

**FINDING OF NO SIGNIFICANT IMPACT/RECORD OF DECISION
FOR
RUNWAY 18-36 REHABILITATION
SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT**

AT

**MYRTLE BEACH INTERNATIONAL AIRPORT
MYRTLE BEACH, SOUTH CAROLINA**

August 2025



**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
ATLANTA AIRPORTS DISTRICT OFFICE**

EAXX-021-12-ARP-1753081973

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

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I. INTRODUCTION/BACKGROUND

The Horry County Department of Airports (HCDA) proposes to rehabilitate Runway 18-36 at Myrtle Beach International Airport (MYR), in Horry County, South Carolina. The Federal Aviation Administration (FAA) approved the *Final Environmental Assessment for the Runway 18-36 Rehabilitation at Myrtle Beach International Airport, Myrtle Beach, South Carolina* (2024 Final EA) and issued a Finding of No Significant Impact (FONSI) on June 12, 2024. The 2024 Final EA analyzed HCDA's plans to rehabilitate Runway 18-36, construct a 6,800-foot-long temporary runway, construct temporary runway shoulders (30 feet), rehabilitate Taxiway Connector B3, and construct Taxiway Connector B4 ("2024 Proposed Project").

Following the issuance of the FONSI, the HCDA proposed modifications to project elements identified and analyzed in the 2024 Final EA to meet operational safety requirements of the temporary runway, improve the on-Airport stormwater system, and reduce project costs. As a result, and consistent with the National Environmental Policy Act of 1969 (NEPA), the FAA has supervised HCDA's preparation of a Supplemental Environmental Assessment (EA).

For the Supplemental EA Proposed Project (2025 Proposed Project), the HCDA proposes to rehabilitate the full-depth and width of Runway 18-36 pavement; construct a 7,300-foot-long by 50-foot-wide temporary runway with 25-foot-wide shoulders, including runway edge lighting and airfield drainage improvements; relocate and reconstruct taxiway connectors B2, B3, and B5; demolish Taxiway Z, one hold apron, and portions of the General Aviation ramp; and, as needed, excavate borrow pits and establish construction stockpile areas on Airport property. The

temporary runway will be constructed between Runway 18-36 and Taxiway B, extending from Taxiway Connector B5 to the relocated Taxiway Connector B2. Following completion of the Runway 18-36 rehabilitation project, the temporary runway will be converted into a taxiway.

In compliance with the NEPA, this FONSI/Record of Decision (ROD) announces final agency determinations and approvals for those Federal actions by the FAA that are necessary to support the 2025 Proposed Project, as requested by the HCAA.

This FONSI/ROD provides the FAA's final determinations and approvals based on analyses described in detail in the *Final Supplemental Environmental Assessment for the Runway 18-36 Rehabilitation at Myrtle Beach International Airport, Myrtle Beach, South Carolina, August 2025*, which is hereby incorporated by reference, and all other applicable documents available to the agency.

II. PROPOSED FEDERAL ACTION

The HCAA has requested federal funding from the FAA to implement the 2025 Proposed Project and the FAA's unconditional approval of those portions of the MYR Airport Layout Plan that depict the 2025 Proposed Project. These actions require environmental review under NEPA.

III. PURPOSE AND NEED

The purpose of and need for the 2025 Proposed Project remains consistent with the 2024 Final EA purpose and need statement. The purpose of the 2025 Proposed Project is to rehabilitate the full depth and width of the Runway 18-36 pavement to continue safe aircraft operations at the

Airport. The runway rehabilitation will improve the safety of the runway and extend the life of Runway 18-36 for approximately 20 years.

The 2025 Proposed Project is needed because of degrading and failing runway subbase materials, which are contributing to the accelerated reduction in the quality of the runway's paved surface. Current runway conditions are increasing foreign object debris (FOD) on Runway 18-36, which affects the safety of aircraft operations.

IV. REASONABLE ALTERNATIVES

NEPA requires that a reasonable range of alternatives that might accomplish the objectives of a proposed project be identified and evaluated. Such an examination ensures that an alternative that addresses the Proposed Project's purpose and that might enhance environmental quality, or have a less detrimental effect, has not been prematurely dismissed from consideration.

Supplemental EA Chapter 2, *Alternatives*, considered three alternatives: the No Action Alternative, the 2024 Proposed Project, and the 2025 Proposed Project. Alternatives were evaluated using the same two-step screening process utilized in the 2024 Final EA based on their ability to meet the purpose and need (Criterion 1) and to meet operational safety requirements, reduce rehabilitation/maintenance activities, and minimize construction impacts on aircraft operations (Criterion 2). Alternatives incapable of fulfilling the criteria were not carried forward for further environmental analysis.

As discussed in the Supplemental EA under Chapter 2, *Section 2.2, 2025 Supplemental EA Alternatives Analysis*, the 2024 Proposed Project meets the purpose and need (Criterion 1) by

rehabilitating the full depth and width of Runway 18-36. However, through coordination with airlines and ATCT staff, HDCA determined that a temporary runway length of 6,800 feet is insufficient to meet operational safety requirements for commercial aircraft at MYR. Therefore, the 2024 Proposed Project would not result in continued optimal aircraft operations at MYR (Criterion 2) and was not carried forward for further environmental analysis in the Supplemental EA.

Under the No Action Alternative, neither the temporary runway from the 2025 Proposed Project nor the 2024 Proposed Project would be constructed, and Runway 18-36 would not be rehabilitated. The HDCA would continue to operate MYR and serve forecast aviation demands. While the No Action Alternative would not meet the purpose and need (Criterion 1), it was retained for environmental analysis in the Supplemental EA under Chapter 3, *Affected Environment and Environmental Consequences*, to serve as a baseline against which the potential effects associated with the 2025 Proposed Project are assessed.

As discussed in the Supplemental EA under Chapter 2, Section 2.2, *2025 Supplemental EA Alternatives Analysis*, the 2025 Proposed Project meets the purpose and need (Criterion 1) by rehabilitating the full depth and width of Runway 18-36. The 2025 Proposed Project provides aircraft stakeholders with 7,300 feet of temporary runway during rehabilitation of Runway 18-36, meeting operational safety requirements (Criterion 2) and includes operational safety improvements (e.g., actions to reduce runway incursions), utilizes nighttime closures to allow daily aircraft operations to continue during rehabilitation, and schedules the construction for cold joints during the daytime to increase the quality and longevity of the rehabilitated Runway 18-36 (Criterion 2). Therefore, the 2025 Proposed Project was retained for further environmental

analysis in the Supplemental EA under Chapter 3, *Affected Environment and Environmental Consequences*.

V. ENVIRONMENTAL IMPACTS

In Chapter 3 of the Supplemental EA, *Affected Environment and Environmental Consequences*, the 2025 Proposed Project and No Action Alternative were evaluated for potential impacts to environmental resource categories outlined in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, the FAA's Order implementing NEPA.ⁱ Under the No Action Alternative, neither the 2025 Proposed Project nor the 2024 Proposed Project would be taken, and there would be no associated environmental impacts.

Two project study areas were established for the Supplemental EA to characterize existing conditions: the "direct study area" follows the MYR property boundary, and the "indirect study area" is based on the 2025 Proposed Project Day-Night Sound Level (DNL) 65 dB noise contour.

The following resources were assessed in the Supplemental EA: Air Quality and Climate; Biological Resources; Coastal Resources; Department of Transportation Act, Section 4(f) and Land and Water Conservation Funds Section 6(f); Farmlands; Hazardous Materials, Solid Waste, and Pollution Prevention; Historical, Architectural, Archeological, and Cultural Resources; Land

ⁱ On June 30, 2025, FAA rescinded FAA Order 1050.1F and issued FAA Order 1050.1G, FAA National Environmental Policy Act Implementing Procedures, to update FAA's NEPA implementing procedures. See Notice of Rescission of FAA Order 1050.1F, Availability of FAA Order 1050.1G, Request for Comments, 90 FR 29,615 (July 3, 2025). Because the preparation of the EA supporting this FONSI/ROD was already underway when this revision to FAA Order 1050.1 took place, and because this revision does not change the analysis of environmental effects for this proposed action, this FONSI/ROD continues to reference FAA Order 1050.1F.

Use; Natural Resources and Energy Supply; Noise and Noise-compatible Land Use; Socioeconomics, Children's Environmental Health and Safety Risks; Visual Effects; and Water Resources.

Air Quality and Climate

The construction and operation of the 2025 Proposed Project will not increase aircraft operations at MYR; therefore, an operational emissions inventory was not required. A Construction Emissions Inventory (CEI) of the 2025 Proposed Project was conducted through EPA's Motor Vehicle Emissions Simulator 4 (MOVES) program, located in Supplemental EA Appendix C. As discussed in the Supplemental EA under Section 3.4.1, *Air Quality and Climate*, construction emissions, including greenhouse gas (GHG) emissions, from the 2025 Proposed Project will be minor and temporary, lasting only the duration of construction, and will not significantly affect Horry County's National Ambient Air Quality Standards (NAAQS) attainment status, GHG emissions for the State of South Carolina, or the global climate.

Biological Resources

The U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) consistency letter dated December 30, 2024, concluded that the 2025 Proposed Project is unlikely to have any detrimental effects on federally-listed species or critical habitats. Based on a comprehensive wildlife survey conducted in December 2024, located in Appendix D of the Supplemental EA, five (5) state-listed threatened and endangered species have the potential to occur in the direct study area; one (1) of these species is also federally proposed threatened. As detailed in the Supplemental EA under Section 3.4.2.2, *Environmental Consequences*, due to the lack of observations during the field survey, lack of suitable habitat, and low likelihood of

occurrence, the 2025 Proposed Project will have no effect on state-listed, federally-listed, or federally-proposed species.

Coastal Resources

The 2025 Proposed Project occurs entirely on MYR property and will not directly impact any coastal resources. As described in the Supplemental EA under Section 3.4.3, *Coastal Resources*, the HCDA will update its existing National Pollutant Discharge Elimination System (NPDES) permit to reflect the 2025 Proposed Project, which includes implementation of a Storm Water Pollution Prevention Plan (SWPPP) and a Spill Prevention, Control, and Countermeasure (SPCC) Plan during construction to prevent stormwater pollution from the construction areas.

Additionally, the stormwater system at MYR will be modified to store and release stormwater from the 2025 Proposed Project in compliance with South Carolina Department of Health and Environmental Control (DHEC) Standards for Stormwater Management and Sediment Reduction, City of Myrtle Beach Code of Ordinances regarding water quality, and FAA airport construction standards. The South Carolina Department of Environmental Services Bureau of Coastal Management (SCDES-BCM) concurs that the construction and operation of the 2025 Proposed Project will be consistent with the South Carolina Coastal Management Program.

Department of Transportation Act Section 4(f) & Land and Water Conservation Funds Section 6(f)

As noted in the Supplemental EA under Section 3.3, *Resources not Affected by the 2025 Proposed Project*, there are no Department of Transportation Act Section 4(f) resources or Land and Water Conservation Fund Section 6(f) resources within the direct study area. Additionally, the direct study area does not contain any historic resources listed or eligible for listing on the National Register of Historic Places (NRHP), as described in Section 3.4.5 of the Supplemental

EA. Based on the results of the air quality and aircraft noise analysis described in Section 3.4.1 and Section 3.4.7 of the Supplemental EA, respectively, the 2025 Proposed Project will not significantly affect air quality or noise within the direct study area or indirect study area. Therefore, the 2025 Proposed Project will not directly or indirectly affect any Section 4(f) or Section 6(f) resource.

Farmlands

As noted in the Supplemental EA under Section 3.3, *Resources not Affected by the 2025 Proposed Project*, MYR is in a U.S. Census Bureau Urban Area and is not subject to the Farmland Protection Policy Act. Therefore, the 2025 Proposed Project will not affect this resource category.

Hazardous Materials, Solid Waste, and Pollution Prevention

In the Supplemental EA under Section 3.4.4, *Hazardous Materials, Solid Waste, and Pollution Prevention*, construction of the 2025 Proposed Project will temporarily increase on-site hazardous material storage, mainly diesel fuel for the operation of construction equipment, and temporarily generate construction waste. Hazardous materials and construction waste will be managed in compliance with existing Airport regulations and standard operating procedures (SOPs). Additionally, a SWPPP and SPCC Plan will be implemented during construction to minimize the release of pollutants into the environment. The operation of the 2025 Proposed Project will not generate hazardous waste or solid waste. Therefore, the construction and operation of the 2025 Proposed Project will not significantly impact hazardous materials, solid waste, or pollution prevention at MYR.

Historical, Architectural, Archaeological, and Cultural Resources

A Phase I Archaeological Survey, located in Appendix C of the Supplemental EA, was conducted in November 2024 within three borrow pit areas where archaeological and cultural resources could occur in the direct study area. The Phase I Archaeological Survey identified no archaeological sites or cultural resources. The South Carolina State Historic Preservation Office concurred with the FAA's determination that no properties listed in, or eligible for listing in, the NRHP will be affected by the 2025 Proposed Action. Per agency coordination described in Section 3.4.5 of the Supplemental EA and located in Appendix C, if archaeological materials are encountered during construction, the procedures codified at 36 CFR 800.13(b) would apply. In addition, as a result of government-to-government consultation with the Catawba Indian Nation (Nation), the FAA will notify the Nation should Native American artifacts or human remains be located during the ground-disturbing activities.

Land Use

As noted in the Supplemental EA under Section 3.3, *Resources not Affected by the 2025 Proposed Project*, the 2025 Proposed Project occurs entirely on MYR property and is consistent with the existing land use zoning and future Airport plans. The 2025 Proposed Project will not affect existing or planned off-Airport land uses.

Natural Resources and Energy Supply

In the Supplemental EA under Section 3.4.6, *Natural Resources and Energy Supply*, the construction of the 2025 Proposed Project will use aggregate, sub-base materials, paving materials, and utility cables, and temporarily increase the use of electricity and fuel during construction. Any increase in long-term utility demand will be minimal and will not exceed

supplies available from Duke Energy or other utility services. None of these uses of natural resources and energy supply are considered significant.

Noise and Noise-Compatible Land Use

The construction and operation of the 2025 Proposed Project will not increase aircraft operations at MYR. Construction noise will generally be limited to the immediate vicinity of construction activities and is not anticipated to affect noise-sensitive land uses. As described in the Supplemental EA under Section 3.4.7, *Noise and Noise-Compatible Land Use*, during the construction of the 2025 Proposed Project, aircraft operations will shift from Runway 18-36 to the temporary runway over a four-month construction period. During this four-month construction period, 16 mobile/manufactured residences located within the 65 DNL contour west of Runway 18-36 will experience a temporary increase in noise, while 12 residential properties located within the 65 DNL contour south of Runway 18-36 will experience a temporary decrease in noise. The development of the 2025 Proposed Project would at most increase the DNL by 1.2 dB at the 16 impacted properties, which is below the FAA's "DNL 1.5 dB or greater increase" significance threshold. Therefore, since the 2025 Proposed Project will not otherwise increase aircraft operations at MYR, the 2025 Proposed Project will not significantly affect noise and noise-compatible land use.

Socioeconomics and Children's Environmental Health and Safety Risks

The 2025 Proposed Project will create short-term construction-related jobs for local contractors and result in minor and temporary impacts, including increased construction-related traffic in the vicinity of the project site. These effects are expected to be minor and are not anticipated to result in significant secondary (induced) impacts on the surrounding area, as described in Section 3.4.8,

Socioeconomics, of the Supplemental EA. Following construction, the 2025 Proposed Project will not affect socioeconomics.

As noted in the Supplemental EA under Section 3.3, *Resources not Affected by the 2025 Proposed Project*, the nearest school is approximately 1.25 miles northwest of the direct study area. Due to the distance from construction activities, occurring entirely on MYR property, the 2025 Proposed Project will not increase the exposure of environmental contaminants to children, and will not affect children's health and safety risks.

Visual Effects

Construction of the 2025 Proposed Project will occur mostly during the day, with some work at night. During nighttime work, lighting will be directional and temporary for the safety of construction vehicles and workers, lasting only for the duration of nighttime construction work. The 2025 Proposed Project includes the installation edge lighting and directional signage along the temporary runway and taxiways. The 2025 Proposed Project will match the existing aeronautical viewshed at the Airport, resulting in no change in the viewshed. As discussed in the Supplemental EA under Section 3.4.9, *Visual Effects*, the visual effects of the 2025 Proposed Project will not be significant.

Water Resources

Floodplains

The 2025 Proposed Project includes excavating borrowed material at the north end of Runway 17-35 within the 100-year floodplain, Zone AE. However, as described in the Supplemental EA under Section 3.4.10, *Water Resources*, these excavation areas will provide additional stormwater

storage during and following construction, and will not convey floodwaters nor affect base flood elevations. The 2025 Proposed Project also includes a temporary stockpile area within the 100-year floodplain, Zone AE. However, since this temporary stockpile area will be used for construction purposes only and will not be permanent, the 2025 Proposed Project will not significantly affect the 100-year floodplain.

Wetlands

As noted in the Supplemental EA under Section 3.3, *Resources not Affected by the 2025 Proposed Project*, the direct study area contains riverine wetlands associated with the Airport's stormwater system. However, based on multiple previous USACE-approved delineations (SAC-2010-0816, SAC-2009-00281-3NH, and SAC-14-2009-00373-3N), and the most recent Approved Jurisdictional Determination (SAC-2024-01149; received October 21, 2024), the Airport's stormwater system is non-jurisdictional. Therefore, the 2025 Proposed Project will not affect jurisdictional wetlands within the direct study area.

Surface Waters

The 2025 Proposed Project includes the construction of additional pavement for the temporary runway, removal of taxiway and GA Ramp pavement, and improvements to stormwater features on the airfield, which may affect surface waters. As described in the Supplemental EA under Section 3.4.10, *Water Resources*, the HCDA will update its existing NPDES permit to reflect the 2025 Proposed Project, which includes implementation of a SWPPP and SPCC Plan during construction to minimize stormwater runoff. Additionally, the stormwater system at MYR will be modified to store and release stormwater from the 2025 Proposed Project in compliance with South Carolina DHEC Standards for Stormwater Management and Sediment Reduction, City of Myrtle Beach Code of Ordinances regarding water quality, and FAA standards, detailed in

Section 3.4.10.2 of the Supplemental EA. With the implementation of Best Management Practices in compliance with the SWPPP and SPCC Plan, and the modification of the stormwater system at MYR to accommodate additional runoff from the 2025 Proposed Project, there will be no significant effect on surface waters.

Groundwater

As noted in the Supplemental EA under Section 3.3, *Resources not Affected by the 2025 Proposed Project*, the 2025 Proposed Project is not located within a sole source aquifer, and there is no public water supply within the direct study area. The 2025 Proposed Project will not affect groundwater.

Wild and Scenic Rivers

In the Supplemental EA under Section 3.3, *Resources not Affected by the 2025 Proposed Project*, the closest river designated under the National Wild and Scenic River System or Nationwide Rivers Inventory is approximately 7 miles from the project study areas. Therefore, the 2025 Proposed Project will not affect a Wild and Scenic River or a Nationwide Rivers Inventory Segment.

VI. ENVIRONMENTAL MITIGATION

The 2025 Proposed Project will not significantly affect any environmental resource category identified in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*. In the absence of significant effects, mitigation measures are not required or proposed.

VIII. ENVIRONMENTAL COMMITMENTS

The Sponsor is required to comply with applicable Federal, State, and local laws and regulations, and FAA Advisory Circulars, as well as the following measures to minimize and avoid environmental effects of the 2025 Proposed Project:

- The HCDA will update its existing National Pollutant Discharge Elimination System (NPDES) permit to reflect the 2025 Proposed Project, which includes implementation of a Storm Water Pollution Prevention Plan (SWPPP) and Spill Prevention, Control, and Countermeasure (SPCC) Plan during construction.
- If archaeological materials are encountered during construction, the procedures codified at 36 CFR § 800.13(b) will apply. Archaeological materials consist of any items, fifty years old or older, which were made or used by man. These items include but are not limited to, stone projectile points (arrowheads), ceramic sherds, bricks, worked wood, bone and stone, metal and glass objects, and human skeletal materials. The FAA or HCDA shall contact the SHPO immediately.
- If Native American artifacts or human remains are located during the ground-disturbing activities, the Catawba Indian Nation shall be notified.

IX. SPECIAL CONDITIONS TO BE INCLUDED ON ALL FAA GRANTS PROVIDED TO SUPPORT THE COMPLETION OF ALL PROJECTS INCLUDED IN THE PROPOSED ACTION

The HCDA will update its existing NPDES permit to reflect the 2025 Proposed Project prior to any construction using possible future Federal funds associated with the 2025 Proposed Project.

X. PUBLIC PARTICIPATION

The Sponsor advertised the availability of the Draft Supplemental EA in *The Sun Times* newspaper on July 23, 2025. Additionally, a Public Notice was posted on the Airport's website

(<https://www.flymyrtlebeach.com/>). A hard copy of the Draft Supplemental EA was made available for review at the Chapin Memorial Library and the Airport's administrative office. The Draft Supplemental EA was made available for public review and comment from July 23, 2025, through August 22, 2025. The public was able to make comments in writing and via email.

No written comments were received during the 30-day comment period.

XI. AGENCY FINDINGS

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 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. Therefore, the preparation of an Environmental Impact Statement is not required.

This finding is not an approval of the requested agency action(s) for the proposed project and does not constitute a commitment to take any such agency action(s).

XII. RECORD OF DECISION AND ORDER

I have carefully considered the Supplemental EA in the context of the FAA's statutory mandate to ensure the safe and efficient use of the national airspace system, as well as the other aeronautical goals and objectives. My review of the Supplemental EA and determination regarding the issuance of the FONSI/ROD included evaluation of the purpose and need that the 2025 Proposed Project would serve, the alternate means of achieving the purpose and need, the environmental impacts associated with these alternatives, and any mitigation necessary to preserve and enhance the human, cultural, and natural environment.

An FAA decision to take the action proposed is consistent with its statutory mission and policies and is supported by the findings and conclusions reflected in the Supplemental EA and this FONSI/ROD. Under the authority delegated to me by the FAA Administrator, I direct that all appropriate steps be taken to carry forward the agency actions discussed in the Supplemental EA and in this FONSI/ROD.

XIII. RIGHT OF APPEAL

This decision constitutes a final order of the FAA Administrator and is subject to the 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 a 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.

Issued in College Park, Georgia

APPROVED: JASMINE M EVAINS Digitally signed by JASMINE M EVAINS
Date: 2025.08.28 12:08:37 -04'00'

Jasmine Evains, Director (A), Southern Region Office of Airports

DATE: March 28, 2025