



Fulton County Executive Airport – Brown Field

Runway 8/26 Runway Safety Improvements Project

Draft Environmental Assessment



April 2026

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CHAPTER 1. PROPOSED ACTION / PURPOSE AND NEED

1.1 INTRODUCTION

The Fulton County Board of Commissioners (Sponsor) in coordination with the Federal Aviation Administration (FAA) has prepared this Environmental Assessment (EA) for the Runway 8/26 Runway Safety Improvements Project at the Fulton County Executive Airport (Airport or FTY) located in Atlanta, Georgia.

The FAA is the lead federal agency with primary responsibility to ensure compliance with the National Environmental Policy Act (NEPA) for airport development. This EA is prepared pursuant to the implementing regulations for NEPA, and in accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions* (hereafter referred to as Airport Environmental Handbook), as well as applicable federal, state, and local requirements.¹

Airport Description and Background

FTY is a public use airport located approximately 15 minutes from downtown Atlanta. Since FTY was constructed in 1949, the Airport has grown to include Coca Cola, Cox Enterprises, Home Depot, Enterprise Aviation, Koch, Norfolk Southern, INPO and Arthur Blank. Two Fixed Base Operators (FBOs), Signature Flight Support and Hill Aircraft, provide services to the public, including terminal facilities, fuel, maintenance, hangar storage and passenger amenities.

The FAA classifies FTY as a General Aviation - Reliever Airport. The location of FTY relative to the surrounding area is presented as **Figure 1.1 – Airport Location**. The runway at FTY, Runway 8/26, is 5,797 feet long by 100 feet wide and provides a precision Instrument Landing System (ILS) to Runway 8 with approach lighting. A diagram of the Airport is presented as **Figure 2.1 – Existing Airport Diagram**. The Airport operates a twenty-four-hour Air Traffic Control Tower (ATCT) within Class D controlled airspace and below Hartsfield-Jackson Atlanta International Airport (ATL) Class B controlled airspace.

1.2 DESCRIPTION OF THE PROPOSED PROJECT

The objective of the Proposed Project (Project or Proposed Project) is to improve the Runway Safety Area (RSA) within 250 feet of the Runway 8/26 centerline and at each end of Runway 8/26 to ensure that the RSA design standards in *FAA Advisory Circular (AC) 5300-13B* are met to the maximum extent practicable. *AC 5300-13B* defines an RSA as: “A defined area surrounding the runway consisting of a prepared surface suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway”. RSAs are necessary to protect the occasional off-runway excursion by aircraft and allow access by fire and rescue equipment. RSAs must be cleared and graded, have adequate drainage, and under dry conditions, support snow

¹FAA published Order 1050.1G, FAA National Environmental Policy Act Implementing Procedures, on its website on June 30, 2025, and published a notice of the rescission of FAA Order 1050.1F in the Federal Register on July 3, 2025 (90 FR 29615), announcing that the new order was effective immediately. Projects requiring FAA compliance with NEPA that commence after the date of that notice must comply with FAA Order 1050.1G, while those projects already underway by that date may follow FAA Order 1050.1F. For projects that were ongoing at the time of the rescission of FAA Order 1050.1F, and for which the NEPA process will be completed under FAA Order 1050.1F, any direction in FAA Order 1050.1F that is inconsistent with Executive Order (EO) 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity, EO 14154, Unleashing American Energy, or the Supreme Court's decision in *Seven County Infrastructure Coalition v. Eagle County* (2025) is superseded and shall not be followed.

removal, and firefighting equipment and occasional passage of aircraft without causing major damage. The proposed project includes elements that would improve safety by addressing deficiencies in the Runway 8/26 RSA. These RSA improvements include the modification and extension of paved surfaces prior to the landing threshold at the ends of Runway 8/26 and the installation of engineered materials arresting system (EMAS). FAA defines EMAS as high energy absorbing materials of selected strength, which will reliably and predictably crush under the weight of an aircraft. The purpose of EMAS is to safely stop aircraft that overrun the runway during landing or takeoff.

As a result of these runway modifications, the Proposed Project includes Taxiway India (I) modifications to maintain connections at the ends of Runway 8/26. An additional objective of the Project is to remove tall trees on the Runway 26 end of the Airport that may obstruct aircraft and ATCT visibility.

1.3 PURPOSE AND NEED STATEMENT

A. Purpose of the Proposed Project

The purpose of this Project is to improve the Runway 8/26 RSA, enhance runway safety, and conform with federal and state operational, safety, and airport design requirements to the maximum extent practicable. RSA improvements would include: grading and drainage of non-compliant RSA within 250 ft of Runway 8/26 centerline; modification of displaced thresholds to extend RSA at runway ends; installation of EMAS beyond the displaced thresholds at each end of Runway 8/26 to provide a level of safety that is equivalent to a standard RSA; installation of retaining walls needed for EMAS and non-compliant RSA; adjustments to the FAA-owned Runway 8 medium intensity light system with runway alignment indicator lights (MALSR) stations; removal of trees obstructing Runway 26 Inner Approach Surfaces and Runway 8 Departure Surfaces; relocation of Runway 8 Glideslope and glideslope shelter; installation of precision approach path indicators (PAPIs) on Runway 8 and 26; removal of existing Runway 26 visual approach slope indicator (VASI) lights; relocation of the existing FAA-owned Runway 26 Localizer; installation/modification of lighting, signage, and pavement markings; and modification of Taxiway I to join Runway 8/26 displaced thresholds. Elements associated with the Proposed Project are further described in Chapter 2 of this EA.

B. Need for the Proposed Project

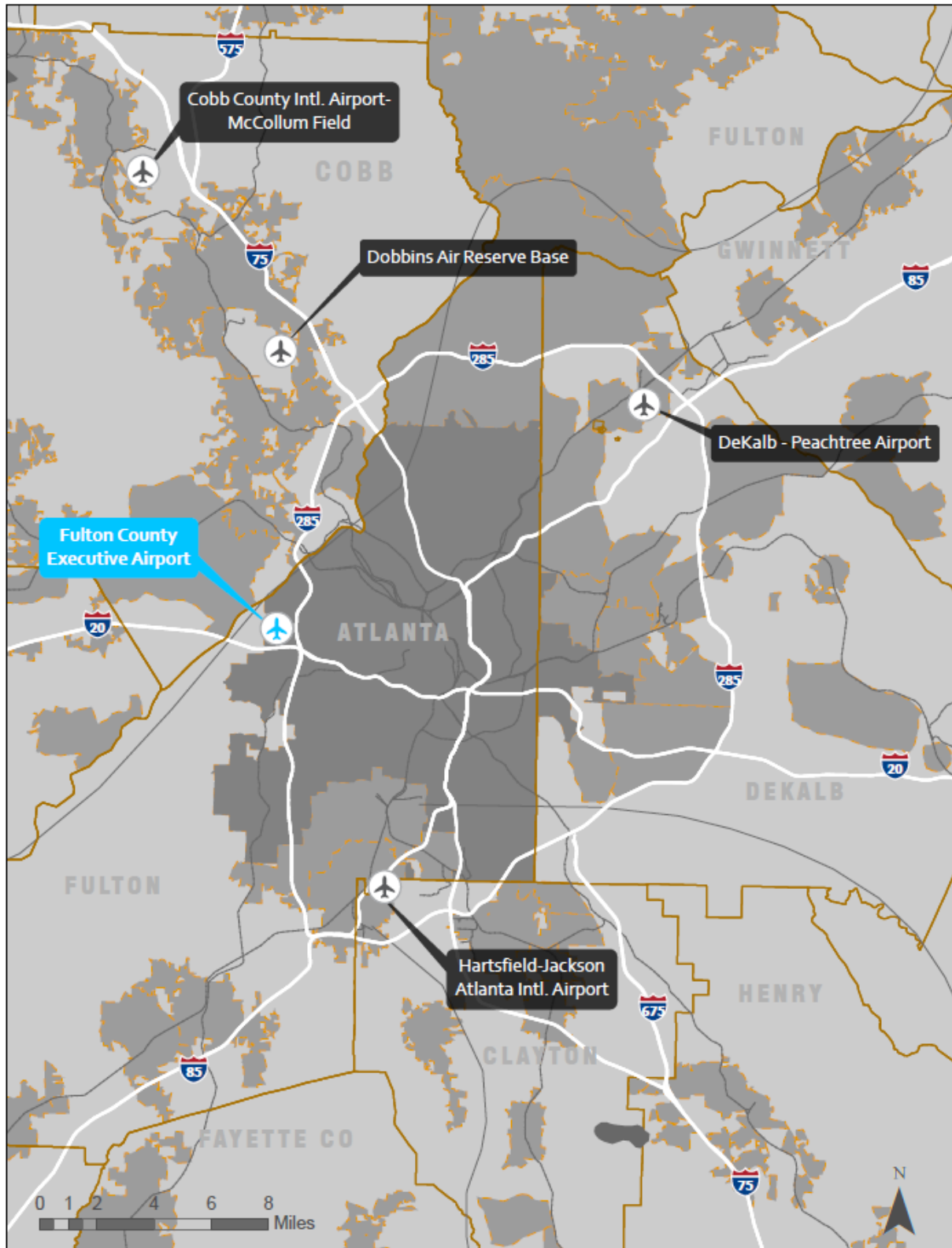
This Project is needed to improve the Runway 8/26 RSA to meet FAA RSA criteria stated in *FAA AC No. 150/5300-13B - Airport Design*; and remove obstructions (trees) on airport property per criteria in Section 3.6 of *FAA AC 150/5300-13B*.

The Proposed Project is comprised of three primary components: RSA improvements, taxiway modifications, and airspace obstruction removal.

RSA Improvements

The Proposed Project would make improvements to the RSA of Runway 8/26 to improve safety by ensuring that FAA RSA design standards in *Advisory Circular (AC) 5300-13B* are met to the maximum extent practicable. Where practicable, Runway 8/26 RSA would be modified to meet FAA dimensional standards, potentially hazardous ruts and depressions would be regraded, and structures would be removed. Site constraints prevent the construction of RSAs with standard dimensions. Therefore, EMAS would be installed beyond the displaced thresholds at each end of Runway 8/26 to provide a level of safety that is equivalent to a standard RSA.

Figure 1.1: Airport Location



Source: Michael Baker International, 2022

Taxiway Modifications

With the RSA improvements, Taxiway I would be modified to join the Runway 8/26 displaced threshold at each end of the runway.

Airspace Obstruction Removal

Tall trees on the Runway 26 end of Runway 8/26 currently limit the visibility of pilots and ATCT personnel. Trees that have been identified as obstructing Runway 8 Departure Surfaces and Runway 26 Inner Approach Surfaces would be removed.

Development Schedule

The proposed project will likely begin in August 2026. It is anticipated that the project will require approximately 150 days to complete. This project includes EMAS and PAPI and MALSR installations that require off-site manufacturing and will likely require that project components be split into multiple phases.

1.4 FEDERAL ACTIONS

The requested Federal Actions are the unconditional approval by FAA of those portions of the ALP that depict the Proposed Project pursuant to 49 U.S.C. §47107(a) (16). Because the Sponsor has requested federal funding for the Proposed Project, the requested Federal Action includes financial assistance.

CHAPTER 2. ALTERNATIVES

2.1 INTRODUCTION

FAA Order 1050.1F and the Airport Environmental Handbook outline the procedures to be followed in considering alternatives for a Proposed Action, including reasonable build alternatives and a “No-Action” Alternative. The Airport Environmental Handbook states in part that the alternatives to be considered in the preparation of an EA should be considered “... to the degree commensurate with the nature of the Proposed Action.” An alternatives analysis of the No-Action Alternative and the reasonable build alternatives for each element of the Proposed Project was conducted as part of this EA.

2.2 DESCRIPTION OF ALTERNATIVES

The following sections describe the No-Build Alternative and the Proposed Project.

Alternative A – No-Build Alternative

Alternative A, the No-Build (or No-Action) Alternative, would represent the taking of no action to improve the safety of Runway 8/26 at FTY (**Figure 2.1 – No Build Alternative**). Selection of this alternative would not result in any social or environmental impacts associated with construction of the proposed improvements or the operation of a modified airfield. However, taking no action would not meet the purpose of and need for the Proposed Project. The No-Build Alternative would not improve the RSA of Runway 8/26 and address non-compliant RSA within 250 feet of the Runway 8/26 centerline or runway ends, to the maximum extent practicable. Additionally, the No-Build Alternative would not result in the removal of trees that are obstructing the Runway 8 departure surfaces and Runway 26 inner approach surfaces.

Alternative B – Runway 8/26 Runway Safety Improvements (Proposed Project)

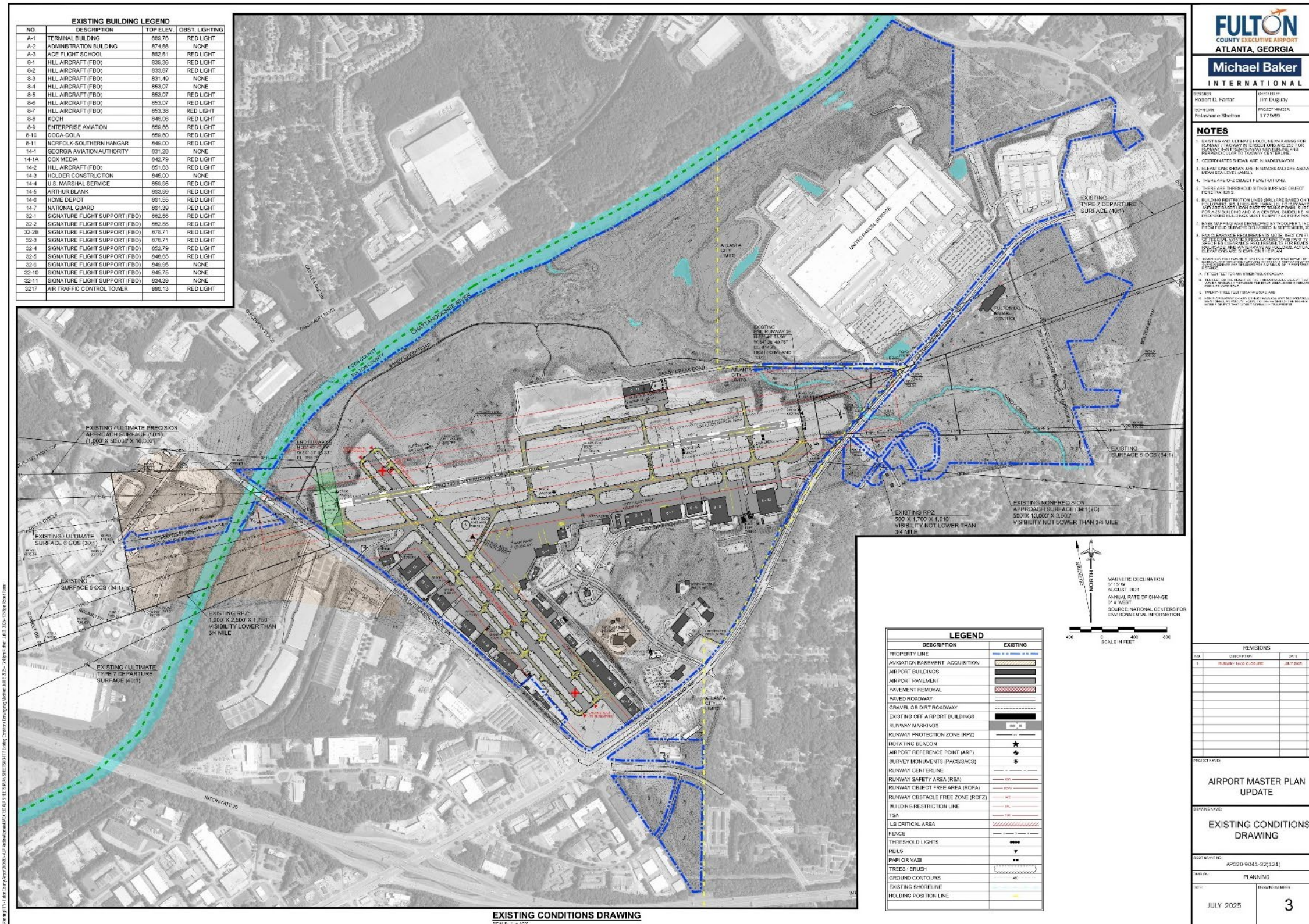
Alternative B, the Proposed Project, would result in improvements to the RSA of Runway 8/26 to ensure that FAA enhanced safety factors are met to the maximum extent practicable (**Figure 2.2 – Proposed Project**). This project is necessary to meet FAA Runway Safety Area (RSA) criteria stated in FAA AC 150/5300-13B. Detailed descriptions of the three primary elements of the Proposed Project are provided below.

RSA Improvements

The RSA for Runway 8/26 is based upon an Aircraft Approach Category (AAC) and the Airplane Design Group (ADG) D-III with Gulfstream 500/600 series as the representative aircraft. The required RSA dimensions for this runway are 500 feet of width (250 feet perpendicular to each side of the runway centerline) along with 600 feet that is required prior to the landing threshold on each end and 1,000 feet that is required beyond each runway end.

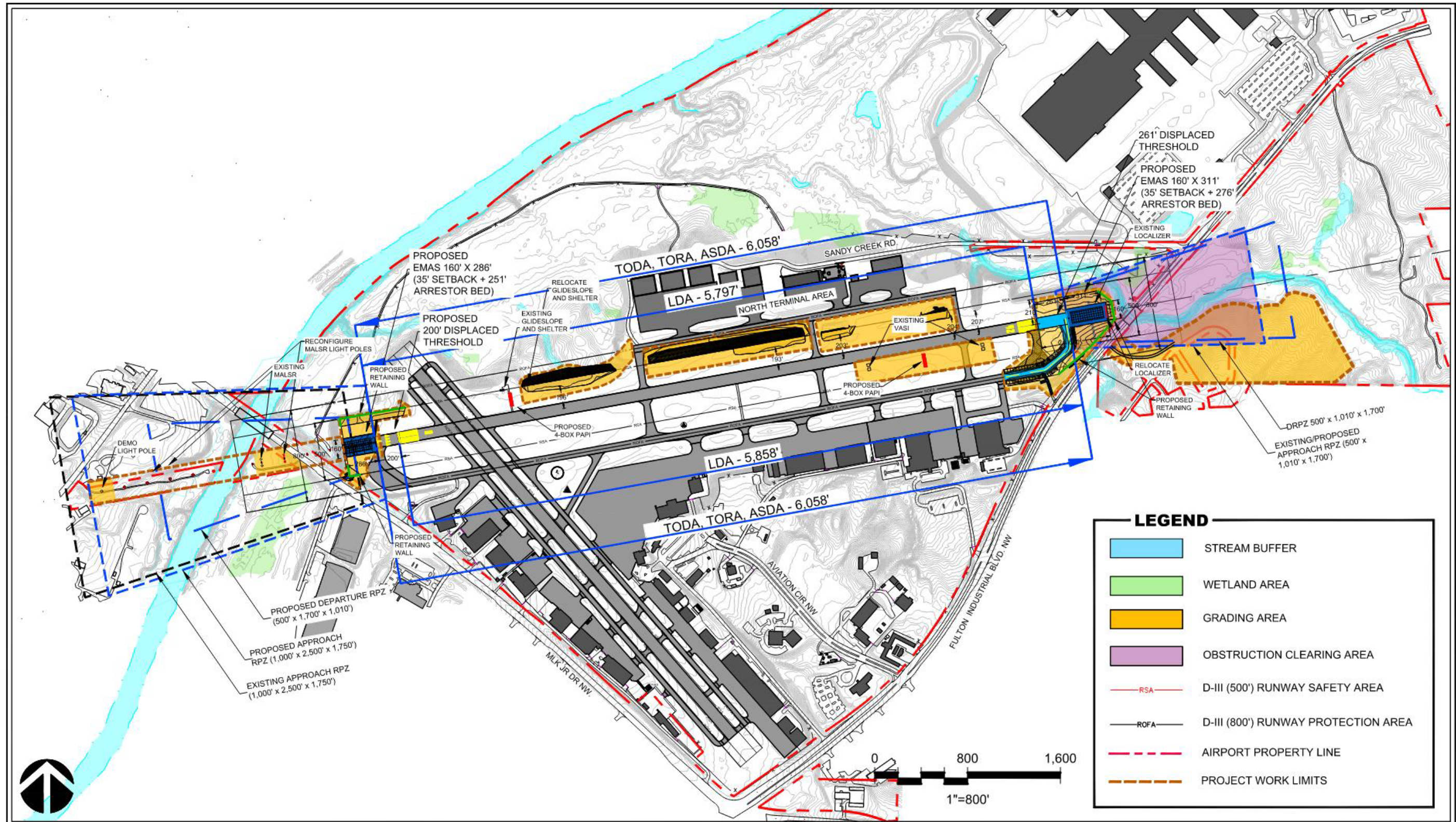
Portions of the Runway 8/26 RSA that are perpendicular to the runway centerline along the northside do not meet the grading requirements for appropriate design standards. Further, drainage structures within the Runway 8/26 may be potentially hazardous due to ruts and depressions of the ground in the vicinity of these structures. According to *AC 150/5300-13B*, the RSA should have no abrupt surface variations and slopes must not exceed a three percent transverse slope nor a five percent longitudinal slope. Where practicable, Runway 8/26 RSA would be modified to meet FAA dimensional standards, potentially hazardous ruts and depressions would be regraded, and structures would be removed.

Figure 2.1: Alternative A - Existing Runway 8/26 (No-Build Alternative)



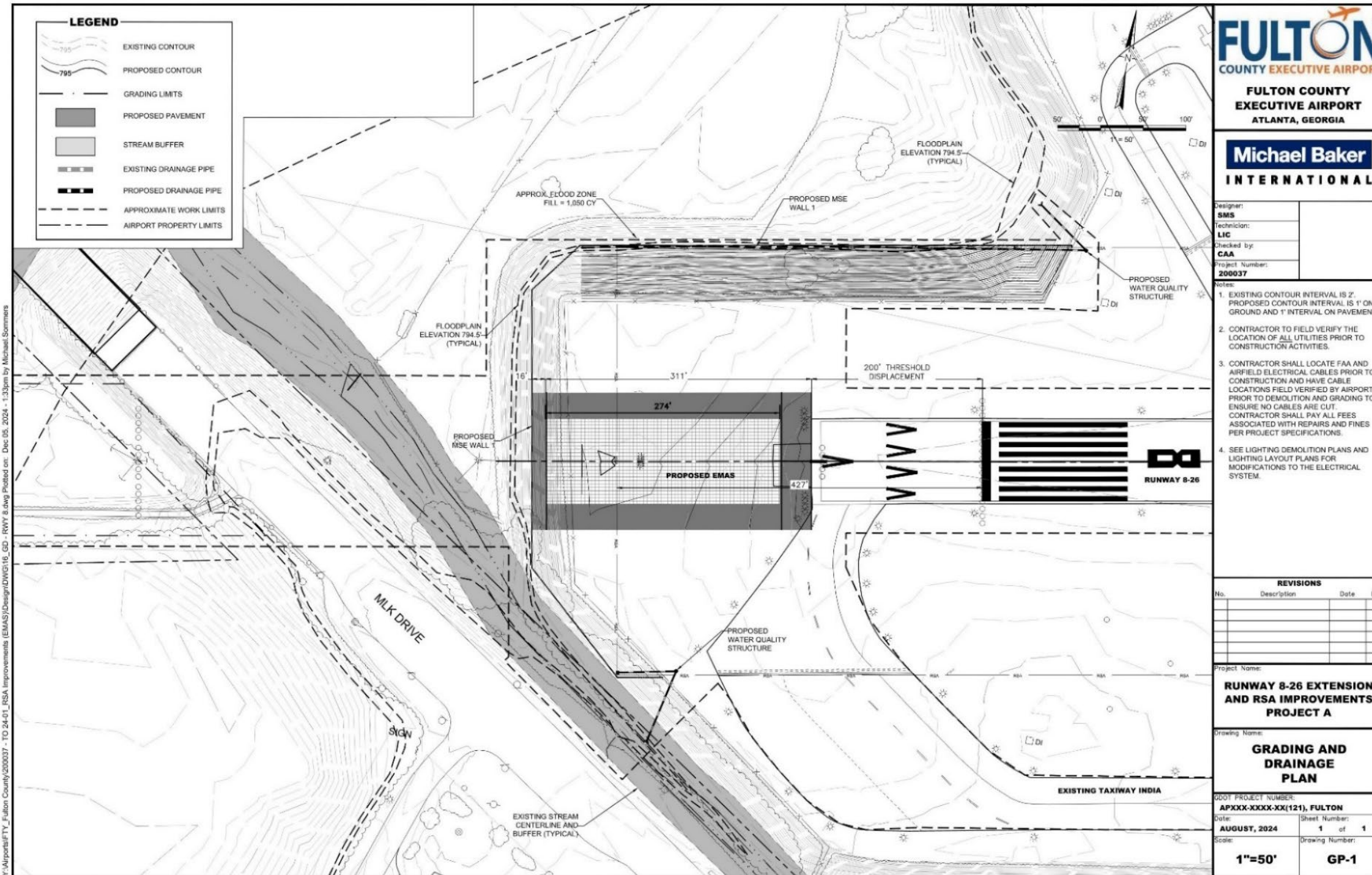
Source: Michael Baker International, 2024.

Figure 2.2: Alternative B - Runway 8/26 RSA Improvements (Proposed Project)



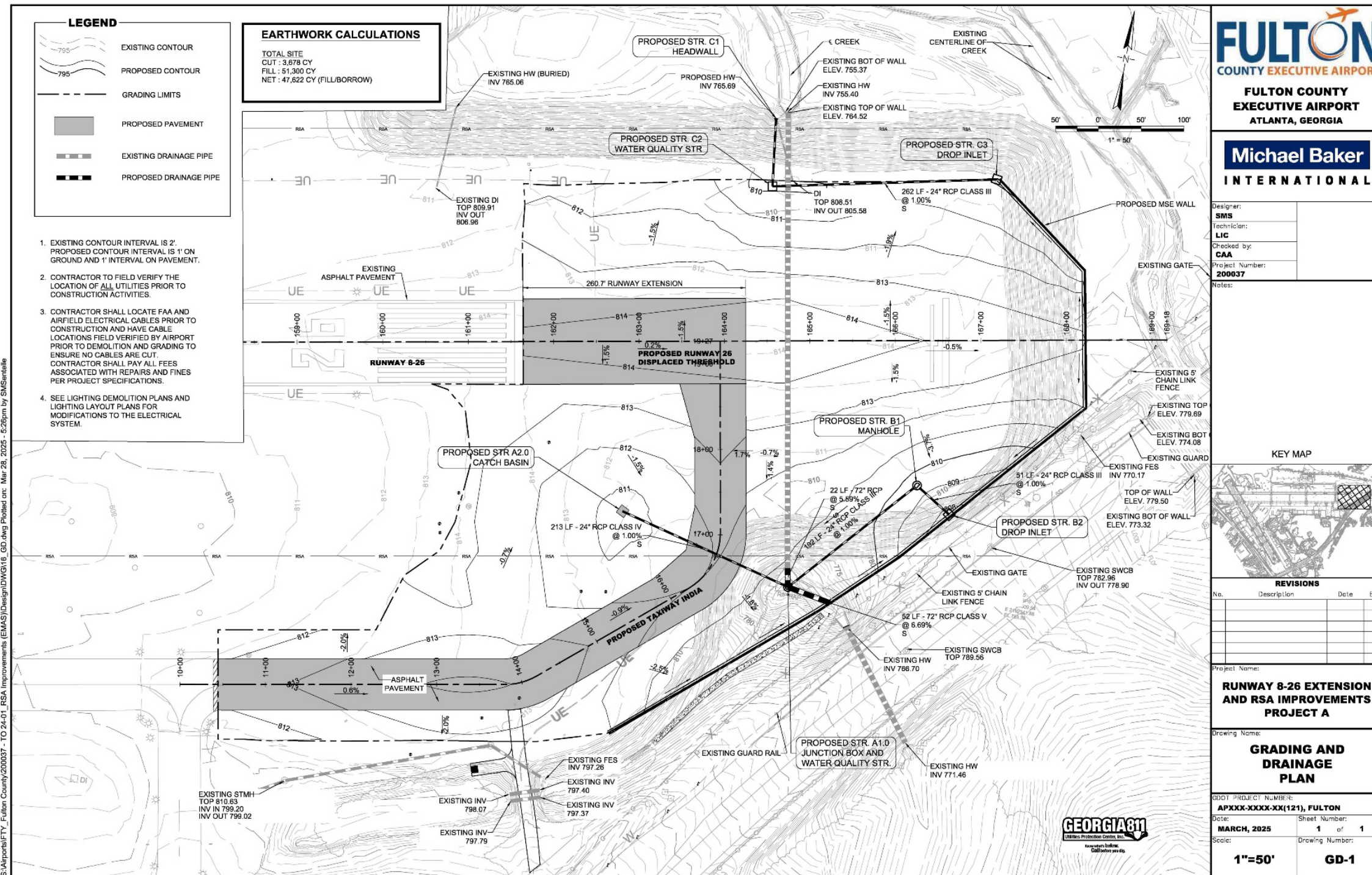
Source: Michael Baker International, 2024.

Figure 2.3: Alternative B - Runway 8 EMAS and RSA Improvements (Proposed Project)



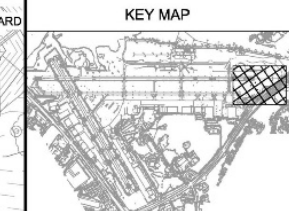
Source: Michael Baker International, 2025.

Figure 2.4: Alternative B – Runway 26 EMAS and RSA Improvements (Proposed Project)



Designer: SMS
 Technician: LIC
 Checked by: CAA
 Project Number: 200037

Notes:



REVISIONS

No.	Description	Date	By

Project Name:
RUNWAY 8-26 EXTENSION AND RSA IMPROVEMENTS PROJECT A

Drawing Name:
GRADING AND DRAINAGE PLAN

DOT PROJECT NUMBER:
 APXXX-XXXX-XX(121), FULTON

Date: MARCH, 2025 Sheet Number: 1 of 1

Scale: 1"=50' Drawing Number: GD-1

Source: Michael Baker International, 2025.

Improving the RSAs at FTY is complicated by the proximity of Fulton Industrial Boulevard (FIB) to the east and Martin Luther King Jr Drive (MLK) to the west. Constructing RSAs with standard dimensions is not practical because of the constraints imposed by nearby roadways, topography, and natural resources. Beyond both ends of Runway 8/26, standard RSAs are not practicable because they would extend over nearby roadways (MLK to the west and FIB to the east). Due to these site constraints, EMAS would be used to provide a level of safety that is equivalent to a RSA built to dimensional standards.

The engineered materials used for EMAS are high energy absorbing materials of selected strength that will reliably and predictably crush under the weight of an aircraft. EMAS beds that measure 160 feet by 311 feet would be installed at each end of Runway 8/26 (**Figure 2.3 – Runway 8 EMAS and Figure 2.4 – Runway 26 EMAS**). These EMAS would include a 35-foot setback and a 276-foot arrestor bed. According to *FAA AC 150/5220-22B*, a standard EMAS must meet two requirements, 1) it must have a bed that is designed to stop aircraft that exit the end of runway traveling at 70 knots (approximately 81 miles per hour), and 2) it must provide a minimum of 600 feet of undershoot protection. Because the proposed EMAS bed at FTY meets the first requirement, but not the second, it is classified as a nonstandard EMAS. By employing nonstandard EMAS designs, the airport would be able to improve overshoot and undershoot safety to the maximum extent practicable and stay within the confines of the roadways described above without reducing runway length.

Installation of the Runway 8 EMAS would shift the Runway 8 threshold approximately 200 feet east as a lead in/displaced threshold. The existing Runway 8 MALSR system would be modified to eliminate the westernmost light tower and shift remaining MALSR stations approximately 200 feet east and the ILS glideslope would be relocated. The Runway 26 end would be extended 261 ft to maintain needed runway length and avoid degradation of current Runway 26 operational capabilities. The new Runway 26 end would have a displaced threshold for arrivals that would be at the same location as the current threshold.

Taxiway I Modifications

Following RSA improvements, Taxiway I would require modifications to rejoin this taxiway to the Runway 8/26 displaced threshold at each end of the runway. On the Runway 8 end, Taxiway I would be modified to connect to the 200-foot displaced threshold in approximately the same location where this taxiway currently connects. On the Runway 26 end, Taxiway I would be extended approximately 260-feet to accommodate a 261-foot displaced threshold.

Airspace Obstruction Removal

The Proposed Project removes obstructions per *14 CFR Part 77 Approach Surfaces, Threshold Siting Surfaces* (as defined in Table 3-4 of *FAA AC 150/5300-13*) and the associated slopes related to each surface. Tall trees on and near the airfield penetrate approach surfaces and limit the visibility of pilots and ATCT personnel. The *FTY Airport Master Plan Update (AMP)* recommends that obstructions associated with the proposed Runway 26 should be removed if possible. To minimize impacts to natural resources, individual obstruction trees on Fulton County or Airport property would be cut to the stump without grading or grubbing.

Obstruction analyses were prepared by Woolpert, Inc. (September 2020) at an accuracy of 1-foot vertically and 3 feet horizontally. Plan view and profile view data on objects (primarily trees) that are currently obstructing the Runway 8 departure surfaces and Runway 26 inner approach surfaces are provided in **Appendix A – Supporting Documents**. These obstruction analyses also provide

data that can be used to identify trees that will likely grow into departure and/or approach surfaces in the near future.

The Proposed Project includes the following elements:

Runway 8

- Construct Runway 8 (approach end of Runway 8) EMAS. Construct retaining wall for EMAS and noncompliant RSA
- Adjust Taxiway I to join new Runway 8 Threshold
- Relocate Runway 8 Glideslope and Glideslope Shelter
- Adjust FAA-owned Runway 8 MALSR stations
- Install PAPI
- Displace Runway 8 threshold by approximately 200 feet
- Update Landing Distance Available (LDA) = 5,858 feet; Takeoff Distance Available (TODA) / Takeoff Run Available (TORA) and Accelerate-Stop Distance Available (ASDA) = 6,058 feet.

Runway 26

- Construct Runway 26 (approach end of 26) EMAS*
- Construct retaining wall for EMAS and noncompliant RSA
- Relocate/modify FAA-owned Runway 26 localizer and localizer shack to accommodate EMAS – localizer would be embedded or adjusted**
- Connect Runway 26 to EMAS
- Adjust Taxiway I to join new Runway 26 Threshold and remove existing Taxiway I connector to Runway threshold
- Install PAPI and remove existing FAA-owned Visual Approach Slope Indicators (VASI)**
- Remove trees obstructing Runway 26 Inner Approach surfaces and Runway 8 Departure Surfaces; obstruction removal is limited to trees on existing airport property that are located west of the existing Georgia Power Easement.
- Displace Runway 26 threshold by 261 feet
- Update LDA = 5,797 feet; TODA / TORA and ASDA = 6,058 feet

Runway 8/26

- Grading and drainage of non-compliant RSA within 250 ft of Runway 8/26 centerline as practicable
- Installation of lighting, signage, and pavement markings

The Proposed Project would be constructed entirely on property owned by the Sponsor. The proposed year of implementation is 2026.

2.3 ALTERNATIVES SCREENING PROCESS

The screening process considered each alternative's consistency with the purpose of and need for the Proposed Project, which is to improve the Runway 8/36 RSA, enhance runway safety, and conform with federal and state operational, safety, and airport design requirements to the maximum extent practicable. Eight reasonable project alternatives to improve the RSA for Runway 8/26 were analyzed in the *AMP* that Georgia Department of Transportation (GDOT) approved on January 8, 2024. The *FTY Airport Layout Plan (ALP)* received conditional GDOT approval at the same time (**Appendix A – Supporting Documents**). Subsequently staff from the FAA Southern

Regional Office and Airports District Office (ADO) reviewed the AMP and following coordination with the Sponsor, on December 2, 2024, issued a Runway Safety Area Determination (RSAD) memorandum (**Appendix A- Supporting Documents**), and a new Proposed Project was developed to address FAA comments. ALP Redline Updates aligning with the RSAD and this EA were submitted to GDOT in July 2025 (**Figure 2.1**). The criteria used in the alternatives screening process during the AMP development and review process are described in greater detail in the following sections. For purposes of this EA, only one action alternative was considered for evaluation because the AMP, and the alternatives evaluation contained therein, was so recently prepared, and was made available for the public's review and input.

Screening Criteria

Improvements were considered to meet the purpose and need if they were consistent with the criteria listed below, as applicable:

Conforms to Airport Safety and Design Standards: Projects would improve the airfield to support the most demanding aircraft utilizing the Airport. The conforming improvements would:

- Enhance safety of aircraft operations by addressing Runway 8/26 RSA deficiencies to ensure that Runway 8/26 RSA meets FAA RSA criteria stated in *FAA AC 150/5300-13B* as practicable; and
- Enhance safety of aircraft by removing obstructions penetrating designated departure and/or approach surfaces per criteria in Section 3.6 of *FAA AC 150/5300-13B*.

2.4 RESULTS OF THE ALTERNATIVES SCREENING

The evaluation of the No-Build and reasonable build alternative in relation to the screening criteria is discussed in the following paragraphs.

Alternative A - No-Build Alternative

Alternative A, the No-Build Alternative, would not meet the purpose and need because this alternative represents no change from the existing conditions at the Airport (**Figure 2.1 – No Build Alternative**).

Alternative A, the No-Build Alternative, would not:

- Address Runway 8/26 RSA deficiencies, including depressions, slopes, and drainage structures; and would not improve Runway 8/26 RSA to meet FAA RSA standards stated in *FAA AC 150/5300-13B*; and
- Remove obstructions (trees) on airport property that are currently penetrating designated departure and/or approach surfaces per criteria in Section 3.6 of *FAA AC 150/5300-13B*.

Alternative B - Runway 8/26 Runway Safety Improvements (Proposed Project)

FAA RSA standards cannot be met. Therefore, following the FAA process, the RSA would be improved to the greatest extent practicable. Alternative B, the Proposed Project, would:

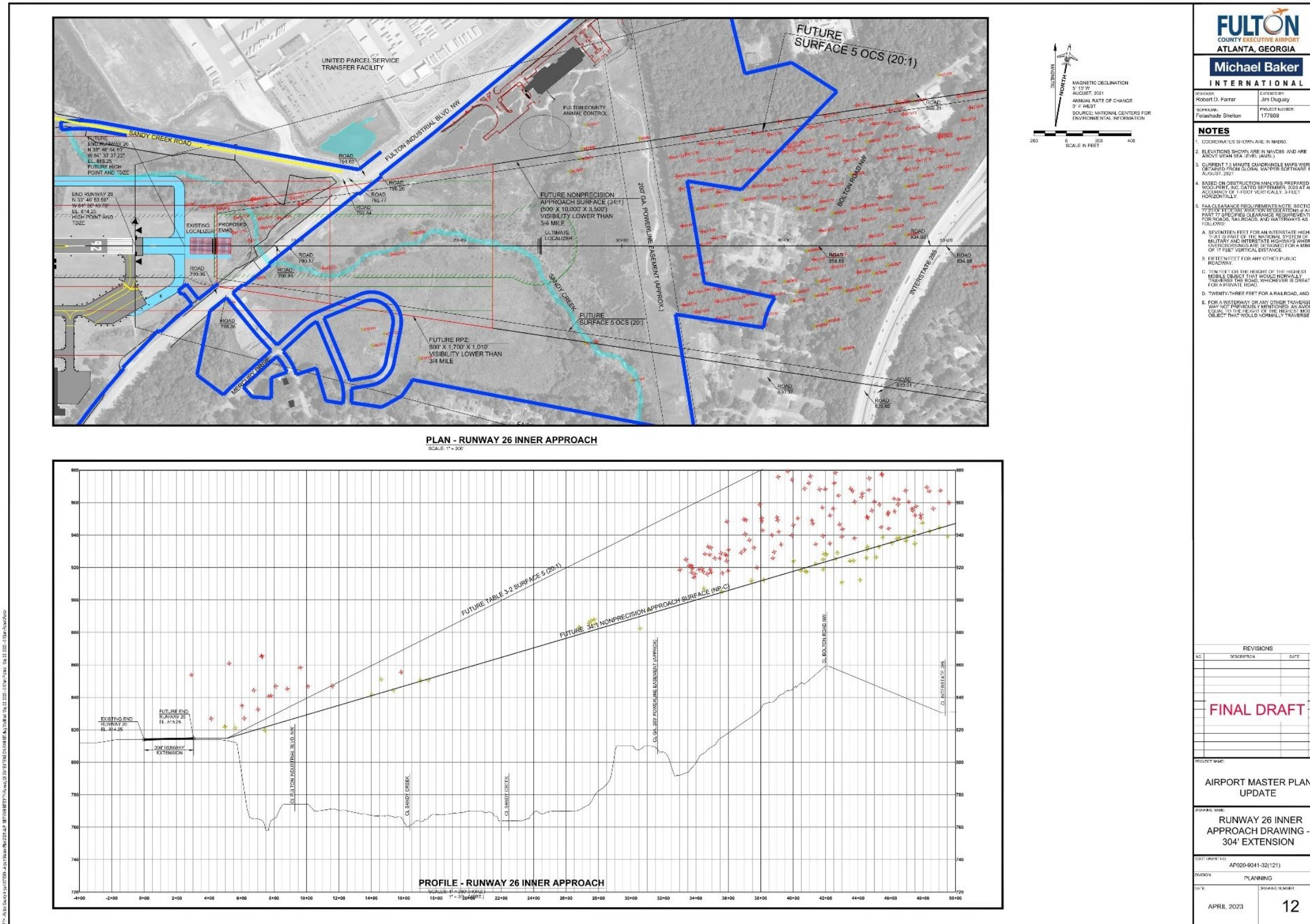
- Address RSA deficiencies and bring Runway 8/26 RSA into compliance with *FAA AC 150/5300-13B* standards to the maximum extent practicable; and
- Remove obstructions (trees) penetrating designated departure and/or approach surfaces to enhance safety of aircraft operations and bring Runway 8/26 into compliance with Section 3.6 of *FAA AC 150/5300-13B* to the maximum extent practicable.

Alternative B, the Proposed Project, would improve the safety of aircraft operations by addressing Runway 8/26 RSA deficiencies. This alternative would address noncompliant RSA depressions, slopes, and drainage structures as practicable. The Proposed Project also includes the use of nonstandard EMAS at each runway end. The addition of these nonstandard EMAS would improve, to the maximum extent practicable, the level of safety at each runway end in the event of an overshoot or undershoot. Trees penetrating designated departure and/or approach surfaces for Runway 26 and trees that will likely grow into these surfaces in the future would be removed. Areas where trees are proposed for removal include on airport property east of FIB and west of existing Georgia Power Easement (**Figure 2.5 – Runway 26 Obstruction Removal**). Not removing potential obstructions that lie in areas that should be free of objects (including the Object Free Area and Obstacle Free Zone) would reduce the safety of aircraft operations and would likely result in a displaced landing threshold. Alternative B is a feasible alternative that would meet the purpose and need for the Proposed Project.

Summary

A summary of the alternative analysis for the No-Build Alternative and the Proposed Project are presented in **Table 2.1**. Alternative B is a feasible alternative that meets the purpose and need for the Proposed Action. Therefore, No-Build Alternative and Proposed Project are carried forward for further environmental analysis.

Figure 2.5: Alternative B – Runway 26 Obstruction Removal (Proposed Project)



Source: FTY Obstruction Analysis, 2020.

Table 2.1 Alternatives Analysis – No-Build Alternative Versus Proposed Project

Alternatives Analysis	Alternative A No-Build	Alternative B Proposed Project	
	Runway 8 & 26	Runway 8	Runway 26
Physical Pavement Length	5,797'	6,058'	
RSA parallel to Runway 8/26 (compliant with AC150/5300-13B standards)*	Deficient	Compliant	Compliant
RSA Prior to Threshold	Deficient	EMAS	EMAS
RSA Beyond Runway Pavement Edge	Deficient	EMAS	EMAS
Resulting RSA Prior to Landing	Deficient	EMAS	EMAS
Resulting RSA Beyond Runway End	Deficient	EMAS	EMAS
Proposed Displaced Threshold	N/A	200'	261'
Takeoff Distance Available (TORA/TODA)**	5,797'	6,058'	6,058'
Accelerate Stop Distance Available (ASDA)	5,797'	6,058'	6,058'
Landing Distance Available (LDA)**	5,797'	5,858'	5,797'
Impact to Existing Takeoff Distance of 5,797'	0'	261'	261'
Impact to Existing Landing Distance of 5,797'	0'	61'	0'
Meets Recommended Takeoff Distance of 6,100' (Gulfstream 550/650)	No	No (-42')	No (-42')
Meets Recommended Landing Distance of 6,120' (Gulfstream 550/650)	No	No (-262')	No (-323')
Critical Aircraft Maximum Takeoff Weight Limitation at Mean Maximum Temperature*	86,000 lbs	85,700 lbs	85,700 lbs
Critical Aircraft Estimated Maximum Haul Length with Safety Factors	3,000 nm	2,950 nm	2,950 nm
EMAS Bed Size (Approach End)	N/A	121.5' x 276'	121.5' x 276'
EMAS Lead-in Size (Approach End)	0	35'	35'
Relocate Localizer	No	N/A	Y
Relocate Glideslope and Glideslope Shelter	No	Y	N/A
VASI/PAPI	No	Y	Y
Relocate/Modify MALSR	No	Y	N/A
Obstruction (trees) penetrating designated departure/approach surfaces	Deficient (Runway 26 End)	Compliant	Compliant
Cost	\$0	\$32 million***	
* As practicable ** Desired takeoff, landing and haul lengths reflect the requirements to support existing substantial use activity demonstrated by the critical aircraft as described in the FTY Runway Length Determination Study. *** Estimate based on engineering data obtained in 2024 – cost increases are anticipated			

CHAPTER 3. AFFECTED ENVIRONMENT

3.1 INTRODUCTION

This section describes the environmental conditions of the potentially affected geographic area. Information on land use and zoning is presented below. To avoid presenting redundant data, information on the following elements was only included in the Environmental Consequences section of this EA: federally listed or proposed candidate, threatened, or endangered species or federally designated or proposed critical habitat; wetlands; floodplains; farmlands; recreation areas; wilderness areas; Native American cultural sites, and historic and archeological sites eligible for or listed on the National Register of Historic Places. The Airport's location relative to the surrounding area is presented in Figure 1.1.

The Proposed Project is not located within one of the eleven coastal counties of Georgia. No Coastal Resources are present in the vicinity of the Airport and Coastal Resources do not require further consideration. Coordination with the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) (**Appendix B – Agency Coordination**) confirms that FTY is completely contained within a U.S. Census Bureau designated urban area. Farmlands are not present in the vicinity of the Airport and do not require further consideration. Similarly, wildlife and waterfowl refuges; national and state forests; and wild and scenic rivers are not present in the vicinity of the Airport and these resource categories do not require further consideration.

3.1 ENVIRONMENTAL SETTING

The Airport property includes approximately 985 acres that are situated in the west-central portion of Fulton County bordering Cobb County to the west, and the city limits of Atlanta to the east. The airport is conveniently located 1.5 miles north of U.S. Interstate 20 (I-20), 3.5 miles from the junction of (I-20) and U.S. Interstate (I-285) and 6 miles west of downtown Atlanta. Due to its prime location and convenient access, FTY sees a significant amount of business travel to and from its facility. The Airport's location relative to the surrounding area is presented in **Figure 1.1**.

3.2.1 Existing Land Use and Zoning

With the exception of a strip of property located west of Runway 8 in Cobb County that supports the Airport's MALSR lighting, the Airport's boundaries are contained within Fulton County. Fulton County's zoning map identifies the Airport property as being zoned as an "Industrial Park" and "Light Industrial" (**Figure 3.1 – Zoning and Land Use**).

Review of existing zoning designations in the vicinity of the airport reveals that nearby land in unincorporated Fulton County and City of Atlanta is predominately zoned either Light Industrial District, Heavy Industrial or Industrial Park. Land in unincorporated Fulton County is primarily designated for industrial uses, as is the land in the City of Atlanta along the westside of Fulton Industrial Boulevard (FIB). Nearby land east of FIB in the City of Atlanta includes areas zoned for industrial, retail industrial/commercial, residential, and multi-family residential uses. The Chattahoochee River is the dividing line between Fulton County and Cobb County. Nearby land

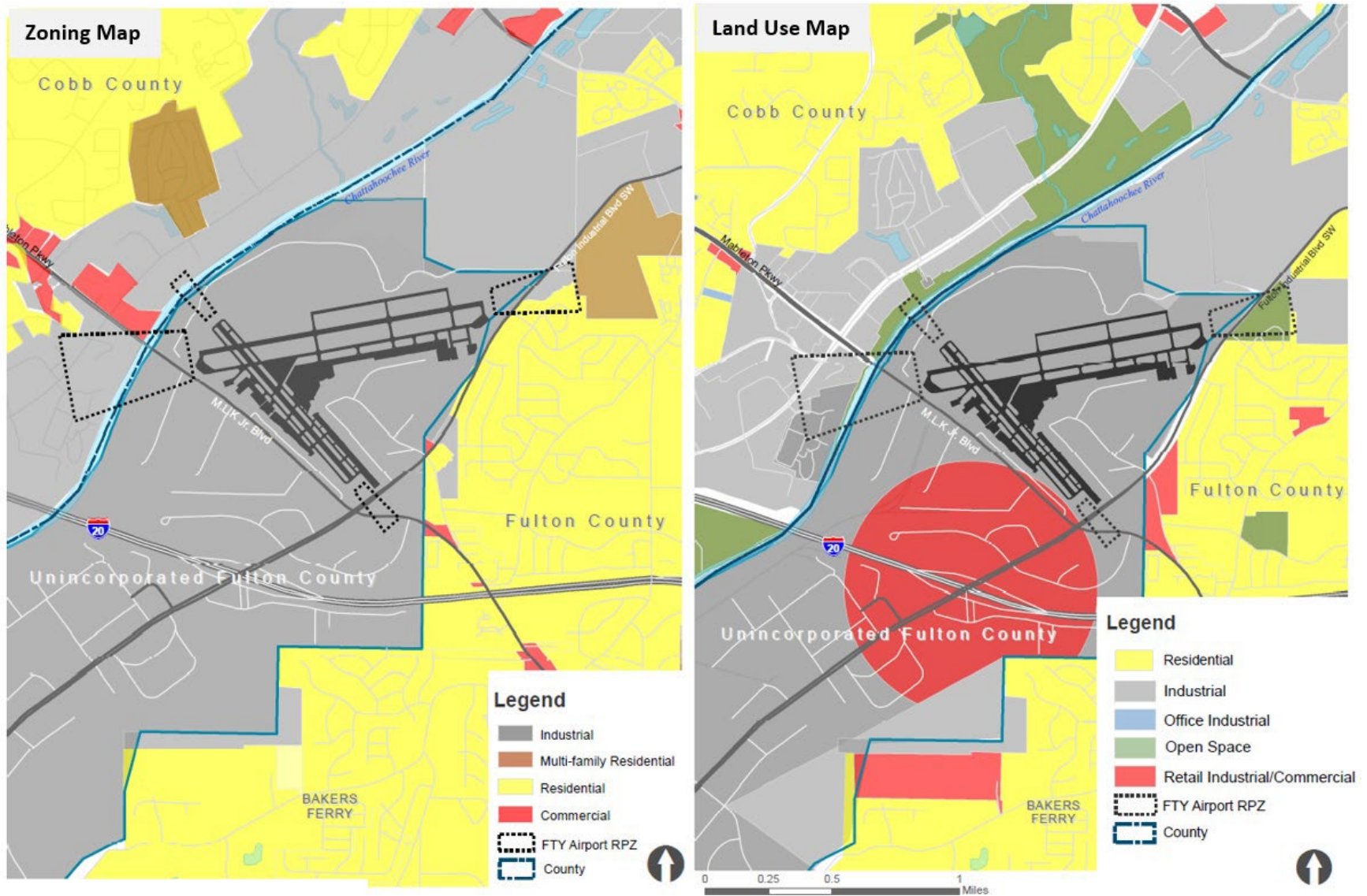
that is west of the Chattahoochee River is located in Cobb County. This land includes areas zoned for industrial, commercial, and multi-family residential uses. However, Cobb County land near the Airport is dominated by industrial land uses (**Figure 3.1 – Zoning and Land Use**).

3.2.2 Future Land Use and Zoning

Land uses surrounding the Airport can have a significant impact on airport operations and growth. Under ideal conditions, the development immediately surrounding the airport would be controlled and limited to compatible land uses (**Figure 3.1 – Zoning and Land Use**). Compatible land uses include light industrial development and some commercial development. Based on the 2035 Fulton County Comprehensive Plan, the purpose of the Industrial Zone is to preserve the integrity of industrial areas in Unincorporated Fulton that accommodate the most intense industrial uses while limiting their impact on the surrounding neighborhoods. In 2013, Fulton County adopted the Fulton Industrial Boulevard Redevelopment Framework to revitalize the corridor. According to Fulton County GIS Portal, the unincorporated portions of Fulton County are, for the most part, industrial areas. A small variety of land uses exist within this portion of Fulton County, including mixed-used offices and retail industrial/ commercial uses.

Properties surrounding the Proposed Project are zoned for commercial, industrial, and residential development, and consists of commercial, industrial, residential, office space, and retail industrial land uses (**Figure 3.1 – Zoning and Land Use**). The Proposed Project is in alignment with future growth of the regional economy and is not anticipated to directly impact airside or landside traffic patterns.

Figure 3.1 Zoning and Land Use



Source: FTY Airport Master Plan, 2023.

CHAPTER 4. ENVIRONMENTAL CONSEQUENCES

4.1 INTRODUCTION

In accordance with the technical guidelines set forth in FAA Orders 1050.1F and the Airport Environmental Handbook, this chapter describes the anticipated environmental impacts associated with implementing the Proposed Project compared to the No-Action Alternative. Included in the discussion of impacts are any significant social, economic, and environmental effects that would not be avoidable should the Proposed Project be implemented, as well as the potential beneficial effects associated with the Proposed Project. The technical findings are intended to provide federal decision-makers and officials, as well as the public, with an understanding of the potential effects of the Proposed Project on the human, physical, and natural environments in potentially affected areas.

4.1.1 Study Area

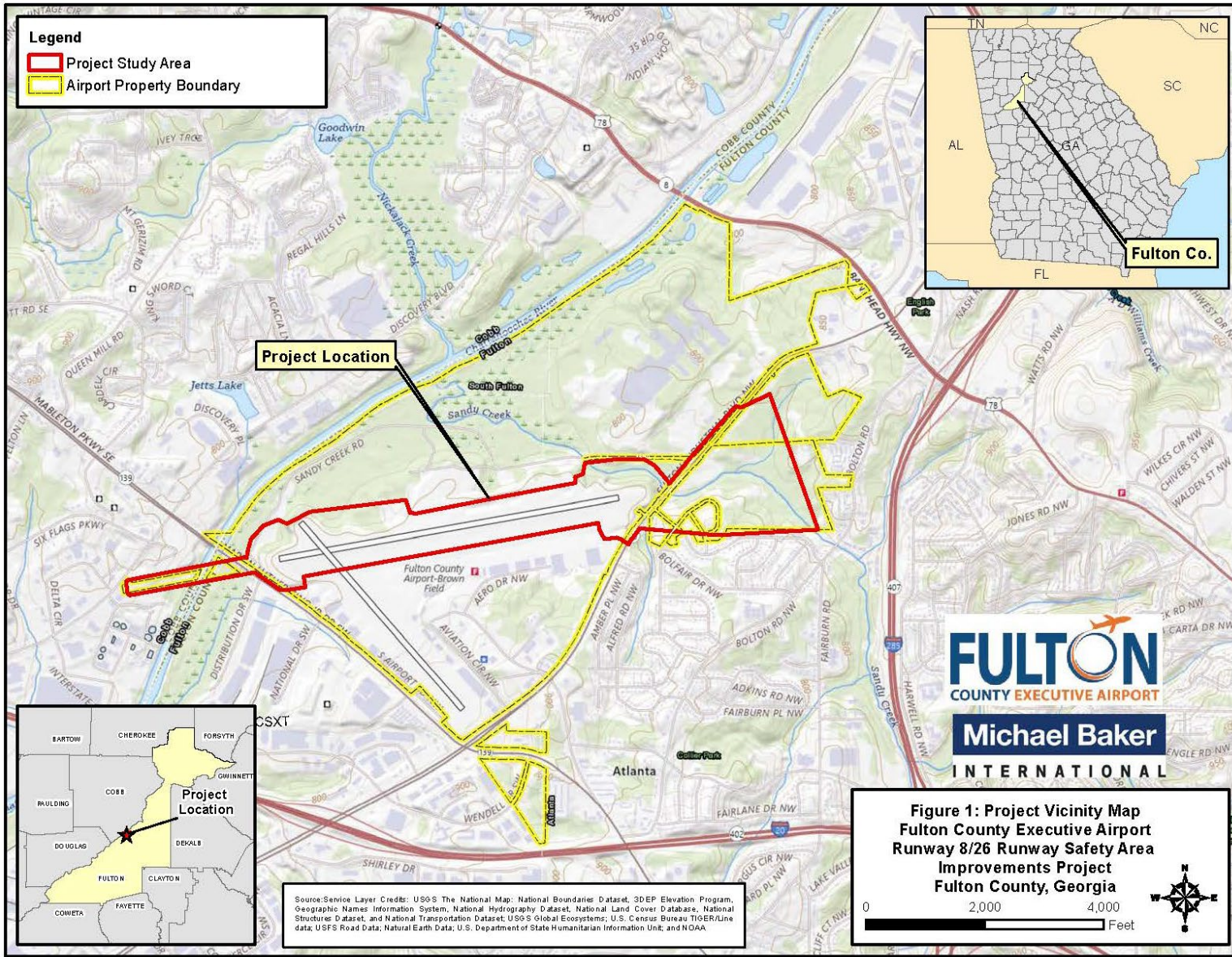
The direct effects study area includes Sponsor-owned property and adjacent parcels that may be affected by the Proposed Project. Environmental resources within this study area were surveyed to analyze the potential impacts of the Proposed Project. The Project Study Area encompasses approximately 225 acres of land. The limits of disturbance for the Proposed Project includes approximately 62 acres that are owned by the Sponsor (**Figure 4.1 - Project Study Area**). Additional study areas associated with indirect impacts were defined and described for cultural resources and noise analyses in Sections 4.9 and 4.12 respectively.

4.1.2 Resource Categories Evaluated

This EA includes analysis of relevant environmental categories based on FAA Orders 1050.1F, FAA's 1050.1F and the Airport Environmental Handbook. Aircraft operations were based on the FAA Terminal Area Forecast (TAF) published in January 2024 (**Appendix A – Supporting Documents**) to estimate 2023 Existing Conditions along with two future conditions: 1) 2026, the year of implementation; and 2) 2031, five years after implementation. Resource categories that could be affected by the Proposed Project are evaluated in this EA. These resource categories include Air Quality; Biological Resources; Hazardous Materials, Solid Waste and Pollution Prevention; Historical, Architectural, Archaeological, and Cultural Resources; Land Use; Natural Resources and Energy Supply; Noise and Noise Compatible Land Use; Socioeconomic Impacts, and Children's Environmental Health and Safety Risks; Visual Effects; and Water Resources.

Chapter 3. Affected Environment includes information on resource categories, including Coastal Resources and Farmland that are not present in the vicinity of the Airport and do not require evaluation.

Figure 4.1 Project Study Area



4.2 AIR QUALITY

This section includes a summary of existing air quality conditions in the vicinity of the Airport, an evaluation of whether the Proposed Project is likely to cause significant air quality impacts per FAA Order 1050.1F, and whether emissions caused by the Proposed Project will comply with the Clean Air Act (CAA) General Conformity requirements.

The EPA designates areas as either in attainment or nonattainment of the National Ambient Air Quality Standards (NAAQS) for the six criteria pollutants, listed below (see table 4-1). Areas that meet the NAAQS for a particular pollutant are identified by the Environmental Protection Agency (EPA) as in attainment status. Areas that fail to meet the NAAQS for a particular pollutant are identified as in nonattainment status, which triggers a series of regulatory requirements designed to help the area meet the NAAQS. An area with a previous nonattainment status that has come into compliance with a NAAQS is designated as a “maintenance area.”² Federal agencies may neither fund nor approve projects in non-attainment or maintenance areas for one or more NAAQS unless, under the General Conformity rule promulgated by the EPA, the federal agency can demonstrate that the project will conform to the State Implementation Plan (SIP). SIPs are state-created and EPA-approved plans that include specific measures to remedy the air quality violations.

As shown in **Table 4.1**, all of the criteria pollutants in the relevant air basin for the project are in attainment status except ozone, which is in maintenance status for both the 1-hour and 8-hour standards. Therefore, only ozone requires a demonstration of conformity with the SIP under the CAA. One method to demonstrate that a project’s air emissions conform to the relevant air quality standards and control measures is to determine whether the project is “presumed to conform” with the SIP. If so, the CAA’s General Conformity requirements are satisfied and the agency may conclude that the project complies with General Conformity requirements under the CAA, and will not cause significant air quality impacts for purposes of NEPA.

No Action Alternative Impacts

Selection of the No-Action Alternative would represent the taking of no action and this alternative would not cause or create a reasonably foreseeable emission increase at FTY.

Proposed Project Impacts

The Proposed Project includes RSA improvements that are designed to improve the safety of Runway 8/26. The implementation of this project would not result in changes to the operational capacity, critical aircraft, airport fleet mix or operation totals at FTY. Proposed RSA improvements (post-construction) would not increase activity or induce new aircraft operations at FTY. Therefore, operational emissions of ozone precursors are not anticipated, and only construction emission of ozone precursors are relevant for the Proposed Project. All other criteria pollutants are relevant for NEPA analysis, but do not require General Conformity analysis.

² Once a nonattainment area meets the NAAQS and the additional re-designation requirements in the CAA, the EPA will designate the area as in a “maintenance” status, a status that triggers additional protection for up to two ten-year periods to ensure air quality does not deteriorate and return to nonattainment status.

Attainment Pollutants

For NEPA purposes, the FAA relies on a project's ability to satisfy the NAAQS as its significance threshold. Exhibit A-1 of the FAA Order 1050.1F provides the FAA's significance thresholds for air quality: "*The action would cause pollutant concentrations to exceed one or more of the National Ambient Air Quality Standards (NAAQS), as established by the Environmental Protection Agency (EPA) under the Clean Air Act (CAA), for any of the time periods analyzed, or to increase the frequency or severity of any such existing violations.*"

The FAA's *Air Quality Handbook*, v. 4,³ provides a screening methodology to determine whether, for NEPA purposes, a project should produce quantitative air quality emissions estimates to satisfy NEPA for pollutants in attainment status. Although the project will cause temporary increases in emissions resulting from construction and demolition activities for a limited time (approximately 150 days), the attainment pollutant screening methodology indicates quantitative emissions estimates are not required. This is because RSA improvements are on the FAA's Presumed to Conform list (PTC list), #9 Airport Safety, as published in the *Federal Register* at 72 FR 41565 (July 2007). The FAA's attainment pollutant NEPA screening methodology includes preparing a qualitative NEPA assessment where, as here, a project is an example of one of the project types included in the FAA's PTC list.⁴ Since the Proposed Project is covered by the FAA's PTC list (#9 Airport Safety) and there are no construction or operational characteristics that would suggest the Proposed Project will deviate from standard emissions for PTC element #9 Airport Safety, detailed emissions estimates for the attainment pollutants are not required. Therefore, for the attainment status pollutants, the project's presence on the PTC list is sufficient to support a NEPA conclusion that significant impacts will not occur as a result of the Proposed Project. As noted earlier, there are no CAA General Conformity requirements associated with the attainment status pollutants.

Maintenance Status (Ozone)

Ozone is the only criteria pollutant for this project that triggers a CAA General Conformity requirement in addition to a NEPA analysis requirement. Ozone is a pollutant that is considered a secondary pollutant, in that ozone is not directly emitted but rather forms when its precursor pollutants (NO_x and VOCs) interact in the atmosphere in the presence of sunlight. As noted above, the installation of EMAS to address runway safety will not produce any change in operational

³ Because the *Air Quality Handbook*, v. 4 is currently under revision, it is no longer available on the FAA website but was available at the time this analysis was prepared. While several technical updates are made to the Handbook, the technical support document that justifies the screening methodology remains available online and is still in effect.

https://www.faa.gov/regulations_policies/policy_guidance/envir_policy/airquality_handbook/files/technical_support_document.pdf

⁴ The FAA's *Air Quality Handbook*, v. 4, provides a screening methodology to determine whether, for NEPA purposes, a project should produce quantitative air quality emissions estimates to satisfy NEPA. The Handbook summarizes this procedure in a flow chart identifying how to conduct the air quality analysis. See *Air Quality Handbook*, Figure 4-1. Figure 4-1 demonstrates that if the action qualifies for an exemption from Clean Air Act General Conformity demonstration obligations, as is the case for this project under FAA's presumed to conform list, you can conclude that the project will not cause a significant impact under NEPA.

conditions at the airport, and therefore no change in aircraft emissions quantities. With respect to construction, there are limited, short-term construction emissions anticipated. As noted previously, the FAA relies on a project’s ability to comply with the CAA’s stringent compliance regime to also demonstrate that emissions of nonattainment or maintenance pollutants (such as ozone in this case) will not cause significant air quality impacts under NEPA. As noted above, the RSA (safety) improvements at FTY fall within one of the FAA’s PTC list categories, there are no project characteristics that would cause exceptional emissions from the proposed project, and therefore the FAA may presume the Proposed Project conforms with the purposes of the SIP, satisfying the CAA General Conformity Requirements. No further Clean Air Act evaluation is required for the project. Because the project falls within the PTC list for the FAA, the FAA may also presume that the Proposed Project’s emissions do not need to be quantified, and the project will not exceed the significance threshold under NEPA.

Air Pollutant Emissions Control Strategies

The conclusion that no significant air quality impact will occur is further supported by measures that will be incorporated into the project to address construction-related emissions. For example, non-road diesel engines (e.g. bulldozers, excavators) must meet EPA Tier standards. In addition, the use of ultra-low sulfur diesel (ULSD) that is required for construction equipment to meet federal and state air quality goals would minimize emissions. Fugitive dust particulate matter (PM) emissions will be mitigated by regularly watering or applying dust suppressants to unpaved areas, installing BMPs to deter track-out as vehicles enter and leave the site, reducing vehicle speeds on unpaved roads, covering materials stockpiles, covering haul trucks during materials transportation, and avoiding land disturbance near residential areas.

Based on the analysis above, the proposed project both conforms to the SIP, as required under the CAA, and will not result in significant impacts under NEPA.

Table 4.1		
NAAQ Attainment Status - Fulton County, Georgia		
Pollutant	Level	
Ozone	1-hour	Maintenance
	8-hour	Maintenance
CO	1-hour	Unclassified/Attainment
	8-hour	Unclassified/Attainment
NO ₂	1-hour	Unclassified/Attainment
	Annual	Unclassified/Attainment
SO ₂	1-hour	Unclassified/Attainment
	3-hour	Unclassified/Attainment

PM ₁₀	24-hour	Unclassified/Attainment
PM _{2.5}	24-hour	Unclassified/Attainment
	Annual	Unclassified/Attainment
Lead	N/A	Unclassified/Attainment
Key: National Air Quality (NAAQ); Source: EPA, 2024;.		

4.3 BIOLOGICAL RESOURCES

FAA Orders 1050.1F provide guidance on the evaluation of Biological Resources, including plants, fish, and wildlife. This guidance also requires information to demonstrate compliance with applicable laws and requirements, including protected species.

Field surveys to assess and document Biological Resources were conducted using GDOT approved methodologies. Terrestrial field investigations were conducted by Michael Baker International, Inc., on October 4, 2023, and from July 23 through 24, 2024. An Information for Planning and Consultation (IPAC) database review was obtained from the United States Fish and Wildlife Service (USFWS) on September 19, 2023 and July 22, 2024 prior to field studies, and updated September 23, 2025 (Appendix B – Agency Coordination). A list of state protected species was obtained from Georgia Department of Natural Resources (GADNR) Wildlife Resources Division (WRD) on December 19, 2023, via the Georgia Natural and Historic Resources Geographic Information System (GNAHRGIS). These lists identify federally and state protected species with the potential to occur in or near the project study area (Appendix B – Agency Coordination). A summary of federal and state protected species that are likely to occur within the project study area is included as Table 4.1.

No Action Alternative Impacts

Selection of the No-Action Alternative would represent the taking of no action and this alternative would have no impact on Biological Resources.

Proposed Project Impacts

An analysis the affected environment along with an analysis of effects for Biological Resources that includes an evaluation of impacts to plants, fish, wildlife, and Threatened and Endangered Species is provided below.

4.3.1 Plant Communities Impacts

The project study area for the Proposed Project (**Figure 4.1**) includes approximately 225 acres of Sponsor-owned property and the proposed construction limits (**Figure 2.2**) encompass approximately 62 acres within the study area. The proposed project would impact approximately 22.8 acres of forest habitat, 7.9 acres of scrub-shrub habitat, 28.9 acres of mowed/maintained habitat, and 2.4 acres of developed land (**Figure 4.2 - Habitats Map**). The Proposed Project would not have significant adverse impacts to wildlife due to availability of ample similar habitat in the nearby vicinity.

4.3.2 Fish Communities Impacts

Streams located within the project area provide potential habitat for fish. Information on the length and location of streams within the project area is available in **Table 3.3 – Aquatic Resources Summary, and Figure 4.4 – Aquatic Resources**. The Proposed Project would include approximately 94 linear feet (0.09 acre) of impacts to perennial stream (PS) 11, an unnamed

tributary to PS 10 / Sandy Creek for the construction of a retaining wall and extension of a 72-inch reinforced concrete pipe (RCP) on the Runway 26 (east) end of the runway. Construction BMPs would be implemented to minimize sedimentation and the degradation of water quality that might impact fish or their habitats. Impacts to PS 11 would not have a significant adverse impact to fish communities due to availability of ample similar habitat in the nearby vicinity.

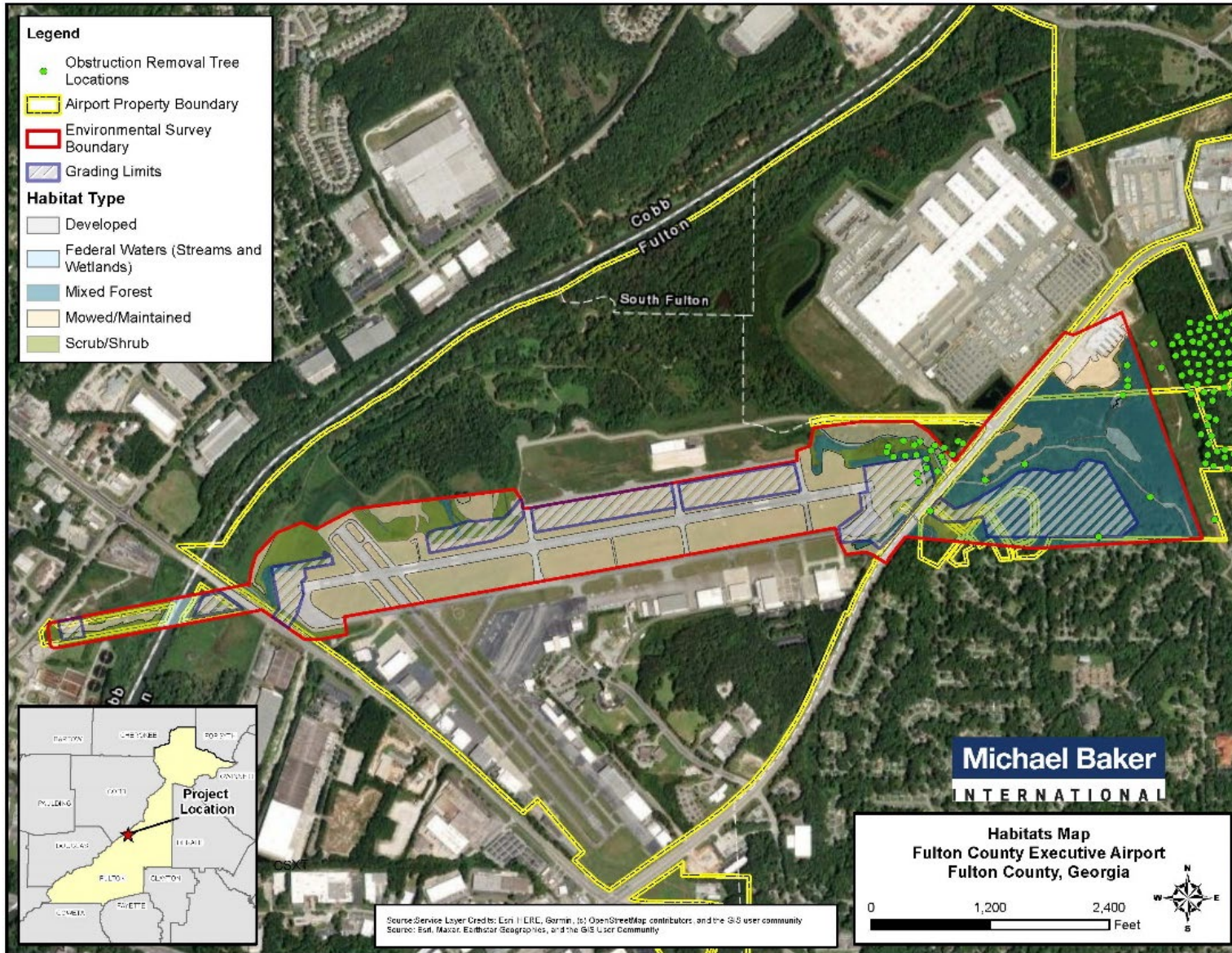
4.3.3 Wildlife Impacts

The proposed project includes permanent and temporary impacts to scrub-shrub and forest habitat that are described in the Plant Communities section above. Scrub-shrub and forest provide shelter, forage, and roosting habitat for common terrestrial wildlife species, including migratory birds, deer, squirrel, opossum, and racoon. A majority of proposed impacts to forested wildlife habitat are temporary impacts associated with the borrow area located east of FIB (**Figure 4.3 – Proposed Borrow Area**). The borrow area would be cleared to excavate borrow material that would be used as fill for RSA improvements. The Proposed Project would not have significant adverse impacts to wildlife due to availability of ample similar habitat in the nearby vicinity.

4.3.4 Threatened and Endangered Species Impacts

The Endangered Species Act of 1973, as amended (ESA), requires federal agencies, in consultation with and assisted by the United States Fish and Wildlife Service (USFWS), to ensure that their actions are not likely to jeopardize the continued existence of endangered or threatened species or

Figure 4.2 Habitats Map



result in the destruction or adverse modification of critical habitat of such species. In accordance with Section 7(c) of the ESA, current documentation of federally listed threatened and endangered species and designated critical habitats that could potentially occur in the vicinity of the project action area was obtained from the USFWS.

A literature search was performed for federally and state protected species to determine their habitat requirements and to find descriptions of the species that would facilitate their identification during a field survey. Important sources of reference information included natural resource agency data and published reports as well as botanical and faunal literature.

The IPAC list for the project area of the Proposed Project includes one federally endangered species, Michaux's sumac (*Rhus michauxii*); one proposed-endangered species, the tricolored bat (*Perimyotis subflavus*); two threatened species, Georgia rockcress (*Arabis georgiana*) and White fringeless orchid (*Platanthera integrilabia*); and one proposed threatened species, Monarch butterfly (*Danaus plexippus*). According to the IPAC report, no federally designated critical habitats occur within the project study area.

The GNAHRGIS report for the project study area identifies one state endangered species, Michaux's sumac; four state threatened species Georgia rockcress, Chattahoochee crayfish (*Cambarus howardi*), Georgia aster (*Symphyotrichum georgianum*), and white fringeless orchid; and one state rare species, bluestripe shiner (*Cyprinella callitaenia*).

Biological Effect Determinations for Protected Species within the Project Study Area

The Proposed Project would include activities that have the potential to impact protected species. The affected environment and effects determinations provided below are the result of FAA coordination with USFWS and GADNR-WRD, by letters dated February 3, 2024 (**Appendix B – Agency Coordination**).

Federally Listed Species

Georgia rockcress - This federally and state threatened species is found on rocky slopes and bluffs above streams; sandy loam along eroding riverbanks; thin woods on limestone or granite; and requires high to moderate light conditions. No rockcress were observed during field studies. Bluffs and streambanks in the project area are heavily vegetated by trees and scrub-shrub understory vegetation. Heavy vegetation does not provide the light conditions required by this species. Due to the lack of suitable habitat, implementation of the Proposed Project would have no effect on Georgia rockcress.

White fringeless orchid - Habitat for this federally endangered and state threatened species includes seepage sphagnum bogs, springheads, seepy stream banks, and red maple-black gum swamps. Wetland 13, 14, 15, and 16 are considered suitable habitat for this species. However, no white fringeless orchid were observed during field investigations. Impacts to wetland resources would include the removal of individual trees obstructing Runway 26 Inner Approach surfaces and Runway 8 Departure Surfaces. Because no species were identified within the project area the Proposed Project would not cause a vegetative conversion or loss of wetland habitat, the Proposed Project would have no effect on white fringeless orchid.

Michaux's sumac - Habitat for this federally and state endangered species includes dry, open, rocky, or sandy woodlands over mafic bedrock, often on ridges and river bluffs. Potential habitat was surveyed for Michaux's sumac as part of the field investigation. Rocky areas adjacent to Runway 8/26 are covered with a dense monoculture of kudzu that does not allow other species to

recruit these areas. Forested and scrub/shrub areas within proposed grading limits west of FIB have clay soils and dense vegetation that do not provide suitable habitat for Michaux's sumac. No individual plants were observed during field surveys. Based on the results of the species-specific surveys and the conditions present within the disturbed habitats, the implementation of the Proposed Project would have no effect on Michaux's sumac.

Based on coordination between FAA and USFWS (**Appendix B – Agency Coordination**), the proposed project would have no significant adverse effects on Federal listed species. The proposed project would have no effect on the Federal Endangered White fringeless orchid or Michaux's sumac; nor the Federal Threatened Georgia rockcress. The Proposed Project would not result in the destruction or adverse modification of federally designated critical habitat. Coordination with USFWS includes provisions to minimize impacts to bats, but does not require compensatory mitigation for impacts to federally protected species or their habitats.

Species Proposed for Federal List

Monarch butterfly - Potentially suitable habitat for this federally proposed threatened species occurs statewide and may be present within the project area. No monarch butterflies were observed during the field surveys. Based on the scope of the action compared to the range and distribution of this species, the Proposed Project may affect, is not likely adversely affect monarch butterfly.

Tricolored bat - This federally proposed endangered species occurs statewide. The tricolored bat forages in wooded areas and roosts in bridges, concrete culverts that are 3 feet or greater in height/diameter and under the bark of trees. GADNR Bats in Bridges survey methodologies were used to survey for protected bat species on July 23 and 24, 2024. No tricolored bats were observed during field surveys. However, the FIB bridge over PS 10 / Sandy Creek, and two 72-inch concrete pipe (RCP) culverts in PS 11 are identified as considered suitable roosting habitat for tricolored bat. In addition, forested areas and trees within the project area are considered suitable tricolored bat habitat. Based on the presence of suitable habitat, this species is assumed present.

The Proposed Project includes the following impacts to tricolored bat habitat: the 72-inch RCP that contains PS 11 beneath Runway 26 would be extended approximately 90 feet; and approximately 22.8 acres of forest would be cleared for grading, wall construction, obstruction removal, and excavation of a borrow pit west of FIB.

Based on coordination between FAA and USFWS (**Appendix B – Agency Coordination**), the following avoidance and minimization measures are included for the protection of tricolored bat and their habitat: A qualified contract ecologist would perform a pre-construction survey of any culvert(s) that would be impacted by demolition or extension activities within 14 calendar days prior to the start of demolition or extension activities. If the contract ecologist observes any bats actively roosting in a culvert structure, the culvert demolition or extension activities would not begin until FAA has consulted with the USFWS and Georgia Department of Natural Resources. Project personnel employed on this project would be advised about the potential presence and appearance of tricolored bat. Tree clearing would not be allowed between May 1st and July 31st (i.e., non-volant pup season) to minimize impacts to tricolored bats that could occur in the area. Based on the presence of suitable habitat and the scope of the Proposed Project, the Proposed Project may affect, not likely to adversely affect tricolored bat. USFWS concurred in this conclusion. Therefore, conference for this proposed species is not required.

Based on coordination between FAA and USFWS (**Appendix B – Agency Coordination**), the assessment of effects for the proposed project is may affect, not likely to adversely affect for the Proposed Endangered tricolored bat; and the Proposed Threatened monarch butterfly.

State Protected Species (Not Federal Listed or Proposed)

Chattahoochee crayfish - This state threatened species is found in clear, free-flowing waters, often in riffles in a range of stream sizes. Perennial streams within the project area would provide potential suitable habitat for Chattahoochee crayfish. Therefore, Chattahoochee crayfish is assumed present in perennial streams within the project area. The Proposed Project includes approximately 94 linear feet (0.09 acre) of permanent fill impacts to perennial stream (PS) 11 that would impact potential Chattahoochee crayfish habitat. Proposed impacts are considered a minor impact because there is ample similar habitat in the nearby vicinity. The implementation of the Proposed Project would have no significant adverse impacts on Chattahoochee crayfish or their habitat.

Bluestripe shiner - This state rare species is found in mainstream reaches of rivers and large streams in riffles and runs with rubble or sand substrate. PS 1 / Chattahoochee River and PS 10 / Sandy Creek are large streams that would provide potential suitable habitat for this species. Therefore, bluestripe shiner is assumed present in these streams. No impacts to PS 1 / Chattahoochee River or PS 10 / Sandy Creek are proposed. Therefore, the Proposed Project would have no significant adverse impacts on bluestripe shiner or their habitat.

Georgia aster - This state threatened species prefers edges and openings in rocky, upland oak-hickory-pine forests and rights-of way (ROW) through these habitats. No Georgia aster were observed during the field surveys. Georgia Power and Colonial Gas Pipeline ROW located adjacent to the Proposed Project provide suitable habitat for Georgia aster. Georgia aster habitat within these ROWs habitat would not be impacted by the Proposed Project. The proposed grading limits include mowed/maintained areas that are mowed frequently. The resulting turf vegetation does not provide suitable habitat for Georgia aster. Scrub-shrub areas are heavily vegetated with vines including kudzu (*Pueraria montana*) and greenbrier (*Smilax sp.*), woody shrubs including blackberry (*Rubus sp.*) and Chinese privet (*Ligustrum sinense*), and tree saplings. The resulting shading in scrub-shrub areas does not provide suitable habit for Georgia aster. Therefore, the Proposed Project would have no significant adverse impacts on Georgia aster or their habitat.

Based on coordination between FAA and GADNR (**Appendix B – Agency Coordination**), the proposed project would have no significant adverse impacts on State listed species. The proposed project would have no significant adverse impacts on the following species or their habitats: State Endangered Michaux sumac; State Threatened Georgia rockcress, Georgia aster, Chattahoochee crayfish, and white fringeless orchid; and State Rare bluestripe shiner.

A summary of federally listed, federally proposed, and state protected species that potentially occur in the vicinity of the project study area is presented in **Table 4.2**.

Table 4.2 Effects Determination Summary Federal and State Protected Species That Could Potentially Occur within the Project Study Area							
Common Name	Scientific Name	Federal Rank	State Rank	Habitat Present	Species Present	Special Provision	Effect Determination
Georgia rockcress	<i>Arabis georgiana</i>	T	T	No	No	No	NE
Michaux's sumac	<i>Rhus michauxii</i>	E	E	No	No	No	NE
White fringeless orchid	<i>Plata Thera integrilabia</i>	E	T	Yes	No	No	NE
Monarch butterfly	<i>Danaus plexippus</i>	PT	-	Yes	Yes*	No	MANLAA
Tricolored bat	<i>Perimyotis subflavus</i>	PE	-	Yes	Yes*	Yes	MANLAA
Georgia aster	<i>Symphyotrichum georgianum</i>	-	T	No	No	No	NSAI
Chattahoochee crayfish	<i>Cambarus howardi</i>	-	T	Yes	Yes*	No	NSAI
Bluestripe shiner	<i>Cyprinella callitaenia</i>	-	R	Yes	Yes*	No	NSAI

Key: Rare (R); Threatened (T); Proposed Threatened (PT); Endangered (E); Proposed Endangered (PE); No Effect (NE); May Affect, Not Likely to Adversely Affect (MANLAA); No significant adverse impacts (NSAI), * Assumed present.

4.4 DEPARTMENT OF TRANSPORTATION ACT and LAND AND WATER CONSERVATION FUND Act

Section 4(f) of the U.S. Department of Transportation (DOT) Act of 1966 protects significant publicly owned parks, recreational areas, wildlife and waterfowl refuges, and public and private historic sites that are listed or eligible for listing on the National Register of Historic Places (NRHP). Section 6(f) of the Land and Water Conservation Fund (LWCF) Act protects public outdoor recreation areas funded by LCWF grants.

No Action Alternative Impacts

Selection of the No-Action Alternative would represent the taking of no action and this alternative would have no impact on 4(f) or 6(f) resources.

Proposed Project Impacts

An analysis of affected environment along with an analysis of effects for 4(f) and 6(f) resources is provided below. As described in Chapter 3 - Affected Environment, there are no publicly owned

parks, recreational areas, or wildlife or waterfowl refuges in the vicinity of the Airport that would be protected under Section 4(f). Section 4.6 of this chapter includes an analysis of effects for Historical, Architectural, Archaeological, And Cultural Resources. Cultural resources analyses and coordination conclude that the Proposed Project would have no adverse effect to historic properties within its Area of Potential Effects (APE).

The nearest 6(f) resource in the vicinity of the Airport is the Chattahoochee River Park on Peyton Road in Atlanta that is located approximately 2.8 miles north of FTY. The Proposed Project would have no effect on 6(f) resources because there are no Section 6(f) resources located within or adjacent to the Proposed Project.

The Proposed Project would not impact 6(f) resources and would not result in a use of resources protected under Section 4(f).

4.5 HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

The FAA has not established a significance threshold for Hazardous Materials, Solid Waste, and Pollution Prevention. However, consideration must be given to actions that violate laws or regulations, involve a contaminated site, produce an appreciably different quantity or type of hazardous waste, generate an appreciably different quantity or type of solid waste, or adversely affect human health and the environment.

No Action Alternative Impacts

Selection of the No-Action Alternative would represent the taking of no action. No construction activities would occur and no demolition debris would be generated. Selection of the No-Action Alternative would have no impact on hazardous materials, solid waste or pollution.

Proposed Project Impacts

An analysis of affected environment along with an analysis of effects for hazardous material, solid waste, and pollution prevention is presented below.

4.5.1 Hazardous Materials Impacts

Hazardous materials are those substances defined by the Comprehensive Environmental Response, Compensation, and Liability Act, as amended by the Superfund Amendments and Reauthorization Act, and those substances defined by the Toxic Substances Control Act. In general, hazardous materials include substances that, because of their quantity, concentration, physical, chemical, or infectious characteristics, may present substantial danger to public health or welfare, or to the environment, when released or otherwise improperly managed.

Environmental Data Resources (EDR) conducted a search of available environmental records to identify known or potential hazardous materials sites, hazardous waste generators, and hazardous materials users associated with the project study area for the Proposed Project. An EDR Corridor Report was generated that contains information about hazardous sites from multiple federal and state regulating agencies, including the U.S. EPA and the GADNR-Environmental Protection Division (EPD) (**Appendix D – Hazardous Materials Report**). The following seven records were identified within the target property area of the Proposed Project: one leaking underground storage tank at 4368 MLK that was removed and requires no further action (NFA), one GA Spills spill information that involved spilled fuel from a single car accident, and five Enforcement and Compliance History Information (ECHO) records that include Majestic Logistics, Smart Hub, UPS Sandy Creek Hub, RMC Allied Readymix and Ready Mix USA.

Fuels and potentially hazardous material used for construction activities will be managed to comply with the Georgia General Construction Stormwater Permit for infrastructure projects (GAR 10002). An Erosion Sedimentation and Pollution Control Plan will be developed for the proposed project that includes information on the management, storage, and disposal of potentially hazardous material used for construction.

The Proposed Project would not violate laws or regulations, it does not involve any known contaminated sites, and it would not produce hazardous waste. Therefore, no hazardous materials impacts are anticipated for the Proposed Project.

4.5.2 Solid Waste Impacts

The potential for the generation of solid waste was examined for elements that comprise the Proposed Project. The areas of concern include potential long-term generation of solid waste from airport operations; potential temporary generation of solid waste from construction activities; potential operation of runway facilities adjacent to active landfills that accept putrefiable waste where a bird-strike hazard may be present; and the Airport's ability to comply with FAA Order 5200.5A, "*Waste Disposal Sites on or Near Airports.*"

According to FAA Order 5200.5A, waste disposal sites that have the potential to attract birds are considered incompatible if they are located within 10,000 linear feet of a runway that is being used (or is planned to be used) by turbine-powered aircraft, or that are located within a 5-mile radius of a runway that attracts or sustains hazardous bird movements into or across the runways and/or approach and departure patterns of aircraft.

All earthwork materials (soil) would be expected to remain onsite. Any trees removed would be used for mulch or made available for recycling by a third party for use such as mulch, lumber or firewood. Other vegetation removed during construction would be mulched and recycled or disposed of at the nearest inert landfill.

Obliterated pavement would be recycled when possible. Generation of waste in the form of construction debris, including the demolition or removal of the existing FAA-owned localizer and glideslope shelters would be handled according to applicable local, state, and federal guidelines.

The proposed RSA improvements would improve safety and would not have permanent impacts on operations or the generation of solid waste. Short-term and temporary impacts may occur as a result of construction activities. Construction best management practices will be implemented during construction to promote recycling, minimize the generation of waste, and properly manage construction debris. The Proposed Project would have no significant impacts associated with the generation or disposal of solid waste.

4.5.3 Pollution Prevention

Selection of the No-Action Alternative would not result in any changes to the existing conditions at the Airport and would not require additional pollution prevention actions.

The Proposed Project would result in the need for the Airport to obtain a National Pollutant Discharge Elimination System (NPDES) permit for construction stormwater discharges (GAR10002). In addition, the stormwater pollution prevention plan (SWPPP) for the Airport's NPDES industrial stormwater permit (GAR50000) would be updated to account for runoff associated with new impervious runway surfaces as well as the modification and addition of outfalls associated with RSA improvements. The Proposed Project would not violate applicable

laws or regulations and would have no significant impact on the generation, treatment, or prevention of pollution.

4.6 HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

The National Historic Preservation Act of 1966 (NHPA) mandates that districts, sites, buildings, structures, and objects that are significant to American history, architecture, archaeology, engineering, and culture be cataloged on the National Register of Historic Properties (NRHP). Section 106 of the NHPA, Protection of Historic and Cultural Resources, requires federal agencies to consider the effects of their actions on resources listed on the NRHP, as well as on resources that are determined to be eligible for listing on the NRHP. In July 2024, Brockington and Associates, Inc. conducted a Phase I survey of the APE for the Proposed Project (**Appendix E – Phase I Cultural Resources Survey Report**). This work complies with Section 106 of the NHPA of 1966 (as amended).

No Action Alternative Impacts

Selection of the No-Action Alternative would represent the taking of no action and would not result in adverse impacts to historic architectural resources because there would be no changes in the current conditions at the Airport.

Proposed Project Impacts

An analysis of affected environment along with an analysis of effects for historic resources is presented below. Phase I cultural resources surveys that consisted of background research, an archaeological field survey and an architectural field survey were conducted to determine if cultural resources are in the APE for the Proposed Project and to assess their NRHP eligibility. The APE consists of the project study area and a 0.25-mile viewshed buffer. This chapter includes an analysis of the affected environment along with an Assessment of Effects (AOE) for NRHP-eligible cultural resources identified inside the APE.

Impacts to historic resources and tribal interest are summarized below and presented in greater detail in the subsequent sections of this chapter. Coordination with Georgia Department of Community Affairs dated July 3, 2025, confirms that the Proposed Project would have no adverse effect to historic properties within its APE, as defined in 36 CFR Part 800.5(d)(1), due to scope and location of work (**Appendix B – Agency Coordination**).

FAA used the Tribal Directory Assessment Tool (TDAT) online database to identify federally-recognized tribes and their geographic areas of current and ancestral interest. FAA tribal coordination was initiated June 4, 2024, and no tribes responded (**Appendix B – Agency Coordination**).

4.6.1 Historic Architectural Resources Impacts

Background research identified two previously recorded architectural resources on FTY property that are located outside project area of the Proposed Project: the Fulton County Airport Administration Building and Annex (Resource 33132). These cultural resources have been determined eligible for the NRHP. These resources are located approximately 900 to 1,208 feet south of the study area and approximately 1,276 to 1,650 feet south of the nearest grading area. Additional information on cultural resources, including maps and images are included in **Appendix E – Phase I Cultural Resources Survey Report**. These resources would not be

impacted by RSA grading and other improvement areas. Based on the assessment of effects included in the Phase I Cultural Resources Survey and confirmation from the Georgia Department of Community Affairs, the Proposed Project would have no effect on Resource 33132.

As a result of the architectural field survey, one resource, the Carroll Heights Historic District, was identified within the APE but outside the project area of the Proposed Project. The Carroll Heights Historic District is a Ranch House neighborhood located east of Fulton Industrial Boulevard and south of the grading limits for the proposed borrow pit. The Carroll Heights Historic District is recommended eligible for the NRHP under Criterion C (architecture) at a local level of significance. Based on the assessment of effects included in the Phase I Cultural Resources Survey (and confirmation from the Georgia Department of Community Affairs), the Proposed Project would have no adverse effect on the Carroll Heights Historic District.

4.6.2 Archaeological Resources Impacts

Background research identified previously recorded archaeological sites 9FU566 (historic artifact scatter) and 9FU683 (precontact artifact scatter) are within the project area of the Proposed Project. It appears that both sites have been destroyed by past construction activity. FU566 was located west of the intersection of FIB and Sandy Creek Road. This site was likely destroyed by a City of Atlanta sewer main project located north of Runway 8/26. FU683 was located between the north ends of Runways 14/32 and 8/26. This resource was likely destroyed by deep mechanical plowing associated with previous tree farming activities. Archaeological Site 9CO439 (precontact artifact scatter) was located west of the Chattahoochee River where the Runway 8 MALSR stations are located. It appears that this site was destroyed by construction activities associated with the expanded Cobb County Water Reclamation Plant. As a result of the archaeological field survey, no new archaeological sites or isolated finds were identified. Based on the assessment of effects included in the Phase I Cultural Resources Survey and confirmation from the Georgia Department of Community Affairs, previously recorded archaeological sites within the project area of the Proposed Project have been destroyed by past construction activity and the Proposed Project would have no effect on 9FU566, 9FU683, and 9CO439.

4.7 LAND USE

The FAA has not established a significance threshold for Land Use. The analysis should include consideration of possible conflicts with the objectives of Federal, regional, state, tribal, and local land use plans, policies, and controls for the area concerned.

No Action Alternative Impacts

Selection of the No-Action Alternative would represent the taking of no action and would not result in adverse impacts to Land Use as there would be no changes in the current conditions at the Airport.

Proposed Project Impacts

An analysis of affected environment along with an analysis of effects for land use is presented below. The Proposed Project would be constructed entirely on property owned by the Sponsor. Land use changes associated with the proposed RSA improvements include increasing the physical pavement length of Runway 8/26 from 5,797 feet to 6,058 feet and the installation of EMAS. Chapter 3 – Affected Environment includes information on land use and zoning in the vicinity of the Airport.

The Proposed Project includes the installation, removal, or adjustment of FAA-owned structures that are subject to FAA approval and/or reimbursable agreements. The following project elements would require FAA approval: relocation or modification of the Runway 26 localizer and localizer shack; relocation or modification of the FAA-owned Runway 8 glideslope shelter; relocation or modification of the FAA-owned Runway 8 MALS stations.

Land use changes would not be considered adverse because the Proposed Project would remain compatible with current and future land use plans. Land on and adjacent to the Airport is zoned for industrial land uses (**Figure 3.1 – Zoning and Land Use**). No conflicts with land use or zoning are anticipated. The Proposed Project would not significantly impact land uses around the Airport.

4.8 NATURAL RESOURCES AND ENERGY SUPPLY

In accordance with FAA guidelines, the EA must evaluate potential changes in energy requirements and the use of consumable natural resources at the Airport for the proposed construction activities. Energy supply requirements typically fall into two categories: those that relate to changing demand from stationary facilities (e.g., major airfield lighting and terminal building heating demands) that might exceed local supplies or capacities; and those involving the increased movement of air and ground vehicles to the extent that demand exceeds energy supplies. An evaluation of potential impacts on natural resources includes considerations such as the local availability of construction materials and the use of scarce or unusual consumable natural resources for construction of the Proposed Project.

No Action Alternative Impacts

Selection of the No-Action Alternative would represent the taking of no action and this alternative would not result in any changes to the existing condition at the Airport. Therefore, this alternative would have no impact on natural resources and/or the local energy supply.

Proposed Project Impacts

Construction activities associated with the Proposed Project would require energy and materials. However, demand for additional petroleum-based fuels and materials needed for construction would not exceed available or future supplies. The Proposed Project would not significantly change natural resources or energy demands or cause demand to exceed available or future supplies. Post-construction operation of the Proposed Project would not represent a significant increase in demand for energy or other resources.

No substantial changes in energy requirements would result from the Proposed Project. No adverse effects or exceedances of local or regional natural resources and energy supplies are anticipated. The proposed project would have no significant impacts on natural resources or energy supplies.

4.9 NOISE AND NOISE-COMPATIBLE LAND USE

No Action Alternative Impacts

Selection of the No-Action Alternative would represent the taking of no action and this alternative would not result in any changes to the existing condition of the Airport property or adjacent parcels; therefore, no significant construction-related noise would be generated with selection of this alternative.

Proposed Project Impacts

An analysis of affected environment along with an analysis of effects for Noise and Noise-Compatible Land Use is presented below.

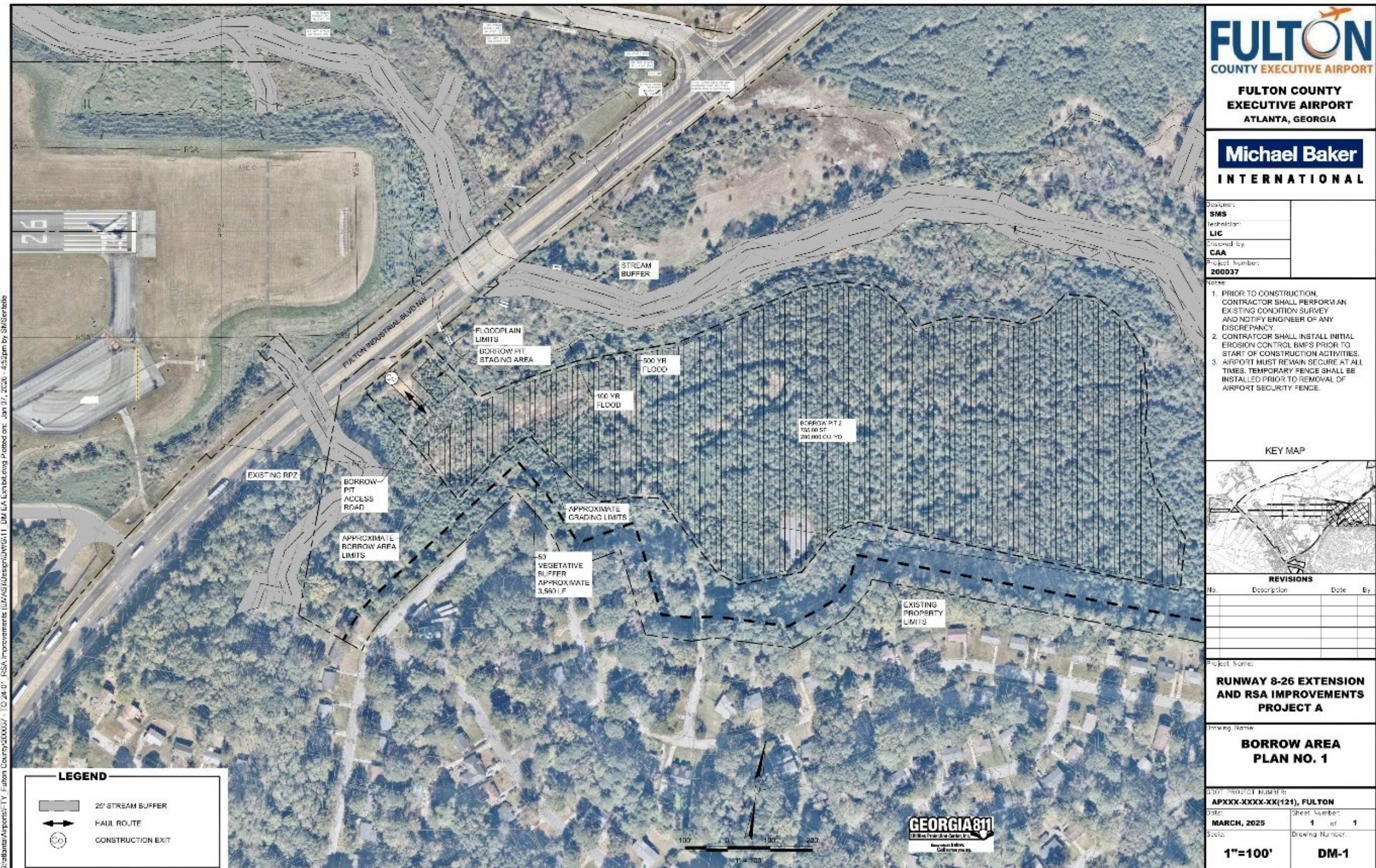
4.9.1 Construction Noise Impacts

According to the *Federal Highway Administration Construction Noise Handbook*, there are no standardized criteria on the federal level for assessing construction noise impacts related to transportation projects. Where project-specific construction noise criteria have been developed by individual agencies or municipalities, they typically consider the difference between existing noise levels prior to construction startup and expected noise levels during construction; absolute level of expected construction noise; adjacent land uses, and the duration of construction/operation.

Land uses immediately surrounding the Airport are primarily industrial. The proposed project is located in an area that includes high noise levels from existing noise generators including, an animal shelter, a UPS regional hub, a roadway with heavy tractor trailer traffic, and other industrial activities. In addition to industrial land uses, City of Atlanta residential development was allowed along the east side of FIB. The nearest residential zoned areas are the Sponsor-owned land located east of FIB within the Runway 26 Runway Protection Zone (RPZ) and residential developments located south this Sponsor-owned land (**Figure 4.3**).

RSA improvements would be expedited to avoid runway closure time. A timeline of approximately 150 days for construction activities is anticipated. However, to minimize impact to the aviation community, construction activities for RSA improvements would likely be divided into three phases that may not be contiguous. Sponsor owned land located east of FIB was recently cleared and graded to produce fill for nearby construction projects. The proposed project would include similar activities that would expand excavation in the adjacent area. To minimize noise impacts to residential areas east of FIB and south of the Runway 26 RPZ, tree buffers setbacks of greater than 50 feet will be maintained adjacent to residential developments (**Figure 4.3**). Construction activities east of FIB would be limited to daytime hours to further minimize noise impacts. Due to existing noise levels along associated with this industrial corridor, temporary noise impacts associated with construction of the proposed project are not anticipated to significantly increase noise levels compared to existing noise levels.

Figure 4.3: Proposed Borrow Area



4.9.2 Airside Noise Impacts

According to FAA Orders 1050.1F an action that would increase noise by DNL⁵ 71.5 decibels (dB) or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe.

The designated FAA tool for assessing noise exposure related to airport activity is the Aviation Environmental Design Tool (AEDT), which estimates long-term average effects using daily operational data (**Appendix C – Noise Analysis**). At the time of project initiation, FAA’s approved version AEDT Version 3g was used to develop the noise analysis for the timeframes listed and briefly described below.

- Existing Conditions: The most recent 12 months of operations (the year 2024).
- Year of Implementation: Noise conditions during the year the RSA improvements are expected to be completed (2026).
- Year of Implementation Plus Five Years: Noise conditions five years after completion of the RSA improvements (anticipated 2031).

For each future timeframe, a No Action Alternative was included for comparison purposes, reflecting airport noise conditions without the implementation of the Proposed Project.

Based on the results of the noise analysis, the 65 DNL would increase in size by 0.1 acre compared to the No-Action Alternative (**Appendix C – Noise Analysis**). Existing residential population counts exposed to 65 DNL measured zero persons in all timeframes and all scenarios. Therefore, implementation of the Proposed Project would not result in significant noise impacts associated with any noise sensitive or non-compatible land uses.

4.10 SOCIOECONOMIC IMPACTS, AND CHILDREN’S ENVIRONMENTAL HEALTH AND SAFETY RISKS

No Action Alternative Impacts

Selection of the No-Action Alternative would represent the taking of no action and this alternative would not result in any changes to the existing condition of the Airport property or adjacent parcels. Therefore, there would be no impacts to communities in the area.

Proposed Project Impacts

An analysis of affected environment along with an analysis of effects for Socioeconomic Impacts and Children’s Environmental Health is presented below.

No land acquisition is required and no displacements or impacts to business operations are anticipated. No impacts related to residential/business acquisitions or relocations, disruptions in established communities or planned developments are anticipated. This project is not anticipated to directly impact airside or landside traffic patterns. No direct effects related to

⁵ Day-Night Average Sound Level (DNL). The 24-hour average sound level, in decibels, for the period from midnight to midnight, obtained after the addition of ten decibels to sound levels for the periods between midnight and 7 a.m., and between 10 p.m., and midnight, local time. The symbol for DNL is Ldn (See 14 CFR § 150.7).

residential/business acquisitions or relocations, disruptions in established communities or planned developments, or children's environmental health and safety are anticipated.

It is anticipated that construction activities will result in short-term inconveniences to airport tenants and the aviation community associated with temporary closure of Runway 8/26 for the construction of RSA improvements. No significant socioeconomic or environmental health impacts would result from the implementation of the Proposed Project.

4.11 VISUAL EFFECTS (Including Light Emissions)

No Action Alternative Impacts

Selection of the No-Action Alternative would represent the taking of no action and this alternative would not result in any changes to visual effects on Airport property or adjacent parcels. Therefore, there would be no light emission or visual effect impacts.

Proposed Project Impacts

In accordance with the FAA *Airport Environmental Handbook*, the sponsor of an airport development project shall "... consider the extent to which any lighting associated with an airport action will create an annoyance among people in the vicinity of the installation." It is also prudent to consider whether lighting associated with a Proposed Project might confuse or interfere with the vision of air traffic controllers directing aircraft in the vicinity of the airport, or with the vision of pilots on approach to an airport runway.

The Proposed Project would not produce additional light emissions other than those experienced from RSA improvements and NAVAID adjustments. The Proposed Project will adhere to lighting standards that would help mitigate potential light pollution. The overall setting of the airfield would not change drastically. The MALSR located east of Runway 8 would shift approximately 200 feet eastward towards the existing airport along a flight path that is currently illuminated. The runway and ILS glideslopes would also shift, but no impacts associated with aircraft lighting are anticipated. The physical pavement length of Runway 8/26 would increase from 5,797 feet to 6,058 and EMAS would be installed. Minor changes in airfield lighting are anticipated to accommodate additional paved surfaces. No adverse visual impacts to aircraft operations or the surrounding community are anticipated.

The Proposed Project would not change the visual character of the direct study area and is compatible with the existing visual character of the Airport. Retaining walls would be installed at both ends of Runway 8/26 to accommodate EMAS and other RSA improvements. Retaining wall design will be in keeping with the character of the surrounding industrial area. Implementation of the Proposed Project would not result in direct, indirect or reasonably foreseeable adverse visual impacts on the local community. Temporary construction and grading activities are proposed east of FIB. Grading east of FIG would be located adjacent to areas previously used to supply fill material for recent construction.

No permanent development is proposed east of FIB. Temporary visual impacts to residential areas would be avoided or minimized by preventing clearing and grading along the Airport Boundary abutting the residential area south of the Runway 26 RPZ. Tree clearing would be avoided 50 feet from this residential area to maintain a vegetated buffer and minimize visual impacts (**Figure 4.3**). In addition, disturbed areas would be revegetating as soon as practicable when construction

activities are complete. No significant light emissions or Visual Effects impacts would result from the implementation of the Proposed Project.

4.12 WATER RESOURCES (Including Wetlands, Floodplains, Surface Waters, Groundwater, And Wild and Scenic Rivers)

No Action Alternative Impacts

Selection of the No-Action Alternative would represent the taking of no action and this alternative would not result in any changes to Water Resources. The No-Action Alternative would have no impact on Water Resources.

Proposed Project Impacts

An analysis of affected environment along with an analysis of effects for impacts to Water Resources is presented below.

USGS quadrangle maps, county soil survey maps, USFWS National Wetlands Inventory maps, and aerial photographs of the project study area were reviewed prior to the Aquatic Resource reconnaissance. The Project's study area encompasses the Airport property associated with the Project. Field investigations were conducted by Michael Baker International, Inc on October 4, 2023, and from July 23 through 24, 2024. Wetlands were identified in the field on the basis of soils, hydrology, and vegetation (USACE 1987).

The FTY aquatic resources delineation is summarized in **Table 4.3** and an aquatic resources map that is presented in **Figure 4.4 – Aquatic Resources**. Detailed information on stream and wetlands that were delineated at FTY can be found in the Aquatic Resources Delineation Verification Review (ARDR) that was approved by USACE on May 29, 2025 (**Appendix B – Agency Coordination**). This ARDR was submitted to confirm the delineation of waters of the United States (WOTUS) located within the project area.

4.12.1 Aquatic Resources Impacts

The Proposed Project includes RSA improvements at each end of Runway 8/26 that would impact aquatic resources. These RSA improvements designed to address deficient RSA widths and deficient distances prior the landing threshold at each end of the runway. Runway 26 RSA improvements would extend the existing 72-inch culvert that contains PS 11 beneath Runway 8/26 and discharges to PS 10 / Sandy Creek. This culvert would be extended eastward towards FIB

Runway 26 RSA improvements include approximately 94 linear feet (0.09 acre) of permanent adverse fill impacts to PS 11 and approximately 5,000 square feet of impacts to the 25-foot stream buffer of PS 11 in the same area. Runway 8 RSA improvements would avoid impacts to PS 3, a tributary to PS 1 / Chattahoochee River. However, it is anticipated that approximately 100 feet (2,500 square feet) of the 25-foot stream buffer on the east side of PS 3 would be impacted for wall construction (**Figure 2.3 – Runway 8 EMAS and Figure 4.4 – Aquatic Resources**).

Total avoidance of aquatic resource impacts would not be possible with implementation of the Proposed Project because of limitations on the feasible locations for the proposed construction activities. Practicable measures to minimize impacts were utilized during the preliminary design phase of the project. Every consideration was given to developing a design that would reduce potential impacts to all aquatic resources to the greatest extent possible, as long as the project design would remain consistent with engineering standards and FAA safety requirements. The

construction contract would require implementation of BMPs to minimize temporary impacts on water quality. Erosion and sediment control measures such as the installation and maintenance of silt fencing, seeding of slopes, and streambank stabilization would be required until a permanent vegetative cover is established in any unpaved areas.

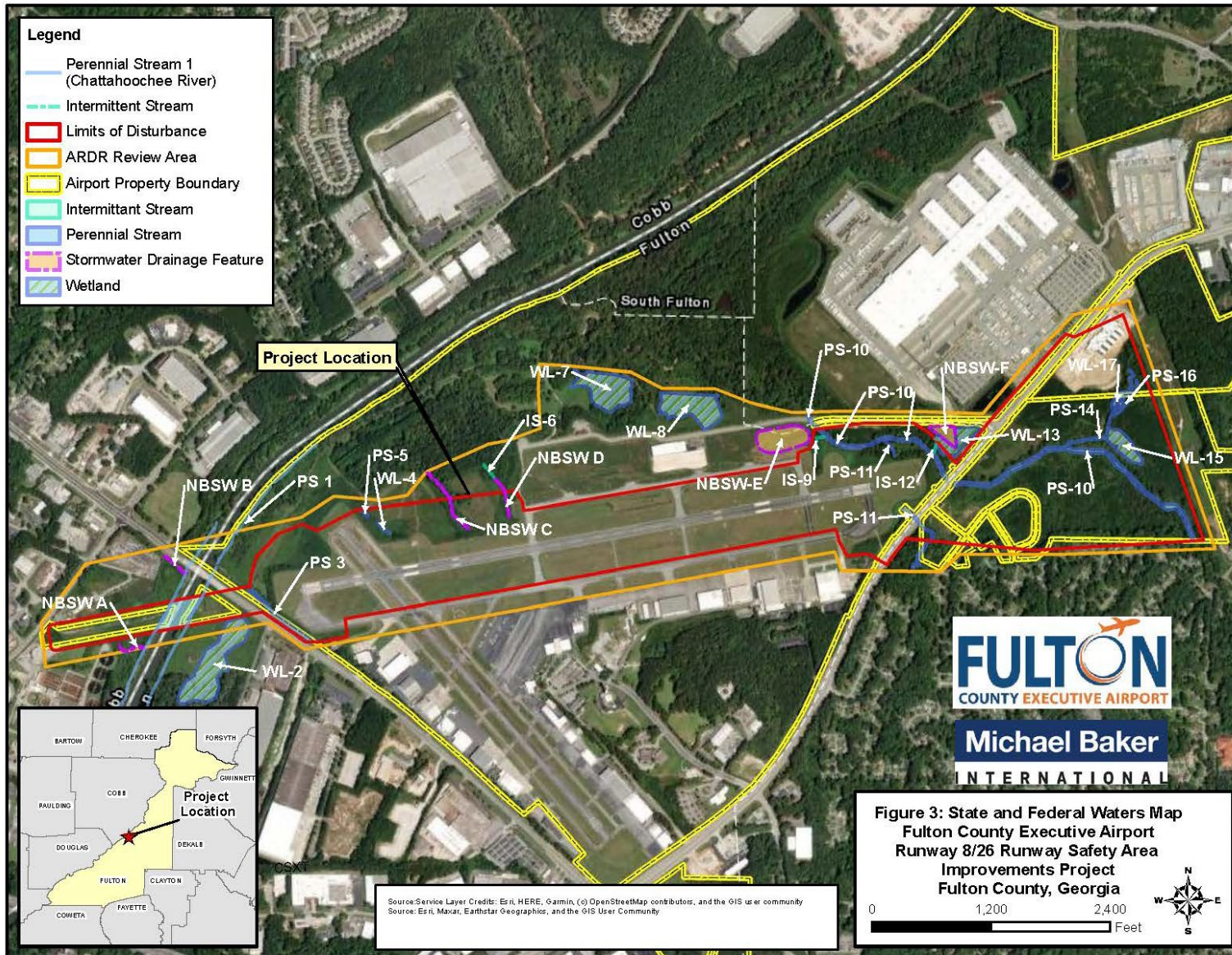
Table 4.3
Aquatic Resources Summary

Aquatic Resources Name	Amount	Units	Latitude	Longitude
Perennial Stream 1 / Chattahoochee River	<u>1,232</u>	Linear feet	33.778339	-84.533989
Wetland 2	5.51	Acre	33.777622	-84.532676
Perennial Stream 3	<u>1,337</u>	Linear feet	33.77693	-84.528413
Wetland 4	0.04	Acre	33.780261	-84.527547
Perennial Stream 5	101	Linear feet	33.781066	-84.528382
Intermittent Stream 6	200	Linear feet	33.781919	-84.523756
Wetland 7	3.5	Acre	33.783663	-84.519033
Wetland 8	3.45	Acre	33.783822	-84.517229
Intermittent Stream 9	261	Linear feet	33.7826	-84.513124
Perennial Stream 10 / Sandy Creek	4,864	Linear feet	33.782748	-83.512147
Perennial Stream 11	1,103	Linear feet	33.780351	-83.509368
Intermittent Stream 12	<u>163</u>	Linear feet	33.782636	-84.509182
Wetland 13	1.34	Acre	33.782899	-83.508062
Perennial Stream 14	1,261	Linear feet	33.783278	-83.503397
Wetland 15	1.37	Acre	33.782767	-83.503181
Perennial Stream 16	525	Linear feet	33.78366	-83.503178
Wetland 17	0.39	Acre	33.783743	-83.503201

A Clean Water Act (CWA) Section 404 permit is required for authorization of projects with unavoidable impacts to waters of the U.S. It is anticipated that the infrastructure improvements associated with the Proposed Project would be eligible for authorization under Regional Permit (RP) 34.

The Proposed Project would include approximately 94 linear feet (0.09 acre) of adverse fill impacts to PS 11 to extend an existing stream culvert east of the Runway 26 end. These adverse stream impacts would require the submittal of a USACE Pre-Construction Notification. However, adverse stream impacts would not exceed the threshold for compensatory mitigation for RP 34 and no compensatory mitigation for 404 impacts is anticipated.

Figure 4.4 Aquatic Resources



In addition to steam impacts, the Proposed Project includes the cutting of individual obstruction trees in WL 13. This wetland is located north of Runway 26 and the obstruction trees that require cutting are identified as green dots in **Figure 4.2 – Habitats Map**. Individual obstruction trees would be cut to the stump without grading or grubbing. Impacts to WL 13 would not be considered adverse because no fill or trenching is proposed and because WL 13 would remain forested.

The proposed project would not significantly impact water quality, function, or the hydrology of streams or wetlands.

4.12.2 Stream Buffer Impacts

As stated in the Official Code of Georgia, warm water streams require a 25-foot undisturbed buffer. Buffer variance requirements apply to projects with non-exempt encroachments to state-mandated stream buffers.

It is anticipated that impacts to PS 3 stream buffers would require the submittal of a Georgia Environmental Protection Division Buffer Variance Application. PS 3 buffer impacts would be authorized under Criterion 2(a) because they are not associated with a Section 404 permit. It is anticipated that mitigation would include revegetation, but no compensatory mitigation is anticipated. Cutting individual obstruction trees in the PS 6 and PS 10 stream buffers would not involve land disturbance and a buffer variance is not anticipated if land disturbance is avoided. Impacts to the PS 11 stream buffer associated with the culvert extension described above would qualify for a Roadway Drainage System Exemption and would not require a buffer variance from Georgia EPD or mitigation.

4.12.3 Stormwater Impacts

Section 402 of the CWA prohibits the discharge of any pollutant into waters of the U.S. from a point source, unless the discharge is authorized by a National Pollutant Discharge Elimination System (NPDES) permit. A NPDES Notice of Intent (NOI) and Erosion Sedimentation and Pollution Control Plan (ES&PCP) would be required for the Proposed Project for construction activities that disturb greater than one acre of land.

The Proposed Project would require authorization under Section 402 of the CWA. A Notice of Intent (NOI) would be required for use of the State's NPDES Construction Stormwater General Permit - Permit No. GAR100002. Selection of the Proposed Project would also result in the need for the Airport to update its current Stormwater Pollution Prevention Plan (SWPPP) and comply with the State's Industrial Stormwater General Permit - Permit No. GAR50000.

4.12.4 Floodplain Impacts

Executive Order (E.O.) 11988, *Floodplain Management*, requires that efforts be made to avoid, to the extent possible, the long-term and short-term adverse impacts associated with the occupancy and modification of floodplains. It also requires that efforts be made to avoid direct or indirect support of development in floodplains wherever there is a practicable alternative, and it prohibits floodplain encroachments that would cause a substantial flood risk, a critical interruption of an emergency transportation facility, or an adverse impact on the floodplain's natural values.

Development in a FEMA-designated 100-year floodplain (Flood Hazard Floodplains) would require compliance with National Flood Insurance Program (NFIP) and Fulton County Municipal Code requirements. Placing fill in floodplains is permitted by National Flood Insurance Program (NFIP) regulations if Floodplain Hydrologic and Hydraulic (H & H) analyses demonstrate that the

development would not result in an increase of more than one foot of the Base Flood Elevation. However, floodways must retain the ability to convey the 100-year flood by remaining unobstructed.

The Proposed Project would include hydraulic impacts associated with the PS 11 culvert extension and minor fill impacts to Zone AE floodplains associated with PS 1 / Chattahoochee River on the Runway 8 end and PS 10 /Sandy Creek on the Runway 26 End (**Figure 4.5 – Flood Hazard Floodplains**). Floodplain H & H analyses performed on the preliminary engineering design for the Proposed Project determined that impacts to floodplains and their Base Flood Elevations would be minimal and would comply with Federal Emergency Management Agency (FEMA) floodplain requirements (**Appendix F - Floodplain Hydraulic and Hydrologic Reports**).

In addition to FEMA requirements, Fulton County Municipal Code has several applicable local criteria which apply to Flood Prone Areas and Special Flood Hazard Areas. The applicable municipal code requirements are outlined in the floodplain H & H reports. Preliminary H & H analyses indicate 1) proposed retaining walls and MALSR relocation as currently designed do not cause a rise on PS 1 / Chattahoochee River or PS 10 Sandy Creek; 2) the proposed PS 11 culvert extension will not impact upstream properties; privately held upstream parcels will not be impacted; and 3) proposed retaining walls can be designed to meet Fulton County no-net fill requirements. The volume of fill in floodplains would need to be compensated with an equivalent volume of excavation. Additional floodplain analyses will be required to confirm that the final engineering designs meet Federal Emergency Management Agency (FEMA) and Fulton County floodplain requirements.

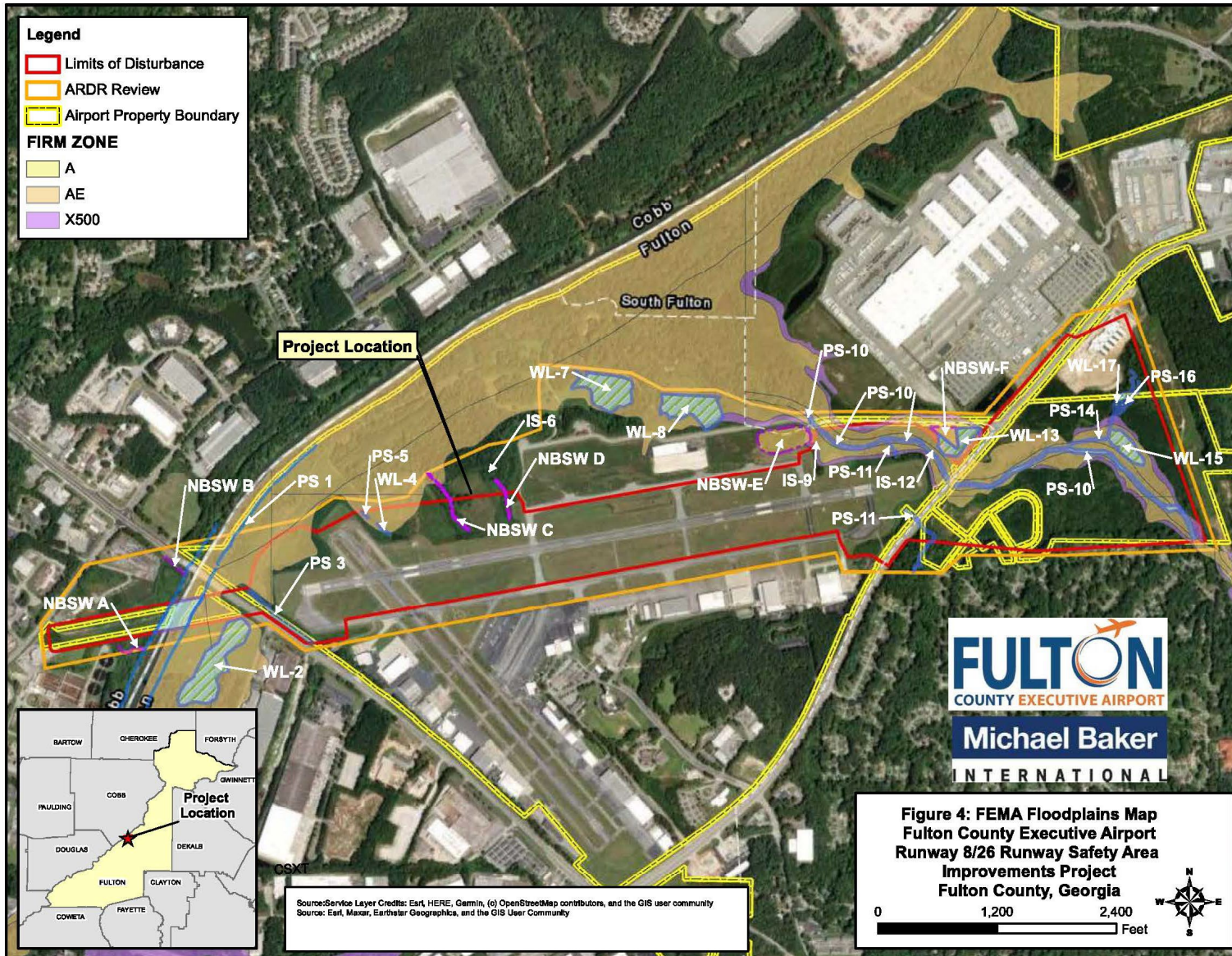
Based on a preliminary review of the FEMA floodplain elevations in the project study area, coordination with Fulton County would be required and coordination with FEMA is not anticipated. Impacts associated with floodplain fill would be compensated with an equivalent volume of floodplain storage and would not impact natural and beneficial floodplain values. Floodplain encroachment associated with the Proposed Project would not be significant per DOT Order 5650.2. Therefore, information on encroachment into the floodplain is included in this EA and information will be available at public meetings. However, floodplain impacts would not otherwise be noticed to the public in public notice documents, public meetings, workshops or hearings. Impacts to floodplain fill would be mitigated to achieve no-net floodplain fill. The Proposed Project would not cause significant encroachment and would not cause adverse impacts to the natural and beneficial floodplain values as defined in DOT Order 5650.2.

4.12.5 Groundwater Impacts

The Safe Drinking Water Act (42 U.S.C. 300 (f)-300j-26) establishes requirements for public water systems to ensure safe drinking water for the public.

This act prohibits federal agencies from funding actions that would contaminate an EPA-designated sole source aquifer or its recharge area. As of 2025, the Etowah Sole Source Aquifer (SSA) is the only EPA-designated SSA in the state of Georgia. The Etowah aquifer lies within the Etowah River Basin, which is part of the larger Coosa River Basin and located upgradient and approximately 30 miles from the Airport. FTY is located in the Middle Chattahoochee River Basin.

Figure 4.5 Flood Hazard Floodplains



The primary source of drinking water in Fulton County, City of Atlanta, and Cobb County is surface water from the Chattahoochee River. Fulton County Public Works, City Atlanta Water Department and Cobb County Water System implement safety measures to maintain safe drinking water for area residents. The proposed project is located within Chattahoochee River drainages. The proposed project would require implementation of BMPs to avoid and minimize impacts on water quality. Construction and post-construction stormwater BMPs would be required and implemented to avoid and minimize impacts to water quality. The Proposed Project would have no significant adverse impacts on the water quality of the Chattahoochee River or regional drinking water supplies.

Environmental Category	No-Action	Proposed Project
Air Quality	No Impacts	
Biological Resources – T&E Species and their Habitat	No Impacts	No Adverse Effects
Coastal Resources	N/A, Not Present	N/A
Section 4(f) and Section 6(f) Resources	N/A, Not Present	N/A
Farmlands	N/A, No Impacts	N/A
Hazardous Materials, Solid Waste, and Pollution Prevention	No Impacts	No Significant Impact
Historical, Architectural, Archaeological, and Cultural Resources	No Impacts	No Adverse Effects
Land Use	No Impacts	
Natural Resources and Energy Supply	No Impacts	
Noise and Compatible Land Use	No Impacts	No Significant Impacts
Socioeconomic Impacts, and Children’s Environmental Health and Safety Risks	No Impacts	
Visual Effects (including light emissions)	No Impacts	
Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)	No Impacts	PS 11 - 94 linear feet; PS 3, 6 & 10; WL 13 – No fill anticipated; Stream Buffers - TBD Zone AE Floodplains – Not Significant
<i>To be determined (TBD), Not applicable (N/A)</i>		

CHAPTER 5. AGENCY COORDINATION

5.1 AGENCY COORDINATION

The environmental evaluation process for the proposed improvements to FTY included the use of data and information provided by various federal, state, regional, and local governmental bodies. Notification letters were sent to each one of the agencies listed below (**Appendix B, Agency Coordination**):

- Fulton County Board of Commissioners – District 4 and District 6
- Atlanta Regional Commission
- Chattahoochee Riverkeepers
- Georgia Department of Natural Resources – Environmental Protection Division
 - Air Quality Branch
 - Watershed Protection Branch
- Georgia Department of Natural Resources – Wildlife Resources Division
- Georgia Department of Community Affairs – State Historic Preservation Office
- Georgia Forestry Commission
- U.S. Army Corps of Engineers – Savannah District
- U.S. Department of Agriculture – Natural Resources Conservation Service
- Federal Emergency Management Agency
- U.S. Department of the Interior – National Park Service
- U.S. Environmental Protection Agency – Region 4
- U.S. Fish and Wildlife Service
- U.S. Geological Survey
- National Park Service
- Federally-recognized tribes with interests within the project area

An electronic copy of the Draft EA will be transmitted on May 15, 2026, to government agencies that have interest in the proposed improvements at the Airport. Agency representatives will be asked to provide comments, if any, on the Draft EA within 30 days after the document is received.

5.2 PUBLIC OUTREACH

The Fulton County Board of Commissioners (Sponsor) in coordination with the Federal Aviation Administration (FAA), announces the availability of the Draft Environmental Assessment (EA) for the Runway 8/26 Runway Safety Improvements at the Fulton County Executive Airport (Airport or FTY) located in Atlanta, Georgia. This draft document is being made available for public review. During preparation of the draft EA, FAA consulted with USFWS, in accordance with Section 7(c) of the ESA, to confirm that the Proposed Project would not include significant

adverse impacts to federally listed species (**Appendix B, Agency Coordination**). During this same period FTY coordinated with USACE and an ARDR was approved to verify the location of jurisdictional aquatic resources and confirm that aquatic impacts associated with the proposed project would qualify for a Regional Permit for compliance with Section 404 of the CWA. While no impacts to historic or cultural resources have been identified, the FAA consulted with the Georgia Historic Preservation Division and relevant Native American Tribes in compliance with Section 106 of the NHPA. This notice also fulfills the Section 106 consultation requirements.

Draft EA Availability:

The Draft EA is available for public review and comment on the Airport’s website: <https://fultoncountygga.gov/inside-fulton-county/fulton-county-departments/public-works/airport> and at the following locations during regular business hours 8:30 am – 4:30 pm, Monday – Friday. Fulton County Executive Airport, Administrative Building, 3930 Aero Drive NW, Atlanta, GA 30336

How to Comment:

Comments on the Draft EA should focus on the Proposed Project’s economic, social, and environmental effect.

Electronic comments may be sent to:

Frank Henning (t).

Written comments can be mailed to:

Michael Baker International, Inc

Attn: Dr. Frank Henning

3930 East Jones Bridge Road, Suite 220

Peachtree Corners, GA 30092

The public comment period is 30 days and will begin on Wednesday, June 24, 2026, and will close on Friday, July 24, 2026. Electronic and hand-delivered comments must be received before 5:00 pm Eastern Daylight Time on Friday, July 24, 2026. To ensure mailed comments are considered, they must be postmarked no later than Friday, July 24, 2026.

FTY will hold a Public Workshop on the Draft EA at the Emma Darnel Aviation Museum, 3900 Aviation Circle, NW Atlanta, GA 30336. The meeting format will be open house with Consultant and FTY staff available to answer questions about the proposed project and potential environmental impacts. Written comments will be accepted. No formal presentation will be made.

Before including your address, phone number, email address, or any other personal identifying information in your comment, you should be aware that your entire comment, including personal identifying information, may be made publicly available at any time. While individuals may request that personal identifying information be withheld from public view, the FAA cannot guarantee it will be able to do so.

Following the Draft EA comment period, public and agency comments will be addressed. Responses will be prepared and included in the Final EA (**Appendix H – Comments**). FAA will review the Final EA and issue a finding. A finding NOA will then be published as a legal ad in the local newspaper.

5.3 FINAL ENVIRONMENTAL ASSESSMENT

The Sponsor will prepare and submit a Final EA to the FAA. The FAA will independently review the Final EA to determine its adequacy under the National Environmental Policy Act (NEPA) and FAA Orders 1050.1F and the Airport Environmental Handbook. If the Final EA is determined to be adequate, the FAA will decide whether to either issue a Finding of No Significant Impact (FONSI) or prepare an Environmental Impact Statement (EIS).

CHAPTER 6. LIST OF DOCUMENT PREPARERS

6.1 MICHAEL BAKER INTERNATIONAL, INC.

Frank Henning, Ph.D.	Environmental Manager
Paul Condit	Environmental Specialist II
James Duguay	Senior Aviation Planner
Charles Adeogun	Senior Associate – Aviation
Jackie Rogers	Structural Engineer
Renee Flinchum-Bowles	GIS Support

6.2 SUBCONSULTANTS

Brockington & Associates, Inc.	Cultural Resources Special Studies / Reports
Aulick Engineering, Inc.	Floodplain Studies / Reports
Environmental Data Resources, Inc.	Hazardous Materials Database (Vendor)

Appendix A

Supporting Documents

**Runway Safety Area
Determination
(RSAD)**



Federal Aviation Administration

Memorandum

Date: December 2, 2024

From: Joseph Robinson, Planner, Atlanta ADO

To: Parks Preston, Manager, Atlanta ADO

Subject: Fulton County Executive Airport (FTY) Runway Safety Area Determination

This memorandum provides additional details to support the Runway Safety Area Determination (RSAD) for the Fulton County Executive Airport (FTY) Runway Safety Area (RSA) Improvement Project.

The Georgia Department of Transportation approved a new Airport Master Plan (AMP) for FTY on January 8, 2024. The critical aircraft grouping for Runway 8/26 at FTY is D-III, with the Gulfstream 500/600 series as the representative aircraft. The AMP includes a landing length analysis with an operational factor adjustment based on Federal Aviation Regulations (FAR) Part 91 and Part 135. Applying the operational factors and assuming a wet/slippery runway, the recommended landing length at FTY is 5,904 ft on an average day (72.4° F) and 6,120 ft during the mean high temperature (89.5° F).

The AMP also provides alternatives to improve the RSA for Runway 8/26. ADO staff reviewed the alternatives and presented the sponsor's preferred alternative to the Region in preparation for starting NEPA. The Region provided comments on this alternative and the ADO coordinated comments with the sponsor. A new sponsor-preferred alternative was produced addressing FAA comments. Below is a summary of the ultimate RSA conditions after completing the sponsor-preferred alternative.

RSA Approach End 8 – 200 ft displacement with a nonstandard 486 ft RSA length, resulting in an LDA of 5,858 ft. This displacement improves the RSA but does not meet the 5,904 ft landing length recommendation for the average day during wet and slippery conditions.

RSA Departure End 26 – Standard 70-knot EMAS.

RSA Approach End 26 – Standard RSA Length.

RSA Departure End 8 – Standard 70-knot EMAS.

RSA Width – Standard width except where constrained by MLK Jr. Dr. (227 ft from the approach end of Runway 8) and Fulton Industrial Blvd. (200 ft from the approach end of Runway 26).

We have coordinated the revised alternative with the Region and received concurrence with the sponsor-preferred alternative. The updated RSAD and supporting documentation are attached to this memo.

APPENDIX B. RSA DETERMINATION FORM

1. **LOCID:** FTY **City/State:** Atlanta, GA
2. **Airport Name:** Fulton County Executive Airport
3. **Runway:** 8-26
4. **DETERMINATION:**
 - RSA Meets Standards
 - The Existing RSA Does not meet standards but it is practicable to improve the RSA so that it will meet current standards.
 - The existing RSA can be improved to enhance safety, but the RSA will still not meet current standards.
 - The existing RSA does not meet current standards, and it is not practicable to improve the RSA.
5. **RSA Determination Replaces Previous Determination:** 6/20/2017
6. **Part 139 Airport:** **OR** **(Non-Part 139 Airport):**
7. **Visibility Minimums (check one):** $\geq \frac{3}{4}$ NM $< \frac{3}{4}$ NM 8 Runway End
 $\geq \frac{3}{4}$ NM $< \frac{3}{4}$ NM 26 Runway End
8. **Aircraft Approach Category/Airplane Design Group:** III
9. **RSA Standard (AC 150/5300-13):** 1000 Length 500 Width
10. **Existing RSA Dimensions measured from runway end, stopway end, or end of Landing Distance Available (LDA) or Accelerate Stop Distance Available (ASDA) if declared distances published in the Airport Facility Directory:**

Runway Apch End	Length (existing)	Width (existing)	Dimensions Uniform?
8	290	300	N
26	486	466	N

11. Selected Improvement Alternatives:

- a. All improvements complete (skip to item 14):
- b. Runway Length/Position Alternatives:

Rwy Apch End	Relocate	Shift	Realign	Shorten	Declared Distances	Other (specify)
8		200			Y	
26		261			Y	

Relocate = Move entire runway to new position

Shift = Move or slide existing runway along its longitudinal axis

Realign: Rotate runway axis

Declared Distances (if applicable)

Runway Apch End	TORA	TODA	LDA	ASDA
8	6,058	6,058	5,858	6,058
26	6,058	6,058	5,797	6,058

c. Expand/Grade RSA surface:

Runway Apch End	Acquire Land to Increase Size	Grade Surface	Install Standard EMAS (Full Dimension RSA)	Non-Standard EMAS (Non-Standard RSA)
8		Y	Y, 70-knot, 311'	
26		Y	Y, 70-knot, 311'	

12. Object Removal:

Runway Apch End	Relocate Road/Highway	Relocate Utilities	Relocate Fencing	Other (specify)
26		Localizer		

NOTE: NAVAIDS are tracked in the RSAI database, or RSA Inventory, and addressed through a separate process. FAA-ATO Tech Ops issues an RSAI Project Compliance Notice when a non-standard, FAA-owned NAVAID is removed or retrofitted within an RSA. Completed ATO Technical Operations RSAI Project Compliance Notices must be attached to the RSAD.

13. Supporting Documentation/Rationale: This determination is based on the best, current available information. If information becomes available at a later date that can effect changes or revisions to this determination, the determination will be revised.

The following documentation supports this determination:

Attached	Supports RSAD	Type of Documentation
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Runway Safety Area Inventory
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	RSA Improvement Sketch
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Approved Airport Layout Plan - January 8, 2024
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Engineered Material Arresting Systems Study (Master Plan)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	RSA Alternatives (Master Plan)

14. Narrative Documentation/Comments (summary of preferred RSA improvement alternative(s), summary of completed improvements, documentation of deviation from selected RSA improvement alternative, documentation of unusual circumstances etc.) (Attach additional sheets if necessary):

RSA Approach End 8 – 200 ft displacement with a nonstandard 486 ft RSA length, resulting in an LDA of 5,858 ft. This displacement improves the RSA with grading and displacement, but does not meet the 5,904 ft landing length recommendation for the average day during wet and slippery conditions.

RSA Departure End 26 – Standard 70-knot EMAS.

RSA Approach End 26 – Grading to achieve standard RSA Length.

RSA Departure End 8 – Standard 70-knot EMAS.

RSA Width – Grading to achieve standard RSA width except where constrained by MLK Jr. Dr. (227 ft from the approach end of Runway 8) and Fulton Industrial Blvd. (200 ft from the approach end of Runway 26).

15. Signatures:

**JOSEPH PARKS
PRESTON** Digitally signed by
JOSEPH PARKS PRESTON
Date: 2024.12.02
10:52:15 -05'00'

12/2/2024

Parks Preston
Manager, Atlanta ADO

Date

**STEVEN E
HICKS** Digitally signed by
STEVEN E HICKS
Date: 2025.01.15
14:51:11 -05'00'

Steven Hicks
Southern Region Airports Division Manager

Date

GDOT Airport Layout Plan (ALP) Conditional Approval



Russell R. McMurry, P.E., Commissioner
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

January 8, 2024

The Honorable Rob Pitts, Chairman
Fulton County Board of Commissioners
142 Pryor St SW, 10th Floor
Atlanta, GA 30304

RE: Fulton County Executive Airport (FTY) - Airport Layout Plan Conditional Approval

Chairman Pitts,

The Georgia Department of Transportation (Department) conditionally approves the enclosed Airport Layout Plan (ALP) for the Fulton County Executive Airport (FTY). This approval is subject to the following conditions:

- Environmental approval is required from the Department prior to implementation of any proposed airport development;
- Facilities and equipment shall be designed and constructed in accordance with current state standards and/or FAA Advisory Circulars and Orders;
- FAA Form 7460-1, *Notice of Proposed Construction or Alteration*, must be filed with the FAA online at <https://oeaaa.faa.gov/> at least 90 days prior to the start of any airport construction in order to receive an airspace determination per 14 CFR Part 77.9;
- Fulton County is responsible for updating the ALP drawings as a result of any proposed changes that are different than what is depicted on the approved set prior to project implementation. The updated drawings must be submitted and formally approved by the Department.

This conditional approval of the Fulton County Executive Airport ALP indicates proposed development shown on the plan appears to meet current state standards. It is important to note that this approval does not represent a commitment to provide financial assistance in implementing any facilities shown on the ALP and does not imply Department concurrence with justification for construction of any proposed airport development at this time.

As always, we look forward to working with Fulton County in the continued development of the airport. If you have any questions, please contact Cody Dupre, Aviation Planning Manager, at 404-631-1334 or cdupre@dot.ga.gov.

Sincerely,

Leigh Ann Trainer,
Assistant Director of Intermodal

Enclosure: FTY Airport Layout Plan Drawing Set

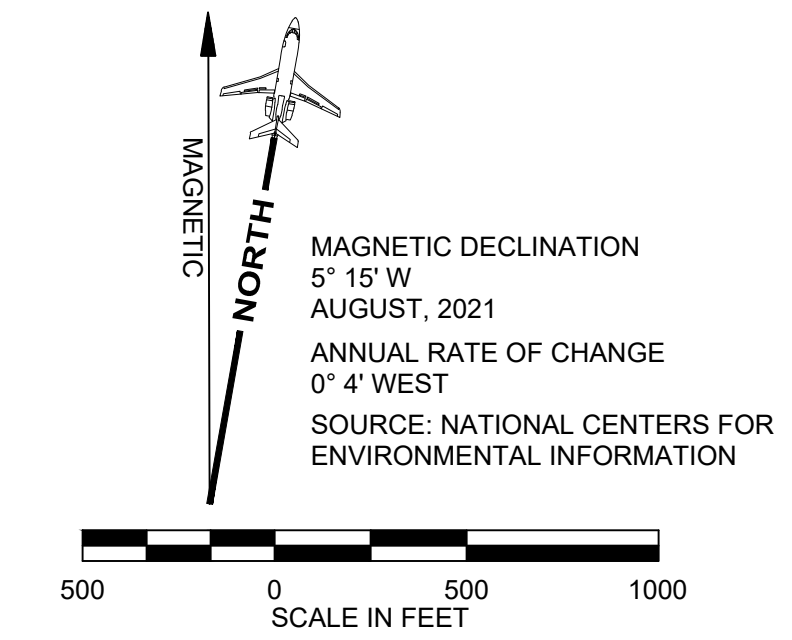
cc: Colette Edmisten, GDOT Aviation Programs Manager
Lew Walker, GDOT Aviation Project Manager
Jonathan Gauthier, Airport Manager

Runway 8/26
Obstructions



PLAN - RUNWAY 8 FUTURE DEPARTURE SURFACE

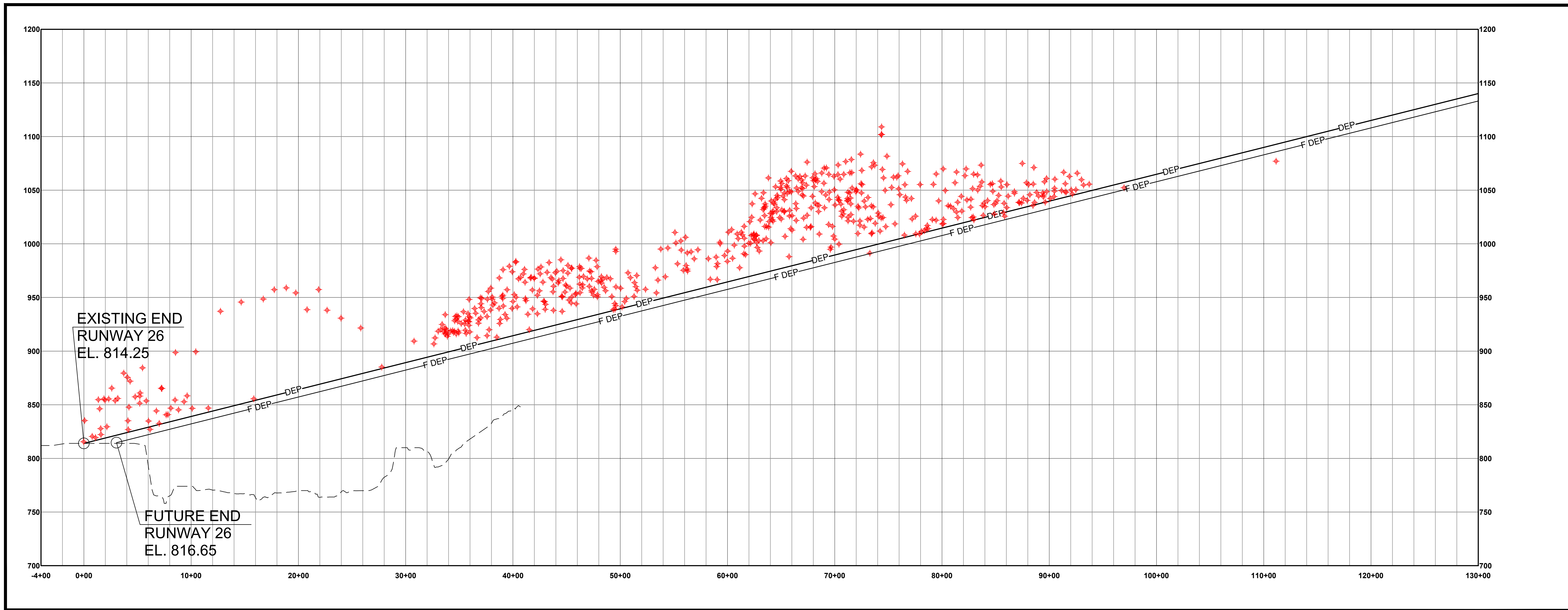
SCALE: 1" = 500'



DESIGNER: Robert D. Farrar	CHECKED BY: Jim Duguay
TECHNICIAN: Folashade Shelton	PROJECT NUMBER: 177989

NOTES

1. COORDINATES SHOWN ARE IN NAD83.
2. ELEVATIONS SHOWN ARE IN NAVD88 AND ARE ABOVE MEAN SEA LEVEL (AMSL).
3. CURRENT 7.5 MINUTE QUADRANGLE MAPS WERE OBTAINED FROM GLOBAL MAPPER SOFTWARE IN AUGUST, 2021
4. BASED ON OBSTRUCTION ANALYSIS PREPARED BY WOOLPERT, INC. DATED SEPTEMBER, 2020 AT AN ACCURACY OF 1-FOOT VERTICALLY, 3-FEET HORIZONTALLY.
5. FAA CLEARANCE REQUIREMENTS NOTE: SECTION 77.23 OF FEDERAL AVIATION REGULATIONS (FAR) PART 77 SPECIFIES CLEARANCE REQUIREMENTS FOR ROADS, RAILROADS, AND WATERWAYS AS FOLLOWS:
 - A. SEVENTEEN FEET FOR AN INTERSTATE HIGHWAY THAT IS PART OF THE NATIONAL SYSTEM OF MILITARY AND INTERSTATE HIGHWAYS WHERE OVERCROSSINGS ARE DESIGNED FOR A MINIMUM OF 17 FEET VERTICAL DISTANCE.
 - B. FIFTEEN FEET FOR ANY OTHER PUBLIC ROADWAY.
 - C. TEN FEET OR THE HEIGHT OF THE HIGHEST MOBILE OBJECT THAT WOULD NORMALLY TRAVERSE THE ROAD, WHICHEVER IS GREATER, FOR A PRIVATE ROAD.
 - D. TWENTY-THREE FEET FOR A RAILROAD, AND
 - E. FOR A WATERWAY OR ANY OTHER TRAVERSE WAY NOT PREVIOUSLY MENTIONED, AN AMOUNT EQUAL TO THE HEIGHT OF THE HIGHEST MOBILE OBJECT THAT WOULD NORMALLY TRAVERSE IT.



PROFILE - RUNWAY FUTURE DEPARTURE SURFACE

SCALES: 1" = 500' (HORZ.)
1" = 500' (VERT.)

REVISIONS			
NO.	DESCRIPTION	DATE	BY

FINAL DRAFT

PROJECT NAME:
AIRPORT MASTER PLAN UPDATE

DRAWING NAME:
RUNWAY FUTURE DEPARTURE SURFACE DRAWING - 304' EXTENSION

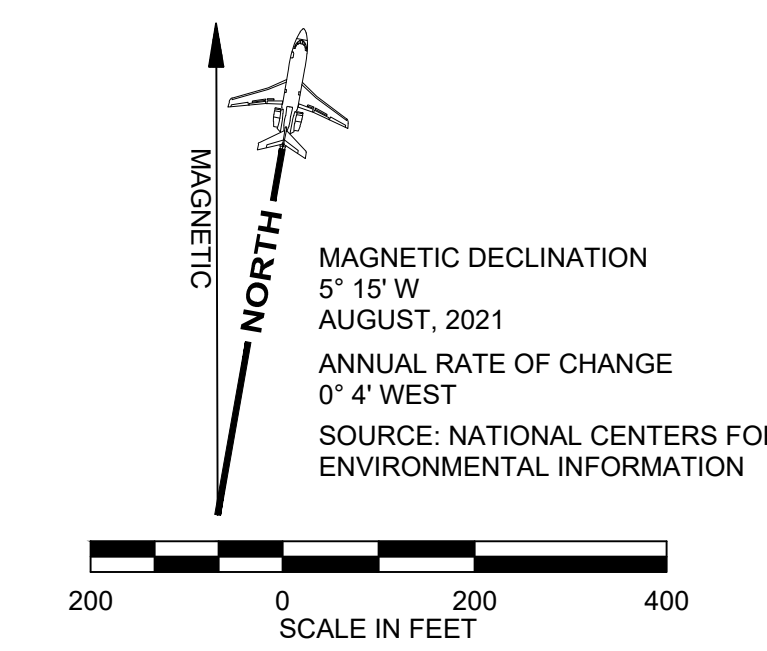
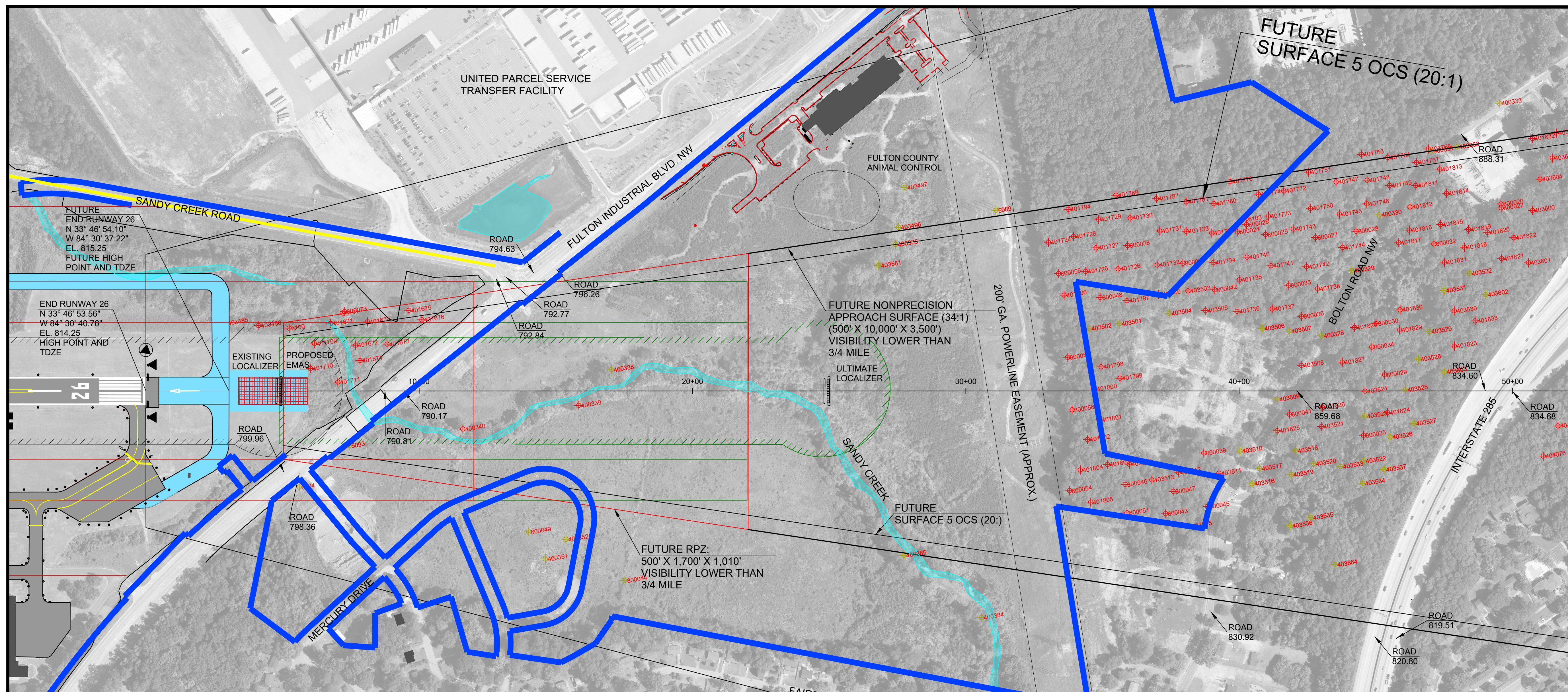
GDOT GRANT NO.:
AP020-9041-32(121)

DIVISION:
PLANNING

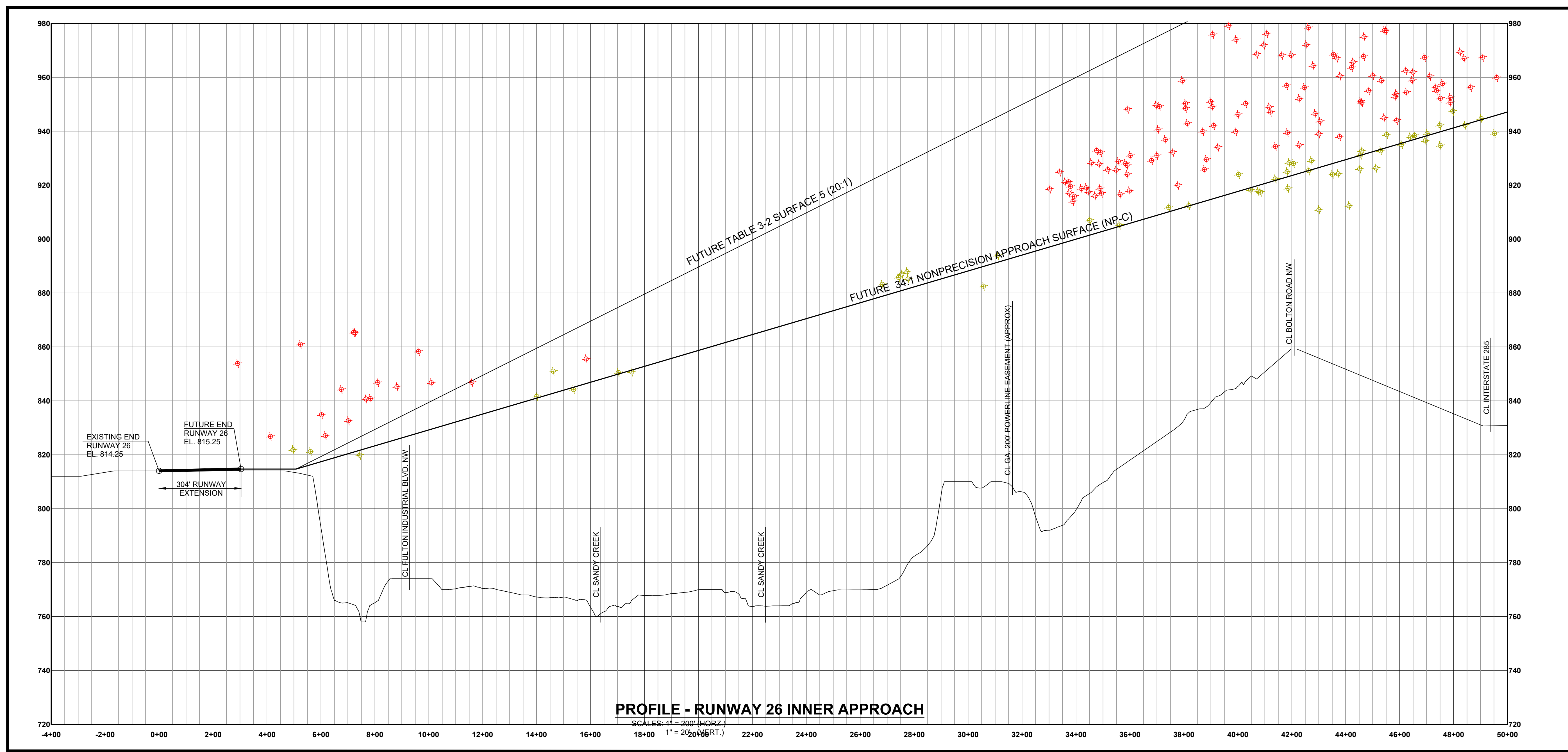
DATE:
APRIL 2023

DRAWING NUMBER:
1

DUTY: Fulton County Airport/177989 - Airport Master Plan/2021 - AIP - SET/DEVELOPMENT/Runway 26 304' EXTENSION DEPARTURE SURFACE EXHIBIT/No Model/ May 22, 2023 - 4:40pm/Placed: May 22, 2023 - 9:45am/Robert Farrar



PLAN - RUNWAY 26 INNER APPROACH
SCALE: 1" = 200'



PROFILE - RUNWAY 26 INNER APPROACH
SCALE: 1" = 200' (VERT.)
SCALE: 1" = 200' (HORIZ.)

DESIGNER: Robert D. Farrar	CHECKED BY: Jim Duguay
TECHNICIAN: Folashade Shelton	PROJECT NUMBER: 177989

- NOTES**
- COORDINATES SHOWN ARE IN NAD83.
 - ELEVATIONS SHOWN ARE IN NAVD88 AND ARE ABOVE MEAN SEA LEVEL (ANSI).
 - CURRENT 7.5 MINUTE QUADRANGLE MAPS WERE OBTAINED FROM GLOBAL MAPPER SOFTWARE IN AUGUST, 2021.
 - BASED ON OBSTRUCTION ANALYSIS PREPARED BY WOOLPERT, INC. DATED SEPTEMBER, 2020 AT AN ACCURACY OF 1-FOOT VERTICALLY, 3-FEET HORIZONTALLY.
 - FAA CLEARANCE REQUIREMENTS NOTE: SECTION 77.23 OF FEDERAL AVIATION REGULATIONS (FAR) PART 77 SPECIFIES CLEARANCE REQUIREMENTS FOR ROADS, RAILROADS, AND WATERWAYS AS FOLLOWS:
 - A. SEVENTEEN FEET FOR AN INTERSTATE HIGHWAY THAT IS PART OF THE NATIONAL SYSTEM OF MILITARY AND INTERSTATE HIGHWAYS WHERE OVERCROSSINGS ARE DESIGNED FOR A MINIMUM OF 17 FEET VERTICAL DISTANCE.
 - B. FIFTEEN FEET FOR ANY OTHER PUBLIC ROADWAY.
 - C. TEN FEET OR THE HEIGHT OF THE HIGHEST MOBILE OBJECT THAT WOULD NORMALLY TRAVERSE THE ROAD, WHICHEVER IS GREATER, FOR A PRIVATE ROAD.
 - D. TWENTY-THREE FEET FOR A RAILROAD, AND
 - E. FOR A WATERWAY OR ANY OTHER TRAVERSE WAY NOT PREVIOUSLY MENTIONED, AN AMOUNT EQUAL TO THE HEIGHT OF THE HIGHEST MOBILE OBJECT THAT WOULD NORMALLY TRAVERSE IT.

REVISIONS

NO.	DESCRIPTION	DATE	BY

FINAL DRAFT

PROJECT NAME:
AIRPORT MASTER PLAN UPDATE

DRAWING NAME:
RUNWAY 26 INNER APPROACH DRAWING - 304' EXTENSION

GDOT GRANT NO:
AP020-9041-32(121)

DIVISION:
PLANNING

DATE:
APRIL 2023

DRAWING NUMBER:
12

Appendix B
Agency Coordination

USFWS Coordination

RE: [EXTERNAL] Fulton County Executive Airport – Brown Field (FTY), Section 7 Informal Consultation Initiation

From Covert, Jeffrey D (FAA) <Jeffrey.D.Covert@faa.gov>

Date Tue 2/11/2025 1:01 PM

To Wikoff, Bill <bill_wikoff@fws.gov>

1 attachment (6 MB)

USFWS_Response Letter_2025.02.11.pdf;

Hi Bill,

Thank you for your continued support on this project. Attached, you will find the revised letter and AOE, reflecting your suggested edits and changes. Please let us know if this meets your expectations to concur with the determinations made for the tricolored bat and other species included in the AOE.

Once again, we appreciate your prompt review and invaluable support on this project.

Best,

Jeffrey (Jeff) Covert
Environmental Protection Specialist
Atlanta Airports District Office
1701 Columbia Ave., Suite 220
College Park, GA 30337-2747
404-305-6744
jeffrey.d.covert@faa.gov



U. S. Fish and Wildlife Service

RG Stephens, Jr. Federal Building
355 E. Hancock Ave, Room 320, Box 7
Athens, GA 30601
706-613-9493

2025-0032558

FWS Log No.

Based on information provided, we concur with your determination that the project is not likely to adversely affect federally-listed species. No further action is required under Section 7(a)(2) of the Endangered Species Act. However, consultation should be resumed if the project changes, a new species is listed, or new data shows impacts to listed species may occur.



Federal Aviation
Administration

We
Airt


Peter Maholland, Field Supervisor

February 12, 2025

Date

From: Wikoff, Bill <bill_wikoff@fws.gov>

Sent: Wednesday, February 5, 2025 8:16 AM

To: Covert, Jeffrey D (FAA) <Jeffrey.D.Covert@faa.gov>

Subject: Re: [EXTERNAL] Fulton County Executive Airport – Brown Field (FTY), Section 7 Informal Consultation Initiation

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Thank you Jeff for your willingness to amend the document. I apologize for the inconvenience. With better information about species, we try to craft better protective measures.

I am looking forward to receiving the amended document.

Bill

Bill Wikoff fish & wildlife biologist
bill_wikoff@fws.gov (preferred)
office 762-250-0613

U.S. Fish and Wildlife Service
Ecological Services - Coastal Georgia Sub Office
4980 Wildlife Drive, NE
Townsend, Georgia 31331

Project Planning and Review Procedures: <https://www.fws.gov/office/georgia-ecological-services/project-planning-review>

NOTE: This email correspondence and any attachments to and from this sender is subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.

From: Covert, Jeffrey D (FAA) <Jeffrey.D.Covert@faa.gov>
Sent: Tuesday, February 4, 2025 8:33 PM
To: GAES Assistance, FW4 <gaes_assistance@fws.gov>
Cc: Wikoff, Bill <bill_wikoff@fws.gov>
Subject: RE: [EXTERNAL] Fulton County Executive Airport – Brown Field (FTY), Section 7 Informal Consultation Initiation

Thanks Bill!

I have shared this information with our consultant, and we will amend the AOE as applicable. We will also make note of this in the Draft EA as a conservation measure.

Best,

2025-0032558

Jeffrey (Jeff) Covert
Environmental Protection Specialist
Atlanta Airports District Office
1701 Columbia Ave., Suite 220
College Park, GA 30337-2747
404-305-6744
jeffrey.d.covert@faa.gov



Federal Aviation
Administration



February 12, 2025

From: GAES Assistance, FW4 <gaes_assistance@fws.gov>
Sent: Tuesday, February 4, 2025 4:14 PM
To: Covert, Jeffrey D (FAA) <Jeffrey.D.Covert@faa.gov>
Cc: Wikoff, Bill <bill_wikoff@fws.gov>
Subject: Re: [EXTERNAL] Fulton County Executive Airport – Brown Field (FTY), Section 7 Informal Consultation Initiation

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Jeff,

Thank you for reaching out to us again concerning this project. I have reviewed your Analysis of Effects and shared them again with our Georgia Ecological Services bat biologist. Based on better understanding of the tricolored bat, we request you amend the tricolored bat section of the Analysis of Effects.

We recommend revising this statement: "If construction activities at the PS 11 box culvert are scheduled to occur during the active season for bats, a pre-construction survey of the culvert would be conducted to ensure that no bats are roosting within the structures." Culverts are primarily utilized by tricolored bats in the winter, not in the active season, but they could really be used at any time of year. Our preference would be that the culvert receive a pre-construction survey (usually we ask for within 14 days) prior to construction at any time of year. But, if this restriction is not practicable, it would be better to state that "If construction activities at the PS 11 box culvert are scheduled to occur during the hibernation season (December 15-February 15) for bats, a pre-construction survey of the culvert would be conducted to ensure that no bats are roosting within the structures."

I leave it to you to decide what is practicable and make the final revision. With the revision, I will have no other concerns and can complete project review.

Bill Wikoff fish & wildlife biologist

Georgia Ecological Services
U.S. Fish and Wildlife Service
355 E. Hancock Ave, Suite 320, Box 7
Athens, GA 30601

Email (preferred): GAES_Assistance@FWS.gov

Website: <https://www.fws.gov/office/georgia-ecological-services>

Project Planning & Review Guidance: <https://www.fws.gov/office/georgia-ecological-services/project-planning-review>

Our mission is to work with others to conserve, protect, and enhance fish, wildlife, plants, and their habitats for the continuing benefit of the American people.

Note: This email correspondence and any attachments to and from this sender is subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.

From: Covert, Jeffrey D (FAA) <Jeffrey.D.Covert@faa.gov>

Sent: Monday, February 3, 2025 9:56 AM

To: GAES Assistance, FW4 <gaes_assistance@fws.gov>

Subject: [EXTERNAL] Fulton County Executive Airport – Brown Field (FTY), Section 7 Informal Consultation Initiation

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

To Whom It May Concern,

Please find the attached letter initiating informal consultation with the USFWS under Section 7 of the Endangered Species Act for the Runway 8/26 Runway Safety Area Improvements at Fulton County Executive Airport – Brown Field (FTY) in Atlanta, Georgia. The Federal Aviation Administration invites you to review the attached letter and its enclosures, and submit any comments to us within 30 days of receipt of this letter. For questions or additional information, please contact me by email or by phone.

Best,

Jeffrey (Jeff) Covert
Environmental Protection Specialist
Atlanta Airports District Office
1701 Columbia Ave., Suite 220
College Park, GA 30337-2747
404-305-6744
jeffrey.d.covert@faa.gov



Federal Aviation
Administration

We are
Airports



U.S. Department
of Transportation
**Federal Aviation
Administration**

Atlanta Airports District Office
1701 Columbia Avenue, Room 220
College Park, Georgia 30337-2747
(404) 305-6799 FAX: (404) 305-6798

February 11, 2025

Bill Wikoff
U.S. Fish & Wildlife Service, Georgia Ecological Services
355 E. Hancock Ave, Suite 320, Box 7
Athens, GA 30601

Re: Section 7 Informal Consultation Initiation
Fulton County Executive Airport – Brown Field (FTY)
Runway 8/26 Runway Safety Area Improvements

Dear Bill Wikoff,

The Federal Aviation Administration (FAA) appreciates the U.S. Fish & Wildlife Service's (USFWS) response to our letter initiating informal consultation pursuant to Section 7 of the Endangered Species Act (ESA) and its implementing regulations at 50 Code of Federal Regulations Part 402. As detailed in our letter sent to the USFWS on February 3, 2025, the FAA is preparing an Environmental Assessment (EA) to determine potential environmental impacts associated with runway safety area (RSA) improvements at Fulton County Executive Airport – Brown Field (FTY) in Atlanta, Georgia. The EA will be prepared in accordance with the National Environmental Policy Act (NEPA), FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

In response to the changes requested by the USFWS on February 4, 2025, the FAA has amended the Tricolored bat (*Perimyotis subflavus*) section of the Analysis of Effects (AOE). Specifically, the FAA revised this section of the AOE to note that a qualified contract ecologist would perform a pre-construction survey of any culvert(s) that would be impacted by demolition or extension activities within 14 calendar days prior to the start of demolition or extension activities. Further, the AOE for the Tricolored bat (*Perimyotis subflavus*) has also been revised to indicate that if the contract ecologist observes any bats actively roosting in a culvert structure, the culvert demolition or extension activities would not begin until FAA has consulted with the USFWS and Georgia Department of Natural Resources. The FAA requests that the USFWS review the updated AOE to ensure that the revisions are acceptable for mitigating and avoiding any potential effects to the Tricolored bat (*Perimyotis subflavus*).

We appreciate your coordination on this project and look forward to your response. For questions or additional information, please contact me by email at Jeffrey.D.Covert@faa.gov or by phone at (404) 305-6744.

Sincerely,

JEFFREY DAVID
COVERT

Digitally signed by JEFFREY
DAVID COVERT
Date: 2025.02.11 12:55:43
-05'00'

Jeffrey D. Covert
Environmental Protection Specialist

Enclosures (1)

Fulton County Executive Airport – Brown Field (FTY)
Runway 8/26 Runway Safety Area Improvements, Fulton and Cobb Counties, GA
Federally Protected Species – Analysis of Effects

This analysis was prepared in support of the Fulton County Executive Airport’s (Airport) Runway 8/26 Runway Safety Area Improvement Project. The Airport is located at 3977 Aviation Circle, Room 200, Atlanta, Georgia 30336. This project is needed to improve the Runway 8/26 RSA to meet FAA RSA criteria stated in FAA Advisory Circular (AC) No. 150/5300-13B, Airport Design; and remove obstructions (trees) on airport property per criteria in Section 3.6 of FAA AC 150/5300-13B Approach Surfaces; while avoiding degradation of current operational capabilities.

The proposed project includes improvements to the Runway Safety Area (RSA) of Runway 8/26. RSA improvements would include: grading and drainage of non-compliant RSA within 250 ft of Runway 8/26 centerline; Runway 8 and 26 EMAS; connect EMAS with runways as displaced thresholds; install retaining walls needed for EMAS and non-compliant RSA, adjust FAA-owned Runway 8 MALSR stations, remove trees obstructing Runway 26 Inner Approach surfaces and Runway 8 Departure Surfaces; relocate Runway 8 glideslope and glideslope shelter; install PAPIs on Runway 8 and 26; remove Runway 26 VASI; relocate FAA-owned Runway 26 Localizer; install lighting, signage, and pavement markings; adjust Taxiway “I” to join Runway 8/26 thresholds; and rename Taxiway “I” to a technical letter that is not prohibited.

The Endangered Species Act of 1973, as amended (ESA), requires federal agencies, in consultation with and assisted by the U.S. Fish and Wildlife Service (USFWS), to ensure that their actions are not likely to jeopardize the continued existence of endangered or threatened species or result in the destruction or adverse modification of critical habitat of such species. In accordance with Section 7(c) of the ESA, current documentation of federally listed threatened and endangered species and designated critical habitats that could potentially occur in the vicinity of the project study area was obtained from the USFWS.

Background research of relevant published and online information sources was conducted prior to field surveys to identify potential ecological resources within the study area. Sources included U.S. Geologic Survey (USGS) topographic maps, National Wetland Inventory (NWI) maps, and U.S. Department of Agriculture – Natural Resources Conservation Service (USDA-NRCS) soil survey maps of the county. Prior to visiting the proposed project site, ecologists reviewed the USFWS Information for Planning and Consultation (IPaC) website.

Field surveys to assess and document the presence of ecological resources such as habitat/land use within the project boundaries, and presence and location of jurisdictional and state waters, protected species and their habitats, and other ecological resources were conducted using Georgia Department of Transportation (GDOT) approved methodologies. Jurisdictional wetland determinations were performed using the three-parameter approach (hydrophytic vegetation, hydric soils, and hydrology) as described in the 1987 U.S. Army Corps of Engineers (USACE) Wetland Delineation Manual and utilized the 2012 Eastern Mountains and Piedmont Regional Supplement as guidance. Stream classifications were performed using the North Carolina Division of Water Quality (NC DWQ) Methodology for Identification of Intermittent and Perennial Streams and Their Origins, Version 4.11.

The study area for the environmental analysis encompassed Airport-owned property and adjacent parcels where reasonably foreseeable airport-related projects are planned by the Airport or by others. The project study area is approximately 255 acres and proposed construction limits are approximately 62 acres.

Terrestrial field investigations were conducted by Michael Baker International, Inc on October 4, 2023, and from July 23 through 24, 2024. An IPAC database review was conducted prior to these field investigations, and an updated IPAC dated December 16, 2024 (see attached IPAC). IPAC reports were used as guidance for determining which federally imperiled species may occur within the within the project area (see attached Project Study Area Map). A table that provides a summary of federally protected species that are likely to occur within the project study area is included below.

An Aquatic Resources Delineation Verification Review (ARDR) was submitted to the USACE on December 11, 2024 to confirm the delineation of federal water waters located within the project area (see attached ARDR).

Based on grading limits of the Proposed Action Sponsor-Preferred Alternatives, it is estimated that project implementation would result in impacts to approximately 22.8 acres of forest habitat, 7.9 acres of scrub-shrub habitat, 28.9 acres of mowed/maintained habitat, and 2.4 acres of developed land (see attached Habitat Map). In addition, the Proposed Action includes approximately 104.5 linear feet (0.09 acre) of permanent fill impacts to perennial stream (PS) 11, an unnamed tributary to PS 10 / Sandy Creek. These impacts are associated with the construction of a retaining wall and extension of a 72-inch reinforced concrete pipe (RCP) on the Runway 26 (east) end of the runway. A similar retaining wall on the Runway 9 (west) end of the runway was designed to avoid permanent impacts to PS 3 an unnamed tributary to PS 1 / Chattahoochee River. Temporary impacts to PS 3 may be needed to construct the proposed retaining wall. Obstruction clearing activities may include the removal of individual trees in wetland (WL) 13, WL 15, and WL 17. Temporary impacts may be needed to access trees that are obstructing runway approach surfaces, but no permanent wetland fill impacts or vegetative conversions are anticipated.

Biological Effect Determinations for Protected Species within the Project Study Area

Georgia rockcress (*Arabis georgiana*) – This species is found on rocky slopes and bluffs above streams; sandy loam along eroding riverbanks; thin woods on limestone or granite; and requires high to moderate light conditions. No rockcress were observed during field studies. Bluffs and streambanks in the project area are heavily vegetated by trees and understory vegetation. Heavy vegetation does not provide the light conditions required by this species. Due to the lack of suitable habitat, it is recommended that implementation of the Proposed Action would have **no effect** on this species.

Monarch butterfly (*Danaus plexippus*) – No monarch butterflies were observed during the field surveys. However, potentially suitable monarch butterfly habitat occurs statewide and may be present within the project area. Based on the scope of the action compared to the range and distribution of this species, the action **may affect, not likely adversely affect** monarch butterfly.

Tricolored bat (*Perimyotis subflavus*) – The Fulton Industrial Boulevard bridge over PS 10 / Sandy Creek, and two 72-inch reinforced concrete pipes (RCPs) in PS 11 are considered suitable roosting habitat for tricolored bat (bridges and culverts that are 3 feet or greater in height/diameter and are constructed of concrete). Forested areas and trees within the project area are considered suitable

habitat. No tricolored bats were observed during field surveys. However, the proposed project would impact approximately 22.8 acres of forest for grading activities associated with obstruction removal, a borrow pit west of Fulton Industrial Boulevard, and RSA improvements. In addition, the 72-inch RCP that contains PS 11 beneath the Runway 26 would be extended. The following conditions would be implemented as a minimum to protect this species and its habitat during any activities that are in close proximity to the known location(s) of this species. Project personnel employed on this project would be advised about the potential presence and appearance of tricolored bat. Based on previous coordination with USFWS dated July 31, 2024 (attached) tree clearing would not be allowed between May 1st and July 31st (i.e., non-volant pup season to minimize impacts to tricolored bat. The contract ecologist shall be employed to conduct a preconstruction survey of any culvert(s) that would be impacted by demolition or extension activities for culverts that are considered suitable roosting habitat for tri-colored bat. The contract ecologist shall inspect each culvert no more than fourteen (14) calendar days prior to the scheduled start of demolition or extension activities. If the contract ecologist observes any bats actively roosting in a culvert structure, then he/she shall notify FAA immediately, who in turn will notify GDOT and culvert demolition or extension activities would not begin until FAA has consulted with the USFWS, and GADNR, and until written authorization to proceed with these activities is provided by FAA. Based on the presence of suitable habitat and the scope of the proposed project, the proposed project **may affect, not likely to adversely affect** tricolored bat.

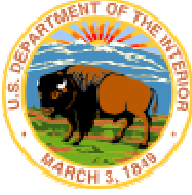
White fringeless orchid (*Platanthera integrilabia*) – Habitat for this species includes seepage sphagnum bogs, springheads, seepy stream banks, and red maple-black gum swamps. Wetland 13, 14, 15, and 16 are considered suitable habitat for this species. However, no white fringeless orchid were observed during the field investigation. Impacts to wetland resources would include the removal of individual trees obstructing Runway 26 Inner Approach surfaces and Runway 8 Departure Surfaces. Due to no species present within the project area as well as proposed impacts that would not cause a vegetative conversion or loss of wetland habitat, it is recommended that implementation of the Proposed Action would have **no effect** on white fringeless orchid.

Michaux's sumac (*Rhus michauxii*) – Habitat for this species includes dry, open, rocky, or sandy woodlands over mafic bedrock, often on ridges and river bluffs. Potential habitat was surveyed for Michaux's sumac as part of the field investigation. Potential habitat located within grading limits between Martin Luther King drive and Fulton Industrial (adjacent to Runway 8/26) is covered with a dense monoculture of kudzu (*Pueraria montana*) which does not allow other species to recruit this area. Forested and scrub/shrub areas within proposed grading limits west of Fulton Industrial are heavily have deep clay soils to be used as borrow material. These areas are heavily vegetated with a dense understory that are not considered suitable habitat. No individual plants were observed. Based on the results of the species-specific surveys and the conditions present within the disturbed habitats, it is recommended that implementation of the Proposed Action would have **no effect** on Michaux's sumac.

Federally Protected Species Known to Occur within the Project Study Area						
Scientific name	Common name	Federal Status	Habitat Present	Species Present	Effect Determination	Listing Agency
<i>Arabis georgiana</i>	Georgia rockcress	Threatened	No	No	NE	USFWS
<i>Danaus plexippus</i>	Monarch butterfly	Proposed Threatened	Yes	Yes*	MANLAA	USFWS
<i>Perimyotis subflavus</i>	Tricolored bat	Proposed Endangered	Yes	Yes*	MANLAA	USFWS
<i>Platanthera integrilabia</i>	White fringeless orchid	Threatened	Yes	No	NE	USFWS
<i>Rhus michauxii</i>	Michaux's sumac	Endangered	No	No	NE	USFWS

Key: No Effect (NE), May Affect, and Not Likely to Adversely Affect (MANLAA)
* Species is assumed present due to the presence of suitable habitat within the Environmental Survey Boundary.
Sources: USFWS (2025). *Information, Planning, and Conservation* database review. Accessed on December 16, 2024 at: <https://ecos.fws.gov/ipac/>.

IPAC Report



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Georgia Ecological Services Field Office
355 East Hancock Avenue
Room 320
Athens, GA 30601-2523
Phone: (706) 460-7161 Fax: (706) 613-6059

In Reply Refer To:

12/16/2024 19:38:07 UTC

Project Code: 2025-0032558

Project Name: Fulton County Executive Airport (FTY) Runway Safety Area Project

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

Thank you for requesting information on federally listed species and important wildlife habitats that may occur in your project area. The U.S. Fish and Wildlife Service (Service) has responsibility for certain species of wildlife under the Endangered Species Act (ESA) of 1973 as amended (16 USC 1531 et seq.), the Migratory Bird Treaty Act as amended (16 USC 701-715), Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and the Bald and Golden Eagle Protection Act as amended (16 USC 668-668c). We provide the following guidance for determining which federally imperiled species may occur within your project area and to recommend conservation measures to consider for your project if you determine those species or designated critical habitats may be affected by the project activities.

FEDERALLY-LISTED SPECIES AND DESIGNATED CRITICAL HABITAT

Attached is a list of endangered, threatened, and proposed species that may occur in your project area. Your project area may not necessarily include all or any of these species. Under the ESA, it is the responsibility of the Federal action agency, their designated non-Federal representative, or a project proponent to determine if a proposed action "may affect" endangered, threatened, or proposed species, or designated critical habitat, and if so, to consult with the Service further. Similarly, it is the responsibility of the Federal action agency or project proponent, not the Service, to make "no effect" determinations. If you determine that your proposed action will have "no effect" on threatened or endangered species or their respective critical habitat, you do not need to seek concurrence with the Service. Nevertheless, it is a violation of Federal law to harm or harass any federally listed threatened or endangered fish or wildlife species without the appropriate permit. If you need additional guidance to inform your effect determination, please contact the Service.

If you determine that your proposed action may affect federally listed species, please consult with the Service. Through the consultation (for projects seeking Federal funding or permitting) or technical assistance (for non-Federal projects) process, we will work with you to evaluate information contained in a biological assessment or equivalent documents that you provide. If your proposed action is associated with Federal funding or permitting, consultation will occur with the Federal agency under section 7(a)(2) of the ESA. Otherwise, an incidental take permit pursuant to section 10(a) (1)(B) of the ESA (also known as a Habitat Conservation Plan) may be necessary to exempt "take" of federally listed threatened or endangered fish or wildlife species when it cannot be avoided. For more information regarding formal consultation and HCPs, please see the Service's [Section 7 Consultation Library](#) and [Habitat Conservation Plans Library](#).

Action Area. The scope of ESA compliance includes direct and indirect effects of project activities (e.g., equipment staging areas, offsite borrow material areas, or utility relocations). The "action area" is the spatial extent of an action's direct and indirect modifications or impacts to the land, water, or air (50 CFR 402.02). Large projects may have effects to land, water, or air outside the immediate footprint of the project, and these areas should be included as part of the action area. Effects to land, water, or air outside of a project footprint could include things like lighting, dust, smoke, and noise. To obtain a complete list of species, the action area should be uploaded or drawn in IPaC rather than just the project footprint. Please note that a lead federal agency may consider an action area that excludes portions of the project footprint. In these cases, further coordination with our office may be required to ensure compliance with the ESA. It is the responsibility of the project proponent to coordinate with the lead federal agency to understand the action and action area being reviewed as part of ESA Section 7 consultation.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. An updated list may be requested through IPaC.

HOW TO SUBMIT A PROJECT REVIEW PACKAGE

IF YOUR ACTION MAY AFFECT ANY FEDERALLY LISTED SPECIES AND YOU WOULD LIKE TECHNICAL ASSISTANCE FROM OUR OFFICE, PLEASE SEND US A COMPLETE PROJECT REVIEW PACKAGE. A STEP-BY-STEP GUIDE IS AVAILABLE BELOW AND SUPPLEMENTAL GUIDANCE IS AVAILABLE AT THE GEORGIA ECOLOGICAL SERVICES [PROJECT PLANNING AND REVIEW](https://www.fws.gov/office/georgia-ecological-services/project-planning-review) PAGE ([HTTPS://WWW.FWS.GOV/OFFICE/GEORGIA-ECOLOGICAL-SERVICES/PROJECT-PLANNING-REVIEW](https://www.fws.gov/office/georgia-ecological-services/project-planning-review)).

REQUESTS FOR THREATENED AND ENDANGERED SPECIES PROJECT REVIEWS MUST BE SUBMITTED TO OUR OFFICE USING THE PROCESS DESCRIBED BELOW. ALL STEPS MUST BE COMPLETED TO ENSURE YOUR

PROJECT IS REVIEWED BY A BIOLOGIST IN OUR OFFICE AND YOU RECEIVE A TIMELY RESPONSE.

STEP 1. REQUEST AN OFFICIAL SPECIES LIST FOR YOUR PROJECT THROUGH IPAC. YOU HAVE JUST COMPLETED THIS STEP.

STEP 2. COMPLETE APPLICABLE DETERMINATION KEYS (DKEY'S, FOR SHORT)

STEP 3. SEND YOUR COMPLETE PROJECT REVIEW PACKAGE TO GAES_ASSISTANCE@FWS.GOV FOR REVIEW IF NO DKEY IS APPLICABLE OR CERTAIN PROJECT COMPONENTS HAVE NOT BEEN ADDRESSED (I.E. A SPECIES RETURNED BY IPAC DOES NOT HAVE A DKEY). A COMPLETE PROJECT REVIEW PACKAGE SHOULD INCLUDE:

- 1. A DESCRIPTION OF THE PROPOSED ACTION, INCLUDING ANY MEASURES INTENDED TO AVOID, MINIMIZE, OR OFFSET EFFECTS OF THE ACTION. THE DESCRIPTION SHALL PROVIDE SUFFICIENT DETAIL TO ASSESS THE EFFECTS OF THE ACTION ON LISTED SPECIES AND CRITICAL HABITAT, SUCH AS THE PURPOSE OF THE ACTION; DURATION AND TIMING OF THE ACTION; LOCATION (LATITUDE AND LONGITUDE); SPECIFIC ACTIVITIES INVOLVING DISTURBANCE TO LAND, WATER, AND AIR, AND HOW THEY WILL BE CARRIED OUT; CURRENT DESCRIPTION OF AREAS TO BE AFFECTED DIRECTLY OR INDIRECTLY BY THE ACTION; AND MAPS, DRAWINGS, OR SIMILAR SCHEMATICS OF THE ACTION. PLEASE SUBMIT ALL AREAS OF A PROJECT AS ONE SINGLE SUBMISSION AND DO NOT SEPARATE INTO SMALLER COMPONENTS/SUBMISSIONS.**
- 2. AN UPDATED OFFICIAL SPECIES LIST AND DETERMINATION KEY RESULTS**
- 3. BIOLOGICAL ASSESSMENTS (MAY INCLUDE HABITAT ASSESSMENTS AND INFORMATION ON THE PRESENCE OF LISTED SPECIES IN THE ACTION AREA);**
- 4. DESCRIPTION OF EFFECTS OF THE ACTION ON SPECIES IN THE ACTION AREA AND, IF RELEVANT, EFFECT DETERMINATIONS FOR SPECIES AND CRITICAL HABITAT;**
- 5. CONSERVATION MEASURES AND ANY OTHER AVAILABLE INFORMATION RELATED TO THE NATURE AND SCOPE OF THE PROPOSED ACTION RELEVANT TO ITS EFFECTS ON LISTED SPECIES OR DESIGNATED CRITICAL HABITAT (E.G., MANAGEMENT PLANS RELATED TO STORMWATER, VEGETATION, EROSION AND SEDIMENT PLANS). VISIT THE [GEORGIA CONSERVATION PLANNING TOOLBOX \(HTTPS://WWW.FWS.GOV/STORY/CONSERVATION-TOOLS-GEORGIA\)](https://www.fws.gov/story/conservation-tools-georgia) FOR INFORMATION ABOUT CONSERVATION MEASURES.**

6. **IN THE EMAIL SUBJECT LINE, USE THE FOLLOWING FORMAT TO INCLUDE THE PROJECT CODE FROM YOUR IPAC SPECIES LIST AND THE COUNTY IN WHICH THE PROJECT IS LOCATED (EXAMPLE: PROJECT CODE: 2023-0049730 GWINNETT CO.). FOR GEORGIA DEPARTMENT OF TRANSPORTATION RELATED PROJECTS, PLEASE WORK WITH THE OFFICE OF ENVIRONMENTAL SERVICES ECOLOGIST TO DETERMINE THE APPROPRIATE USFWS TRANSPORTATION LIAISON.**

THE GEORGIA ECOLOGICAL SERVICES FIELD OFFICE WILL SEND A RESPONSE EMAIL WITHIN APPROXIMATELY 30 DAYS OF RECEIPT WITH TECHNICAL ASSISTANCE OR FURTHER RECOMMENDATIONS FOR SPECIFIC SPECIES.

WETLANDS AND FLOODPLAINS

UNDER EXECUTIVE ORDERS 11988 AND 11990, FEDERAL AGENCIES ARE REQUIRED TO MINIMIZE THE DESTRUCTION, LOSS, OR DEGRADATION OF WETLANDS AND FLOODPLAINS, AND PRESERVE AND ENHANCE THEIR NATURAL AND BENEFICIAL VALUES. THESE HABITATS SHOULD BE CONSERVED THROUGH AVOIDANCE, OR MITIGATED TO ENSURE THAT THERE WOULD BE NO NET LOSS OF WETLANDS FUNCTION AND VALUE. WE ENCOURAGE YOU TO USE THE NATIONAL WETLAND INVENTORY (NWI) MAPS IN CONJUNCTION WITH GROUND-TRUTHING TO IDENTIFY WETLANDS OCCURRING IN YOUR PROJECT AREA. THE SERVICE'S [NWI PROGRAM WEBSITE \(HTTPS://WWW.FWS.GOV/PROGRAM/NATIONAL-WETLANDS-INVENTORY\)](https://www.fws.gov/program/national-wetlands-inventory) INTEGRATES DIGITAL MAP DATA WITH OTHER RESOURCE INFORMATION. WE ALSO RECOMMEND YOU CONTACT THE U.S. ARMY CORPS OF ENGINEERS FOR PERMITTING REQUIREMENTS UNDER SECTION 404 OF THE CLEAN WATER ACT IF YOUR PROPOSED ACTION COULD IMPACT FLOODPLAINS OR WETLANDS.

MIGRATORY BIRDS

THE MBTA PROHIBITS THE TAKING OF MIGRATORY BIRDS, NESTS, AND EGGS, EXCEPT AS PERMITTED BY THE SERVICE'S [MIGRATORY BIRDS PROGRAM \(HTTPS://FWS.GOV/PROGRAM/MIGRATORY-BIRDS\)](https://fws.gov/program/migratory-birds). TO MINIMIZE THE LIKELIHOOD OF ADVERSE IMPACTS TO MIGRATORY BIRDS, WE RECOMMEND CONSTRUCTION ACTIVITIES OCCUR OUTSIDE THE GENERAL BIRD NESTING SEASON FROM MARCH THROUGH AUGUST, OR THAT AREAS PROPOSED FOR CONSTRUCTION DURING THE NESTING SEASON BE SURVEYED, AND WHEN OCCUPIED, AVOIDED UNTIL THE YOUNG HAVE FLEDGED.

WE RECOMMEND REVIEW OF BIRDS OF CONSERVATION CONCERN TO FULLY EVALUATE THE EFFECTS TO THE BIRDS AT YOUR SITE. THIS LIST IDENTIFIES BIRDS THAT ARE POTENTIALLY THREATENED BY DISTURBANCE AND CONSTRUCTION. IT CAN BE FOUND AT THE SERVICE'S [MIGRATORY BIRDS](#)

[CONSERVATION LIBRARY COLLECTION \(HTTPS://FWS.GOV/LIBRARY/ COLLECTIONS/MIGRATORY-BIRD-CONSERVATION-DOCUMENTS\)](https://fws.gov/library/collections/migratory-bird-conservation-documents).

INFORMATION RELATED TO BEST PRACTICES AND MIGRATORY BIRDS CAN BE FOUND AT THE SERVICE'S **[AVOIDING AND MINIMIZING INCIDENTAL TAKE OF MIGRATORY BIRDS LIBRARY COLLECTION \(HTTPS://FWS.GOV/LIBRARY/ COLLECTIONS/AVOIDING-AND-MINIMIZING-INCIDENTAL-TAKE-MIGRATORY-BIRDS\)](https://fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds)**.

BALD AND GOLDEN EAGLES

THE BALD EAGLE (*HALIAEETUS LEUCOCEPHALUS*) WAS DELISTED UNDER THE ESA ON AUGUST 9, 2007. BOTH THE BALD EAGLE AND GOLDEN EAGLE (*AQUILA CHRYSAETOS*) ARE STILL PROTECTED UNDER THE MIGRATORY BIRD TREATY ACT (MBTA) AND BALD AND GOLDEN EAGLE PROTECTION ACT (BGEPA). THE BGEPA AFFORDS BOTH EAGLES PROTECTION IN ADDITION TO THAT PROVIDED BY THE MBTA, IN PARTICULAR, BY MAKING IT UNLAWFUL TO “DISTURB” EAGLES. UNDER THE BGEPA, THE SERVICE MAY ISSUE LIMITED PERMITS TO INCIDENTALLY “TAKE” EAGLES (E.G., INJURY, INTERFERING WITH NORMAL BREEDING, FEEDING, OR SHELTERING BEHAVIOR NEST ABANDONMENT). FOR INFORMATION ON BALD AND GOLDEN EAGLE MANAGEMENT GUIDELINES, WE RECOMMEND YOU REVIEW INFORMATION PROVIDED AT THE SERVICE'S **[BALD AND GOLDEN EAGLE MANAGEMENT LIBRARY COLLECTION](#)**.

NATIVE BATS

IF YOUR SPECIES LIST INCLUDES INDIANA BAT (*MYOTIS SODALIS*), NORTHERN LONG-EARED BAT (*M. SEPTENTRIONALIS*), OR TRICOLORED BAT (*PERIMYOTIS SUBFLAVUS*) AND THE PROJECT IS EXPECTED TO IMPACT FORESTED HABITAT, TREE CLEARING SHOULD OCCUR OUTSIDE OF THE PERIODS WHEN BATS MAY BE PRESENT AND MOST VULNERABLE. FEDERALLY LISTED BATS COULD BE ACTIVELY PRESENT IN FORESTED LANDSCAPES FROM SPRING THROUGH FALL OF ANY YEAR. IN MUCH OF GEORGIA, OUR WINTERS ARE MILD ENOUGH THAT TRICOLORED BATS ARE LIKELY ACTIVE ON THE LANDSCAPE TO SOME EXTENT YEAR-ROUND. PUPS ARE INCAPABLE OF FLIGHT AND VULNERABLE TO DISTURBANCE FROM THE SPRING TO SUMMER. OUR RECOMMENDED SEASONAL CLEARING RESTRICTION WINDOWS DEPEND ON SPECIES AND REGION IN GEORGIA. PLEASE REACH OUT TO US FOR GUIDANCE.

INDIANA, NORTHERN LONG-EARED, TRICOLORED, AND GRAY (*M. GRISSESCENS*) BATS ARE ALL KNOWN TO UTILIZE BRIDGES AND CULVERTS IN GEORGIA. IF YOUR PROJECT INCLUDES MAINTENANCE, CONSTRUCTION, OR ANY OTHER MODIFICATION OR DEMOLITION TO TRANSPORTATION STRUCTURES, A QUALIFIED INDIVIDUAL SHOULD COMPLETE A SURVEY OF THESE STRUCTURES FOR BATS AND SUBMIT YOUR FINDINGS VIA THE

“GADNR BATS IN BRIDGES” FORM IN THE SURVEY123 APP, FREE ON APPLE AND ANDROID DEVICES. PLEASE INCLUDE THESE FINDINGS IN ANY BIOLOGICAL ASSESSMENT(S) OR OTHER DOCUMENTATION THAT IS SUBMITTED TO OUR OFFICE FOR TECHNICAL ASSISTANCE OR CONSULTATION.

ADDITIONAL INFORMATION CAN BE FOUND AT GEORGIA ECOLOGICAL SERVICES' [CONSERVATION PLANNING TOOLBOX](#) AND [BAT CONSERVATION IN GEORGIA](#) PAGES.

MONARCH BUTTERFLY

ON DECEMBER 20, 2020, THE SERVICE DETERMINED THAT LISTING THE MONARCH BUTTERFLY (*DANAUS PLEXIPPUS*) UNDER THE ENDANGERED SPECIES ACT IS WARRANTED BUT PRECLUDED AT THIS TIME BY HIGHER PRIORITY LISTING ACTIONS. WITH THIS FINDING, THE MONARCH BUTTERFLY BECOMES A CANDIDATE FOR LISTING. THE SERVICE WILL REVIEW ITS STATUS EACH YEAR UNTIL WE ARE ABLE TO BEGIN DEVELOPING A PROPOSAL TO LIST THE MONARCH.

AS IT IS A CANDIDATE FOR LISTING, THE SERVICE WELCOMES CONSERVATION MEASURES FOR THIS SPECIES. RECOMMENDED, AND VOLUNTARY, CONSERVATION MEASURES FOR PROJECTS IN GEORGIA CAN BE FOUND AT THE [MONARCH CONSERVATION IN GEORGIA](#) PAGE.

EASTERN INDIGO SNAKE

OUR OFFICE HAS PUBLISHED GUIDANCE DOCUMENTS TO ASSIST PROJECT PROPONENTS IN AVOIDING AND MINIMIZING POTENTIAL IMPACT TO THE EASTERN INDIGO SNAKE. THE [VISUAL ENCOUNTER SURVEY PROTOCOL FOR THE EASTERN INDIGO SNAKE \(*DRYMARCHON COUPERI*\) IN GEORGIA](#) IS RECOMMENDED FOR PROJECT PROPONENTS OR THEIR DESIGNEES TO EVALUATE THE POSSIBLE PRESENCE OF THE EASTERN INDIGO SNAKE AT A PROPOSED PROJECT SITE. THE [STANDARD PROTECTION MEASURES FOR THE EASTERN INDIGO SNAKE \(*DRYMARCHON COUPERI*\)](#) INCLUDE EDUCATIONAL MATERIALS AND TRAINING THAT CAN HELP PROTECT THE SPECIES BY MAKING STAFF WORKING ON A PROJECT SITE AWARE OF THEIR PRESENCE AND TRAITS. IN GEORGIA, INDIGO SNAKES ARE CLOSELY ASSOCIATED WITH THE STATE-LISTED GOPHER TORTOISE (*GOPHERUS POLYPHEMUS*), A REPTILE THAT EXCAVATES EXTENSIVE UNDERGROUND BURROWS THAT PROVIDE THE SNAKE SHELTER FROM WINTER COLD AND SUMMER DESICCATION.

SOLAR ENERGY DEVELOPMENT

THE [RECOMMENDED PRACTICES FOR THE RESPONSIBLE SITING AND DESIGN OF SOLAR DEVELOPMENT IN GEORGIA, VERSION 2.0](#) (PUBLISHED IN MAY 2024)

ARE INTENDED TO PROVIDE VOLUNTARY GUIDANCE TO SUPPORT CONSIDERATION OF NATURAL RESOURCES DURING THE DEVELOPMENT OF PHOTOVOLTAIC SOLAR IN GEORGIA. FURTHERMORE, THE [GEORGIA LOW IMPACT SOLAR SITING TOOL \(LISST\)](#) IS ALSO AVAILABLE AS A MAP LAYER IN IPAC (FIND IT IN THE “LAYERS” BOX > “ENVIRONMENTAL DATA”) TO PROVIDE PROJECT MANAGERS WITH THE DATA TO IDENTIFY AREAS THAT MAY BE PREFERRED FOR LOW-IMPACT DEVELOPMENT. THE TOOL SEEKS TO SUPPORT THE ACCELERATION OF LARGE-SCALE SOLAR DEVELOPMENT IN AREAS WITH LESS IMPACT TO THE ENVIRONMENT.

STATE AGENCY COORDINATION

ADDITIONAL INFORMATION THAT ADDRESSES AT-RISK OR HIGH PRIORITY NATURAL RESOURCES CAN BE FOUND IN THE STATE WILDLIFE ACTION PLAN ([HTTPS://GEORGIAWILDLIFE.COM/WILDLIFEACTIONPLAN](https://georgiawildlife.com/wildlifeactionplan)), AT GEORGIA DEPARTMENT OF NATURAL RESOURCES, WILDLIFE RESOURCES DIVISION BIODIVERSITY PORTAL ([HTTPS://GEORGIAWILDLIFE.COM/CONSERVATION/SPECIES-OF-CONCERN](https://georgiawildlife.com/conservation/species-of-concern)), GEORGIA'S NATURAL, ARCHAEOLOGICAL, AND HISTORIC RESOURCES GIS PORTAL ([HTTPS://WWW.GNAHRGIS.ORG/GNAHRGIS/INDEX.DO](https://www.gnahrgis.org/gnahrgis/index.do)) PAGES.

THANK YOU FOR YOUR CONCERN FOR ENDANGERED AND THREATENED SPECIES. WE APPRECIATE YOUR EFFORTS TO IDENTIFY AND AVOID IMPACTS TO LISTED AND SENSITIVE SPECIES IN YOUR PROJECT AREA. FOR FURTHER CONSULTATION ON YOUR PROPOSED ACTIVITY, PLEASE EMAIL GAES_ASSISTANCE@FWS.GOV AND REFERENCE THE PROJECT COUNTY AND YOUR SERVICE PROJECT TRACKING NUMBER.

THIS LETTER CONSTITUTES GEORGIA ECOLOGICAL SERVICES' GENERAL COMMENTS UNDER THE AUTHORITY OF THE ENDANGERED SPECIES ACT.

Attachment(s):

- Official Species List
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Georgia Ecological Services Field Office

355 East Hancock Avenue

Room 320

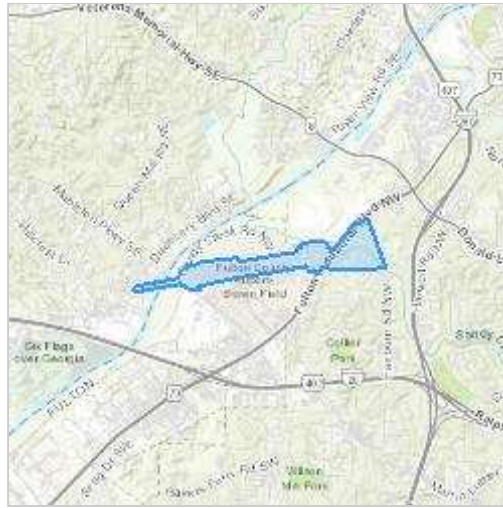
Athens, GA 30601-2523

(706) 460-7161

PROJECT SUMMARY

Project Code: 2025-0032558
Project Name: Fulton County Executive Airport (FTY) Runway Safety Area Project
Project Type: Airport - Maintenance/Modification
Project Description: Runway Safety Area Improvements Project
Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@33.78169655,-84.50915052613766,14z>



Counties: Cobb and Fulton counties, Georgia

ENDANGERED SPECIES ACT SPECIES

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Tricolored Bat <i>Perimyotis subflavus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Whooping Crane <i>Grus americana</i> Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non- Essential

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> There is proposed critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

FLOWERING PLANTS

NAME	STATUS
Georgia Rockcress <i>Arabis georgiana</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4535	Threatened
Michaux's Sumac <i>Rhus michauxii</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5217	Endangered
White Fringeless Orchid <i>Platanthera integrilabia</i> Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1889	Threatened

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

BALD & GOLDEN EAGLES

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act¹ and the Migratory Bird Treaty Act².

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats³, should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "[Supplemental Information on Migratory Birds and Eagles](#)".

-
1. The [Bald and Golden Eagle Protection Act](#) of 1940.
 2. The [Migratory Birds Treaty Act](#) of 1918.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are likely bald eagles present in your project area. For additional information on bald eagles, refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

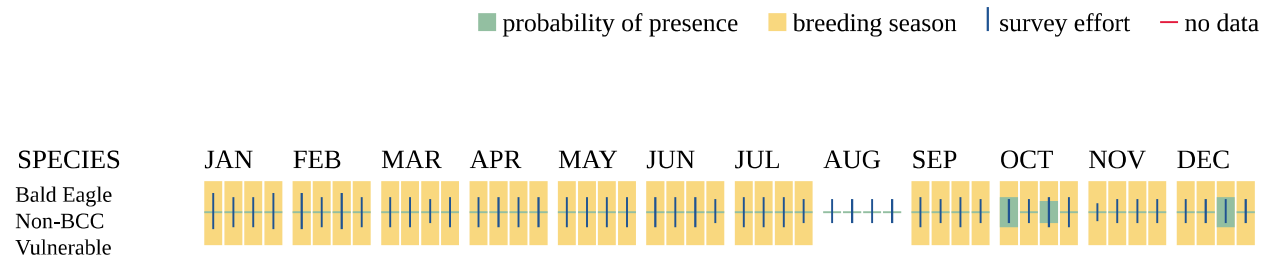
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (-)

A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats³ should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "[Supplemental Information on Migratory Birds and Eagles](#)".

-
1. The [Migratory Birds Treaty Act](#) of 1918.
 2. The [Bald and Golden Eagle Protection Act](#) of 1940.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
<p>Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626</p>	Breeds Sep 1 to Jul 31
<p>Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406</p>	Breeds Mar 15 to Aug 25
<p>Chuck-will's-widow <i>Antrostomus carolinensis</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9604</p>	Breeds May 10 to Jul 10
<p>Eastern Whip-poor-will <i>Antrostomus vociferus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10678</p>	Breeds May 1 to Aug 20
<p>Kentucky Warbler <i>Geothlypis formosa</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9443</p>	Breeds Apr 20 to Aug 20
<p>Prairie Warbler <i>Setophaga discolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9513</p>	Breeds May 1 to Jul 31
<p>Prothonotary Warbler <i>Protonotaria citrea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9439</p>	Breeds Apr 1 to Jul 31
<p>Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398</p>	Breeds May 10 to Sep 10
<p>Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9478</p>	Breeds elsewhere

NAME	BREEDING SEASON
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

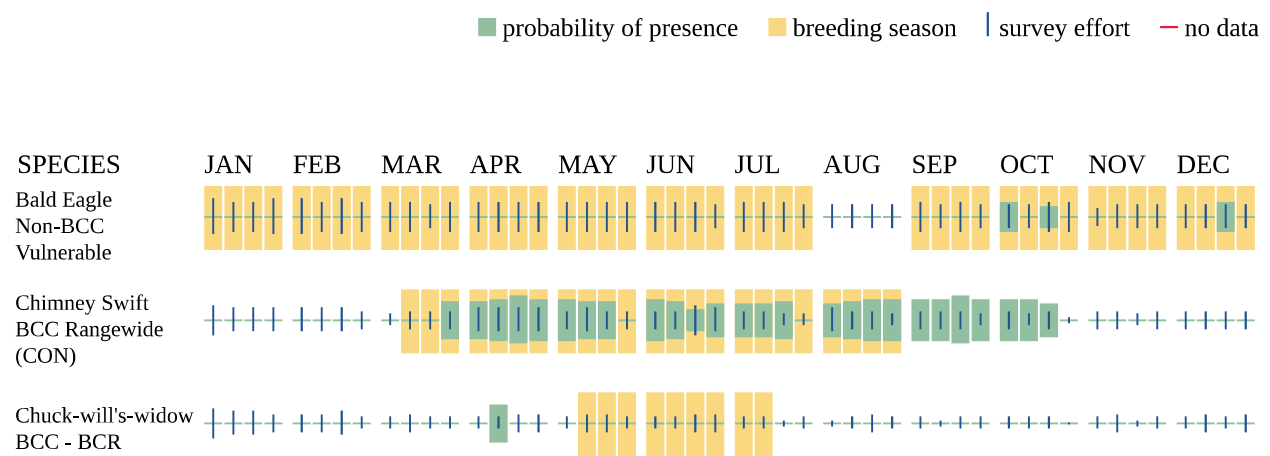
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

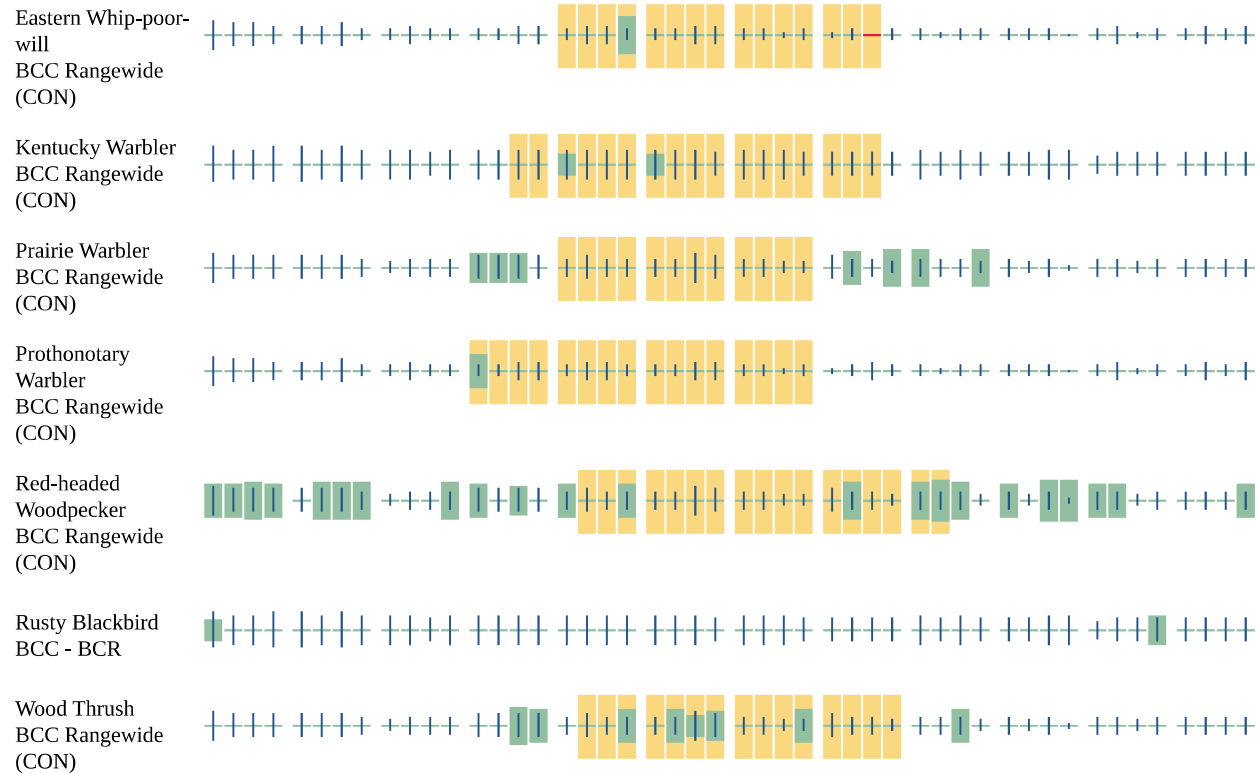
Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (—)

A week is marked as having no data if there were no survey events for that week.





Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

RIVERINE

- R5UBH
- R2UBH

FRESHWATER FORESTED/SHRUB WETLAND

- PSS1C
- PSS1A
- PFO1A

IPAC USER CONTACT INFORMATION

Agency: Michael Baker International
Name: Frank Henning
Address: 3930 East Jones Bridge Road
Address Line 2: Suite 220
City: Peachtree Corners
State: GA
Zip: 30092
Email: frank.henning@mbakerintl.com
Phone: 6789666614

Georgia DNR-WRD Coordination



U.S. Department
of Transportation
**Federal Aviation
Administration**

Atlanta Airports District Office
1701 Columbia Avenue, Room 220
College Park, Georgia 30337-2747
(404) 305-6799 FAX: (404) 305-6798

February 3, 2025

Georgia Department of Natural Resources
Wildlife Resources Division
2067 U.S. Highway 278 Southeast
Social Circle, GA 30025

Re: Section 7 Informal Consultation Initiation
Fulton County Executive Airport – Brown Field (FTY)
Runway 8/26 Runway Safety Area Improvements

To Whom It May Concern:

The Federal Aviation Administration (FAA) is notifying the Georgia Department of Natural Resources (DNR) that an Environmental Assessment (EA) is being prepared to determine potential environmental impacts associated with runway safety area (RSA) improvements at Fulton County Executive Airport – Brown Field (FTY) in Atlanta, Georgia.

The EA will be prepared in accordance with the National Environmental Policy Act (NEPA), FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. The EA is necessary to define and analyze potential impacts of the proposed action and evaluate any reasonable alternatives. The EA will also be developed to further determine whether any potential impacts are significant enough to necessitate an Environmental Impact Statement. During the EA process, the potential social, economic, and environmental impacts related to the Proposed Action will be evaluated.

Summary of the Proposed Action

The Proposed Action includes improvements to the RSA of Runway 8/26 to meet FAA safety criteria stated in FAA Advisory Circular (AC) 150/5300-13B, *Airport Design*; and to remove obstructions (trees) on airport property per criteria in Section 3.6 of FAA AC 150/5300-13B, *Approach Surfaces*. The Proposed Action would include the following: grading and drainage of non-compliant RSA within 250 feet of Runway 8/26 centerline; Runway 8 and 26 Engineered Material Arresting System (EMAS); connect EMAS with runways as displaced thresholds; install retaining walls needed for EMAS and non-compliant RSA; adjust FAA-owned Runway 8 Medium Intensity Approach Lighting System stations; remove trees obstructing Runway 26 Inner Approach surfaces and

Runway 8 Departure Surfaces; relocate Runway 8 glideslope and glideslope shelter; install Precision Approach Path Indicators on Runway 8 and 26; remove Runway 26 Visual Approach Slope Indicator; relocate FAA-owned Runway 26 Localizer; install lighting, signage, and pavement markings; adjust Taxiway “I” to join Runway 8/26 thresholds; and, rename Taxiway “I” to a technical letter that is not prohibited.

Request for Review

The purpose of this letter is to initiate an environmental review with the Georgia DNR. A Georgia Natural Archaeological Historical Resources GIS report dated December 19, 2023, and a U.S. Fish and Wildlife Service Information for Planning and Consultation report dated December 16, 2024, were obtained to determine the potential presence of protected species within the study area. An Ecology Resource Survey and Assessment for the above referenced project was prepared to evaluate the Proposed Action’s effect on special status fish, wildlife, and plant species with the potential to occur within the study area of the Proposed Action. The FAA provides the attached documentation on findings related to ecological resources potentially impacted by the Proposed Action and has made the determinations presented in **Table 1**. FAA’s rationale for making a determination of “may affect, not likely to adversely affect” pertains to the potential for suitable habitat for select species to exist in the areas of disturbance for the Proposed Action, even though no associated individuals have been observed to date. A “no effect” determination was made for select species with no potential for suitable habitat to occur within the areas of disturbance.

Table 1: Proposed Effect Determinations for Federal and State Protected Species

Scientific name	Common name	Federal Status	State Status	Habitat Present	Species Present	Special Provision	Effect Determination
<i>Arabis georgiana</i>	Georgia rockcress	Threatened	Threatened	No	No	No	NE
<i>Cambarus howardi</i>	Chattahoochee crayfish	-	Threatened	Yes	Yes*	No	MANLAA
<i>Cyprinella callitaenia</i>	Bluestripe shiner	-	Rare	Yes	Yes*	No	NE
<i>Danaus plexippus</i>	Monarch butterfly	Proposed Threatened	-	Yes	Yes*	No	MANLAA
<i>Symphytotrichum georgianum</i>	Georgia aster	-	Threatened	No	No	No	NE
<i>Perimyotis subflavus</i>	Tricolored bat	Proposed Endangered	-	Yes	Yes*	Yes	MANLAA
<i>Platanthera integrilabi</i>	White fringeless orchid	Threatened	Threatened	Yes	No	No	NE
<i>Rhus michauxii</i>	Michaux’s sumac	Endangered	Endangered	No	No	No	NE

Key: No Effect (NE); May Affect, Not Likely to Adversely Affect (MANLAA)
 * Species is assumed present due to the presence of suitable habitat within the Environmental Survey Boundary.
 Sources: USFWS (2025). Information, Planning, and Conservation database review. Accessed on December 16, 2024, at: <https://ecos.fws.gov/ipac/>.

The FAA requests Georgia DNR concurrence with the effects determination summarized in Table 1 and detailed within the enclosures. We will also accept and consider any comments you have on the provided materials in preparing the EA. Please respond to me within 30 days of receipt of this letter with your comments/concurrence decision. For questions or additional information, please contact me by email at Jeffrey.D.Covert@faa.gov or by phone at (404) 305-6744.

Sincerely,

JEFFREY

DAVID COVERT

Jeffrey D. Covert

Environmental Protection Specialist

Digitally signed by JEFFREY
DAVID COVERT
Date: 2025.02.03 08:49:20
-05'00'

Enclosures (1)

Copy: Katie O'Shields, Georgia DNR

Fulton County Executive Airport – Brown Field (FTY)

Runway 8/26 Runway Safety Area Improvements, Fulton and Cobb Counties, GA

State Protected Species – Analysis of Effects

This analysis was prepared in support of the Fulton County Executive Airport's (Airport) Runway 8/26 Runway Safety Area Improvement Project. The Airport is located at 3977 Aviation Circle, Room 200, Atlanta, Georgia 30336. This project is needed to improve the Runway 8/26 RSA to meet FAA RSA criteria stated in FAA Advisory Circular (AC) No. 150/5300-13B, Airport Design; and remove obstructions (trees) on airport property per criteria in Section 3.6 of FAA AC 150/5300-13B Approach Surfaces; while avoiding degradation of current operational capabilities.

The proposed project includes improvements to the Runway Safety Area (RSA) of Runway 8/26. RSA improvements would include: grading and drainage of non-compliant RSA within 250 ft of Runway 8/26 centerline; Runway 8 and 26 EMAS; connect EMAS with runways as displaced thresholds; install retaining walls needed for EMAS and non-compliant RSA; adjust FAA-owned Runway 8 MALSR stations; remove trees obstructing Runway 26 Inner Approach surfaces and Runway 8 Departure Surfaces; relocate Runway 8 glideslope and glideslope shelter; install PAPIs on Runway 8 and 26; remove Runway 26 VASI; relocate FAA-owned Runway 26 Localizer; install lighting, signage, and pavement markings; adjust Taxiway "I" to join Runway 8/26 thresholds; and rename Taxiway "I" to a technical letter that is not prohibited.

Background research of relevant published and online information sources was conducted prior to field surveys to identify potential ecological resources within the study area. Sources included US Geologic Survey (USGS) topographic maps, National Wetland Inventory (NWI) maps, and US Department of Agriculture – Natural Resources Conservation Service (USDA-NRCS) soil survey maps of the county. Prior to visiting the proposed project site, ecologists reviewed the US Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) website, USFWS Georgia Ecological Services Field Office – Southeast Region HUC 10 Watershed Reports, and the Georgia Natural Archaeological Historical Resources GIS (GNAHRGIS) Ecology Review and Surveys Module to identify protected species that could potentially occur within the HUC 10 watershed(s) and project vicinity. Species descriptions were prepared using the Georgia Department of Natural Resources (GADNR) Wildlife Resource Division website, and NatureServe Explorer.

Field surveys to assess and document the presence of ecological resources such as habitat/land use within the project boundaries, and presence and location of jurisdictional and state waters, protected species and their habitats, and other ecological resources were conducted using approved methodologies. Jurisdictional wetland determinations were performed using the three-parameter approach (hydrophytic vegetation, hydric soils, and hydrology) as described in the 1987 U.S. Army Corps of Engineers (USACE) Wetland Delineation Manual and utilized the 2012 Eastern Mountains and Piedmont Regional Supplement as guidance. Stream classifications were performed using the North Carolina Division of Water Quality (NC DWQ) Methodology for Identification of Intermittent and Perennial Streams and Their Origins, Version 4.11. State waters were delineated using the Georgia Environmental Protection Division (EPD) 2017 Field Guide for Determining the Presence of State Waters that Require a Buffer. Surveys for protected species or their habitats were conducted using Georgia Department of Transportation (GDOT) approved survey methodologies and/or appropriate resource agency recommendations to assess habitat suitability and species presence as appropriate.

The study area for the environmental analysis encompassed Airport-owned property and adjacent parcels where reasonably foreseeable airport-related projects are planned by the Airport or by others. The project study area is approximately 225 acres and proposed construction limits are approximately 62 acres.

Terrestrial field investigations were conducted by Michael Baker International, Inc on October 4, 2023, and from July 23 through 24, 2024. A review of GNAHRGIS and IPAC databases were used to develop a list of state and federally protected species likely to occur within the project area (see attached Project Area Map). A GNAHRGIS report dated December 19, 2023 and an IPAC dated January 16, 2025 are attached. A table that provides a summary on state and federally protected species that are likely to occur within the project study area is included below.

An Aquatic Resources Delineation Verification Review (ARDR) was submitted to the USACE on December 11, 2024 (See attached ARDR) to confirm the delineation of federal water waters located in the ESB.

Based on grading limits of the Proposed Action Sponsor-Preferred Alternatives, it is estimated that project implementation would result in impacts to approximately 22.8 acres of forest habitat, 7.9 acres of scrub-shrub habitat, 28.9 acres of mowed/maintained habitat, and 2.4 acres of developed land (see attached Habitat Map). In addition, the Proposed Action includes approximately 105 linear feet (0.09 acre) of permanent fill impacts to perennial stream (PS) 11, an unnamed tributary to PS 10 / Sandy Creek. These impacts are associated with the construction of a retaining wall and extension of a 72-inch reinforced concrete pipe (RCP) on the Runway 26 (east) end of the runway. A similar retaining wall on the Runway 9 (west) end of the runway was designed to avoid permanent impacts to PS 3 an unnamed tributary to PS 1 / Chattahoochee River. Temporary impacts to PS 3 may be needed to construct the proposed retaining wall. Obstruction clearing activities may include the removal of individual trees in wetland (WL) 13, WL 15, and WL 17. Temporary impacts may be needed to access trees that are obstructing runway approach surfaces, but no permanent wetland fill impacts or vegetative conversions are anticipated.

Biological Effect Determinations for Protected Species within the Project Study Area

Georgia rockcress (*Arabis georgiana*) – This species is found on rocky slopes and bluffs above streams; sandy loam along eroding riverbanks; thin woods on limestone or granite; and requires high to moderate light conditions. No rockcress were observed during field studies. Bluffs and streambanks in the project area are heavily vegetated by trees and scrub-shrub understory vegetation. Heavy vegetation does not provide the light conditions required by this species. Due to the lack of suitable habitat, it is recommended that implementation of the Proposed Action would have **no effect** on this species.

Chattahoochee crayfish (*Cambarus howardi*) – This species is found in clear, free-flowing waters, often in riffles in a range of stream sizes. Perennial streams within the project area would provide potential suitable habitat for Chattahoochee crayfish. Therefore, Chattahoochee crayfish is assumed present in perennial streams within the project area. The Proposed Action includes approximately 104.5 linear feet (0.09 acre) of permanent fill impacts to perennial stream (PS) 11 that would impact potential Chattahoochee crayfish habitat. Proposed impacts are considered a minor impact because there is ample similar habitat in the nearby vicinity. As a result, it is recommended that implementation of the Proposed Action **may affect, not likely adversely affect** the Chattahoochee crayfish.

Bluestripe shiner (*Cyprinella callitaenia*) – This species is found in mainstream reaches of rivers and large streams in riffles and runs with rubble or sand substrate. PS 1 / Chattahoochee River and PS 10 / Sandy Creek are large streams that would provide potential suitable habitat for this species. Therefore, bluestripe shiner is assumed present in these streams. No impacts to PS 1 / Chattahoochee River or PS 10 / Sandy Creek are proposed. Therefore, the Proposed Action would have **no effect** on bluestripe shiner.

Monarch butterfly (*Danaus plexippus*) – No monarch butterflies were observed during the field surveys. However, potentially suitable monarch butterfly habitat occurs statewide and may be present within the project area. Based on the scope of the action compared to the range and distribution of this species, the action **may affect, not likely adversely affect** monarch butterfly.

Georgia aster (*Symphotrichum georgianum*) – This species prefers edges and openings in rocky, upland oak-hickory-pine forests and rights-of way (ROW) through these habitats. No Georgia aster were observed during the field surveys. Georgia Power and Colonial Gas Pipeline ROW located adjacent to the proposed project provide suitable habitat for Georgia aster. Georgia aster habitat within these ROWs habitat would not be impacted by the proposed project. The proposed grading limits include mowed/maintained areas that are mowed frequently. The resulting turf vegetation does not provide suitable habitat for Georgia aster. Scrub-shrub areas are heavily vegetated with invasive species (including *Ligustrum japonicum* and *Pueraria montana*) and woody shrubs including blackberry (*Rubus*) and tree saplings that heavily shade these areas and do not provide suitable habitat for Georgia aster. Therefore, the Proposed Action would have **no effect** on Georgia aster.

Tricolored bat (*Perimyotis subflavus*) – The Fulton Industrial Boulevard bridge over PS 10 / Sandy Creek, and two 72-inch RCPs in PS 11 are considered suitable roosting habitat for tricolored bat. Forested areas and trees within the project area are considered suitable habitat. No tricolored bats were observed during field surveys. However, the proposed project would impact approximately 22.8 acres of forest for grading activities associated with obstruction removal, a borrow pit west of Fulton Industrial Boulevard, and RSA improvements. In addition, the 72-inch RCP that contains PS 11 beneath the Runway 26 would be extended. Based on previous coordination with USFWS dated July 31, 2024 (attached) tree clearing would not be allowed between May 1st and July 31st (i.e., non-volant pup season to minimize impacts to tricolored bat. In addition, project personnel employed on this project would be advised about the potential presence and appearance of tricolored bat. If construction activities at the PS 11 box culvert are scheduled to occur during the active season for bats, a pre-construction survey of the culvert would be conducted to ensure that no bats are roosting within the structures. If bats are observed, construction activities would not be allowed until after bats are no longer utilizing the structures. Based on the presence of suitable habitat and the scope of the proposed project, the proposed project **may affect, not likely to adversely affect** tricolored bat. Conditions described above would be implemented as a minimum to protect this species and its habitat during any activities that are in close proximity to the known location(s) of this species.

White fringeless orchid (*Platanthera integrilabia*) – Habitat for this species includes seepage sphagnum bogs, springheads, seepy stream banks, and red maple-black gum swamps. Wetland 13, 14, 15, and 16 are considered suitable habitat for this species. However, no white fringeless orchid were observed during the field investigation. Impacts to wetland resources would include the removal of individual trees obstructing Runway 26 Inner Approach surfaces and Runway 8

Departure Surfaces. Due to no species present within the project area as well as proposed impacts that would not cause a vegetative conversion or loss of wetland habitat, it is recommended that implementation of the Proposed Action would have **no effect** on white fringeless orchid.

Michaux's sumac (*Rhus michauxii*) – Habitat for this species includes dry, open, rocky, or sandy woodlands over mafic bedrock, often on ridges and river bluffs. Potential habitat was surveyed for Michaux's sumac as part of the field investigation. Habitat located within grading limits between Martin Luther King drive and Fulton Industrial (adjacent to Runway 8/26) is covered with a dense monoculture of *Pueraria montana*, which does not allow other species to recruit this area. Forested and scrub/shrub areas within proposed grading limits west of Fulton Industrial are heavily have deep clay soils to be used as borrow material. These areas are heavily vegetated with a dense understory that are not considered suitable habitat. No individual plants were observed in this area. Based on the results of the species-specific surveys and the conditions present within the disturbed habitats, it is recommended that implementation of the Proposed Action would have **no effect** on Michaux's sumac.

Federal and State Protected Species							
Common Name	Scientific Name	Federal Rank	State Rank	Habitat Present	Species Present	Special Provision	Effect Determination
Georgia rockcress	<i>Arabis georgiana</i>	T	T	No	No	No	NE
Chattahoochee crayfish	<i>Cambarus howardi</i>	-	T	Yes	Yes*	No	MANLAA
Bluestripe shiner	<i>Cyprinella callitaenia</i>	-	R	Yes	Yes*	No	NE
Monarch butterfly	<i>Danaus plexippus</i>	PT	-	Yes	Yes*	No	MANLAA
Georgia aster	<i>Symphyotrichum georgianum</i>	-	T	No	No	No	NE
Tricolored bat	<i>Perimyotis subflavus</i>	PE	-	Yes	Yes*	Yes	MANLAA
White fringeless orchid	<i>Platanthera integrilabia</i>	E	T	Yes	No	No	NE
Michaux's sumac	<i>Rhus michauxii</i>	E	E	No	No	No	NE

Key: Rare (R); Threatened (T); Proposed Threatened (PT); Endangered (E); Proposed Endangered (PE); No Effect (NE); May Affect, Not Likely to Adversely Affect (MANLAA)

* Presence Assumed

GNAHRGIS

Report



WALTER RABON
COMMISSIONER

TED WILL
DIRECTOR

December 19, 2023

Frank Henning
Planning and Environmental Manager
Michael Baker International (Engineering and Environmental Consulting Services)
420 Technology Parkway
Suite 150
Norcross, GA 30092

Subject: Known occurrences of natural communities, plants, and animals of highest priority conservation status on or near Fulton County Airport RSA & EMAS in Fulton County, GA

Dear Frank Henning:

This is in response to your request on October 20, 2023. The following Georgia natural heritage database element occurrences (EOs) were selected for the current site using the local Hydrologic Unit Code (HUC) 10 watershed for elements whose range distribution is limited by aquatic systems and within 3 miles for all other EOs:

Fulton County Airport RSA & EMAS Point 1 (Site Center: -84.517118, 33.779874, WGS84)

GA *Cambarus howardi* (Chattahoochee Crayfish) 1.3 miles N of site in Queens Mill Creek

GA *Cambarus howardi* (Chattahoochee Crayfish) [HISTORIC] 3.9 miles N of site in
Nickajack Creek

GA *Cyprinella callitaenia* (Bluestripe Shiner) 3.2 miles NE of site in Chattahoochee River

US *Medionidus penicillatus* (Gulf Moccasinshell) [HISTORIC] 0.1 miles NW of site in
Chattahoochee River

Micropterus cataractae (Shoal Bass) 3.3 miles NE of site in Chattahoochee River

Moxostoma sp. 1 (Apalachicola Redhorse) 3.8 miles SW of site in Utoy Creek

GA *Schisandra glabra* (Bay Star-vine) [HISTORIC] 1.2 miles N of site

GA *Symphotrichum georgianum* (Georgia Aster) 0.1 miles NE of site

GA *Symphotrichum georgianum* (Georgia Aster) 1.4 miles E of site

Smyrna Block-Creep Cave 2.9 miles NE of site

**0313000201 Chattahoochee River Lower North 8 [SWAP High Priority Watershed]
on site**

Conservation Lands within 3 miles:

Conservation Easement/Covenant 2011075

Cobb County Greenspace

Cumberlander Greenspace

Fulton County Greenspace

Spink-Collings Greenspace

GALT easement

Recommendations:

Federally listed species have been documented within three miles or within the watershed(s) of the proposed project. To minimize potential impacts to federally listed species, we recommend consultation with the United States Fish and Wildlife Service. Please email GAES_Assistance@fws.gov for project consultation and survey recommendations.

Please be aware that state protected species have been documented near the proposed project. For information about these species, including survey recommendations, please visit our webpage at <http://georgiawildlife.com/conservation/species-of-concern#rare-locations>.

The following biologists can provide additional recommendations and assistance regarding the following groups:

Plants: Lisa Kruse (Lisa.Kruse@dnr.ga.gov)

Fishes: Bryant Bowen (Bryant.Bowen@dnr.ga.gov)

Crayfish & Mussels: Matt Rowe (Matthew.Rowe@dnr.ga.gov)

Reptiles & Amphibians: Daniel Sollenberger (Daniel.Sollenberger@dnr.ga.gov)

Mammals: Trina Morris (Katrina.Morris@dnr.ga.gov)

Birds: Nathan Klaus (Nathan.Klaus@dnr.ga.gov) or Tim Keyes (Tim.Keyes@dnr.ga.gov)

Terrestrial Invertebrates: Anna Yellin (Anna.Yellin@dnr.ga.gov)

Species listed above that have no “GA” or “US” status are considered Georgia species of concern. Locations of these species are tracked until enough information is gathered to determine if they should be added to the state list or if their populations do not warrant tracking. It is important to consider these species when planning projects. Please let us know if you have any questions regarding Georgia species of concern.

A “Candidate Conservation Agreement” was signed for Georgia Aster in 2014. This voluntary commitment to protect the species and its necessary habitat can be referenced at the following link: https://ecos.fws.gov/docs/plan_documents/tcca/tcca_1209.pdf.

We have the following recommendations for the applicant to consider. We are concerned about streams and other sensitive habitats that could be impacted by the proposed project. We support the use of the existing right-of-way (ROW) for projects when possible. We recommend that stringent erosion control practices be used during construction activities and that vegetation is re-established on disturbed areas as quickly as possible. Silt fences and other erosion control devices should be inspected and maintained until soil is stabilized by vegetation. Please use natural vegetation and grading techniques (e.g. vegetated swales, turn-offs, vegetated buffer strips) that will ensure that the project site does not serve as a conduit for stormwater or pollutants into the watershed during or after construction. These measures will help protect water quality near the project as well as in downstream areas.

Please be aware that the type of erosion control material used during construction can impact wildlife. We strongly recommend using natural, biodegradable materials such as ‘jute’ or ‘coir’.

Mesh strands should be movable, as opposed to fixed. Use of plastic fencing frequently leads to wildlife entrapment and death.

Caves are located within three miles of the proposed project. Caves in Georgia are protected under the Cave Protection Act of 1977. The Georgia Department of Natural Resources does not maintain the cave database and cannot release exact cave locations. For more information about the listed caves, exact cave locations, and appropriate protection measures, please contact the Georgia Speleological Society (GSS). For GSS contact information, please visit the following webpage: <http://caves.org/survey/gss/GSSWebsite/Home.html>.

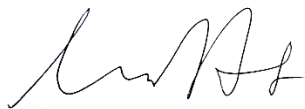
This project occurs within a high priority watershed(s). As part of Georgia's State Wildlife Action Plan, high priority watersheds were identified to protect populations of high priority aquatic species, important coastal habitats, and migratory corridors for anadromous species. Please refer to Appendix F of Georgia's State Wildlife Action Plan to find out more specific information about the listed high priority watershed(s) (<https://georgiawildlife.com/wildlifeactionplan>).

Disclaimer:

Please keep in mind the limitations of our database. The data collected by the Wildlife Conservation Section comes from a variety of sources, including museum and herbarium records, literature, and reports from individuals and organizations, as well as field surveys by our staff biologists. In most cases the information is not the result of a recent on-site survey by our staff. Many areas of Georgia have never been surveyed thoroughly. Therefore, the Wildlife Conservation Section can only occasionally provide definitive information on the presence or absence of rare species on a given site. Our files are updated constantly as new information is received. **Thus, information provided by our program represents the existing data in our files at the time of the request and should not be considered a final statement on the species or area under consideration.**

If you know of populations of highest priority species that are not in our database, please fill out the appropriate data collection form and send it to our office. Forms can be obtained through our website (<http://georgiawildlife.com/conservation/species-of-concern#rare-locations>) or by contacting our office. If we can be of further assistance, please let us know.

Sincerely,



Maggie Aduddell Hunt, Wildlife Biologist
maggie.hunt@dnr.ga.gov, (706) 557-3228

Data Available on the Wildlife Conservation Section Website

- Georgia protected plant and animal species profiles are available on our website. These profiles cover basics such as species physical descriptions, preferred habitat, and life history, as well as threats, management recommendations, and conservation status. To view these profiles, visit: <http://georgiawildlife.com/conservation/species-of-concern#rare-locations>
- Rare species and natural community information can be viewed by Quarter Quad, County, and HUC 8 Watershed. To access this information, please visit our GA Rare Species and Natural Community Information page at: <http://georgiabiodiversity.org/>
- Downloadable files of rare species and natural community data by Quarter Quad and County are also available. These can be downloaded at: <http://georgiabiodiversity.org/natels/natural-element-locations.html>

Cc: Andrew Smith <ASmith@atlantaregional.org>

Subject: RE: Notice of Preparation of an Environmental Assessment for Runway Safety Area Improvements at the Fulton County Executive Airport (FTY) in Atlanta, Georgia

Importance: High

Donald and Andrew,

Here are the NRD comments concerning MRPA:

The project is within the 2000-foot Chattahoochee River Corridor, which is authorized under the Metropolitan River Protection Act (Georgia Code 12-5-440 et seq.), also known as "MRPA". All land disturbing activity in the Corridor is subject to the standards of the Chattahoochee Corridor Plan. However, we are going to need more detailed information on project funding sources as well as information about the work in the Corridor portions of the project to determine how MRPA will apply to the property.

Under Georgia Code 12-5-451(6), "any land or water use or land-disturbing activity which is undertaken or financed, in whole or in part, by the Department of Transportation of the State of Georgia" (GDOT) from the requirements of the Metropolitan River Protection Act (Georgia Code 12-5-440 et seq.)". This clause was applied in 2009, when a proposed expansion of the Airport was determined to be exempt from MRPA review once GDOT funding was obtained. If there is secured funding from GDOT, the project, or at least the portions included in that funding, would most likely be exempt from MRPA review, though we may need a legal opinion on that. This would apply regardless of the percentage of funding through GDOT.

If there is no GDOT funding, or if that funding applies to only specific elements of the project then those portions not funded by GDOT would be subject to review, at least potentially. In 2018, a project to upgrade and relocate navigational and approach light structures and to remove obstructions on land on either side of the river in Cobb and Fulton was proposed. This project did not have GDOT funding and was therefore subject to MRPA review. The Cobb and Fulton properties were reviewed separately. The areas reviewed are roughly the same as the areas shown in Cobb and between the river and MLK Jr. Drive in Fulton that are shown on the submitted plans. Whether or not a new review of these areas is needed will depend on whether there is GDOT funding and, if not whether the proposed activity can be covered by the existing review.

If there is no GDOT funding, we would need to see the typical information we require in a review – the existing and proposed impervious coverage, the existing and proposed land disturbance and how they fall within the mapped (or potentially reevaluated) categories on the property, as well as any blue-line streams in the review areas and whether any MRPA buffers are affected. For the approach areas reviewed in 2018, we would need to see the same information, as well as any changes to what is or what is proposed in the 50-foot buffer and 150-foot setback (there were lights in the setback in the 2018 review), in order to determine whether the proposals are within the terms of the 2018 reviews or new reviews

USDA – NRCS
Farmland Coordination



August 6, 2024

Frank Henning, Environmental Manager
Michael Baker International
3930 East Jones Bridge Road, Ste. 220
Peachtree Corners, GA 30092

Re: Executive Order 12372 for Fulton County Executive Airport Runaway & Taxiway I Extension & Runaway Safety Improvements Project, Fulton County.

Dear Mr. Henning:

This letter replies to your request for information on the possible impacts the proposed extension of the primary runway and runway safety improvements project may have on land use, conservation, water quality and other general environmental concerns that may be of interest to our agency. The following outlines our concerns with the proposed project with regards to farmland protection, and Natural Resources Conservation Service (NRCS) watershed dams and project easements.

Farmland Protection

The Farmland Protection Policy Act (FPPA) is intended to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For FPPA purposes, farmland includes areas located within soil map units rated as prime farmland, unique farmland, or land of statewide or local importance not currently in urban/built up land use. Farmland subject to FPPA requirements does not have to be currently used for cropland. It can be forest land, pastureland, cropland, or other land uses, but not water or urban built-up land. It should be noted that the FPPA does not authorize the Federal Government to regulate the use of private or nonfederal land or, in any way, affect the property rights of owners.

NRCS uses a Land Evaluation and Site Assessment (LESA) system to establish a farmland conversion impact rating score on proposed sites of federally funded and assisted projects. This score is used as an indicator for the project sponsor to consider alternative sites if the potential adverse impacts on the farmland exceed the recommended allowable level. It is our understanding that the proposed project involves federal funds or assistance, and thus could be subject to this assessment. Please note, FPPA considers indirect as well as direct conversion. The acres directly converted will be the project area. Areas planned for direct or indirect conversion should be indicated on plans or maps included in the packet of materials for the project. **However, this site is completely contained within a U.S. Census Bureau designated urban area (Atlanta, GA 03817) and is thus exempt from this assessment. You need take no further action for FPPA purposes.**

Natural Resources Conservation Service

Georgia State Office
355 East Hancock Avenue - Athens, GA - 30601-2775
Voice: 706-546-2272 Fax: 855-417-8490

NRCS Watershed Dams

More than 50 years ago, the U.S. Department of Agriculture was authorized by Congress to help local communities with flood control and watershed protection through the Watershed Program (PL-534 Flood Control Act of 1944 and PL-566 Watershed Protection and Flood Prevention Act). As a result, local communities, with NRCS assistance, have constructed over 11,000 dams in 47 states since 1948. These dams were originally constructed for protection of farmlands from flooding impacts. In 2000, PL-566 was amended to provide NRCS authorization to assist communities with rehabilitation of their aging dams. The legislation authorizes NRCS to work with local communities and watershed project sponsors to address public health and safety concerns and potential environmental impacts of aging dams.

We have reviewed our records and have determined that there are no such structures downstream of the proposed project that could be affected by these activities.

NRCS Easements

NRCS easements relate to our Wetland Reserve Program and the Farm and Ranchland Protection Program. **We have reviewed our records and have determined that there are no such easements downstream or in the near vicinity of the proposed project that could be affected by these activities.**

NRCS appreciates this opportunity to comment. If you have questions or need any additional information, please contact me at nelson.velazquezgotay@usda.gov.

Sincerely,



NELSON A. VELÁZQUEZ GOTAY
SOIL SCIENTIST

cc: Dennis Brooks, Assistant State Conservationist (FO), NRCS, Griffin, GA
Kenyetta Render, District Conservationist, NRCS, Atlanta, GA
Michael Henderson, Resource Soil Scientist, NRCS, Griffin, GA

USACE Aquatic Resources Delineation Review



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SAVANNAH DISTRICT
4751 BEST ROAD, SUITE 140
COLLEGE PARK, GEORGIA 30337

May 29, 2025

Regulatory Division
SAS-2015-00313

Mr. David Clark
Fulton County Government
3695 Aero Drive Northwest
Atlanta, Georgia 30336

Dear Mr. Clark:

I refer to a request received on December 16, 2024, with additional information received on May 21, 2025, submitted on your behalf by Michael Baker International, Incorporated, requesting a Aquatic Resource Delineation Review (ARDR) for an approximately 441-acre site located northwest of Fulton Industrial Boulevard Northwest, southeast of Discovery Boulevard Southeast, at 3977 Aviation Circle Northwest, in Atlanta, Fulton County, Georgia (Latitude: 33.7784, Longitude: -84.5211). This project has retained the previously assigned number SAS-2015-00313, and it is important that you refer to this number in all communication concerning this matter.

We have completed a ARDR for this site. Any wetlands on-site were delineated in accordance with criteria contained in the 1987 "Corps of Engineers Wetland Delineation Manual," as amended by the most recent regional supplements to the manual. The enclosed exhibit entitled, "Figure 3: State and Federal Waters Map, Fulton County Executive Airport Runway 8/26 Runway Safety Area Improvements Project, Fulton County, Georgia", last updated May 2025, as prepared by Michael Baker International, accurately identifies the delineated limits of all aquatic resources located within the review area. The subject aquatic resources are listed in the table below, along with the Cowardin class and approximate size of each. Please note, should this delineation require re-verification, it is subject to change based on site conditions at the time of re-evaluation.

Aquatic Resource Name	Cowardin Class	Amount	Units
PS 1 (Chattahoochee River)	R2RS	1232	linear feet
WL-2	PSS	5.51	acres
PS 3	R2RB	1337	linear feet
WL-4	PEM	0.04	acres
PS-5	R3UB	101	linear feet
IS-6	R4SB	200	linear feet
WL-7	PFO	3.5	acres
WL-8	PFO	3.45	acres
IS-9	R4SB	261	linear feet

PS-10 (Sandy Creek)	R3UB	4864	linear feet
PS-11	R3UB	1103	linear feet
IS-12	R4SB	163	linear feet
WL-13	PFO	1.34	acres
PS-14	R3UB	1261	Linear feet
WL-15	PEM	1.37	acres
PS-16	R3UB	525	linear feet
WL-17	PFO	0.39	acres

The delineation included herein has been conducted to identify the location and extent of the aquatic resource boundaries of aquatic resources for purposes of the Clean Water Act for the particular site identified in this request. This delineation may not be valid for the Wetland Conservation Provisions of the Food Security Act of 1985, as amended. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should discuss the applicability of a certified wetland determination with the local USDA service center, prior to starting work.

If you intend to sell property that is part of a project that requires Department of the Army Authorization, it may be subject to the Interstate Land Sales Full Disclosure Act. The Property Report required by Housing and Urban Development Regulation must state whether, or not a permit for the development has been applied for, issued or denied by the U.S. Army Corps of Engineers (Part 320.3(h) of Title 33 of the CFR).

This communication does not convey any property rights, either in real estate or material, or any exclusive privileges. It does not authorize any injury to property, invasion of rights, or any infringement of federal, state or local laws, or regulations. It does not obviate your requirement to obtain state or local assent required by law for the development of this property. If the information you have submitted, and on which the U.S. Army Corps of Engineers has based its determination is later found to be in error, this decision may be revoked.

A copy of this letter is being provided to the following party: Mr. Paul Condit of Michael Baker International, Incorporated, at pfcondit@mbakerintl.com.

Thank you in advance for completing our on-line Customer Survey Form located at <https://regulatory.ops.usace.army.mil/customer-service-survey/>. We value your comments and appreciate your taking the time to complete a survey each time you have interaction with our office.

If you have any questions, please contact the assigned regulatory specialist by telephone at 770-919-6143 or via email at Heidi.I.Bailey@usace.army.mil.

Sincerely,

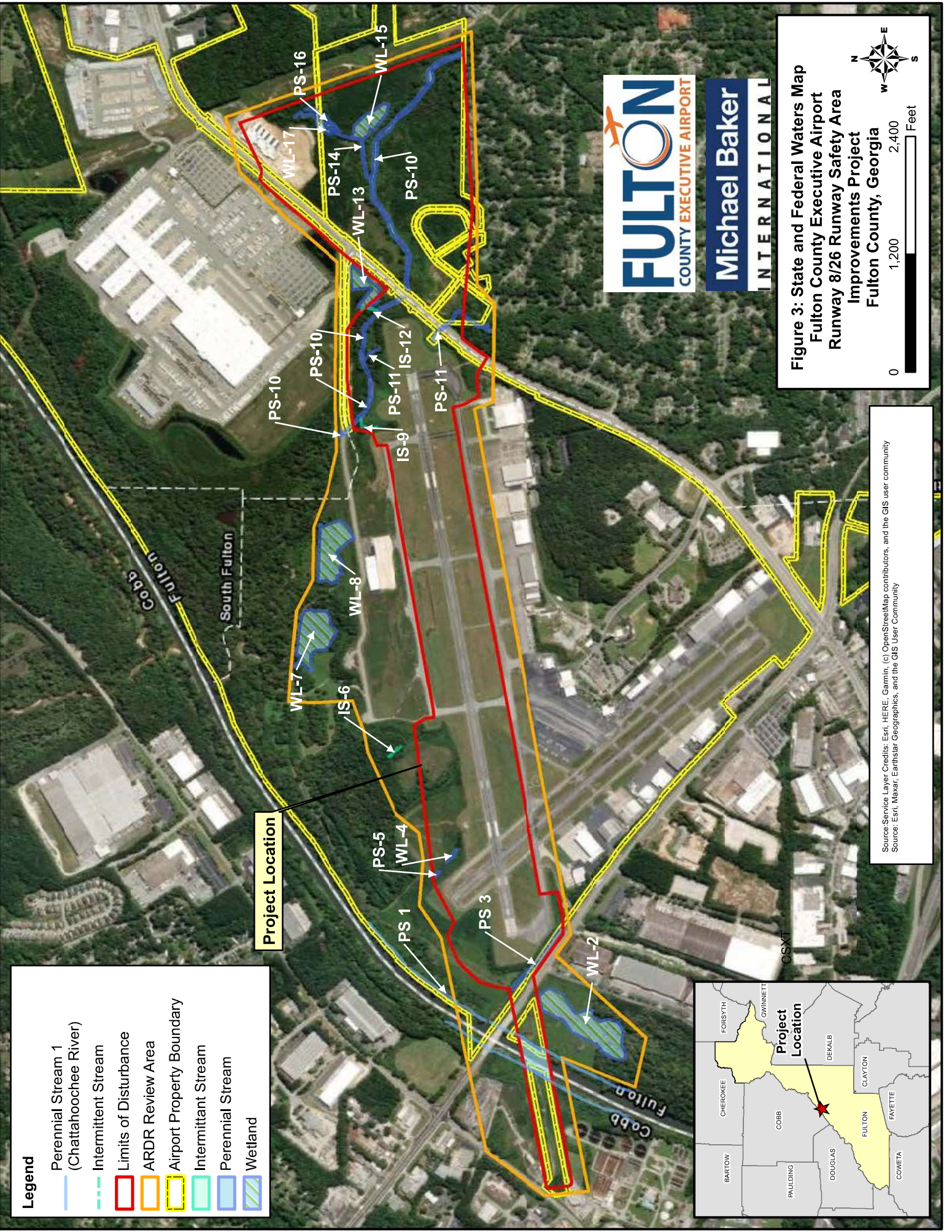


Digitally signed by Justin M. Edwards

Date: 2025.05.29 10:21:45 -04'00'

Justin Edwards
Project Manager, Piedmont Branch

Enclosures



Legend

- Perennial Stream 1 (Chattahoochee River)
- Intermittent Stream
- Limits of Disturbance
- ARDR Review Area
- Airport Property Boundary
- Intermittent Stream
- Perennial Stream
- Wetland

Project Location



Figure 3: State and Federal Waters Map
 Fulton County Executive Airport
 Runway 8/26 Runway Safety Area
 Improvements Project
 Fulton County, Georgia

0 1,200 2,400 Feet

Source: Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community
 Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



**Cultural Resources
Coordination
SHPO and Tribes**



GEORGIA DEPARTMENT
of COMMUNITY AFFAIRS

July 3, 2025

Jennifer P. Adams
Environmental Protection Specialist
Federal Aviation Administration
Atlanta Airports District Office
1701 Columbia Avenue, Suite 220
College Park, Georgia 30337-2747

**RE: Rehabilitate Fulton County Airport, 3977 Aviation Circle NW, Atlanta
Fulton County, Georgia
HP-250604-003**

Dear Ms. Adams:

The Historic Preservation Division (HPD) has received the information submitted concerning the above referenced project, including the document entitled, *Phase I Cultural Resources Survey: Fulton County Executive Airport at Brown Field (FTY) Improvements Project, Cobb and Fulton Counties, Georgia* prepared by Brockington and Associates, Inc. and dated May 2025. Our comments are offered to assist the Federal Aviation Administration (FAA) in complying with the provisions of Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA).

The subject project consists of constructing an Engineered Material Arresting System (EMAS) at each end of Runway 8/26 at the circa (ca.) 1950 Fulton County Executive Airport at Brown Field located at 3977 Aviation Circle NW in Atlanta, including grading the project area, constructing retaining walls for each EMAS, reconstructing the taxiway, removing an unknown number of trees, conducting unknown drainage improvements, and installing equipment, lighting, signage and markings. Based on the information provided and desktop research, HPD finds the Fulton County Executive Airport at Brown Field, which includes the contributing Fulton County Airport Administration Building and Annex/33132, is eligible for listing in the National Register of Historic Places (NRHP). Additionally, HPD concurs that the Carroll Heights historic district, within the proposed project's area of potential effect (APE), is eligible for listing in the NRHP. HPD also finds multiple other historic resources within the proposed project's APE, some of which may be eligible for listing in the NRHP. Therefore HPD concurs that the subject project, as proposed, will have **no adverse effect** to historic properties within its APE, as defined in 36 CFR Part 800.5(d)(1), due to scope and location of the work.

This letter evidences consultation with our office for compliance with Section 106 of the NHPA. It is important to remember that any changes to this project as it is currently proposed may require additional consultation. HPD encourages federal agencies and project applicants to discuss such changes with our office to ensure that potential effects to historic properties are adequately considered in project planning.

Please refer to project number **HP-250604-003** in any future correspondence regarding this project. If we may be of further assistance, please do not hesitate to contact Olivia Kendrick, Environmental Review Historian, at Olivia.Kendrick@dca.ga.gov or (404) 486-6425, or Noah Bryant, Compliance Review Archaeologist, at Noah.Bryant@dca.ga.gov or (404) 679-0649.



Ms. Adams
HP-250604-003
July 3, 2025
Page 2

Sincerely,



Stacy Rieke, MHP
Program Manager
Environmental Review & Preservation Planning

SMR/olk

cc: Keri Stevens, Atlanta Regional Commission
Tracie Sanchez, DCA Regional Services, Region 3



U.S. Department
of Transportation
**Federal Aviation
Administration**

Atlanta Airports District Office
1701 Columbia Avenue, Room 220
College Park, Georgia 30337-2747
(404) 305-6799 FAX: (404) 305-6798

June 4, 2025

Georgia State Historic Preservation Office
Attn: Environmental Review
Georgia Historic Preservation Division
60 Executive Park South, NE
Atlanta, GA 30329-2231

**Re: Fulton County Executive Airport at Brown Field
Runway Safety Area Improvements**

To Whom It May Concern:

The Federal Aviation Administration (FAA) Atlanta Airports District Office (ADO) initiates consultation with the Georgia State Historic Preservation Office, Historic Preservation Division (HPD), pursuant to the National Environmental Policy Act of 1969, as amended (NEPA), and Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), for a project proposed by Fulton County (Sponsor) at the Fulton County Executive Airport at Brown Field (Airport) located in Atlanta, Fulton County, Georgia. The project would improve safety in the runway safety area (RSA) of Runway 8/26 consistent with FAA's requirements.

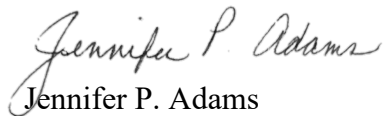
The Airport is a 985-acre public-use facility owned and operated by Fulton County in accordance with FAA requirements, with oversight by the Georgia Department of Transportation on federally funded, state-funded, and locally funded projects. The Sponsor has requested federal funding for RSA improvements (Project or Undertaking) and the FAA's unconditional approval to the Airport Layout Plan reflecting the Project.

The Proposed Undertaking would require ground disturbance on Airport property for project activities including the construction of Engineered Material Arresting System (EMAS) at each end of Runway 8/26; the construction of retaining walls for each EMAS; reconstruction of a taxiway; removal of trees obstructing the runway; drainage improvements; installation and/or adjustment of equipment, lighting, signage and marking; and grading associated with the project activities. Area of Potential Effects (APE) was delineated to encompass the geographic area where the Proposed Undertaking could affect the character or use of historical, architectural, archeological, and cultural resources, should any such resources be present. For the Proposed Undertaking, the APE consists of the airport improvement study area and a 0.25-mile viewshed buffer.

The Sponsor's consultant prepared a report of the Phase I Cultural Resource Survey. The report contains a detailed description of the Proposed Undertaking, figures illustrating the APE, and an Assessment of Effects (AOE). The FAA requests HPD's review of and comments on the contents of the report, for assistance in ensuring the compliance of the Proposed Undertaking with Section 106 of the NHPA. Additionally, the FAA will prepare an Environmental Assessment (EA) to evaluate the potential effects of the proposed projects, in accordance with NEPA and FAA Orders *1050.1F, Environmental Impacts: Policies and Procedures* and *5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions of Airport Actions*. The FAA solicits comments or issues that should be considered in the development of the EA.

For questions or additional information to support the review, please contact me by email at jennifer.p.adams@faa.gov or by phone at 404-305-6760.

Sincerely,

A handwritten signature in cursive script that reads "Jennifer P. Adams".

Jennifer P. Adams
Environmental Protection Specialist

From: Adams, Jennifer P (FAA)
To: Jennifer P. Adams
Subject: RE: EXTERNAL: FW: Rehabilitate Fulton County Airport, 3977 Aviation Circle NW, Atlanta, Fulton Co, HP-250604-003
Date: Monday, July 7, 2025 9:18:03 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

This morning, to be sure, I've saved all the emails sent to tribes on the 4th of June as pdf files and I compared the sent emails to the TDAT list to be sure the appropriate tribes were notified. I checked the inbox and junk folder for responses. I've received no responses. So we're all clear as I have double-checked.

Jennifer P. Adams
Environmental Protection Specialist
Atlanta Airports District Office
1701 Columbia Ave., Suite 220
College Park, GA 30337-2747
Phone: (404) 305-6760
jennifer.p.adams@faa.gov



From: Henning, Frank <Frank.Henning@mbakerintl.com>
Sent: Monday, July 7, 2025 8:39 AM
To: Adams, Jennifer P (FAA) <jennifer.p.adams@faa.gov>
Subject: RE: EXTERNAL: FW: Rehabilitate Fulton County Airport, 3977 Aviation Circle NW, Atlanta, Fulton Co, HP-250604-003

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

You shared SHPO and tribal coordination information on 6/4/2025. It appears that the letters went out on that day.

From: Adams, Jennifer P (FAA)
Sent: Wednesday, June 4, 2025 5:20 PM
To: "masoncol@semttribe.com" <masoncol@semttribe.com>
Subject: Fulton County Airport, Atlanta, GA

Dear THPO Osceola:

The Federal Aviation Administration (FAA) Atlanta Airports District Office provides notification of and solicits comments, pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), for a project proposed by Fulton County (Sponsor) at the Fulton County Executive Airport at Brown Field (Airport) located in Atlanta, Fulton County, Georgia.

The project would improve safety in the runway safety area (RSA) of Runway 8/26 consistent with FAA's requirements.

The Airport is a 985-acre public-use facility owned and operated by Fulton County in accordance with FAA requirements, with oversight by the Georgia Department of Transportation on federally funded, state-funded, and locally funded projects. The Sponsor has requested federal funding for RSA improvements (Project or Undertaking) and the FAA's unconditional approval to the Airport Layout Plan reflecting the Project.

The Proposed Undertaking would require ground disturbance on Airport property for project activities including the construction of Engineered Material Arresting System (EMAS) at each end of Runway 8/26; the construction of retaining walls for each EMAS; reconstruction of a taxiway; removal of trees obstructing the runway; drainage improvements; installation and/or adjustment of equipment, lighting, signage and marking; and grading associated with the project activities. Area of Potential Effects (APE) was delineated to encompass the geographic area where the Proposed Undertaking could affect the character or use of historical, architectural, archeological, and cultural resources, should any such resources be present. For the Proposed Undertaking, the APE consists of the Proposed Project's study area and a 0.25-mile "varied" buffer. The attached Phase I Cultural Resource Survey contains a detailed description of the Proposed Undertaking, figures illustrating the APE, and an Assessment of Effects.

Additionally, the FAA will prepare an Environmental Assessment (EA) to evaluate the potential effects of the proposed projects, in accordance with NEPA and FAA Orders 1050.1F, Environmental Impacts: Policies and Procedures and 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions of Airport Actions. The FAA solicits comments or issues that should be considered in the development of the EA.

The FAA respectfully requests comments within 30 days from the date of this letter and appreciates comments to assist the FAA in ensuring compliance of the Proposed Project with Section 106 of the NHPA. Please let me know if you have questions or need additional information.

Sincerely,

Jennifer P. Adams
Environmental Protection Specialist
Atlanta Airports District Office
1701 Columbia Ave., Suite 220
College Park, GA 30337-2747
Phone: (404) 305-6760
jennifer.p.adams@faa.gov



Frank Henning, PhD | Environmental Manager
3930 East Jones Bridge Road | Suite 220 | Peachtree Corners GA 30092
(O) 678.966.6614 (M) 706.207.3236
Frank.Henning@mbakerintl.com | www.mbakerintl.com

From: Adams, Jennifer P (FAA) <jennifer.p.adams@faa.gov>
Sent: Monday, July 7, 2025 8:18 AM
To: Henning, Frank <Frank.Henning@mbakerintl.com>
Subject: RE: EXTERNAL: FW: Rehabilitate Fulton County Airport, 3977 Aviation Circle NW, Atlanta, Fulton Co, HP-250604-003

I am still looking and double checking dates.

Jennifer P. Adams
Environmental Protection Specialist
Atlanta Airports District Office
1701 Columbia Ave., Suite 220
College Park, GA 30337-2747
Phone: (404) 305-6760
jennifer.p.adams@faa.gov



From: Henning, Frank <Frank.Henning@mbakerintl.com>
Sent: Monday, July 7, 2025 8:16 AM
To: Adams, Jennifer P (FAA) <jennifer.p.adams@faa.gov>
Subject: RE: EXTERNAL: FW: Rehabilitate Fulton County Airport, 3977 Aviation Circle NW, Atlanta, Fulton Co, HP-250604-003

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Thanks Jennifer – this "No Adverse Effect" AOE from SHPO is great news. Did FAA receive any responses from tribes within the 30 day comment period?

Frank Henning, PhD | Environmental Manager
3930 East Jones Bridge Road | Suite 220 | Peachtree Corners GA 30092
(O) 678.966.6614 (M) 706.207.3236
Frank.Henning@mbakerintl.com | www.mbakerintl.com

From: Adams, Jennifer P (FAA) <jennifer.p.adams@faa.gov>
Sent: Monday, July 7, 2025 7:05 AM
To: Henning, Frank <Frank.Henning@mbakerintl.com>
Subject: EXTERNAL: FW: Rehabilitate Fulton County Airport, 3977 Aviation Circle NW, Atlanta, Fulton Co, HP-250604-003

EXTERNAL EMAIL

I received this on Thursday, July 3.

Jennifer P. Adams
Environmental Protection Specialist
Atlanta Airports District Office
1701 Columbia Ave., Suite 220
College Park, GA 30337-2747
Phone: (404) 305-6760
jennifer.p.adams@faa.gov



From: [Adams, Jennifer P. \(FAA\)](mailto:Adams, Jennifer P. (FAA))
To: ["elizabeth-toombs@cherokee.org"](mailto:elizabeth-toombs@cherokee.org)
Subject: Fulton County Airport, Atlanta, GA
Attachments: [image001.png](#)
[image002.png](#)
[Fulton County Airport Imp CRS-AOE.pdf](#)

Dear THPO Toombs:

The Federal Aviation Administration (FAA) Atlanta Airports District Offices provides notification of and solicits comments, pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), for a project proposed by Fulton County (Sponsor) at the Fulton County Executive Airport at Brown Field (Airport) located in Atlanta, Fulton County, Georgia.

The project would improve safety in the runway safety area (RSA) of Runway 8/26 consistent with FAA's requirements.

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The Proposed Undertaking would require ground disturbance on Airport property for project activities including the construction of Engineered Material Arresting System (EMAS) at each end of Runway 8/26; the construction of retaining walls for each EMAS; reconstruction of a taxiway; removal of trees obstructing the runway; drainage improvements; installation and/or adjustment of equipment, lighting, signage and marking; and grading associated with the project activities. Area of Potential Effects (APE) was delineated to encompass the geographic area where the Proposed Undertaking could affect the character or use of historical, architectural, archeological, and cultural resources, should any such resources be present. For the Proposed Undertaking, the APE consists of the Proposed Project's study area and a 0.25-mile viewshed buffer. The attached Phase I Cultural Resource Survey contains a detailed description of the Proposed Undertaking, figures illustrating the APE, and an Assessment of Effects.

Additionally, the FAA will prepare an Environmental Assessment (EA) to evaluate the potential effects of the proposed projects, in accordance with NEPA and FAA Orders 1050.1F, Environmental Impacts: Policies and Procedures and 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions of Airport Actions. The FAA solicits comments or issues that should be considered in the development of the EA.

The FAA respectfully requests comments within 30 days from the date of this letter and appreciates comments to assist the FAA in ensuring compliance of the Proposed Project with Section 106 of the NHPA. Please let me know if you have questions or need additional information.

Sincerely,
Jennifer

From: [Adams, Jennifer P. \(FAA\)](mailto:Adams.Jennifer.P@FAA)
To: ["section106@muscogeenation.com"](mailto:section106@muscogeenation.com)
Cc: ["LeeAnne Wendt"](#)
Subject: Fulton County Airport
Attachments: [image001.png](#)
[image002.png](#)
[Fulton County Airport Imp CRS-AOE.pdf](#)

LeeAnne Wendt,

The Federal Aviation Administration (FAA) Atlanta Airports District Offices provides notification of and solicits comments, pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), for a project proposed by Fulton County (Sponsor) at the Fulton County Executive Airport at Brown Field (Airport) located in Atlanta, Fulton County, Georgia.

The project would improve safety in the runway safety area (RSA) of Runway 8/26 consistent with FAA's requirements.

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The Proposed Undertaking would require ground disturbance on Airport property for project activities including the construction of Engineered Material Arresting System (EMAS) at each end of Runway 8/26; the construction of retaining walls for each EMAS; reconstruction of a taxiway; removal of trees obstructing the runway; drainage improvements; installation and/or adjustment of equipment, lighting, signage and marking; and grading associated with the project activities. Area of Potential Effects (APE) was delineated to encompass the geographic area where the Proposed Undertaking could affect the character or use of historical, architectural, archeological, and cultural resources, should any such resources be present. For the Proposed Undertaking, the APE consists of the Proposed Project's study area and a 0.25-mile viewshed buffer. The attached Phase I Cultural Resource Survey contains a detailed description of the Proposed Undertaking, figures illustrating the APE, and an Assessment of Effects.

Additionally, the FAA will prepare an Environmental Assessment (EA) to evaluate the potential effects of the proposed projects, in accordance with NEPA and FAA Orders 1050.1F, Environmental Impacts: Policies and Procedures and 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions of Airport Actions. The FAA solicits comments or issues that should be considered in the development of the EA.

The FAA respectfully requests comments within 30 days from the date of this letter and appreciates comments to assist the FAA in ensuring compliance of the Proposed Project with Section 106 of the NHPA. Please let me know if you have questions or need additional information.

Sincerely,
Jennifer

From: [Adams, Jennifer P. \(FAA\)](#)
To: ["kponcho@coushatta.org"](mailto:kponcho@coushatta.org)
Subject: Fulton County Airport, Atlanta, GA
Attachments: [image001.png](#)
[image002.png](#)
[Fulton County Airport Imp CRS-AOE.pdf](#)

Dear THPO Poncho:

The Federal Aviation Administration (FAA) Atlanta Airports District Offices provides notification of and solicits comments, pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), for a project proposed by Fulton County (Sponsor) at the Fulton County Executive Airport at Brown Field (Airport) located in Atlanta, Fulton County, Georgia.

The project would improve safety in the runway safety area (RSA) of Runway 8/26 consistent with FAA's requirements.

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The FAA respectfully requests comments within 30 days from the date of this letter and appreciates comments to assist the FAA in ensuring compliance of the Proposed Project with Section 106 of the NHPA. Please let me know if you have questions or need additional information.

Sincerely,
Jennifer

From: [Adams, Jennifer P. \(FAA\)](mailto:Adams.Jennifer.P@FAA)
To: ["brina.williams@alabama-quassarte.org"](mailto:brina.williams@alabama-quassarte.org)
Subject: Fulton County Airport, Atlanta, GA
Attachments: [image001.png](#)
[image002.png](#)
[Fulton County Airport Imp CRS-AOE.pdf](#)

Dear THPO Williams:

The Federal Aviation Administration (FAA) Atlanta Airports District Offices provides notification of and solicits comments, pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), for a project proposed by Fulton County (Sponsor) at the Fulton County Executive Airport at Brown Field (Airport) located in Atlanta, Fulton County, Georgia. The project would improve safety in the runway safety area (RSA) of Runway 8/26 consistent with FAA's requirements.

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The FAA respectfully requests comments within 30 days from the date of this letter and appreciates comments to assist the FAA in ensuring compliance of the Proposed Project with Section 106 of the NHPA. Please let me know if you have questions or need additional information.

Sincerely,
Jennifer

Jennifer P. Adams

From: [Adams, Jennifer P. \(FAA\)](mailto:Adams, Jennifer P. (FAA))
To: ["celestine.bryant@actribe.org"](mailto:celestine.bryant@actribe.org)
Subject: Fulton County Airport, Atlanta, GA
Attachments: [image001.png](#)
[image002.png](#)
[Fulton County Airport Imp CRS-AOE.pdf](#)

Dear THPO Celestine:

The Federal Aviation Administration (FAA) Atlanta Airports District Offices provides notification of and solicits comments, pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), for a project proposed by Fulton County (Sponsor) at the Fulton County Executive Airport at Brown Field (Airport) located in Atlanta, Fulton County, Georgia.

The project would improve safety in the runway safety area (RSA) of Runway 8/26 consistent with FAA's requirements.

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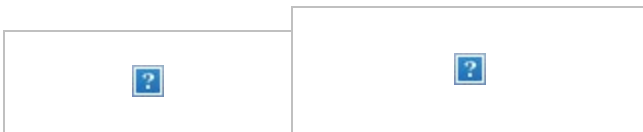
Sincerely,
Jennifer

From: [Adams, Jennifer P \(FAA\)](mailto:Adams, Jennifer P (FAA))
To: ["tinaosceola@semtribe.com"](mailto:tinaosceola@semtribe.com)
Subject: RE: Fulton County Airport, Atlanta, GA
Attachments: [image001.png](#)
[image002.png](#)

I am replying to resend the email below without the attachment, because the original email was returned as undeliverable. If you would like to receive the attachment, please let me know so I can send the attachment by different means.

Sincerely,
Jennifer

Jennifer P. Adams
Environmental Protection Specialist
Atlanta Airports District Office
1701 Columbia Ave., Suite 220
College Park, GA 30337-2747
Phone: (404) 305-6760
jennifer.p.adams@faa.gov



From: Adams, Jennifer P (FAA)
Sent: Wednesday, June 4, 2025 5:20 PM
To: 'tinaosceola@semtribe.com' <tinaosceola@semtribe.com>
Subject: Fulton County Airport, Atlanta, GA

Dear THPO Osceola:

The Federal Aviation Administration (FAA) Atlanta Airports District Offices provides notification of and solicits comments, pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), for a project proposed by Fulton County (Sponsor) at the Fulton County Executive Airport at Brown Field (Airport) located in Atlanta, Fulton County, Georgia.

The project would improve safety in the runway safety area (RSA) of Runway 8/26 consistent with FAA's requirements.

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The Proposed Undertaking would require ground disturbance on Airport property for project

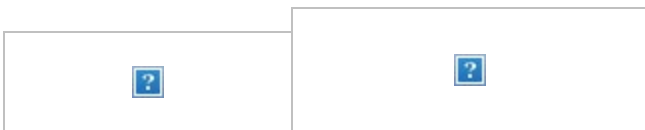
activities including the construction of Engineered Material Arresting System (EMAS) at each end of Runway 8/26; the construction of retaining walls for each EMAS; reconstruction of a taxiway; removal of trees obstructing the runway; drainage improvements; installation and/or adjustment of equipment, lighting, signage and marking; and grading associated with the project activities. Area of Potential Effects (APE) was delineated to encompass the geographic area where the Proposed Undertaking could affect the character or use of historical, architectural, archeological, and cultural resources, should any such resources be present. For the Proposed Undertaking, the APE consists of the Proposed Project's study area and a 0.25-mile viewshed buffer. The attached Phase I Cultural Resource Survey contains a detailed description of the Proposed Undertaking, figures illustrating the APE, and an Assessment of Effects.

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The FAA respectfully requests comments within 30 days from the date of this letter and appreciates comments to assist the FAA in ensuring compliance of the Proposed Project with Section 106 of the NHPA. Please let me know if you have questions or need additional information.

Sincerely,

Jennifer P. Adams
Environmental Protection Specialist
Atlanta Airports District Office
1701 Columbia Ave., Suite 220
College Park, GA 30337-2747
Phone: (404) 305-6760
jennifer.p.adams@faa.gov



**Atlanta Regional Commission
MRPA Coordination**

Cc: Andrew Smith <ASmith@atlantaregional.org>

Subject: RE: Notice of Preparation of an Environmental Assessment for Runway Safety Area Improvements at the Fulton County Executive Airport (FTY) in Atlanta, Georgia

Importance: High

Donald and Andrew,

Here are the NRD comments concerning MRPA:

The project is within the 2000-foot Chattahoochee River Corridor, which is authorized under the Metropolitan River Protection Act (Georgia Code 12-5-440 et seq.), also known as "MRPA". All land disturbing activity in the Corridor is subject to the standards of the Chattahoochee Corridor Plan. However, we are going to need more detailed information on project funding sources as well as information about the work in the Corridor portions of the project to determine how MRPA will apply to the property.

Under Georgia Code 12-5-451(6), "any land or water use or land-disturbing activity which is undertaken or financed, in whole or in part, by the Department of Transportation of the State of Georgia" (GDOT) from the requirements of the Metropolitan River Protection Act (Georgia Code 12-5-440 et seq.)". This clause was applied in 2009, when a proposed expansion of the Airport was determined to be exempt from MRPA review once GDOT funding was obtained. If there is secured funding from GDOT, the project, or at least the portions included in that funding, would most likely be exempt from MRPA review, though we may need a legal opinion on that. This would apply regardless of the percentage of funding through GDOT.

If there is no GDOT funding, or if that funding applies to only specific elements of the project then those portions not funded by GDOT would be subject to review, at least potentially. In 2018, a project to upgrade and relocate navigational and approach light structures and to remove obstructions on land on either side of the river in Cobb and Fulton was proposed. This project did not have GDOT funding and was therefore subject to MRPA review. The Cobb and Fulton properties were reviewed separately. The areas reviewed are roughly the same as the areas shown in Cobb and between the river and MLK Jr. Drive in Fulton that are shown on the submitted plans. Whether or not a new review of these areas is needed will depend on whether there is GDOT funding and, if not whether the proposed activity can be covered by the existing review.

If there is no GDOT funding, we would need to see the typical information we require in a review – the existing and proposed impervious coverage, the existing and proposed land disturbance and how they fall within the mapped (or potentially reevaluated) categories on the property, as well as any blue-line streams in the review areas and whether any MRPA buffers are affected. For the approach areas reviewed in 2018, we would need to see the same information, as well as any changes to what is or what is proposed in the 50-foot buffer and 150-foot setback (there were lights in the setback in the 2018 review), in order to determine whether the proposals are within the terms of the 2018 reviews or new reviews

**Coordination Letters
Other Agencies**

From: [Henning, Frank](#)
To: llarue@atlantaga.gov
Cc: [Clark, David](#)
Subject: Notice of Preparation of an Environmental Assessment for Runway Safety Area Improvements at the Fulton County Executive Airport (FTY) in Atlanta, Georgia
Date: Tuesday, February 4, 2025 3:34:00 PM
Attachments: [FTY_EA_Coordination.pdf](#)

Leah LaRue, Director
City of Atlanta, Office of Planning
55 Trinity Avenue, Suite 3350
Atlanta, GA 30303

Dear Director LaRue,

Fulton County Board of Commissioners (the County), in coordination with the Federal Aviation Administration (FAA), is in the beginning stages of preparing an Environmental Assessment (EA) for improvements to the Runway Safety Area (RSA) of Runway 8/26 at the Fulton County Executive Airport (FTY). The EA is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) and FAA policy and procedures.

The purpose of this letter is to inform you of the preparation of an EA and to request any known project area resources or conditions that should be considered in the environmental evaluation of the EA. The County, FAA, and Georgia Department of Transportation (GDOT) offer you the opportunity to identify site-specific conditions to be addressed in the environmental evaluation. With your assistance, we can give these issues due consideration and integrate them into the development of the project alignment and design.

Additional information is provided in the attached coordination letter that includes a Project Location Map and plans for the Preferred Alternative.

Your assistance is appreciated. If you have any questions or need additional information, please contact me by phone or email.

Sincerely,

Frank Henning

Frank Henning, PhD | Environmental Manager
3930 East Jones Bridge Road | Suite 220 | Peachtree Corners GA 30092
[O] 678.966.6614 [M] 706.207.3236
Frank.Henning@mbakerintl.com | www.mbakertnl.com



From: [Henning, Frank](#)
To: Mo.Ivory@fultoncountyga.gov
Cc: [Clark, David](#)
Subject: Notice of Preparation of an Environmental Assessment for Runway Safety Area Improvements at the Fulton County Executive Airport (FTY) in Atlanta, Georgia
Date: Tuesday, February 4, 2025 3:28:00 PM
Attachments: [FTY_EA_Coordination.pdf](#)

Commissioner Mo Ivory, District 4
Fulton County Board of Commissioners
141 Pryor Street SW, 10th Floor
Atlanta, GA 30303

Dear Commissioner Ivory,

Fulton County Board of Commissioners (the County), in coordination with the Federal Aviation Administration (FAA), is in the beginning stages of preparing an Environmental Assessment (EA) for improvements to the Runway Safety Area (RSA) of Runway 8/26 at the Fulton County Executive Airport (FTY). The EA is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) and FAA policy and procedures.

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Additional information is included in the attached coordination letter that includes a Project Location Map and plans for the Preferred Alternative.

Your assistance is appreciated. If you have any questions or need additional information, please contact me by phone or email.

Sincerely,

Frank Henning

Frank Henning, PhD | Environmental Manager
3930 East Jones Bridge Road | Suite 220 | Peachtree Corners GA 30092
[O] 678.966.6614 [M] 706.207.3236
Frank.Henning@mbakerintl.com | www.mbakertnl.com



From: [Henning, Frank](#)
To: Khadijah.Abdur-Rahman@fultoncountyga.gov
Cc: [Clark, David](#)
Subject: Notice of Preparation of an Environmental Assessment for Runway Safety Area Improvements at the Fulton County Executive Airport (FTY) in Atlanta, Georgia
Date: Tuesday, February 4, 2025 3:32:00 PM
Attachments: [FTY_EA_Coordination.pdf](#)

Commissioner Khadijah Abdur-Rahman, District 6
Fulton County Board of Commissioners
141 Pryor Street SW, 10th Floor
Atlanta, GA 30303

Dear Commissioner Abdur-Rahman,

Fulton County Board of Commissioners (the County), in coordination with the Federal Aviation Administration (FAA), is in the beginning stages of preparing an Environmental Assessment (EA) for improvements to the Runway Safety Area (RSA) of Runway 8/26 at the Fulton County Executive Airport (FTY). The EA is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) and FAA policy and procedures.

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Frank.Henning@mbakerintl.com | www.mbakertnl.com



From: [Henning, Frank](#)
To: julseth@chattahoochee.org
Cc: [Clark, David](#)
Subject: Notice of Preparation of an Environmental Assessment for Runway Safety Area Improvements at the Fulton County Executive Airport (FTY) in Atlanta, Georgia
Date: Tuesday, February 4, 2025 4:07:00 PM
Attachments: [FTY_EA_Coordination.pdf](#)

Mr. Jason Ulseth, Riverkeeper
Chattahoochee Riverkeeper
3 Puritan Mill
916 Joseph E. Lowery Boulevard, NW
Atlanta, GA 30318

Dear Mr. Ulseth,

Fulton County Board of Commissioners (the County), in coordination with the Federal Aviation Administration (FAA), is in the beginning stages of preparing an Environmental Assessment (EA) for improvements to the Runway Safety Area (RSA) of Runway 8/26 at the Fulton County Executive Airport (FTY). The EA is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) and FAA policy and procedures.

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Frank.Henning@mbakerintl.com | www.mbakertnl.com

From: [Henning, Frank](#)
To: Mueller.heinz@epa.gov
Subject: RE: Notice of Preparation of an Environmental Assessment for Runway Safety Area Improvements at the Fulton County Executive Airport (FTY) in Atlanta, Georgia
Date: Monday, February 10, 2025 11:29:00 AM
Attachments: [FTY_CoordinationLetter_final.pdf](#)

Ntale Kajumba
U.S. EPA - Region 4, NEPA Program Office
61 Forsyth Street, SW
Atlanta, GA 30303

Dear Ms. Kajumba,

Fulton County Board of Commissioners (the County), in coordination with the Federal Aviation Administration (FAA), is in the beginning stages of preparing an Environmental Assessment (EA) for improvements to the Runway Safety Area (RSA) of Runway 8/26 at the Fulton County Executive Airport (FTY). The EA is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) and FAA policy and procedures.

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From: [Henning, Frank](#)
To: Terri.Hamby@dnr.ga.gov
Subject: Notice of Preparation of an Environmental Assessment for Runway Safety Area Improvements at the Fulton County Executive Airport (FTY) in Atlanta, Georgia
Date: Tuesday, February 4, 2025 3:54:00 PM
Attachments: [FTY EA Coordination.pdf](#)

Ms. Terri Hamby, Planning and Support
Georgia Department of Natural Resources
Environmental Protection Division
Air Quality Branch
4244 International Parkway, Suite 120
Atlanta, GA 30354-3906

Dear Ms. Hamby,

Fulton County Board of Commissioners (the County), in coordination with the Federal Aviation Administration (FAA), is in the beginning stages of preparing an Environmental Assessment (EA) for improvements to the Runway Safety Area (RSA) of Runway 8/26 at the Fulton County Executive Airport (FTY). The EA is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) and FAA policy and procedures.

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[O] 678.966.6614 [M] 706.207.3236



From: [Henning, Frank](#)
To: Michael.Berry@dnr.ga.gov
Subject: Notice of Preparation of an Environmental Assessment for Runway Safety Area Improvements at the Fulton County Executive Airport (FTY) in Atlanta, Georgia
Date: Tuesday, February 4, 2025 3:56:00 PM
Attachments: [FTY EA Coordination.pdf](#)

Michael Berry, Manager
Nonpoint Source Program/Erosion and Sedimentation Unit
2 Martin Luther King Jr. Drive SW
Suite 1462 East
Atlanta, Georgia 30334

Dear Mr. Berry,

Fulton County Board of Commissioners (the County), in coordination with the Federal Aviation Administration (FAA), is in the beginning stages of preparing an Environmental Assessment (EA) for improvements to the Runway Safety Area (RSA) of Runway 8/26 at the Fulton County Executive Airport (FTY). The EA is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) and FAA policy and procedures.

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Frank.Henning@mbakerintl.com | www.mbakertnl.com



From: [Henning, Frank](#)
To: Robert.Samaan@fema.dhs.gov
Subject: Notice of Preparation of an Environmental Assessment for Runway Safety Area Improvements at the Fulton County Executive Airport (FTY) in Atlanta, Georgia
Date: Tuesday, February 4, 2025 3:57:00 PM
Attachments: [FTY_EA_Coordination.pdf](#)

Robert Samaan, Regional Administrator
FEMA -Region IV
3003 Chamblee -Tucker Road
Atlanta, Georgia 30341

Dear Mr. Samaan,

Fulton County Board of Commissioners (the County), in coordination with the Federal Aviation Administration (FAA), is in the beginning stages of preparing an Environmental Assessment (EA) for improvements to the Runway Safety Area (RSA) of Runway 8/26 at the Fulton County Executive Airport (FTY). The EA is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) and FAA policy and procedures.

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From: [Henning, Frank](#)
To: Jsibley@GFC.state.ga.us
Subject: RE: Notice of Preparation of an Environmental Assessment for Runway Safety Area Improvements at the Fulton County Executive Airport (FTY) in Atlanta, Georgia
Date: Tuesday, February 4, 2025 4:03:00 PM
Attachments: [FTY EA Coordination.pdf](#)

Jeff Sibley, Regional Forester
Georgia Forestry Commission, District 4
187 Corinth Road
Newnan, GA 30263

Dear Mr. Sibley,

Fulton County Board of Commissioners (the County), in coordination with the Federal Aviation Administration (FAA), is in the beginning stages of preparing an Environmental Assessment (EA) for improvements to the Runway Safety Area (RSA) of Runway 8/26 at the Fulton County Executive Airport (FTY). The EA is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) and FAA policy and procedures.

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Appendix C

Noise Analysis

Michael Baker

I N T E R N A T I O N A L

Michael Baker International, Inc.

3930 East Jones Bridge Road

Suite 220

Peachtree Corners, GA 30092

770-263-9118

Technical Memorandum for Proposed Runway Improvements Fulton County Executive Airport

Aircraft Noise Analysis

June 4, 2025





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1 INTRODUCTION

1.1 Proposed Project

The Federal Aviation Administration (FAA) is evaluating environmental considerations for proposed improvements to the Runway Safety Area (RSA) at Fulton County Executive Airport (FTY). These improvements include the construction of an Engineered Materials Arresting System (EMAS) at both ends of Runway 8-26, a 200-foot displacement of the Runway 8 threshold, an extension of the pavement on Runway 26, and the creation of a 261-foot displaced threshold at that end. Additional improvements include adjustments to taxiway connectors, modifications to navigational aids, lighting/signage, grading, and tree clearing. The project would result in adjusted takeoff and landing thresholds at FTY; therefore a noise analysis was prepared to determine any significant noise impacts.

FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, requires an evaluation of potential noise impacts under both existing and future airport conditions. The designated FAA tool for assessing noise exposure related to airport activity is the Aviation Environmental Design Tool (AEDT), which estimates long-term average effects using daily operational data. At the time of project initiation, FAA's approved version AEDT Version 3g was used to develop the noise analysis for the following future timeframes:

- **Existing Conditions:** The most recent 12 months of operations (the year 2024).
- **Year of Implementation:** Noise conditions during the year the RSA improvements are expected to be completed (2026).
- **Year of Implementation Plus Five Years:** Noise conditions five years after completion of the RSA improvements (expected in 2031).

For each future timeframe, a *No Build Alternative* was included for comparison purposes, reflecting airport noise conditions without the implementation of the proposed action.

2 NOISE ANALYSIS ASSUMPTIONS AND INPUTS

2.1 Aviation Environmental Design Tool (AEDT)

The Aviation Environmental Design Tool (AEDT) works by first defining a network of reference points to measure noise levels at ground level around the airport. Within the program, flight tracks and aircraft performance profiles are generated based on operational conditions specific to the airport. AEDT then determines the shortest distance from each flight track to each reference point and calculates the noise exposure produced by each aircraft operation.

Adjustments are applied to account for airport climate, environmental characteristics, atmospheric acoustic attenuation, aircraft thrust variations, and time of operation. Night-time operations, those occurring between 10:00 p.m. and 7:00 a.m., are assigned a 10-decibel penalty, effectively doubling the perceived loudness.

The noise exposure levels for each aircraft operation are then summed at each reference point to compute the day-night average sound level (DNL), a 24-hour logarithmic average sound level, expressed in A-weighted decibels (dBA), as approved by the FAA. The cumulative noise exposure levels across all reference points are used to generate noise exposure contours for selected DNL values, which are superimposed onto a base map.

Noise contours created by AEDT represent outdoor noise levels and provide an estimate of expected daily noise exposure at a given location, rather than capturing noise levels from individual aircraft events. Actual noise exposure on any given day may fluctuate above or below the average levels.

Version 3g of AEDT was used for this analysis.

Effectively modeling airport noise requires many simplifying assumptions to be made regarding the data for AEDT input variables. The following is a summary of the operational data utilized in the noise model for this report.

2.2 Airport Operations Forecast

Existing operations were developed from FTY Air Traffic Control Tower (ATCT) reports for calendar year 2024. Future operations were estimated using the FAA Terminal Area Forecast (TAF) issued January 2025. These values are reflected in **Table 1**.



Table 1: Existing and Forecast Airport Operations			
Year	Itinerant Operations	Local Operations	Total Operations
2024	36,086	28,109	64,195
2026	36,713	28,851	65,564
2031	39,869	29,746	69,615

Source: FTY ATCT Ops Report, FAA TAF issued January 2025.

2.3 Fleet Mix

The AEDT fleet mix was determined by reviewing historical activity from the FAA’s TFMSC database and applying those percentages to itinerant operations at FTY. The TFMSC database captures flight plan operations that are filed with the FAA when an aircraft/pilot intends to fly under Instrument Flight Rules (IFR); consequently, the TFMSC database captures the majority of jet and turboprop operations.

For local operations, (primarily touch-and-go) activity, a mixture of light piston aircraft was modeled based upon estimates by airport staff.

2.4 Time of Day

Within AEDT, daytime operations are considered those operations that occur between the hours of 7:00 a.m. and 10:00 p.m. and nighttime hours are those between 10:00 p.m. and 7:00 a.m. Itinerant and local operations were estimated by airport staff to occur 95 percent during the daytime and 5 percent during the nighttime.

2.5 Airport Daily Operations

Using the fleet mix analysis, daytime/nighttime assumptions and operational forecasts, airport daily operations by representative aircraft type were determined for each noise study case year and input into AEDT. **Table 2** presents airport daily operations and fleet mix for existing conditions; **Table 3** presents airport daily operations and fleet mix for future 2026 conditions (year of implementation) and **Table 4** presents airport daily operations and fleet mix for 2031 conditions (five years after implementation).

Table 2: Fleet Mix and Average Daily Operations (Existing)			
Aircraft	Fleet Mix	Total Ops	24-Hour Operations
Local Fleet Mix			
C172	70%	19,676.30	53.91
C182	29.70%	8,348.37	22.87

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C130	0.30%	84.33	0.23
	100%	28,109.00	77.01
Itinerant Fleet Mix			
BD-700-1A10	2.2%	803.85	2.20
BEC58P	3.9%	1,419.36	3.89
C130	0.2%	68.95	0.19
CIT3	0.3%	107.63	0.29
CL600	14.3%	5,177.97	14.19
GASEPF	0.8%	306.07	0.84
CNA208	3.3%	1,178.87	3.23
CNA525C	19.5%	7,026.16	19.25
CNA680	10.6%	3,809.06	10.44
CNA750	3.7%	1,352.09	3.70
COMSEP	2.9%	1,062.84	2.91
DHC6	7.6%	2,729.41	7.48
ECLIPSE500	0.8%	295.98	0.81
EMB145	5.1%	1,829.69	5.01
EMB190	0.6%	215.26	0.59
FAL900EX	2.7%	963.62	2.64
GASEPV	4.4%	1,595.94	4.37
GIV	2.1%	763.49	2.09
GV	5.8%	2,088.68	5.72
IA1125	0.5%	191.71	0.53
LEAR35	8.6%	3,096.02	8.48
	100%	36,082.64	98.86

Source: FAA TFMSC, FAA TAF issued January 2025.

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Table 3: Fleet Mix and Average Daily Operations (2026)

Aircraft	Fleet Mix	Total Ops	24-Hour Operations
Local Fleet Mix			
C172	70%	20,195.70	55.33
C182	29.70%	8,568.75	23.48
C130	0.30%	86.55	0.24
	100%	28,851.00	79.04
Itinerant Fleet Mix			
BD-700-1A10	2.2%	817.82	2.24
BEC58P	3.9%	1,444.02	3.96
C130	0.2%	70.15	0.19
CIT3	0.3%	109.50	0.30
CL600	14.3%	5,267.93	14.43
GASEPF	0.8%	311.39	0.85
CNA208	3.3%	1,199.36	3.29
CNA525C	19.5%	7,148.24	19.58
CNA680	10.6%	3,875.24	10.62
CNA750	3.7%	1,375.58	3.77
COMSEP	2.9%	1,081.30	2.96
DHC6	7.6%	2,776.83	7.61
ECLIPSE500	0.8%	301.12	0.82
EMB145	5.1%	1,861.48	5.10
EMB190	0.6%	219.00	0.60
FAL900EX	2.7%	980.36	2.69
GASEPV	4.4%	1,623.67	4.45
GIV	2.1%	776.76	2.13

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GV	5.8%	2,124.97	5.82
IA1125	0.5%	195.05	0.53
LEAR35	8.6%	3,149.81	8.63
	100%	36,709.58	100.57

Source: FAA TMSC, FAA TAF issued January 2025.

Table 4: Fleet Mix and Average Daily Operations (2031)

Aircraft	Fleet Mix	Total Ops	24-Hour Operations
Local Fleet Mix			
C172	70%	20,822.20	57.05
C182	29.70%	8,834.56	24.20
C130	0.30%	89.24	0.24
	100%	29,746.00	81.50
Itinerant Fleet Mix			
BD-700-1A10	2.2%	888.12	2.43
BEC58P	3.9%	1,568.15	4.30
C130	0.2%	76.18	0.21
CIT3	0.3%	118.91	0.33
CL600	14.3%	5,720.79	15.67
CL601		-	-
GASEPF	0.8%	338.16	0.93
CNA208	3.3%	1,302.46	3.57
CNA525C	19.5%	7,762.73	21.27
CNA680	10.6%	4,208.37	11.53
CNA750	3.7%	1,493.83	4.09
COMSEP	2.9%	1,174.26	3.22

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DHC6	7.6%	3,015.54	8.26
ECLIPSE500	0.8%	327.01	0.90
EMB145	5.1%	2,021.51	5.54
EMB190	0.6%	237.82	0.65
FAL900EX	2.7%	1,064.63	2.92
GASEPV	4.4%	1,763.24	4.83
GIV	2.1%	843.53	2.31
GV	5.8%	2,307.64	6.32
IA1125	0.5%	211.81	0.58
LEAR35	8.6%	3,420.58	9.37
	100%	39,865.28	109.22

Source: FAA TFMSC, FAA TAF issued January 2025.

2.6 Runway Utilization

Runway utilization is the average percentage each runway is used for airport operations. Typically, runway utilization is based upon prevalent meteorological conditions. For this analysis, runway utilization was determined using wind data and airport estimates. Runway utilization was divided between itinerant and local operations. **Table 5** provides a summary of airport runway utilization broken down by major fleet mix categories.

Table 5: Runway Utilization Percentages				
	Runway 8		Runway 26	
	Day	Night	Day	Night
Itinerant	85%	85%	15%	15%
Local	85%	85%	15%	15%

Source: Airport Records.

2.7 Flight Tracks

A flight track is a projection of an aircraft's in-flight path, as if shown on the ground. Due to meteorological conditions, aircraft type, stage length, air traffic separation, and pilot judgment, flight tracks can be unique to each operation. Flight tracks were modeled from typical arrival, departure and touch-and-go flight tracks at FTY.

3 LAND USE COMPATIBILITY GUIDELINES

Federal Aviation Regulation Part 150, *Airport Noise Compatibility Planning*, is the primary federal regulation governing aviation noise compatibility on and around airports. Within this regulation, the FAA provides guidelines for evaluating various land uses within aircraft noise exposure areas, reproduced here as **Table 6**. Land use compatibility is tied to DNL values calculated in AEDT. These guidelines reflect the statistical variability of large groups' responses to noise and may not accurately represent an individual's perception of their noise environment.

As **Table 6** outlines, all land uses are considered compatible with noise levels below 65 DNL. Residential areas, mobile homes, and transient lodging are discouraged at levels of 65 DNL or higher. Other noise-sensitive uses—such as hospitals, nursing homes, and churches—are also discouraged at 65 DNL or greater. In some cases, these uses may be permitted if habitable structures incorporate adequate noise reduction measures (soundproofing). Less noise-sensitive land uses, such as commercial properties, are considered compatible at 70 DNL without soundproofing and up to 80 DNL with soundproofing.

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Table 6: Land Uses Normally Compatible With Various Noise Levels

Land Use	Yearly Day-Night Average Sound Level, DNL in Decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
Residential Use						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile Home Parks	Y	N	N	N	N	N
Transient Lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and Nursing Homes	Y	25	30	N	N	N
Churches, auditoriums and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail, bldg, mtls, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade - general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing (general)	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and Optical	Y	Y	25	30	N	N
Agricultural (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	Y	Y	Y
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N
Notes:						
<p>SLUCM – Standard Land Use Coding Manual Y (Yes) – Land use and related structures compatible without restrictions N (No) – Land use and related structures are not compatible and should be prohibited NLR – Noise Level Reductions (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of structure. 25, 30, or 35 – Land use and related structures generally compatible; measures to achieve Noise Level Reductions (NLR) of 25, 30 or 35 dB must be incorporated into design and construction of structure. (1) Where the community determines that residential or school uses must be allowed, measures to achieve NLR of 25, and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal construction can be expected to provide an NLR of 20dB, thus, the reductions requirements are often stated as 5, 10 or 15dB over standard construction and normally assume mechanical ventilation and closed windows year-round. However, the use of NLR criteria will not eliminate outdoor noise problems. (2) Measure to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas; noise sensitive areas or where the normal noise level is low. (3) Measure to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas; noise sensitive areas or where the normal noise level is low. (4) Measure to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas; noise sensitive areas or where the normal noise level is low. (5) Land uses compatible, provided special sound reinforcement systems are installed. (6) Residential buildings require an NLR of 25 dB. (7) Residential buildings require an NLR of 30dB. (8) Residential buildings not permitted.</p>						
Source: 14 CFR Part 150						

4 NOISE CONTOURS

With the stated assumptions and inputs, AEDT was utilized to generate noise contour maps for each noise study case. The resulting existing and future noise contours are shown on **Figures 1, 2 and 3**. These contours depict lines of contiguous noise exposure expressed in DNL. DNL, as previously mentioned, is the FAA accepted method for land use compatibility determinations in airport noise studies. DNL noise contours are shown on the figure beginning at 65 DNL and increasing in 5 dB increments to 75 DNL.

4.1 Change in Noise Exposure

Table 7 presents the acreages of noise exposure within the 65 DNL and greater for existing conditions and each future case. With implementation of the Proposed Action, total acreage of the 65 DNL and greater would decrease by 12.4 acres in 2025 and then increase by 0.1 acres in 2031 when compared to No Action conditions.

Table 7: Change in Noise Exposure (Acres)			
Existing Conditions			
DNL	No Action	Action	Change
65	248.1	N/A	N/A
70	116.8	N/A	N/A
75	55.8	N/A	N/A
Future Conditions – Year of Implementation (2026)			
DNL	No Action	Action	Change
65	264.8	252.4	-12.4
70	122.1	120.2	-1.9
75	58.5	57.2	-1.2
Future Conditions – Five Years After Implementation (2031)			
DNL	No Action	Action	Change
65	277.6	277.7	0.1
70	126.8	128.2	1.5
75	61.0	61.8	0.8

Source: AEDT.

Technical Memorandum
for Proposed Runway Improvements
Fulton County Executive Airport

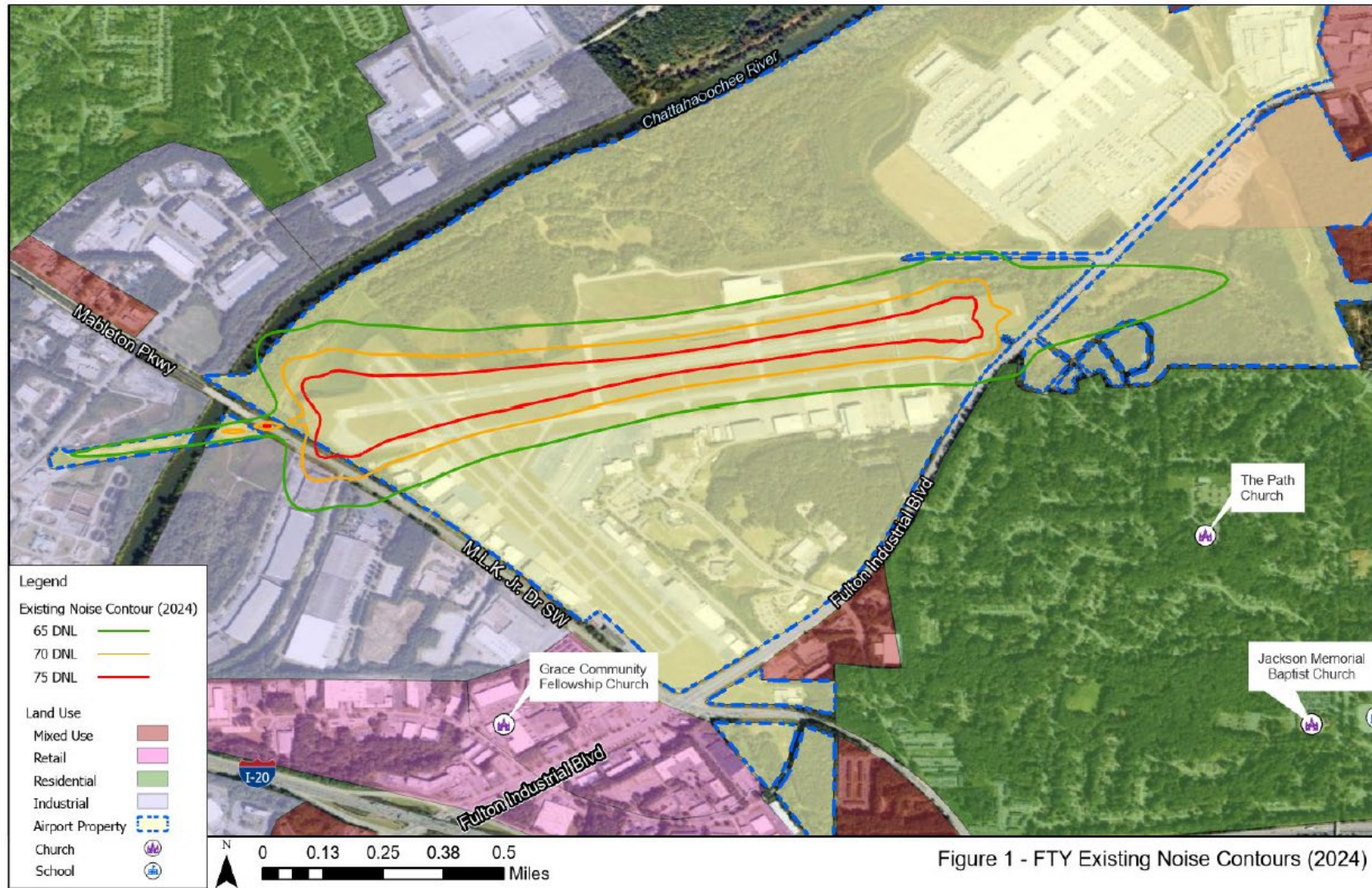
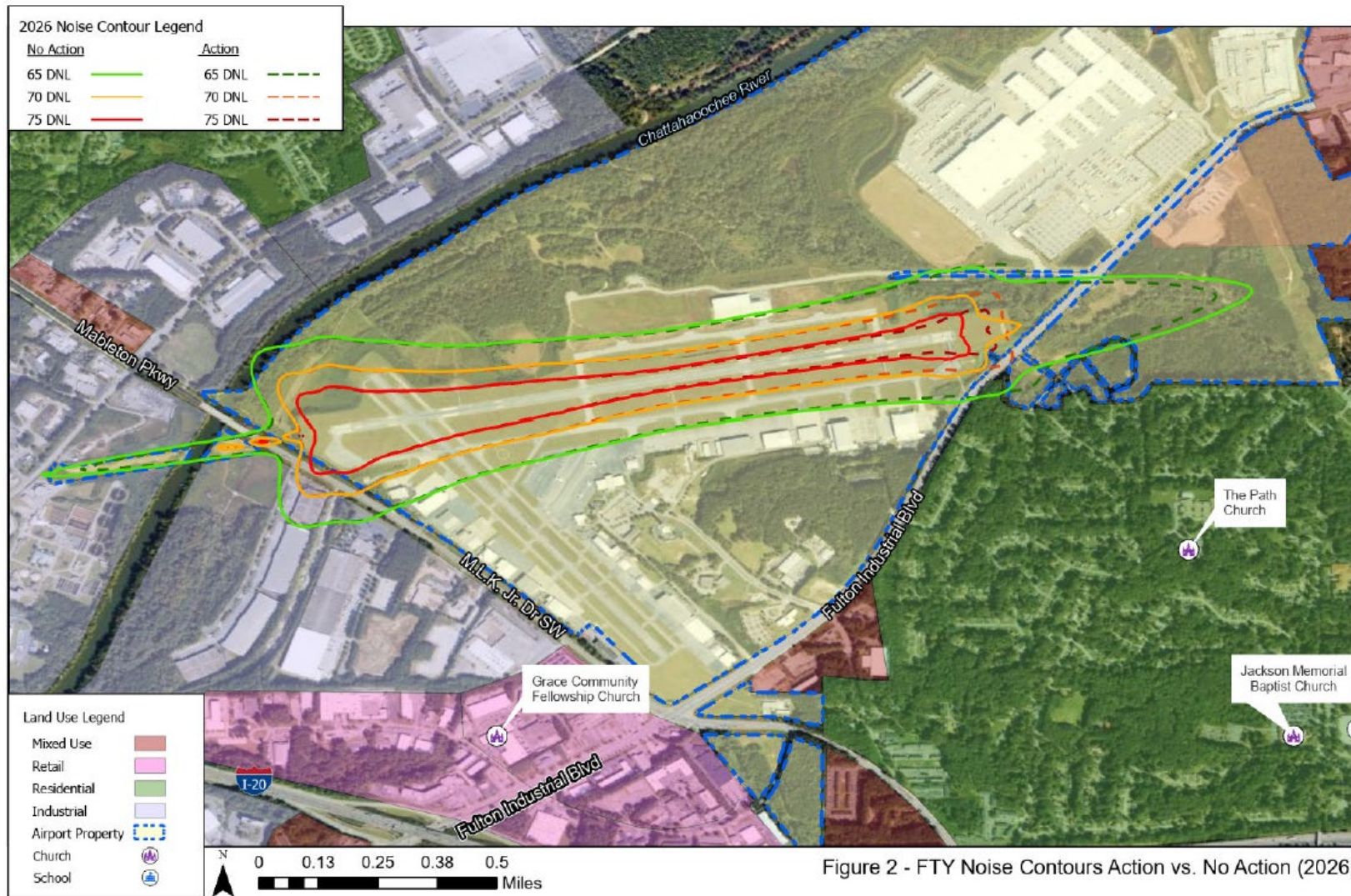


Figure 1 - FTY Existing Noise Contours (2024)

Technical Memorandum
for Proposed Runway Improvements
Fulton Executive Airport



Technical Memorandum
for Proposed Runway Improvements
Fulton Executive Airport

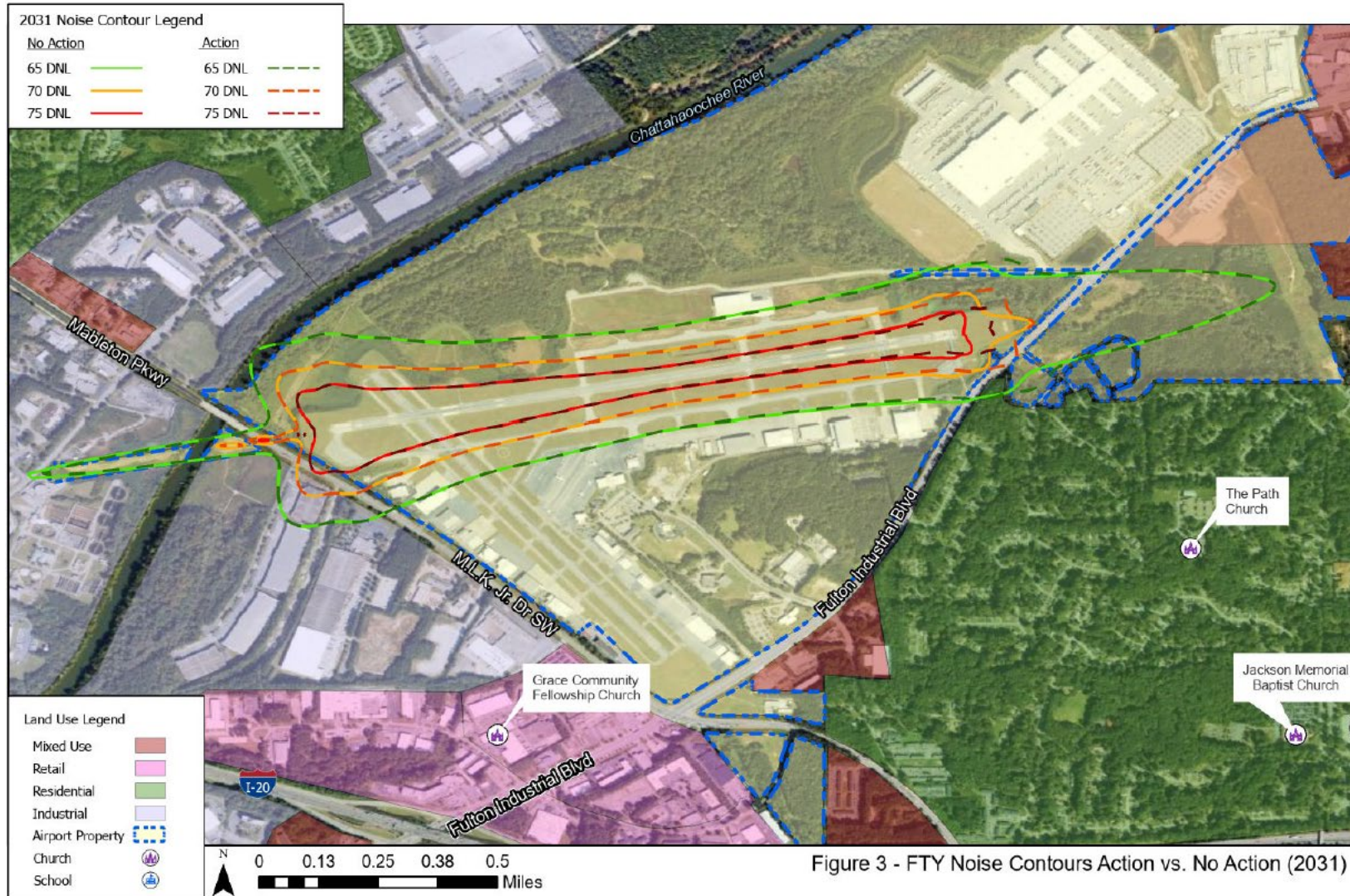


Figure 3 - FTY Noise Contours Action vs. No Action (2031)

4.2 Change in Population Exposure

There are no residential structures or population found in any noise contour between all timeframes. Therefore, as shown in **Table 8**, there would be no change in residential population exposure as a result of the Proposed Action.

Table 8: Change in Noise Exposure (Residential Population)			
Existing Conditions			
DNL	No Action	Action	Change
65	0	0	-
70	0	0	-
75	0	0	-
Future Conditions – Year of Implementation (2026)			
DNL	No Action	Action	Change
65	0	0	-
70	0	0	-
75	0	0	-
Future Conditions – Year of Implementation (2031)			
DNL	No Action	Action	Change
65	0	0	-
70	0	0	-
75	0	0	-

Source: Michael Baker International, 2025.

4.3 Change in Land Use Exposure

The vast majority of land exposed to 65 DNL or greater is airport land. A small portion of off-airport land is exposed to 65 DNL in two locations: 1) near Fulton Industrial Boulevard at the approach end of Runway 26, and 2) south of MLK Jr. Drive near the approach end of Runway 8.

The land exposed to 65DNL near Fulton Industrial is a vacant wooded area primarily situated along the right-of-way to Fulton Industrial Boulevard with no existing structures. This land was already exposed to 65 DNL in the existing condition.

The land exposed to 65 DNL south of MLK Jr. Drive is an industrial area. This land was also already exposed to 65 DNL in the existing condition.

5 CONCLUSION

Three timeframes of potential noise effects were evaluated using AEDT version 3g. These timeframes are: Existing Conditions, Year of Implementation and Five Years After Implementation. Based on the results of the noise analysis, the 65 DNL would increase in size by .1 acres when compared to the no action alternative. Existing residential population counts exposed to 65 DNL measured zero persons in all timeframes and all scenarios. Therefore, implementation of the preferred alternative would have no significant impact in terms of changes to noise exposure.

Appendix D
Hazardous Materials
Report

Fulton County Executive Airport - Runway 8/26

3965 Aero Drive, NW

Atlanta, GA 30336

Inquiry Number: 7968624.3s

April 24, 2025

EDR Area / Corridor Report



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Government Records Searched/Data Currency Tracking	GR-1

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E1527 - 21), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E2247 - 16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E1528 - 22) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

SUBJECT PROPERTY INFORMATION

ADDRESS

3965 AERO DRIVE, NW
ATLANTA, GA 30336

TARGET PROPERTY SEARCH RESULTS

The Target Property was identified in the following databases.

Page Numbers and Map Identifications refer to the EDR Area/Corridor Report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal RCRA generators

RCRA-LQG: RCRA - Large Quantity Generators

A review of the RCRA-LQG list, as provided by EDR, and dated 02/17/2025 has revealed that there is 1 RCRA-LQG site within the requested target property.

<u>Site</u>	<u>Address</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
<i>UPS SANDY CREEK HUB</i> EPA ID:: GAR000083527	<i>1100 FULTON INDUSTRI</i>	<i>A2 / 2</i>	<i>23</i>

Lists of state and tribal leaking storage tanks

GA LUST: List of Leaking Underground Storage Tanks

A review of the GA LUST list, as provided by EDR, and dated 12/04/2024 has revealed that there is 1 GA LUST site within the requested target property.

<u>Site</u>	<u>Address</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
<i>READY MIX USA LLC</i> Cleanup Status: NFA - Remediation Act Sys Facility Id: 09060529	<i>4368 MARTIN LUTHER K</i>	<i>C13 / 5</i>	<i>66</i>

EXECUTIVE SUMMARY

Lists of state and tribal registered storage tanks

GA UST: Underground Storage Tank Database

A review of the GA UST list, as provided by EDR, and dated 12/04/2024 has revealed that there is 1 GA UST site within the requested target property.

<u>Site</u>	<u>Address</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
READY MIX USA LLC Facility Id: 9060529 Status: Removed from Ground	4368 MARTIN LUTHER K	C18 / 5	95

ADDITIONAL ENVIRONMENTAL RECORDS

Records of Emergency Release Reports

GA SPILLS: Spills Information

A review of the GA SPILLS list, as provided by EDR, and dated 12/23/2024 has revealed that there is 1 GA SPILLS site within the requested target property.

<u>Site</u>	<u>Address</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
Not reported	FULTON IND @ SANDY C	8 / 2	61

Other Ascertainable Records

US AIRS: Aerometric Information Retrieval System Facility Subsystem

A review of the US AIRS list, as provided by EDR, has revealed that there is 1 US AIRS site within the requested target property.

<u>Site</u>	<u>Address</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
READY MIX USA LLC Database: US AIRS (AFS), Date of Government Version: 10/12/2016 EPA plant ID:: 110013485148	4368 MARTIN L. KING	C12 / 5	65

FINDS: Facility Index System/Facility Registry System

A review of the FINDS list, as provided by EDR, and dated 11/11/2024 has revealed that there are 5 FINDS sites within the requested target property.

<u>Site</u>	<u>Address</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
MAJESTIC LOGISTICS C Registry ID:: 110070074184	FULTON INDUSTRIAL BL	A1 / 2	23
SMART HUB Registry ID:: 110070244943	1100 FULTON INDUSTRI	A3 / 2	50

EXECUTIVE SUMMARY

Registry ID:: 110071409234			
FULTON COUNTY AIRPOR	UNKNOWN	B10 / 5	64
Registry ID:: 110038066669			
RMC ALLIED READYMIX,	4368 MARTIN L. KING	C11 / 5	65
Registry ID:: 110062740869			
READY MIX USA LLC	4368 MARTIN L. KING	C12 / 5	65
Registry ID:: 110013485148			

ECHO: Enforcement & Compliance History Information

A review of the ECHO list, as provided by EDR, and dated 12/21/2024 has revealed that there are 5 ECHO sites within the requested target property.

<u>Site</u>	<u>Address</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
MAJESTIC LOGISTICS C	FULTON INDUSTRIAL BL	A1 / 2	23
Registry ID: 110070074184			
SMART HUB	1100 FULTON INDUSTRI	A4 / 2	51
Registry ID: 110071409234			
UPS SANDY CREEK HUB	1100 FULTON INDUSTRI	A7 / 2	61
Registry ID: 110070244943			
RMC ALLIED READYMIX,	4368 MARTIN L. KING	C11 / 5	65
Registry ID: 110062740869			
READY MIX USA LLC	4368 MARTIN L. KING	C12 / 5	65
Registry ID: 110013485148			

PFAS ECHO: Facilities in Industries that May Be Handling PFAS Listing

A review of the PFAS ECHO list, as provided by EDR, and dated 12/30/2024 has revealed that there is 1 PFAS ECHO site within the requested target property.

<u>Site</u>	<u>Address</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
FULTON COUNTY AIRPOR		B9 / 5	63

UST FINDER RELEASE: UST Finder Releases Database

A review of the UST FINDER RELEASE list, as provided by EDR, and dated 06/08/2023 has revealed that there is 1 UST FINDER RELEASE site within the requested target property.

<u>Site</u>	<u>Address</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
READY MIX USA LLC	4368 MARTIN LUTHER K	C19 / 5	97

EXECUTIVE SUMMARY

UST FINDER: UST Finder Database

A review of the UST FINDER list, as provided by EDR, and dated 06/08/2023 has revealed that there is 1 UST FINDER site within the requested target property.

<u>Site</u>	<u>Address</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
READY MIX USA LLC	4368 MARTIN LUTHER K	C19 / 5	97

E MANIFEST: Hazardous Waste Electronic Manifest System

A review of the E MANIFEST list, as provided by EDR, and dated 02/17/2025 has revealed that there is 1 E MANIFEST site within the requested target property.

<u>Site</u>	<u>Address</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
UPS SANDY CREEK HUB	1100 FULTON INDUSTRI	A2 / 2	23

GA AIRS: Permitted Facility and Emissions Listing

A review of the GA AIRS list, as provided by EDR, and dated 11/14/2024 has revealed that there are 2 GA AIRS sites within the requested target property.

<u>Site</u>	<u>Address</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
RMC ALLIED READYMIX, State Facility Id: 12100544 State Facility Id: 312100544 Operational Status: X Operational Status: O	4368 MARTIN L. KING	C16 / 5	76
READY MIX USA LLC State Facility Id: 77700106 Operational Status: O	4368 MARTIN L. KING	C17 / 5	91

GA Financial Assurance: Financial Assurance Information Listing

A review of the GA Financial Assurance list, as provided by EDR, has revealed that there is 1 GA Financial Assurance site within the requested target property.

<u>Site</u>	<u>Address</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
READY MIX USA LLC Database: FIN ASSURANCE 1, Date of Government Version: 12/02/2024 Facility Id: 9060529	4368 MARTIN LUTHER K	C18 / 5	95

GA NPDES: NPDES Wastewater Permit List

A review of the GA NPDES list, as provided by EDR, and dated 01/27/2025 has revealed that there are 2 GA NPDES sites within the requested target property.

<u>Site</u>	<u>Address</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
SMART HUB	1100 FULTON INDUSTRI	A6 / 2	60
READY MIX USA LLC	4368 MARTIN LUTHER K	C18 / 5	95

EXECUTIVE SUMMARY

GA TIER 2: Tier 2 Data Listing

A review of the GA TIER 2 list, as provided by EDR, and dated 12/31/2021 has revealed that there are 2 GA TIER 2 sites within the requested target property.

<u>Site</u>	<u>Address</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
UPS SMART HUB Facility Id: 6845867 Facility Id: 6411777 Facility Id: 7108596 Facility Id: 6670860	1100 FULTON INDUSTRI	A5 / 2	51
READY MIX USA LLC Facility Id: FATR200822B09G020X04 Facility Id: FATR20084V0JW3001K11 Facility Id: FATR2009HQL6NW2269M4 Facility Id: 4043939 Facility Id: 2937042	4368 MARTIN LUTHER K	C13 / 5	66

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

GA RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

A review of the GA RGA LUST list, as provided by EDR, has revealed that there are 2 GA RGA LUST sites within the requested target property.

<u>Site</u>	<u>Address</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
READY MIX USA LLC Facility ID: 9060529	4368 MARTIN LUTHER K	C14 / 5	75
ALLIED READYMIX INC- Facility ID: 9-060529 Facility ID: 9060529 Facility ID: 9060529.0	4368 MARTIN LUTHER K	C15 / 5	75

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Page Numbers and Map Identifications refer to the EDR Area/Corridor Report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

EXECUTIVE SUMMARY

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal RCRA generators

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

A review of the RCRA-VSQG list, as provided by EDR, and dated 02/17/2025 has revealed that there are 2 RCRA-VSQG sites within approximately 0.25 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
KOCH INDUSTRIES INC EPA ID:: GAR000007575	3905 AERO DR HANGER	S 1/8 - 1/4 (0.194 mi.)	M56 / 5	250
BIG MOE SPRING & ALI EPA ID:: GAD981236623	7190 DELTA CIRCLE	W 1/8 - 1/4 (0.230 mi.)	74 / 4	301

Lists of state- and tribal hazardous waste facilities

GA SHWS: Hazardous Site Inventory

A review of the GA SHWS list, as provided by EDR, and dated 07/01/2024 has revealed that there are 2 GA SHWS sites within approximately 1 mile of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
RENTRITE PROPERTY Facility Id: 10548	4220 MARTIN LUTHER K	SSE 1/4 - 1/2 (0.354 mi.)	T91 / 5	343
RAYLOC FACILITY Facility Id: 10547	600 RAYLOC DRIVE	SSE 1/4 - 1/2 (0.412 mi.)	X100 / 5	377

GA NON-HSI: Non-Hazardous Site Inventory

A review of the GA NON-HSI list, as provided by EDR, and dated 09/16/2024 has revealed that there are 11 GA NON-HSI sites within approximately 1 mile of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
D.A. PEARSON MAINTEN	3929 AVIATION CIRCLE	S 1/4 - 1/2 (0.369 mi.)	V94 / 5	347
VACANT LOT/FORMER SH	3346 BANKHEAD HWY	NE 1/4 - 1/2 (0.461 mi.)	AA106 / 3	389
YANCEY BROTHERS CO.	LAND LOTS 595 & 602	WSW 1/2 - 1 (0.572 mi.)	113 / 4	406
SEALMASTER	535 FREDERICK COURT	S 1/2 - 1 (0.615 mi.)	114 / 4	406
ABRASIVES & EQUIPMEN	4555 FREDERICK CT	S 1/2 - 1 (0.649 mi.)	115 / 4	411
CLEVELAND ELECTRICAL	3980 MLK JR BLVD	S 1/2 - 1 (0.667 mi.)	116 / 5	427
BFI - WATTS LANDFILL	BANKHEAD HWY.	ENE 1/2 - 1 (0.779 mi.)	117 / 3	429
4480 FREDERICK DR. P	4480 FREDERICK DR.	S 1/2 - 1 (0.812 mi.)	118 / 4	429
ROBINSON & SONS (TEA	4405 FULTON INDUSTRI	S 1/2 - 1 (0.834 mi.)	119 / 5	430
WATERFRONT DRIVE PRO	610 WATERFRONT DRIVE	SSW 1/2 - 1 (0.899 mi.)	120 / 4	431
DONALD LEE HOLLOWELL	2880 DONALD LEE HOLL	E 1/2 - 1 (0.948 mi.)	121 / 6	431

EXECUTIVE SUMMARY

Lists of state and tribal landfills and solid waste disposal facilities

GA SWF/LF: Solid Waste Disposal Facilities

A review of the GA SWF/LF list, as provided by EDR, and dated 12/19/2024 has revealed that there are 4 GA SWF/LF sites within approximately 0.5 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
LEE INDUSTRIAL TRANS Permit Number: PBR-033-79TS Operating Status: Operating	7120 DELTA CIRCLE	WNW 0 - 1/8 (0.095 mi.)	F29 / 4	116
LEE INDUSTRIAL TRANS Permit Number: PBR-033-52TS Operating Status: Operating	7140 DELTA CIRCLE	WNW 0 - 1/8 (0.108 mi.)	F31 / 4	135
UNITED WASTE SERVICE Permit Number: PBR-033-23COL Operating Status: Operating	550 SIX FLAGS PARKWA	NNW 1/8 - 1/4 (0.209 mi.)	68 / 4	280
BFI OF GEORGIA, INC. Permit Number: 060-086P(RM) Operating Status: Permit Expired	600 DISTRIBUTION DRI	S 1/4 - 1/2 (0.352 mi.)	89 / 4	341

Lists of state and tribal leaking storage tanks

GA LUST: List of Leaking Underground Storage Tanks

A review of the GA LUST list, as provided by EDR, and dated 12/04/2024 has revealed that there are 27 GA LUST sites within approximately 0.5 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
UNITED WASTE SERVICE Cleanup Status: NFA - Remediation Facility Id: 00330071	7140 DELTA CIRCLE	WNW 0 - 1/8 (0.108 mi.)	F33 / 4	140
RNDC ATLANTA WAREHOU Cleanup Status: NFA - No Further Action Facility Id: 00600160	ONE NATIONAL DR SW	SSE 0 - 1/8 (0.122 mi.)	37 / 5	148
ARONLD TRANSPORTATIO Cleanup Status: NFA - No Further Action Facility Id: 00330092	557 LEE IND BLVD	WSW 0 - 1/8 (0.124 mi.)	G39 / 4	153
ARNOLD TRANSPORTATIO Cleanup Status: NFA - No Further Action Facility Id: 09033429	559 LEE INDUSTRIAL B	W 1/8 - 1/4 (0.136 mi.)	H44 / 4	163
QUIKTRIP #738 Cleanup Status: NFA - Suspected Release Cleanup Status: NFA -Monitoring Only (MNA) Facility Id: 09033144	7130 MABLETON PKWY	NNW 1/8 - 1/4 (0.176 mi.)	J49 / 4	231
SAUNDERS SYSTEM INC Cleanup Status: NFA - No Further Action Facility Id: 00330544	7170 DELTA CIR	WNW 1/8 - 1/4 (0.185 mi.)	I52 / 4	244
CLEVELAND ELECTRIC C	1281 FULTON IND BLVD	ENE 1/8 - 1/4 (0.193 mi.)	L53 / 3	247

EXECUTIVE SUMMARY

Cleanup Status: NFA - No Further Action				
Facility Id: 00600296				
GEORGIA PACIFIC HANG	3905 AERO DRIVE	S 1/8 - 1/4 (0.194 mi.)	M57 / 5	254
Cleanup Status: NFA - Combined Release				
Cleanup Status: NFA - Remediation Act Sys				
Facility Id: 00600101				
COBB COUNTYWATER SYS	490 LEE INDUSTRIAL B	WSW 1/8 - 1/4 (0.198 mi.)	K60 / 4	265
Cleanup Status: NFA - No Further Action				
Facility Id: 00330496				
FULTON CO FAA BLDG	3977 AVIATION CIRCLE	S 1/8 - 1/4 (0.202 mi.)	M64 / 5	276
Cleanup Status: NFA - No Further Action				
Facility Id: 09060784				
FULTON COUNTY AIR TR	3979 AVIATION CIRCLE	S 1/8 - 1/4 (0.202 mi.)	M65 / 5	277
Cleanup Status: NFA - No Further Action				
Facility Id: 09060729				
COCA-COLA WEST METRO	450 LEE IND BLVD	WSW 1/8 - 1/4 (0.228 mi.)	O72 / 4	288
Cleanup Status: NFA - No Further Action				
Facility Id: 00330277				
CASE POWER & EQUIPME	4240 MARTIN LUTHER K	SSE 1/8 - 1/4 (0.242 mi.)	P79 / 5	316
Cleanup Status: NFA - No Further Action				
Facility Id: 00600109				
GA POWER/WEST FULTON	1311 FULTON IND BLVD	NE 1/4 - 1/2 (0.257 mi.)	Q81 / 3	320
Cleanup Status: NFA - No Further Action				
Facility Id: 00600738				
LEND LEASE TRUCKS IN	7290 DELTA CIRCLE	W 1/4 - 1/2 (0.267 mi.)	R84 / 4	327
Cleanup Status: NFA - No Further Action				
Facility Id: 00330108				
GA DOT/HANGAR/CHARLI	4175 SOUTH AIRPORT R	S 1/4 - 1/2 (0.308 mi.)	S86 / 5	335
Cleanup Status: NFA - No Further Action				
Facility Id: 00600503				
AMB GROUP LLC	4195 MLK JR DR	S 1/4 - 1/2 (0.324 mi.)	S87 / 5	338
Cleanup Status: NFA - No Further Action				
Facility Id: 00600612				
MOONS SERVICE CENTER	7005 MABLETON PKWY	NNW 1/4 - 1/2 (0.366 mi.)	U93 / 1	346
Cleanup Status: NFA - Clean Closure				
Facility Id: 09033471				
FULTON COUNTY DEPT O	3929 AVIATION CIR	S 1/4 - 1/2 (0.369 mi.)	V95 / 5	347
Cleanup Status: NFA - Suspected Release				
Cleanup Status: Suspected Release				
Cleanup Status: NFA - Clean Closure				
Facility Id: 00600248				
UNITED BEECHCRAFT/HA	3956 AVIATION CIR	S 1/4 - 1/2 (0.392 mi.)	W97 / 5	354
Cleanup Status: NFA - No Further Action				
Facility Id: 09060233				
RAYLOC DIV OF GENUIN	600 RAYLOC DR	SSE 1/4 - 1/2 (0.412 mi.)	X98 / 5	373
Cleanup Status: NFA - Clean Closure				
Facility Id: 00600260				
QUICK SHOP EXPRESS I	6960 MABLETON PKWY	NNW 1/4 - 1/2 (0.421 mi.)	Y101 / 1	378
Cleanup Status: Suspected Release				

EXECUTIVE SUMMARY

Cleanup Status: NFA - No Further Action				
Facility Id: 09033410				
HANGAR ONE INC/FULTO	700 FULTON IND BLVD	S 1/4 - 1/2 (0.454 mi.)	Z103 / 5	382
Cleanup Status: NFA - No Further Action				
Facility Id: 09060235				
Facility Id: 09000743				
VACANT LOT/FORMER SH	3346 BANKHEAD HWY	NE 1/4 - 1/2 (0.461 mi.)	AA106 / 3	389
Cleanup Status: NFA - No Further Action				
Facility Id: 09060049				
HEARTLAND EXPRESS	3350 HOLLOWELL PKWY	NE 1/4 - 1/2 (0.468 mi.)	AA109 / 3	395
Cleanup Status: NFA - No Further Action				
Facility Id: 09060133				
CLEVELAND LEASING CO	260 SIX FLAGS RD	W 1/4 - 1/2 (0.480 mi.)	110 / 4	399
Cleanup Status: NFA - No Further Action				
Facility Id: 00330607				
CONOCO #10061/JET ST	3275 BANKHEAD HWY NW	ENE 1/4 - 1/2 (0.494 mi.)	AB111 / 3	401
Cleanup Status: NFA - No Further Action				
Facility Id: 00601175				

Lists of state and tribal registered storage tanks

GA UST: Underground Storage Tank Database

A review of the GA UST list, as provided by EDR, and dated 12/04/2024 has revealed that there are 15 GA UST sites within approximately 0.25 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
REPUBLIC SERVICES OF	7100 DELTA CIRCLE	W 0 - 1/8 (0.046 mi.)	D21 / 4	99
Facility Id: 9033233				
Status: Temporarily out of use				
UNITED WASTE SERVICE	7140 DELTA CIRCLE	WNW 0 - 1/8 (0.108 mi.)	F33 / 4	140
Facility Id: 330071				
Status: Removed from Ground				
RNDC ATLANTA WAREHOU	ONE NATIONAL DR SW	SSE 0 - 1/8 (0.122 mi.)	37 / 5	148
Facility Id: 600160				
Status: Removed from Ground				
ARONLD TRANSPORTATIO	557 LEE IND BLVD	WSW 0 - 1/8 (0.124 mi.)	G39 / 4	153
Facility Id: 330092				
Status: Removed from Ground				
ARNOLD TRANSPORTATIO	559 LEE INDUSTRIAL B	W 1/8 - 1/4 (0.136 mi.)	H44 / 4	163
Facility Id: 9033429				
Status: Removed from Ground				
QUIKTRIP #738	7130 MABLETON PKWY	NNW 1/8 - 1/4 (0.176 mi.)	J49 / 4	231
Facility Id: 9033144				
Status: Currently in Use				
SAUNDERS SYSTEM INC	7170 DELTA CIR	WNW 1/8 - 1/4 (0.185 mi.)	I52 / 4	244
Facility Id: 330544				
Status: Removed from Ground				
CLEVELAND ELECTRIC C	1281 FULTON IND BLVD	ENE 1/8 - 1/4 (0.193 mi.)	L53 / 3	247

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Facility Id: 600296 Status: Removed from Ground				
GEORGIA PACIFIC HANG	3905 AERO DRIVE	S 1/8 - 1/4 (0.194 mi.)	M57 / 5	254
Facility Id: 600101 Status: Removed from Ground				
COBB COUNTYWATER SYS	490 LEE INDUSTRIAL B	WSW 1/8 - 1/4 (0.198 mi.)	K60 / 4	265
Facility Id: 330496 Status: Closed in Ground Status: Permanently Out Of Use Status: Permanently Out of Use - historical purposes Status: Currently in Use Status: Removed from Ground				
FULTON COUNTY AIR TR	3979 AVIATION CIRCLE	S 1/8 - 1/4 (0.202 mi.)	M65 / 5	277
Facility Id: 9060729 Status: Removed from Ground				
FULTON CO FAA BLDG	3977 AVIATION CIRCLE	S 1/8 - 1/4 (0.204 mi.)	M67 / 5	279
Facility Id: 9060784 Status: Removed from Ground				
COCA-COLA WEST METRO	450 LEE IND BLVD	WSW 1/8 - 1/4 (0.228 mi.)	O72 / 4	288
Facility Id: 330277 Status: Removed from Ground				
RT #2510 MABLETON PK	7039 MABLETON PKWY S	NNW 1/8 - 1/4 (0.241 mi.)	N76 / 4	311
Facility Id: 10002940 Status: Currently in Use				
CASE POWER & EQUIPME	4240 MARTIN LUTHER K	SSE 1/8 - 1/4 (0.242 mi.)	P79 / 5	316
Facility Id: 600109 Status: Removed from Ground				

GA AST: Above Ground Storage Tanks

A review of the GA AST list, as provided by EDR, and dated 04/02/2024 has revealed that there are 9 GA AST sites within approximately 0.25 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
FULTON COUNTY AIR FI	4591 M.L.K. JR.DR.SW	NNW 0 - 1/8 (0.006 mi.)	20 / 5	99
SHEA- TRAYLOR JV EAS	650 LEE INDUSTRIAL B	NNW 0 - 1/8 (0.061 mi.)	26 / 4	108
Tank Capacity: 5000 Number of Tanks: 1				
ARNOLD TRANSPORTATIO	557 LEE INDUSTRIAL B	WSW 0 - 1/8 (0.124 mi.)	G38 / 4	150
Tank Capacity: 0 Number of Tanks: 1				
QUIKTRIP #738	7130 MABLETON PARKWA	NNW 1/8 - 1/4 (0.176 mi.)	J47 / 4	229
GEORGIA PACIFIC HANG	3905 AERO DRIVE(SEE	S 1/8 - 1/4 (0.194 mi.)	M55 / 5	250
GEORGIA PACIFIC HANG	3905 AERO DRIVE	S 1/8 - 1/4 (0.194 mi.)	M57 / 5	254
Tank Capacity: 0 Tank Capacity: 12000 Number of Tanks: 0				
FAYE CHEVRON (CLOSED)	7070 GORDON ROAD	NNW 1/8 - 1/4 (0.226 mi.)	N69 / 4	283
RACETRAC STORE #1268	7039 MABLETON PARKWA	NNW 1/8 - 1/4 (0.241 mi.)	N77 / 4	314
CASE POWER & EQUIPME	4240 M.L. KING, JR.	SSE 1/8 - 1/4 (0.242 mi.)	P80 / 5	319

EXECUTIVE SUMMARY

Tank Capacity: 0
Number of Tanks: 1

State and tribal institutional control / engineering control registries

GA INST CONTROL: Public Record List

A review of the GA INST CONTROL list, as provided by EDR, and dated 01/27/2025 has revealed that there is 1 GA INST CONTROL site within approximately 0.5 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
RAYLOC DIV OF GENUIN	600 RAYLOC DR	SSE 1/4 - 1/2 (0.412 mi.)	X98 / 5	373

Lists of state and tribal voluntary cleanup sites

GA VCP: Voluntary Cleanup Program site

A review of the GA VCP list, as provided by EDR, and dated 11/14/2024 has revealed that there is 1 GA VCP site within approximately 0.5 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
RAYLOC DIV OF GENUIN	600 RAYLOC DR	SSE 1/4 - 1/2 (0.412 mi.)	X98 / 5	373

Lists of state and tribal brownfield sites

GA BROWNFIELDS: Brownfields Public Record List

A review of the GA BROWNFIELDS list, as provided by EDR, and dated 01/27/2025 has revealed that there are 2 GA BROWNFIELDS sites within approximately 0.5 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
RENTRITE PROPERTY	4220 MARTIN LUTHER K	SSE 1/4 - 1/2 (0.354 mi.)	T90 / 5	343
RAYLOC DIV OF GENUIN	600 RAYLOC DR	SSE 1/4 - 1/2 (0.412 mi.)	X98 / 5	373

ADDITIONAL ENVIRONMENTAL RECORDS

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 02/17/2025 has revealed that there are 11 RCRA NonGen / NLR sites within approximately 0.25 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
ARROW COMPANY AUSTEL	7301 LEE INDUSTRIAL	W 0 - 1/8 (0.051 mi.)	D24 / 4	104

EXECUTIVE SUMMARY

EPA ID:: GAD057271942				
PST VANS INC	560 LEE INDUSTRIAL B	WSW 0 - 1/8 (0.080 mi.)	E27 / 4	108
EPA ID:: GAD981282908				
WILSON FINLEY CO	550 LEE INDUSTRIAL B	WSW 0 - 1/8 (0.089 mi.)	E28 / 4	112
EPA ID:: GAD981223126				
UNITED WASTE SERVICE	7140 DELTA CIR	WNW 0 - 1/8 (0.108 mi.)	F30 / 4	132
EPA ID:: GAR000005405				
TUF-FLEX GLASS INC P	RACO DRIVE SIX FLAGS	WNW 0 - 1/8 (0.115 mi.)	F34 / 4	142
EPA ID:: GAD073443517				
COCA-COLA ENTERPRISE	3931 AERO DR	S 1/8 - 1/4 (0.128 mi.)	41 / 5	157
EPA ID:: GAD984322446				
TBEI ATLANTA	500 LEE INDUSTRIAL B	WSW 1/8 - 1/4 (0.140 mi.)	G45 / 4	164
EPA ID:: GAD984307892				
BULLDOG PAINT & BODY	7160 DELTA CIRCLE	WNW 1/8 - 1/4 (0.165 mi.)	I46 / 4	225
EPA ID:: GAR000068197				
COBB CNTY SOUTH COBB	490 LEE INDUSTRIAL B	WSW 1/8 - 1/4 (0.185 mi.)	K50 / 4	239
EPA ID:: GAD991274846				
COCA COLA BOTTLING C	450 LEE INDUSTRIAL B	WSW 1/8 - 1/4 (0.228 mi.)	O73 / 4	291
EPA ID:: GA0000180323				
CASE POWER & EQUIPME	4240 MARTIN LUTHER K	SSE 1/8 - 1/4 (0.242 mi.)	P79 / 5	316
EPA ID:: GAD981282734				

MINES MRDS: Mineral Resources Data System

A review of the MINES MRDS list, as provided by EDR, and dated 06/04/2024 has revealed that there is 1 MINES MRDS site within approximately 0.25 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
SANDY CREEK MINE		NNW 0 - 1/8 (0.116 mi.)	35 / 3	145

PFAS ECHO: Facilities in Industries that May Be Handling PFAS Listing

A review of the PFAS ECHO list, as provided by EDR, and dated 12/30/2024 has revealed that there are 5 PFAS ECHO sites within approximately 0.25 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
AMB AVIATION		SE 0 - 1/8 (0.047 mi.)	23 / 5	102
NORFOLK SOUTHERN AIR		N 0 - 1/8 (0.061 mi.)	25 / 2	107
FULTON COUNTY AIRPOR		S 1/8 - 1/4 (0.202 mi.)	62 / 5	274
SOUTH COBB WRF	490 LEE INDUSTRIAL B	S 1/8 - 1/4 (0.228 mi.)	70 / 4	283
COX ENTERPRISES		SE 1/8 - 1/4 (0.230 mi.)	75 / 5	310

EXECUTIVE SUMMARY

UST FINDER RELEASE: UST Finder Releases Database

A review of the UST FINDER RELEASE list, as provided by EDR, and dated 06/08/2023 has revealed that there are 25 UST FINDER RELEASE sites within approximately 0.5 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
UNITED WASTE SERVICE	7140 DELTA CIRCLE	WNW 0 - 1/8 (0.108 mi.)	F32 / 4	138
ARONLD TRANSPORTATIO	557 LEE IND BLVD	WSW 0 - 1/8 (0.124 mi.)	G40 / 4	155
LSB INDUSTRIES INC	7201 LEE IND BLVD	NNW 1/8 - 1/4 (0.130 mi.)	42 / 4	160
ARNOLD TRANSPORTATIO	559 LEE INDUSTRIAL B	W 1/8 - 1/4 (0.136 mi.)	H43 / 4	162
QUIKTRIP #738	7130 MABLETON PKWY	NNW 1/8 - 1/4 (0.176 mi.)	J48 / 4	229
SAUNDERS SYSTEM INC	7170 DELTA CIR	WNW 1/8 - 1/4 (0.185 mi.)	I51 / 4	242
CLEVELAND ELECTRIC C	1281 FULTON IND BLVD	ENE 1/8 - 1/4 (0.193 mi.)	L54 / 3	248
GEORGIA-PACIFIC AVIA	3905 AERO DR	S 1/8 - 1/4 (0.194 mi.)	M59 / 5	262
COBB COUNTYWATER SYS	490 LEE INDUSTRIAL B	WSW 1/8 - 1/4 (0.198 mi.)	K61 / 4	270
FULTON CO FAA BLDG	3977 AVIATION CIRCLE	S 1/8 - 1/4 (0.204 mi.)	M66 / 5	278
COCA-COLA WEST METRO	450 LEE IND BLVD	WSW 1/8 - 1/4 (0.228 mi.)	O71 / 4	286
CASE POWER & EQUIPME	4240 MLK JR DR	SSE 1/8 - 1/4 (0.242 mi.)	P78 / 5	314
GA POWER/WEST FULTON	1311 FULTON IND BLVD	NE 1/4 - 1/2 (0.265 mi.)	Q82 / 3	322
LEND LEASE TRUCKS/GE	7290 DELTA CIR	W 1/4 - 1/2 (0.267 mi.)	R83 / 4	325
GA DOT/HANGAR/CHARLI	4175 SOUTH AIRPORT R	S 1/4 - 1/2 (0.308 mi.)	S85 / 5	332
AMB GROUP LLC	4195 MLK JR DR	S 1/4 - 1/2 (0.324 mi.)	S88 / 5	339
MOONS SERVICE CENTER	7005 MABLETON PKWY	NNW 1/4 - 1/2 (0.366 mi.)	U92 / 1	344
UNITED BEECHCRAFT/HA	3956 AVIATION CIR	S 1/4 - 1/2 (0.392 mi.)	W96 / 5	351
RAYLOC DIV OF GENUIN	600 RAYLOC DR	SSE 1/4 - 1/2 (0.412 mi.)	X99 / 5	375
QUICK SHOP EXPRESS I	6960 MABLETON PKWY	NNW 1/4 - 1/2 (0.421 mi.)	Y102 / 1	380
HANGAR ONE INC/FULTO	700 FULTON IND BLVD	S 1/4 - 1/2 (0.454 mi.)	Z104 / 5	383
HANGAR ONE INC	700 FULTON IND BLVD	S 1/4 - 1/2 (0.454 mi.)	Z105 / 5	385
VACANT LOT/FORMER SH	3346 BANKHEAD HWY	NE 1/4 - 1/2 (0.461 mi.)	AA107 / 3	390
HEARTLAND EXPRESS EQ	3350 HOLLOWELL PKWY	NE 1/4 - 1/2 (0.468 mi.)	AA108 / 3	392
CONOCO #10061/JET ST	3275 BANKHEAD HWY NW	ENE 1/4 - 1/2 (0.494 mi.)	AB112 / 3	403

UST FINDER: UST Finder Database

A review of the UST FINDER list, as provided by EDR, and dated 06/08/2023 has revealed that there are 14 UST FINDER sites within approximately 0.25 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
REPUBLIC SERVICES OF	7100 DELTA CIRCLE	W 0 - 1/8 (0.046 mi.)	D22 / 4	101
UNITED WASTE SERVICE	7140 DELTA CIRCLE	WNW 0 - 1/8 (0.108 mi.)	F32 / 4	138
ARONLD TRANSPORTATIO	557 LEE IND BLVD	WSW 0 - 1/8 (0.124 mi.)	G40 / 4	155
LSB INDUSTRIES INC	7201 LEE IND BLVD	NNW 1/8 - 1/4 (0.130 mi.)	42 / 4	160
ARNOLD TRANSPORTATIO	559 LEE INDUSTRIAL B	W 1/8 - 1/4 (0.136 mi.)	H43 / 4	162
QUIKTRIP #738	7130 MABLETON PKWY	NNW 1/8 - 1/4 (0.176 mi.)	J48 / 4	229
SAUNDERS SYSTEM INC	7170 DELTA CIR	WNW 1/8 - 1/4 (0.185 mi.)	I51 / 4	242
CLEVELAND ELECTRIC C	1281 FULTON IND BLVD	ENE 1/8 - 1/4 (0.193 mi.)	L54 / 3	248
GEORGIA-PACIFIC AVIA	3905 AERO DR	S 1/8 - 1/4 (0.194 mi.)	M59 / 5	262
COBB COUNTYWATER SYS	490 LEE INDUSTRIAL B	WSW 1/8 - 1/4 (0.198 mi.)	K61 / 4	270
FULTON COUNTY AIR TR	3979 AVIATION CIRCLE	S 1/8 - 1/4 (0.202 mi.)	M63 / 5	275
FULTON CO FAA BLDG	3977 AVIATION CIRCLE	S 1/8 - 1/4 (0.204 mi.)	M66 / 5	278
COCA-COLA WEST METRO	450 LEE IND BLVD	WSW 1/8 - 1/4 (0.228 mi.)	O71 / 4	286
CASE POWER & EQUIPME	4240 MLK JR DR	SSE 1/8 - 1/4 (0.242 mi.)	P78 / 5	314

EXECUTIVE SUMMARY

E MANIFEST: Hazardous Waste Electronic Manifest System

A review of the E MANIFEST list, as provided by EDR, and dated 02/17/2025 has revealed that there are 2 E MANIFEST sites within approximately 0.25 miles of the requested target property.

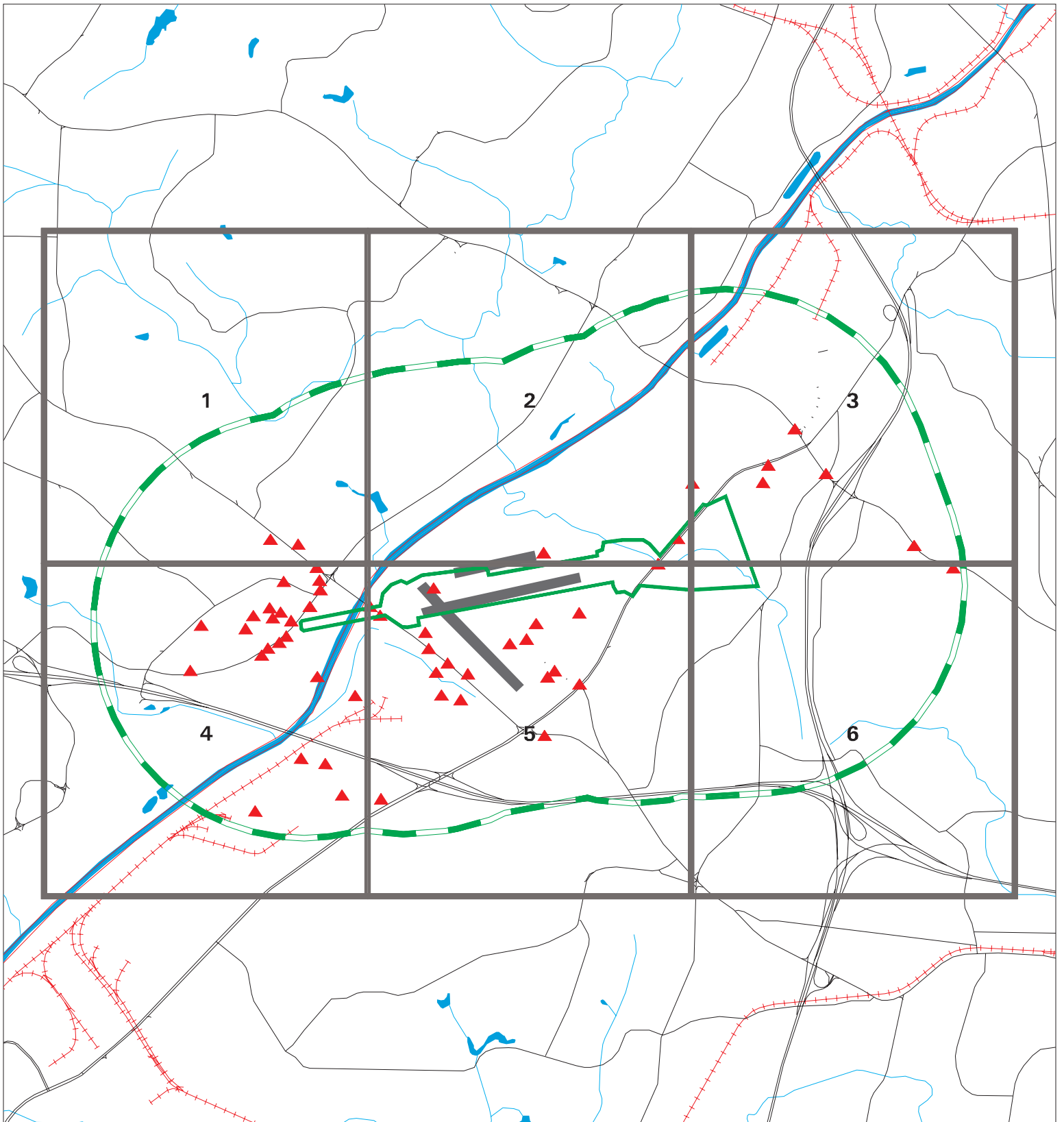
<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
ENTERPRISE AVIATION	3999 AERO DRIVE	S 0 - 1/8 (0.116 mi.)	36 / 5	146
<i>BIG MOE SPRING & ALI</i>	<i>7190 DELTA CIRCLE</i>	<i>W 1/8 - 1/4 (0.230 mi.)</i>	<i>74 / 4</i>	<i>301</i>

PA MANIFEST: Manifest Information

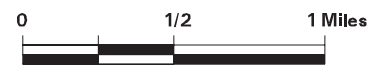
A review of the PA MANIFEST list, as provided by EDR, and dated 06/30/2018 has revealed that there is 1 PA MANIFEST site within approximately 0.25 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
KOCH INDUSTRIES INC. Generator EPA Id: GAR000007575	3905 AERO DR NW	S 1/8 - 1/4 (0.194 mi.)	M58 / 5	261

Key Map - 7968624.3s



- ▲ Sites
- ▬ Target Property
- ▬ Search Buffer
- ▬ Focus Map - Sites
- National Priority List Sites
- Dept. Defense Sites
- ▬ Focus Map - No Sites
- Indian Reservations BIA



SITE NAME: Fulton County Executive Airport - Runway 8/26
ADDRESS: 3965 Aero Drive, NW
CITY/STATE: Atlanta GA
ZIP: 30336

CLIENT: Michael Baker International
CONTACT: Frank Henning
INQUIRY #: 7968624.3s
DATE: 04/24/25 3:13 PM

Appendix E
Phase I Cultural Resources
Survey Report

Phase I Cultural Resources Survey: Fulton County Executive Airport at Brown Field (FTY) Improvements Project

Cobb and Fulton Counties, Georgia



May 2025

Phase I Cultural Resources Survey: Fulton County Executive Airport at Brown Field (FTY) Improvements Project

Cobb and Fulton Counties, Georgia

Draft Report

May 2025

Prepared for:

Michael Baker International
Atlanta, Georgia

Prepared by:



W. Michael Reynolds, MHP RPA
Historian/Archaeologist, Principal Investigator

Brockington and Associates, Inc.

Atlanta • Charleston • Savannah

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Management Summary

In July 2024, Brockington and Associates, Inc. (Brockington) conducted a Phase I cultural resources survey for a proposed project at the Fulton County Executive Airport at Brown Field (FTY). The work was performed for Michael Baker International (MBI) and FTY and complies with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended) and fulfills requirements under the National Environmental Policy Act (NEPA) (as amended) and Federal Aviation Administration (FAA) Order 1050.1E, "Environmental Impacts" (as amended). The proposed project would include Runway Safety Area (RSA) improvements for Runway 8/26 to ensure that FAA enhanced safety factors are met to the maximum extent practicable.

The Phase I cultural resources survey consisted of background research, archaeological field survey, and architectural field survey. The surveys were conducted to determine if cultural resources are in the Area of Potential Effects (APE) for the proposed undertaking and to assess their National Register of Historic Places (NRHP) eligibility. The APE consists of the project study area and a 0.25-mile viewshed buffer. This document also includes a project Assessment of Effects (AOE) for NRHP-eligible cultural resources identified inside the APE.

Background research determined that previously recorded archaeological Sites 9FU566 (historic artifact scatter) and 9FU683 (precontact artifact scatter) are within the current FTY study area. However, it appears that both sites have been destroyed by past construction activity. In addition, archaeological Site 9CO439 (precontact artifact scatter) was on the edge of the current FTY study area where the Runway 8 Medium Intensity Approach Light System with Runway Alignment Lights (MALSRL) stations are located. However, it appears that the site has been destroyed by past construction activity.

Background research also found that there are two previously recorded architectural resources on FTY property but are outside the current FTY project study area boundary: the Fulton County Airport Administration Building and Annex (Resource 33132). These resources have been determined eligible for the NRHP. However, the

resources are not adjacent to any of the proposed grading and improvement areas. The resources are located approximately 900 to 1,208 feet south of the study area and approximately 1,276 to 1,650 feet south of the nearest grading area. Therefore, the proposed improvements would have no effect on Resource 33132.

As a result of the archaeological field survey, no new archaeological sites or isolated finds were identified. As a result of the architectural field survey, one resource, the Carroll Heights Historic District, was identified within the APE but outside the FTY property and improvement areas.

The Carroll Heights Historic District is a Ranch house neighborhood located east of Fulton Industrial Boulevard and south of the proposed eastern grading area/borrow pit. The Carroll Heights Historic District is recommended eligible for the NRHP under Criterion C (*architecture*) at a local level of significance. However, the proposed project would have no adverse effect on the Carroll Heights Historic District.

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1.0 Introduction

In July 2024, Brockington and Associates, Inc. (Brockington) conducted a Phase I cultural resources survey for a proposed project at the Fulton County Executive Airport at Brown Field (FTY). Figure 1.1 provides a project location map. The work was performed for Michael Baker International (MBI) and FTY and complies with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended) and fulfills requirements under the National Environmental Policy Act (NEPA) (as amended) and Federal Aviation Administration (FAA) Order 1050.1E, “Environmental Impacts” (as amended).

1.1 Project Description

The proposed project would include Runway Safety Area (RSA) improvements for Runway 8/26 to ensure that FAA enhanced safety factors are met to the maximum extent practicable.

The Preferred Action includes the following components:

Runway 8

- Construct Runway 8 (approach end of Runway 8) Engineered Material Arresting System (EMAS)
- Construct a retaining wall for EMAS and noncompliant RSA
- Adjust Taxiway “I” to join new Runway 8 Threshold
- Relocate Runway 8 Glideslope and Glideslope Shelter
- Adjust FAA-owned Runway 8 Medium Intensity Approach Light System with Runway Alignment Lights (MALSR) stations
- Install Precision Approach Path Indicator (PAPI)
- Displace Runway 8 threshold by approximately 200 feet
- Update Landing Distance Available (LDA) = 5,858 feet; Takeoff Distance Available (TODA) / Takeoff Run Available (TORA) and Accelerate-Stop Distance Available (ASDA) = 6,058 feet

Runway 26

- Construct Runway 26 (approach end of Runway 26) EMAS
- Construct a retaining wall for EMAS and noncompliant RSA
- Relocate FAA-owned Runway 26 Localizer to accommodate EMAS – localizer would be embedded or adjusted
- Connect Runway 26 to EMAS
- Adjust Taxiway “I” to join new Runway 26 Threshold and remove existing Taxiway “I” connector to Runway threshold
- Install PAPI and remove existing FAA-owned Visual Approach Slope Indicators (VASI)
- Removal of trees obstructing Runway 26 Inner Approach surfaces and Runway 8 Departure Surfaces; obstruction removal is limited to trees on existing airport property that are located west of the existing Georgia Power Easement.
- Displace Runway 26 Threshold by 261 feet
- Update LDA = 5,797 feet; TODA/TORA and ASDA = 6,058 feet

Runway 8/26

- Grading and drainage of non-compliant RSA within 250 feet of Runway 8/26 centerline, as practicable
- Installation of lighting, signage, and pavement markings
- Rename Taxiway “I” to a technical letter that is not prohibited by FAA
- Stream, Stream Buffer, Wetland and Floodplain compliance and mitigation

The Phase I cultural resources survey consisted of background research, archaeological field survey, and architectural field survey. The surveys were conducted to determine if cultural resources are in the Area of Potential Effects (APE) for the proposed undertaking and to assess their National Register of Historic Places (NRHP) eligibility. The APE consists of the project study area and a 0.25-mile viewshed buffer. This document also includes a project Assessment of Effects (AOE) for NRHP-eligible cultural resources in the APE.

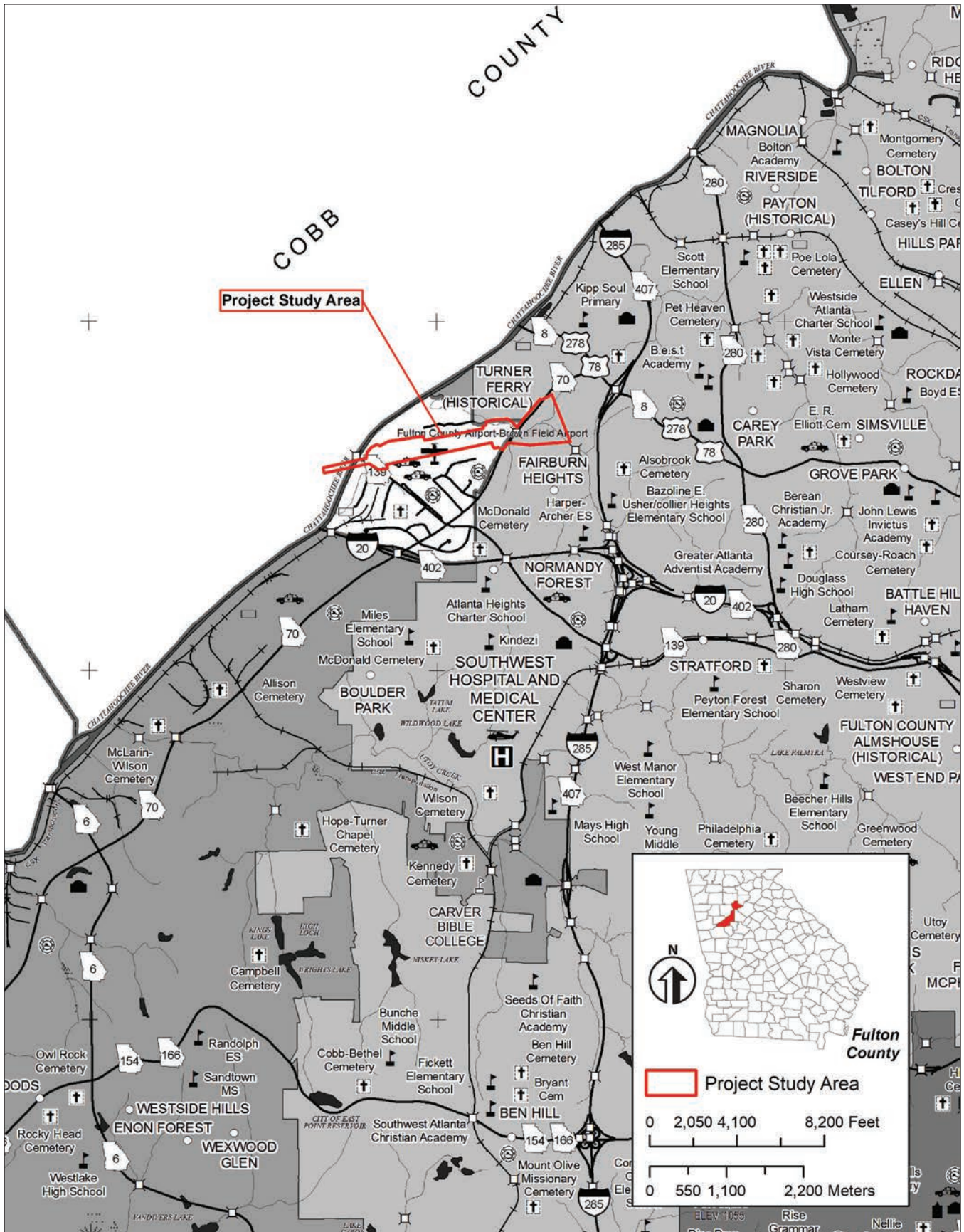


Figure 1.1 Location of the FTY improvements project (Georgia Department of Transportation [GDOT] 2023).

2.0 Background Research

The literature review consisted of background research, which focused on documenting previously recorded archaeological sites and architectural resources within the project APE. Research was conducted using Georgia's Natural, Archaeological, and Historic Resources Geographic Information System (GNAHRGIS) and the NRHP database maintained by the National Park Service (NPS). Through GNAHRGIS, archaeological site forms, architectural survey forms, and previous cultural resources reports on investigations within the APE and within 1.0 kilometer (km) (0.6 mile) of the APE were reviewed. Through the NRHP database, NRHP nomination forms were reviewed for resources located within the APE and within 1.0 km (0.6 mile) of the APE. Cultural resources reports provided by FTY and GDOT Aviation were also reviewed. In addition, Civil War maps and literary sources such as *The Official Military Atlas of the Civil War* (Davis et al. 2003), *The Atlanta Campaign* (Scaife 1993), *Decision in the West* (Castel 1992), and published Civil War studies conducted by the NPS were reviewed to determine if any military activity associated with the Civil War took place within or near the APE.

Background research revealed that there are 20 previously recorded archaeological sites located within 1.0 km (0.6 mile) of the project study area. Two of the sites (9FU566 and 9FU683) are within the FTY study area and one site (9CO439) is along the boundary of the project study area. However, Sites 9FU683 and 9CO439 have been destroyed and Site 9FU566 has been heavily disturbed by past construction activity and appears to be destroyed. Figures 2.1 and 2.2 are maps of previously recorded archaeological sites and previously conducted cultural resource investigations within 1.0 km (0.6 mile) of the project study area. Table 2.1 provides a list of previously recorded archaeological sites, architectural resources, and previously conducted cultural resource investigations within 1.0 km (0.6 mile) of the project study area.

There have been a number of previous airport studies associated with past improvement projects conducted in and adjacent to the current FTY project study area (see Figures 2.1 and 2.2).

These studies have covered most of the airport property and study area. The first investigation to be conducted in a portion of the study area was a 1977 survey for a proposed parallel runway and fixed-base operation space at the Fulton County Airport. The survey results were presented in an Environmental Impact Assessment Report for the project (Urban Engineers 1977). No sites were identified in the 1977 airport improvement survey area. However, a surface inspection was conducted in several cleared fields owned by Fulton County that were being leased by the City of Atlanta for a tree farm. The former agricultural fields had become overgrown with vegetation and had been cleared in preparation for the tree farm. A scatter of Late Mississippian Lamar ceramics, plain fired ceramics, and lithic material was identified. This site was later designated 9FU683 and an official site form was prepared by the Georgia Archaeological Site Files (GASF) in 2015. The location of 9FU683 is within the current FTY study area. The 1977 report noted that the site would likely be affected by the deep mechanical plowing that would be used on the proposed tree farm. The archaeological site form notes the site as graded. Later archeological surveys that covered part of the same area, such as Blackwelder (2010), did not locate 9FU683 and currently the site location is in an area that has been heavily graded and built-up with large amounts of fill dirt associated with past improvements to Runways 14-32 and 8-26 (see Figures 2.1 and 2.2, Table 2.1). Figure 2.3 is a 2024 image of the built-up fill area and adjacent low wet area, looking northeast toward the general area of 9FU683.

In 1985, a cultural resources inventory was conducted for the Northern Expansion Area of the airport (Oakley 1985) (see Figures 2.1 and 2.2). The survey included a pedestrian reconnaissance with judgmental shovel testing. Most of the Northern Expansion Area was never developed by FTY but is now the location of a United Parcel Service (UPS) distribution center. No archaeological sites were recorded in the small portion of the 1985 survey tract that is within the current study area.

An archaeological re-survey was conducted in 2002 for the Northern Terminal Development Area

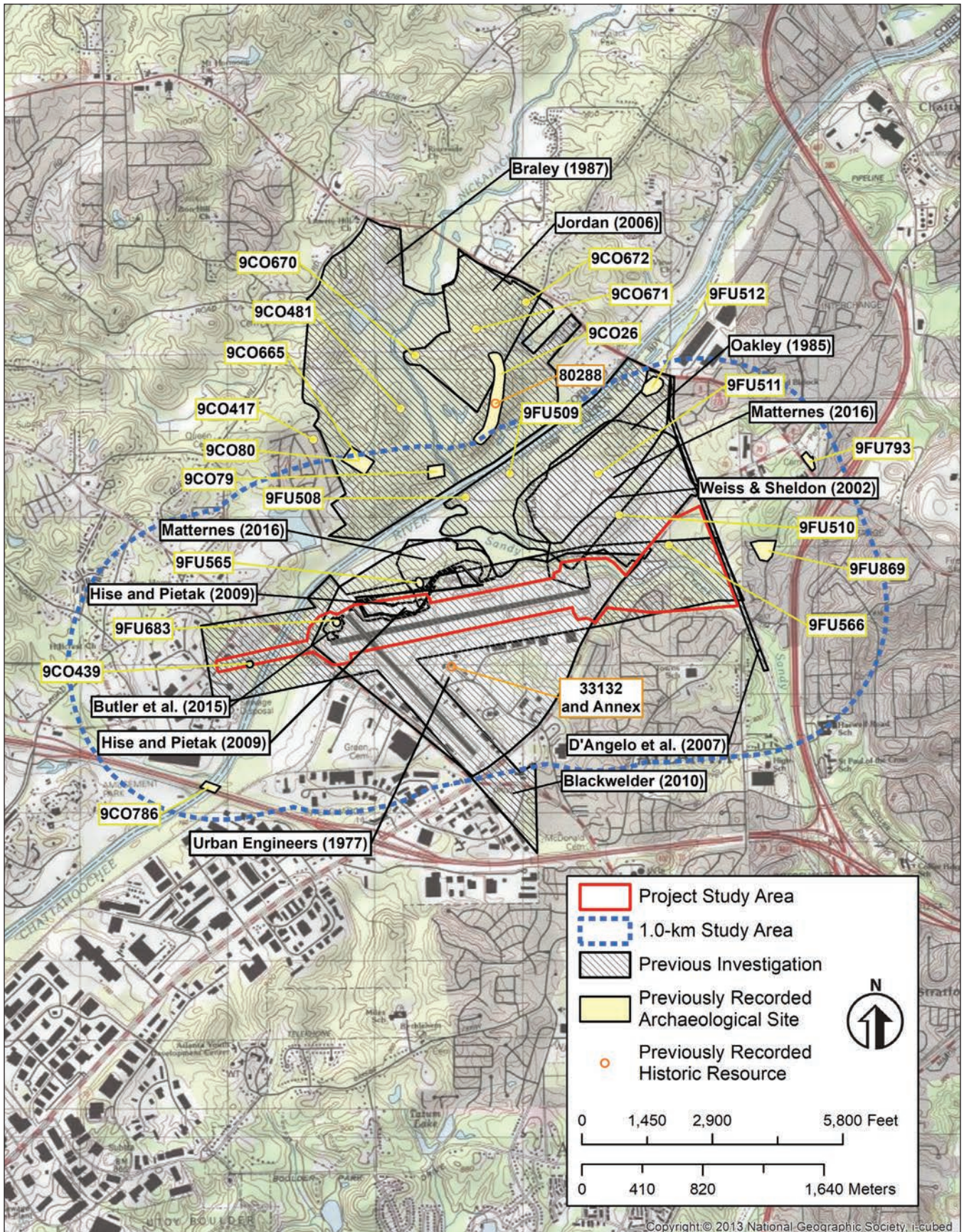


Figure 2.1 Map of previously recorded archaeological sites, architectural resources, and previously conducted cultural resource investigations within 1.0 km (0.6 mile) of the project study area (U.S. Geological Survey [USGS] 1992 *Mableton, Georgia* topographic quadrangle).

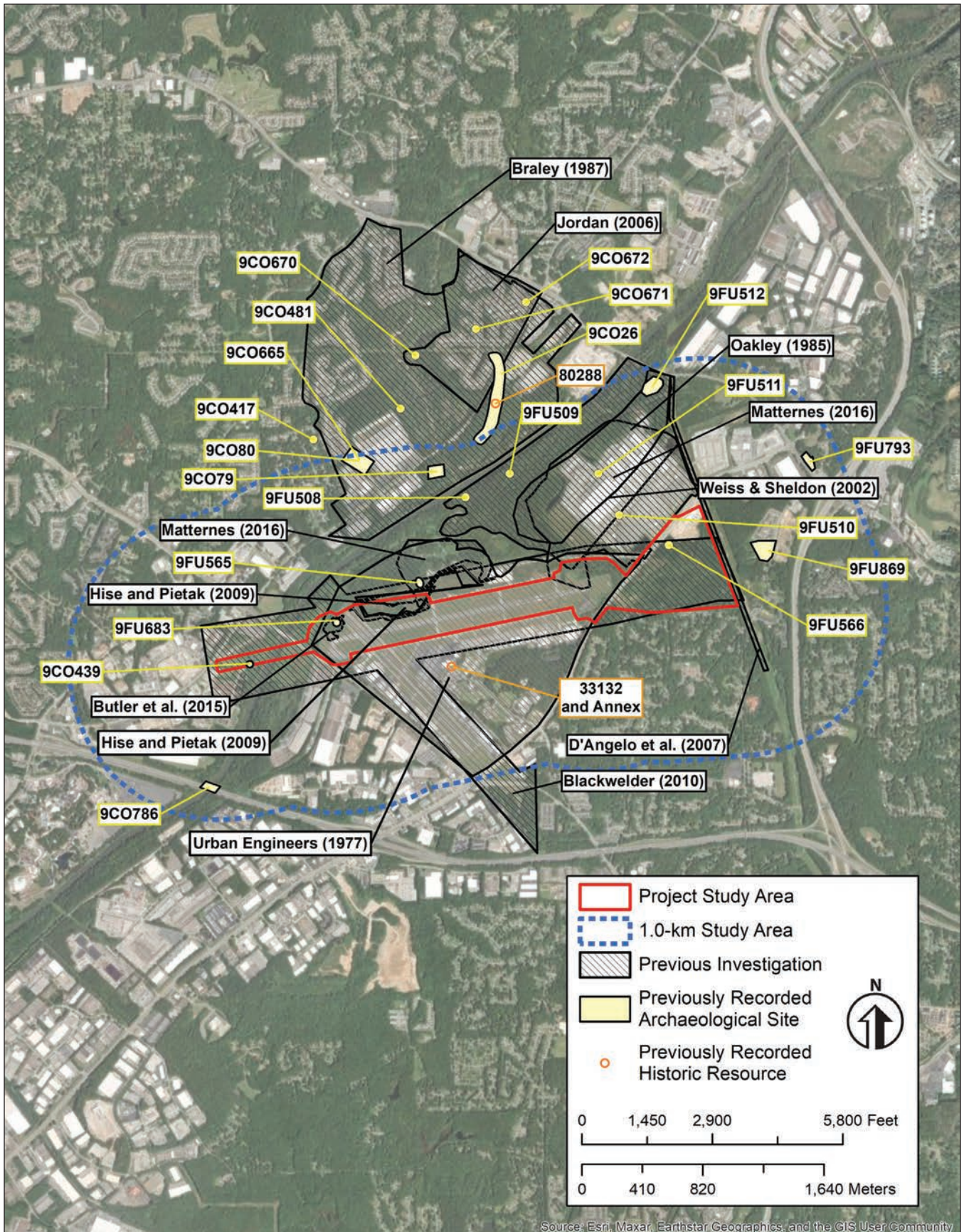


Figure 2.2 Map of previously recorded archaeological sites, architectural resources, and previously conducted cultural resource investigations within 1.0 km (0.6 mile) of the project study area (ESRI 2025).

Table 2.1 List of previously recorded archaeological sites within 1.0 km (0.6 mile) of the project study area.

Resource Number/ Name	Resource Type	Cultural Periods	Report Reference	NRHP Status
9CO26 (Resource 80288)	Earthworks, Johnston's Line	19th Century (Civil War)	Braley 1987; Jordan 2006; NRHP Nomination Form 1973	Listed
9CO79	Gun Emplacement Johnston's Line	19th Century (Civil War)	Wallsmith 1995	Unknown
9CO80	Gun Emplacement Johnston's Line	19th Century (Civil War)	Butler and Espenshade 1994; NRHP Nomination Form 1973	Listed National Landmark
9CO417	Lithic and ceramic scatter and former historic Star Fort	Precontact Woodland; 19th Century (Civil War)	Wallsmith 1995	Ineligible
9CO439	Ceramic and lithic scatter	Mississippian	Wallsmith 1995	Unknown; appears Destroyed
9CO481	Lithic and ceramic scatter	Mississippian; Late 19th Century, Early 20th Century	Wallsmith 1995	Unknown
9CO665	Lithic and Ceramic Scatter	Mississippian	Braley 1987	Unknown
9CO670	Lithic scatter	Unknown Precontact	Jordan 2006	Recommended Ineligible
9CO671	Lithic scatter	Unknown Precontact	Jordan 2006	Recommended Ineligible
9CO672	Surface ceramic and glass scatter (house site)	Early to Mid-20th Century	Jordan 2006	Recommended Ineligible
9CO786	Bridge remnant	1963	DeCardo 2020	Recommended Ineligible
9FU508	Lithic and ceramic scatter	Late Mississippian	Oakley 1985	Ineligible
9FU509	Lithic and ceramic scatter	Precontact Woodland	Oakley 1985	Ineligible
9FU510	Williams-Nelson Cemetery	19th Century	Oakley 1985; Matterns 2016	Moved
9FU511	Prehistoric lithic and historic ceramic scatter	Unknown Precontact/19th Century	Oakley 1985	Ineligible
9FU512	Infantry trench and Shoupade	19th Century (Civil War)	Oakley 1985	Eligible
9FU565	Earthwork	19th Century (Civil War)	Blackwelder 2010; Butler et al. 2015	Eligible
9FU566	Ceramic and glass scatter	Late 19th to Early 20th Century	Blackwelder 2010	Destroyed
9FU683	Lithic and ceramic scatter	Late Mississippian (Lamar)	Urban Engineers 1977	Destroyed
9FU793	Mayson Methodist Church Cemetery	19th-20th Century	DeFrancisco 2019	Unknown
9FU869	Historic Artifact Scatter, demolished buildings	1965-1968	Southard 2024	Unknown
Resource 33132	Fulton County Airport Administration Building	1950	DNR Fulton County Survey 1997-1998	Eligible
Resource 33132 Annex	Fulton County Airport Administration Building Annex	c. 1958	Butler et al. 2015	Eligible



Figure 2.3 2024 image of the built-up fill area and adjacent low wet area, looking northeast toward the general area of 9FU683.

to revisit the previously recorded archaeological sites identified by Oakley in 1985 (Weiss and Sheldon 2002). Only a small portion of the 2002 survey area is within the current FTY study area and none of the previous recorded sites are within the current FTY study area (see Figures 2.1 and 2.2).

In 1995, New South Associates conducted an archaeological survey on the west side of the Chattahoochee River in the vicinity of the Cobb County Water Reclamation Plant. As a result of the survey, Site 9CO439 was recorded (see Figures 2.1 and 2.2, Table 2.1). The site was a precontact artifact scatter consisting of steatite-tempered complicated-stamped and plain pottery sherds, as well as quartz and chert flakes and debitage. The site was noted as a possible village located on a rocky mound or knob above the Chattahoochee River and Perry Branch Creek. However, the site was noted as partially destroyed. Site 9CO439 is located on the edge of the current FTY study area where the Runway 8 MALSR stations are located. However, 9CO439 was also located in Blackwelder's (2010) survey area. As a result of the survey, the site could not be located

and was assumed to be destroyed or mapped in the wrong location. Currently, the area just outside the FTY MALSR location has been heavily disturbed and is part of the expanded Cobb County Water Reclamation Plant.

In 2008 and 2009, Edwards-Pitman Environmental, Inc. (EPEI) conducted a Phase I archaeological survey of a proposed spoil area and access/haul road location at the Fulton County Airport (Hise and Pietak 2009) (see Figures 2.1 and 2.2). This project included the current APE. The project included intensive 30-meter (m) interval shovel testing in undisturbed areas of the airport project tract. No archaeological sites or isolated finds were identified.

In 2010, EPEI conducted a Phase I archaeological survey that covered the majority of the current study area (Blackwelder 2010). The survey was conducted for the proposed clearance of visual obstructions (trees) at FTY and covered 175 acres (70.82 hectares). In undisturbed sections of the 2010 project tract, systematic 30-m-interval and judgmental shovel testing was conducted. As

a result of the survey, one new archaeological site (9FU566) was recorded that is within the current FTY study area (see Figures 2.1 and 2.2, Table 2.1). Site 9FU566 is a small ceramic and glass scatter dating to the late nineteenth to early twentieth century. All three artifacts at the site were recovered from a single positive shovel test. The artifacts were recovered from 0 to 15 centimeters (cm) below surface (cmbs). The other 13 shovel tests excavated revealed red clay subsoil just beneath the surface. The report stated that the 1954 *Mableton, Georgia* topographic quadrangle map shows a structure in the area of 9FU566 (Figure 2.4), but no structure was observed on the ridgetop. Because part of the ridgetop was outside the 2010 project tract, only surface observations were made on the ridgetop beyond the project tract and the site was not fully defined with shovel tests to the north. Therefore, the site was given an unknown NRHP eligibility. However, the portion of the site within the 2010 project tract was noted as NRHP non-contributing.

The entire 9FU566 ridgetop is within the current FTY study area and has not been previously surveyed. However, no grading or tree removal is planned on the ridgetop. In addition, since the 2010 survey, the entire ridgetop has been clearcut and the stumps removed. Grading has also taken place in the surveyed area of 9FU566 and was likely associated with the staging area that was created for a sewer main project near Sandy Creek. Currently the area is wooded with pine trees. The northernmost part of the ridgetop, and the northernmost part of the current FTY study area, is now the location of the new Fulton County Animal Services Facility. Figure 2.5 is a 2011 Google Maps image showing the general wooded location of Site 9FU566, looking northeast from Fulton Industrial Boulevard. Figure 2.6 is a 2015 Google Maps image of the general location of 9FU566 after clearing and grading, looking northeast from Fulton Industrial Boulevard. Figure 2.7 is a 2025 Google Maps image of the general wooded location of 9FU566, looking northeast from Fulton Industrial Boulevard. Figure 2.8 is a current image of the wooded area at the northern end of the project study area, looking north toward the 9FU566 location.

In 2016, New South Associates conducted an archaeological reconnaissance on a portion of the

FTY property and on a portion of what is now the UPS distribution center property (Matternes 2016) (Figures 2.1 and 2.2, Table 2.1). The reconnaissance was conducted as part of the planning stage for the development of warehouse facilities to support cargo transport. The reconnaissance was conducted for Majestic Reality Company and a small portion of the reconnaissance area is within the current FTY study area.

The reconnaissance was conducted to identify any possible Civil War earthworks in the reconnaissance area. Two previously recorded Civil War earthworks, Sites 9FU565 and 9FU512, were identified in the reconnaissance area. As a result of the investigation, no other Civil War earthworks or earthwork remnants were identified in the reconnaissance area (Matternes 2016). Sites 9FU565 and 9FU512 are not located inside the current FTY study area (see Figures 2.1 and 2.2, Table 2.1).

The closest intact archaeological site outside the current study area boundary is the Civil War earthwork 9FU565 (see Figures 2.1 and 2.2, Table 2.1). The site was recorded by EPEI during their 2010 Phase I archaeological survey (Blackwelder 2010). The visible trenches and parapet dimensions extended 35 m (114 feet [ft]) east-west by 5 m (16.4 ft) north-south. According to Blackwelder (2010), the earthwork falls within close proximity to Confederate positions associated with Johnston's River Line. This was based on a comparison of Civil War maps that appear in Davis et al. (2003), particularly General Frank P. Blair's July 1864 map, with current maps of the Fulton County Airport property. Site 9FU565 was recommended eligible for the NRHP under Criterion A (*events*) due to its association with the Atlanta Campaign of 1864. It was also recommended potentially eligible for the NRHP under Criterion D (*information potential*). EPEI recommended a systematic metal detection survey to fully define the boundary of the site.

In June 2014, Brockington conducted a Phase I historic properties survey and Phase II testing of 9FU565 for the Fulton County Airport-Brown Field hangar development project (Butler et al. 2015). The Phase II investigation of 9FU565 consisted of surface inspection of the site area as well as systematic metal detecting in order to establish a site boundary and to make NRHP and management

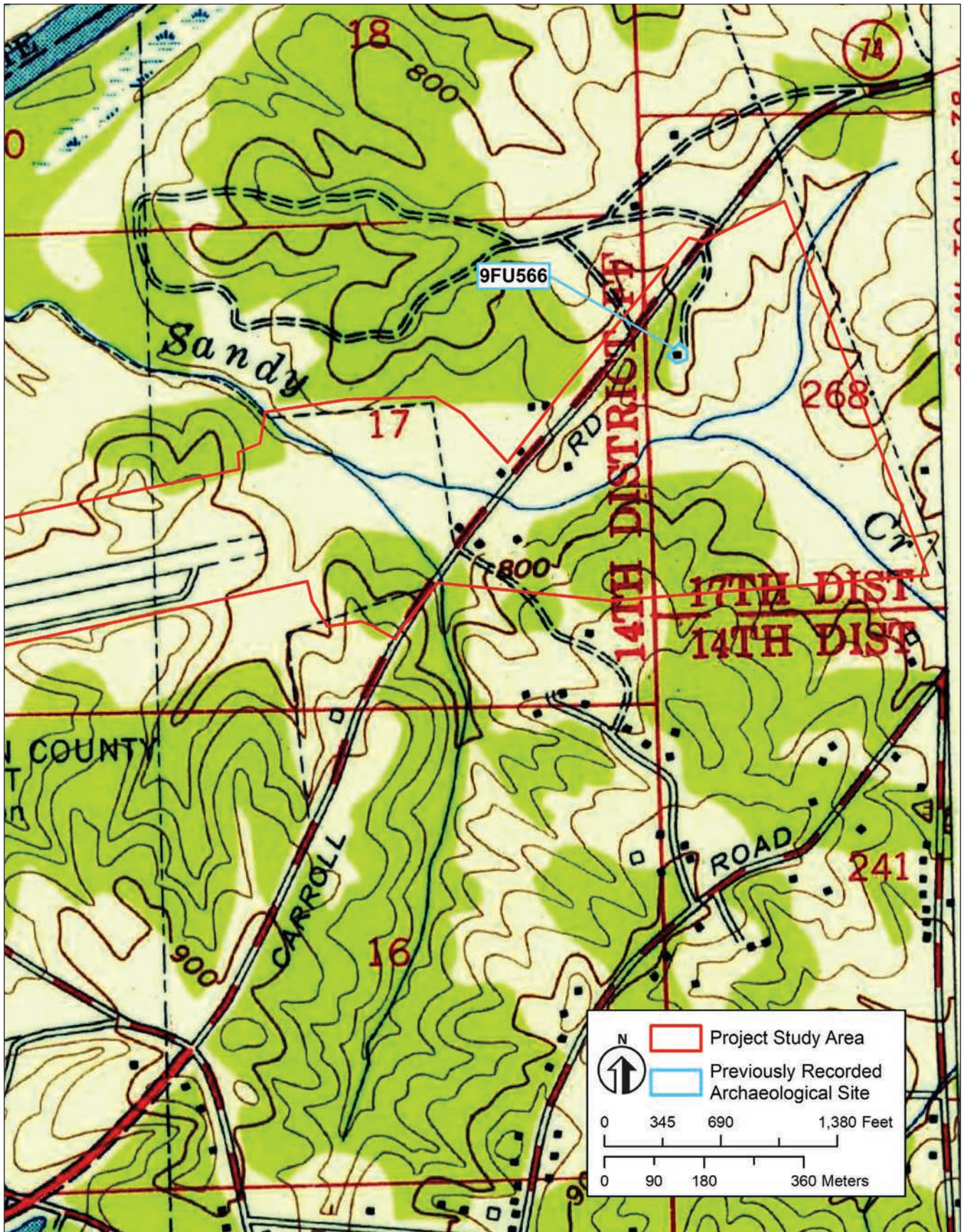


Figure 2.4 A 1954 topographic map showing a building at the location of Site 9FU566 (1954 Mableton, Georgia 7.5-minute USGS topographic quadrangle).



Figure 2.5 A 2011 Google Maps image showing the general wooded location of Site 9FU566, looking northeast from Fulton Industrial Boulevard.



Figure 2.6 A 2015 Google Maps image of the general location of Site 9FU566 after clearing and grading, looking northeast from Fulton Industrial Boulevard.



Figure 2.7 A 2025 Google Maps image of the general wooded location of Site 9FU566, looking northeast from Fulton Industrial Boulevard.



Figure 2.8 A current image of the wooded area at the northern end of the project study area, looking north toward the Site 9FU566 location.

recommendations. The metal detecting survey in the area surrounding the site recovered only five historic artifacts. Based on the 2014 field investigations, Brockington recommended Site 9FU565 ineligible for the NRHP under Criterion D (*information potential*). While still significant and eligible for the NRHP under Criterion A (*events*), it was determined that Site 9FU565 was not likely to yield further information important in history. As a result of the Phase II investigation, the site boundary was reduced to encompass the actual earthworks and a small buffer area (Bulter et al. 2015). In addition, Brockington also recommended Site 9FU565 eligible for the NRHP under Criterion C (*architecture*) (NHPA 36 CFR 60.4). Avoidance of 9FU565 was recommended and the site is currently intact. In addition, the portion of the Confederate position line in the FTY survey area is no longer present and consists of Runway 14-32. This area has been thoroughly covered in previous archaeological surveys (see Figures 2.1, 2.2, and 2.3). Figure 2.9 is a copy of General Frank P. Blair's July 1864 map with an overlay of the project study area and 9FU565 (Davis et al. 2003).

Background research also found that there are two previously recorded architectural resources on FTY property but are outside the current FTY project study area boundary: the Fulton County Airport Administration Building and Annex (Resource 33132) (Butler et al. 2015; Lavandier 1998). These resources have been determined eligible for the NRHP. However, the resources are not adjacent to any of the proposed grading and improvement areas (see Figures 2.1 and 2.2, Table 2.1).

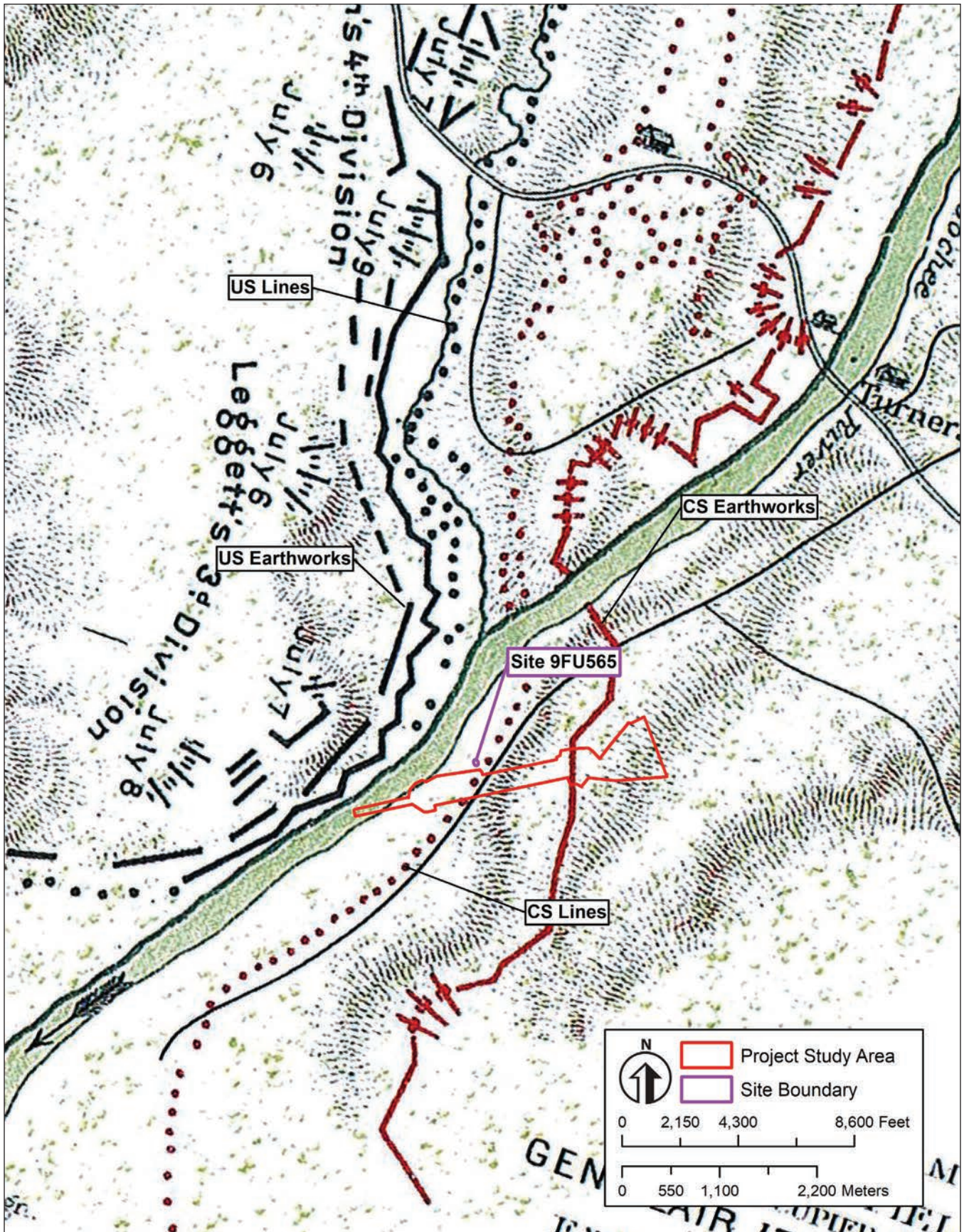


Figure 2.9 Copy of General Frank P. Blair's July 1864 map with an overlay of the project study area and 9FU565 (Davis et al. 2003).

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3.0 Methods of Field Investigation

3.1 Archaeological field Survey

While most of the study area has been previously surveyed, shovel testing was conducted in portions of the proposed eastern grading area, east of Fulton Industrial Boulevard, where a proposed borrow pit would be located. The archaeological field survey consisted of pedestrian inspection of the eastern grading area along eight transects spaced 30 m (98.4 ft) apart. Shovel tests were not excavated on steeply sloping terrain (greater than 20 percent slope) or in paved areas. Shovel tests were approximately 30-by-30-cm (12-by-12-inches) and were excavated into sterile subsoil. Shovel test soils were screened through ¼-inch mesh hardware cloth. Records of each shovel test were kept in field notebooks, including information on content (e.g., presence or absence of artifacts, artifact descriptions) and context (i.e., soil color and texture descriptions, depth of definable levels, observed features). All shovel tests were backfilled upon completion.

3.2 Architectural Field Survey

The architectural resources field survey involved driving or walking the project APE with pedestrian inspection of all potentially historic resources (e.g., buildings, structures, objects over 50 years in age). Each structure was photographed and recorded on project maps. For the one resource recommended eligible for the NRHP, a recommended NRHP boundary was depicted on an aerial map.

3.2.1 Evaluation of NRHP Eligibility

Historic properties are evaluated based on the criteria for eligibility to the NRHP, as specified in Department of Interior Regulations (36 CFR Part 60: *National Register of Historic Places*). According to 36 CFR Part 60.4 (Criteria for evaluation), historic properties can be defined as significant (i.e., eligible for the NRHP) if they “possess integrity of location, design, setting, materials, workmanship, feeling, and association and if they:

- A. Are associated with events that have made a significant contribution to the broad pattern of history; or
- B. Are associated with the lives of persons significant in the past; or
- C. Embody distinctive characteristics of a type, period, or method of construction, or represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Have yielded, or may be likely to yield, information important in prehistory or history.

The initial qualification used for identifying potentially significant architectural properties (i.e., districts, buildings, structures, and objects) is the 50-year minimum age necessary for inclusion in the NRHP (36 CFR Part 60.4). Architectural properties may be recommended NRHP eligible under Criteria A, B, C, and very rarely, D. To be considered eligible for the NRHP, architectural properties must possess significance when evaluated at the local, state, or national level in relationship with similar properties within a specific historic theme, period, and geographic area (Savage and Pope 1998:5).

To be considered eligible for the NRHP, architectural properties must exhibit good integrity; that is, a property must retain its ability to convey its significance. Aspects of integrity defined in the regulations (36 CFR Part 60.4) include location, design, setting, materials, workmanship, feeling, and association. If these aspects are diminished, and an architectural property no longer retains the identity or character for which it can be judged significant, then the architectural resource is not eligible for the NRHP due to loss of integrity (Savage and Pope 1998:44).

Archaeological properties (or sites) are usually evaluated relative to Criterion D. As locations of human activities that include physical remains of those activities, archaeological sites are potential sources of important information. However,

some archaeological sites, particularly those representing historic period occupation or use, can be considered eligible under Criterion A (if they are associated with specific important events or trends in American history), under Criterion B (if they are associated with important people), or under Criterion C (if important structural elements are preserved) (Savage and Pope 1998; Townsend et al. 1993).

4.0 Field Survey Results

4.1 Archaeological Survey Results

The archaeological field survey focused on areas where ground disturbance from grading by heavy machinery would take place. While obstruction-clearing consisting of tree felling would take place, heavy machinery would not be used. Trees would be cut with chain saws and would not be hauled away. In addition, there is only one tree-clearing area that has not been surveyed for archaeological resources. This area is located southeast of Fulton Industrial Boulevard and is accessed by an existing access road. The area is also located in a wetland where standing water is present. In addition, the current FTY project plans call for the adjustment of the MALSRS stations with no ground-disturbing activity and the removal of one existing MALSRS pole. The MALSRS area was previously surveyed for archaeological resources by Blackwelder (2010). No archaeological sites were identified.

It should be noted that Site 9CO439 was originally recorded on the edge of the current FTY study area where the Runway 8 MALSRS stations are located and was in the Blackwelder (2010) survey area. As a result of the 2010 survey, the site could not be re-located and was assumed to be destroyed or at a different location along the Chattahoochee River. Figure 4.1 is an aerial plan map of the FTY project study area showing grading areas, tree obstruction removal locations, previously recorded site locations, and shovel test locations. Figure 4.2 is a current image of the tree obstruction removal wetland area southeast of Fulton Industrial Boulevard.

Background research found that the proposed grading areas have been surveyed in previous archaeological investigations. The 2010 EPEI (Blackwelder 2010) survey was the only previous investigation that covered most of the current FTY project study area east of Fulton Industrial Boulevard. This included areas near Sandy Creek. The 2010 survey shovel tests were excavated at 30-m intervals where possible. However, shovel tests were not excavated in portions of the proposed grading area/soil borrow pit in the current FTY project study area. Some shovel tests were not excavated due to the presence of old paved streets associated with a demolished Ranch house neighborhood. The houses

were demolished in the early 1990s after they were purchased by Fulton County. Other areas had surface visibility at the time and debris piles of building rubble were likely present. Currently, the paved streets are still present in the proposed grading area/borrow pit, but it appears that any debris piles that were present have been removed, and the area is now wooded with stands of 10- to 15-year-old pines and deciduous trees. Currently, surface visibility in the area is only 10 percent. Therefore, Brockington conducted additional shovel testing within the proposed borrow area. Shovel tests were excavated at 30-m intervals along transects located 30 m apart (see Figure 4.1). Within the proposed borrow area, shovel tests were not excavated where paved roads were located or where embankment cuts were located. No shovel tests were excavated in the proposed access road corridor that extends east of the proposed borrow area and connects to Fulton Industrial Boulevard. Most of the proposed access road corridor is within an old borrow area. Figures 4.3 and 4.4 are images of a paved road in the proposed borrow area and the old borrow area in the proposed access road corridor. Figure 4.5 is an image of the wooded area in the proposed borrow area.

A total of 67 shovel tests were excavated in the proposed grading area/borrow pit at 30-m (98.4-ft) intervals along eight transects spaced 30 m (98.4 ft) apart. The recorded United States Department of Agriculture (USDA) soils in the proposed grading area/borrow pit are Appling-Hard Labor complex, 6 to 10 percent slopes (Agc), and Rion sandy loam, 10 to 15 percent slopes (ReD) (USDA Natural Resource Conservation Service [NRCS] 2025). However, the soil was disturbed by past demolition and logging activity or was deflated from erosion. In the former neighborhood area, the soil consisted of 10YR 6/6 brownish-yellow loam from 0 to 20 cmbs, overlying 7.5 YR 5/8 strong brown clay subsoil from 20 to 30 cmbs. In many areas, 7.5YR 5/8 strong brown clay subsoil was encountered from 0 to 25 cmbs. Immediately north of the former neighborhood, soil consisted of 10YR 6/2 light brownish-gray loam from 0 to 25 cmbs, overlying 7.5YR 5/8 strong brown clay subsoil from 25 to 35 cmbs. All shovel tests yielded negative results, and no artifacts were recovered in the proposed borrow area.

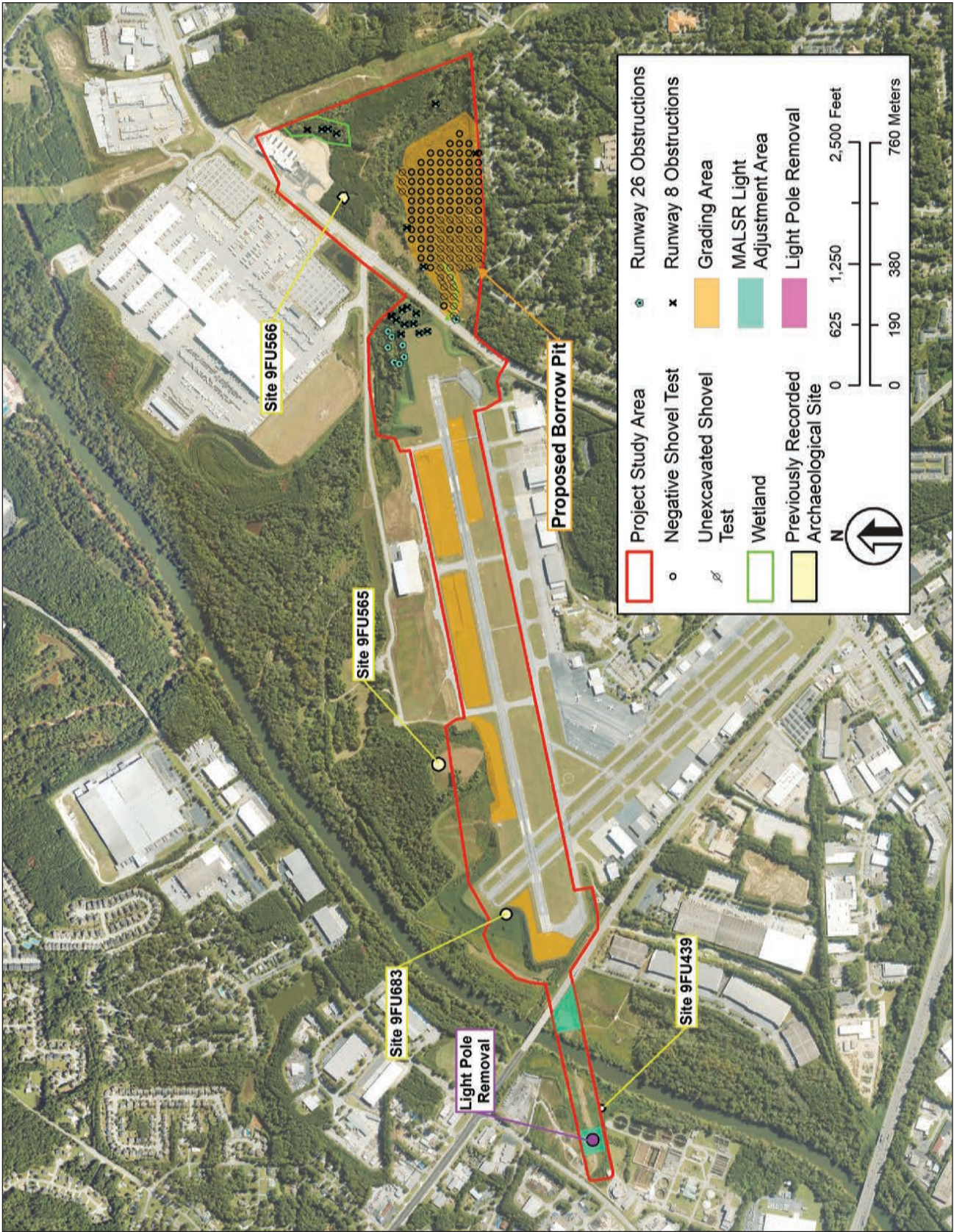


Figure 4.1 Aerial plan map of the FTY project study area showing grading areas, tree obstruction removal locations, previously recorded site locations, and shovel test locations.



Figure 4.2 Current image of the tree obstruction removal wetland area southeast of Fulton Industrial Boulevard.



Figure 4.3 Image of the old borrow area in the proposed access road corridor.



Figure 4.4 Image of a paved road in the proposed borrow area.



Figure 4.5 Image of the wooded area in the proposed borrow area.

4.2 Architectural Survey Results

The architectural resources field survey involved driving the project APE with pedestrian inspection of all potentially historic resources (e.g., buildings, structures, objects over 50 years in age). As a result of the survey, one resource, the Carroll Heights Historic District, was identified within the APE but outside the FTY property and improvement areas.

4.2.1 Carroll Heights Historic District

The Carroll Heights Historic District is a Ranch house neighborhood located east of Fulton Industrial Boulevard and south of the proposed borrow area. Figure 4.6 is an aerial map of the Carroll Heights Historic District showing the recommended NRHP boundary and the project study area. The Carroll Heights neighborhood first appears on a 1960 aerial map of the Fulton County Airport area. At this time, the houses in the western half of the district had been constructed. By 1968, most of the houses in the neighborhood had been constructed. Originally, the neighborhood extended into the proposed borrow location in the project study area, including houses on Neptune Drive NW and Mercury Drive NW. An elementary school on Bolton Road in the western half of the district was also completed by 1968. In addition, there are two churches in the district built c. 1968. According to tax records, most of the houses in the western half of the district were built between 1958 and 1960. Many of the houses on Bolton Road in the western half of the district were built in 1962 and 1963. In the early 1990s, the houses on Neptune Drive NW and Mercury Drive NW were demolished after they were purchased by Fulton County. Very few other houses in the district have been demolished; therefore, there are very few in-fill houses. The period of significance for the district is 1958 to 1975. Figure 4.7 is a 1955 aerial map of the Fulton County Airport area prior to the construction of the Carroll Heights neighborhood. Figure 4.8 is a 1960 aerial map showing the constructed western half of the neighborhood. Figure 4.9 is a 1968 aerial map showing the fully constructed Carroll Heights neighborhood.

There are approximately 535 houses in the district, most of which were built in the late 1950s through the 1960s, with only approximately five non-

historic infill houses. The vast majority of houses in the district are plain Compact Ranch houses with side-gable asphalt-shingle roofs (Figures 4.10 through 4.17). Though fewer in number, there are also plain hip-roof Compact Ranch houses in the district, as well as plain Linear Ranch houses with side-gable or hipped asphalt-shingle roofs (Figures 4.18 through 4.22). While some of the Compact Ranch houses have single-bay integral carports, many have no carports (see Figures 4.12 and 4.13). Single-bay integral carports are more common features of Linear Ranch houses in the district (see Figures 4.21 and 4.22). Front porches and porticos are not common features of the Ranch houses in the district and only appear on a few hip-roof Linear Ranch houses (Figure 4.23). In addition, very few of the houses have chimneys. There are also a few examples of fairly plain, Contemporary Ranch houses with broad front-gable roofs and several Split-Level Ranch houses in the district (Figures 4.24 and 4.25). In addition, some of the houses have historic aluminum window awnings and patio awnings (see Figures 4.16, 4.19, and 4.22). Several of the houses also have attached historic aluminum carport roofs (see Figure 4.16).

Original exterior cladding on the Ranch houses includes brick, weatherboard, and vertical wood paneling. In addition, houses with weatherboard siding and brick apron walls are common. The most common original windows are wood-frame double-hung with 2/2 horizontal pane configurations, followed by wood-frame double-hung 1/1 windows. Wood-frame picture windows with fixed or double-hung side lights are also common. The Ranch houses have single front doors; original doors consist of plain wood or raised panel with single fixed windows.

Non-historic alterations include aluminum-frame, vinyl-coated, double-hung windows with false muntins; vinyl siding; enclosed carports; and V-crimp metal roofing. However, most houses appear to have original windows and carports. Very few houses have historic or non-historic side additions and approximately two houses have a second-story addition (Figure 4.26).

The setting of the district consists of grassed lawns, ornamental shrubs, mature deciduous and pine trees, and concrete driveways. The street

pattern in the district is curvilinear and the asphalt streets are two lanes with concrete curbs and gutters. However, there are no sidewalks except along Bolton Road. Street lighting is sporadic and consists of streetlights attached to wood power poles. To the north of the district is the project study area, which consists of streets associated with the small, demolished section of the neighborhood, and wooded areas. To the south of the district are additional residential neighborhoods dating to the mid-twentieth century. To the east is Bolton Road and other residential neighborhoods dating to the mid-twentieth century, and to the west are Fulton Industrial Boulevard and the FTY. Figure 4.27 is an image of the former 1968 G.A. Hill Elementary School in the district, which is currently vacant. Figures 4.28 and 4.29 are images of the circa 1968 churches in the district. Figure 4.30 is an image of one of the in-fill houses in the district. Figure 4.31 is an image of the general streetscape on Fairburn Road, looking northeast toward the project study area.

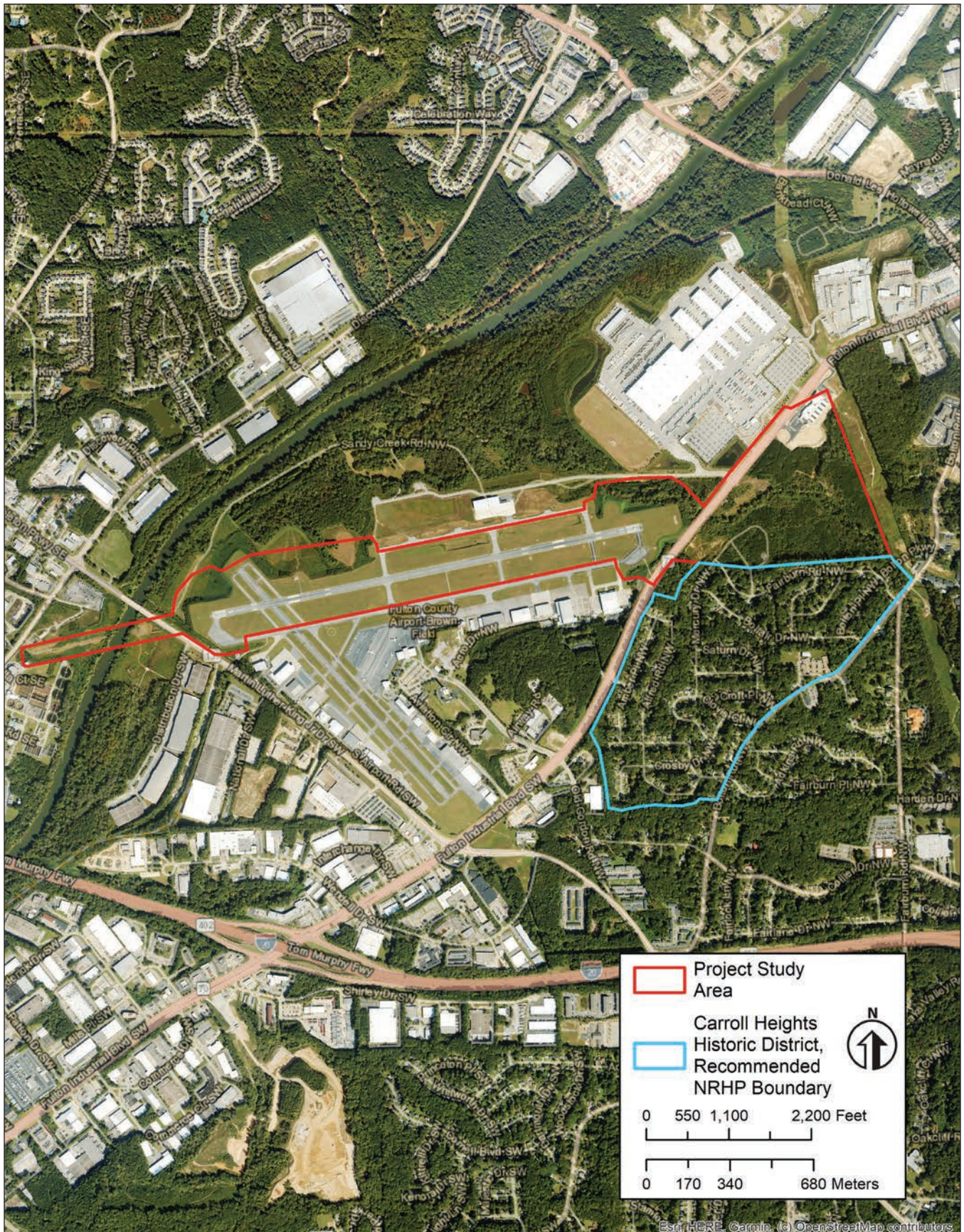


Figure 4.6 Aerial map of the Carroll Heights Historic District and the project study area (ESRI 2025).

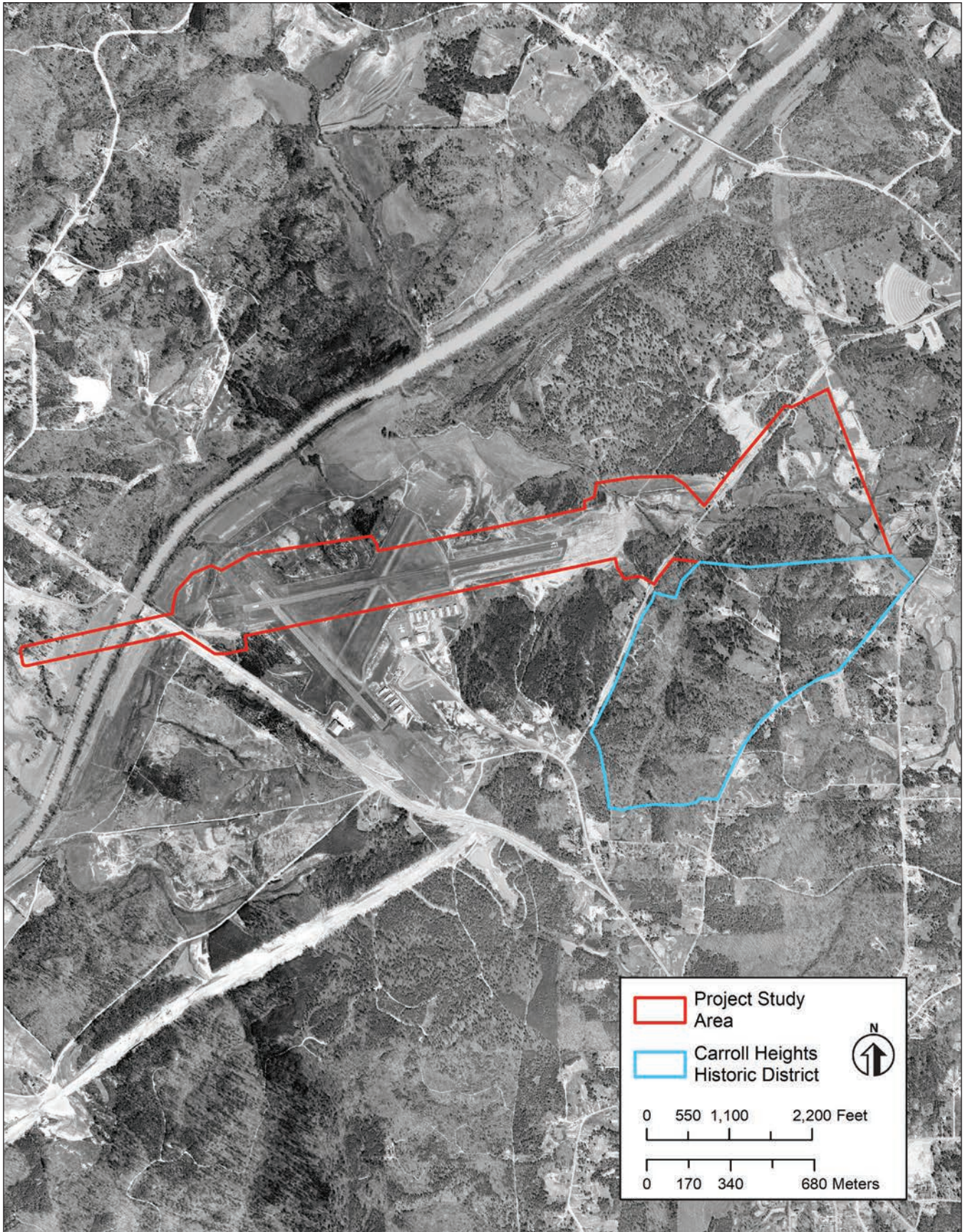


Figure 4.7 A 1955 aerial map of the Fulton County Airport area prior to the construction of the Carroll Heights neighborhood (USGS 1955).

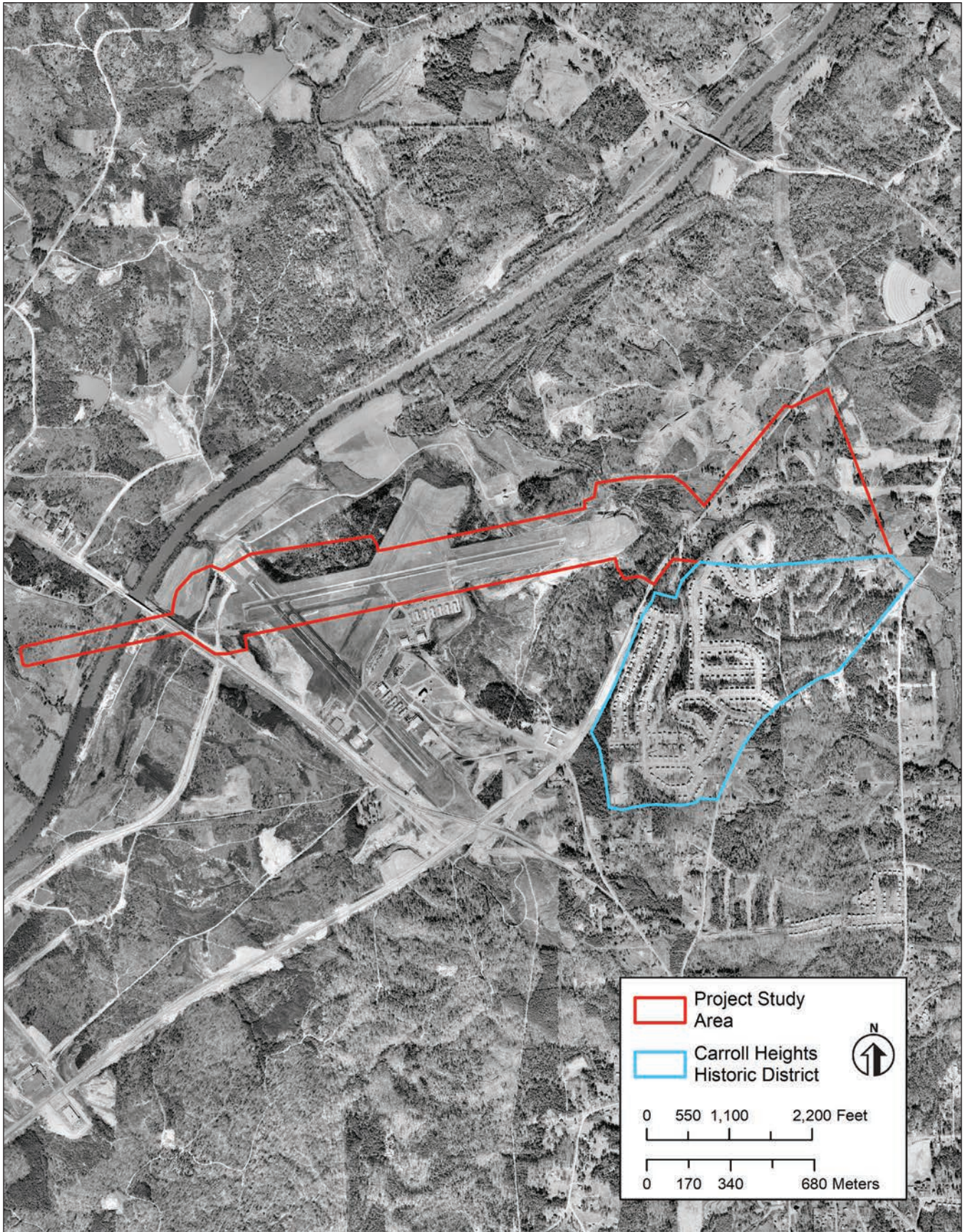


Figure 4.8 A 1960 aerial map showing the constructed western half of the neighborhood (USGS 1960).

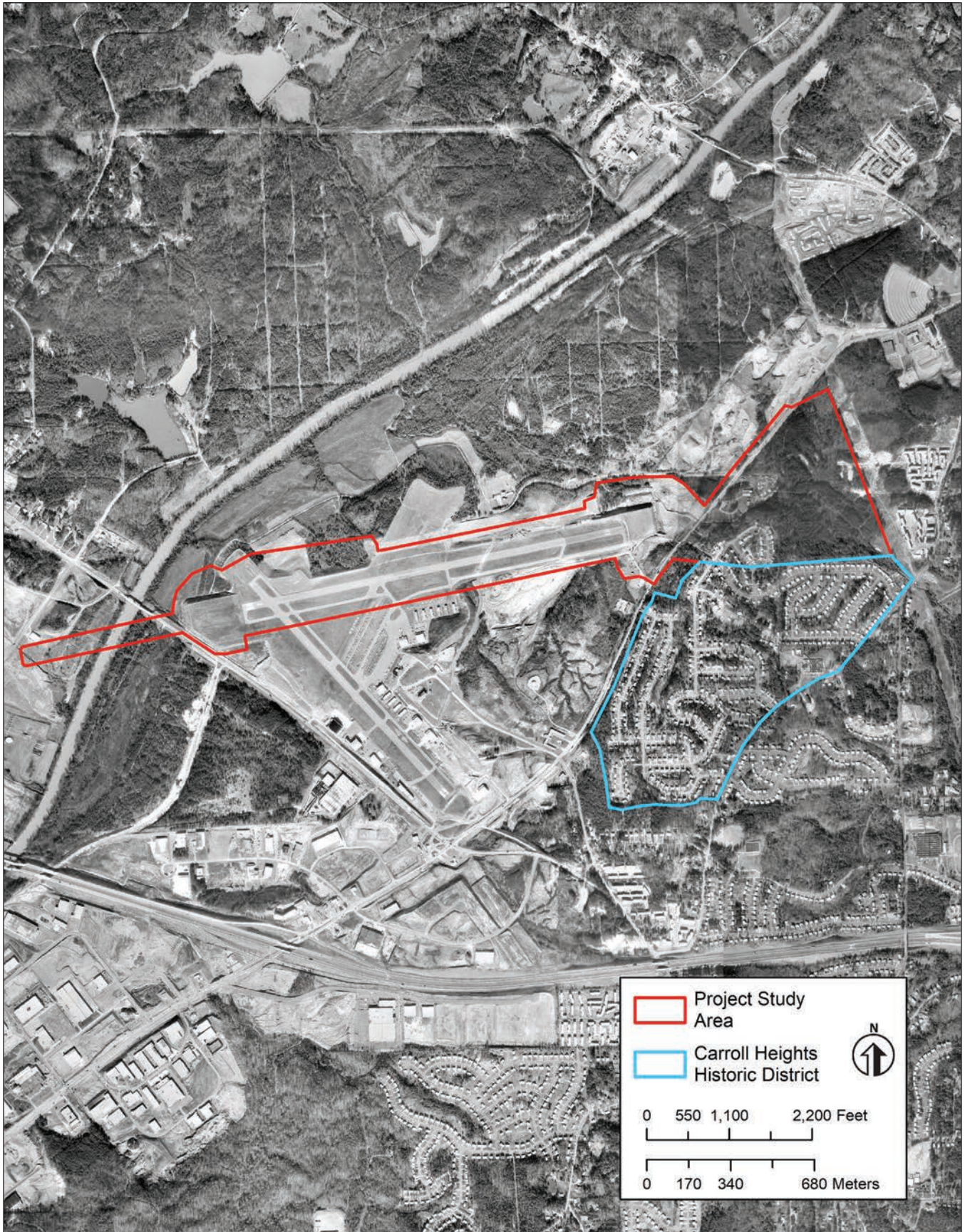


Figure 4.9 A 1968 aerial map showing the fully constructed Carroll Heights neighborhood (USGS 1968).



Figure 4.10 Image of Carroll Heights main entrance sign on Amber Place at Fulton Industrial Boulevard, looking northeast.



Figure 4.11 Image of Compact Ranch houses and the streetscape on Amber Place NW, looking northeast from Amber Place.



Figure 4.12 Compact Ranch house with integral carport; 711 Amber Place NW, west front elevation.



Figure 4.13 Compact Ranch house with no carport; 3711 Adkins Road NW, southwest front elevation.



Figure 4.14 Compact Ranch house with no carport and V-crimp metal roof; 1092 Fairburn Road NW, northeast front elevation.



Figure 4.15 Compact Ranch house with picture window; 1030 Fairburn Road NW, southwest front elevation.



Figure 4.16 Compact Ranch house with picture window, historic aluminum portico, and metal shed-roof carport addition; 899 Fairburn Road NW, northwest front elevation.



Figure 4.17 Compact Ranch house with replacement windows and enclosed carport; 3739 Adkins Road NW, south front elevation.



Figure 4.18 Compact Ranch house with hip roof and picture window; 929 Fairburn Road NW, south front elevation.



Figure 4.19 Linear Ranch house with integral carport and aluminum awnings; 763 Amber Place NW, west front elevation.



Figure 4.20 Linear Ranch house with replacement windows and carport; 3650 Clovis Court NW, northeast front elevation.



Figure 4.21 Linear Ranch house with hip roof, picture windows and carport; 3689 Bolfair Drive NW, southwest front elevation.



Figure 4.22 Linear Ranch house with hip roof, picture windows, aluminum awnings, and carport; 983 Fairburn Road NW, southeast front elevation.



Figure 4.23 Linear Ranch house with hip roof, integral portico, and carport; 3680 Bolfair Drive NW, southeast front elevation.



Figure 4.24 Contemporary Ranch house with picture window and integral carport; 725 Amber Place NW, west front elevation.



Figure 4.25 Split-Level Ranch house; 3643 Bolfair Drive NW, southeast front elevation.



Figure 4.26 Compact Ranch house with c. 2020 second story addition; 3709 Clovis Court NW, south front elevation.



Figure 4.27 C. 1968 former G.A. Hill Elementary School building; 749 Bolton Road NW, south front elevation.



Figure 4.28 C. 1968 Grace Fellowship Church; 921 Mercury Drive, southwest front elevation.



Figure 4.29 C. 1968 Saint Lukes AME Church; Bolfair Drive NW, south front elevation.



Figure 4.30 C. 2005 in-fill house; 3665 Bolfair Drive NW, southwest front elevation.



Figure 4.31 General streetscape image on Fairburn Road NW, looking northeast.

NRHP Evaluation and Recommendation

There are no known associations with significant events for the Carroll Heights Historic District. As a result, the resource is recommended not eligible for the NRHP under Criterion A (*event*). There are no known associations with significant persons for the resource; therefore, the resource recommended not eligible for the NRHP under Criterion B (*person*). The Carroll Heights Historic District is not likely to yield archaeological information important in prehistory or history. Therefore, the resource is recommended not eligible for the NRHP under Criterion D (*information potential*).

The Carroll Heights Historic District was evaluated under Criterion C (*design/construction*). The houses in the district represent house types identified in *The Ranch House in Georgia Guidelines for Evaluation* (Sullivan et al. 2010). The resource is a good and representative example of a suburban mid-twentieth-century Ranch house neighborhood containing plain Compact Ranch houses and plain Linear Ranch houses. The lots in the neighborhood are partially wooded and have grassed lawns and ornamental shrubs. The asphalt streets have a curvilinear design with no sidewalks, all of which are typical of Ranch house neighborhoods of the mid-twentieth century.

The Carroll Heights Historic District retains integrity of location, because none of the houses have been moved. While approximately 35 houses were demolished at the northern end of the neighborhood, approximately 535 houses remain standing, the vast majority of which are district-contributing. Due to few alterations and additions to the contributing resources, the district retains integrity of design, materials, workmanship, and feeling. The landscaping of the residential lots has been maintained and there are few non-historic infill houses. As a result, the district retains integrity of setting. Because there are no known significant historical events associated with the Carroll Heights Historic District, it does not possess integrity of association. As a result of these findings, the Carroll Heights Historic District is recommended eligible for the NRHP under Criterion C (*design/architecture*) on a local level of significance. The recommended NRHP

boundary corresponds to the outer property boundaries of the contributing house lots and contains 185 acres (see Figure 4.6).

5.0 Assessment of Effects: Fulton County Airport Administration Building and Annex (Resource 33132) and the Carroll Heights Historic District

5.1 Resource 33132

Background research found that two previously recorded architectural resources on FTY property but are outside the current FTY project study area boundary: the Fulton County Airport Administration Building and Annex (Resource 33132) (Butler et al. 2015; Lavandier 1998). These resources have been determined eligible for the NRHP; however, the resources are not adjacent to any of the proposed grading and improvement areas (see Figures 2.1 and 2.2, Table 2.1). The resources are located approximately 900 to 1,208 ft south of the study area and approximately 1,276 to 1,650 ft south of the nearest grading area. Therefore, the proposed improvements would have no effect on Resource 33132.

5.2 The Carroll Heights Historic District

None of the proposed FTY improvement areas encroach on the recommended NRHP-eligible boundary of the Carroll Heights Historic District. Only the proposed grading area east of Fulton Industrial Boulevard is located adjacent to the district. The proposed borrow pit would be located within the eastern grading area and would be north of the district boundary. The proposed access road would extend west from the proposed borrow pit and connect to Fulton Industrial Boulevard. Figure 5.1 is an aerial plan map showing the location of the proposed grading area/ borrow pit and access road in relation to the Carroll Heights Historic District, as well as photograph locations. Soil borrowed from this area would be used for the proposed airport improvements located west of Fulton Industrial Boulevard, beyond the viewshed of the district. Currently, the proposed grading area/borrow pit consists of stands of 10- to 15-year-old pine and deciduous trees and the abandoned asphalt streets where the demolished Carroll Heights houses were once located. However, along the property line between the Fulton County property and the Carroll Heights houses is a strip of mature 65+-year-old deciduous and pine trees with a dense understory.

Project implementation would not result in physical effects to the Carroll Heights Historic District. No physical encroachment by any project activity would take place within the recommended NRHP-eligible district boundary. As a result, no character-defining features of the district would be altered or removed. In addition, a 10-ft-tall chain link fence already runs the full length of the Fulton County property line and would remain in place to ensure that no project-related activity encroaches on the district.

Project implementation is not anticipated to have an adverse visual effect on the district. As part of the borrow pit plan, a 70- to 94-ft-wide buffer of vegetation would be retained between the borrow pit and the Carroll Heights Historic District. The buffer would extend from the southeastern end of the borrow pit west to Mercury Drive (see Figure 5.1). The buffer would consist of the mature 65+-year-old deciduous trees and understory along the property line, as well as the 10- to 15-year-old deciduous and pine trees that are within the buffer. The buffer would create a vegetive shield between the district and the proposed borrow pit as well as the proposed access road. Therefore, the residential setting of the district would be retained. The vegetative shield is shown in Photographs 1 through 10 (see Figure 5.1 for photograph locations).

There are no adverse audible effects anticipated for the Carroll Heights Historic District. While excavators and haul trucks would generate noise during project implementation, this audible effect would terminate upon project completion, and there are no long-term audible effects that would result from borrow pit excavation. In addition, the vegetative shield would assist in reducing heavy machinery noise associated with soil excavation and hauling. The implementation of the project would not result in a change of use for the Carroll Heights Historic District; the resources would remain residential.

The proposed project is not anticipated to indirectly affect Carroll Heights Historic District. There are no definite future development plans for

the proposed borrow area. No existing access to the district would be removed, and no access from the district to the project study area and grading areas would be created.

As a result of these findings, the proposed project would have no physical or visual effect on the Carroll Heights Historic District. There are no adverse audible effects anticipated for the district, and the implementation of the project would not result in a change of use for the district. In addition, the proposed project is not anticipated to indirectly affect the district. Therefore, the proposed project would have no adverse effect on the Carroll Heights Historic District.

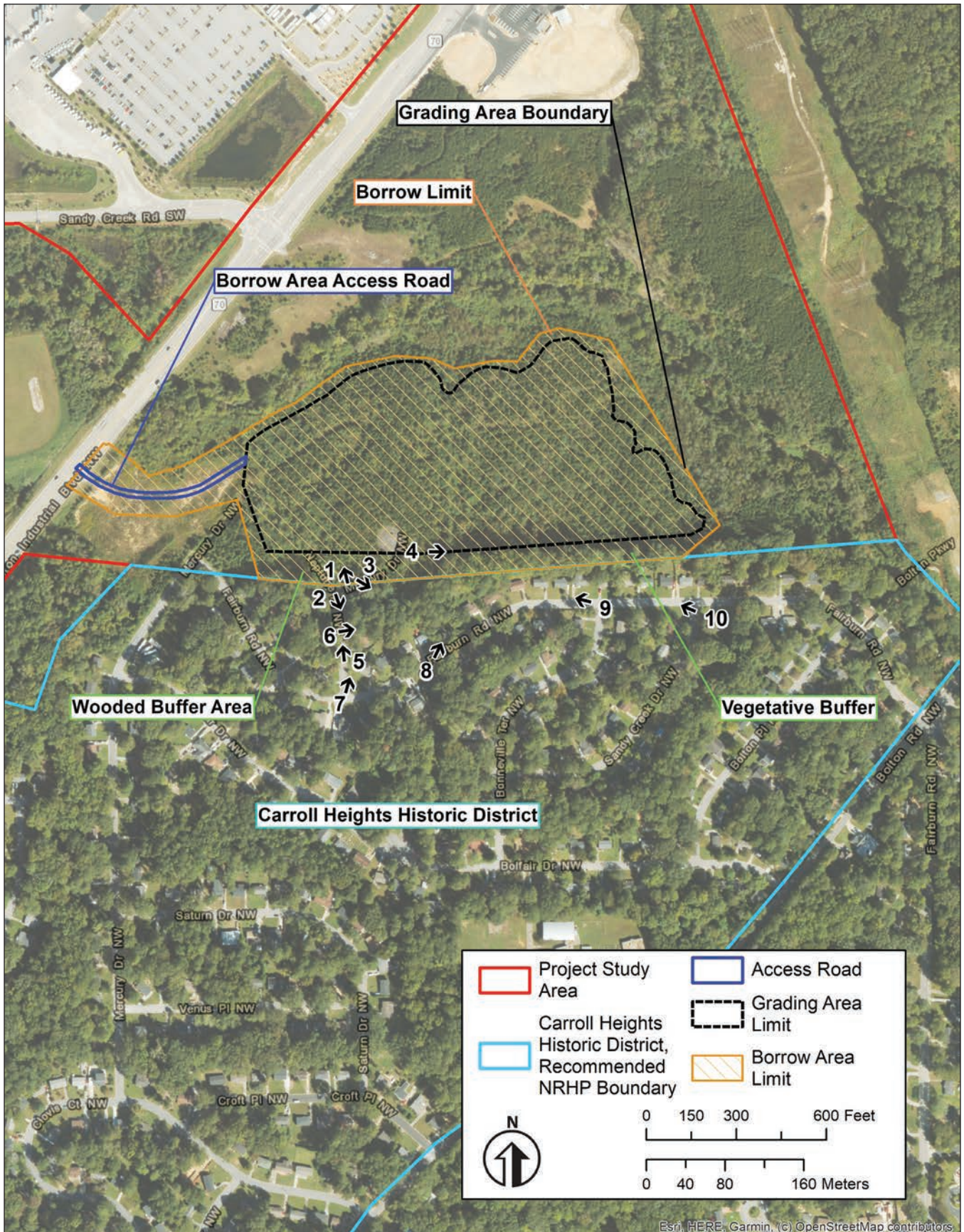


Figure 5.1 Aerial map showing the location of the proposed grading area/ borrow pit, the access road in relation to the Carroll Heights Historic District, and photograph locations.



Photograph 1. 2024 photograph of vegetation in the proposed borrow bit location, looking north from the abandoned portion of Mercury Drive NW.



Photograph 2. 2024 photograph of the abandoned portion of Neptune Place NW, looking southeast toward the Carroll Heights Historic District.



Photograph 3. 2025 photograph of the abandoned portion of Mercury Drive NW, looking east, vegetative buffer at right.



Photograph 4. 2024 photograph of vegetative buffer along the Fulton County property line, looking east.



Photograph 5. 2024 photograph of Neptune Place NW, looking northwest toward the proposed grading area/ borrow pit.



Photograph 6. 2025 photograph of the vegetative buffer, the 10-ft-high chain link fence along the Fulton County property line, and the Carroll Heights Historic District, looking east from Neptune Place NW.



Photograph 7. 2024 of the vegetative buffer along the Fulton County property line and the Carroll Heights Historic District, looking northeast from Neptune Place NW.



Photograph 8. 2025 photograph of the vegetative buffer along the Fulton County property line and the Carroll Heights Historic District, looking northeast from Fairburn Road NW.



Photograph 9. 2025 photograph of the vegetative buffer along the Fulton County property line and the Carroll Heights Historic District, looking northwest from Fairburn Road NW.



Photograph 10. 2025 photograph of the vegetative buffer along the Fulton County property line and the Carroll Heights Historic District, looking northwest from Sandy Creek Drive NW at Fairburn Road NW.

6.0 Summary and Recommendations

Background research determined that previously recorded archaeological Sites 9FU566 (historic artifact scatter) and 9FU683 (precontact artifact scatter) are within the current FTY study area. However, it appears that both sites have been destroyed by past construction activity. In addition, archaeological Site 9CO439 (precontact artifact scatter) was originally recorded on the edge of the current FTY study area where the Runway 8 MALSR stations are located. However, it appears that the site has been destroyed by past construction activity.

Background research also found that there are two previously recorded architectural resources on FTY property but are outside the current FTY project study area boundary: the Fulton County Airport Administration Building and Annex (Resource 33132). These resources have been determined eligible for the NRHP; however, the resources are not adjacent to any of the proposed grading and improvement areas. The resources are located approximately 900 to 1,208 ft south of the study area and approximately 1,276 to 1,650 ft south of the nearest grading area. Therefore, the proposed improvements would have no effect on Resource 33132.

As a result of the archaeological field survey, no new archaeological sites or isolated finds were identified. As a result of the architectural field survey, one resource, the Carroll Heights Historic District, was identified within the APE but outside the FTY property and improvement areas.

The Carroll Heights Historic District is a Ranch house neighborhood located east of Fulton Industrial Boulevard and south of the proposed eastern grading area/borrow pit. The Carroll Heights Historic District is recommended eligible for the NRHP under Criterion C (*architecture*) at a local level of significance. The proposed project would have no physical or visual effect on the Carroll Heights Historic District. There are no adverse audible effects anticipated for the district, and the implementation of the project would not result in a change of use for the district. In addition, the proposed project is not anticipated to indirectly affect the district. Therefore, the proposed project would have no adverse effect on the Carroll Heights Historic District.

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Appendix F
Floodplain Hydraulic and
Hydrologic Analyses

Runway 8 Floodplain Analysis



Technical Memorandum

DATE 10.18.2024
PREPARED FOR Fulton County Executive Airport/Charlie Brown Field
PREPARED BY James Smith P.E., Aulick Engineering
PROJECT RSA Improvement Project A - Phase 1

The primary purpose of this memo is to demonstrate that the proposed Runway Safety Area (RSA) extension on the western edge of the Fulton County Airport runway should meet all local and federal requirements for floodplain impacts as currently designed. This analysis examines the local and federal floodplain requirements but does not represent a formal no-rise certificate.

Introduction

Fulton County Airport Executive Airport at Brown Field is located in the western portion of the county, which is bounded by the Chattahoochee River to the north and Sandy Creek to the east. The RSA extension will require significant amounts of earthen fill, supported by a Mechanically Stabilized Earth (MSE) retaining wall, which will extend into the FEMA floodplain of the Chattahoochee River. The established floodway for the Chattahoochee River will not be impacted.

The portion of the Chattahoochee River containing the project area is designated as Zone AE with a regulatory floodway on Fulton County's Flood Insurance Rate Map (FIRM) Number 13121C0219F dated September 18th, 2013. Therefore, Base Flood Elevations (BFE) have been calculated and a floodway has been established.



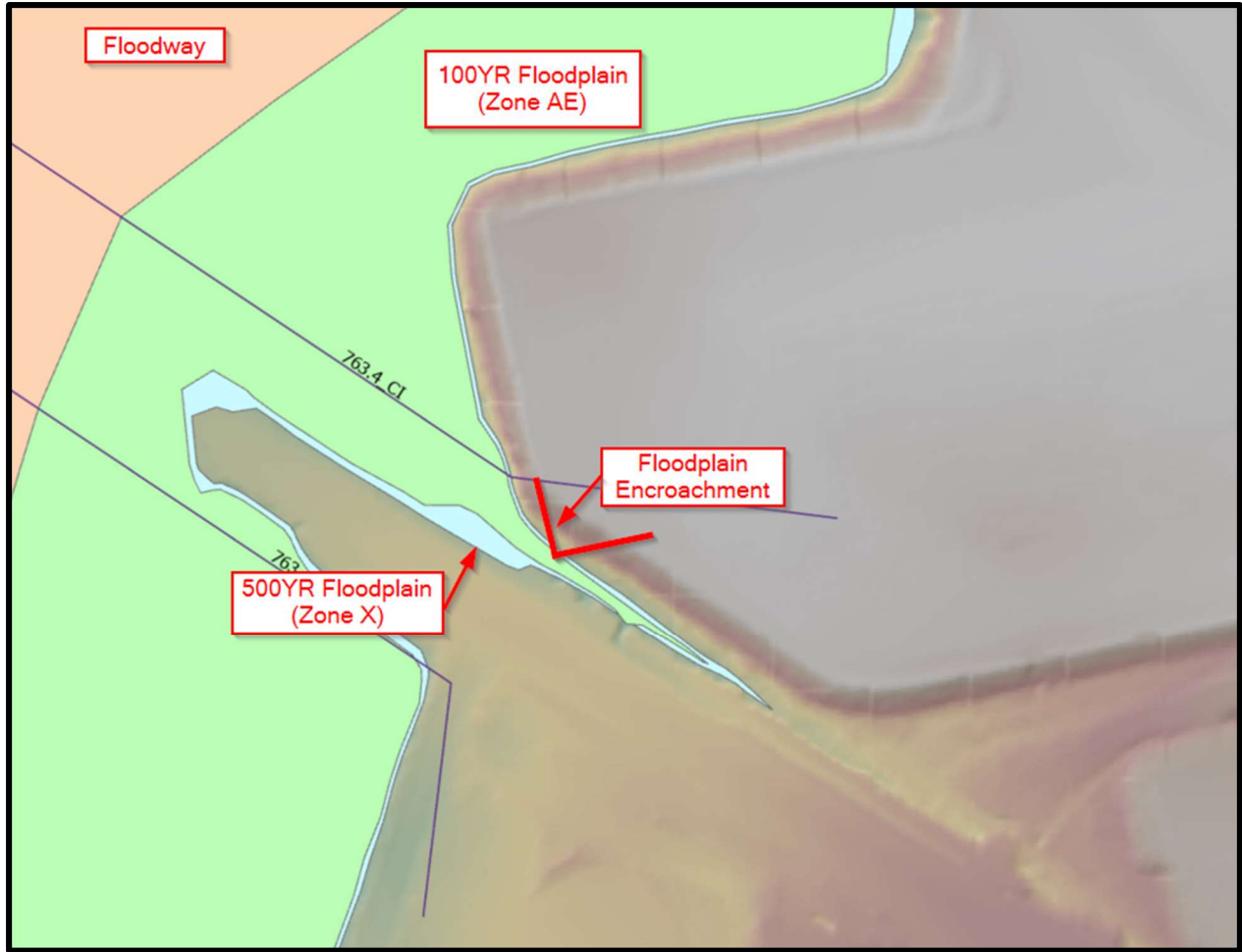


Figure 1 : Proposed Project Impacts with FEMA Floodplains

While the Chattahoochee River has an established floodway, the project does not propose any fill within the floodway. Therefore, federal no-rise criteria are not applicable at the project site and 1-ft of rise is allowable per FEMA requirements. Section 44 CFR 60.3(c)(10) states:

- Require, until a regulatory floodway is designated, that no new construction, substantial improvements, or other development (including fill) shall be permitted within Zones A1-30 and AE on the community's FIRM, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, **will not increase the water surface elevation of the base flood more than one foot at any point within the community.**

44 CFR 60.3(d)(3) states:

- Prohibit encroachments, including fill, new construction, substantial improvements, and other development **within the adopted regulatory floodway** unless it has been demonstrated through



hydrologic and hydraulic analyses performed in accordance with standard engineering practice that the proposed encroachment would not result in any increase in flood levels within the community during the occurrence of the base flood discharge.

However, Fulton County has several applicable local criteria which apply, detailed in Section 4.24.10 of the county Municipal Code, Development within Flood Prone Areas. Section 4.24.10 states, for flood prone areas:

1. The floodplain elevations shall not be raised beyond the boundaries of the ownership of the property being developed.
2. The fill placed within the floodplain shall be compensated.
3. Any obstruction in the floodplain shall not reduce the flood carrying capacity in the watercourse.
4. Flow characteristics of floodwaters shall not pass beyond the boundaries of the developed property.
5. Areas in a Zone X floodplain, if flood prone, may require a letter of mapping revision (LOMR) if any one of several criteria are met. These criteria include 1% annual chance of flooding with average channel depths greater than 1-ft, drainage areas greater than 1 square mile, or with hazardous velocities greater than 3.5 feet per second.

Section 4.24.12 of the Fulton County Municipal code states, for developments within studied special flood hazard areas:

1. No construction shall raise the base flood elevation, however, this may be permitted if the total depth does not exceed the established floodway elevation and if the project is a public works project.
2. Fill placed within the floodplain must be compensated.

Per the municipal code, a critical factor in evaluating rise will be impacts to nearby private property owners. No private parcels are in the vicinity of the project site.



Proposed Culvert

As the proposed retaining wall will encroach slightly into an existing perennial stream, a culvert will be placed in the existing stream ditch line to convey the normal flow. This culvert and associated proposed embankment will protect the corner of the proposed MSE retaining wall from scour. The associated fill will be offset from fill removed elsewhere in the floodplain. Using preliminary data, the required culvert diameter was estimated to be 24-inches based on neighboring existing culverts conveying the same stream. The culvert size will be confirmed during a later phase using two-dimensional modeling, which will also analyze the potential for scour along the retaining wall face.

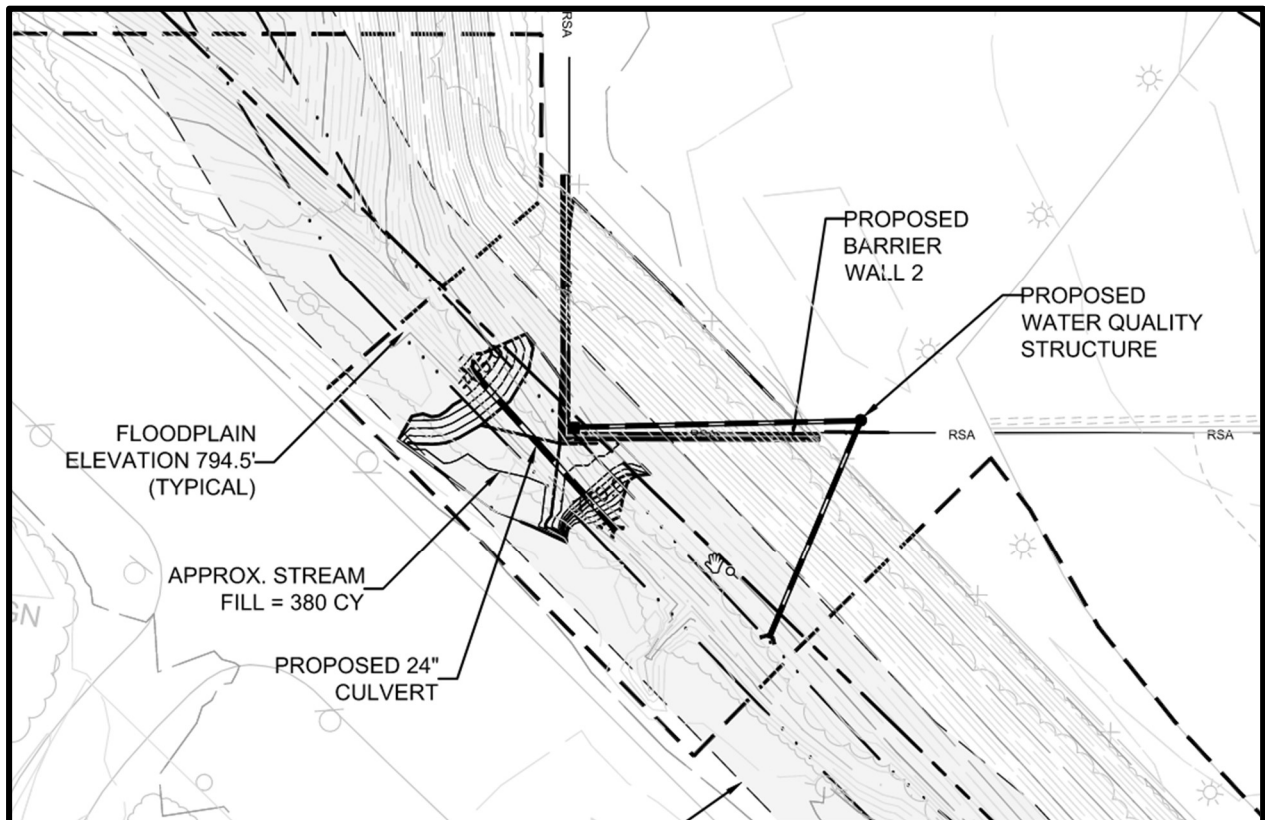


Figure 2. Excerpts from Proposed Design



Conclusions and Further Modeling Efforts

The proposed layout, as described in this memo, should meet the hydraulic design criteria as follows:

- The proposed retaining wall, as currently designed, will not cause 1-ft of rise of the Chattahoochee River and therefore will meet FEMA and Fulton County criteria for 1-ft of rise allowable. This will be verified using a one-dimensional HEC-RAS model.
- Any fill in the 100-year floodplain will be offset by additional cut elsewhere in the floodplain, meeting Fulton County's no-net fill requirements.
- The proposed culvert will be designed to ensure normal flow will neither increase the flooding elevations in the existing ditch nor impact the existing roadway parallel to the ditch line.
- A two-dimensional HEC-RAS model will be developed to examine the scour potential of the perennial stream along the face of the proposed retaining wall.



Runway 26 Floodplain Analysis



Technical Memorandum

DATE 06.07.2024
PREPARED FOR Fulton County Executive Airport/Charlie Brown Field
PREPARED BY James Smith P.E., Aulick Engineering
SUBJECT Hydraulic Considerations for RSA Improvement – 30% Completion
PROJECT RSA Improvement Project A - Phase 1

The primary purpose of this memo is to demonstrate that the proposed Runway Safety Area (RSA) extension will meet all local, state, and federal requirements for floodplain impacts. This analysis examines the impacts of the proposed RSA to nearby FEMA floodplains on Sandy Creek and a nearby unnamed ephemeral stream.

Introduction

Fulton County Airport Executive Airport at Brown Field is located in the western portion of the county, which is bounded by the Chattahoochee River to the north and Sandy Creek to the east. The RSA extension will require significant amounts of earthen fill, supported by a Mechanically Stabilized Earth (MSE) retaining wall, which will extend into the FEMA floodplain. Furthermore, the RSA extension will require extending a 6-ft by 6-ft box culvert which conveys an unnamed tributary to Sandy Creek. The unnamed tributary is on an ephemeral stream in an area of minimal flood hazard (Zone X). The MSE wall will encroach into the Zone AE floodplain of Sandy Creek approximately 12-ft. The box culvert will be extended upstream the ephemeral stream approximately 60-ft. The established floodway for Sandy Creek will not be impacted.

The portion of Sandy Creek containing the project area is designated as Zone AE with a regulatory floodway on Fulton County's Flood Insurance Rate Map (FIRM) Number 13121C0217F dated September 18th, 2013. Therefore, Base Flood Elevations (BFE) have been calculated and a floodway has been established.



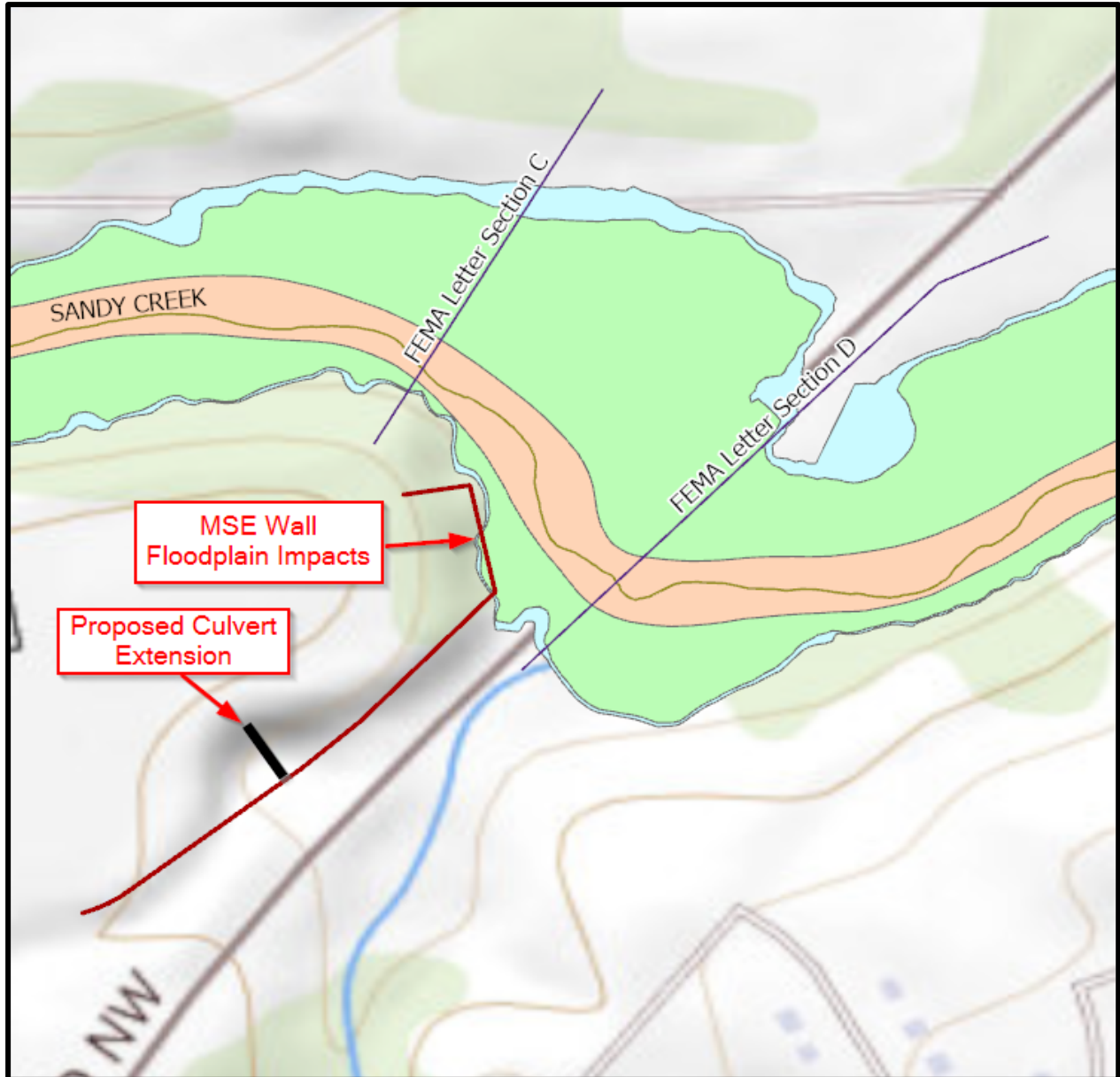


Figure 1 : Proposed Project Impacts with FEMA Floodplains

While Sandy Creek has an established floodway, the project does not propose any fill within the floodway. Therefore, federal no-rise criteria are not applicable at the project site and 1-ft of rise is allowable per FEMA requirements. Section 44 CFR 60.3(c)(10) states:

- Require, until a regulatory floodway is designated, that no new construction, substantial improvements, or other development (including fill) shall be permitted within Zones A1-30 and AE on the community's FIRM, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated



development, **will not increase the water surface elevation of the base flood more than one foot at any point within the community.**

44 CFR 60.3(d)(3) states:

- Prohibit encroachments, including fill, new construction, substantial improvements, and other development **within the adopted regulatory floodway** unless it has been demonstrated through hydrologic and hydraulic analyses performed in accordance with standard engineering practice that the proposed encroachment would not result in any increase in flood levels within the community during the occurrence of the base flood discharge.

However, Fulton County has several applicable local criteria which apply, detailed in Section 4.24.10 of the county Municipal Code, Development within Flood Prone Areas. Section 4.24.10 states, for flood prone areas:

1. The floodplain elevations shall not be raised beyond the boundaries of the ownership of the property being developed.
2. The fill placed within the floodplain shall be compensated.
3. Any obstruction in the floodplain shall not reduce the flood carrying capacity in the watercourse.
4. Flow characteristics of floodwaters shall not pass beyond the boundaries of the developed property.
5. Areas in a Zone X floodplain, if flood prone, may require a letter of mapping revision (LOMR) if any one of several criteria are met. These criteria include 1% annual chance of flooding with average channel depths greater than 1-ft, drainage areas greater than 1 square mile, or with hazardous velocities greater than 3.5 feet per second.

Section 4.24.12 of the Fulton County Municipal code states, for developments within studied special flood hazard areas:

1. No construction shall raise the base flood elevation, however, this may be permitted if the total depth does not exceed the established floodway elevation and if the project is a public works project.
2. Fill placed within the floodplain must be compensated.

Per the municipal code, a critical factor in evaluating rise will be impacts to nearby private property owners. As Figure 2 shows, only a single parcel of privately held land is in the floodplain of either Sandy



Creek or the unnamed tributary. The privately held land is upstream of Fulton Industrial Rd, along the unnamed tributary. Furthermore, as the project is a public works project, rise is allowable as long as the total elevation does not exceed the floodway elevation.

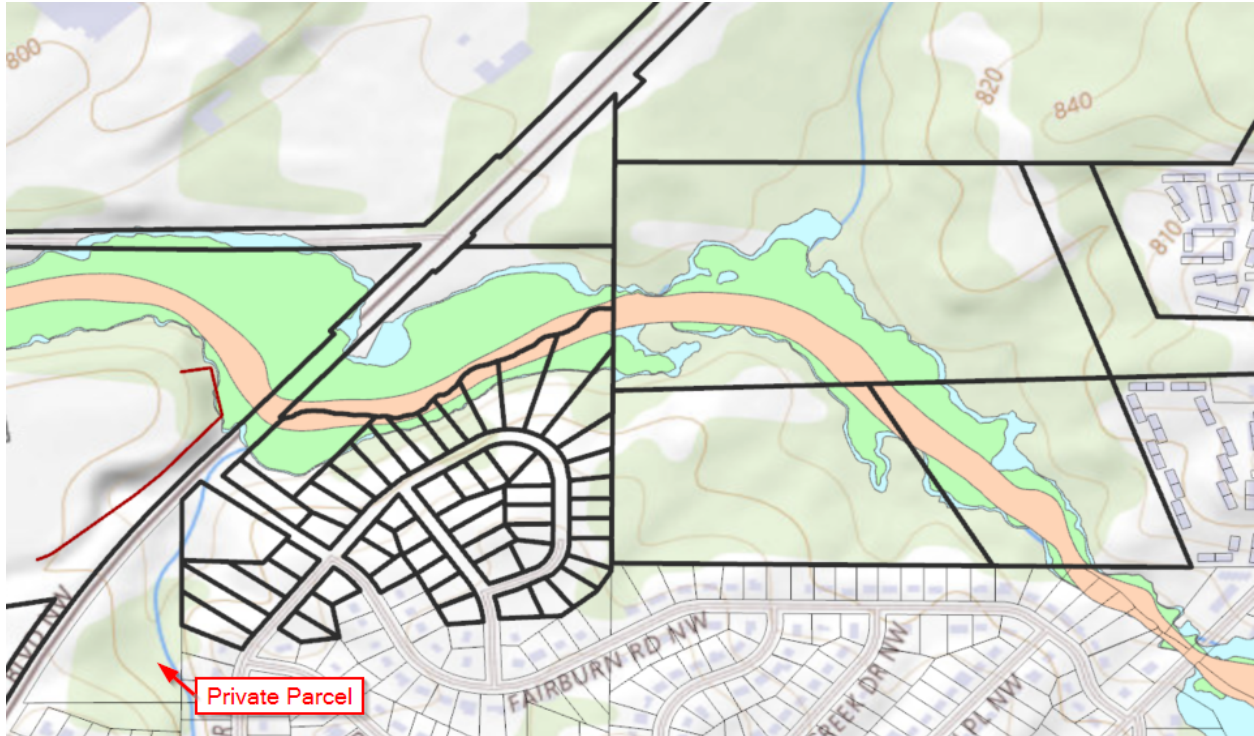


Figure 2. Fulton County Parcel Map, with County Owned Parcels in Bold

Hydrologic Study

Flow Rate Methodology

FEMA flow rates were used in the HEC-RAS analysis for evaluating impacts to Sandy Creek. The FEMA flow rates used in the modeling can be found in Table 1.

FEMA Flow Rates				
Station	10-YR	50-YR	100-YR	500-YR
9288	2485	3416	3733	5214

Table 1. Peak Flow Rates Through Model Extents

Due to limitations in available data concerning the stormwater network at the Airport, a future site visit will be required to determine the exact drainage area at the 6'x6' box culvert. The peak flow rates through the box culvert extension will be determined using TR-55 methodology once the drainage area is established.



Hydraulic Analysis

Sandy Creek Modeling

HEC-RAS version 6.5 was used to analyze the steady-flow conditions along Sandy Creek to determine peak water surface elevations during flooding events.

Duplicate Effective Model

The effective HEC-2 model was provided by the Georgia Department of Natural Resources (GA DNR). This model was used to confirm the FEMA flow rates through the project site and to provide a starting conditions normal depth slope for the HEC-RAS models.

Corrected Effective

The corrected effective model uses the existing conditions model as the basis and incorporates survey data in order to better analyze the effects of the proposed development. The corrected effective model was developed by importing the effective lettered sections A-F from the county DFIRM database into RasMapper. Additional cross sections were added to adequately model the culvert crossing at Sandy Creek Road, bridge crossing at Fulton Industrial Rd, and the proposed MSE wall. Lettered section D was deleted from the model as it was within the existing Fulton Industrial Rd bridge footprint. Survey and site visit data was used to model the Sandy Creek Road culvert and the Fulton Industrial Rd bridge crossing.

All cross sections were cross referenced with aerial imagery to confirm top of bank, channel width, and Manning's n-value. Manning's n values in the channel are 0.04 and overbank values range between 0.05 and 0.1.

Revised Geometry

The revised conditions geometry was developed by copying the corrected effective and adding a vertical wall where the proposed MSE wall will intersect the existing embankment. The proposed roadway embankment impacts sections 5688 through 5589.



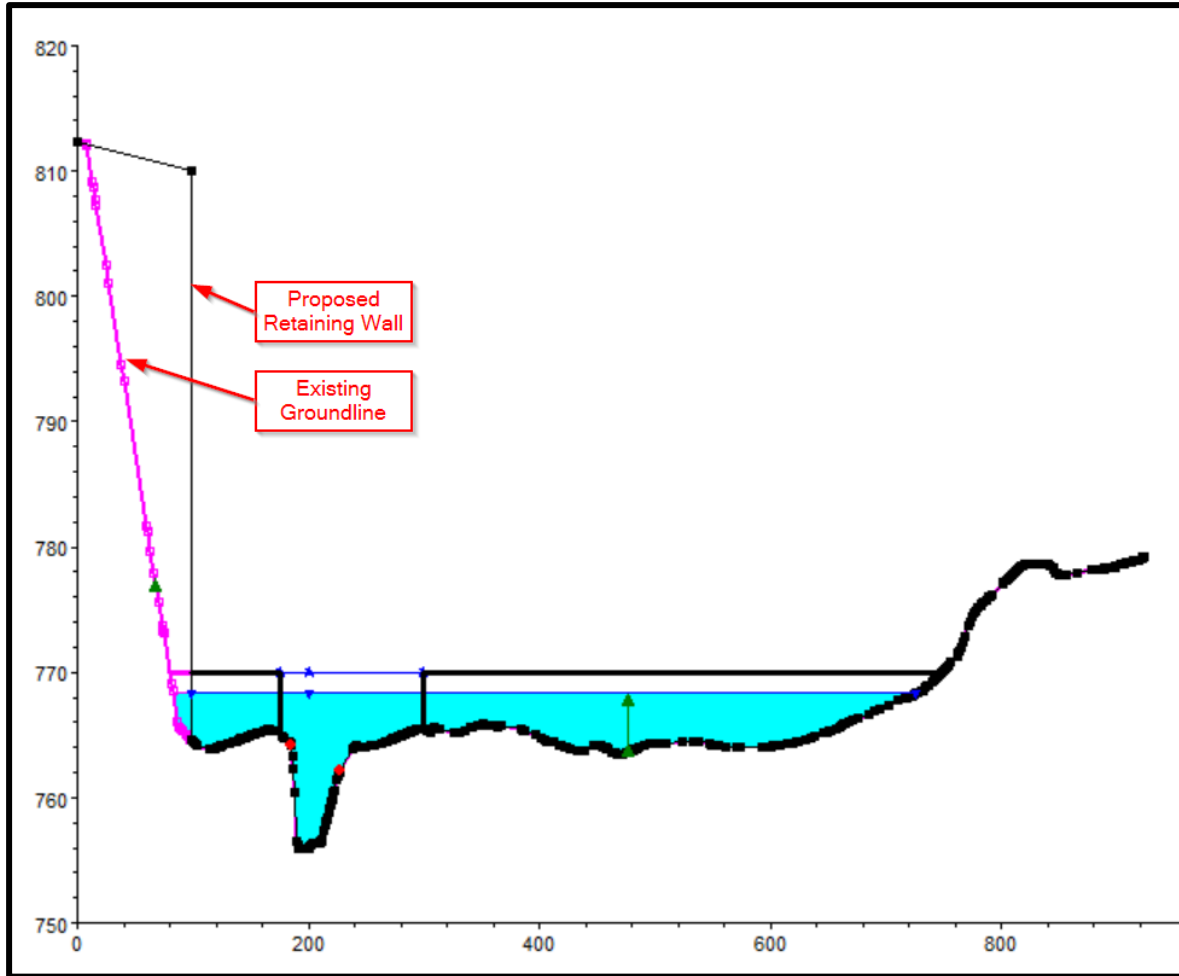


Figure 3. Typical Proposed Cross Section

Unnamed Tributary Modeling

This analysis is preliminary and is only used to determine any relative impacts to the unnamed tributary. The unnamed tributary is conveyed underneath Fulton Industrial Rd by a 72" reinforced concrete pipe (RCP). The RCP discharges into a steep drainage ditch before the unnamed tributary is conveyed underneath the runway by a 6'x6' concrete box culvert. This analysis seeks to determine if extending the 6'x6' culvert impacts the tailwater of the 72" RCP and in turn has the potential to impact the private property upstream of Fulton Industrial.

Future efforts will include SWMM modeling to accurately model the entire proposed stormwater system conveying the unnamed tributary. While HY-8 models can accurately model the existing culvert and a simple culvert extension, HY-8 is unable to accurately model the energy losses associated with the proposed junction box and additional proposed stormwater structures in the area.



Existing Conditions

HY-8 was used to model the existing 6' x 6' box culvert which conveys the unnamed tributary to Sandy Creek underneath the existing airport runway. The existing culvert is approximately 534-ft long.

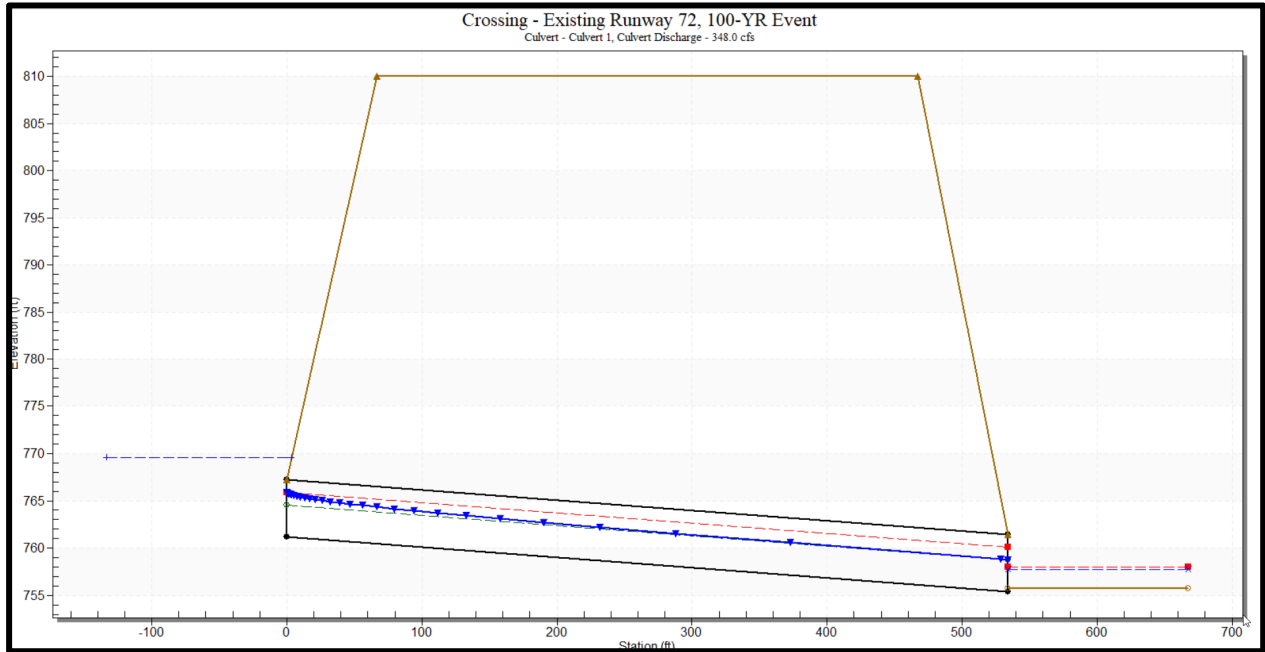


Figure 4. Existing Profile of 6' x 6' Box Culvert

Proposed Conditions

The proposed culvert was modeled by holding the existing culvert inverts and adding a brokeback section for approximately 65-ft upstream at the slope of the existing channel.

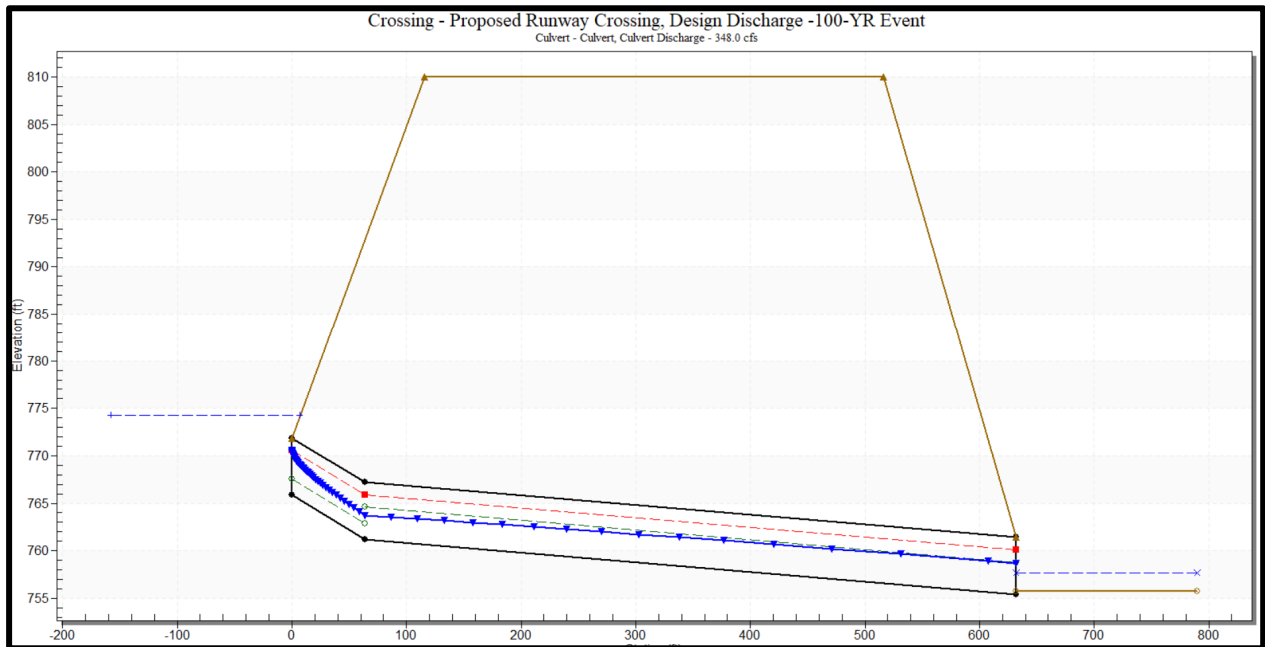


Figure 5. Proposed HY-8 Profile

Model Results

See Table 3 for the floodway encroachment table. Based on these results, the project does not adversely impact Sandy Creek.

The preliminary HY-8 data does not indicate any impacts to upstream properties, however further analysis is required. The headwater elevations upstream of Fulton Industrial Rd are shown in Table 2.

100-Year Results		
	Existing	Proposed
Headwater	781.36	781.36

Table 2. Existing and Proposed Headwater Elevations at Fulton Industrial Rd



Creek	Letter	HEC-RAS Model River Station	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	
			FEMA Published BFE (Fulton)	Corrected Effective BFE	Revised BFE	Proposed BFE Change (C) - (B)	Corrected Effective Floodway	Revised Floodway	Proposed Floodway BFE Change (F) - (E)	FEMA Published Floodway Width	Corrected Effective Floodway Width (ft)	Proposed Width (FT)	Proposed Floodway Width Change (J) - (I)	
Sandy Creek	E	7050.60	771.5	771.85	771.85	0.00	772.84	772.84	0.00	120	120	120	0.0	
		6558.00		770.72	770.72	0.00	771.41	771.41	0.00		79	79	0.0	
		6133.00		769.21	769.21	0.00	770.68	770.68	0.00		98	98	0.0	
		5911.00		768.90	768.90	0.00	770.51	770.51	0.00		135	135	0.0	
		5688.00		768.22	768.22	0.00	769.93	769.93	0.00		112	112	0.0	
		5655.00		768.34	768.34	0.00	769.94	769.94	0.00		124	124	0.0	
		5623.00		768.34	768.34	0.00	769.94	769.94	0.00		120	120	0.0	
		5589.00		768.34	768.33	-0.01	769.86	769.86	0.00		122	122	0.0	
		5577.00		768.33	768.33	0.00	769.84	769.84	0.00		120	120	0.0	
		5456.00		768.21	768.21	0.00	769.59	769.59	0.00		94	94	0.0	
	C	5348.00		768.40	767.97	767.97	0.00	768.97	768.97	0.00	55	55	55	0.0
		5057.00			767.88	767.88	0.00	768.86	768.86	0.00		98	98	0.0
		4819.00			767.70	767.70	0.00	768.55	768.55	0.00		80	80	0.0
		4509.00			767.51	767.51	0.00	768.37	768.37	0.00		109	109	0.0
	B	4182.00		768.20	767.42	767.42	0.00	768.29	768.29	0.00	134	139	139	0.0

Table 3. FEMA Encroachment Table



When possible, floodway widths were developed to match the floodway data table (Table 2) from the effective FIS reports for Fulton County at all lettered sections. For non-lettered cross-sections, floodway widths were set to match the scaled width on the appropriate FEMA FIRM panel. In areas where floodway widths were less than the full bank-to-bank distance the bank-to-bank distance was used instead. For these locations floodway width compliance is based on the corrected effective widths as shown in column (I) of Table 2.



Conclusions

The proposed preliminary bridge layout, as described in this memo, will meet the hydraulic design criteria as follows:

- The proposed retaining wall, as currently designed, does not cause a rise on Sandy Creek.
- The preliminary analysis indicates the proposed culvert extension will not impact upstream properties.
- While federal and local requirements do not require no-rise requirements to be met, local requirements require impacts to be confined to publicly owned parcels. All affected parcels on Sandy Creek are publicly owned, and only a single parcel along the unnamed tributary is privately owned. Preliminary analysis indicates the single privately held parcel will not be impacted.
- Further analysis is required to determine if the proposed retaining wall meets Fulton County no-net fill requirements.

Detailed modeling and supporting references available upon request.



Appendix G
Notice of Availability

NOTICE OF AVAILABILITY
DRAFT ENVIRONMENTAL ASSESSMENT FOR
RUNWAY 8/26 RUNWAY SAFETY IMPROVEMENTS AT
FULTON COUNTY EXECUTIVE AIRPORT, ATLANTA, GEORGIA

The Fulton County Board of Commissioners (Sponsor) in coordination with the Federal Aviation Administration (FAA), announces the availability of the Draft Environmental Assessment (EA) for the Runway 8/26 Runway Safety Improvements at the Fulton County Executive Airport (Airport or FTY) located in Atlanta, Georgia. The Proposed Project includes Runway Safety Area (RSA) improvements, modifications to Taxiway I, and the removal of airspace obstructions. The Draft EA is being circulated for review and comment from the public and federal, state, and local agencies.

Comments from the federal, state, and local agencies and the public would be considered by the Sponsor and FAA during preparation of the Final EA. The final EA will be submitted to the FAA for the agency's environmental determination.

Proposed Development Project: The objective of the Proposed Project is to improve the RSA within 250 feet of the Runway 8/26 centerline and at each end of Runway 8/26 to ensure that FAA enhanced safety factors are met to the maximum extent practicable. RSAs are necessary to protect the occasional off-runway excursion by aircraft and allow access by fire and rescue equipment. RSAs must be free of ruts and objects that may cause structural damage to off-runway aircraft. The required RSA dimensions for Runway 8/26 are 500 feet of width (250 feet perpendicular to each side of the runway centerline) along with 600 feet that is required prior to the landing threshold on each end and 1,000 feet that is required beyond each runway end.

RSA located perpendicular to the runway centerline would be modified to remove nonconformant ruts, depressions, and drainage structures within 250 feet of the runway centerline. Extending RSAs as paved surfaces with standard dimensions at each runway end is not practical because of constraints imposed by Fulton Industrial Boulevard to the east and Martin Luther King Jr Drive to the west. Due to these site constraints, a combination of paved surface extensions and engineered material arresting systems would be used to provide a level of safety that is equivalent to RSAs that are built to dimensional standards. Along with proposed RSA improvements that would modify and extend paved surfaces prior to the landing threshold at the ends of Runway 8/26, Taxiway I would be modified to maintain connections at the ends of Runway 8/26. An additional objective is to remove tall trees on the Runway 26 (east) end of the Airport that may obstruct aircraft and air traffic control tower visibility.

Summary of Impacts: A Draft EA has been prepared to disclose the potential economic, social, and environmental impacts of the Proposed Project. The EA discusses the Proposed Project, alternatives, and potential environmental effects in areas including Air Quality; Biological Resources; Climate; Hazardous Materials, Solid Waste and Pollution Prevention; Historical, Architectural, Archaeological, and Cultural Resources; Land Use; Natural Resources and Energy Supply; Noise and Noise Compatible Land Use; Socioeconomic Impacts, and Children's

Environmental Health and Safety Risks; Visual Effects; and Water Resources. The research and analysis provided in the EA concluded that none of the impacts were significant.

While no impacts to historic or cultural resources have been identified, the FAA consulted with the Georgia Historic Preservation Division and relevant Native American Tribes in compliance with Section 106 of the National Historic Preservation Act. This notice also fulfills the Section 106 consultation requirements.

Draft EA Availability: The Draft EA is available for public review on the Airport's website <https://fultoncountyga.gov/inside-fulton-county/fulton-county-departments/public-works/airport> and at the following locations during regular business hours 8:30 am – 4:30 pm, Monday – Friday.

- Fulton County Executive Airport, Administrative Building, 3930 Aero Drive NW, Atlanta, GA 30336

FTY will hold a public meeting concerning the recently approved Draft EA that was prepared for the proposed Runway 8/26 Runway Safety Area Improvements Project at the Emma Darnel Aviation Museum, 3900 Aviation Circle, NW Atlanta, GA 30336. The meeting format will be open house with Consultant and FTY staff available to answer questions about the proposed project and potential environmental impacts. Written comments will be accepted. No formal presentation will be made.

How to Comment: Comments on the Draft EA should focus on the Proposed Project's economic, social, and environmental effects.

Electronic comments may be sent to:

Frank Henning (Frank.Henning@mbakerintl.com)

Written comments can be mailed to:

Michael Baker International, Inc
Attn: Dr. Frank Henning
3930 East Jones Bridge Road, Suite 1010
Peachtree Corners, GA 30092

The public comment period is 30 days and will begin on Wednesday, June 24, 2026, and will close on Friday, July 24, 2026. Electronic and hand-delivered comments must be received or have a postmark date before 5:00 pm Eastern Daylight Time on Friday, July 24, 2026. To ensure mailed comments are considered, they must be postmarked no later than Friday, July 24, 2026.

Before including your address, phone number, email address, or any other personal identifying information in your comment, you should be aware that your entire comment, including personal identifying information, may be made publicly available at any time. While individuals may request that personal identifying information be withheld from public view, the FAA cannot guarantee it will be able to do so.