

GEORGIA DEPARTMENT OF TRANSPORTATION
DIVISION OF INTERMODAL-AVIATION PROGRAMS
STATE BLOCK GRANT PROGRAM
FOR
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

**BALDWIN COUNTY REGIONAL AIRPORT
MILLEDGEVILLE, GEORGIA**

February 2, 2026

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Expand the existing terminal area apron, construct new taxiway access to the new lower ramp area, construct apron, improve existing stormwater drainage including new detention ponds and acquire a drainage easement to the existing drainage system, construct new access roads and auto parking, install marking and lighting, relocate and install new utilities, raise the existing beacon and electrical vault to the appropriate grade, install erosion control, install fencing, and construct 4 T-hangar buildings, 6 box hangars, and 8 corporate hangars

BALDWIN COUNTY REGIONAL AIRPORT MILLEDGEVILLE, GEORGIA

I have carefully and thoroughly considered the facts contained in the attached Environmental Assessment (EA). Based on that information, I find the proposed Federal Action is consistent with existing national environmental policies and objectives of Section 101(a) of the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental requirements. I also find the proposed Federal Action, with the required mitigation referenced below, will not significantly affect the quality of the human environment or otherwise include any condition requiring any consultation pursuant to section 102(2)(c) of NEPA. As a result, the Federal Aviation Administration (FAA) will not prepare an EIS for this action.

APPROVED: _____ DATE: February 2, 2026

DISAPPROVED: _____ DATE: _____

Colette W. Edmisten
Aviation Program Manager
Division of Intermodal
Georgia Department of Transportation
State Block Grant Program Representative for the Federal Aviation Administration

Proposed Federal Action:

The Preferred Alternative includes expand the existing terminal area apron, construct new taxiway access to the new lower ramp area, construct apron, improve existing stormwater drainage including new detention ponds and acquire a drainage easement to the existing drainage system, construct new access roads and auto parking, install marking and lighting, relocate and install new utilities, raise the existing beacon and electrical vault to the appropriate grade, install erosion control, install fencing, and construct 4 T-hangar buildings, 6 box hangars, and 8 corporate hangars, at the Baldwin County Regional Airport, Milledgeville, Georgia (Airport).

The Proposed Action is required to construct improvements at the Airport for the purpose of meeting the future aviation demands of the area and to promote economic development by attracting aviation-related businesses to the Airport.

The proposed Federal Action is the unconditional approval of the Preferred Alternative as shown on the latest approved Airport Layout Plan (ALP) and possible Federal funding for construction of the development.

Baldwin County (the Sponsor) submitted an Environmental Assessment (EA) that includes the work described above. The FAA, through the State of Georgia, a Block Grant State, supports the objectives of the proposed project to provide necessary infrastructure to meet the current and forecast aviation needs and to attract economic development to Baldwin County.

Basis of Finding:

The Sponsor has presented their Preferred Alternative that was evaluated and compared to the No Action Alternative. The No Action Alternative would not satisfy the purpose and need to provide the infrastructure to meet the existing and future aviation need and to attract aviation-related businesses. The FAA Preferred Alternative (Sponsor-Preferred Alternative) would meet the local required airport infrastructure.

It has been determined that the Preferred Alternative would not significantly impact the human environment. The Finding of No Significant Impact is based on the attached EA that was independently evaluated by the State of Georgia, Department of Transportation, Intermodal Division, Aviation Programs (GDOT) through the FAA State Block Grant Program and determined to adequately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required.

Air quality impacts are not expected to significantly change because of the Sponsor-Preferred Alternative. This project will not significantly increase aircraft operations. Emissions from construction equipment will be temporary and minimal and would not be a significant impact.

Biological resources (including fish, wildlife, and plants) impacts will not be significantly changed as a result of the Sponsor-Preferred Alternative. Approximately 7 acres of trees and approximately 0.32-acres of wetlands will lose habitat because of clearing and

filling but will not significantly affect any species. An aquatic survey was conducted and found no suitable habitat for any protected aquatic species. Two species, tri-colored bat and bald eagle have the potential to nest/roost in the area. With specific mitigation measures, these species will not be significantly impacted by the Sponsor-Preferred Alternative.

Coastal Resources, under the Coastal Barriers Resources Act, the Coastal Zone Management Act, and E. O. 13089 Coral Reef Protection, will not be impacted by the Sponsor-Preferred Alternative.

Department of Transportation Act (DOT), Section 4(f) lands will not be significantly impacted by the Sponsor-Preferred Alternative.

Farmland or farmland soils will not be significantly impacted by the Sponsor-Preferred Alternative. All land included in the Sponsor-Preferred Alternative is existing airport-owned land, and an easement will be purchased on residential property. Based on these prior land uses, the provisions of the Farmland Protection Policy Act (FPPA) as they pertain to the protection of prime farmlands and soils of statewide importance are not applicable.

Hazardous materials, solid waste, and pollution prevention impacts are not expected to significantly increase as a result of the Sponsor-Preferred Alternative. The Sponsor-Preferred Alternative does not have the potential to violate applicable Federal, state, tribal or local laws or regulations regarding hazardous materials and/or solid waste management. The Sponsor-Preferred Alternative does not involve a known contaminated site. The Sponsor-Preferred Alternative does not have the potential to produce an appreciably different quantity or type of solid waste or use a different method of collection or disposal and does not have the potential to exceed local capacity or adversely affect human health or the environment.

Historical, architectural, archaeological and cultural resources will not be significantly impacted by the Sponsor-Preferred Alternative.

Land Use surrounding the Airport will not be significantly impacted by the Sponsor-Preferred Alternative.

Natural Resources and Energy Supply will not be significantly impacted by the Sponsor-Preferred Alternative. The Sponsor-Preferred Alternative will not have the potential to cause demand to exceed available or future supplies of these resources.

Noise and non-compatible land use will not significantly change by constructing the Sponsor-Preferred Alternative. The compatibility of the existing land uses surrounding the airport will not be significantly impacted by the Sponsor-Preferred Alternative. Future aircraft operations are not expected to exceed levels that would cause significant impacts off airport property.

Children's environmental health and safety risks will not be significantly impacted by the Sponsor-Preferred Alternative. The Sponsor-Preferred Alternative will not have the

potential to lead to a disproportionately high and adverse impact to any disproportionate health or safety risk to children.

Visual effects (including light emissions) will not be significantly affected or changed by the Preferred Alternative. The Sponsor-Preferred Alternative will not create annoyance or interfere with normal activities from light emissions or affect the visual character of the area due to light emissions. The Sponsor-Preferred Alternative does not have the potential to significantly affect the nature of the visual character of the area or block or obstruct any view of visual resources. The new hangar/apron area will be shielded by existing trees that will remain between the new development and the existing neighborhood.

Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

Wetlands will not be significantly impacted by the Sponsor-Preferred Alternative by the modification of approximately 0.32 acres to construct a detention pond for airport drainage. The Sponsor will purchase an easement from an adjoining property to improve the existing drainage from the airport to the existing county stormwater system. With appropriate mitigation and design, impact to wetlands is not considered to be significant.

Floodplains will not be impacted by construction of the Sponsor-Preferred Alternative.

Water Quality, will not significantly change by implementing the Sponsor-Preferred Alternative.

Streams will not be impacted by the Sponsor-Preferred Alternative.

State or Federal designated wild and scenic rivers are not located near the airport, so none will be affected by the Sponsor-Preferred Alternative.

A public involvement program was carried out during the project development. A public hearing was held. The EA included a review and coordination process involving applicable Federal, state, and local government agencies. All comments received as a result of various public input have been addressed in the EA. The Sponsor-Preferred Alternative is reasonably consistent with existing plans of public agencies for development of the area and fair consideration has been given to the interest of communities near the Airport.

The EA addresses the viable alternatives that were studied during project development. The environmental effects of the viable alternatives under consideration were evaluated when preparing the EA.

Following the submittal of the draft EA, the GDOT conducted an independent review of the document. The January 2026 Environmental Assessment is found to be valid and represents the Federally accepted environmental document through acceptance by the Georgia Department of Transportation, Division of Intermodal, Aviation Programs, as a

participant in the FAA State Block Grant Program. The Sponsor-Preferred Alternative is the environmentally Preferred Alternative and so becomes the FAA's Preferred Alternative.

Mitigation Measures: This Finding is contingent upon the Sponsor's implementation of the following mitigation measures:

1. The Sponsor shall obtain all permits required by Federal, state and local laws and regulations for this project prior to start of any construction for which the permit is applicable.
2. A bald eagle nest survey will be conducted in accordance with the U. S. Fish and Wildlife Service (USFWS) Eagle Nest Survey Protocol within seven (7) days prior to any tree-clearing activities. The findings of the survey will be submitted to USFWS and Georgia Department of Natural Resources for concurrence prior to start of any tree-clearing or construction activity. Measures shall be taken to ensure that no trees are removed for this project during the months of September 1- July 31, the breeding season for the bald eagle, unless a nest survey has been completed and approved.
3. The tricolored bat is listed as "proposed endangered". There is potential habitat of the tricolored bat within the project area. If the species is listed as "endangered" prior to complete implementation of the Sponsor-Preferred Alternative, the Sponsor will follow the Federally established conservation guidelines for evaluation, mitigation, and protection of the tricolored bat. If determined to be endangered prior to start of the project, USFWS shall be contacted for any guidance on the required survey and mitigation.
4. In the event that an incident occurs that causes harm or injury to any migratory bird species, the contractor shall be required to report the incident immediately to the USFWS-Ecological Services Field office and to the GDNR-WRD Nongame Conservation Division.
5. An erosion and sedimentation control plan that includes the use of construction controls to prevent degradation of water quality and potential associated impacts on aquatic ecology shall be approved by the Georgia Environmental Protection Division prior to start of the project and shall be implemented during the project. Any bare soil within the project area shall be immediately planted and established with native grasses. The contractor shall implement BMPs to protect and minimize construction impacts on water quality.
6. If required, a USACE 404 permit shall be obtained prior to start of work in any Waters of the U.S. All measures that may be required by the permit become enforceable mitigation measures of this FONSI. Any mitigation credits required as a condition of USACE permits shall be purchased prior to the start

of any construction for which a permit is required. A Section 401, Water Quality Certification shall be acquired prior to start of construction.

7. The recently completed drainage study shall be used during design of the Sponsor-Preferred Alternative to ensure adequate drainage conveyance to the existing county drainage system with no impacts to the surrounding community.
8. The project shall comply with the U. S. Environmental Protection Agency (EPA) National Pollution Discharge Elimination System (NPDES) storm water permit(s), as applicable. The construction contracts shall include compliance with Georgia Environmental Protection Division General NPDES Permit process.
9. Construction activity shall conform to requirements of FAA Advisory Circular 150/5370-10, Standards for Specifying Construction of Airports, and FAA Advisory Circular 150/5200-33 Hazardous Wildlife Attractants on or Near Airports.
10. Measures shall be taken during clearing and trimming to prevent or minimize the spread of invasive species. Care shall be taken to ensure that invasive species or non-native species are not introduced or spread into the area by clearing and replanting activities.
11. Should any cultural resources or archaeological artifacts be discovered during construction, work shall immediately stop, and the Georgia State Historic Preservation Officer notified.
12. Stormwater ponds should not be constructed on or near airports because of their potential to attract wildlife/birds that could become a hazard to air navigation. Great care should be taken in decisions for the necessity and location of stormwater detention ponds and eliminate them if possible. If it is determined that a pond is a requirement, it shall be constructed so as to limit the attractiveness of the ponds to hazardous wildlife, and in accordance with FAA Advisory Circular 150/5200-33, Hazardous Wildlife Attractants on or Near Airports. It shall be the responsibility of the Sponsor to monitor any ponds to ensure that they do not become a hazardous wildlife attractant, and to take immediate action if hazardous wildlife is observed utilizing the pond. Any temporary ponds must be converted back to upland status prior to the completion of the project. Design should ensure that these areas will not convert back to aquatic features (pond or wetland) in the future.

Proposed changes in, or deletion of, a mitigation measure that is included as a condition of this approval must be reviewed and approved by the signing official of the Finding of No Significant Impact. Steps will be taken through grant agreements, licenses, contract specifications, operating specifications, directives, and other project review or

implementation procedures to monitor and enforce implementation of the mitigation measures listed above.