

NOTICE

of Availability of Finding of No Significant Impact

On behalf of the Federal Aviation Administration (FAA), the Georgia Department of Transportation (GDOT) under the FAA State Block Grant Program, on May 4, 2018, issued a Finding of No Significant Impact (FONSI) for the project that includes extend, mark and light the parallel taxiway by 1500', including culverting (160' x 5' x 5'), construct runway safety area (240' x 120'), pave and mark blast pad (80' x 100'), and relocate 621' of Pride Creek at Quitman-Brooks County Airport, Quitman, 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:

Georgia Department of Transportation
Intermodal Division – Aviation Programs
600 West Peachtree Street, N. W.
2nd Floor
Atlanta, Georgia 30308

Brooks County Board of Commissioners
610 S. Highland Road
Quitman, GA 31643



May 4, 2018

Mr. Kenny Baker, Chairman
Quitman-Brooks County Airport Authority
P.O. Box 272
Quitman, GA 31643

Re: Transmittal of the FONSI for an Environmental Assessment (EA) at the Quitman-Brooks County Airport

Dear Chairman Baker:

This letter responds to your submission of an Environmental Assessment (EA) for the proposed project that includes extend, mark and light the parallel taxiway by 1500', including culverting (160' x 5' x 5'), construct runway safety area (240' x 120'), pave and mark blast pad (80' x 100'), and relocate 621' of Pride Creek at Quitman-Brooks County Airport, Quitman, 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 considered to be enforceable conditions of this approval and of any future funding or grant agreements.

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 Ronnie Hall, Project Manager, at 229-325-0021.

Sincerely,

A handwritten signature in blue ink that reads "Carol L. Comer".

Carol L. Comer, Director
Division of Intermodal

CLC:SVB:bb

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

ENVIRONMENTAL ASSESSMENT
FOR
QUITMAN-BROOKS COUNTY AIRPORT
PARALLEL TAXIWAY AND RSA DEVELOPMENT
QUITMAN, GEORGIA
27 MARCH 2018

Prepared for:
QUITMAN-BROOKS COUNTY AIRPORT AUTHORITY

Prepared by:



Robert and Company
Engineers Architects Planners
Atlanta, Georgia
RAC #15024.10

This Environmental Assessment becomes a federal document when evaluated, signed, and dated by the Responsible FAA Official.



Responsible FAA Official



Date

**GEORGIA DEPARTMENT OF TRANSPORTATION
DIVISION OF INTERMODAL-AVIATION PROGRAMS
STATE BLOCK GRANT PROGRAM
FOR
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

FINDING OF NO SIGNIFICANT IMPACT

**QUITMAN-BROOKS COUNTY AIRPORT
QUITMAN, GEORGIA**

MAY 4, 2018

GEORGIA DEPARTMENT OF TRANSPORTATION
INTERMODAL DIVISION-AVIATION PROGRAMS
STATE BLOCK GRANT PROGRAM
for

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

EXTEND, MARK AND LIGHT THE PARALLEL TAXIWAY BY 1500', INCLUDING CULVERTING (160' X 5' X 5'), CONSTRUCT RUNWAY SAFETY AREA (240' X 120'), PAVE AND MARK BLASTPAD (80' X 100'), AND RELOCATE 621' OF PRIDE CREEK

**QUITMAN-BROOKS COUNTY AIRPORT
QUITMAN, GEORGIA**

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information, I find the proposed Federal Action is consistent with existing national environmental policies and objectives of 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 mitigation referenced below, will not significantly affect the quality of the human environment or otherwise include any condition requiring any consultation pursuant to section 102(2)(c) of NEPA. As a result, the Federal Aviation Administration will not prepare an EIS for this action.

APPROVED: Carol L. Comer DATE: May 4, 2018
DISAPPROVED: _____ DATE: _____

Carol L. Comer, Director
Division of Intermodal
Georgia Department of Transportation
State Block Grant Program Representative for the Federal Aviation Administration

Proposed Federal Action: The Sponsor Preferred Alternative includes extend, mark and light the parallel taxiway by 1500', including culverting (160' x 5' x 5'), construct runway safety area (240' x 120'), pave and mark blastpad (80' x 100'), and relocate 621' of Pride Creek at Quitman-Brooks County Airport, Quitman, Georgia

The proposed Federal Action is necessary to meet FAA airport safety design standards for the current and forecast aircraft fleet utilizing the airport. The proposed Federal Action is the unconditional approval of the Airport Layout Plan of the proposed project analyzed in the EA, and the possible future approval of Federal Airport Improvement Program (AIP) funding for this project.

The Quitman-Brooks County Airport Authority, Quitman, Georgia (the Sponsor) has submitted an Environmental Assessment (EA) of the work described above. The EA, with its appendices, is hereby made a part of this document. As indicated above, the proposed project may be accomplished partially with Federal funding. The FAA, through the State of Georgia, a Block Grant State, supports the objectives of the proposed project to provide necessary airport safety and flexibility to meet the current and forecast needs of Quitman-Brooks County Airport, Quitman, Georgia.

Basis of Finding:

Although the Sponsor has presented their Preferred Alternative, the No Action alternative was also evaluated. The No Action alternative would not satisfy the purpose and need to provide increased safety or meet design standards. The Sponsor Preferred Alternative (Preferred Alternative) would meet the required airport safety standards for current and forecast aircraft operations. Three other alternatives were studied but not carried forward for evaluation because none were considered a viable alternative.

It has been determined that the Preferred Alternative would not significantly impact the human environment. The Finding of No Significant Impact is based on the attached EA which was independently evaluated by the State of Georgia, Department of Transportation, Intermodal Division, Aviation Programs through the FAA State Block Grant Program, and determined to adequately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required.

Air quality impacts are not expected to be significant because of the Preferred Alternative. The Quitman-Brooks County Airport is located within the Valdosta Metropolitan Planning Organization (MPO) boundaries. The Valdosta MPO is considered to be in attainment of all pollutant standards. This project will not increase aircraft operations. Emissions from construction equipment will be temporary and minimal and would not be considered to be a significant impact.

Biological resources (including fish, wildlife, and plants) will not be significantly affected by the Preferred Alternative. After research and a comprehensive survey of the area, there were no endangered species or critical habitat found. USF&WS confirmed that the proposed action is not expected to significantly affect any biological resources.

Climate will not be significantly impacted by the Preferred Alternative.

Coastal Resources, under the Coastal Barriers Resources Act, the Coastal Zone Management Act, and E. O. 13089 Coral Reef Protection, will not be impacted by the Preferred Alternative.

Department of Transportation Act (DOT), Section 4(f) lands will not be significantly impacted by the Preferred Alternative.

Farmland or farmland soils will not be significantly impacted. No soils classified as prime, unique, or statewide or locally important are present within the proposed project area. No existing farmland will be converted to non-agricultural use as a result of the Preferred Alternative. Therefore, the provisions of the Farmland Protection Policy Act (FPPA) as they pertain to the protection of prime farmlands and soils of statewide importance are not applicable.

Hazardous materials, solid waste, and pollution prevention will not be significantly impacted by the Preferred Alternative. The Preferred Alternative 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 Preferred Alternative does not involve a contaminated site. The Preferred Alternative 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.

Historical, architectural, archaeological and cultural resources will not be significantly impacted by the Preferred Alternative. The Preferred Alternative would not result in a finding of Adverse Effect through the Section 106 process.

Land Use surrounding the Quitman-Brooks County Airport will not be significantly impacted by the Preferred Alternative.

Natural Resources and Energy Supply will not be significantly impacted by the Preferred Alternative. The Preferred Alternative 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 significantly change by constructing the Preferred Alternative. The compatibility of the existing land uses surrounding the airport will not be significantly impacted by the Preferred Alternative. Aircraft operations are not expected to significantly increase as a result of this project. No land will be purchased. The forecasted growth in operations will not cause noise levels to significantly increase over any non-compatible land uses. As a result, noise impacts on non-compatible land uses near the airport will not be significant. Some noise will occur during construction, but will be temporary and considered not significant.

Socioeconomics, environmental justice, and children's environmental health and safety risks will not be significantly impacted by the Preferred Alternative. No acquisition of property will be required for the Preferred Alternative, so, there is no potential to lead to a

disproportionately high and adverse impact to any low-income or minority population, or lead to a disproportionate health or safety risk to children. The Preferred Alternative will not have the potential to induce substantial economic growth, divide or disrupt, cause extensive relocations, disrupt local traffic, or significantly change the tax base of the community.

Visual effects (including light emissions) will not be significantly affected by the Preferred Alternative. The Preferred Alternative 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 Preferred Alternative 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 will be impacted by the Preferred Alternative. Approximately 2.85 acres of wetlands will be destroyed by the Preferred Alternative. USACE permits will be obtained and appropriate mitigation will be completed prior to start of construction. With appropriate mitigation and permits, impact to wetlands is not considered to be significant.

Floodplains will be impacted by construction of the Preferred Alternative. It will require the placement of fill material in the floodplains for construction of the Runway Safety Area. The project will be designed in such a way that it would have no significant encroachment on the floodplain capacity.

Water Quality, with appropriate mitigation indicated below, will not be significantly impacted by the Preferred Alternative.

Streams will be impacted by the Preferred Alternative. A total of approximately 621 feet of Pride Creek will be relocated and 150' of an unnamed stream will be culverted to extend the parallel taxiway. With the USACE permit and mitigation indicated below, streams will not be considered to be significantly impacted by the Preferred Alternative.

State or Federal designated wild and scenic rivers are not located near the airport, so none will be affected by the Preferred Alternative.

A public involvement program was carried out during the project development. The EA included a review and coordination process involving applicable Federal, state, and local government agencies. All comments received as a result of various public input have been addressed in the EA. The proposed project is reasonably consistent with existing plans of public agencies for development of the area and fair consideration has been given to the interest of communities near the airport.

The approved EA addresses all the viable alternatives that were studied during project development. The environmental effects of the viable alternatives under consideration were evaluated when preparing the EA.

Following the submittal of the draft EA, the GDOT conducted an independent review of the document. The March 2018 Environmental Assessment is found to be valid and represents the Federally accepted environmental document through acceptance by the Georgia Department of Transportation, Aviation Programs, through the FAA State Block Program. The Airport Sponsor's Preferred Alternative is the environmentally Preferred Alternative and so becomes the FAA's Preferred Alternative.

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

1. The Airport Sponsor 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 and associated impacts on aquatic ecology shall be approved by the Georgia Environmental Protection Division prior to start of the project, and shall be implemented during the project. Any bare soil within the project area will be immediately planted and established with native grasses.
3. Prior to start of the project, in conjunction with the USACE 404 permit application, a detailed construction plan for relocation and culverting of the streams shall be developed and reviewed by USACE, USF&WS, GDNR, and GDOT-Aviation. The plan shall include the process for establishing the relocated stream channel, and engineering for the culvert, installment of vegetation, the diversion of water, and any other factor as deemed necessary as part of the relocation and culverting. The relocation and culverting shall include water and aquatic flora and fauna monitoring in accordance with agency guidance. Procedures for replacement of stream vegetation and repair of channel failures until the stream is fully functional, in accordance with agency guidance, shall be undertaken. All measures that may be required by the permits become enforceable mitigation measures of this FONSI.
4. 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 Georgia Environmental Protection Division General NPDES Permit process.
5. Construction activity shall conform to requirements of FAA Advisory Circular 150/5370-10, Standards for Specifying Construction of Airports, and FAA Advisory Circular 150/5200-33 Hazardous Wildlife Attractants on or Near Airports.

6. Measures shall be taken during clearing and trimming to prevent or minimize the spread of invasive species. Care should be taken to ensure that invasive species or non-native species are not introduced or spread into the area by clearing and replanting activities.
7. 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.