

**Tennessee Department of Transportation  
Aeronautics Division**

**Finding of No Significant Impact (FONSI)**

**Runway Protection Zone (RPZ) Property Acquisition  
Music City Executive Airport (XNX)  
Gallatin, TN**

**I. Introduction / Background**

In accordance with the National Environmental Policy Act (NEPA), this Finding of No Significant Impact (FONSI) announces final agency determinations and approvals for those Federal Actions by the Federal Aviation Administration (FAA) through the FAA Tennessee State Block Grant Program (SBGP) administered by the Tennessee Department of Transportation (TDOT) Aeronautics Division that are necessary to support the proposed developments at the Music City Executive Airport in Gallatin, TN.

**II. Proposed Federal Action**

The airport sponsor has requested FAA and State funding assistance for the following project

The proposed project includes purchasing private, residential land located within the Runway 35 Runway Protection Zone (RPZ). Approximately 5.07 acres will be acquired as a result of the Proposed Action.

The preferred alternative would purchase 5.07 acres, via fee-simple transactions, represented by three separate parcels and identified on the Airport Layout Plan (ALP).

**III. Purpose and Need**

The intent of this project is to fully control property located within the RPZ.

The need for this project is because residential land use within the existing and ultimate approach and ultimate departure RPZ is considered incompatible land use according to FAA Advisory Circular (AC) 150-5300-13B.

**IV. Alternatives**

Federal guidelines concerning the environmental review process require that all reasonable and practicable alternatives that might accomplish the objectives of a proposed project be identified and evaluated. Such an examination ensures that

alternatives are not prematurely dismissed and may lead to consideration of alternatives that fulfill the project's purpose and need as well as enhance environmental quality or have a less detrimental effect. The alternatives evaluated for this Short Form Environmental Assessment are listed below.

1. The proposed alternative/action would purchase 5.0 acres, via fee-simple transactions, represented by three separate parcels as identified on the Airport Layout Plan (ALP)
2. No Action

The No Action alternative was eliminated because it did not meet the purpose and need of the project. Alternative No. 1, the preferred alternative, was selected as it met the purpose and need of the project, and it would address the immediate, short, and long-term issues and needs of the airport.

#### **V. Environmental Impacts**

The Short Form Environmental Assessment analyzed all environmental categories based on FAA Order 1050.1F and 5050.4B. Those resource categories that the Sponsor's preferred alternative has the potential to impact are discussed below.

There will be no impacts to the following categories:

Air Quality

Climate

Coastal Resources

DOT Section 4(f)

Farmland

Hazardous Materials, Solid Waste, and Pollution Prevention

Historical, Architectural, Archeological and Cultural Resources

Natural Resources and Energy Supply

Noise and Compatible Land use

Socioeconomics, Environmental Justice, Children's Environmental Health and Safety Risks

Visual Effects

Water Resources

There are potential impacts to the following categories:

**Biological Resources:**

May effect, not likely to adversely affect determination for the Northern Long-eared bat

Trees will not be cleared as part of this action or a connected action, thereof, within the lifespan of this Short Form Environmental Assessment. Therefore, this action will not result in any impacts to any species that may be present on the subject property

**Socioeconomics & Land Use:**

The proposed action would remove approximately 5 acres of residential land use currently located within the Runway 35 RPZ. The change in land use is compatible with local needs to control airport RPZs. One residential relocation is involved as a result of the action. Sufficient replacement housing is available and compensation for such will be provided through a fee simple transaction.

Impacts to Socioeconomics and Land Use will not meet or exceed significance thresholds and will not require mitigation.

**VI. Permits and Mitigation**

The Airport Sponsor shall be responsible for obtaining all necessary construction permits or Certifications below prior to initiating construction activities near or on the environmental resource requiring the permit. Project related permits, certifications, and other mitigation measures required for the proposed action are discussed below. It should be noted that best management practices (BMPs) are considered standard operating procedure and are not considered mitigation; therefore, they are not discussed in this section.

A Stormwater Pollution Prevention Plan (SWPPP) will be implemented for this Short Form Environmental Assessment.

- No mitigation is required for this project as there will be no significant adverse impacts to any environmental resources or to the quality of the human environment.

**VII. Public Involvement**

The following agencies were consulted with in the preparation of this Short Form Environmental Assessment:

- SHPO
- TDEC
- USACE
- USFWS

A public notice was published in the Gallatin News for 30 days beginning on 9/28/2023. The draft Short Form Environmental Assessment was made available for public review at <https://www.musiccityexecutiveairport.com/>. During the 30-day public review period, no comments were received.

**VIII. Decision**

This decision does not approve Federal or State funding for the proposed airport development and does not constitute a Federal or State funding commitment. After careful and thorough consideration of the facts contained herein, the undersigned finds that approval of the proposed Federal Action is consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the National Environmental Policy Act of 1969 (NEPA) and that it will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2) (C) of NEPA.

Approved: Xavier Gliesman Date: 11/13/2023

Xavier Gliesman, Transportation Program Monitor 2, TDOT Aeronautics Division