

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

Environmental Assessment for the Rental Car Facility Relocation Project

Fayetteville Regional Airport, Fayetteville, North Carolina

I. Introduction/Background

Fayetteville Regional Airport (FAY) is located at 400 Airport Road in Fayetteville, Cumberland County, North Carolina. The proposed action involves the development of a consolidated rental car facility on a partially paved and partially wooded non-aeronautical site located near the airport terminal.

This project requires Federal Aviation Administration (FAA) approval of the Airport Layout Plan (ALP) depicting the rental car facility relocation, which is a federal action subject to review under the National Environmental Policy Act (NEPA). An Environmental Assessment (EA) was prepared in accordance with NEPA, FAA Order 1050.1F¹, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, NEPA Implementing Instructions for Airport Actions. This Finding of No Significant Impact (FONSI) provides the FAA's environmental determination, approval, and conditions for agency actions necessary to implement the FAA Proposed Action. This FONSI is based on information and analyses contained in the July 2026 Final Environmental Assessment for the Rental Car Facility Relocation Project (EA), which is incorporated by reference.

II. Proposed Action

The Proposed Action entails developing and relocating a consolidated rental car facility to a currently undeveloped non-aeronautical airport site to accommodate current and future operations.

The Proposed Action involves the design and construction of the following main components:

¹ FAA 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 commenced 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 such as the project that is the subject of this Finding of No Significant Impact that 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 will not be followed.

- Two roadway connections: one for facility access and fuel tank offloading, and one for quick return access to the terminal parking lot.
- A car wash and maintenance area with staged parking.
- Fuel and vacuum positions.
- Security fencing and access gates.
- A potential stormwater management area to accommodate additional impervious surfaces.
- Incidental site work including the removal of trees, grading of the site, and the removal of unused buildings currently on the property.

Federal Action: The FAA's review and approval of the Airport Layout Plan depicting the rental car facility relocation is a federal action subject to NEPA. The sponsor prepared an appropriate environmental assessment with FAA oversight. This FONSI represents the FAA's findings regarding the significance of environmental effects and accepts the EA as a Federal document.

III. Purpose and Need

The purpose of this project is to utilize non-aeronautical airport land that is currently undeveloped to accommodate and relocate a consolidated rental car facility. The proposed facility will provide a more efficient and updated system for the maintenance and ingress/egress of rental vehicles from several companies in a consolidated location.

The need for the project is to provide additional revenue to the airport and reduce the airport's overhead maintenance costs by creating one shared facility rather than multiple. The consolidation of the facility diversifies the tenants by providing a single point for them to perform maintenance, allowing flexibility for rental car companies to scale their operations up or down accordingly and fostering competition.

IV. Alternatives

NEPA requires consideration of a reasonable range of alternatives. The EA evaluated the Proposed Action (Consolidated Facility on Proposed Property - Alternative 4) and the No Action Alternative.

Other reasonable facility configurations and locations were dismissed early in the screening process for operational efficiency, safety, ability to meet purpose and need, and environmental factors. These included:

- **Alternative 1: Crossfield New Development:** Dismissed because it is cost-prohibitive due to a lack of existing infrastructure, requires ingress/egress through environmentally sensitive stream and wetland areas, and poses high operational impacts to the airfield.

- **Alternative 2: Redevelopment of Current Area:** Dismissed because the site does not meet development requirements, and additional site preparation would introduce potential environmental impacts (e.g., hazardous waste removal, reconfiguration of roads through environmentally sensitive stream areas, tree clearing, grading).
- **Alternative 3: Non-Consolidated Facility on Proposed Property:** Dismissed because a non-consolidated facility is less efficient, requires a larger development footprint, creates an opportunity for a lack of tenant diversity, and fails to meet sponsor goals for operational efficiency.

Therefore, the Proposed Alternative (Alternative 4) and the No Action Alternative were retained for further evaluation in the EA.

V. Environmental Impacts

The EA analyzed all relevant environmental categories in accordance with FAA Order 1050.1F. The EA documented that the Proposed Action would not affect Coastal Resources (as Cumberland County is not a designated Coastal Zone Management County); Department of Transportation Act Section 4(f) and 6(f) Resources; Farmlands; or Socioeconomics. Impacts to other resource categories are discussed below.

V A. Air Quality

The project area is located in an "in attainment" area for all National Ambient Air Quality emissions. The action falls under the presumed to conform list (Commercial Vehicle Staging Areas). The proposed consolidated facility and streamlined ingress/egress are anticipated to marginally decrease emissions per vehicle, resulting in no significant air quality impacts.

V B. Biological Resources

A field survey and U.S. Fish and Wildlife Service (USFWS) IPaC analysis identified potential habitat for protected species, noting the site contains mixed upland forest. The project requires tree clearing, which provides potential habitat for the Tricolored Bat. With the implementation of seasonal tree clearing restrictions, the project is determined to be "Not Likely to Adversely Affect" the Tricolored Bat. The USFWS concurred that the project would have "no effect" on other federally listed species. Therefore, the project will not have a significant impact on biological resources.

V C. Hazardous Materials, Solid Waste, and Pollution Prevention

Underground storage tanks at the previous rental car site will be removed or mitigated following EPA procedures. The new facility will feature above-ground storage tanks with secondary containment for fuel, and best management practices (BMPs) for pollutant containment will be implemented to ensure no adverse environmental impacts.

V D. Historical, Architectural, Archeological, and Cultural Resources

There are no parks, recreational areas, wildlife refuges, or Section 106 historical resources anticipated to be impacted on the site. The NC State Historic Preservation Office (SHPO) has been coordinated with, and no significant historical, architectural, or cultural impacts are anticipated.

V E. Land Use

The project is entirely consistent with the site's existing zoning for airport non-aeronautical use. The adjacent land uses will not be disrupted by the Proposed Action.

V F. Natural Resources and Energy Supply

Construction and operation of the facility will require readily available materials, fuel via tanker deliveries, and standard water consumption. The Proposed Action will not notably consume resources or exceed current supply levels, meaning no significant impacts are anticipated.

V G. Noise and Noise-Compatible Land Use

The proposed project serves to relocate existing surface traffic operations and will not increase aircraft operations, change fleet mix, or create new flight tracks. Therefore, the action will not result in changes to the noise environment at FAY, and no significant noise impacts are anticipated.

V H. Visual Effects (including light emissions)

The project will not increase net light emissions at FAY, though there will be localized increases on the project site. Light emissions generally occur outside of nearby business hours, and construction lighting will occur during daytime hours. Therefore, light impacts are anticipated to be less than significant.

V I. Water Resources

A USACE Preliminary Jurisdictional Determination (SAW-2012-00240) identified streams and wetlands in the broader vicinity, but the proposed development concepts have been designed to completely avoid these resources. No FEMA floodplains, streams, or wetlands will be impacted. The project will incorporate a stormwater management area to mitigate increased impervious surfaces and utilize BMPs to maintain water quality.

VI. Environmental Mitigation

Based on the analysis within the EA, the following mitigation is required:

- **Biological Resources (Tricolored Bat):** To protect the Tricolored Bat from adverse effects related to habitat disturbance, all tree clearing activities must be conducted strictly outside of the winter torpor season (between December 15 and February 15).

VI A. Permits and Certifications

The Project will require, but may not be limited to, the following permits:

- NCDEQ Stormwater Permit
- Cumberland County Building Permit
- Utilities Permits (water, sewer)
- NCDOT Encroachment Permit (if necessary for access road tie-in)
- FAA 7460-1 Notification of Potential Hazard to Air Navigation

VII. Public Involvement

The following agencies and tribal organizations were consulted during the preparation of the EA:

- U.S. Environmental Protection Agency (USEPA)
- N.C. Environmental Clearinghouse
- U.S. Army Corps of Engineers (USACE)
- U.S. Fish and Wildlife Service (USFWS)
- North Carolina Commission of Indian Affairs
- Waccamaw Siouan Tribal Council
- Coharie Indian Tribe
- Lumbee Indian Tribe of North Carolina

The Draft EA was made available for a 30-day public comment period from May 11, 2026, through June 12, 2026. Notices were published on the City of Fayetteville's website, and hard copies were available at the Fayetteville Regional Airport Terminal. No comments were received from the public during the comment period, and no requests for a public hearing were submitted.

FEDERAL FINDING OF NO SIGNIFICANT IMPACT

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in Section 101 of the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental requirements and 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: _____ Date: _____