



# Federal Aviation Administration

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## Memorandum

Date: August 30, 2018

To: Ryan Almasy, Manager, ATO-ESC-Operations Support Group

From: Stan Allison, Deputy Director, Airports Division, Southern Region

Prepared by: Phillip J. Braden, Manager, Memphis Airports District Office

Subject: Piedmont Triad International Airport (GSO), Greensboro, NC

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The Memphis Airports District Office (MEM-ADO) has received and reviewed the written reevaluation for the FedEx Mid-Atlantic Hub at the Piedmont Triad International Airport (GSO) in Greensboro, North Carolina. The reevaluation indicates that FedEx intends to add approximately 10 aircraft to its nighttime air cargo operation at the airport. The operations would be head-to-head, meaning FedEx arrivals would use Runways 5L and 5R between 10:00PM and 1:00AM, while departures would use Runways 23R and 23L beginning close to 3:00AM. Other aircraft using the airport during the FedEx operation would also use the airfield in the same manner.

The document compares the current level of aviation activity, including the additional FedEx aircraft, to the level of activity described in the previously completed Environmental Impact Statement (EIS) and its associated Record of Decision (ROD). The EIS and ROD, completed in December 2001, assessed the original FedEx hub development, including ground facilities and 63 additional FedEx aircraft operations, and the construction of Runway 5L/23R. Due to degrading economic conditions that occurred after the construction of Runway 5L/23R, the FedEx hub operation never materialized to the level contemplated in the EIS.

The reevaluation demonstrates that the anticipated noise impacts for the current FedEx aircraft increase are less than those assessed in the EIS. Therefore, the MEM-ADO finds the reevaluation to be valid and does not anticipate significant impacts to the environment relative to aircraft noise or other categories listed in FAA Order 1050.1E, Policies and Procedures for Considering Environmental Impacts.

Stan Allison

A handwritten signature in blue ink that reads "Stan Allison".



## **Federal Aviation Administration**

### **Record of Decision (ROD)**

#### **For the Implementation of FedEx Mid-Atlantic Hub at Piedmont Triad International Airport (GSO) Greensboro, NC**

**August 2018**

#### **INTRODUCTION**

This document serves as the Federal Aviation Administration's (FAA) Record of Decision (ROD) and provides final agency determination for the proposed action, namely the implementation of FedEx Mid-Atlantic Hub, which consists of adding approximately 10 aircraft to its nighttime air cargo operations at GSO. The operations will be head-to-head, meaning FedEx arrivals would use Runways 5L and 5R between 10:00PM and 1:00AM, while departures would use Runways 23R and 23L beginning at approximately 3:00AM. This ROD is based on the information and analysis contained in the December 2001 Final Environmental Impact Statement (EIS) and the Written Reevaluation (WR) thereof, dated August 21, 2018. While the Federal action documented by this ROD falls within the responsibility of the FAA's Air Traffic Organization, the Memphis Airports District Office, within the FAA's Office of Airports, has independently reviewed and validated the WR because the 2001 EIS was undertaken by that office. The EIS is incorporated herein by reference and the WR is attached.

This ROD:

- Completes the FAA's required environmental review and decision-making process. It is

prepared and issued to announce and document a Federal action and decision in compliance with the National Environmental Policy Act of 1969 (NEPA) [42 U.S.C. Section 4321, et seq.], the implementing regulations of the Council on Environmental Quality (CEQ) [40 CFR Parts 1500-1508] and FAA directives [Order 1050.1F, *Environmental Impacts: Policies and Procedures* (July 16, 2015)]. This ROD is also used by the FAA to demonstrate and document its compliance with all applicable environmental laws and requirements, including interagency and intergovernmental coordination and consultation, public involvement and documentation requirements;

- Provides the final Federal determination and approval based on environmental analyses and findings in the EIS and WR. The FAA's decision is based on the information and analysis contained in the EIS and the WR and all other applicable documents which were available and considered, and which constitute the administrative record; and
- Approves a Federal action to implement the proposed FedEx Mid-Atlantic Hub nighttime operations. Implementation of the Proposed Action will not result in airport-related development.

In reaching its determination, FAA has given consideration to 49 U.S.C. 40101(d)(4), which governs FAA's responsibility to carry out its mission while considering safety and the public interest when controlling the use of navigable airspace and regulating civil and military operations in that airspace in the interest of safety and efficiency of both of these operations. Additionally, consideration has been given to 49 U.S.C. 40103(b)(2) which authorizes and directs the FAA Administrator to prescribe air traffic rules and regulations governing the flight of aircraft, for the navigation, protection, and identification of aircraft, and the protection of persons and property on the ground, and for the efficient utilization of the navigable airspace, including rules as to safe altitudes of flight and rules for the prevention of collision between aircraft, between aircraft and land or water vehicles, and between aircraft and airborne objects.

Furthermore, the FAA has given careful consideration to: the aviation safety and operational objectives of the project in light of the various aeronautical factors and judgments presented; the need to enhance efficiency of the national air transportation system; and the potential environmental impacts of the project.

## **DECISION AND ORDER**

After careful and thorough consideration of the facts contained in the December 2001 Final Environmental Impact Statement, the Record of Decision for the Proposed Runway 5L/23R, Proposed New Overnight Express Air Cargo Sorting and Distribution Facility, and Associated Development at the Piedmont Triad International Airport, and the August 2018 Written Reevaluation, the undersigned makes the following findings:

- (1) The proposed action conforms to plans or projects for which a prior EIS has been filed and there are no substantial changes in the proposed action that are relevant to environmental concerns.

- (2) Data and analyses contained in the previous EIS are still substantially valid and there are no significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impact.
- (3) All pertinent conditions and requirements of the prior approval have, or will be, met in the current action.

Based on the foregoing information, the undersigned finds that the proposed implementations do not represent significant new information that is relevant to environmental concerns. Furthermore, the undersigned finds that the data and analyses contained in the 2001 Final EIS remain substantially valid, applicable, and accurate. Accordingly, under the authority delegated to me by the Administrator of the FAA, I conclude that there is no requirement to complete a new or supplemental EIS to support this ROD.

APPROVED:

A handwritten signature in black ink, appearing to be 'R. A. [unclear]', written over the 'APPROVED:' text.

DISAPPROVED:

#### RIGHT OF APPEAL

*This Written Reevaluation and Record Of Decision constitutes a final order of the FAA Administrator and is subject to exclusive judicial review under 49 U.S. C. § 46110 by the U.S. Circuit Court of Appeals for the District of Columbia or the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate U.S. Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 U.S.C. § 46110. Any party seeking to stay implementation of the ROD must file an application with the FAA prior to seeking judicial relief as provided in Rule 18(a) of the Federal Rules of Appellate Procedure.*