

**FINDING OF NO SIGNIFICANT IMPACT
FOR
RELEASE FROM FEDERAL OBLIGATIONS
OF APPROXIMATELY 2.9 ACRES OF AIRPORT PROPERTY
at
Paulding Northwest Atlanta Airport (PUJ)**



July 2020

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
ATLANTA AIRPORTS DISTRICT OFFICE**

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

I. INTRODUCTION/BACKGROUND

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 for the Release of 2.9 Acres of Airport Property at Paulding Northwest Atlanta Airport, June 2020. The agency decision is based on information contained in the Environmental Assessment (EA), incorporated herein by reference, and all other applicable documents available to the agency.

II. PROPOSED FEDERAL ACTION

The Proposed Action includes the release from Federal obligations of approximately 2.9 acres of airport property designated on the approved Airport Layout Plan (ALP) as non-aeronautical use. The proposed Federal Action is the unconditional approval of the Airport Layout Plan of the proposed change to the Exhibit A.

III. PURPOSE AND NEED

The purpose of the Proposed Action is to release 2.9 acres of land determined to not be needed for aeronautical purposes to allow the State of Georgia to purchase the property to construct a classroom building and automobile parking lot for the Technical College System of Georgia (TCSG) to operate an Airframe and Powerplant (A&P) maintenance school at the Paulding Northwest Atlanta Airport, Atlanta, Georgia.

IV. REASONABLE ALTERNATIVES

Federal guidelines concerning the environmental review process require that all reasonable and practicable alternatives that might accomplish the objectives of a proposed project be identified and evaluated. Such an examination ensures that an alternative that addresses the project's purpose and that might enhance environmental quality, or have a less detrimental effect, has not been prematurely dismissed from consideration. In the EA, reasonable and practicable alternatives were carefully examined.

Although the Sponsor has presented the Proposed Action, the No Action alternative was also evaluated. The No Action alternative would not satisfy the purpose and need to provide revenue

for the Airport or to help the State of Georgia meet the growing demand for aviation mechanics. The Proposed Action would meet the purpose and need for this action.

V. ENVIRONMENTAL IMPACTS

As documented in the attached EA, the Proposed Action and No Action Alternatives were evaluated for potential impacts to all environmental resource topic areas outlined in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, FAA's Order implementing the NEPA.

Under the No Action Alternative, no action would be taken and there would be no associated environmental impacts.

The following is a discussion of those resources identified as present and with potential to be affected by the Proposed Action:

Air quality impacts are not expected to be significant because of the proposed action. Paulding County is considered to be in attainment of all pollutant standards with the exception of 8-hour ozone, which was designated as moderate maintenance in 2017. This project will not increase aircraft operations. The Sponsor estimates that a maximum of 100 motor vehicles will travel to the school per day. Roadway emissions would not be expected to exceed any of the National Ambient Air Quality Standards. Emissions from construction equipment will be temporary and minimal and would not be considered to be a significant impact.

Biological resources will not be significantly impacted as a result of the proposed action. Construction will occur on the 2.9-acres of land that has been previously disturbed and maintained as lawn. Based on the Natural Resources Site Evaluation conducted by Terracon on February 28, 2020, there is no suitable habitat for federally listed threatened or endangered species and no federally or state listed species, or associated habitats, are known to occur within the project area. The proposed activity will not directly or indirectly affect any species subject to the Endangered Species Act (ESA).

Hazardous materials, solid waste, and pollution prevention will not be significantly impacted by the Proposed Action. The proposed action does not have the potential to violate applicable Federal, state, tribal or local laws or regulations regarding hazardous materials and/or solid waste management. The proposed action does not involve a contaminated site. The proposed action does not have the potential to produce an appreciably different quantity or type of solid waste or use a different method of collection or disposal and does not have the potential to exceed local capacity or adversely affect human health or the environment.

Land Use surrounding the Airport will not be significantly impacted by the Proposed Action.

Natural Resources and Energy Supply will not be significantly impacted by the Proposed Action. The proposed action will not have the potential to cause demand to exceed available or future supplies of these resources.

Noise and non-compatible land use will not be significantly impacted by the Proposed Action. Aircraft operations are not expected to increase as a result of the Proposed Action. Some noise will occur during construction but will be temporary and considered not significant.

Visual effects (including light emissions) will not be significantly affected by the Proposed Action. The Proposed Action will not create annoyance or interfere with normal activities from light emissions or affect the visual character of the area due to light emissions. The Proposed Action does not have the potential to significantly affect the nature of the visual character of the area or block or obstruct any view of visual resources.

Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

- Wetlands & Streams There are no streams or wetlands located within the project area. Therefore, the direct effects of the proposed activity would not include the loss of jurisdictional waters of the US (including streams and wetlands). The proposed activity has the potential to result in indirect effects to waters including excess sedimentation in downstream waters. Indirect effects would be reduced through the implementation of Best Management Practices required by state, local, and Federal ordinances and regulations.
- Water Quality Impacts to water quality are expected to be minimal. Current runoff from the project area drains into the permitted municipal stormwater system.

VI. ENVIRONMENTAL MITIGATION

This Finding is contingent upon the Sponsor's implementation of the following mitigation measures:

1. The State of Georgia shall obtain all permits required by Federal, state and local laws and regulations for this project prior to start of any construction for which the permit is applicable.
2. An erosion and sedimentation control plan that includes the use of construction controls to prevent degradation of water quality. Any bare soil within the project area will be immediately planted and established with native grasses.
3. The project shall comply with the U. S. Environmental Protection Agency (EPA) National Pollution Discharge Elimination System (NPDES) storm water permit(s), as applicable. The construction contracts shall include compliance with the existing Georgia Environmental Protection Division General NPDES Permit.

4. Should any cultural resources or archaeological artifacts be discovered during construction, work shall immediately stop and the Georgia State Historic Preservation Officer notified.

Proposed changes in, or deletion of, a mitigation measure that is included as a condition of this approval must be reviewed and approved by the signing official of the Finding of No Significant Impact. Steps will be taken through grant agreements, licenses, contract specifications, operating specifications, directives, and other project review or implementation procedures to monitor and enforce implementation of the mitigation measures listed above.

VII. PUBLIC PARTICIPATION

The Sponsor conducted a public involvement program during the project development. The EA included a review and coordination process involving applicable Federal, state, and local government agencies. The Proposed Action is reasonably consistent with existing plans of public agencies for development of the area and fair consideration has been given to the interests of communities near the airport.

The Sponsor advertised the availability of the Draft EA in the Dallas New Era. The advertisement ran from January 13, 2020 to February 13, 2020 and announced that a Public Hearing was scheduled for February 13, 2020. The EA was also available online for review and comment on Paulding Northwest Atlanta Airport and Paulding County websites. The Public Hearing was held on February 13, 2020 and 33 individuals signed in at the public hearing. In total, 3 individuals provided verbal comments to the court reporter and 4 provided written comments for a total of 7 comments. No comments relating to environmental factors were received as a result of various public outreach, including a public hearing. All comments received were in support of the Proposed Action. The revised EA was posted on the Paulding County government website on June 11, 2020. The EA was advertised for the availability for review and public comment in the Dallas New Era on the same day. The advertisement ran for two weeks and the two-week public comment period closed on July 6, 2020. No public comments were received.

VIII. 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. Sections 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)].
- The airport sponsor certifies that it has provided an opportunity for a public hearing [49 U.S.C. §47106(c)(1)(A)(i)].

IX. 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



Larry F. Clark, Manager
FAA, Atlanta Airports District Office

July 22, 2020

Date



Russell R. McMurry, P.E., Commissioner
One Georgia Center
600 West Peachtree Street, NW
Atlanta, GA 30308
(404) 631-1000 Main Office

August 3, 2020

Mr. Terry Tibbitts
Chief Executive Officer
Paulding County Airport Authority
730 Airport Parkway
Dallas, GA 30157

Re: Transmittal of the FONSI for an Environmental Assessment (EA) at the Paulding Northwest Atlanta Airport, Atlanta, Georgia

Dear Mr. Tibbitts,

This letter responds to your submission of an Environmental Assessment (EA) for the proposal to release from Federal obligations approximately 2.9 acres of airport property at the Paulding Northwest Atlanta Airport (Airport), Atlanta, Georgia. Enclosed is a copy of the approved Finding of No Significant Impact (FONSI) for this proposed project.

This Finding is issued pursuant to certain continuing requirements for mitigation and permits that are discussed and indicated in the EA, and in the FONSI. These requirements are enforceable conditions of this approval and of any future funding or grant agreements. The required mitigation measures are:

1. The State of Georgia shall obtain all permits required by Federal, state and local laws and regulations for this project prior to start of any construction for which the permit is applicable.
2. An erosion and sedimentation control plan that includes the use of construction controls to prevent degradation of water quality. Any bare soil within the project area will be immediately planted and established with native grasses.
3. The project shall comply with the U. S. Environmental Protection Agency (EPA) National Pollution Discharge Elimination System (NPDES) storm water permit(s), as applicable. The construction contracts shall include compliance with the existing Georgia Environmental Protection Division General NPDES Permit.
4. Should any cultural resources or archaeological artifacts be discovered during construction, work shall immediately stop, and the Georgia State Historic Preservation Officer notified.

Proposed changes in, or deletion of, a mitigation measure that are included as a condition of this approval must be reviewed and approved by the signing official of the FONSI. Steps will be taken through grant agreements, licenses, contract specifications, operating specifications, directives, and other project review or implementation procedures to monitor and enforce implementation of the mitigation measures listed above.

Terry E. Tibbitts
Paulding Northwest Atlanta Airport
FONSI for EA Release of Land
August 3, 2020
Page 2

In accordance with Federal Aviation Administration procedures, the FONSI must be made available to the public. The enclosed notice should be placed in the local newspaper(s) as soon as possible and run for a minimum of three days. Please, provide this office with a certified copy of the notice as it appears in the newspaper(s).

This letter should be attached to the FONSI for public inspection. If there are any questions, please feel free to contact Steve Brian at 404-347-0484 or sbrian@dot.ga.gov.

Sincerely,

Carol L. Comer, Director
Division of Intermodal

CLC:SVB:bb

Enclosures: FONSI and Notice of Availability of Finding of No Significant Impact

Terry E. Tibbitts
Paulding Northwest Atlanta Airport
FONSI for EA Release of Land
August 3, 2020
Page 2

NOTICE of Availability of Finding of No Significant Impact

The Federal Aviation Administration (FAA), on July 22, 2020, issued a Finding of No Significant Impact (FONSI) for the proposal to release from Federal obligations of approximately 2.9 acres of airport property at the Paulding Northwest Atlanta Airport (Airport), Atlanta, Georgia. Copies of the FONSI and its associated Environmental Assessment are available for review by the public for thirty (30) days at the following locations:

Paulding County Airport Authority
730 Airport Parkway
Dallas, GA 30157

Available on-line at WWW.Paulding.Gov