream Protection Act (SPA) 124 Authorization, and a 318 Authorization for turbidity. Complying with applicable permits will minimize potential for adverse impacts to surface waters. Compensatory mitigation credits will be purchased before the initiation of construction activities. Therefore, the Proposed Action will have *no significant impact on water resources*.

9. Mitigation/Minimization

The Airport Sponsor has committed to some minimization measures as part of the Proposed Action. The agreed upon minimization measures are included in Chapter 4 of the EA and summarized below.

- Contract documents will obligate the contractor to remove suitable nesting habitat features from the project area/construction footprint during nonbreeding season (October 1-January 31).
- Construction will occur in a manner that does not unnecessarily harm migratory bird habitat.
- The Airport will ensure execution of the provisions of the MOA between FAA, SHPO, and the Gallatin Airport Authority to mitigate the adverse effects to the VOR (24GA2322). Mitigation efforts will include Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) Level II documentation and design, manufacture, installation of a public-facing interpretive sign for the VOR in the terminal.
- Construction contract documents will include provisions obligating the Contractor to adhere to an Inadvertent Discovery Plan protocol. If cultural resources are encountered during the course of the project, work in the vicinity of the find will cease until FAA is notified and given an opportunity to evaluate the situation.
- The Sponsor will contractually obligate the contractor to secure and adhere to applicable state water quality permits.
- The Sponsor will secure and adhere to a CWA Section 404 Permit.
- As required, the Airport will secure aquatic resource mitigation credits to satisfy requirements of the CWA Section 404 Permit.

10. Public and Agency Involvement

Public and Agency coordination and involvement is discussed in Chapter 5 of the EA and summarized below. The Draft EA was released for public comment on Monday, March 16, 2026. Availability was announced at the public Gallatin Airport Authority Board meeting on March 12th, in publication in the Bozeman Daily Chronicle on March 18th, 25th, April 1st and 8th, and publication in the Belgrade News on March 19th, 26th, April 2nd and 9th. The review and comment period ran from March 16th to April 24th. The EA and 4(f) Evaluation were available on BZN's website at <https://bozemanairport.com/projects>. Twenty-seven comments were received. The FAA considered all comments received to determine if further analysis needed to be completed before finalizing the EA and making a final decision. The FAA is providing a response to all comments in the EA.

11. Agency Findings

The FAA makes the following determinations for this project based upon a careful review of the attached EA and appropriate supporting information.

The following determinations are prescribed by the statutory provisions set forth in the Airport and Airway Improvement Act of 1982, as codified in 49 USC §47106 and 47107.

i. The project is reasonably consistent with existing plans of public agencies responsible for development of the area surrounding the airport (49 USC §47106(a)(1)).

The determination prescribed by this statutory provision is a precondition to agency approval of project grant funding applications.

Extensive coordination regarding the Proposed Action has taken place among Federal, State, and local agencies. The Proposed Action is not in conflict with the comprehensive planning and goals of the city of Belgrade or Gallatin County. Evidence of public and agency coordination can be found in the EA.

ii. The interests of the community in or near which the project may be located have been given fair consideration (49 USC §47106(b)(2)).

The determination prescribed by this statutory provision is a precondition to agency approval of airport development project grant funding applications.

As part of the 2020 Airport Master Plan process, multiple meetings with the planning advisory committee were held to discuss the findings identified in the 2020 AMP and the proposed solutions, including the Proposed Action. These meetings were advertised and open to the public. A robust public engagement campaign was carried out for the NEPA process, as documented in the EA and summarized in Section 10 above. Concerns raised during these processes were fully considered by the Sponsor and the FAA.

iii. The airport sponsor has taken, or will take, actions to restrict land use in the airport vicinity, including adoption of zoning laws, to ensure the uses are compatible with airport operations (49 USC §47107(a)(10)).

The determination prescribed by this statutory provision is a precondition to agency approval of airport development project grant funding applications.

As a recipient of AIP funding, the Airport Sponsor has signed grant assurances that require them to take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to, or in the immediate vicinity of, the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft.

In 1979, the Sponsor established the Airport Influence Area (AIA) which provides noise, height, and land use regulations for the AIA. The AIA was approved by the Gallatin County Commissioners as Resolution #381 on June 28, 1979. The airport sponsor created and established two airport Land Use Districts (Airport District-A and Airport District-B) to implement the provisions of Resolution #381, as shown in Figure 4-2 of the EA. As a proactive measure to inform the public about airport presence and potential aviation impacts, over the last 20 years, the City of Belgrade has required aviation easements to be for all new land subdivisions in the former "Belgrade Donut" planning area for the past 20 years. (NOTE: as of July 1, 2026, land use planning and development review responsibilities in this area transitioned to Gallatin County). Moving forward, the Airport will work with Gallatin County to ensure this easement remains in place for future subdivisions.

iv. In accordance with Executive Order 11990, Wetlands, there is no practicable alternative to FAA's Preferred Alternative, and the Preferred Alternative includes all practicable measures to minimize resultant unavoidable harm to wetlands.

The determination prescribed by this statutory provision is a precondition to agency approval for grant funding applications for airport development projects.

Chapter 4, Section 4.13 of the EA confirms that there are no practicable alternatives that would avoid or minimize all wetland impacts. The Proposed Action has the potential to impact wetlands that are associated with the following waterway work: culvert/relocate/abandon Spain Ferris Ditch lateral; realign Dry Creek and improve existing culverts; abandon or culvert a Dry Creek lateral. These impacts to wetlands will be subject to permitting under Section 404 of the Clean Water Act. Initial design indicates that impacts will likely exceed the 0.1-acre mitigation threshold but be less than 0.5-acre threshold for an Individual Permit. It is anticipated that compensatory mitigation will be required for impacts to Waters of the US. It is expected that, as required, compensatory wetland and waterway credits will be purchased from the Upper Missouri Mitigation Bank.

12. Decision and Order

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal action, namely the Proposed Action, is consistent with existing national environmental policies and objectives as set forth in Section 101 of NEPA and other applicable environmental requirements and is not a major federal action significantly affecting 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 Environmental Impact Statement for this action.

This decision does not constitute a commitment of funds under the AIP; however, it does fulfill the environmental prerequisites to approve applications for grants of AIP funds for the proposed project in the future (49 U.S.C § 47101).

Accordingly, under the authority delegated to me by the Administrator of the FAA, I approve and direct that agency action be taken to carry out implementation of the Proposed Action.

Prepared By: Heidy S. Bruner, P.E.
Environmental Protection Specialist
Helena Airports District Office

Approved By:

Jason Ritchie
Director (A), Office of Airports
FAA Northwest Mountain Region

Date

Right of Appeal

This FONSI/ROD constitutes a final order of the FAA Administrator and is subject to the exclusive judicial review under 49 USC § 46110 by the US Circuit Court of Appeals for the District of Columbia or the US 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 US Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 USC § 46110.