DRAFT FINDING OF NO SIGNIFICANT IMPACT (FONSI)

FOR

INSTALLATION DEVELOPMENT AT
FAIRCHILD AIR FORCE BASE, WASHINGTON

Pursuant to provisions of the National Environmental Policy Act (NEPA) of 1969 (42 U.S. Code [U.S.C.] §§ 4321 - 4347, as amended), the U.S. Department of the Air Force (DAF) has prepared and Environmental Assessment (EA) to identify and assess potential environmental consequences associated with the construction and use of ten proposed projects on the Fairchild Air Force Base (AFB), Spokane County, Washington.

PURPOSE AND NEED FOR ACTION (EA Section 1.3, Pages 1-3 to 1-5)

The Purpose of implementing the ten installation improvement projects (Proposed Action) is to provide infrastructure and functionality improvements required to support the missions of the 92nd Air Refueling Wing and Fairchild AFB mission partners. The Need for the Proposed Action is to address deficiencies of function and capability in the facilities and infrastructure at Fairchild AFB that result from obsolescence, deterioration, and evolving mission needs. These deficiencies are remedied through an ongoing process of construction of new facilities and infrastructure, renovation of existing facilities, and demolition of redundant or obsolete facilities. Left unchecked, these deficiencies degrade the ability of the installation to meet USAF and Department of Defense (DoD) current and future mission requirements relative to state and federal requirements.

PROPOSED ACTION ALTERNATIVE (EA Section 2.1, Pages 2-1 to 2-5).

The Proposed Action consists of the ten individual projects listed below that would be constructed between fiscal years 2026 and 2030.

1. Construct Bulk Fuel Storage Tank #3 (Project No. DESC2702). This project would construct a 20,000-barrel F-24 bulk fuel storage tank in a location that previously housed a bulk fuel storage tank. The new tank would tie into the existing bulk fueling facility and include above ground and below ground piping between tank #3 and existing tanks.
2. Repair Approach Lighting Electrical Vaults (Project No. GJKZ231001). This is a full rehabilitation of the airfield approach lighting system to repair the existing structure by fixing cracks and sealing all leaks. If required, individual vaults would be dug up and replaced with new vaults. Trenches may be dug around individual vaults to coat existing conduit. Additionally, a slurry wall may be created to keep groundwater away from individual vaults.
3. Renovate/Relocate Logistics Readiness Squadron from B2090 to B1003 (Project No. GJKZ221011). This project is a full renovation/remodel of B1003 to create a new LRS warehouse and free up B2090 for additional AMU space. The existing parking lot of both buildings would be milled and overlayed with asphalt. Water, sewer, and electrical utilities would be replaced.

4. Add Government Parking Yard, B2115 (Project No. GJKZ251005). An additional vehicle parking yard would be created on Dolittle Avenue, where approximately one acre of previously disturbed land would be graded and paved with asphalt.
5. Renovate/Relocate AGE Maintenance from B2050 to B1013 (Project No. GJKZ251001). This is a renovation/remodel of B1013 to provide a space to accommodate increased AGE and wash rack requirements. The existing parking lot of both buildings would be milled and overlayed with asphalt. Water, sewer, and electrical utilities would be replaced.
6. Construct All Weather MWD Training Area (Project No. GJKZ241009). This project would construct an all-season, MWD training area that is available 24 hours a day, seven days a week. Water, sewer, and electrical utilities would be replaced.
7. Replace the Child Development Center (CDC) (Project No. GJKZ223003). This project would construct a new CDC facility that complies with current UFC 4-740-14 and the 01-10-10 Design Requirements for Child Development Centers. It would be constructed in a previously disturbed site and the facility would include a sports field and a pull-through driveway. Water, sewer, and electrical utilities would be replaced.
8. Construct Taxi Lane Pull-Throughs for Spots 20-30, 51-55 (Project No. GJKZ253001). Taxi lane expansions would be constructed behind spots 20 through 30 and 51 through 55 to allow aircraft to pull into sixteen parking spots from the taxi lane. The unpaved areas between the parking spaces and the taxi lane would be graded and paved with reinforced concrete pavement. Trenching would occur during the installation of overhead lighting.
9. Demolition of B2060. B2060 would be demolished. The building materials and utilities would be hauled off-site. Utilities would be cut back to the main line and asbestos-containing materials (ACMs) would be handled and disposed of in accordance with federal, state, and local standards. The parking lots would remain in place and not be demolished.
10. Demolition of B2120. This project would demolish B2120. The building materials and utilities would be hauled off-site. Utilities would be cut back to the main line and asbestos-containing materials (ACMs) would be handled and disposed of in accordance with federal, state, and local standards. The parking lots would remain in place and not be demolished.

NO ACTION ALTERNATIVE (EA Section 2.2, Pages 2-5 to 2-6)

Under the No Action Alternative, the ten projects would not be implemented. It is anticipated that future installation development would occur; however, those projects would be analyzed through the preparation of project-specific NEPA documentation, as appropriate.

SUMMARY OF ENVIRONMENTAL CONSEQUENCES (EA Section 3.0, Pages 3-1 to 3-55, and 4-1 to 4-5)

The EA evaluated the existing environmental conditions and potential environmental consequences of implementing the Proposed Action. Resources analyzed include air quality and greenhouse gas, biological resources, cultural resources, hazardous materials and waste, infrastructure and utilities, land use, noise, protection of children, safety and occupational health, and water resources. The environmental consequences are summarized in **Table 1**, which shows implementation of the Proposed Action is not anticipated to result in significant adverse environmental impacts. Under the No Action Alternative, no changes to baseline conditions would occur.

Table 1. Environmental Consequences for the Proposed Action

Resource Area	Level of Impact	Cumulative Impact
Air Quality and Greenhouse Gas	Short-term, less-than-significant effects would occur during construction. Long-term, less-than-significant effects would occur during operations.	Less than significant
Biological Resources	Short- and long-term negligible effects to vegetation, wildlife, and protected species are anticipated.	Less than significant
Cultural Resources	No adverse effects from construction and operation expected.	Less than significant
Hazardous Materials and Waste	Beneficial to short-term, less-than-significant effects are anticipated.	Less than significant
Infrastructure and Utilities	Beneficial impacts to infrastructure and utilities are expected.	Less than significant
Land Use	No adverse effects on land use are expected.	Less than significant
Noise	Less-than-significant, short- and long-term effects would be expected from construction and operation.	Less than significant
Protection of Children	Short-term, less-than-significant adverse effects on children could occur during construction. No effects from operation are expected.	Less than significant
Safety and Occupational Health	Short-term negligible effects are expected.	Less than significant
Water Resources	Short-term negligible adverse impacts on groundwater and surface water are expected. No impacts to wetlands would occur.	Less than significant

REGULATORY COMPLIANCE, DESIGN COMMITMENTS, AND MITIGATION MEASURES

The DAF will comply with all applicable federal and state laws and regulations and implement best management practices (BMP) identified in permits. Additionally, activities will be conducted in accordance with installation management plans, including but not limited to hazardous material, hazardous waste, spill prevention, natural resources, and cultural resources management**.**

With implementation of these measures and other BMP design commitments identified in the EA, the Proposed Action is anticipated to have no significant adverse impacts.

PUBLIC REVIEW, AGENCY CONSULTATION, AND GOVERNMENT-TO-GOVERNMENT COORDINATION

The DAF will make the draft EA and draft FONSI available for public review and comment prior to making the decision on whether to implement the Proposed Action.

The DAF sent notification letters to federal, state, and local governments and federally recognized tribes that are historically affiliated with the geographic region of the AFB.

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

Based on my review of the facts and analyses contained in the attached EA, which was conducted under the provisions of NEPA, I conclude that implementation of the projects identified in the EA would not have a significant environmental impact, either by itself or cumulatively with other known projects. Accordingly, an Environmental Impact Statement is not required. The signing of this Finding of No Significant Impact completes the environmental impact analysis process.

SIGNATURE, Deputy Base Civil Engineer DATE _____