

**FINDING OF NO SIGNIFICANT IMPACT
FOR
DEVELOPMENT OF SOUTHSIDE MRO
FACILITY, DEVELOPMENT OF WESTSIDE
MMRO FACILITY, CONCOURSE A EXPANSION,
CONCOURSE B EXPANSION, & FBO/GA AREA
EXPANSION**

**At
Greenville-Spartanburg Airport
(GSP), Greer, South Carolina**



November 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 the proposed airport master plan projects at Greenville-Spartanburg International Airport (GSP) in Greer, 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.

The Greenville-Spartanburg Airport District (GSAD) has embarked on a cohesive and cost-effective master planning effort for GSP to continue be on the forefront of economic development, provide better utilization of available land (on-airport property), support existing business and the ability to recruit new ones, maintain revenue, and promote efficient operations. Consequently, and taking into consideration the strategic recommendations outlined in the 2019 Airport Master Plan Update (MPU) and 2021 Terminal Development Study (TDS), the GSAD proposes the following actions or master plan projects.

1. Southside MRO Facility
2. Westside MMRO Facility
3. Concourse A Expansion
4. Concourse B Expansion
5. FBO / GA Area Expansion

These projects would help GSP in meeting current aviation needs and continue supporting the regional economy. The proposed projects are not anticipated to effectuate shifts or changes to airfield operations, flight patterns, or differ from typical and anticipated use patterns in any substantive way.

Purpose and Need

There is a need for the Proposed Action because the current capacity at GSP is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility.

The purpose of the Proposed Action is to reduce current and future congestion and improve mobility at the GSP airport.

Project Description

The proposed project consists of a series of improvements and projects (“Proposed Action”) at GSP as per the 2019 MPU. The project includes the following Proposed Actions:

Southside MRO Facility

- Develop an approximately 43-acre plot of underutilized land at GSP for the construction of an MRO facility focusing on narrow body aircraft.
- Taxilane running parallel to Taxiway Lima, accessible to both Taxiway Lima and the Air Carrier Apron.
- Site grading, drainage, and utilities
- Support three (3) clear span hangars totaling 220,000 square feet (SF), a 231,210 SF apron and parking facilities capable of supporting up to 500 private vehicles.

Westside MMRO Facility

- Develop a track of underutilized land northeast of Runway 4-22; with the intention of leasing to a new operator for the purpose of aviation manufacturing, maintenance, repair, and overhaul (MMRO).
- Consists of six (6) large clear span hangars totaling over 730,000 SF of enclosed hangar space accessible to nearly 1,800,000 SF of aircraft apron and taxiway areas.
- Involves an associated apron, taxiway and taxilane with connection to Runway 4-22, and parking area for employees.

Concourse A Expansion

- Consists of approximately 44,000 SF and provides nine (9) gates for use by regional and narrow body jet aircraft.
- Proposed expansion consists of a reconfiguration of the southern end of the concourse an eastward extension to provide for an additional 19,000 SF of space for hold rooms, concessions, and mechanical areas, and reconfigure gates to allow flexing for wide body aircraft.
- The two (2) eastern most proposed narrow body gates would be encumbered by a single wide body-aircraft while leaving the other narrow body position open.
- Allow for an expanded concessions and destination node at the Concourse A vertex.
- Provide for an expansive ground support equipment (GSE) yard on the existing apron behind the proposed expansion.
- Enable GSP to segregate ground boarding operations or smaller turboprop or regional jet aircraft operations from flexibility for independent air handling systems to provide heating cooling, ventilation, and better energy efficiency.

Concourse B Expansion

- Consists of four (4) gated hardstands along a 22,000 SF linear concourse terminal.
- Improvements would provide for an additional nine gated hardstands for narrow body aircraft, three of which could flex to support two (2) gated wide body hardstands.
- Meet forecasted passenger demand.
- Accommodate additional amenities, concessions, and circulation space for the Terminal.
- Allow flex-gate positions to serve wide body aircraft.
- Provide additional baggage claim area to serve B gates and accommodate growing enplanement.

FBO / GA Area Expansion

- Expansion program includes approximately 217,546 SF of apron improvement to support an additional 153,924SF of five (5) proposed aircraft storage hangars, parking, and access improvements.

Alternatives

The evaluated alternatives for each project include:

- South MRO Facility
 - SMRO Alternative 1 - No Build / No Action
 - SMRO Alternative 2 - Build Alternative
 - SMRO Alternative 3 - Build Alternative

SMRO Alternative 2 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.

- West MMRO Facility
 - WMMRO Alternative 1 - No Build / No Action
 - WMMRO Alternative 2 - Build Alternative
 - WMMRO Alternative 3 - Build Alternative

WMMRO 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.

- Concourse A Expansion
 - Concourse A - Alternative 1 - No Build / No Action
 - Concourse A - Alternative 2 - Build Alternative

Concourse A Alternative 2 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.

- Concourse B Expansion
 - Concourse B - Alternative 1 - No Build / No Action
 - Concourse B - Alternative 2 - Build Alternative

Concourse B Alternative 2 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.

- FBO / GA Expansion
 - FBO/GA Alternative 1 - No Build / No Action
 - FBO/GA Alternative 2 - Build Alternative
 - FBO/GA Alternative 3 - Build Alternative

FBO/ GA Expansion 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 GSP's website and local newspaper *Spartanburg Journal Herald* on July 31, 2022 and *Greenville News* on August 2, 2022. The Draft EA was made available until September 09, 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 GSP Administration Office, starting from initial publication of the NOA on July 31, 2022, in local newspaper. No public comments were received.

Environmental Impacts

Air Quality

The Airport is located in Greenville and Spartanburg Counties, outside of nonattainment or maintenance areas. Both Counties have 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 significantly alter aircraft operations, enplanement, 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 area for the Proposed Action corresponds to on-airport property 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 is estimated to require approximately 59 acres of tree clearing. The USFWS has indicated that there are no known species protected under the ESA of 1973 within the project boundaries. Therefore, USFWS issued a no objection determination to the Project. Recent correspondence with the USFWS, dated July 7, 2022, stated that the tree clearing window adherence is not required if clearing will take place before December 30, 2022. The intent is to complete tree removal prior to December 30, 2022, particularly at the FBO expansion site. In the event that tree removal cannot be initiated and completed before this date, then recommendation from USFWS would be followed as applicable, such as conservation tree cut window (Nov 1-March 31) for the NLEB.

Climate

Construction activities have the potential to generate GHGs from the operation of construction equipment. These emissions are short-term, temporary, and negligible compared to current background emissions. Impacts during the operational phase can result from increased energy consumption of new facilities as well as emissions resulting from increased air traffic to GSP. Therefore, effects of this project on climate change are too small to accurately quantify.

Noise

Temporary increase in levels of background noise would result from construction activities, particularly from the operation of heavy equipment, truck traffic, and other construction activity. Temporary increases in noise levels may be noted in areas immediately adjacent to the project. Once the construction phase is finalized, the noise levels would return to current conditions and continue as to-date's pre-development phase, similar to the No Action alternative. 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

Traffic would be temporarily affected by the Proposed Action during construction on Highway 80 near the Westside MMRO area, and on GSP Drive near the Southside MRO area. These impacts are considered short-term and less than significant compared to background traffic levels. 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

In total, the Proposed Action will impact 1.26 acres of wetland (1.12 acres of United States Army Corps of Engineers regulated wetland) and 3,495 linear feet of United States Army Corps of Engineers regulated streams. Design considerations, controls during construction, and other mitigation measures will be implemented to minimize impacts to water resources and water quality. Prior to construction, GSP 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).

Mitigation Measures

1. To ensure air quality and climate impacts remain at or below less-than-significant adverse levels, emissions would 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 following the recommended USFWS measures regarding the NLEB, 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 would 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 would 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.
5. In order to offset unavoidable impacts to wetlands and streams, GSP would strive to achieve a goal of no overall net loss of values and functions through the implementation of compensatory wetland and stream mitigation. Wetland and stream impacts are expected to be mitigated proportionally to its functional value. Due to the site constraints, in-situ / in-kind mitigation is not feasible. Mitigating wetlands and streams on Airport property is discouraged as to not create a wildlife hazard. Wetland mitigation would be satisfied through a federally approved In-Lieu Fee Mitigation Program or off-site mitigation bank. This would 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 would be implemented and BMPs to be followed. Impacts to streams would be offset through the purchase of mitigation credits from a local mitigation bank. The Tyger River Mitigation Bank was contacted to assess the possibility of purchasing mitigation credits

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
Acting Manager
Atlanta ADO

11/29/2022
Date