

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: Textual DP	Estimated Chart Date: 11/03/2022	APWS Task ID: D7396DF1C44C488FB167D0C7845583F1	APWS Project ID: 5A51D4C7B39543E1B2DB3EBE4A2DD2A1
Procedure: TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP)		Enroute: NO	Specialist: Getz, Peter		Agreement Number:
Airport ID:			Airport City:		State:
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments:</p> <p>AIRPORT MAG VAR UPDATE AIRPORT OLD MAG VAR 6E 2000 NEW MAG VAR 3E 2025</p> <p>NEW RWY 1/19</p> <p>PENDING DATA USED</p> <p>CONTACT DONALD LANIER: WK: (405) 954-8242 CELL: (405)-210-2999</p> <p>08/08/2022 THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 06/02/2022. 1. ADDED HARD DATE(S) TO REQUIRED BLOCKS.</p> <p><i>Digitally signed by</i> <b>ERIC N SUSKI</b> Aug 08, 2022</p>					





# Federal Aviation Administration

## Initial Development Notification for AIRNAV Pending Records

To: Scott Jerden, Manager Aeronautical Data Team, AJV-A31

From: Bev Bordy, Manager Instrument Flight Procedures Projects Team, AJV-A4

Subject: **ACTION:** Request for Pending Records **KGDJ\_\_GRANBURY RGNL, , TX US**

The Magnetic Variation (MV) data for the airport(s) and/or facility(s) listed will be revised effective concurrent with the publication of the procedure(s) listed below. Estimated Chart Date: 11/3/2022

Current/Assigned MV   New MV

ECD	Airport ID	Procedure Name	AMDT #	Task Report Type Selections
11/3/2022	KGDJ	TAKEOFF MINIMUMS AND ODP AMDT 3		MAGVAR
8/11/2022	KGDJ	RNAV (GPS) RWY 14 AMDT 1A		MAGVAR
8/11/2022	KGDJ	VOR/DME RWY 14 AMDT 1C		MAGVAR

NEW RUNWAY: 1, 19 ALIGNED WITH 2025 MAG VAR RUNWAY CLSD 14, 32

If you have any questions please notify: donald.h.lanier@faa.gov

405-954-8242

Processed Thursday, May 19, 2022

U.S. Department of Transportation  
Federal Aviation Administration  
Southwest Region

**Finding of No Significant Impact (FONSI) and Record of Decision (ROD)**

Construction of a New Runway and Associated Improvements  
Granbury Regional Airport  
Hood County, Texas

March 2019

**1. INTRODUCTION**

This document serves as a Finding of No Significant Impact (FONSI) and Record of Decision (ROD) for the proposed Federal Aviation Administration (FAA) actions necessary to decommission Granbury Regional Airport's (GDJ) existing runway and construction of a new 5,200-foot non-precision primary runway. Related improvements include a new parallel taxiway, connector taxiways, an airport access road, a terminal building, and development of aircraft hangars and parking aprons at GDJ.

The FAA is the federal agency responsible for the approval of the proposed federal actions, outlined below, analyzed in the Environmental Assessment (EA). The Texas Department of Transportation (TxDOT) Aviation Division (AVN) is the state agency responsible for the proposed state actions. The FAA and TxDOT AVN have determined that the Proposed Action will have no significant impact to the human environment.

**2. BACKGROUND**

GDJ is a public use airport owned and operated by the City of Granbury, Texas. GDJ is located in Hood County, two miles west of the Central Business District. The airport reference point is latitude 32° 26' 39.900"N and longitude 97° 49' 01.000"W, consisting of approximately 346 acres.

GDJ is currently classified as a general aviation (GA) airport in the National Plan of Integrated Airport Systems (NPIAS). It is served by an existing single 3,603-foot long by 60-foot wide runway (Runway 14-32). The pavement of Runway 14-32 consists of asphalt in good condition. The existing pavement design strength is 12,000 pounds based on a single wheel load (SWL) configuration.

TxDOT AVN issued its FONSI for an EA in November 2013 (see attached 2013 EA). FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, states in Chapter 9 that if major steps toward implementation of the proposed action (such as the start of construction, substantial acquisition, or relocation activities) have not commenced within three years from the date of issuance of the FONSI, a written re-evaluation must be prepared in accordance with Chapter 9-2 of this Order (unless a decision has been made to prepare a new or supplemental EA). According to Chapter 9-2, a written re-evaluation is a document used to determine whether

the contents of a previously prepared environmental document (such as a draft or final EA or Environmental Impact Statement [EIS]) remain valid or a new or supplemental environmental document is required. Therefore, due to the amount of time that has lapsed since issuance of the 2013 FONSI, the potential for the project to utilize FAA Airport Improvement Program (AIP) funds, and the availability of additional information regarding the air traffic procedure changes that will be required, a written re-evaluation of the EA was completed.

The written re-evaluation found that the EA remains valid. The FAA has adopted the EA. The EA and the written re-evaluation are incorporated herein by reference.

### **3. PROPOSED FEDERAL AND STATES ACTIONS**

As explained fully in the EA and the written re-evaluation, the FAA State Block Grant Program authorizes TxDOT AVN to take certain actions under the AIP normally undertaken by the FAA. The respective federal and state actions necessary for the proposed airport modifications are set forth below.

#### **3.1 Requested Federal Actions**

The Federal actions necessary for implementation of the proposed airport modifications are:

- a. The determination of eligibility for Federal funding under 49 U.S.C. § 47101 et. seq. for the proposed airport development.
- b. Provide unconditional approval of the portion of the Airport Layout Plan (ALP) depicting the Proposed Action as described in Section 4 of the attached written re-evaluation.
- c. Revising or amending all necessary air traffic procedures to accommodate the Proposed Action, including:
  - Runway 01-19 Conventional Obstacle Departure Procedure (ODP);
  - Runway 01-19 arrival Area Navigation (RNAV) Global Positioning System (GPS) Procedure;

#### **3.2 Requested State Actions**

The State actions necessary for implementation of the proposed airport modifications are:

- a. Unconditional approval of the portion of the ALP depicting the proposed project as described within section 3 of this document;
- b. The determinations under 49 U.S.C. §47128 relating to the authority of the State to administer the State Block Grant Program including funding determinations in accordance with 14 C.F.R. Part 156 and 49 U.S.C. Sections §§ 47106 and 47107.

#### 4. PURPOSE AND NEED

Pursuant to the National Environmental Policy Act of 1969 (NEPA) and FAA Orders 1050.1F and 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, an EA must include a description of the purpose of a Proposed Action and the reasons it is needed.

As stated within the 2013 EA, the Purpose and Need of the proposed project is to comply with FAA guidance and policies to improve safety and protection of people and property on the ground. FAA runway protection design standards for aircraft that currently use and are anticipated to use the facility are outlined in FAA Advisory Circular 150/5300-13A, *Airport Design*, Change 1. Due to a change in approach minima, the newly proposed Runway Protection Zones (RPZ) have been reduced in size from 1,000' x 1,700' x 1,510' (not lower than 3/4-mile) to 500' x 1,000' x 700' (not lower than one statute mile). FAA memorandum "Interim Guidance on Land Uses within the RPZ" encourages the "airport owner to have control over the RPZ land in order to achieve the desired protection of people and property on the ground. Although the FAA recognizes that in certain situations the airport sponsor may not fully control land within the RPZ, the FAA expects airport sponsors to take all possible measures to protect against and remove or mitigate incompatible land uses."

The existing 3,603-foot runway accommodates single-piston, multi-engine piston, and small turbo-prop aircraft. On occasion, small turbine-powered jets use the airport. However, some of these operators are limited by the existing runway length. These limitations typically occur as temperature and humidity increase during spring and summer months, which cause the air to become less dense, creating less lift for take-off purposes. The limitations imposed by the existing runway length require that some aircraft operators incur substantial weight restrictions. Because weight restrictions affect aircraft take-off performance, pilots must reduce the amount of passengers, cargo, and/or fuel. Reducing fuel limits the range of an aircraft and may necessitate an intermediate re-fueling stop en-route to their final destinations. In some cases, especially those involving large turbo-prop aircraft and business jet turbine aircraft, the short runway requires pilots to avoid GDJ and use alternate airports or substitute smaller aircraft in an effort to operate at the field.

#### 5. ALTERNATIVES

The 2013 EA analyzed five alternatives, including the No-Action Alternative. One alternative was found to best meet the Purpose and Need and therefore became the Proposed Action. Because the five alternatives were previously evaluated in the 2013 EA, only the Proposed Action was analyzed in the written re-evaluation.

The Proposed Action that was the subject of the 2013 EA and the re-evaluation is detailed in **Figure 4.1** of the "Final Environmental Assessment Re-Evaluation." It includes the following components to meet the statutory objectives discussed previously:

- a. Acquire approximately 269 acres of land;
- b. Construct a new 5,200' x 75' runway with orientation (Runway 01-19);

- c. Construct a new parallel taxiway and connectors for Runway 01-19;
- d. Install new airfield lighting, including Medium Intensity Runway Edge Lights (MIRL), Medium Intensity Taxiway Edge Lights (MITL), and runway threshold lights;
- e. Install new airport owned and operated Precision Approach Path Indicator Lights (PAPI);
- f. Install new airfield directional signs;
- g. Develop new approach procedures for Runway 01-19 and coordinate with FAA Air Traffic and Flight Procedures organizations to coincide with the opening of the new runway and cancel procedures for Runway 14-32;
- h. Construct a new terminal building and on-airport storm water system improvements;
- i. Construct a new airport entrance road from US 377 along Archer Court;
- j. Construct new aircraft parking apron and maintenance/storage hangars;
- k. Install additional airfield security fencing and access gates;
- l. Close section of Archer Court Road from North Loop 567; and
- m. Relocate electric transmission and distribution power lines on properties to be acquired and along US 377 within the RPZ.

## 6. ENVIRONMENTAL CONSEQUENCES

The environmental impacts, if any, of the proposed alternatives were examined in the attached written re-evaluation in accordance with FAA Orders 1050.1F and 5050.4B. The environmental impacts of the No Action and the Proposed Action alternatives are summarized in this section.

The analyses included in the attached written re-evaluation demonstrates that a number of resources will not be impacted by implementation of the Proposed Action. These resource categories will not be discussed in detail in this FONSI/ROD. These categories include: Air Quality; National Historic Preservation Act (NHPA) Resources; Department of Transportation Act, Section 4(f) Resources; Coastal Resources; Climate; Noise; Water Resources, including, Wetlands and Waters of the U.S., and Floodplains; Hazardous Materials, Solid Waste, and Pollution Prevention; Farmlands; Socioeconomic Impacts, including Environmental Justice and Children's Environmental Health and Safety Risks; Natural Resources and Energy Supply; and Wild and Scenic Rivers.

Implementation of the Proposed Action has the potential to impact the following resource categories:

### 6.1 Biological Resources, including Threatened and Endangered Species

As documented in the 2013 EA, in November 2012 six species considered federally endangered or threatened and four federal candidate species had the potential to occur in Hood County. A habitat assessment was conducted on November 8, 2012, by a qualified biologist and it was determined that habitat for these federally-listed species did not exist within the Proposed Project area; therefore, there is no effect to those species.

To ensure there were no changes in habitat which may have caused any threatened or endangered species to inhabit the project area, the Texas Parks and Wildlife Department's Natural Diversity Database (NDD) was searched on September 25, 2018. The search found



no occurrence records for any federal, state, or rate species on or within 1.5 miles of the proposed project area. Additionally, a review of the U.S. Fish and Wildlife Information for Planning and Consultation (IPaC) database determined that current federally endangered or threatened species have been revised and updated since November 2012. The gray and red wolf, Sprague's pipit, sharpnose shiner, and smalleye shiner have all been removed while two birds and one clam have been added. During the 2012 surveys, a habitat was not identified for the black-capped vireo, golden-cheeked warbler, or least tern. The areas have not been changed or modified since this survey; therefore, it is likely a habitat is still not present. The FAA concludes that implementation of the Proposed Action would have No Effect on any threatened or endangered species.

## **6.2 Compatible Land Use**

The 2013 EA found that implementation of the Proposed Action would result in impacts to existing land use due to the acquisition of 269 acres of property. One residence was located in the property acquisition area. Coordination undertaken with landowners and the City of Granbury determined that these impacts resulted in a less-than-significant impact finding and no mitigation measures were required.

Since completion of the EA, the airport has acquired the proposed 269 acres. Altogether, the airport has purchased, in fee simple, 282 acres and an additional 144 acres for aviation easement purposes. The single family residence located east of the airport has also since been acquired. As reflected in the project overview exhibit, the land adjacent to, and surrounding the airport, continues to be undeveloped or vacant in nature and used for agricultural or ranching purposes. As a result of the proposed approach minimums from not lower than 3/4-statute mile to 1-statute mile, the corresponding RPZ have been reduced in size, dramatically shrinking the ground footprint or outline of these safety enhancements. Based on a re-analysis of the surrounding area with new approach limitations, the Proposed Action, and the steps the airport has already taken to acquire land, there would be no impacts to residences or industrial/commercial facilities. It is also anticipated any future noise contours reflecting an exceedance of the threshold for significance or reportable noise levels would remain on airport property.

## **6.3 Cumulative Impacts**

Consideration of potential cumulative impacts applies to those impacts resulting from implementation of the Proposed Action. The consideration of cumulative impacts addresses the potential for individually minor but collectively significant impacts to occur over time.

Council on Environmental Quality (CEQ) Regulations, Section 1508.7, define cumulative impacts as the incremental impacts of the action when added to the past, present, and reasonably foreseeable future actions regardless of the agency (federal or non-federal) undertaking such actions. The Proposed Action, in combination with other foreseeable future projects in the indirect study area, would not reach or exceed thresholds of significance.

## **7. CONCLUSION**

FAA Orders 5050.4B and 1050.1F stipulate that preparation of a new EA or supplementation of such a document is not required provided that the:

- a. The proposed action conforms to plans or projects for which a prior EA and FONSI have been issued or a prior EIS has been filed and there are no substantial changes in the action that are relevant to environmental concerns;
- b. Data and analyses contained in the previous EA and FONSI or 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 impacts; and
- c. Pertinent conditions and requirements of the prior approval have been, or will be, met in the current action.

Based upon the analysis of the Proposed Action described in the attached written re-evaluation, the FAA determines that both the 2013 EA and FONSI addressing the proposed project remain valid and, therefore, preparation of a new or supplemental EA is not warranted.

## **8. FINDINGS**

Throughout the development of the airport, including the proposed improvements described above, the FAA has made every effort to adhere to the policies and purposes of NEPA, as stated in CEQ Regulations for Implementing NEPA, 40 CFR §§1500-1508. The FAA has concentrated on the truly significant issues related to the action in question. The FAA determined that the Proposed Action is in compliance with FAA Order 1050.1F, Chapter 6-3.b(2), and is consistent with community planning as documented in the Granbury Regional Airport Master Plan. In its determination whether to prepare an EIS or process the EA and subsequent written re-evaluation as a FONSI, the FAA weighed its decision based on an independent examination of the EA, comments from Federal and state agencies, and all other evidence available to the FAA.

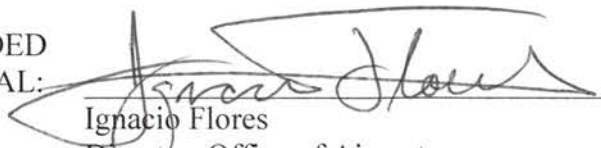
The following determinations are prescribed by the statutory provisions set forth in the Airport and Airway Improvement Act of 1982, as codified in 49 U.S.C. §§ 47106 and 47107. They are preconditions of FAA's approval of airport funding applications for AIP eligible airport development.

- a. 49 U.S.C. § 47106(a)(1). The Proposed Action is reasonably consistent with existing plans of public agencies for the development of the area surrounding the airport.
- b. 49 U.S.C. § 47106(b)(2). The interests of the communities in or near which the project may be located have been given fair consideration.
- c. 49 U.S.C. § 47107(a)(10). Appropriate action, including the adoption of zoning laws, has been or will be taken to the extent reasonable to restrict the use of land next to or near the airport to uses that are compatible with normal airport operations.



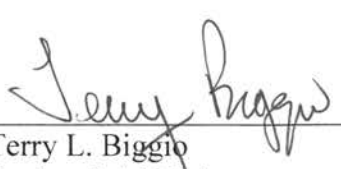
After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives of Section 101 of NEPA and other applicable environmental requirements and, with the required mitigation referenced above, will not significantly affect the quality of the human environment or include any condition requiring any consultation pursuant to Section 102(2)(C) of NEPA. As a result, the FAA has determined that preparation of an EIS is not necessary for this Proposed Action and is therefore issuing this FONSI.

RECOMMENDED  
FOR APPROVAL:

  
Ignacio Flores  
Director, Office of Airports  
Southwest Region

Date: 3/5/19

APPROVED:

  
Terry L. Biggio  
Regional Administrator  
Southwest Region

Date: 3/5/19

## **DECISION AND ORDER**

### **Construction of a New Runway and Associated Improvements Granbury Regional Airport Hood County, Texas**

March 2019

The FAA has identified the Proposed Action as the FAA's preferred alternative. The FAA must now select one of the following courses of action:

- a. Approve agency actions necessary to implement the Proposed Project, or
- b. Disapprove agency actions necessary to implement the Proposed Project.

Approval would signify that applicable Federal requirements relating to airport development and planning have been met and would permit:

- Decommissioning the existing runway at GDJ and the construction of a new 5,200-foot non-precision runway and related improvements (e.g., a new parallel taxiway, connector taxiways, airport access road, terminal building, and development of aircraft hangars and parking aprons).

Not approving these agency actions would prevent the Proposed Action from being implemented.

I have carefully considered the FAA's goals and objectives in relation to the various aeronautical aspects of the Proposed Project as discussed in the EA. The review included the purpose and need that this project would serve; the alternative means of achieving the purpose and need; the environmental impacts of these alternatives; and mitigation of impacts.


Under the authority delegated by the Administrator of the FAA, the undersigned finds that the Proposed Action is reasonably supported. Therefore, the following agency actions, discussed fully in the FONSI, are directed to be taken:


- a. Provide unconditional approval of the portion of the ALP depicting the Proposed Action as described in Section 4 of the attached written re-evaluation.
- b. Revise or amend all necessary air traffic procedures to accommodate the Proposed Action as described in Section 4 of the attached written re-evaluation.

The FAA has carefully and thoroughly considered the facts contained in the attached written re-evaluation of the EA. Based on that information, the FAA finds the proposed Federal actions are consistent with the existing national environmental policies and objectives of Section 101(a) of the NEPA and other applicable environmental requirements. The FAA also finds the proposed Federal action will not significantly affect the quality of the human environment or include any

condition requiring any consultation pursuant to Section 102(2)(C) of NEPA. As a result, the FAA will not require an EIS for this action.

The undersigned, therefore, now approves and directs that action be taken as needed to carry out the agency requirements outlined above under Proposed Action in the attached written re-evaluation of the EA and this FONSI/ROD. These actions are directed to be taken, and determinations and approvals are made, under the authority of 49 U.S.C. §§ 40104, 40113, 44502, 46110, 47101, 47105, 47106, 47107, 47120, and 47122.

  
\_\_\_\_\_  
Terry L. Biggio  
Regional Administrator  
Southwest Region

  
\_\_\_\_\_  
Date

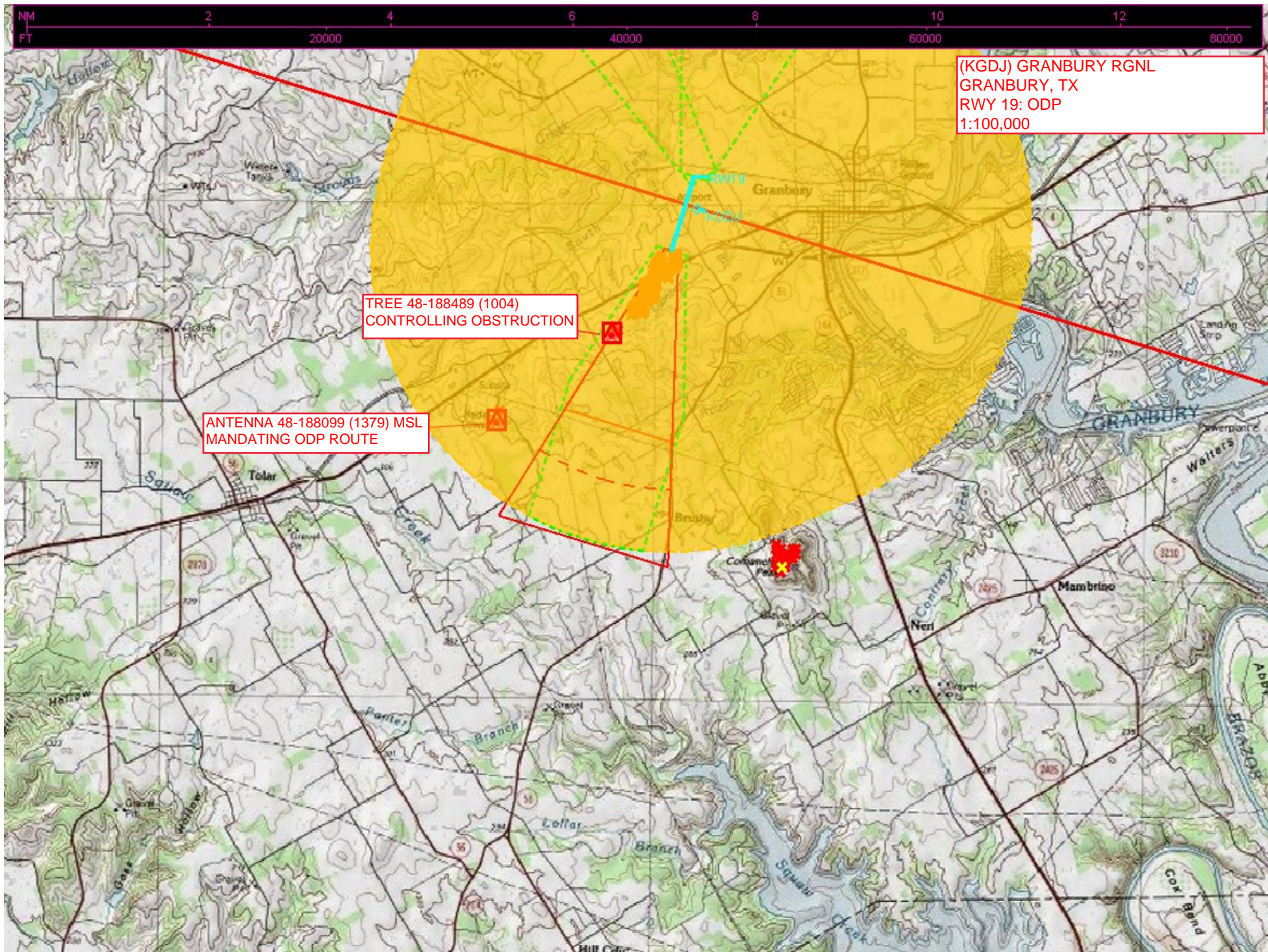
#### Right of Appeal

This order constitutes a final agency action and order of the Administrator under 49 U.S.C. § 46110. Any party having a substantial interest may appeal this order to the United States Court of Appeals for the District of Columbia Circuit or in the court of appeals of the United States for the circuit in which the person resides or has its principal place of business, upon petition, filed within 60 days after entry of this order.



(KGDJ) GRANBURY RGNL  
GRANBURY, TX  
RWY 1: ODP  
1:100,000







(KGDJ) GRANBURY RGNL  
GRANBURY, TX  
RWY 1: ODP  
1:500,000





(KGDJ) GRANBURY RGNL  
GRANBURY, TX  
RWY 19: ODP  
1:500,000

TREE 48-188489 (1004)  
CONTROLLING OBSTRUCTION



(KGDJ) GRANBURY RGNL  
GRANBURY, TX  
RWY 19: ODP  
1:500,000

ANTENNA 48-188099 (1379) MSL  
MANDATING ODP ROUTE

