

**Mission Aviation Fellowship  
Airstrip Right-of-Way  
OR-66216**

**Finding of No Significant Impact  
(FONSI)  
DOI-BLM-OR-V040-2011-004-EA**



**Prepared by:  
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100 Oregon Street  
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**BLM**  
Vale District



## **Finding of No Significant Impact (FONSI)**

Mission Aviation Fellowship Airstrip Right-of-Way  
Environmental Assessment No. DOI-BLM-OR-V040-2011-004

### **BACKGROUND**

The FONSI is a document that explains the reasons why an action will not have a significant effect on the human environment and why, therefore, an Environmental Impact Statement (EIS) will not be required (40 CFR 1508.13). This FONSI is a stand-alone document but is attached to the Environmental Assessment (EA) and incorporates the EA by reference. The FONSI does not constitute the authorizing document: the decision record is the authorizing document.

“Significance” as used in the National Environmental Policy Act (NEPA) requires considerations of both context and intensity (40 CFR 1508.27). For context, significance varies with the setting of the proposed action. For a site-specific action, significance would usually depend upon the effects in the locale rather than in the world as a whole. For this proposed action and alternatives, the effects are confined to the immediate area within the Mission Aviation Fellowship (MAF) airstrip Right-of-Way (ROW). For this reason, the analysis of effects is in the context of this site. These effects are described and analyzed in the EA.

Intensity refers to the severity of effect. MAF will conduct the actions described using the BMPs referenced in the EA and limiting effects to the immediate vicinity of the proposed project.

The action being proposed is for BLM to grant a ROW to MAF to construct and maintain an airstrip on BLM administered land. Under the Federal Land Policy and Management Act (FLPMA) and its implementing regulations, BLM must respond to right-of-way applications. The BLM is also required to comply with NEPA and the Council of Environmental Quality (CEQ) regulations. It was determined that an EA was necessary to evaluate the potential environmental impacts associated with this proposed action.

The NEPA process is intended to help public officials make decisions that are based on understanding of environmental consequences and take actions that protect, restore, and/or enhance the environment (43 CFR 1500.1(c)). The EA prepared for this action analyzes the environmental consequences of granting a ROW for an airstrip.

The proposed airstrip ROW is not within areas identified in a citizen’s proposal as possessing wilderness characteristics, and the BLM has determined that no wilderness characteristics are present within the boundaries of the ROW.

### **FINDING OF NO SIGNIFICANT IMPACT**

Any land management action involving ground disturbance invariably, and by definition, entails environmental effects. I have determined, based upon the analysis of environmental impacts contained in the referenced EA (DOI-BLM-OR-VO40-2011-004-EA), that the potential impacts resulting from the proposed action would not be significant and that, therefore, preparation of an environmental impact statement is not required.

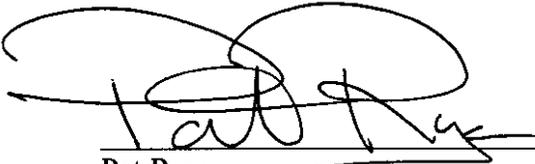
I find that the project's affected region is localized and the effects of implementation are relevant to compliance with existing land use plans. There would be no adverse societal or regional impacts and no significant adverse impacts to the environment. I have evaluated the environmental effects, together with the proposed mitigating measures, against the tests of significance found at 40 CFR 1508.27. Although not a condition of my determination, implementation of all Best Management Practices (BMP) of the proposed project would be critical to the success of the action.

I have determined the following:

1. The proposed action would cause no significant impacts, either beneficial or adverse; all impacts would be insignificant due to the small scale of the project. The area disturbed from construction of the airstrip by MAF will be 100 feet wide and 1200 feet long. The total disturbed area is 2.8 acres which is 0.0003% of the analysis area. MAF will use mechanized equipment to correct side slope, smooth portions of the lower end of the airstrip, prevent erosion and blend construction work to match the surrounding landscape.
2. The proposed action would not affect unique characteristics of the geographic area such as proximity to historic or cultural resources, park lands, prime farmlands, wetlands, or ecologically critical areas because of the small scale of the project. A restricted flight route will avoid the Succor Creek State Park Canyon area minimizing the visual and noise disturbance to the surrounding areas. The project areas falls within a Right-of-Way avoidance area as described in the SEORMP (USDI 2002). No additional issues during the scoping process were identified that would conflict with this designation. A search for other right-of-ways in the area resulted in no conflicts.
3. The proposed action would have no highly controversial effects because of the small scale and infrequent use of the airstrip.
4. The proposed action is not related to any immediate action being considered by BLM because other than the MAF airstrip ROW project, there are no other projects pending or active in the immediate area.
5. The proposed action would have no adverse effect to scientific, cultural, or historical resources, including any property listed on or potentially eligible for listing on the National Register of Historic Places because no eligible sites were identified in the project area. A Class III pedestrian survey was conducted on May 4, 2011. This survey showed no cultural resources that would be affected by the proposed action.
6. The proposed action would not significantly adversely affect an endangered or threatened species or any habitat critical to an endangered or threatened species because the project would occur on already disturbed ground where no known federally listed threatened, endangered, or strategic plant species populations occur. BMPs and design features would be followed including a restricted zone of approach and a restricted time period for construction and maintenance activities using heavy equipment from March 1 to June 30 to limit impacts to nesting and brood-rearing sage grouse in neighboring areas.

7. The proposed action would not significantly adversely affect permitted livestock grazing or big game animals because MAF landing schedule and protocol described in the proposed action would eliminate conflict with cattle or wildlife on the airstrip during use.

8. The proposed action does not violate any law or requirement imposed for the protection of the environment because all Local, State and Federal laws and regulations will be followed and regular inspections and monitoring will occur for the life of the project. The proposed action is consistent with the Northern Resource Area Management Framework Plan (1979) and the Southeastern Oregon Resource Management Plan and Record of Decision (2002).



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12/14/11  
Date