

**Department of Transportation
Federal Aviation Administration**

Finding of No Significant Impact

**Environmental Assessment for the
Birmingham-Shuttlesworth International Airport
Taxiway A Relocation
EAXX-021-12-ARP-1740561283
Birmingham, AL**

August 11, 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 Taxiway A Relocation project at the Birmingham-Shuttlesworth International Airport (BHM/Airport) in Birmingham, Alabama.

1.1. Proposed Federal Action

Federal action is being sought for the relocation of Taxiway A at BHM. The federal action is FAA approval of the changes to the Airport Layout Plan (ALP) to reflect the relocation of Taxiway A. An Environmental Assessment (EA) was prepared in alignment with FAA Order 1050.1G, *Environmental Impacts: Policies and Procedures*, FAA Order 5050.4B, *FAA National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, and the accompanying *FAA 1050.1 Desk Reference*. This FONSI incorporates by reference the Environmental Assessment “Taxiway A Relocation, Birmingham-Shuttlesworth International Airport” dated August 5, 2026.

1.2. Purpose and Need

The purpose of the proposed project is to enhance the airfield’s ability to accommodate the increasing demand for both passenger and cargo aircraft operations in a safe and efficient manner by addressing the non-standard runway to taxiway separation located on the southwest portion of Runway 6/24 and Taxiway A.

As a result of the existing non-standard 350-foot separation distance between Runway 6-24 and Taxiway A on the southwest portion of the airfield, the majority of the Airport’s mainline traffic cannot operate in an optimal environment as the existing separation distance does not meet current FAA design standards. By relocating Taxiway A, most commercial aircraft will be able to utilize Taxiway A efficiently with minimal operational restrictions. The relocation of Taxiway

A is necessary to enhance airfield and aircraft safety, ensure the protection of personnel, and support the demand for the existing and future fleet mix. In addition to the need to relocate Taxiway A, the pavement condition of the taxiway is rapidly deteriorating.

2. Alternatives

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. Of the six alternatives considered for the Taxiway A Relocation, including the 'No Action' alternative, four alternatives ('Alternative 2', 'Alternative 4', and 'Alternative 5', and 'Alternative 6') were carried forward in the EA for the environmental impact analysis.

2.1. Preferred Alternative ('Alternative 2')

This involves the realignment of approximately 7,700 linear feet of Taxiway A pavement to achieve a maximum separation distance of 400 feet and the relocation of approximately 3,200 linear feet of Village Creek. In addition, this alternative includes the relocation of the parallel Vehicle Service Road (VSR), the strengthening of taxiway pavements, and constructing a new open-air creek parallel to the existing creek alignment.

3. Environment Impacts

The EA analyzed all relevant environmental categories in accordance with FAA Order 1050.1G, FAA Order 5050.4B, and FAA 1050.1 Desk Reference, except as noted. The federal and state agencies were contacted at the start of the NEPA process and agency coordination, and consultations were conducted during the preparation of the EA. The EA documented that the Proposed Action would not affect Coastal Resources; Department of Transportation Act Section 4(f) and 6(f) Resources; Farmlands; Land Use; Natural Resources and Energy Supply; and Visual Effects. Impacts to the other resource categories are discussed below, with required mitigation measures discussed in Section 4.

3.1. Aviation Emissions and Air Quality

The Airport property and project area is surrounded by urban residential, commercial and industrial properties, as well as major transportation corridors. The future aircraft operations at BHM both with and without the Preferred Action are expected to be exactly the same. Therefore, no changes to aviation emissions or air quality are expected.

The Airport will utilize best management practices (BMPs) to alleviate impacts from construction. The projected emissions associated with construction are significantly less than the EPA *de minimis* threshold for each criteria pollutant.

3.2. Biological Resources

The analysis of biological resources identified potential impacts from the Proposed Action to biological resources such as threatened and endangered species, and environmentally sensitive and critical habitats.

3.2.1. Wildlife / Threatened and Endangered Species

As stated in the EA, field evaluations were conducted by qualified biologists in May and July 2025 to identify potentially suitable habitat or ESA protected species. A Biological Assessment (BA) was prepared for and coordinated with the USFWS via email on August 18, 2025. The BA found, and the FAA determined, that the proposed project will have “No Effect” on the gray bat, Indiana bat, northern long-eared bat, flattened musk turtle, Black Warrior waterdog, rush darter, ovate clubshell, and monarch butterfly. However, the proposed project “May Affect but is Not Likely to Adversely Affect” the tri-colored bat, alligator snapping turtle and watercress darter. The USFWS concurred with the BA findings on September 23, 2025.

3.4. Hazardous Materials, Solid Waste, and Pollution Prevention

As stated in the EA, a Phase I Environmental Site Assessment (ESA) was conducted by BECC in December 2024 in an effort to identify the indication or likelihood of Recognized Environmental Conditions (RECs). The findings concluded that the historical use of the property and surrounding area for aircraft maintenance and service operations constituted a REC.

Due to the findings, a Phase II ESA was conducted on July 24th and 25th, 2025 and included 20 soil borings in various locations within the proposed project area. The soil samples were assessed for Volatile Organic Compounds (VOCs) and Polycyclic Aromatic Hydrocarbons (PAHs); however, none of the detectable concentrations were above their respective RSLs for industrial soil. The recommendations from the Phase II ESA identified that no further assessments of onsite soil are necessary during this phase.

As stated in the EA, a Site Inspection for per- and polyfluoroalkyl substances (PFAS) was conducted in 2019 for the Air National Guard (ANG) 117th Air Refueling Wing. One of the off-base, on-airport locations, the Fire Training Area, is located within the proposed project area. The Alabama Department of Environmental Management (ADEM) stated that there is a potential for PFAS contamination to be present at the Airport; however, the nature and extent of PFAS contamination at the ANG has not been defined. Therefore, migration of PFAS from the ANG base and Fire Training Area toward other Airport locations is possible.

3.5. Water Resources

3.5.1. Wetlands

As stated in the EA, Phase II of the Aquatic Resources Delineation was performed in May and July 2025, to identify and describe the aquatic resources within the proposed project area in accordance with Section 404 of the CWA (33 U.S.C. 1344) and/or Section 10 of the River and

Harbors Act (RHA) of 1899 (33. U.S.C. 403). A total of seven (7) wetland areas (WL1, WL2, WL3, WL4, WL5, WL6, WL7) were found within the proposed project area.

3.5.2. Floodplains

As stated in the EA, the project site is located on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 01073C0392H for the city of Birmingham (effective 3/21/2019). The FIRM indicated that the study area encroaches on the Zone AE floodplain and regulatory floodway for Village Creek.

3.5.3. Surface Waters

Surface waters within the study area were located and mapped during the Aquatic Resource Delineation process. Four (4) perennial streams (PS3, PS4, PS5, and PS6) and one (1) ephemeral channel (EC1) were identified within the study area.

4. Environmental Mitigation

4.1. Wildlife / Threatened and Endangered Species

To minimize adverse impacts to the watercress darter, the Airport shall be responsible for ensuring no in-stream construction activities will occur between November 1st and March 31st (throughout the project duration). If this conservation measure cannot be implemented, coordination with the USFWS will be conducted.

No tree clearing will occur during the pup season (May 15th to July 31st) for the tri-colored bat. If this conservation measure cannot be implemented, the Airport shall be responsible for conducting coordination with the USFWS.

4.3. Environmentally Sensitive and Critical Habitat

The Airport shall be responsible for ensuring BMPs will be implemented before, during, and after construction to minimize runoff, erosion, and sedimentation into aquatic habitats.

4.4. Hazardous Materials, Solid Waste, and Pollution Prevention

More than one percent of asbestos material was identified in one of the structures within the proposed project area. This requires that the Airport shall be responsible for ensuring adherence to the Occupational Health and Safety Administration (OSHA) and the National Emission Standards for Hazardous Air Pollutants (NESHAPS) regulations (40 CFR Part 61, Subpart M) during demolition.

While the findings of the Phase II ESA do not require mitigation of VOCs or PAHs within excavated soil, it was recommended by ADEM to test for PFAS contamination in soils during the design phase. If PFAS is found within soils, ADEM recommends that any excavated soil

stockpiled onsite be placed on impermeable materials and protected from wind and rainwater runoff to prevent migration of contamination. The Airport shall be responsible for ensuring any further coordination with ADEM be conducted to determine the appropriate reuse and/or disposal methods of excavated soil.

4.5. Historical, Architectural, Archaeological, and Cultural Resources

As stated in the EA, the May 2025 Architecture/History Survey Report (AHSR), developed by Mead & Hunt, recommended the determination of *No Historic Properties Affected*. The Alabama Historic Commission (AHC) concurred with this determination on June 23, 2025.

If artifacts or human remains are encountered and identified during construction activities, the Airport shall be responsible for ensuring the proper agencies will be notified, and the appropriate actions will be taken.

4.7. Noise and Compatible Land Use

Due to the distance between the proposed project site and the residences, noise impacts from operation of the proposed project are not anticipated. The Airport shall be responsible for adopting the following BMPs to reduce potential noise disruptions: (1) Avoid construction within 1,000 feet of an occupied dwelling on Sundays, legal holidays, or between the hours of 10:00 pm and 6:00 am. (2) Refrain from blasting activities within 3,000 feet of an occupied dwelling on Sundays, legal holidays, or between the hours of 8:00 pm and 8:00 am. If a noise complaint is filed, noise mitigation strategies will be considered and employed to an extent that is reasonably possible.

4.8. Water Resources

As stated in the EA, this resource category covers: wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers. These components are interconnected within a watershed and collectively support the entire local watershed system.

4.8.4.1. Wetlands

Complete avoidance of wetland impacts is not feasible. Wetland impacts have been minimized to the greatest extent practicable and impacts to Section 404 jurisdictional wetlands are considered minor. All Section 404 jurisdictional wetland impacts will be mitigated. The Airport shall be responsible for ensuring that BMPs will be implemented during construction to minimize potential impacts to wetlands from stormwater runoff and sedimentation. Construction activities will be regulated under Section 402 of the CWA.

Impacts to jurisdictional wetlands will be mitigated through the purchase of wetland credits from a USACE Mobile District approved mitigation bank.

4.8.4.2. Floodplains

Due to the proposed encroachment within a regulatory floodway, the Airport shall be responsible for ensuring an application for a FEMA Conditional Letter of Map Revision (CLOMR) will be procured prior to construction. In addition, the Airport shall also be responsible for ensuring a City of Birmingham Floodplain Development Permit be obtained.

4.7.4. Surface Waters

Discharge of dredged and/or fill material into jurisdictional waters of the U.S. will be subject to Section 404 permitting and Section 401 water quality certification. The Airport shall be responsible for ensuring construction activities be regulated under Section 402 of the CWA.

The Airport shall be responsible for ensuring impacts to jurisdictional streams be mitigated through the purchase of stream credits from a USACE Mobile District approved mitigation bank.

5. Public Involvement

Agency and Organization Outreach included emails and postal service mail were sent to agencies and organizations on July 2, 2026. Additional outreach included telephone calls to the river organizations that attended the August 2025 meeting (Black Warrior Riverkeepers and Village Creek Society). The following agencies and organizations were consulted in the preparation of the EA:

- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- U.S. Environmental Protection Agency
- U.S. Department of Housing and Urban Development
- Federal Emergency Management Agency
- City of Birmingham Department of Planning and Zoning Administration
- Alabama Emergency Management Agency
- Jefferson County Agriculture Department
- City of Birmingham Planning, Engineering, and Permits
- Jefferson County Assessor's Office
- Birmingham Neighborhood Association
- Village Creek Society
- Black Warrior Riverkeepers
- The Nature Conservancy
- Freshwater Land Trust
- Alabama Department of Conservation and Natural Resources
- Alabama Department of Environmental Management
- Alabama Water Division
- Alabama State Parks Division
- Alabama Department of Public Health (Jefferson County)
- Alabama Geological Survey
- Alabama Natural Resources Conservation Service
- Alabama Department of Economic and Community Affairs, Office of Water
- Alabama Association of County Commissions
- Alabama Historical Commission, State Historic Preservation Office

On July 2, 2026 and July 9, 2026, public notice was placed in the Birmingham Times. The Draft EA public comment period provided the public with the opportunity to review and comment from Thursday, July 2, 2026 to Thursday, July 23, 2026. On Thursday, July 16, 2026, a virtual public meeting that included a presentation and an opportunity for attendees to ask questions, was held via the Teams platform and was available by telephone or website access. Questions and comments received during the public meeting were not considered official public comments for the project record; however, attendees were encouraged to submit official comments if they wished to be included in the project record. (See EA Appendix G, *Draft EA Notice of Availability, Public Meeting Information, and Comments Received*).

One comment was received during the public comment period. FAA took this comment into consideration when making the final determination (See the EA Appendix G for the full comment).

6. 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.

Approved: _____ Date: 8/11/2026
William J. Schuller
Acting Manager, Jackson Airports District Office