

1 Background and History of Proposed Action

This Environmental Assessment (EA) has been prepared in accordance with the guidance provided in FAA Order 1050.1E, Change 1 *Environmental Impacts: Policies and Procedures* and Order 5050.4B *National Environmental Policy Act [NEPA] Implementing Instructions for Airport Projects*.

The Grove Field Airport (Airport) is located in Clark County, Washington approximately three miles north of downtown Camas along State Highway 500. Clark County is in southwestern Washington, bordered by the Columbia River and the State of Oregon on the south and the Cascade foothills on the north and east. The City of Camas is situated in eastern Clark County and is served by State Highways 14 and 500. Public transportation in the City of Camas is provided by C-Tran bus service. There are also Greyhound Bus and Amtrak stations in the City of Vancouver (14 miles west of Camas).

The Airport was originally constructed in 1945 on 15 acres of land purchased by Ward Grove. The runway was originally 1,650 feet long. In 1946, Ward Grove purchased an additional 10 acres of land and extended the runway to its current length of 2,620 feet. A fixed base operator (FBO) hangar was also constructed at this time and is still used as an FBO today. In 1962, the Port of Camas-Washougal (Port) acquired the Airport and has owned and operated the Airport since that time. Over the years, several hangars have been constructed, taxiways and taxilanes were built and paved, the runway was paved and the Port with Port and state-supported funding has made a series of other Airport improvements.

In 2005, the Port began an airport layout plan (ALP) update with the assistance of the Washington State Department of Transportation-Aviation Division (WSDOT-Aviation). As airport deficiencies and capital projects were identified for the Airport, the Port discussed whether the Airport should become a Federal Aviation Administration (FAA) obligated airport. An airport that is FAA obligated is eligible to receive federal funding and must agree to certain grant assurances.

Prior to the Port making a decision on obligating the Airport, it has undertaken an Environmental Assessment (EA) for the first phase of proposed improvements identified in the ALP. Once the impacts are identified, along with costs and other issues, the Port will decide whether to complete the improvements with FAA funding and the obligations that FAA funding includes.

The proposed action examines FAA design standards that are deficient at the Airport:

- Runway/Taxiway Centerline Separation
- Runway Width
- Runway Length
- Runway Safety Area (RSA), Object Free Area (OFA), Runway Protection Zone (RPZ) and FAR Part 77 *Imaginary Surfaces* Penetrations