

FINDING OF NO SIGNIFICANT IMPACT
FOR
IMPROVING THE RUNWAY SAFETY AREA (RSA)
FOR RUNWAY 1-19
At
Greenville Downtown Airport (GMU),
Greenville, South Carolina



June 2022

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
ATLANTA AIRPORTS DISTRICT OFFICE

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Finding of No Significant Impact

Introduction

In compliance with the National Environmental Policy Act (NEPA), this Finding of No Significant Impact (FONSI) announces final agency determinations and approvals for those Federal actions by the Federal Aviation Administration (FAA) that are necessary to support the proposed development actions as requested by the airport sponsor.

This FONSI provides the FAA's final determinations and approvals based on analyses described in detail in the Environmental Assessment (EA) to analyze the potential environmental impacts of improving the runway safety area (RSA) for Runway 1-19 at Greenville Downtown Airport in Greenville County, South Carolina. The EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended (NEPA; 42 United States Code [U.S.C] § 4321 et seq.); Council on Environmental Quality NEPA implementing regulations (40 Code of Federal Regulations [CFR] parts 1500 to 1508); FAA Order 1050.1 F, Environmental Impacts: Policies and Procedures.

Runway 1-19 at GMU does not currently meet RSA longitudinal dimensional criteria as defined by FAA AC 150-5300/13, Airport Design. The Greenville Airport Commission (GAC) has taken measures for GMU to continue serving the needs of the current airport users. Based on the recommendations outlined in the 2021 ALP Update and 2021 RSA Analysis, the GAC proposes improving the RSA for Runway 1-19. The proposed action is essential to provide a required measure of safety to airport users and public by ensuring a full RSA capable of meeting minimum FAA safety requirements so pilots can continue using the maximum useable runway length possible. The project is necessary for meeting current aviation needs and do not cause shifts or changes to airfield operations, flight patterns, or differ from typical and anticipated use patterns. GMU has requested Federal funding for the project.

Purpose and Need

The purpose of the Proposed Action is to improve the existing RSA for both ends of Runway 1-19 and meet FAA's RSA standards.

The need is that Runway 1-19 is inadequate in meeting FAA safety area design standards, as well as safety standards for the existing airport users of GMU as well as the surrounding community

Proposed Action

The Proposed Action consists of improving the runway safety area (RSA) for Runway 1-19 and includes the following:

Runway 1 RSA

- 340-foot displacement of the Runway 1 threshold to provide the standard 600-foot RSA prior to the landing threshold
- Grading improvement of 260-feet from existing runway end, requiring placement of fill to accomplish the mandated longitudinal grade
- Replacement of existing EMAS

- Newly placed fill material to be graded and to be turf (except for EMAS)
- Construction of proposed stormwater and drainage facilities
- Relocation and installation of associated utilities

Runway 19 RSA

- 340-foot runway extension (to compensate for 340-loss at the Runway 1 end)
- Displacement of the Runway 19 threshold 340-feet to provide the necessary 600-foot of RSA prior to landing threshold
- Taxiway A and B entrances to be reconfigured to the proposed Runway 19 improved threshold location
- Required earthwork to lower and tunnel approximately 735 feet of Woods Lake Road, along with relocation and installation of associated utilities and localizer
- Construction of proposed stormwater and drainage facilities

Alternatives

Four alternatives were considered:

- Alternative 1: No Action
- Alternative 2: Runway 1-19 RSA Improvements with the Relocation of Woods Lake Road
- Alternative 3: Runway 1-19 RSA Improvements with the Tunneling of Woods Lake Road
- Alternative 4: Runway 1-19 RSA Improvements with the Tunneling of Airport Road

Alternative 3 best meets the purpose and need and was selected as the preferred alternative since there is no need for land acquisition and it minimizes environmental impacts to the maximum extent possible.

Public Involvement

A Notice of Availability (NOA) was published in the *Greenville News* on March 18, 2022 and March 20, 2022. The Draft EA was made available until April 30, 2022 to any person who requested to review a copy. During the public comment period, the Draft EA was accessible for public review for 40 consecutive days at the GMU offices, Hughes Main Library, and on the Airport website. A public meeting was held on April 7, 2022, for the public to get detailed information and provide an opportunity for comments. No public comments were received.

Environmental Impacts

Air Quality

The Airport is located in Greenville County, outside of nonattainment or maintenance areas. Greenville County has been designated by EPA as in attainment for all criteria pollutants according to the EPA Greenbook, dated August 31, 2021. Since the Proposed Action will not increase or alter aircraft operations or passengers, or induce the need to change the aircraft fleet, aircraft emissions would not increase. To further avoid or minimize and limit possible impacts, best management practices (BMPs) would be put in place. Therefore, no significant impacts are anticipated.

Biological Resources

The project is located on land designated for airport use. Overall, this area has been historically subject to airport operations; therefore, no significant impacts are anticipated to sensitive natural resources or habitats with high ecological value. These areas have low and limited ecological function and value;

therefore, substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations is not anticipated. The project will require minimal and incidental land clearing and measures will be implemented to avoid, minimize, and mitigate impacts. Consequently, no significant impacts to biological resources are anticipated.

Noise

Temporary construction noise may result from the proposed action and may be audible at nearby residences and businesses. Permits would be obtained from the City of Greenville if noise in the surrounding areas exceeds the 60 dB general noise ordinance. The proposed action will not lead to changes in the number of operations or the fleet mix utilizing GMU. The reconfiguration of the RSA shifts the runway approximately 340 feet north of its current configuration, but this would have negligible offsite noise impacts. Taking into consideration the scope of work, its location, distance from sensitive receptors and no changes in airport capacity or aircraft fleet, no significant impacts are anticipated.

Traffic

The Proposed Action involves the tunneling of approximately 2000 feet of Woods Lake Road to accomplish the RSA improvements at the Runway 19 end. The impacts from the construction of the tunnel and RSA improvements would temporarily disrupt local traffic patterns. Once the construction phase is finalized, the traffic pattern would return to normal conditions and no changes are expected between pre-development and post-development conditions. No permanent traffic impacts are anticipated.

Water Resources

Overall, the Proposed Action avoids and minimizes impacts to water resources and is not expected to cause significant impacts. A small, unnamed stream has approximately 40 lineal feet within the project area. The anticipated impacts (0.01 acre) of regulated streams would be less-than-significant. The stream provides limited ecological functions other than flood flow control and nutrient / sediment removal. Therefore, the function, value, amount, and quality of the surface waters subject to project impacts is low.

Design considerations, controls during construction, and other mitigation measures will be implemented to further minimize impacts to water resources and water quality. Prior to construction, GMU must submit applications to the United States Army Corps of Engineers (USACE) and South Carolina Department of Health and Environmental Control (SCDHEC) through a joint permit application process for the minimal impacts to the Waters of the U.S. Additional stormwater permitting associated with construction activities must be obtained from SCDHEC under the National Pollutant Discharge Elimination System (NPDES).

Other Impact Categories

The impacts of the Proposed Action on climate, natural resources and energy supply, cultural resources, protected species, Section 4(f) and 6(f) properties, land use, socioeconomics, light emissions, hazardous materials, groundwater, wetlands, floodplains, wild and scenic rivers, coastal resources, wilderness areas, and farmlands were evaluated in the EA. It is the FAA's finding that the proposed action will not have any significant effect on any of the above noted categories.

Mitigation Measures

1. To ensure air quality and climate impacts remain at or below less-than-significant adverse levels, emissions will be controlled through the implementation of BMPs such as minimizing the amount of exposed soils, water spraying for dust suppression, limiting engine idling, decreasing vehicle speeds, decreasing load capacity, utilizing tarp covers, and revegetating disturbed areas.
2. Mitigation efforts for biological resources include maintaining the designated buffer between resources and construction and ensuring the earth disturbance does not occur outside the project area.
3. To avoid and minimize the risk of unanticipated incidental impacts from solid waste, the following pollution prevention and mitigation measures will be implemented: Stormwater Pollution Prevention Plan (SWPPP) and Spill, Prevention, Control, and Countermeasure (SPCC) Plan, dispose of waste according to regulations, re-use excess soils, and follow applicable regulatory requirements.
4. To minimize and limit possible noise impacts, various BMPs will be applied such as use of noise attenuation devices, muffler maintenance, routine maintenance to equipment, avoid excessive idling, coordination of construction activity with the Fixed Base Operator, and issuing Notices to Airmen.
5. In order to offset unavoidable impacts to water resources and achieve no overall net loss of values and functions, compensatory stream mitigation will be required. Impacts to water resources are expected to be mitigated proportionally to its functional value. Due to the site constraints, in-situ / in-kind mitigation may not be feasible. Stream mitigation will be satisfied during the USACE permitting process, through a federally approved In-Lieu Fee Mitigation Program or off-site mitigation bank. This will be further coordinated and implemented during the final design and permitting stage. In order to further avoid or minimize the possibility of incidental impacts during construction (e.g., erosion and sedimentation), a site specific SWPPP and SPCC will be implemented and BMPs to be followed.
6. Stormwater and erosion impacts during the construction phase will be mitigated by BMPs including, but not limited to, erosion and sediment controls, filtering booms, temporary detention basins, temporary vegetative cover, and limiting the amount of exposed soil.
7. During the permitting phase, potential impacts will be further evaluated and detailed mitigation actions will continue to be developed to satisfy applicable regulations from USACE and SCDHEC, as applicable.

Agency Findings

In accordance with applicable law, the FAA makes the following findings/determinations for the Proposed Action, based upon the appropriate information and data contained in the EA.

The following determinations are prescribed by the statutory provisions set forth in the Airport Airway Improvement Act of 1982, as codified in 49 U.S.C. Section 44502, 47106, and 47107.

- The project is reasonably consistent with existing plans of public agencies for development of the area surrounding the airport [49 U.S.C. §47106(a)(1)].
- The interests of the community in or near which the project may be located have been given fair consideration [49 U.S.C. §47106(b)(2)].

Decision and Order

After reviewing the EA and all of its related materials, I have carefully considered the FAA's goals and objectives in relation to various aeronautical aspects of the proposed development actions discussed in the EA, including the purpose and need to be met by this project, the alternative means of achieving them, the environmental impacts of these alternatives, the mitigation necessary to preserve and enhance the environment, and the costs and benefits of achieving the purpose and need.

While this decision does not approve Federal funding for the proposed airport development and does not constitute a Federal funding commitment, it does provide the environmental findings and approval for proceeding to funding actions in accordance with established procedures and applicable requirements.

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in Section 101 of NEPA and other applicable environmental requirements and 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.

Issued in College Park, Georgia

Parks Preston

Parks Preston
Assistant Manager
Atlanta ADO

6/17/2022

Date