

May 16, 2025

RE: Birmingham-Shuttlesworth International Airport (BHM) – Environmental Assessment (EA) – Taxiway A Relocation – Agency Solicitation of Views

To Whom It May Concern,

The Birmingham Airport Authority (BAA), in cooperation with the Federal Aviation Administration (FAA), is preparing an EA for the relocation of Taxiway A at the Birmingham-Shuttlesworth International Airport in Birmingham, Alabama. In accordance with the National Environmental Policy Act (NEPA), the EA will evaluate all potential physical, environmental, and social impacts of the Proposed Action.

The purpose of the proposed project is to enhance the airfield's ability to accommodate the increasing demand for both passenger and cargo aircraft operations in a safe and efficient manner by addressing the non-standard runway to taxiway separation distance located on the southwest portion of Runway 6-24 and Taxiway A. As a result of the existing non-standard 350-foot separation distance between Runway 6-24 and Taxiway A, the majority of the Airport's mainline traffic cannot operate in an optimal environment as the existing separation distance does not meet current FAA design standards. By relocating Taxiway A, most commercial aircraft will be able to utilize Taxiway A efficiently with minimal operational restrictions. The relocation of Taxiway A is necessary to enhance airfield safety, ensure the protection of personnel, and support the demand for the existing and future fleet mix.

A range of seven alternatives, including the No Action alternative, have been identified that meet the Purpose and Need of the proposed project. The alternatives that will not be considered for further analysis required encapsulation of existing Village Creek; therefore, they have been dismissed due to the anticipated adverse environmental effects of encapsulation.

The following alternatives are being carried forward for analysis due to the preference for maintaining an open-air creek (refer to the enclosed exhibits):

- **Alternative 2 – Village Creek Relocation and Taxiway A Relocation to 400' (preferred alternative)**
 - Involves the realignment of Taxiway A pavement to achieve a 400-foot separation distance from the runway centerline to the taxiway centerline, the relocation of ~2,500 linear feet of Village Creek by constructing an open-air creek parallel to its current alignment, and the relocation of the parallel Vehicle Service Road (VSR).
- **Alternative 4 – Village Creek Relocation and Taxiway A Relocation to 500'**
 - Involves the realignment of Taxiway A pavement to achieve a 500-foot separation distance from the runway centerline to the taxiway centerline, the relocation of ~2,500 linear feet of Village Creek by constructing an open-air creek parallel to its current alignment, and the relocation of the parallel VSR.
- **Alternative 5 – Village Creek Relocation and Hybrid 400'\500' Taxiway A Relocation**
 - Involves the realignment of Taxiway A pavement to achieve a hybrid offset distance varying from 400 feet to 500 feet from the runway centerline to the taxiway centerline, the relocation of ~2,500 linear feet of Village Creek, and the relocation of the parallel VSR.
- **Alternative 6 – No Action**
 - The No Action Alternative would result in the airfield configuration remaining the same as it is today, and the need to meet FAA design standards and enhance safety would not be addressed. Taxiway A and Village Creek would remain in the same location. The No Action Alternative includes the reconstruction of Taxiway A in place, demolition of existing non-standard taxiway connectors, and the construction of taxiway connectors that meet FAA design standards.

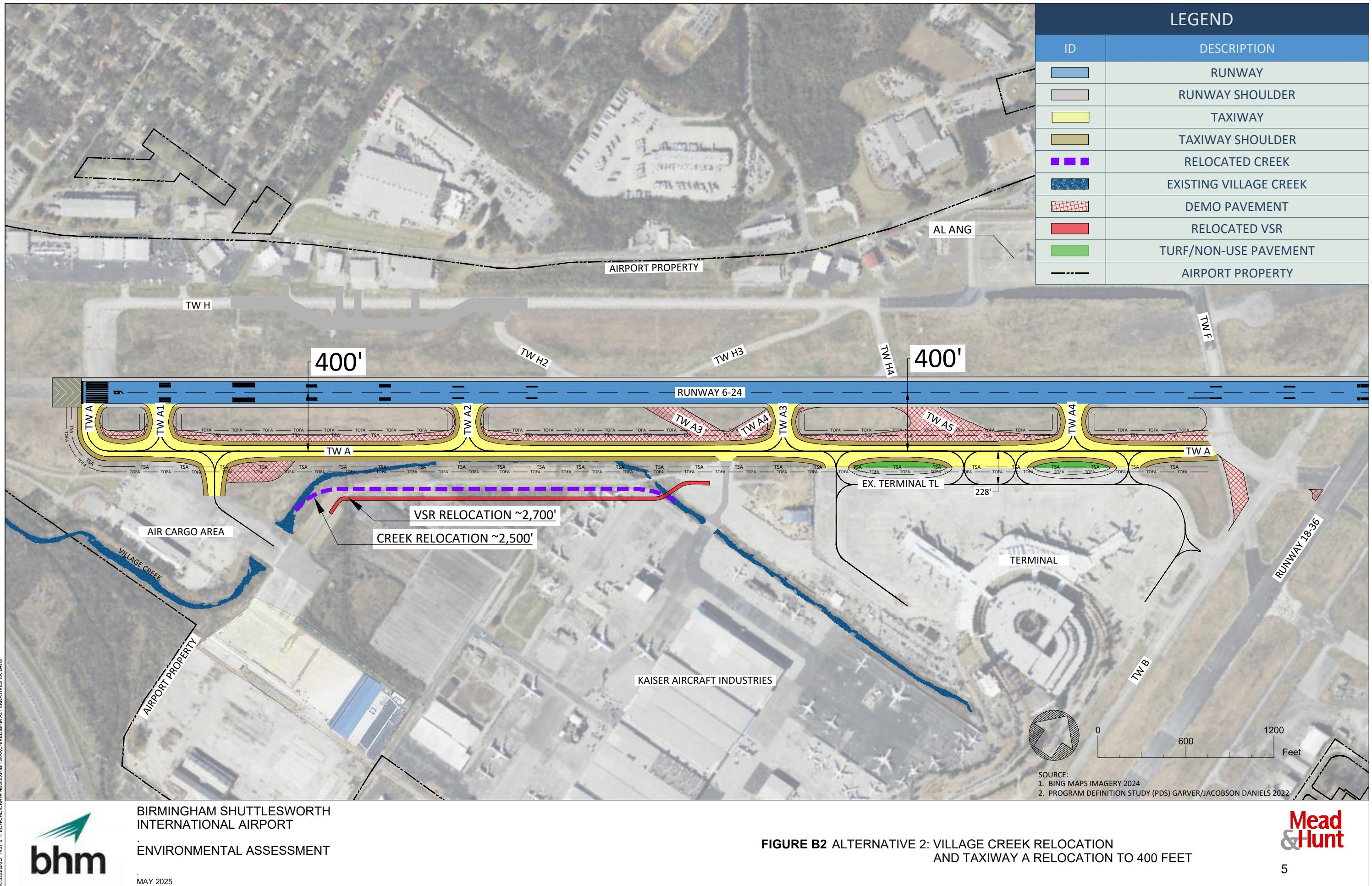
To ensure that all social, economic, and environmental effects are considered in the development of this proposed project, we ask that you provide initial comments and share information on any proposed projects your organization is considering near the Airport. Please direct any questions or comments to us for consideration in our evaluation of this proposed project to the following address by June 16, 2025:

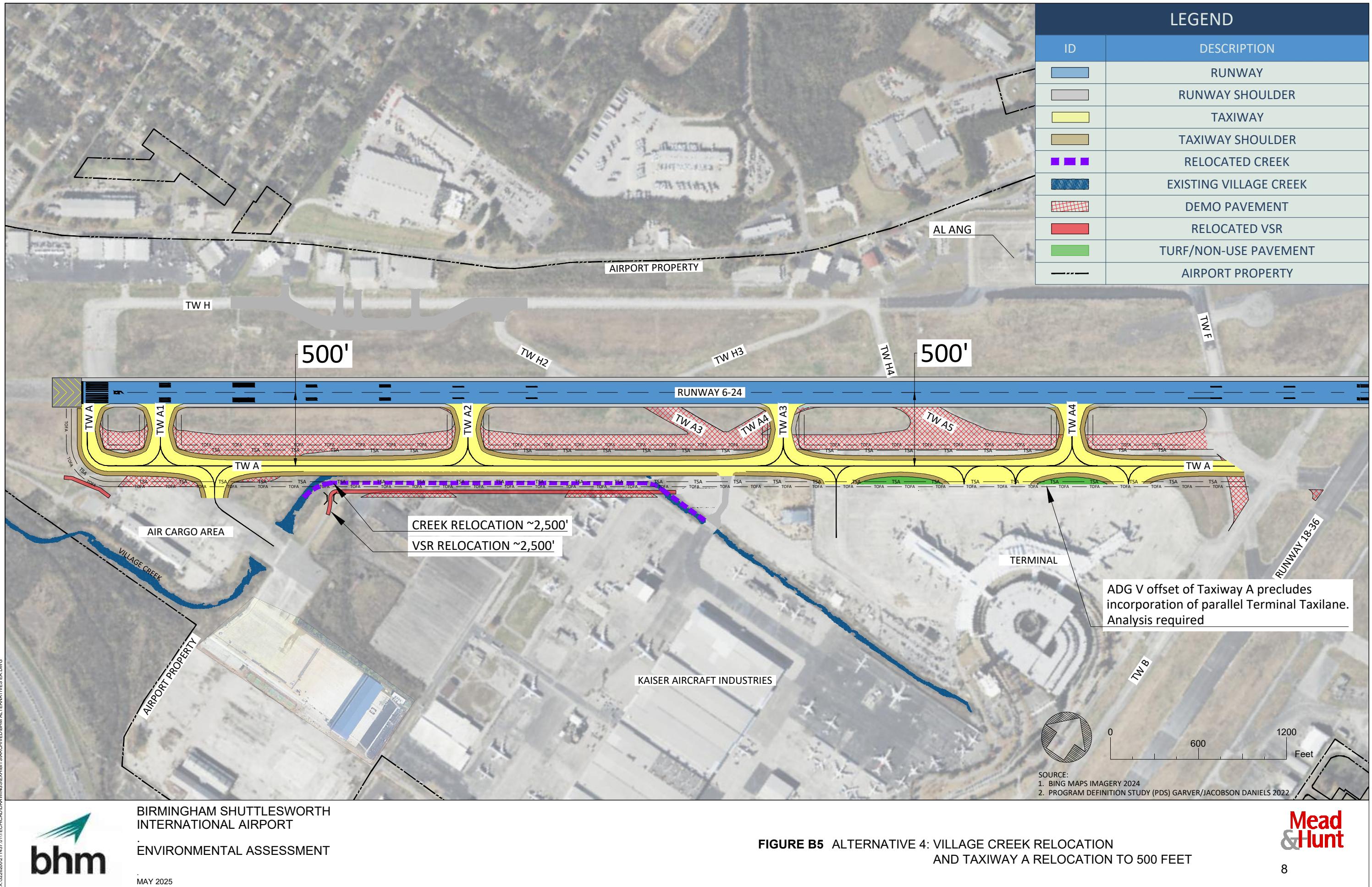
MEAD & HUNT, Inc.
Attn: Jenna Weigman
1702 Lawrence Dr
De Pere, WI 54115
Jenna.Weigman@meadhunt.com
(920) 593-6869

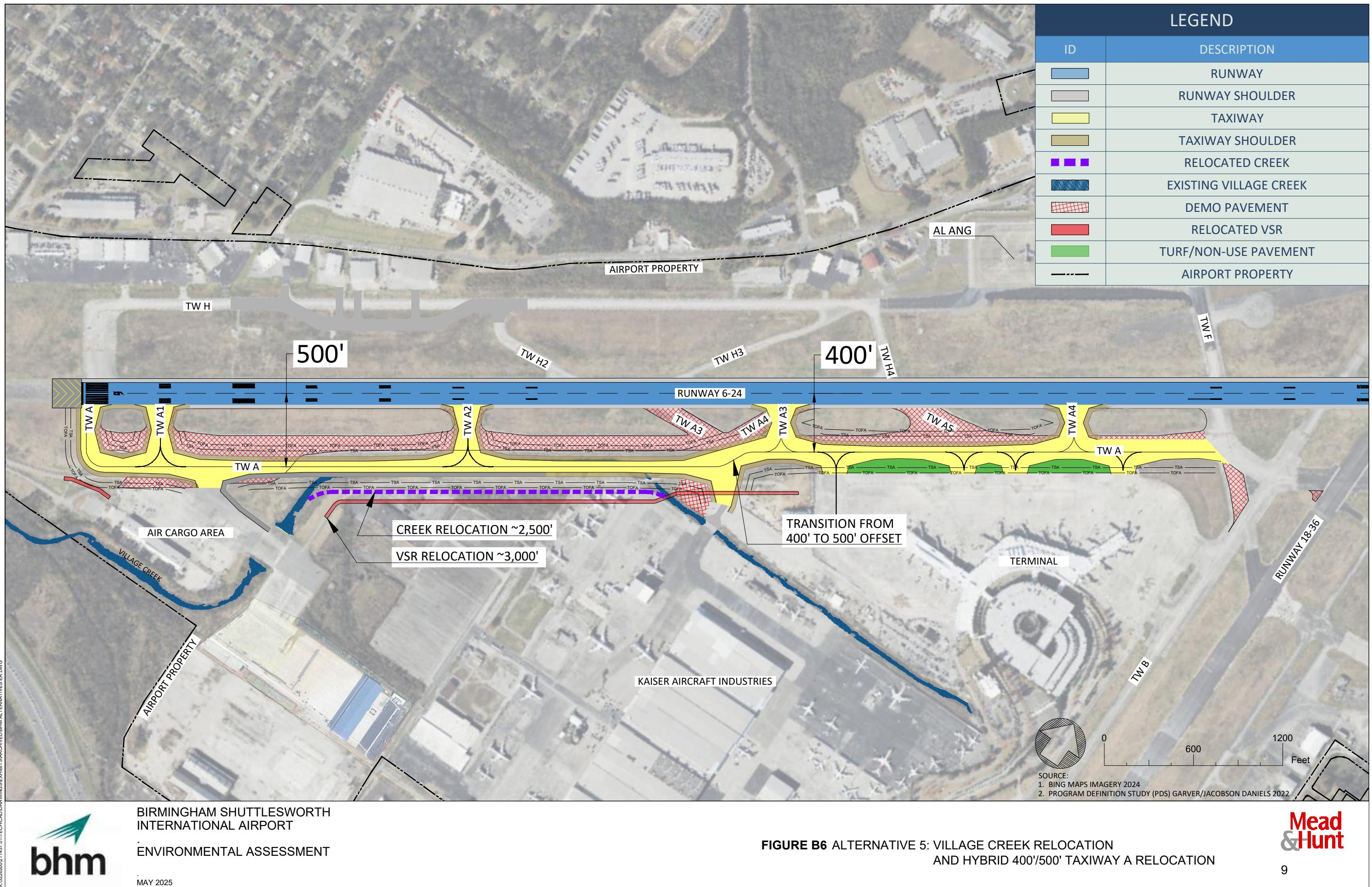
Sincerely,

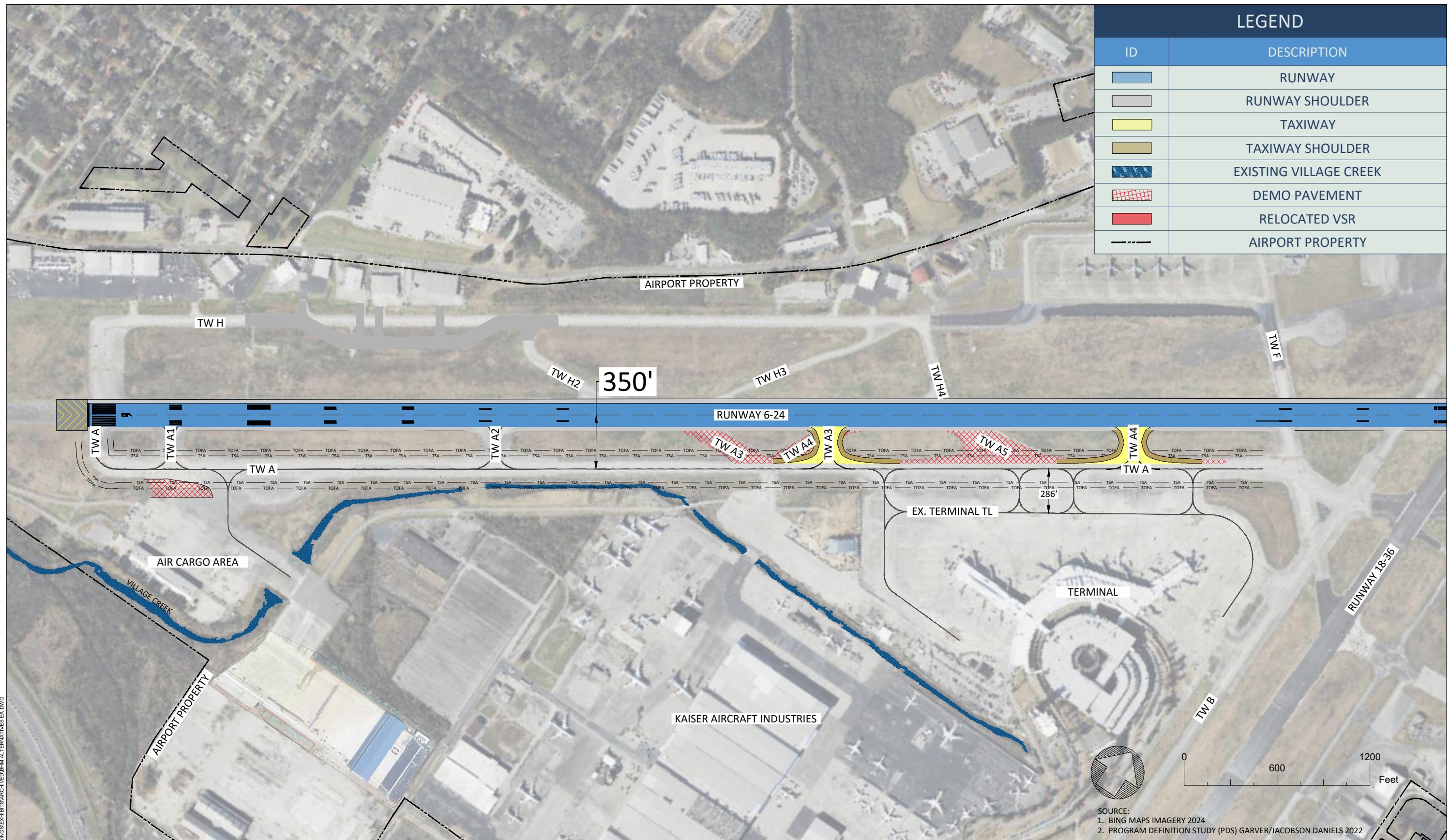
Jenna Weigman
Aviation Sustainability Planner
Mead & Hunt

Enclosures – Exhibit of Alternative 2, 400' separation (Preferred Alternative)
Exhibit of Alternative 4, 500' separation
Exhibit of Alternative 5, 400'/500' hybrid separation
Exhibit of No Action Alternative









BIRMINGHAM SHUTTLESWORTH INTERNATIONAL AIRPORT

ENVIRONMENTAL ASSESSMENT

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FIGURE B7 NO ACTION - REHAB AND RECONSTRUCT IN CURRENT LOCATION

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