



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

Memphis Airports District Office
2600 Thousand Oaks Blvd., Suite 2250
Memphis, TN 38118-1555
Phone: 901-322-8180

March 6, 2018

Michelle Baker
Assistant Manager, Environmental Compliance
Metropolitan Nashville Airport Authority
One Terminal Drive, Suite 501
Nashville, TN 37214

Dear Ms. Baker:

RE: BNA Vision Project
Environmental Assessment – Nashville International Airport (BNA)

The Federal Aviation Administration (FAA) Memphis Airports District Office has reviewed the Vision Environmental Assessment document for the above referenced project. Based on our review, FAA has issued a FONSI for the proposed action.

If you have any questions related to this environmental review, please contact Kristi Ashley of my staff at 901-322-8197.

Sincerely,

Phillip J. Braden
Manager, Memphis Airports District Office

Enclosure

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT**

AIRPORT: Nashville International Airport (BNA)
One Terminal Drive
Nashville, Tennessee 37214

PROPOSED ACTION: Implementation of BNA Vision

Introduction

This Finding of No Significant Impact (FONSI) summarizes the Proposed Action (i.e., proposed implementation of BNA Vision), the purpose and need of the Proposed Action, alternatives to the Proposed Action, and potential environmental consequences of the Proposed Action. This FONSI documents the decision of the Federal Aviation Administration (FAA) to approve the federal actions requested by the airport sponsor, Metropolitan Nashville Airport Authority (MNA), to support the proposed project. This FONSI includes necessary environmental findings and determinations. The Final Environmental Assessment (EA) that supports this FONSI is attached. The attached EA was prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) and follows FAA guidelines for implementing NEPA (specifically FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*).

BNA Vision Overview

BNA Vision is a comprehensive plan designed to enable the Nashville International Airport (BNA or Airport) to meet the needs of currently projected increased growth in the region and to accommodate rapidly increasing numbers of passengers flying into and out of BNA while maintaining the character of the Greater Nashville Area¹.

Between 2010 and 2016, the population of the Greater Nashville Area grew by nearly 20%, from approximately 1.6 million to 1.9 million, and BNA annual enplanements² increased by more than 55%, from approximately 4.5 million to 7 million in the same period. By 2035, the population of the Greater Nashville Area is expected to surpass 2.5 million people, and BNA enplanements are expected to grow from approximately 7 million today to more than 10 million, a further increase of approximately 43% (Lynch, 2017).

In response to this unprecedented growth, Metropolitan Nashville Airport Authority (MNA) has developed the BNA Vision. Elements of the BNA Vision include several improvements and additions to BNA to accommodate existing and projected airport needs. Key features of the BNA Vision include the expansion of the main terminal to create a new central concourse (designated as Concourse T in this EA); a new International Arrivals Building (IAB) located in Concourse T; expansion and improvement of the terminal, including the ticketing lobby and baggage claim areas; expansion of the terminal apron; expansion and improvements of Concourses A, B, and D; construction of a new parking garage and transportation center; construction of a new on-site hotel; construction of a new airport administrative building; and on-airport road circulation modifications.

The intention of the Proposed Action is to accommodate more efficiently projected enplanements and passenger throughput and experience at BNA (to include improved enplanements flow through ground traffic arrivals, parking, ticketing, security, concessions, boarding, disembarking, baggage collection, and ground transportation departure). Although the Proposed Action includes expanding the terminal apron,

¹ The Greater Nashville Area refers to the Nashville-Davidson-Murfreesboro-Franklin Metropolitan Statistical Area (MSA), which includes the following counties: Cannon, Cheatham, Davidson, Dickson, Hickman, Macon, Maury, Robertson, Rutherford, Smith, Sumner, Trousdale, Williamson, and Wilson.

² Enplanement – Refers to a person boarding in the United States in scheduled or nonscheduled service on aircraft in intrastate, interstate, or foreign air transportation (49 CFR 1510.3).

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no changes to the airfield and runway configurations are proposed. The Proposed Action is neither the cause nor driver of future flight or passenger projections.

This EA has been prepared in accordance with the requirements of NEPA and follows FAA guidelines for implementing NEPA (specifically FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*). This EA requires FAA approval.

Purpose and Need

Based on anticipated growth of private industry, the strong socioeconomic expansion of the Greater Nashville Area is projected to continue (Lynch, 2017). MNAA is looking to support this forecasted growth through the implementation of the BNA Vision. The purpose of the proposed terminal improvements and ancillary development projects is to better meet the current and projected needs of the public, air carriers, and stakeholders at BNA. To meet the needs of Nashville's rapid and sustained growth, MNAA is embarking to program, design, and implement multifaceted improvements for the terminal building and associated infrastructure. This plan – known as *BNA Vision* – seeks to address five overarching issues: expand facilities; update systems; consolidate functions to improve efficiency; improve accessibility; and improve passenger and aircraft movement.

Proposed Action and Alternatives

MNAA considered multiple alternatives for the development of facilities to meet the Proposed Action's Purpose and Need. In addition, MNAA has taken specific site sustainability strategies into consideration during the design of each project. Alternatives identified during the development of the Proposed Action were generally evaluated based on four principal screening criteria: level of passenger service provided; cost feasibility; impacts of construction; and ability to meet development objectives. Various design concepts were evaluated for the following components of the BNA Vision: additional parking and transportation infrastructure options; terminal expansion and improvements; concourse expansion, improvements and location of a permanent IAB; terminal apron improvements; hotel location and configuration; location for additional administrative space; and utilization of support areas. Based on screening criteria, MNAA developed the Proposed Action evaluated in this EA. Specific elements of the Proposed Action are summarized in Table 1 below.

Table 1: Summary of Proposed Action

Proposed Action Element	Description
Parking and Transportation at Garage B/C	<ul style="list-style-type: none">• Demolish three-story short-term parking garage. Concrete debris material would be crushed, sorted, and stockpiled. Anything that cannot be feasibly recycled or reused would be disposed in an appropriate and permitted facility.• Construct six-story Garage B/C at the same location. Construct new Ground Transportation Center (GTC) on the bottom level (Level 1) of the new Garage B/C. Levels two to four would provide parking, while Level 5 would include parking as well as the Plaza level (hotel lobby / administration building first floor / potential rail station and terminal access via a bridge). Level six would include additional parking and continuation of the hotel and administrative office floor.• Perform roadway and other infrastructure improvements required to connect new parking facilities and the GTC to the existing Airport roadway system.

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Proposed Action Element	Description
Terminal Expansion and Improvements/ Concourse T	<ul style="list-style-type: none"> • Demolish central ticketing, concessions, and necessary support spaces to create open central concept to allow for passenger security screening expansion. • Expand footprint of terminal into new landside wings added to the north and south ends to accommodate relocated ticketing lobby and baggage claim. • Expand terminal to the west to construct Concourse T, which would house the new IAB and allow for additional functions such as retail, concessions, and customs/immigration. • Construct gates on Concourse T to replace gates displaced from Concourse B and from Concourse C. • Expand fuel hydrant system to accommodate servicing new gates.
Fill Merten's Hole to Expand Terminal Apron and RON Capacity	<ul style="list-style-type: none"> • Allow for aircraft movement to/from Concourse T and provide space for additional remain overnight (RON) aircraft parking and for additional deicing positions by filling and paving the 580,000 cy Merten's Hole in the apron between Concourses B and C.
Concourse A Modifications	<ul style="list-style-type: none"> • Demolish interim IAB once Concourse T is operational. • Expand Concourse A northward to provide newly aligned gate capacity with passenger boarding bridges. • Refresh aesthetics and concessions to compliment other terminal improvements and improve passenger amenities. • Expand fuel hydrant system to accommodate servicing new gates.
Concourse B Modifications	<ul style="list-style-type: none"> • Increase size by widening concourse to increase efficiency and accommodate up-gaged aircraft. • Reduce number of gates due to the creation of Concourse T. • Refresh aesthetics and concessions to compliment other terminal improvements and improve passenger amenities.
Concourse C Modifications	<ul style="list-style-type: none"> • Reduce number of gates due to the creation of Concourse T. • Refresh aesthetics and concessions to compliment other terminal improvements and improve passenger amenities.
Concourse D Modifications	<ul style="list-style-type: none"> • Reactivate and expand Concourse D. This project would plan for an elevated departures level with supporting ramp space sized to support elevated gates with passenger boarding bridges to accommodate projected increases in needs for projected airline usage. • Additional functions on the departures level will include hold-rooms, retail and concession spaces. • Expand fuel hydrant system to accommodate servicing replacement gates. • Construct a Central Utility Plant (CUP) at the end of Concourse D, which would allow the consolidation and modernization of heating, cooling, and related utilities.
Multi-modal Station	<ul style="list-style-type: none"> • Construct the framework (e.g., structure, canopy and platform) for a multi-modal station on the top level of Garage B/C to accommodate future light rail transit.

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Proposed Action Element	Description
Landside Hotel	<ul style="list-style-type: none"> Construct a hotel on top of new Garage B/C to meet existing and projected demand at BNA. Hotel would be an approximate 10-11 stories structure with four garage levels below.
MNAA and Airport Administrative Office Space	<ul style="list-style-type: none"> Demolish mezzanine level office space in terminal to create open centralized space with through views. Provide a new office structure with additional space in new Garage B/C for administrative functions to accommodate displacement resulting from terminal improvements as well as provide room for future staff growth. The new office space is to be located atop of Level 5 (Plaza Level) of Garage B/C and would include multiple additional stories.
Support Area Designation and Use	<ul style="list-style-type: none"> To support Proposed Action implementation, additional airport-owned property may be accessed and used for construction staging, equipment storage, and temporary construction trailers/offices. In addition, support areas would also be evaluated for potential mitigation projects if required during permitting of proposed projects. Potentially utilize Areas B, D, E, and F as borrow sources for fill for Merten's Hole. Sourcing the fill material from these areas would require use of construction equipment, transport from the borrow site to Merten's Hole, temporary stockpiling of fill material, and potentially short-term intermittent blasting, depending on geotechnical considerations. Utilize Area C for Low Impact Development (LID) mitigation.

NO ACTION ALTERNATIVE

Under the No Action Alternative, no improvements or changes to the existing terminal building, concourses, parking, or other ancillary facilities at BNA would occur. Therefore, implementation of the No Action Alternative would not expand facilities, update airport design or systems, enhance efficiency, improve accessibility, or improve passenger and aircraft movement. As such, the No Action Alternative would not meet the Purpose and Need for the Proposed Action.

Environmental Consequences and Mitigation

Based on analyses presented in the attached EA, no significant effects are expected to occur as a result of the Proposed Action, provided appropriate mitigation measures are implemented. Table 2 presents a summary of potential impacts and mitigation measures that would result from the implementation of the Proposed Action – *BNA Vision*. Environmental Consequences and mitigation measures are presented in Section 4 of the EA.

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Table 2: Summary of Potential Effects from Implementation of the Proposed Action

Resource Area / Section of EA	Summary of Potential Effects	Best Management Practices (BMPs) and Mitigation Measures ^a
Air Quality / Section 4.5	No significant effects to air quality. Potential minor effects associated with emissions result from additional boilers, employee vehicles, and construction.	No specific mitigation measures. BMPs to be implemented during construction to reduce potential air quality effects.
Biological Resources (including Fish, Wildlife, and Plants) / Section 4.6	No significant effects to biological resources. Impacts include: <ul style="list-style-type: none"> • Loss of approximately 14 acres of limited wildlife habitat due to apron expansion (Merten's Hole). • Potential minor disturbance to wildlife within support areas during construction. • Loss of 0.4 acre of herbaceous wetland and 660 linear feet of stream, which provide limited wildlife habitat (Merten's Hole). 	BMPs would be implemented during construction to reduce potential effects to water quality and adjacent aquatic habitats. Mitigation measures and BMPs required by Tennessee Department of Environment and Conservation (TDEC) and/or the US Army Corps of Engineers (USACE) would be implemented per permit conditions (Clean Water Act [CWA] Section 404 permit and TDEC's Aquatic Resource Alteration Permit [ARAP]).
Critical Habitat and Federally Listed Threatened & Endangered Species / Section 4.7	No effect to critical habitat. No significant effects to federally listed threatened and endangered species. Potential impacts include: <ul style="list-style-type: none"> • Reduction of potential summer roosting habitat for the Indiana bat and the northern long-eared bat (NLEB). • Sediment/pollutant releases to Sims Branch and tributaries during construction (federally listed Nashville crayfish occurs in Sims Branch 	MNAA to coordinate with the US Fish and Wildlife Service (USFWS) prior to tree removal within support areas. BMPs to be implemented during construction to prevent water quality impacts to Sims Branch and unnamed tributaries. Coordinate with USFWS and Tennessee Wildlife Resources Agency (TWRA) for work that could produce runoff to streams within the Mill Creek Watershed, including Sims Branch and unnamed tributaries to Sims Branch.

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Resource Area / Section of EA	Summary of Potential Effects	Best Management Practices (BMPs) and Mitigation Measures^a
	downstream of Airport, however, does not occur within Airport property).	
Climate / Section 4.8	No significant effect.	None.
Coastal Resources / Section 4.9	No effect.	None.
Department of Transportation Act, Section 4(f) / Section 4.10	No effect.	None.
Farmlands / Section 4.11	No effect.	None.
Hazardous Materials, Solid Waste, and Pollution Prevention / Section 4.12	No significant effect. Potential effects include: <ul style="list-style-type: none"> Release of pollutants during construction or operation of Proposed Action projects. 	Modify existing SWPPP and SPCC, as applicable, to ensure compliance with local, state, and Federal regulations.
		Manage wastes associated with construction and operations at the site in accordance with the Solid and Hazardous Waste Rules and Regulations of the state.
		Implementation of BMPs and compliance with existing regulations would reduce the potential for inadvertent spills and the potential for spills to reach the environment.
Historical, Architectural, and Cultural Resources / Section 4.13	No effect.	Existing cemeteries at potential support areas will be avoided and not disturbed.
Land Use / Section 4.14	No effect.	None.
Natural Resources and Energy Supply /Section 4.15	No effect.	Incorporation of sustainability concepts into design of component projects.

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Resource Area / Section of EA	Summary of Potential Effects	Best Management Practices (BMPs) and Mitigation Measures ^a
<p>Noise and Compatible Land Use/ Section 4.16</p>	<p><i>No significant effects in the long term. Potential adverse effects during construction. Mitigation measures to be implemented to reduce adverse effects.</i></p>	<p>Develop and implement Communications Plan.</p> <p>Blasting activities would be communicated through the Communications Plan and would be restricted during certain hours.</p> <p>Construction activities near noise-sensitive areas would be restricted during certain hours.</p> <p>Operation of extremely loud and impact noise-producing equipment near noise-sensitive areas would be restricted during certain hours.</p> <p>General BMPs to reduce noise would be implemented.</p>
<p>Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks / Section 4.17</p>	<p><i>No significant effects. No residential or commercial relocations would occur. Potential impacts include:</i></p> <ul style="list-style-type: none"> • Creation of additional permanent jobs (estimated to be approximately 350). • Creation of temporary construction jobs. • Negligible increases to traffic on major roads serving the Airport. 	<p>Contractors to develop a traffic management plans to minimize potential impacts to BNA customers as required.</p>
<p>Light Emissions and Visual Effects / Section 4.18</p>	<p><i>No adverse effects.</i></p>	<p>Implementation of design strategies to avoid excess light emissions.</p>

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Resource Area / Section of EA	Summary of Potential Effects	Best Management Practices (BMPs) and Mitigation Measures ^a
<p>Water Resources (including Wetlands, Floodplains, Surface Waters, and Wild and Scenic rivers) / Section 4.19</p>	<p><i>No significant effects.</i> Effects include:</p> <ul style="list-style-type: none"> • Filling 0.4 acre palustrine emergent wetland and two springs. • Impacting 660 feet of perennial stream. • Potentially affecting water quality from erosion and sedimentation during construction. • Reducing potential for future pollutants to reach Sims Branch. 	<p>BMPs would be implemented during construction to reduce potential effects to water quality and adjacent aquatic habitats.</p> <p>Mitigation measures and BMPs required by TDEC and/or the USACE would be implemented per permit conditions (CWA Section 404 permit and TDEC's ARAP).</p>

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Areas of Controversy and Unresolved Issues

There are no major areas of controversy or any substantial unresolved issues related to the implementation of the Proposed Action – BNA Vision. The public and agencies have provided comments on several issues including impacts to threatened and endangered species, air, water, and solid waste management. The EA includes in-depth discussion to address these concerns.

Public Involvement

The Notice of Availability (NOA) was published in the Tennessean on December 22, 2017. In addition to the newspaper publication, the NOA was emailed to each of the contacts listed in the agency coordination list. The draft EA was available for review at the following locations:

- MNAA, One Terminal Drive, Suite 501, Nashville, TN 37214; Hours: Monday through Friday, 8:30 AM to 3:30 PM (CT).
- FAA, Memphis Airports District Office, 2600 Thousand Oaks Boulevard, Suite 2250, Memphis, TN 38118; Hours: Monday through Friday, 8:00 AM to 3:30 PM (CT).
- Nashville Public Library Donelson Branch, 2315 Lebanon Pike, Nashville, TN 37214; Monday through Friday, 11:00 AM to 6:00 PM (CT)
- Tennessee State Library and Archives, 403 7th Avenue North, Nashville, TN 37243; Hours: Monday through Friday, 9:00 AM to 3:00 PM (CT)
- Online at www.bnavision.com/plans

Other Required Federal and State Actions

The following Federal and State permits would be required from the USACE and TDEC for implementation of the proposed project:

- USACE Individual CWA Section 404 Permit for Impacts to Waters of the U.S. (including wetlands and aquatic resources);
- TDEC ARAP, serves as the CWA Section 401 Water Quality Certification (WQC);
- TN National Pollution Discharge Elimination System (NPDES) Construction General Permit, required for land disturbance greater than 1 acre.

Conclusion

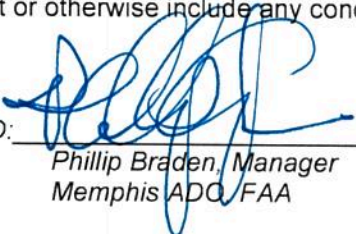
MNAA proposes to implement the BNA Vision, which is a comprehensive plan designed to enable BNA to meet the needs of projected increased growth in the region and accommodate rapidly increasing numbers of passengers flying into and out of BNA. In accordance with NEPA, potential environmental effects are evaluated for the Proposed Action and the No Action Alternatives in this EA. Environmental evaluations include direct, indirect, and cumulative effects and were performed in consultation with other Federal and State agencies that have jurisdiction by law or special expertise regarding particular resource areas and impacts. The Proposed Action would not cause significant environmental effects, given that appropriate mitigation measures are implemented.

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Decision:

This decision does not approve Federal funding for the proposed airport development and does not constitute a Federal 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: _____


Phillip Braden, Manager
Memphis ADO, FAA

DATE: _____


3/6/2018