

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WESTERN-PACIFIC REGION

FINDING OF NO SIGNIFICANT IMPACT

Runway 15/33 Reconstruction Project

Lincoln Regional Airport

Lincoln, California



For further information

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February 9, 2023

GENERAL INFORMATION ABOUT THIS DOCUMENT

WHAT'S IN THIS DOCUMENT? This document is the Federal Aviation Administration's (FAA) Finding of No Significant Impact (FONSI) for Runway 15/33 Reconstruction Project at Lincoln Regional Airport (LHM) in Lincoln, California. The Runway 15/33 Reconstruction Project includes runway pavement reconstruction, Runway Safety Area (RSA) grading, relocation of two gravel service roads from the RSA, and replacing the Precision Approach Path Indicator (PAPI). This document includes the agency determinations and approvals for those proposed Federal actions described in the Final Environmental Assessment (FEA) dated December 19, 2022. This document discusses all alternatives considered by FAA in reaching its decision, summarizes the analysis used to evaluate the alternatives, and briefly summarizes the potential environmental consequences of the Proposed Action Alternative and the No Action Alternative, which were evaluated in detail in this FONSI. The Proposed Action and No Action Alternatives are defined in detail below in item #4 (pg. 3).

BACKGROUND. In March 2022, the City of Lincoln, California, through its Airport Department – Lincoln Regional Airport (LNK), prepared a Draft Environmental Assessment (DEA). The DEA addressed the potential environmental effects of the Proposed Action, including various reasonable alternatives to that proposal. The Draft EA was prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) [Public Law 91-190, 42 USC 4321-4347], the implementing regulations of the Council on Environmental Quality (CEQ) [Title 40, Code of Federal Regulations (C.F.R.) Parts 1500-1508], FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Desk Reference 5050.4B, *National Environmental Policy Act (NEPA), Implementing Instructions for Airport Action*.¹

The City of Lincoln published the Notice of Availability for the Draft EA in the *Lincoln News Messenger* on March 24, 2022. No written comments were received. No substantive changes to the Proposed Action were made between the draft and final EA. FAA accepted the FEA as a Federal document on December 19, 2022.

WHAT SHOULD YOU DO? Read the FONSI to understand the actions that FAA intends to take relative to the proposed Runway 15/33 Reconstruction Project Lincoln Regional Airport.

WHAT HAPPENS AFTER THIS? The FAA will approve the changes to the LHM ALP and the City of Lincoln may begin to implement the Proposed Action Alternative.

¹ CEQ Regulations for Implementing the Procedural Provisions of NEPA (CEQ, 1978) (archived) 1978 version, as amended, of the Council on Environmental Quality (CEQ) regulations implementing the National Environmental Policy Act (NEPA), 40 CFR parts 1500-1508.

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT**

**RUNWAY 15/33 RECONSTRUCTION PROJECT
LINCOLN REGIONAL AIRPORT
LINCOLN, CALIFORNIA**

- 1. Introduction.** This document is a Finding of No Significant Impact (FONSI) prepared pursuant to the National Environmental Policy Act of 1969 (NEPA) for the Runway 15/33 Reconstruction Project at Lincoln Regional Airport, Lincoln, California. The City of Lincoln (City) is the airport sponsor. The Federal Aviation Administration (FAA) must comply with NEPA and other applicable statutes before taking any of the proposed federal actions of unconditional approval of modification of the Airport Layout Plan (ALP) that depict the proposed project, and potential federal funding support through the Airport Improvement Program (AIP) or the Infrastructure Investment and Jobs Act of 2021. The City released a Draft Environmental Assessment (EA) for public review and comment beginning March 24, 2022 and ending on April 22, 2022. No comments were received. The *Final Environmental Assessment for Runway 15/33 Reconstruction Project at Lincoln Regional Airport* dated December 19, 2022 (FEA) was prepared to document the results of the environmental analyses.
- 2. Purpose and Need.** Chapter 1 of the FEA describes the purpose and need for the proposed project. Section 1.3 provides context to the purpose and need by describing the significant runway pavement cracking resulting from thermal stresses and seasonal weathering that has occurred over the last 40 years. Section 1.4.2, identifies that the purpose and need of the proposed project are to meet FAA design standards during the reconstruction of the runway pavement that has reached the end of its useful life. This proposed project is necessary for the Airport to achieve FAA design standards as designated in FAA Advisory Circular 150/5300-13B, *Airport Design (AD)*, dated July 2020.
- 3. Proposed Project and Federal Actions.** The Proposed Action (FEA 1.3 and 2.3.1.1) evaluated in this FONSI includes the following major project components listed in the *Final Environmental Assessment for Runway 15/33 Reconstruction Project at Lincoln Regional Airport*:

The proposed project would include (project component locations shown in Exhibit 1-3 and Appendix A in the FEA and FONSI):

- Reconstruct Runway 15/33, which would increase the runway surface elevation.
 - Reconstruction would include demolishing and removing the existing asphalt within the project area boundaries; re-compaction of the existing base course; adding new aggregate base course, and adding a new asphalt surface course. The runway material would be temporarily stockpiled in a designated location; this material would be used as fill for the raised runway shoulders which would provide a stable surface to prevent erosion and vegetation growth. The runway would be remarked.
- Regrade RSA to meet FAA design standards in Advisory Circular 150/5300-13, *Airport Design (AD)*. Clear and regrade the RSA to meet applicable FAA airport design standards;
- Remove objects from Runway Object Free Area (ROFA) to meet FAA AD.
- Service roads would be relocated and constructed outside of the RSA.
- Raise the existing Runway 15/33 lights to match the new raised runway.
- New runway lights, transformers, and cable would be installed on the existing light cans

with new light can extensions.

- Replace damaged conduit for runway lights.
- Constant Current Regulators would be removed and replaced in the existing airfield electrical vault.
- Install new cable for runway lighting circuit using existing homerun conduits.
- Install new runway exit guidance signs and new Precision Approach Path Indicators (PAPIs).
 - Remove a power control unit, associated with the existing PAPIs, from the ROFA.
 - Remove existing PAPIs and PCUs.
 - Install new PAPI light units, wire, and, regulator.
 - Install new electrical conduit at each new PAPI location.
- Match new runway grade to connecting cross taxiways.
 - Existing cross taxiways would be reconstructed within the project area boundary.
- Excavate and eliminate a topographic feature which penetrates Part 77 airspace.
- The proposed project also includes the proposed actions in Appendix A, Table 1: *Items to be Addressed by the Runway 15/33 Reconstruction Project*.

FAA Actions

FAA will take the following actions to authorize implementation of the proposed projects:

- Unconditional approval of the portion of the ALP that depicts the runway reconstruction area (project area) pursuant to 49 U.S.C. §§ 40103(b) and 47107(a)(16);
- Determinations under 49 U.S.C. §§ 47106 and 47107 that are associated with the eligibility of the Proposed Action for federal funding under the Airport Improvement Program (AIP) and the Infrastructure Investment and Jobs Act of 2021 (Public Law 117-58).

4. Reasonable Alternatives Considered

The following alternatives were considered as part of the evaluation process:

- Proposed Action (Exhibit 1-3; Preferred Alternative): Includes all of the aforementioned proposed project activities and federal actions listed above in Item #3.
- No Action Alternative: Continue to use Runway 15/33 and the RSA in its current condition; do not regrade or reconstruct the runway and RSAs; do not relocate the service roads; do not remove topographic intrusion; and do not change the location of the RSA.
- Alternative A-1: Crack seal Runway 15/33's deteriorating asphalt surface; regrade the RSA; remove topographic intrusion; do not relocate service roads; and do not extend the RSA slope.

Alternatives Screening Process Overview and Summary of Results

The alternatives development process and alternatives considered were identified and evaluated in FEA Chapter 2. A two-step screening process, as shown in FEA Section 2.2 was used for evaluation of alternatives as follows:

Step 1: Purpose and Need

Alternatives were considered to meet the purpose and need if they satisfied the following criteria for Step 1:

- Provides Runway 15/33 with a new paved surface to replace deteriorating asphaltic surface.
- Provides economically sustainable solution to the deteriorating Runway 15/33

- paved surface.
- Bring Runway 15/33 RSAs into compliance with FAA design standards.
- Remove unnecessary objects from the Runway Object Free Area (ROFA).
- Remove obstruction (topographic) which penetrates Part 77 airspace.

Step 2: Feasibility

If the alternative met the Purpose and Need criteria in Step 1, the alternative was then evaluated to determine whether it would be feasible if implemented, or be practical, from a technical or economic perspective. The following criteria were used for Step 2:

- **Meet FAA Design Standards: Runway 15/33**
 - This criterion is intended to determine if an alternative would meet FAA AD.

- **Economically Sustainable**
 - This criterion focuses on an alternative’s ability to demonstrate a sustainable long-term cost effectiveness and avoidance of unnecessary financial expenditures. This is accomplished by examining the conclusions and recommendations in the *Lincoln Regional Airport Pavement Evaluation Study [and] Pavement Management Plan, January 2008, Updated October 2015*.

The Final EA evaluated the following three alternatives during the screening process:

1) Proposed Action Alternative

The Proposed Action Alternative (FEA Chapter 2.0, Section 2.2), shown in FEA Exhibit 1-3, described in FEA Appendix A, and described above, is based on the *Lincoln Regional Airport Pavement Evaluation Study [and] Pavement Management Plan, January 2008, Updated October 2015*. This alternative includes RSA reconstruction, removal of a topographic penetration into Part 77 airspace and relocation of service roads, among other associated activities listed in the Proposed Action, to meet the project’s Purpose and Need.

The Proposed Action Alternative achieves FAA AD for RSA, ROFA and Part 77 airspace and is economically sustainable. Therefore, the Proposed Action Alternative was retained for further consideration.

2) No Action Alternative

CEQ regulations provide specific guidance relating to the consideration of alternatives. CEQ Section 1502.14(d) states: “Agencies shall include the alternative of no-action in any environmental analysis.” Under the No Action Alternative, the existing runway and RSA would remain in their current conditions. No attempt would be made to correct any design or operational deficiency.

Under the No Action Alternative, the FAA’s design standards which identify operational conditions for runways, RSAs, OFAs and Part 77 airspace cannot be accomplished. Although the No Action Alternative does not meet the Purpose and Need for the Proposed Project, it was retained for detailed analysis in accordance with CEQ regulations, and FAA Order 1050.1F (Paragraph 6-2.1.d) and FAA Order 5050.4B (Paragraph 706d).

3) Alternative A-1

Alternative A-1 would use crack seal techniques to repair the runway surface. This alternative would include regrading the RSA, removal of unnecessary objects within the ROFA and removal of the topographic penetration into Part 77 airspace. However, this alternative did not meet the Step-Two screening criteria and was not carried forward into detailed effects analysis in the Final EA because of the following reasons: 1) it is not considered a sustainable economic solution managing the condition of the runway, 2) the pavement is in a condition that crack seal would not maintain the surface in a useable condition; and 3) the pavement condition must meet FAA AD and achieve longevity for use of AIP or other federal funding.

Results of Alternatives Analysis

The City's *Lincoln Regional Airport Pavement Evaluation Study [and] Pavement Management Plan, January 2008, Updated October 2015* was referenced as a basis for the City's Purpose and Need for this project which includes ensuring that compliant RSAs exist after reconstruction. The FEA considered the Proposed Action Alternative, which met the City's Purpose and Need. As required by NEPA and in accordance with FAA implementation NEPA guidance, the FEA also evaluated the project "No-Action Alternative."

Assessment. The potential environmental impacts and possible adverse effects were identified and evaluated in the FEA. The FEA has been reviewed by the FAA and found to be adequate for the purpose of the proposed Federal actions. The FAA determined that the FEA for the proposed project adequately describes the potential impacts of the Proposed Action Alternative. No new issues surfaced as a result of the public review.

As outlined FAA Order 5050.4B(706)(e), concise analysis is undertaken only for "the potential environmental impacts that the no action, proposed action and its reasonable alternatives, if any, may cause." Resources listed below, would not be impacted by implementing the Proposed Action or the No Action Alternative and, therefore, are not discussed in detail (1050.1F, Section 4-1). As described in Final EA Section 3.1, the No Action and Proposed Action alternatives would not affect:

- Climate (and Greenhouse Gases)
- Coastal Resources
- Department of Transportation Act, Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, Pollution Prevention
- Historical, Architectural, Archaeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics, Environmental Justice, Children's Environmental Health & Safety
- Visual Effects (including light emissions)
- Water Resources Other than Wetlands (Floodplains, Surface Waters, Groundwater, Wild and Scenic Rivers)

The environmental consequences analysis in the Final EA (Chapter 4) involves the following potentially affected environmental resources, as set forth in Chapter 3:

- Air Quality
- Biological Resources

- Water Resources – Wetlands
- Cumulative Impacts

Environmental Consequences

Air Quality

Under the No Action Alternative, no construction would occur. Therefore, no additional construction emissions would be generated (FEA Section 4.2.1.1).

Under the Proposed Action Alternative, temporary construction and vehicle-related emissions would be generated which contain criteria pollutants (FEA Section 4.2.1.2). This increase in criteria pollutants and dust would be short-term and minimized by implementing Best Management Practices (BMPs) as well as avoidance and conservation measures (FEA Section 4.2.1.3). Only a temporary and localized increase in emissions would be anticipated under the Proposed Action. The analysis in the FEA concluded that emissions for all applicable pollutants would be less than federal *de minimis* thresholds. Thus, a General Conformity Determination is not needed. The Proposed Action would not generate any aircraft or aircraft support operational emissions. No significant air quality impacts were identified in the FEA when comparing the Proposed Action Alternative to the No Action Alternative (see significance criteria in Exhibit 4-1 of FAA Order 1050.1F).

Biological Resources

Federally listed species include those species listed by the U.S. Fish and Wildlife Service (USFWS) as threatened or endangered and/or which have designated critical habitat under the Endangered Species Act of 1973, as amended. The USFWS list of threatened and endangered species identified the potential presence of two federally listed species within the study area. It was determined that the study area has the potential for the presence of two federally listed species, Conservancy fairy shrimp (*Branchinecta conservatio*) and Vernal pool fairy shrimp (*Branchinecta lynchi*), based on historical sampling (FEA Section 3.3). Although critical habitat exists nearby, no critical habitat for federally listed species exists within the bounds of the study area.

Placer County, U.S. Fish and Wildlife Service (USFWS), and the U.S. Army Corps of Engineers (USACE), among other federal agencies, have cooperated in the establishment of the Placer County Conservation Program (PCCP) to address potential biological or water resource impacts for covered project activities within the Placer County region. The proposed project is a covered activity under the guidance of the PCCP. The PCCP established agreed upon ratios for off-site compensatory mitigation for effects to listed vernal pool fairy shrimp and their wetland habitat. USFWS confirmed that the applicable formal Endangered Species Act (ESA), Section 7 consultation was conducted during the development of the PCCP. The City of Lincoln, the Airport sponsor, holds an incidental take permit from federal agencies for federally listed species covered under the PCCP.

Under the No Action Alternative, no new runway reconstruction activities would occur within the study area; therefore, no project related ground-disturbing activities would affect habitat or federally listed species (FEA Section 4.2.2.3).

Under the Proposed Action Alternative, runway reconstruction activities would modify (fill or partially fill) 0.932 acres of suitable vernal pool habitat (FEA Section 4.2.2.4). Wet-season sampling in 2021 was conducted according to USFWS sampling protocols and PCCP

guidance. This sampling indicated no presence of the two federally listed fairy shrimp species within the proposed project area. However, because the habitat is suitable, the mitigation measures adopted by the PCCP are required. Section 4.2.2.4 found that, with this mitigation, there would be no impacts to federally listed species including vernal pool fairy shrimp. Any long-term, direct or indirect adverse effects to suitable habitat or vernal pool fairy shrimp cysts would be offset by the off-site compensatory mitigation provided under the PCCP. Based upon the sampling results and the off-site compensatory mitigation under the PCCP, the FAA determination under ESA is that the Proposed Action would have “*no effect*” to federally listed species. Further, when comparing the Proposed Action to the No Action Alternative, no significant impact to federally listed species or other biological resources would occur with implementation of the Proposed Action Alternative.

Compensatory mitigation for impacts on wetlands for activities associated with the Proposed Action are covered under the Habitat Conservation Plan (HCP) and the Western Placer County Aquatic Resources Program (CARP) through funds paid by the City to Placer Conservation Authority (PCA). The PCCP Executive Summary (FEA Appendix C, pg. 19) states the following: “Where impacts are not avoided, restoration will occur at a 1.5:1 ratio as mitigation to ensure that there would be no net loss of wetland area, biological values, and ecological function.” Thus, under the Proposed Action, the compensatory mitigation for the filling of 0.938 acres of wetlands would result in, approximately, 1.407 acres of off-site wetland restoration.

Water Resources

Wetland features totaling 0.938 acres are mapped within the project area: 1) 0.923 acres of vernal pools and 2) 0.015 acres of ditches (FEA Section 4.2.4.3; FEA Exhibit 3-1).

Under the No Action Alternative, no runway reconstruction activities would occur; therefore, no construction related ground-disturbing activities would alter existing water resources (FEA Section 4.2.4.2).

The Proposed Action Alternative would require filling 0.938-acres of wetlands and is subject to Clean Water Act (CWA) Section 404 permitting in accordance with provisions in the PCCP as described in Section 4.2.2.2. Final EA Section 4.2.4.3 states that although there would be short-term direct and indirect effects during the runway reconstruction, any long-term adverse, direct and/or indirect effects to wetlands would be offset through off-site compensatory mitigation provisions in the PCCP.

In conclusion, FEA Section 4.2.4 identified no potential for significant impacts to wetlands when comparing the Proposed Action Alternative to the No Action Alternative (see mitigation ratio provided above in the Biological Resources section).

Cumulative Impacts

The cumulative impact analysis of past, present, and reasonably foreseeable future actions is discussed in FEA Section 4.2.4. The cumulative impact analysis considered projects within, approximately, one mile of the project area and to the Lincoln Regional Airport. The cumulative effects temporal boundary considered the time period from 2008 to 2025. In addition to the 12 past, present, and reasonably foreseeable projects listed in FEA Section 4.2.4.2, dozens of potential city development and pavement projects (i.e., residential development, commercial/industrial park development, and infrastructure developments) were generally discussed as being reasonably foreseeable future projects within the bounds of the cumulative

effects analysis. When combined with other past, present, and reasonably foreseeable future actions, the Proposed Action, would not result in any adverse cumulative effects, because there would be no adverse direct or indirect effects due to the compensatory mitigation provisions under the PCCP (FEA Section 4.3.3.2; 40 CFR 1508.27).

FEA Section 4.3 identified no significant cumulative impact when comparing the Proposed Action Alternative to the No Action Alternative.

5. Public Participation

Chapter 5 of the FEA, details agency coordination and the public involvement process. Public and agency scoping occurred with the City of Lincoln's publication of the Draft EA that was released for public review/comment on March 24, 2022 in the *Lincoln News Messenger*. The City of Lincoln made the Draft EA available on their website, at the airport, at the City of Lincoln Engineering Office and at Twelve Bridges Library. The Draft EA was available for public review and comment for 30 days, beginning March 24, 2022 and ending on April 22, 2022. No comments were received during the public review period of the Draft EA.

6. Inter-Agency Coordination

Inter-agency coordination required by 49 U.S.C. § 47101(h) and CWA Section 404, was accomplished during development and inclusion of this activity in the PCCP. This was confirmed in 2019 during consultation with USFWS and USACE. Based on the information in *the Cultural Resources and Paleontological Resources Inventory for the Lincoln Regional Airport Improvements Project, City of Lincoln, Placer County, California* (2021), the FAA determined that consultation with local tribal organizations and the State Historic Preservation Officer (SHPO) was not required pursuant to 36 CFR § 800.3(a)(1).

7. Reasons for the Determination that the Proposed Action Alternative will have No Significant Impacts.

The attached FEA examines each relevant environmental resource that were deemed present at the project location, or had the potential to be affected by the Proposed Action. The proposal Runway 15/33 Project would not result in any environmental impacts, which after mitigation, would exceed the thresholds of significance as defined in FAA Orders 1050.1F and 5050.4B.

Based on the information contained in this FONSI and supported by detailed discussion in the FEA, the FAA has selected the Proposed Action, described in FEA Chapter 1 (Section 1.3) and Section 3 of this FONSI, as the FAA's Preferred Alternative.

8. Agency Findings and Determinations

The FAA makes the following findings and determinations for this project based on the information and analysis set forth in the FEA and other portions of the administrative record.

a. **FAA finds, the Proposed Action is reasonably consistent with existing plans of public agencies for development of the area [49 U.S.C. § 47106(a)].** The Proposed Action is consistent with the City of Lincoln's plans, goals and policies for the area as it maintains Runway 15/33 within Lincoln Municipal Airport. The Proposed Action is also consistent with the applicable regulations and policies of federal, State, and local agencies.

b. **FAA finds the Proposed Action is reasonably necessary for use in air commerce or in the interests of national defense [49 U.S.C. § 44502(b)].**

c. **Independent and Objective Evaluation:** As required by the Council on Environmental Quality (CEQ 1978, 40 CFR § 1506.5) the FAA has independently and objectively evaluated this Proposed Action. As described in the FEA, the Proposed Action and No Action Alternatives were studied extensively to determine the potential impacts and appropriate mitigation measures for those impacts. The FAA provided input, advice, and expertise throughout the analysis.

d. **Endangered Species Act (ESA):** Biological evaluations were prepared for federally listed species in compliance with the Endangered Species Act of 1973, as amended. The project does not remove occupied habitat or otherwise adversely affect any federally listed species. 1.407 acres of off-site compensatory wetland restoration required through mitigation under the PCCP offsets project effects to suitable habitat in wetlands. In coordination with USFWS, the FAA determined that the Proposed Action will have “no effect” on federally listed species. No critical habitat for federally listed species exists within the study area for this project.

e. **Wetlands:** As discussed in FEA Sections 4.2.4.3 and 4.2.2.2, implementation of the Proposed Action would require filling or partially filling of 0.938 acres of wetlands. Consistent with the provisions of Executive Order 11990, Protection of Wetlands, dated May 24, 1977, the FAA finds that there is no practicable alternative to the removal of 0.938 acres of wetlands on LHM property to implement the Proposed Action. As a covered activity under the PCCP, the USACE Programmatic General Permit-18 is applicable. Therefore, the aforementioned 1.407 acres of off-site compensatory is required. The FAA has determined that all practicable measures to minimize harm to wetlands, including providing off-site compensatory mitigation for the wetlands removed, will be taken as part of the Proposed Action.

9. Finding of No Significant Impact

I have carefully and thoroughly considered the facts contained in the attached FEA. Based on that information, I find that the proposed Federal actions are 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 other applicable environmental requirements. I also find the proposed Federal Action, with the required compensatory mitigation referenced above, 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. As a result, FAA will not prepare an EIS for this action.

APPROVED: _____ **DATE:** _____

Gordon K. Wong
Acting Manager, San Francisco Airports District Office, SFO-600

DISAPPROVED: _____ **DATE:** _____

Gordon K. Wong
Acting Manager, San Francisco Airports District Office, SFO-600

Lincoln Regional Airport Runway 15-33 Reconstruction
Finding of No Significant Impact

APPENDIX A

Airport Layout Plan
And
Items to be Addressed by the Project

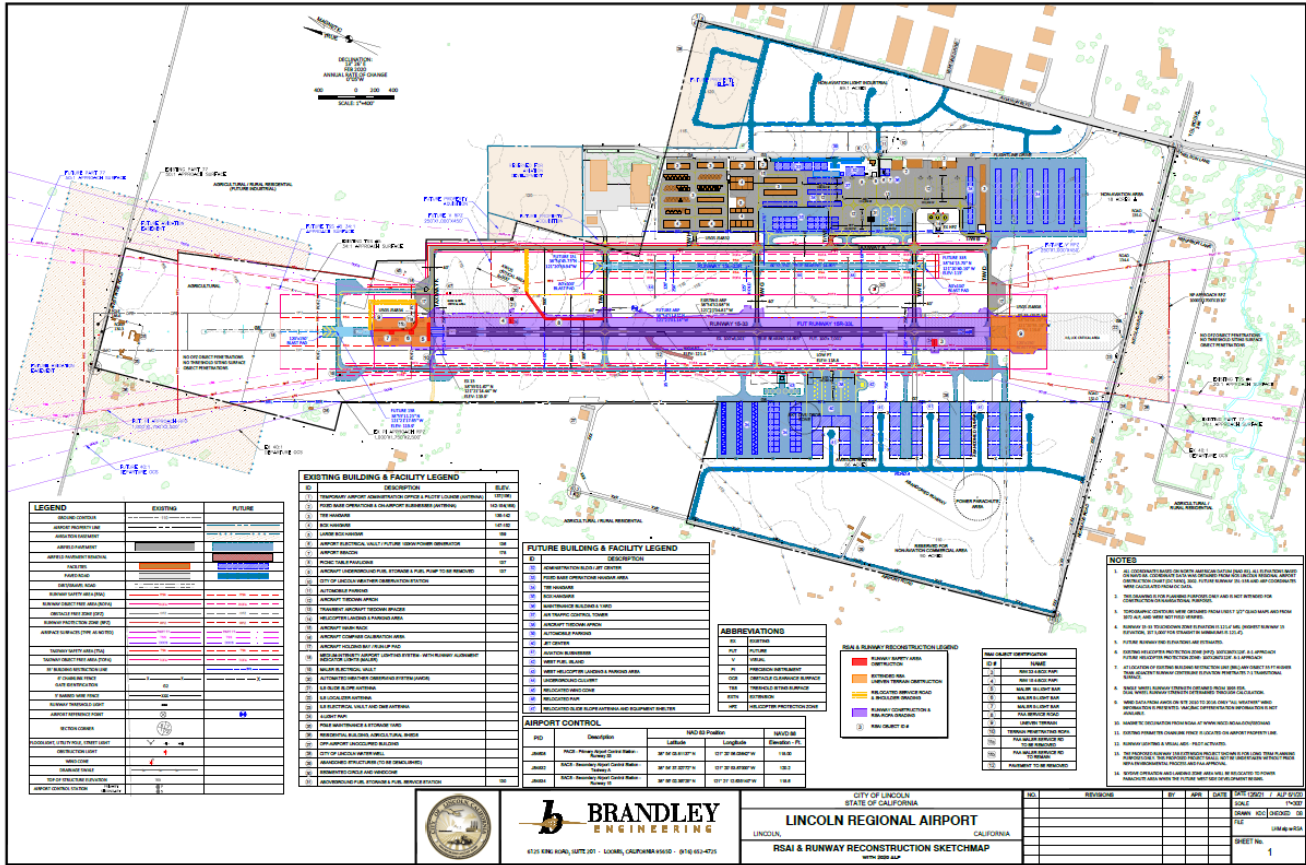


Table 1. Items to be Addressed by the Runway 15/33 Reconstruction Project

RSAI / Object ID	Item	RSAI Disposition	Existing Conditions	Proposed Action in Project	Impacts on ALP	Impact on other Airport/Airfield Safety Areas
1	Runway/Taxiway Edge Lights	Located in RSA. Fixed by function.	Airfield Lighting system is >30 years old and runway grade change will require raising the lights.	Raising existing lights, replacing lights, cable, transformers, utilizing existing base cans and conduit.	No Change on ALP.	No Impact.
2	Runway Exit Guidance Signs	Located in RSA. Fixed by function.	Airfield Sign System is >30 years old and runway grade change will require raising the signs. Existing signs do not meet current FAA standards.	Remove existing signs and sign pads. Install new LED signs and new sign pads.	No Change on ALP.	Brings Guidance Signs up to current standards.
3	Runway 33 4-box PAPI (sponsor owned)	3 LHMs Located in RSA. Fixed by function.	Existing PAPI is a voltage driven PAPI with the PAPI power control unit located within the ROFA.	Replace PAPI with a current driven PAPI. This allows the PAPI Control Unit (PCU) to be removed from the ROFA. New regulator will be installed in the existing airfield electrical vault. New PAPI light units will be installed on the existing concrete foundations. Existing conduit used for new power cable from the existing	Existing PAPI Power Control Unit will be removed from ROFA. Removal will be shown on a Pen & Ink Update.	Removes PAPI PCU from ROFA to meet standards.

RSAI / Object ID	Item	RSAI Disposition	Existing Conditions	Proposed Action in Project	Impacts on ALP	Impact on other Airport/Airfield Safety Areas
				electrical vault to the PAPI. Approx 30' of new conduit installed at PAPI units to bypass the existing PCU.		
4	Runway 15 4-box PAPI (sponsor owned).	3 LHMs located in RSA. Fixed by function.	Existing PAPI is a voltage driven PAPI with the PAPI power control unit located within the ROFA.	Replace PAPI with a current driven PAPI. This allows the PAPI Control Unit (PCU) to be removed from the ROFA. New regulator will be installed in the existing airfield electrical vault. New PAPI light units will be installed on the existing concrete foundations. Existing conduit used for new power cable from the existing electrical vault to the PAPI. Approximately 30' of new conduit installed at PAPI units to bypass the existing PCU.	Existing PAPI Power Control Unit will be removed from ROFA. Removal will be shown on a Pen & Ink Update.	Removes PAPI PCU from ROFA to meet standards.
5	MALSR 18-Light Bar (FAA Owned)	Located in RSA. Fixed by function.	Item located in RSA and will require grade adjustment.	Runway grade changes will require this light bar to be removed and replaced to meet RSA grading	No Change on ALP.	No Impact.

RSAI / Object ID	Item	RSAI Disposition	Existing Conditions	Proposed Action in Project	Impacts on ALP	Impact on other Airport/Airfield Safety Areas
				standards during the runway reconstruction project.		
6	MALSR 5-Light Bar (Sta -2+00) (FAA Owned)	Located in RSA. Fixed by function.	Item located in RSA.	ATO will make final determination, likely no impact as light units may be within allowable tolerances.	No Change on ALP.	No Impact.
7	MALSR 5-Light Bar (Sta -4+20) (FAA Owned)	Located in RSA. Fixed by function.	Item located in RSA.	ATO will make final determination; likely no impact as light units may be within allowable tolerances.	No Change on ALP.	No Impact.
8	FAA Glideslope Service Road	Located in RSA. Can be relocated.	Located in RSA. Can be relocated.	Remove existing service road, Install new service road outside the RSA.	Show existing gravel service road to be removed. Show new service road to be constructed. Pen & Ink Update.	Proposed Future Service Road is located in the RPZ of the future second runway. This second runway is a long term project that is not near to being justified. Service road will need to be relocated if the second runway is ever constructed. Proposed location is better for airfield safety today in the proposed location.
9	Terrain beyond Runway Ends in extended RSA.	Non-standard RSA grading.	Ruts, humps, depressions, surface variations and poor drainage areas exist in	Regrade extended RSA to meet standards.	No Change on ALP.	Brings RSA grading into FAA compliance.

RSAI / Object ID	Item	RSAI Disposition	Existing Conditions	Proposed Action in Project	Impacts on ALP	Impact on other Airport/Airfield Safety Areas
			the extended RSA that need to be corrected.			
10	Terrain penetrating ROFA	Noted on RSAI as an ROFA penetration.	Existing terrain that is higher than the runway centerline elevation. This causes a violation of ROFA grading standards and Part 77 Primary Surface penetration.	Excavate existing ground. Remove terrain penetration to meet ROFA and Part 77 standards.	No Change on ALP.	Brings ROFA grading into FAA compliance.
11a	FAA MALSR Service Road (Portion of road that connects to Taxiways)	Located in RSA. Can be relocated.	Located in RSA. Can be relocated.	Remove gravel existing service road. Install new gravel service road outside the RSA.	Show portion of existing gravel service road to be removed. Show new gravel service road to be constructed. Pen and Ink Update.	No Impact.
11b	FAA MALSR Service Road (Portion of road between light bars)	Located in RSA. Fixed by function.	Item located in RSA.	Existing gravel service road between light stations will have minor grading around the road and on the road. This portion of the service road is fixed by function and will be required to remain in the RSA as it serves light	No Change on ALP.	No Impact.

RSAI / Object ID	Item	RSAI Disposition	Existing Conditions	Proposed Action in Project	Impacts on ALP	Impact on other Airport/Airfield Safety Areas
				bars located in the RSA that are fixed by function.		
12	Pavement with Access to Runway	Not Included in RSAI; located in RSA; and meets RSA requirements.	Existing piece of AC pavement that connects to abandoned runways. ALP shows this pavement is scheduled to be removed.	Removal of AC Pavement in the RSA.	No Change. ALP indicates removal of this pavement.	Improves safety as it removes an access point to the runway.

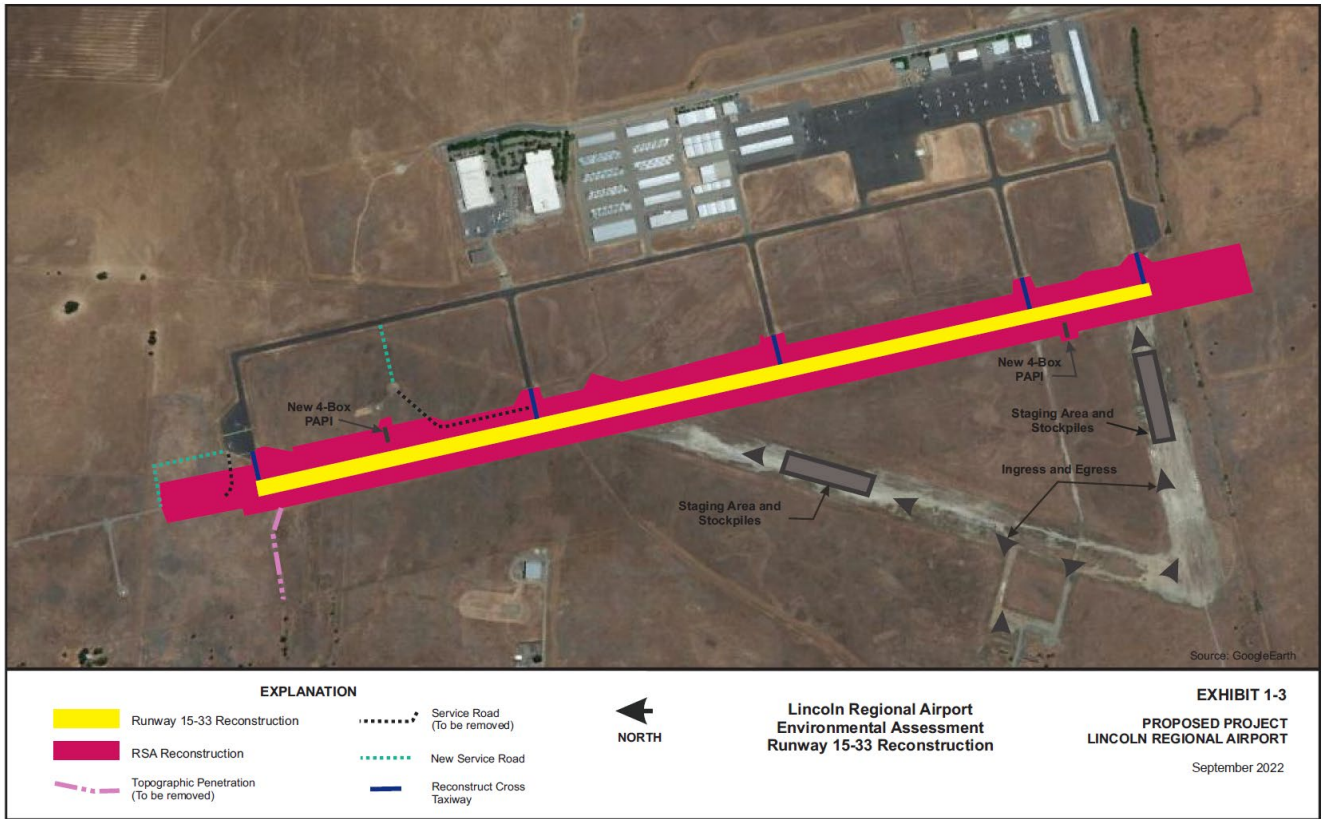


Exhibit 1-3. Proposed Runway 15-33 Reconstruction Project at Lincoln Regional Airport