

**Department of Transportation
Federal Aviation Administration**

Finding of No Significant Impact

Environmental Assessment for the
Greensboro Municipal Airport
Airport Terminal Expansion
EAXX-021-12-ARP-1756211759
Greensboro, AL

August 5, 2026

1. Introduction/Background

In accordance with the National Environmental Policy Act (NEPA) (42 United States Code §§ 4321-4335), this Finding of No Significant Impact (FONSI) announces final agency determination and approvals for those Federal Actions by the Federal Aviation Administration (FAA) that are necessary to support the proposed Airport Terminal Area Expansion project at the Greensboro Municipal Airport (7A0/Airport) in Greensboro, Alabama.

The City of Greensboro is currently seeking FAA funding for the proposed action. The Airport proposes to make several improvements to meet current FAA design guidelines as specified in AC 150/5300-13B Change 1 Airport Design. These proposed actions are outlined in the 2025 Airport Capital Improvement Plan (ACIP) and are aligned with the approved Airport Layout Plan (ALP). This FONSI incorporates by reference the Environmental Assessment “Greensboro Municipal Airport (7A0), Airport Terminal Area Expansion, Greensboro, Hale County, Alabama” dated August 5, 2026.

1.2. Proposed Federal Action

The Proposed Action is the expansion of the Airport terminal area, including modifications to the surrounding infrastructure. This includes the construction of a new apron adjacent to the existing runway, the construction of T-hangars, terminal, fuel tank, box hangars, parking lot, and perimeter fencing. This will enable development closer to the utilities on Millwood Road and separate the airport entrance from the other uses on the remainder of Airport Loop Road. This planned development was evaluated and accepted by the Airport and is depicted on the current FAA-approved ALP.

2. Purpose and Need

The Airport is a public use general aviation airfield that is southwest of Greensboro business district. The Airport is currently owned and managed by the City of Greensboro. The Airport is

registered as a local/basic general aviation airport in the National Plan of Integrated Airport Systems (NPIAS). The Airport proposes to make several improvements to meet current FAA design guidelines.

The Airport's terminal area is situated in a way that stymies additional development. The purpose of the Proposed Action is the expansion of the Airport terminal area, including modifications to the surrounding infrastructure. The proposed project will relocate development to a newly acquired parcel of land located across Airport Loop Road to facilitate the terminal area expansion, ensuring compliance with FAA design standards and accommodating both current and future aviation demand as outlined in the ALP.

3. Alternatives

NEPA requires consideration of a reasonable range of alternatives that are technically and economically feasible. Per FAA Order 1050.1G, reasonable alternatives mean a reasonable range of alternatives that are technically and economically feasible, meet the purpose and need for the proposed action, and, where applicable, meet the goals of the applicant. Three alternatives were considered for new terminal area development, including the 'No Action' alternative, which was used as a benchmark to determine potential impacts.

3.1. Preferred Action: Alternative 2: Proposed Action

The preferred action is located east from the existing terminal area, the new apron area includes the construction of T-Hangars, Terminal, Fuel Tank, Box Hangars, parking lot, and perimeter fencing at the Airport. This area will require Airport Loop Road to be dead ended into the new terminal. This will enable development closer to the utilities on Millwood Road and separate the airport entrance from other uses on the remainder of Airport Loop Road. This planned development was evaluated and accepted by the Airport and is depicted on the current FAA approved ALP. Alternative 2 (Proposed Action) **will meet** the outlined project criteria while minimizing social and environmental impacts.

4. Affected Environment

The EA analyzed thirteen (13) environmental resource categories provided within FAA Order 1050.1G. Each environmental resource category was assessed, where established, for an appraised threshold for potential impacts including any construction and secondary (induced) impacts that may be generated are addressed within each.

4.1. Non-Applicable Environmental Categories

The following are the resources that the No-Action and/or the Proposed Action will not affect as they are not present within or near to the study area: Sections 4(f) and 6(f), Natural Resources and Energy Supply, and Coastal Resources.

5. Environmental Consequences and Mitigation

In accordance with FAA Order 1050.1G, this section provides information on the evaluation of potential environmental impacts associated with the Proposed Action compared to the No-Action alternative.

5.1. Aviation Emissions and Air Quality

During the construction phase, impacts such as a reduction to the local air quality can be caused by fugitive dust or emissions from heavy equipment at the project site. As a way to mitigate this impact, the contractor will implement Best Management Practices (BMPs). No other reasonably foreseeable effects to air quality will result as part of the Proposed Action.

5.4. Hazardous Materials, Solid Waste, and Pollution Prevention

If hazardous materials are encountered and identified during construction activities, the proper regulatory agencies will be notified, and appropriate actions will be taken by the airport Sponsor and the contractor.

5.5. Historical, Architectural, Archeological, and Cultural Resources

If artifacts or human remains are encountered and identified during construction activities, the proper agencies will be notified, and appropriate actions will be taken by the airport Sponsor and the contractor.

5.6. Wetlands

The risk of soil erosion and the possible release of silt and sediment into water resources is always a potential consideration for construction projects. These temporary impacts will be minimized by implementing BMPs to protect water quality. BMPs will be outlined in the project plans and specifications and will be adhered to by the contractor, as specified by the ADEM Construction Stormwater General Permit. An Erosion and Sediment Control Plan (ESCP) and Construction Best Managements Practice Plan (CBMPP) will be prepared.

6. Correspondence and Public Involvement

Coordination with applicable federal, state, and local regulatory and commenting agencies has been completed for this EA process (EA Chapter 6.1 and Table 8.0). This combined effort assisted in the identification of potential environmental resources that may exist within the project area.

To facilitate public participation, the draft EA was made available to the public for a 30-day period to make the public aware of the proposed project and to provide ways to obtain more information. A legal notice was published in the Greensboro Watchman announcing the availability of the draft EA on June 11, 2026. Hard copies of the draft EA were also made

available for the public to review. Two public comments were received during the public review period. Chapter 6 of the final EA was updated after the public review period ended and all coordination with appropriate state, local and federal agencies, and comments from the public were received. All correspondences and the response to the public comments are included in **Appendix E** of the EA.

7. Federal Finding of No Significant Impact

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 the National Environmental Policy Act of 1969 (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. Therefore, the preparation of an Environmental Impact Statement is not required.

This FONSI constitutes a final agency action and a final order taken pursuant to 49 U.S.C. §§ 40101 et seq. and constitutes a final order of the FAA Administrator which is subject to exclusive judicial review by the Courts of Appeals of the United States in accordance with the provisions of 49 U.S.C. § 46110.

Approved: _____ Date: _____
William J. Schuller
Acting Manager, Jackson ADO