



U.S. Department
of Transportation
**Federal Aviation
Administration**

Orlando Airports District Office
5950 Hazeltine National Drive, Suite 400
Orlando, Florida 32822-5024
Phone: (407) 812-6331 Fax: (407) 812-6978

January 11, 2007

Mr. Jeffrey R. Bunting, Division Director
Aircraft Noise & Environmental Planning
Miami-Dade Aviation Department
P.O. Box 592075 AMF
Miami, FL 33159

Dear Mr. Bunting:

This is in response to your submission of an Environmental Assessment (EA) for the proposed Development of Airport Property at Kendall-Tamiami Executive Airport. Enclosed are signed originals of the approved Finding of No Significant Impact (FONSI) for the proposed project and the Final Environmental Assessment.

This finding is issued pursuant to any requirements for mitigation and permits that are discussed and indicated in the Final Environmental Assessment and the Record of Decision, and which are considered to be conditions of approval.

In accordance with NEPA, the FONSI and Final EA must be made available to the public for review. The enclosed notice should be placed in a local newspaper(s) as soon as possible and run for a minimum of three days. Please provide this office with a certified copy of the notice as it appears in the newspaper(s).

This letter should be attached to the FONSI for public review. If there are any questions, please feel free to contact me by telephone at (407) 812-6331, extension 130.

Sincerely,

A handwritten signature in black ink that reads "Lindy McDowell". The signature is written in a cursive, flowing style.

Lindy McDowell, Environmental Program Specialist

Enclosures

cc: FDOT, District 6

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIRPORTS DISTRICT OFFICE
ORLANDO, FLORIDA**

FINDING OF NO SIGNIFICANT IMPACT

**KENDALL-TAMiami EXECUTIVE AIRPORT
RUNWAY 9R-27L EXTENSION
MIAMI, FLORIDA**

January 2007

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

RUNWAY 9R-27L EXTENSION

KENDALL-TAMiami EXECUTIVE AIRPORT
MIAMI, FLORIDA

This Finding is made with reference to the Final Environmental Assessment dated November 2006, the attached Record of Decision dated January 11, 2007 and pursuant to FAA Order 5050.4B. After careful and thorough consideration of the facts contained therein, the undersigned finds that the proposed 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 that 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.

APPROVED: _____

DATE: _____

DISAPPROVED: _____

DATE: _____

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

RECORD OF DECISION

RUNWAY 9R-27L EXTENSION

KENDALL-TAMiami EXECUTIVE AIRPORT

MIAMI, FLORIDA

Proposed Federal Action: The proposed Federal Action includes removal of the conditional environmental approval on the ALP as it applies to this proposed project site. The proposed project, located on the airport and owned by the Miami-Dade Aviation Department (MDAD), Miami-Dade County, involves extending Runway 9R-27L to a total length of 7,350 feet. This includes a 550-foot extension to the east end of the runway and a 1,798-foot extension to the west end of the runway. The Federal Aviation Administration (FAA) had previously conditionally approved facilities on this site on the Airport Layout Plan (ALP), subject to environmental approval.

The Miami-Dade Aviation Department has submitted an Environmental Assessment (EA) to accomplish the work described above. The FAA supports the objectives of the proposed project to meet FAA operational and safety requirements at Kendall-Tamiami Executive Airport and to accommodate future aviation demand.

Basis of Finding: This finding is based on a careful review of the environmental assessment report attached hereto and made a part of this Finding.

The FAA determined that this project would not significantly impact the human environment. This Finding of No Significant Impact is based on the attached EA and supporting documentation, which was independently evaluated by the FAA and determined to adequately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. The FAA takes full responsibility for the accuracy, scope and contents of the attached EA.

The proposed development will not change the aircraft mix or operational characteristics of the airport. The FAA has determined that there will be no significant impacts resulting from noise exposure as a result of this project.

A noise analysis was conducted of the current and forecast operations at the airport. Contours were developed for the existing and future conditions, with and without the proposed project. The noise contours with the proposed project show a reduction in the extent of the 65 DNL noise contour east of the Airport and a slight increase in the DNL noise contour west of the Airport when compared to the No Action Alternative. The noise contour is almost entirely contained within the proposed airport property

boundary. Relatively small areas of off-airport aviation related land and agricultural land are included in the DNL 65 contour. No residences or noise sensitive land uses will be located within the DNL 65 contour. No mitigation of aircraft-generated noise resulting from implementation of the Proposed project is warranted.

The airport is located in an attainment area for Ambient Air Quality Standards and no significant impacts were identified in the EA. No significant impacts to air quality are projected as a result of the project.

The project site falls within the boundaries of the Coastal Zone Protection Area. Coordination with the State of Florida through the Florida Department of Environmental Protection indicates that the project is consistent with the Florida Coastal Management Program (FCMP). The State has determined that this project will have no effect on the objectives, goals, or policies of the FCMP.

No non-compatible land uses or social impacts were identified in the EA. No relocation of residences or businesses will be required.

All state water quality standards and any federal, state, or local permit requirements will be met through the U. S. Corps of Engineers, the Florida Department of Environmental Protection, and the South Florida Water Management District. The South Florida Water Management District has determined that the proposed project is "consistent" and that the project will require an Environmental Resource Permit (ERP). The potential for short-term water quality impacts resulting from the construction will be mitigated through the implementation of an erosion and sedimentation control plan that includes the use of construction controls to prevent degradation of water quality and associated impacts on aquatic ecology. Using Best Management Practices and following the guidelines in FAA AC 150/5370-10A, Standards for Specifying Construction of Airports, will achieve minimization of any observed, temporary impacts. Based on information in the EA, there will be no significant impacts to water quality as a result of the project.

The proposed project will not impact any properties as defined by Section 303(c) of the Department of Transportation Act. The FAA determined that Section 303(c) does not apply.

The proposed project does not impact any prime or unique farmland, as defined in 7 CFR 658. Therefore, the provisions of the Farmland Protection Policy Act of 1984 do not apply to this project.

No natural systems or habitat would be affected, and impacts (either direct or indirect) to biotic communities are not anticipated. A field survey was conducted to determine the presence of threatened and endangered species on and near the project site. A wildlife inventory did not reveal any federal or state threatened or endangered animal species on site, however, the survey did identify two active burrowing owl nests in the area to be affected by the proposed project. Burrowing owls are listed as a state species of special concern. If construction cannot be routed around the burrow, an Incidental Take Permit issued by the Florida Fish and Wildlife Conservation Commission will be obtained to destroy any burrow when it is inactive. In addition, Miami-Dade County shall implement a burrowing management plan to ensure that no

active burrowing owl burrows are damaged during construction and that no owls, eggs, or flightless young are injured during burrow collapse activities. These measures will ensure that impacts to the burrowing owl are below the threshold of significance.

A review of the Federal Emergency Management Agency (FEMA) flood insurance rate maps (FIRM) indicates the airport lies within Flood Zone AH. Therefore, the proposed project will impact a floodplain. The preferred alternative is expected to result in minimal impacts to the natural and beneficial values provided by the surrounding floodplain area because the proposed project includes the construction of additional stormwater drainage features to accommodate the increase in impervious surface. Therefore, the proposed project will result in no net loss of flood storage capacity and no increase of flood elevations. All construction will be at the existing airport elevation. Based on the analysis of potential floodplain impacts, the encroachment is not considered to be significant and a Federal finding is not required. The following conditions were considered for this conclusion:

1. The proposed project would not have a high probability of loss of human life;
2. The proposed project would not have substantial encroachment-related costs or damage or cause interruption of aircraft service or loss of a vital transportation facility; and
3. The proposed project would not have an adverse impact on natural and beneficial floodplain values.

In addition, since the entire airport property lies within an area designated as a flood zone, there are no practicable alternatives outside the base floodplain.

Coordination with the Division of Historical Resources of the Florida Department of State revealed that no listed resources or resources eligible for listing in the National Register of Historic Places have been recorded. The FAA, in compliance with Section 106 of the National Historic Preservation Act and in conjunction with the State Historic Preservation Officer (SHPO), determined that the proposed project would have no significant impacts to historic, architectural, archaeological or cultural resources. However, should any artifacts be uncovered during construction, work will stop, immediately, and the SHPO will be notified.

No permanent degradation of water quality is anticipated. All stormwater management facilities will be designed in accordance with the applicable water quality guidelines by local, state, and federal agencies, and the appropriate permits will be obtained prior to commencing construction. Therefore, no significant impacts to water quality would occur as a result of the proposed project development.

No State or Federal designated coastal barriers or wild and scenic rivers are located near the airport. Therefore, the project will not impact any coastal barrier resource systems or wild and scenic rivers.

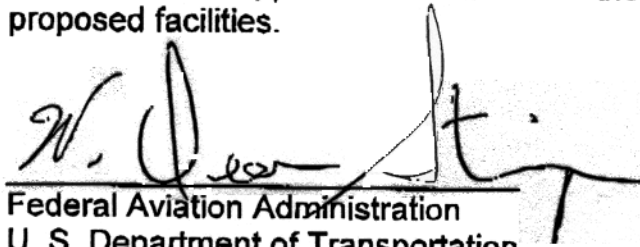
No wetland, induced socioeconomic, biotic community, light emission, energy supply and national resource, solid waste, or hazardous materials were identified for this project.

The approved EA addresses the no action alternative and the only viable alternative (the Proposed project) that was studied during project development. The environmental effects of the alternatives under consideration were evaluated when preparing the EA.

Mitigation Measures: This Finding is contingent upon the Sponsor's implementation of the following mitigation measures:

1. The Airport Sponsor will obtain all permits required by Federal, State, regional, and local laws and regulations.
2. The project will establish control measures to mitigate impacts during construction as recommended by FAA Advisory Circular 150.5370-10, "Standards for Specifying Construction of Airports", Item P-156, "Temporary Air and Water Pollution, Soil Erosion, and Siltation Control", and these will be incorporated into the project specifications.

FEDERAL FINDING: Having carefully considered the project need, and being properly advised as to the anticipated environmental impacts of the proposal, I find the project is reasonably supported and should be processed for Federal action to remove the environmental approval conditions in the prior ALP approval as it applies to the proposed facilities.


Federal Aviation Administration
U. S. Department of Transportation

Date: 1/11/07

Notice of Availability of Finding of No Significant Impact (FONSI)

The Federal Aviation Administration (FAA) Orlando Airports District Office on January 11, 2007 issued a Finding of No Significant Impact (FONSI) for the proposed extension of Runway 9R-27L to a total length of 7,350 feet at Kendall-Tamiami Executive Airport, Miami, Florida. Copies of the FONSI are available for review by the public at the following locations:

Federal Aviation Administration
Orlando Airports District Office
5950 Hazeltine National Drive, Suite 400
Orlando, FL 32822-5024

Miami-Dade Aviation Department
Aircraft Noise and Environmental Planning
5600 NW 36th Street, Suite 533
Miami, FL 33166

Kendall-Tamiami Executive Airport
Manager's Office
12800 SW 145 Avenue
Miami, FL 33186

And any other location as may be subsequently deemed appropriate and convenient.