

**MICHIGAN DEPARTMENT OF TRANSPORTATION  
OFFICE OF AERONAUTICS**

**FINDING OF NO SIGNIFICANT IMPACT  
for the  
NORTH HANGAR DEVELOPMENT AREA AND TAXILANE  
at  
WEST MICHIGAN REGIONAL AIRPORT**

This Finding of No Significant Impact (FONSI) has been prepared for a proposed project at the West Michigan Regional Airport (Airport or BIV) in Holland, Michigan. BIV is a public use general aviation airport serving the Allegan and Ottawa Counties region of Michigan. Owned and operated by the West Michigan Airport Authority, the Federal Aviation Administration (FAA) classifies BIV as a general aviation airport in the *National Plan of Integrated Airport Systems* and categorizes the Airport as a National airport in its 2012 report, *General Aviation Airports: A National Asset*. BIV is defined as a Tier I airport, the highest classification within the 2017 *Michigan Aviation System Plan*, further demonstrating the importance of the Airport to the aviation transportation system within the state of Michigan.

The attached Final Short Form Environmental Assessment (EA) has been prepared in accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*. Based on the evaluation of the Final Short Form EA, there are no significant impacts associated with the Airport's proposed project. Therefore, an Environmental Impact Statement will not be prepared and a FONSI is being issued.

This FONSI provides a review of the proposed project and the basis for the findings by Michigan Department of Transportation Office of Aeronautics (MDOT AERO). Expected environmental consequences of the proposed project and mitigation commitments are defined and described further in the attached Final Short Form EA.

A summary of the proposed project, which was evaluated in the attached Final Short Form EA, is as follows:

**1.1 Proposed Project**

The Airport owns a 17.1-acre area north of the existing terminal building currently without aviation infrastructure. To meet the needs of existing and future users, BIV is planning to construct the necessary infrastructure to provide access to this area. Proposed future development includes private and corporate hangars, taxilanes, taxilane connectors, apron expansion, construction grading, lighting, fencing, utilities, and site restoration.

The major development items covered as a part of the attached Final Short Form EA include:

- Construction of approximately 1,400 feet of a 50-foot-wide taxilane
- Construction of approximately eight box hangars of various sizes and associated taxilane connectors and apron areas
- Expansion of an existing constructed stormwater detention basin
- Relocation of approximately 1,300 feet of an existing constructed stormwater drainage ditch

## **1.2 Project Purpose and Need**

The purpose of the proposed project is to construct the infrastructure needed to provide access to an undeveloped area on BIV property. The area has been designated as a top priority for a corporate hangar park in the Airport's Five-Year Airport Development Plan. The Airport intends to construct taxilanes, lighting, fencing, and utilities. Private and corporate entities would construct their own hangars, aprons, and taxilane connectors as demand arises and satisfy any additional environmental and permitting requirements.

The need for the project is a result of two primary factors. First, the economy of the Allegan and Ottawa Counties region is rapidly growing. According to Lakeshore Advantage's 2019 Business Intelligence Report, the region's manufacturing, construction, and professional/scientific/technical service industries grew by 20 percent, 25 percent, and 20 percent, respectively.

As the region's economy continues to grow and the demand for air transportation increases, various corporate and private entities, some of which are existing users at BIV, are seeking to either establish or expand their presence at the Airport. This leads to the second factor driving the need for the proposed action, which is the limited number of private and corporate hangars for aircraft storage at BIV. With few hangars on the airfield available, several corporations and private firms desiring to locate or expand at BIV have recently approached the Airport regarding hangar development opportunities.

Without construction of the initial infrastructure to support future hangar development, corporate and private entities, both existing and new users, would likely seek opportunities at other airports, which would limit growth and opportunities of the Airport and ultimately the regional economy.

## **1.3 Alternatives Considered**

A wide range of reasonable alternatives were evaluated to address the purpose and need of the project. An analysis of these alternatives, presented in the attached Final Short Form EA, was prepared to determine different options that may reasonably meet the needs of the Airport. The alternative that best met the project's purpose and need was carried forward as the Preferred Alternative while all other alternatives were dismissed. The range of alternatives that were considered included:

- No Action Alternative

The No Action Alternative assumes that BIV would remain in its current state and no action would be taken to construct the necessary infrastructure to provide access to a site on the airfield for eventual full build-out for the needed private and corporate hangar park. As such, the No Action Alternative does not meet the project's purpose and need of constructing a private and corporate hangar park to accommodate existing and future users seeking hangar development opportunities.

- Alternative 1 – Construct Hangar Park South of Runway 8/26

Alternative 1 proposes to construct the initial infrastructure for a future full build-out of a private and corporate hangar park at a site south of Runway 8/26. The site would be located entirely on Airport-owned property immediately west of an existing box hangar and T-hangar complex on the south airfield. The new hangar park would be capable of accommodating six box hangars of various sizes along with associated taxilane connectors, apron areas, and automobile parking lots.

Potential environmental consequences of implementing Alternative 1 include impacts to farmland, wetlands, and threatened and endangered species.

Another critical disadvantage of this alternative is that users would need to cross the airfield to access the terminal / fixed base operator (FBO) building and the FBO maintenance hangar. The Airport's long-term vision also does not include private and corporate hangar development on the south airfield, which is reserved for future T-hangar and box hangar development for storage of smaller aircraft on BIV's future Airport Layout Plan (ALP). The Airport envisions private and corporate hangar development on the north airfield where these users can be closer to the terminal / FBO facilities that were designed to service larger aircraft.

- Alternative 2 – Construct Hangar Park Northeast of Regent Boulevard

Alternative 2 proposes to develop the private and corporate hangar park on the north side of Runway 8/26 northeast of Regent Boulevard. This site is off Airport property and would accommodate approximately eight box hangars of various sizes. Space is also available for the associated taxilane connectors, apron areas, automobile parking lots, and a supporting access road.

An advantage of Alternative 2 is its consistency with the Airport's long-term vision of keeping private and corporate hangar development on the north side of the airfield. Users operating larger aircraft would be closer to the FBO and terminal facilities and not be required to cross Runway 8/26 to use those services. Building height limitations associated with Part 77 standards would not be an issue due to the site's considerable distance from Runway 8/26.

Implementing Alternative 2 would have potential environmental impacts to farmland and wetlands.

Alternative 2 has three critical disadvantages. First, implementation would require acquisition of approximately 18 acres of private land since the site is located outside of BIV property. Second, the Airport has long-term plans for manufacturing warehouse development at this site. BIV envisions warehouses for charter aircraft for product shipment. Finally, BIV has had discussions with developers for the creation of a vertiport for Advanced Air Mobility aircraft at the proposed site for Alternative 2.

- Alternative 3 – Proposed North Hangar Area (Preferred Alternative)  
Under Alternative 3, development would occur at a site immediately north of Geurink Boulevard and the terminal / FBO building on the north airfield. This site would be located entirely on Airport property.

Like Alternative 2, this alternative would accommodate approximately eight box hangars of various sizes. It would also accommodate associated taxiway connectors, apron areas, and an automobile parking lot to support future hangars on the north side of the proposed taxiway. Part 77 standards would not impose building height limitations due to the site's distance from Runway 8/26.

Potential environmental impacts of implementing Alternative 3 would be limited to possible impacts to farmland and floodplains.

Alternative 3 offers several significant advantages over the other build options. Like Alternative 2, this alternative's proposed location north of Runway 8/26 is consistent with BIV's long-term vision of maintaining private and corporate hangar development on the north side of the airfield near existing services.

Additionally, BIV's FAA-approved future ALP drawing already shows the proposed development at the Alternative 3 location. This alternative also eliminates the need to cross the runway to access Airport service facilities as required by Alternative 1. Since Alternative 3 is entirely on Airport-owned property, it would avoid the land acquisition costs associated with Alternative 2.

#### **1.4 Preferred Alternative**

After analysis of the advantages and disadvantages of each alternative, the alternative that best meets the project's purpose and need, while minimizing impacts to natural environment, is Alternative 3 – Proposed North Hangar Area.

Alternative 3's implementation would align with the Airport's long-term vision of keeping private and corporate hangar development on the north side of Runway 8/26 near BIV's FBO services at the site reserved for hangar development on the Airport's future ALP sheet. Alternative 3 proposes

development directly adjacent to the two existing FBO facilities thus reducing aircraft taxiing time resulting in less air emissions.

Alternative 3 requires no land acquisition and avoids building height restrictions due to the site's distance from the runway. Alternative 3 would have minor farmland and floodplain impacts; however, these are easily addressed through the permitting process, Best Management Practices (BMPs), and regulatory mitigation requirements.

Alternative 3 is considered the most reasonable alternative when compared to the other alternatives and is the least expensive of the build options.

### **1.5 Public Review and Comment**

Resource agencies and Native American tribes were contacted at the beginning of the project and given the opportunity to provide comment on the proposed action. A copy of the early coordination letters received are found in **Appendix A – Early Agency and Tribal Coordination** of the attached Final Short Form EA. Specific information and direction received from responding agencies was addressed in document chapters where appropriate.

The availability of the Draft Short Form EA was advertised in a local newspaper on July 16, 2023. The document was available for 31 days prior to the closing of the commenting period on August 16, 2023. Physical copies of the Draft Short Form EA were available for public review at the Airport during normal business hours and an electronic copy was available on the Airport's website. A public hearing was advertised during this time but was not requested by anyone from the public.

Six regulatory agencies provided comments on the Draft Short Form EA. Applicable comments were incorporated into the Final Short Form EA. No public comments were received. See **Appendix L - Public and Agency Review of Draft EA** of the attached Final Short Form EA for details of the public and agency process including comments received.

### **1.6 Environmental Consequences and Mitigation of the Preferred Alternative**

This section presents an analysis of the expected impacts of the Preferred Alternative on the social, environmental, and economic environments of the area surrounding the Airport and describes the required mitigation to minimize impacts. Only those resources where impacts are anticipated or mitigation is expected are described. For a comprehensive discussion of the environmental consequences of the Preferred Alternative see the attached Final Short Form EA.

- Air Quality

Any impacts to air quality during construction will be temporary and easily mitigated through the regulatory permitting process and the use of BMPs. The following BMPs are recommended during construction where feasible:

  - Use low-sulfur diesel fuel (less than 0.05% sulfur).

- Retrofit engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site.
- Position the exhaust pipe so that the diesel fumes are directed away from the operator and nearby workers, thereby reducing the fume concentration to which personnel are exposed.
- Use catalytic convertors to reduce carbon monoxide, aldehydes, and hydrocarbons in diesel fumes. These devices must be used with low sulfur fuels.
- Use climate-controlled cabs that are pressurized and equipped with high efficiency particulate air (HEPA) filters to reduce the operator's exposure to diesel fumes. Pressurization ensures that air is moved from the inside to the outside. HEPA filters ensure that any incoming air is filtered first.
- Regularly maintain diesel engines, which is essential to keeping exhaust emissions low, and follow the manufacturer's recommended maintenance schedule. For example, blue/black smoke indicates that an engine requires servicing or tuning.
- Reduce exposure through work practices and training, such as turning off engines when vehicles are stopped for more than a few minutes, training diesel operators to perform routine inspections, and maintaining filtration devices.
- Purchase new vehicles that are equipped with the most advanced emission control systems available.
- With older vehicles, use electric starting aids as block heaters to warm the engine to reduce diesel emissions.

- Biological Resources

The project area is within the historic range of the Eastern Massasauga Rattlesnake (EMR). Due to historical land conversion to agriculture, continuing agricultural activities, and proximity to the developed airport environment, no suitable habitat for the EMR is present within the project area. However, the USFWS recommended BMPs for projects within the known EMR range will be implemented as follows:

- Use of wildlife-safe erosion control materials.
- Viewing of the MDNR's "60-Second Snakes: The Eastern Massasauga Rattlesnake" video and/or review of the EMR factsheet.
- Reporting of any EMR observations (or any other threatened or endangered species) during project implementation.

The following strategies recommended by USDA Wildlife Services will be considered to mitigate potential impacts to biological resources:

- Implementation of routine wildlife monitoring of the proposed area to evaluate wildlife usage before and after the project is completed.
- Installation of netting/spray foam/spikes in areas where birds may nest or perch on the new buildings/structures.

- Selection of a single grass variety and a high endophyte type of grass to plant upon project completion to deter wildlife from usage.
- Installation of a grate for any new culverts or drains to stop mammals from gaining access to the culvert.

- Hazardous Materials, Solid Waste, and Pollution Prevention

The Preferred Alternative may produce minor amounts of solid waste during construction through clearing, grubbing, soil excavation, and pavement construction. Upon completion of the project, the potential for long-term generation of significant levels of solid waste is not expected.

The contractor will be required to have a Spill Prevention, Control, and Countermeasure plan in place to be implemented if a spill occurs during construction operations. An approved erosion control plan is also required to provide a collection area for non-recyclable waste. Any waste generated will be disposed of in compliance with all federal, state, and local regulations.

- Natural Resources and Energy Supply

Where possible, LED lights will be used for the proposed facilities to reduce energy consumption.

- Socioeconomics, Environmental Justice, and Children’s Health and Safety Risks

During construction, traffic from construction vehicles would be managed to avoid and minimize any impacts to local roads by defining haul routes and by scheduling the arrival and departure times of construction traffic so that normal traffic patterns are not interrupted. Any potential construction impacts to surface transportation would be temporary in nature.

- Floodplains

Mitigation will include at a minimum a compensating cut of 250 cubic yards (1:1.25 ratio) within the same floodplain and the completion of a Part 31, Floodplain Permit from the Michigan Department of Environment, Great Lakes, and Energy. All mitigation efforts will comply with the Tulip Watershed Policy Statement. Final design will attempt to reduce or eliminate floodplain impacts to the greatest extent possible.

- Surface Waters

Since the Airport site is generally flat, there is not expected to be a high risk of soil erosion during excavation and other ground disturbing activities. However, some amount of erosion may occur during construction, which will be minimized through the use of appropriate BMPs. The following list of BMPs represents common erosion control measures that should be considered during construction and applied where applicable:

- Sediment traps
- Temporary cement ponds

- Temporary grassing of disturbed areas
- Vegetation cover replaced as soon as possible
- Erosion mats and mulch
- Silt fencing and drainage check dams
- Settling basins for storm water treatment

All excavated soils and staging areas for construction equipment will be placed in non-sensitive upland areas with disturbed areas replanted as soon as possible to reduce the likelihood of erosion.

Mitigation measures prepared under an erosion control plan, in accordance with FAA Advisory Circular 150/5370-10H, *Standard Specifications for Construction of Airports*, will help minimize long-term impacts to area water quality and to the existing drainage.

The proposed improvements fall within the jurisdiction of both the Tulip Inter-County Drain Board (Board) and the City of Holland. Separate approval is needed from both entities to ensure their stormwater ordinance requirements are met.

### **1.7 Required Permits of the Preferred Alternative**

The following permits are anticipated for the proposed project:

- Floodplain permit under the Floodplain Regulatory Authority of Part 31, Water Resources, of the Natural Resources and Environmental Protection Act, 1994 Public Act 451, as amended, issued by EGLE.
- Soil erosion permit and a stormwater runoff control permit under Part 91, Michigan Soil Erosion and Sedimentation Control of the Natural Resources and Environmental Protection Act, 1994 Public Act 451, as amended, issued by Allegan County and the City of Holland, respectively.
- National Pollutant Discharge Elimination System permit under Part 31, Water Resources Protection, of the Natural Resources and Environmental Protection Act, Public Act 451 of 1994, as amended, issued by EGLE.
- Obtain the FAA Form 7460-1- Notice of Proposed Construction prior to construction activities.

In addition to the above referenced permits, public water and sanitary sewer lines bisect the project area and are subject to easement acquisition and restrictions. Correspondence received from the City of Holland (**Appendix L – Public and Agency Review of the Draft EA**) states that easements may be required, and that construction will not be permitted within those easement areas. If utilities are moved outside the project area, approval by the Holland Board of Public Works is required.



**1.8 MDOT AERO Finding**

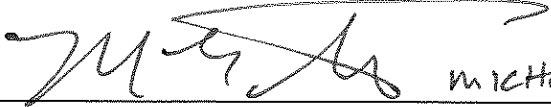
After careful and thorough consideration of the facts contained in the Final Short Form EA, the undersigned finds the proposed action is consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the National Environmental Policy Act (NEPA) and other applicable environmental requirements and 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. This finding is approved by MDOT AERO in accordance with the Block Agreement between the FAA and MDOT AERO.

Having met all relevant requirements for environmental considerations and consultations, the proposed Federal Actions are authorized to be taken at such time as other requirements are met.

These decisions are taken pursuant to 49 U.S.C. § 40101, et seq. MDOT AERO's finding regarding the proposed airport improvements and funding for the West Michigan Regional Airport, constitute an order of the Administrator, which is subject to review by the Court of Appeals of the United States, in accordance with the provisions of Section 1006 of Federal Aviation Act of 1958, as amended, 49 U.S.C. § 46110.

APPROVED: X

DISAPPROVED: \_\_\_\_\_

  
Responsible MDOT Official \_\_\_\_\_ Title EXECUTIVE ADMINISTRATOR  
Michigan Department of Transportation Office of Aeronautics

Date: 10/3/23