

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

**FINDING OF NO SIGNIFICANT IMPACT (FONSI)**

**Location**

Westchester County Airport (HPN)  
Westchester, New York

**Proposed Federal Action**

The proposed federal action is the Airport Layout Plan (ALP) approval and potential for federal financial assistance for the Airport Perimeter Security Fence at Westchester County Airport (HPN).

**Project Description**

The proposed action involves replacing fence chain link fabric and wildlife skirt on sections of the existing fence to comply with federal security standards; replacing sections of the fence structure, such as posts within the existing fence alignment; and installing sections of new fence in a new alignment that would connect to the other improved sections of the existing fence. Sections of the existing fence that would no longer be used would either remain in place or be removed. The project also includes: new or upgrades to existing gates to conform to FAA design standards; drainage structures; vegetation management activities to create clear zones along the fence to allow for fence construction and maintenance; and constructing patrol and additional perimeter road segments.

**Background**

Westchester County Airport has an existing perimeter fence that has been improved throughout the years, but is not continuous. In sections, such as around the terminal and hangars, the perimeter fence connects to buildings. In those areas, the buildings are considered part of the security perimeter.

**Purpose and Need**

The purpose and need of the proposed action is to secure the Airport Operations Area (AOA) to prevent access by unauthorized persons and vehicles. The establishment of a continuous perimeter would also serve to provide inadvertent entry protection to reduce the potential for wildlife from entering the airfield.

**Alternatives**

In addition to the no action alternative, alternatives were considered that involve replacement of the fence on the existing alignment, replacement of the fence with sections of the alignment modified, and replacement of the fence on a new alignment. The alternatives were then refined to be within the airport boundary, avoid airport protected surfaces, and minimize vegetation and wetlands impacts. This resulted in the development of the preferred alternative that best meets the project purpose and need.

### **Discussion**

The attached May 2015 Environmental Assessment (EA) addresses the effects of the proposed action on the quality of the human and natural environment, and is made a part of this Finding. The following impact analysis highlights the more thorough analysis presented in the document.

### **Threatened and Endangered Species**

The US Fish and Wildlife Service list of federally endangered, threatened and candidate species for Westchester County includes the following five wildlife species: bald eagle (*Haliaeetus leucocephalus*), bog turtle (*Clemmys muhlenbergii*), New England cottontail (*Sylvilagus transitionalis*), Indiana bat (*Myotis sodalis*), and northern long-eared bat (*Myotis septentrionalis*). To minimize and avoid any potential impact to these species, tree clearing and trimming to create clear zones along the fence would be conducted between October 31 and March 31. FAA has determined that the proposed action would have no effect or would be unlikely to adversely affect the five federally listed species, candidate species, or species proposed for listing in Westchester County. The US Fish and Wildlife Service concurred with this determination in a letter dated May 5, 2015.

### **Historic Resources**

The Airport is located within an archaeologically sensitive area. Because of this, a Phase 1A archaeological assessment was conducted. The Phase 1A study did not identify potentially significant cultural features and no further archaeological investigations were recommended. By letter dated May 11, 2015, the New York State Historic Preservation Office (SHPO) accepted this recommendation and commented that the proposed action would have no effect on historic properties.

### **Construction Impacts**

Limited short-term effects resulting from construction may occur. Specific effects could include noise from construction equipment on the site, fugitive dust, soil erosion, and sedimentation. These impacts will be limited by requiring the contractor to comply with all contract provisions for environmental protection. These short-term construction impacts will not persist beyond the construction period, and no significant long-term construction impacts are expected as a result of this project.

### **Other Impact Categories**

The impacts of the proposed Federal action on air quality, noise, land use compatibility, social, induced socioeconomic impacts, water quality, DOT Section 4(f), biotic communities, endangered species, coastal zones, floodplains, coastal barriers, prime and unique farmland, energy supply and natural resources, light emissions, solid waste impacts, construction impacts, environmental justice, and cumulative impacts were evaluated in the EA. It is the FAA's finding that the proposed action will not have any significant effect on any of the above noted categories.

### **Public Involvement**

A Notice of Public Availability was published in *The Journal News, North Castle Rising*, and on the Airport's website at <http://airport.westchestergov.com>. The EA was available to any person

who requested to review a copy from April 1, 2015 to May 1, 2015. No public comments were received.

**Mitigation Measures**

1. Construction contract provisions shall contain the provisions of AC 150/5370-10A, "Standards for specifying construction of Airports" item P-156, temporary air, water pollution, soil erosion and siltation control and AC 150/5320-5B, "Airport Drainage."
2. All necessary permits for construction of the proposed action and associated mitigation shall be obtained prior to construction.
3. To minimize and avoid any potential impact to protected species, tree clearing and trimming shall be conducted between October 31 and March 31.

**CONCLUSION AND APPROVAL:**

After careful and thorough consideration of the facts contained herein, the undersigned finds the federal action is 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 it 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.

Recommended:

  
 \_\_\_\_\_  
 Environmental Specialist  
 New York Airports District Office

6/4/15  
 \_\_\_\_\_  
 Date

Approved:

*for*   
 \_\_\_\_\_  
 Manager  
 New York Airports District Office

6/11/15  
 \_\_\_\_\_  
 Date

Disapproved:

\_\_\_\_\_  
 Manager  
 New York Airports District Office

\_\_\_\_\_  
 Date

# *Final Environmental Assessment* Westchester County Airport Perimeter Security Fence

PREPARED FOR

U.S. Department of Transportation, Federal Aviation Administration

PREPARED BY



**VHB Engineering, Surveying and Landscape Architecture, P.C.**  
2 Penn Plaza  
Suite 2602  
New York, NY 10121

On behalf of:  
Westchester County Department of Public Works and Transportation  
Westchester County, New York

May 15, 2015

This environmental assessment becomes a Federal document when evaluated, signed, and dated by the Responsible Federal Aviation Administration (FAA) Official.

A handwritten signature in black ink, appearing to read "New York".

A handwritten date in black ink, "6/11/15".