

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT**

I. AIRPORT

The City of Atlanta Department of Aviation (the sponsor of the Proposed Action) has prepared a Final Environmental Assessment (FEA) for the widening of Concourse D, reconfiguration of parking decks for the domestic terminal, and projects identified as connected actions (separately, the proposed actions; collectively, the project), at Hartsfield-Jackson Atlanta International Airport (Airport).

II. PROPOSED ACTION AND REASONABLE ALTERNATIVES

As detailed in Section 4 of the attached FEA, the Airport has consistently been ranked as the world's busiest airport in terms of both annual passengers handled and number of aircraft operations. Because airlines are currently using aircraft that carry 180-250 passengers, more space is needed to accommodate passengers using Concourse D and parking in the decks near the domestic terminal. Because the width of Concourse D is less than that of other concourses at the Airport, movement of passengers within the central corridor is constrained and the number of passengers exceed the capacity of the hold rooms. Because more parking space is needed within the existing footprint of the parking areas, the parking decks must be reconfigured.

Concourse D is 60 feet wide, compared to 90 feet wide for concourses A, B, and C. Though the Airport has changed the use of Concourse D over the years as the airlines have changed to aircraft carrying more passengers, the width of Concourse D prevents further changes to accommodate the number of passengers currently using the concourse. As detailed in Section 4 of the EA, the width of Concourse D should be increased to approximately 102 feet to modernize the concourse and provide customer service consistent with other concourses at the Airport. After widening the concourse, the boarding level will be expanded from the existing 135,000 square feet to approximately 216,000 square feet to allow for larger passenger hold rooms. Additional information about the widening of Concourse D is contained in Appendix B-1.

The North and South parking decks range were built 26 to 41 years ago, surpassing the 40-year life span of the design and construction. For safety, the parking decks must be demolished and reconstructed, and to provide more parking space, the parking areas will be reconfigured. More specifically, the South Economy Lot, North Deck, and South Deck will be reconfigured to increase the number of levels comprising each deck. Increasing the number of levels of each deck reduces the footprint of the parking decks, thereby allowing for more surface parking. Additional information about the reconfiguration of parking areas is contained in Appendix B-2.

With the Proposed Action, Concourse D would be widened in its existing location to accommodate the number of passengers using the concourse. Also with the Proposed Action, the South Economy Lot, North Deck, and South Deck will be reconfigured to increase parking capacity for passengers while reconstructing the parking decks for safety. The Proposed Action will be consistent with the analysis and planning contained in the Airport's 2015 master plan.

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. For the Department of Aviation's Proposed Action, two alternatives were evaluated: the No Action Alternative and the Proposed Action. Because there are no other opportunities to widen Concourse D or reconfigure the parking for the Proposed Action, no alternatives were evaluated.

As stated in Section 4 of the FEA, implementing the No Action Alternative will require the airlines to continue operating Concourse D with insufficient space and demolish the North Deck and South Deck parking decks. The effects of not widening Concourse D and reconfiguring and reconstructing the parking areas proximate to the Domestic Terminal (No Action Alternative) in lieu of implementing the Proposed Action are as follows:

- due to insufficient space in Concourse D, movement of passengers within the central corridor and in holding rooms would remain constrained;
- due to insufficient space in Concourse D, expansions in restrooms and concessions would not be feasible; and
- due to unsafe conditions caused by parking decks approaching and exceeding the 40-year life span which requires demolishing the parking decks, parking space would be insufficient.

III. ASSESSMENT

As documented in Section 8 of the FEA, the No Action and Proposed Action were evaluated for potential impacts to all of the environmental resource topic areas outlined in FAA Order I 050.1F, *Environmental Impacts: Policies and Procedures*, FAA's order implementing the NEPA.

The following is a discussion of those resources identified as present and having the potential to be affected under the Proposed Action. No resources were identified as being significantly impacted.

Air Quality

Section 8(1) of the FEA provides an assessment of the Proposed Action's potential to impact air quality. The results of the assessment show that both short-term and long-term increases in the air pollutants and the precursors of air pollutants for which there are National Ambient Air Quality Standards will increase. Additionally, because the Proposed Action is within an area designated nonattainment for the air pollutant ozone, a Clean Air Act General Conformity Applicability Analysis was performed. As demonstrated in Section 8 of the FEA, emissions of the ozone precursors are not estimated to exceed de minimis levels for either construction or operation of the Proposed Action. Therefore, the State Implementation Plan conformance requirements of the Clean Air Act are not applicable to the Proposed Action.

IV. ENVIRONMENTAL MITIGATION

The FEA does not identify any significant environmental impacts and therefore, there is no need to mitigate any impact below a threshold of significance. Regardless, numerous measures will be implemented during construction and operation of the Proposed Action that will reduce the potential for any negative environmental effects. The measures include the following:

- to reduce air pollutants, greenhouse gas emissions (GHG) and to promote sustainable and regenerative material cycles, the concourse will meet LEED Silver Certification standards;
- to reduce electricity consumption, efficient heating and air conditioning systems, building monitoring, and lighting will be installed;
- to reduce water consumption, efficient restroom fixtures will be installed;
- to reduce air pollutants, GSGs, and consumption of electricity and paper products, the parking decks will be designed and constructed to meet Parksmart certification; and
- to reduce air pollutants and GHGs and to minimize project effects on natural resources and energy, design specifications will require the use of Tier 3 and Tier 4 off-road vehicles, the minimization of vehicle idling, and implementation of erosion and sedimentation control practices.

VIII. STATEMENT OF FINDING

I have carefully and thoroughly considered the facts contained in the attached FEA. 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 will not significantly affect the quality of the human environment or include any condition requiring any consultation pursuant to section 102(2)(C) of NEPA. As a result, FAA will not prepare an Environmental Impact Statement for this action.

Issued in College Park, Georgia

Parks Preston, Acting Manager
Federal Aviation Administration
Atlanta Airports District Office

10/7/2022
Date