



Aeronautics Division

Environmental Standard Operating Procedure

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PURPOSE

Beginning January 1, 2020, this Standard Operating Procedure (SOP) provides guidance for airport sponsors (“sponsors”), consultants, and TDOT Aeronautics Division staff to ensure the proper level of environmental documentation is scoped, completed, and approved for all State and Federally-funded projects in compliance with the National Environmental Policy Act (NEPA), Federal Aviation Administration (FAA) guidance, State Block Grant Program’s (SBGP) Memorandum of Agreement (MOA), and all other special purpose laws.

SCOPE

This SOP will provide instructions on when environmental documentation must be scoped and completed for State and Federally-funded projects in compliance with NEPA, FAA guidance (i.e., FAA Order 1050.1, FAA Order 5050.4, etc.), SBGP’s MOA, and all other special purpose laws. This SOP will also provide instructions on how and when the TDOT Aeronautics Division’s Planning and Environmental staff must be consulted to determine the proper level of environmental documentation for a project. In addition, this SOP will provide information regarding the environmental documentation submission process and processing times.

(Note: TDOT Aeronautics Division does not approve Part 150 Airport Noise Compatibility Planning Studies or Landfill Construction and Expansion Proposals. TDOT Aeronautics Division does not recommend the level of or approve environmental documentation for any projects requesting and/or using Discretionary or Supplemental Funding. The FAA’s Memphis Airports District Office’s (ADO) Environmental Specialist is responsible for recommending and approving these environmental documents.)

APPLICABLE REGULATIONS, POLICIES, AND GUIDANCE

- FAA Order 1050.1 – Environmental Impacts: Policies and Procedures
- FAA Order 1050.1 Environmental Desk Reference for Airport Actions
- FAA Order 5050.4 - National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions
- FAA Order 1210.20 – American Indian and Alaska Native Tribal Consultation Policy and Procedures
- FAA Order 5100.38 – Airport Improvement Program Handbook
- ARP Standard Operations Procedure 5.1, CATEX Determinations
- FAA Airspace Determination Letters for Conditionally Approved ALPs
- National Environmental Policy Act of 1969
- Council of Environmental Quality Regulations (CEQ) for Implementing the Procedural Provisions of NEPA (40 CFR Parts 1500-1508)

- Archeological and Historic Preservation Act of 1974
- Native American Graves Protection and Repatriation Act
- Clean Air Act
- Coastal Barrier Resources Act
- Coastal Zone Management Act
- National Marine Sanctuaries Act
- Flood Disaster Protection Act of 1973
- Title 49, USC, Section 303 (Section 4(f))
- Wild and Scenic Rivers Act
- Bald and Golden Eagle Protection Act
- Endangered Species Act
- Fish and Wildlife Coordination Act
- Magnuson-Stevens Fishery Conservation and Management Act
- Marine Mammal Protection Act
- Migratory Bird Treaty Act
- CEQ Guidance on Incorporating Biodiversity Considerations into Environmental Impact Analysis Under the National Environmental Policy Act
- Memorandum of Understanding to Foster the Ecosystem Approach
- Land and Water Conservation Fund Act of 1965
- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
- US Department of Defense Reauthorization
- Section 4(f) of the U.S. Department of Transportation (USDOT) Act
- Farmland Protection Policy Act
- CEQ Memorandum on the Analysis of Impacts on Prime or Unique Agricultural Lands in Implementing the National Environmental Policy Act
- Comprehensive Environmental Response, Compensation, and Liability Act
- Emergency Planning and Community Right to Know Act
- Federal Facilities Compliance Act
- Hazardous Materials Transportation Act
- Oil Pollution Act
- Pollution Prevention Act
- Resource Conservation and Recovery Act
- Toxic Substances Control Act
- CEQ Memorandum on Pollution Prevention and the National Environmental Policy Act
- American Indian Religious Freedom Act
- Antiquities Act of 1906
- Archeological and Historic Preservation Act
- Archaeological Resources Protection Act
- Historic Sites Act of 1935
- Public Building Cooperative Use Act
- DOT Order 5650.1, Protection and Enhancement of the Cultural Environment
- Airport and Airway Improvement Act of 1982

- Airport Safety, Protection of Environment, Criteria for Municipal Solid Waste Landfills
- Energy Independence and Security Act
- Energy Policy Act
- The Control and Abatement of Aircraft Noise and Sonic Boom Act of 1968
- The Noise Control Act of 1972
- Aviation Safety and Noise Abatement Act of 1979
- Airport Noise and Capacity Act of 1990
- Prohibition on Operating Certain Aircraft Weighing 75,000 Pounds or Less Not Complying with Stage 3 Noise Levels
- Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970
- Title VI of the Civil Rights Act of 1964
- Memorandum of Understanding on Environmental Justice and Executive Order 12898
- DOT Order 5610.2(a), Environmental Justice in Minority and Low-Income Populations
- CEQ Guidance: “Environmental Justice: Guidance Under the National Environmental Policy Act”
- Revised Department of Transportation Environmental Justice Strategy
- Clean Water Act
- DOT Order 5660.1A, Preservation of the Nation’s Wetlands
- National Flood Insurance Act
- DOT Order 5650.2, Floodplain Management and Protection
- Rivers and Harbors Act
- Safe Drinking Water Act Executive Order 13112, Invasive Species
- Executive Order 13186, Responsibilities of Federal Agencies to Protect Migratory Birds
- Executive Order 13514, Federal Leadership in Environmental Energy and Economic Performance
- Executive Order 13653, Preparing the United States for the Impacts of Climate Change
- Executive Order 13693, Planning for Federal Sustainability
- Executive Order 13089, Coral Reef Protection
- Executive Order 13547, Stewardship of the Ocean, Our Coasts, and the Great Lakes
- Executive Order 12088, Federal Compliance with Pollution Control Standards
- Executive Order 12580, Superfund Implementation
- Executive Order 13423, Strengthening Federal Environmental, Energy, and Transportation Management
- Executive Order 13514, Federal Leadership in Environmental, Energy, and Economic Performance
- Executive Order 11593, Protection and Enhancement of the Cultural Environment
- Executive Order 13006, Locating Federal Facilities on Historic Properties in Our Nation’s National Historic Preservation Act of 1966
- Executive Order 13007, Indian Sacred Sites
- Executive Order 13175, Consultation and Coordination with Indian Tribal Governments
- Executive Memorandum, Government-to-Government Relations with Native American Tribal Governments

- Executive Memorandum on Tribal Consultation
- Executive Order 13423, Strengthening Federal Environmental, Energy, and Transportation Management
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations
- Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks
- Executive Order 11990, Protection of Wetlands
- Executive Order 11988, Floodplain Management

ROLES AND RESPONSIBILITIES

“Preparer” - Sponsor, Sponsor’s Consultant, and/or TDOT Aeronautics Division’s assigned Project Manager

- ***DISCLAIMER: DO NOT PROCEED WITH ANY PROJECTS UNTIL ENVIRONMENTAL DOCUMENTATION HAS BEEN COMPLETED AND APPROVED BY THE TDOT AERONAUTICS DIVISION’S PLANNING AND ENVIRONMENTAL STAFF***
- Consider and assess the applicable environmental categories located in FAA Order 1050.1F, Chapter 4 when developing the project plans and actions to ensure they do not create significant environmental impacts
- Complete and submit the Environmental Determination Checklist (See Appendix A) to the TDOT Aeronautics Division’s Environmental email address Aero.Environmental@tn.gov to receive a determination on the appropriate level of environmental documentation needed for the project
- In addition to coordinating with the TDOT Aeronautics Division, coordinate with the FAA Memphis ADO for projects using Supplemental or Discretionary Funding or involving Part 150 Airport Noise Compatibility Planning Studies and Landfill Construction and Expansion Proposals
- Ensure the appropriate environmental documentation is scoped for State and Federally-funded projects
- Complete the appropriate environmental documentation for the project
- As needed, coordinate with the appropriate technical offices (i.e., U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, etc.) based on the potential environmental impacts
- Submit the completed environmental documentation to the TDOT Aeronautics Division’s Planning and Environmental staff via email (Aero.Environmental@tn.gov)
- Revise the completed environmental documentation based on the comments and questions provided by the TDOT Aeronautics Division’s Planning and Environmental staff

“Reviewer” - TDOT Aeronautics Division’s Planning and Environmental staff
(Transportation Program Monitor)

- Determine the level of environmental documentation needed for all assigned projects based on the information provided by the sponsor, sponsor’s consultant, and/or assigned Project Manager in the Environmental Determination Checklist
- As needed, coordinate with the FAA Memphis ADO for projects using Supplemental or Discretionary Funding or needing a SHPO determination
- As needed, coordinate Tribal consultation
- Coordinate with the sponsor, sponsor’s consultant, and/or assigned Project Manager to acquire additional project information needed to determine the appropriate level of environmental documentation
- Review and comment on all assigned environmental documentation
- Submit revisions, comments, and questions to the sponsor, sponsor’s consultant, and/or assigned Project Manager
- Submit completed environmental documentation to the Transportation Program Supervisor or FAA Memphis ADO for review and approval
- Save approved environmental documentation in the city’s respective environmental folder

“Approver” - TDOT Aeronautics Division’s Planning and Environmental staff
(Transportation Program Supervisor)

- Assign projects to the Transportation Program Monitors upon receipt of the Environmental Determination Checklist and/or environmental documentation through the TDOT Aeronautics Division’s Environmental email address (Aero.Environmental@tn.gov)
- Approve all environmental documentation that does not require the FAA Memphis ADO’s approval
- Submit the approved environmental documentation to the Transportation Program Monitor and assigned Project Manager

TYPES OF ENVIRONMENTAL DOCUMENTATION

Memo to Record

A Memo to Record is sufficient for projects that meet the following criteria:

- 1) The project meets the definition of a CATEX¹; and
- 2) The project clearly does not involve extraordinary circumstances¹; and
- 3) The project is only for the following:
 - a. Planning Projects
 - b. Land Appraisals, Studies, and Surveys
 - c. Preliminary Design/Study Phase (0-30%)
 - d. Final Design (>30%) through Bid Phase
 - e. Obstruction Survey and Design Phase
 - f. Project amendments where there is only an increase in cost and/or a time extension
 - g. Project amendments that have a change in the scope of work but does not change the environmental impact of the project

Simple Written Record (SWR)

“A simple written record is sufficient for projects that meet the following criteria:

- a. The project meets the definition of a CATEX¹; and
- b. The project clearly does not involve extraordinary circumstances¹”

Documented CATEX

For actions where there is greater potential for extraordinary circumstances or other reasons that warrant additional CATEX documentation in accordance with FAA Order 1050.1F, paragraph 5-3.b., as well as Order 5050.4B, paragraph 607.b., a Documented CATEX may be used (ARP SOP No. 5.1).

(Note: The FAA and/or TDOT Aeronautics Division may, at its discretion, decide to prepare an Environmental Assessment (EA) in order to assist agency and/or division planning and decision-making even if a proposed action fits within a CATEX and extraordinary circumstances do not exist, except for actions subject to categorical exclusion under Section 213 of the FAA Modernization and Reform Act.)

¹ - as described in FAA Order 1050.1F

Short Form Environmental Assessment

The Short Form Environmental Assessment (EA) is intended to be used only when the following conditions are met:

- The federal action cannot be categorically excluded (CATEX) because of involvement with extraordinary circumstances or because the action is not consistent with any CATEX described in FAA Orders 1050.1F or 5050.4B (or subsequent versions),
- Impacts from the federal action would be limited to one extraordinary circumstance
- The federal action would not create significant impacts to any environmental category unless it is mitigated to the point of non-significance
- The action is not considered controversial.

(Note: In certain cases, the FAA and/or the TDOT Aeronautics Division may elect to have the sponsor or sponsor's consultant prepare a full EA even if these conditions appear to be met.)

Environmental Assessment and Environmental Impact Statement

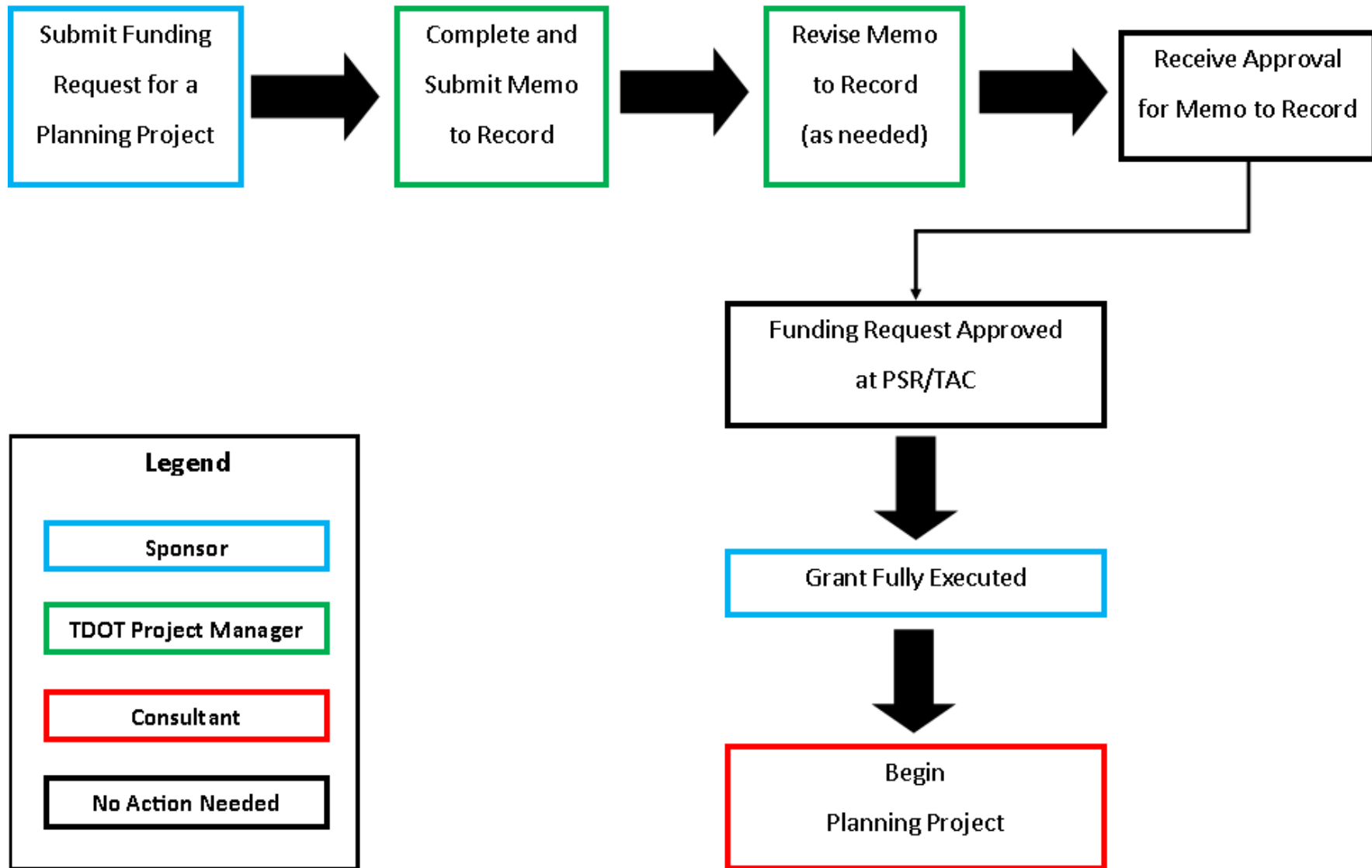
FAA Order 1050.1F, Paragraph 5-2 states, "If a proposed action is within the scope of a CATEX, but the responsible FAA official determines that extraordinary circumstances exist, an Environmental Assessment (EA) or Environmental Impact Statement (EIS) must be prepared. If a proposed action is not within the scope of a CATEX, an EA or EIS must be prepared." A Finding of No Significant Impact (FONSI) or Record of Decision (ROD) will be prepared by the TDOT Aeronautics Division's Planning and Environmental staff unless the project involves Discretionary funding, Supplemental funding, or a SHPO determination. In these instances, the FAA will prepare the FONSI or ROD. The EA, EIS, FONSI, and ROD will follow the required procedures, format, and content described in Chapter 6 and 7 of FAA Order 1050.1F.

Environmental Documentation Requirements Per Project Type

Planning Projects

For all State and Federally-funded planning projects, the assigned Project Manager must complete a Memo to Record to satisfy NEPA requirements. The Memo to Record must be submitted to the Planning and Environmental staff via email at Aero.Environmental@tn.gov two weeks prior to the respective PSR. This Memo to Record must be reviewed and approved by the Planning and Environmental staff before funding is allocated to the project at PSR/TAC and starting the project. Planning projects include, but are not limited to, Airport Layout Plan (ALP) and Exhibit A Updates, Runway Length Justification Studies, and Runway Safety Area Determination (RSAD) studies.

PLANNING PROJECT FLOWCHART



Land Projects

Land Appraisals, Studies, and Surveys Phase

For all State and Federally-funded land appraisals, studies, and surveys that do not involve acquisitions or easements, the assigned Project Manager must complete a Memo to Record to satisfy NEPA requirements. The Memo to Record must be submitted to the Planning and Environmental Staff via email at Aero.Environmental@tn.gov two weeks prior to the respective PSR. This Memo to Record must be reviewed and approved by the Planning and Environmental staff before funding is allocated to the project at PSR/TAC and starting the project.

During the Land Appraisal, Study, and/or Survey phase, environmental documentation must be scoped for the Land Acquisition or Easement phase of the project. When developing the scope, the sponsor's consultant should scope the completion of the Environmental Determination Checklist (See Appendix A) and a Documented CATEX for the Land Acquisition or Easement phase of the project. The sponsor's consultant must coordinate with at least the State Historical Preservation Office (SHPO) and United States Fish and Wildlife Service (USFWS).

The sponsor's consultant must complete and submit the Environmental Determination Checklist to the TDOT Aeronautics Division's Environmental email address at Aero.Environmental@tn.gov so the Planning and Environmental staff can determine the correct level of environmental documentation needed for the project. The Planning and Environmental staff will make the appropriate determination using all applicable FAA Orders, including, but not limited to, FAA Order 1050.1 and 5050.4.

Based on the environmental determination by the Planning and Environmental staff, continue with the next steps in one of the following scenarios:

Scenario 1: If the Planning and Environmental staff determine that the Documented CATEX is sufficient, then the scope of the project does not need to be amended in the Land Acquisition or Easement phase of the project for a higher level of environmental documentation. The Documented CATEX must be completed and submitted to the TDOT Aeronautics Division's Environmental email address at Aero.Environmental@tn.gov during the Land Appraisals, Studies, and Surveys phase of the project. The completed Documented CATEX must be reviewed and approved by the Planning and Environmental staff before the funding request is approved at PSR/TAC for the Land Acquisition or Easement phase.

(Note: Without the approved environmental documentation, the funding request for the Land Acquisition or Easement phase will be deferred or returned to the sponsor.)

Scenario 2: If the Planning and Environmental staff determine that a Documented CATEX is not sufficient, the scope must be amended in the Land Acquisition or Easement phase of the project to include the appropriate level of environmental documentation.

If the airport sponsor chooses to conduct an Environmental Site Assessment (ESA), the appropriate environmental documentation must be approved prior to conducting the ESA. The ESA and NEPA environmental documentation are considered two separate actions. The ESA evaluates and proposes mitigation efforts for existing conditions at a specific site. In contrast, the NEPA documentation and process evaluates the potential impact of a proposed project on the environment and proposes mitigation efforts to minimize that potential impact. Therefore, the proposed land use or project utilizing the land must receive NEPA approval prior to proceeding with the ESA and ultimately the purchase of the land². Please coordinate with the assigned Project Manager to conduct the ESA after the appropriate environmental documentation has been approved by the Planning and Environmental staff.

(Note: The sponsor, sponsor's consultant, assigned Project Manager, Planning and Environmental staff, and FAA Memphis ADO must coordinate on Land Acquisition and Easement projects utilizing Discretionary or Supplemental funding.)

Land Acquisition or Easement Phase

During the Land Acquisition or Easement phase, no additional environmental documentation is required if a Documented CATEX was completed and approved by the Planning and Environmental staff. However, if the project needed a higher level of environmental documentation, then the higher level of environmental documentation must be scoped for the Land Acquisition or Easement phase of the project. In addition, the environmental documentation must be completed and submitted to the TDOT Aeronautics Division's Environmental email address at Aero.Environmental@tn.gov for review and approval by the Planning and Environmental staff. The Land Acquisition or Easement phase of the project cannot begin until the environmental documentation has been approved.

(Note: Any land or easements purchased prior to the environmental documentation being approved may not be reimbursable under the approved grant.)

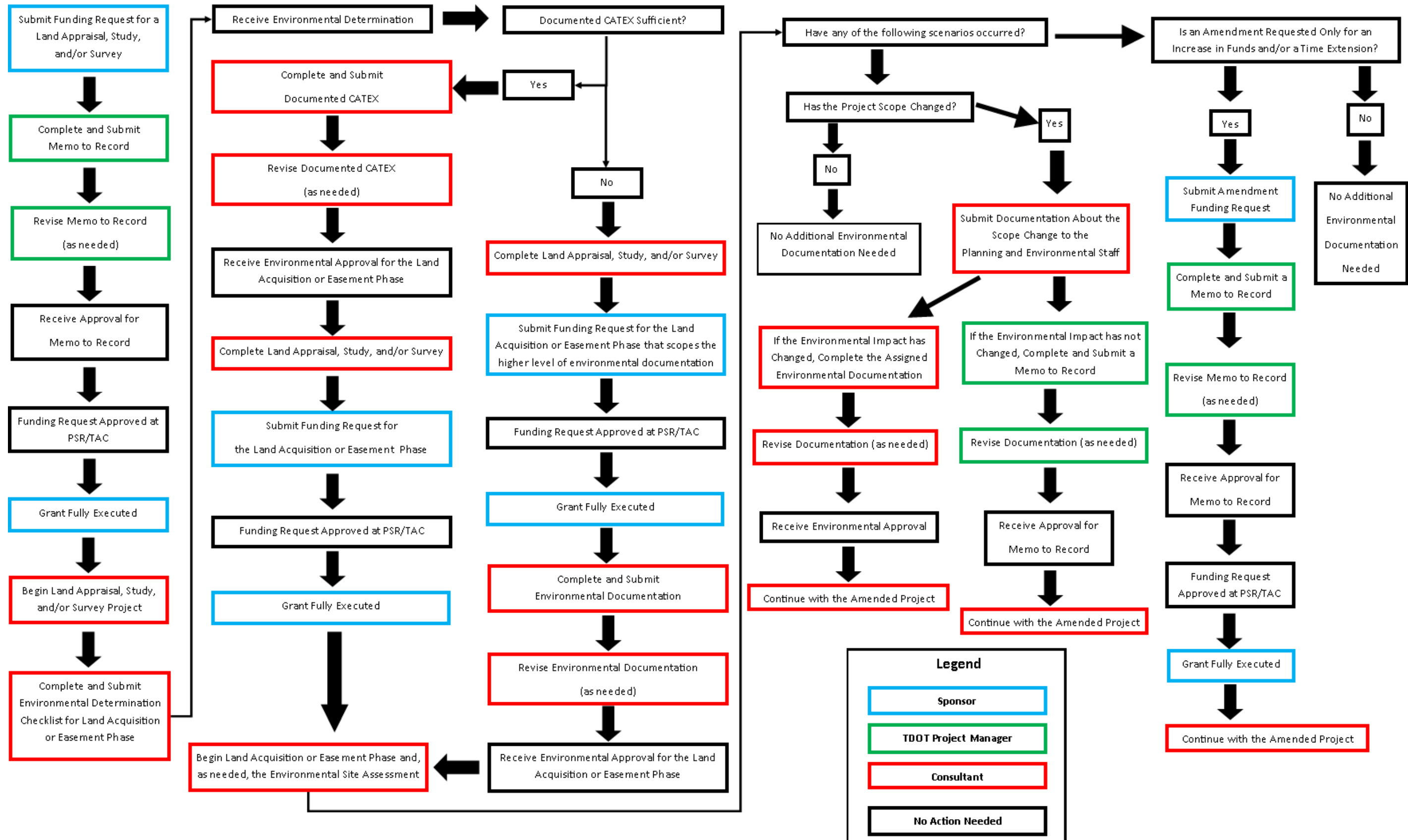
If the scope of the project changes, the environmental impact must be reassessed by the Planning and Environmental staff. If the environmental impact does not change, the TDOT Project Manager must complete and submit a Memo to Record. If the environmental impact changes, the sponsor's consultant must amend the previously-approved environmental documentation or complete a higher level of environmental documentation as determined by the Planning and Environmental staff.

If an amendment is requested only for an increase in funds or a time extension, the TDOT Project Manager must complete and submit a Memo to Record.

(Note: Any additional or amended environmental documentation must be reviewed and approved prior to receiving a grant amendment at PSR/TAC and proceeding with the amended scope of work or project.)

² - https://www.faa.gov/airports/central/environmental/land_transactions/esa/#NEPA

LAND PROJECT FLOWCHART



Development Projects

Preliminary Design/Study Phase (0-30%)

For all State and Federally-funded Preliminary Design/Study projects, the TDOT Project Manager must complete a Memo to Record to satisfy NEPA requirements. The Memo to Record must be submitted to the Planning and Environmental Staff via email at Aero.Environmental@tn.gov two weeks prior to the respective PSR. This Memo to Record must be reviewed and approved by the Planning and Environmental staff before funding is allocated to the project at PSR/TAC and starting the project.

During the Preliminary Design/Study phase, environmental documentation must be scoped for the Construction phase of the project. When developing the scope, the sponsor's consultant must scope a Simple Written Record (SWR) for the Construction phase. In addition, the sponsor's consultant must scope the completion of the Environmental Determination Checklist (See Appendix A).

The sponsor's consultant must complete and submit the Environmental Determination Checklist to the TDOT Aeronautics Division's Environmental email address at Aero.Environmental@tn.gov so the Planning and Environmental staff can determine the correct level of environmental documentation needed for the project. The Planning and Environmental staff will make the appropriate determination using all applicable FAA Orders, including, but are not limited to, FAA Order 1050.1 and 5050.4.

Based on the environmental determination by the Planning and Environmental staff, continue with the next steps in one of the following scenarios:

Scenario 1: If the Planning and Environmental staff determine that the SWR is sufficient, then the scope of the project does not need to be amended in the Final Design (>30%) through Bid phase of the project for a higher level of environmental documentation. The SWR must be completed and submitted to the TDOT Aeronautics Division's email address at Aero.Environmental@tn.gov during the Preliminary Design/Study phase of the project. The completed SWR must be reviewed and approved by the Planning and Environmental staff before the funding request is approved at PSR/TAC for the Final Design (>30%) through Bid phase.

(Note: Without the approved environmental documentation, the funding request for the Final Design (>30%) through Bid phase will be deferred or returned to the sponsor.)

Scenario 2: If the Planning and Environmental staff determine that the SWR is not sufficient, the scope must be amended in the Final Design (>30%) through Bid phase of the project to include the appropriate level of environmental documentation.

(Note: The sponsor, sponsor's consultant, assigned Project Manager, Planning and Environmental staff, and FAA Memphis ADO must coordinate on Development projects using Discretionary or Supplemental funding.)

Final Design (>30%) through Bid Phase

For all State and Federally-funded Final Design (>30%) through Bid projects, the TDOT Project Manager must complete a Memo to Record to satisfy NEPA requirements. The Memo to Record must be submitted to the Planning and Environmental Staff via email at Aero.Environmental@tn.gov two weeks prior to the respective PSR. This Memo to Record must be reviewed and approved by the Planning and Environmental staff before funding is allocated to the project at PSR/TAC and starting the project.

If the Planning and Environmental staff approved a SWR for the Construction phase of the project, then the NEPA requirements have been completed for the Construction phase of the project. Therefore, the scope of the project does not need to be amended in the Final Design (>30%) through Bid phase of the project for a higher level of environmental documentation.

If the Planning and Environmental staff determined the Construction phase needs a higher level of environmental documentation, the higher level of environmental documentation must be scoped, completed, and submitted to the TDOT Aeronautics Division's email address at Aero.Environmental@tn.gov. The Final Design (>30%) through Bid phase of the project cannot begin until the environmental documentation has been approved by the Planning and Environmental staff. In addition, the environmental documentation must be approved by the Planning and Environmental staff before the funding request for the Construction phase is approved at PSR/TAC.

(Note: Any work conducted on the final design of the project or bidding services provided prior to the environmental documentation being approved may not be reimbursable under the approved grant.)

If the scope of the project changes, the environmental impact must be reassessed by the Planning and Environmental staff. If the environmental impact does not change, the TDOT Project Manager must complete and submit a Memo to Record. If the environmental impact changes, the sponsor's consultant must amend the previously-approved environmental documentation or complete a higher level of environmental documentation as determined by the Planning and Environmental staff.

If an amendment is requested only for an increase in funds or a time extension, the TDOT Project Manager must complete and submit a Memo to Record.

(Note: Any additional or amended environmental documentation must be reviewed and approved by the Planning and Environmental staff prior to receiving a grant amendment at PSR/TAC, proceeding with the amended scope of work or project, and/or receiving approval and funding at PSR/TAC for the Construction phase.)

Construction Phase

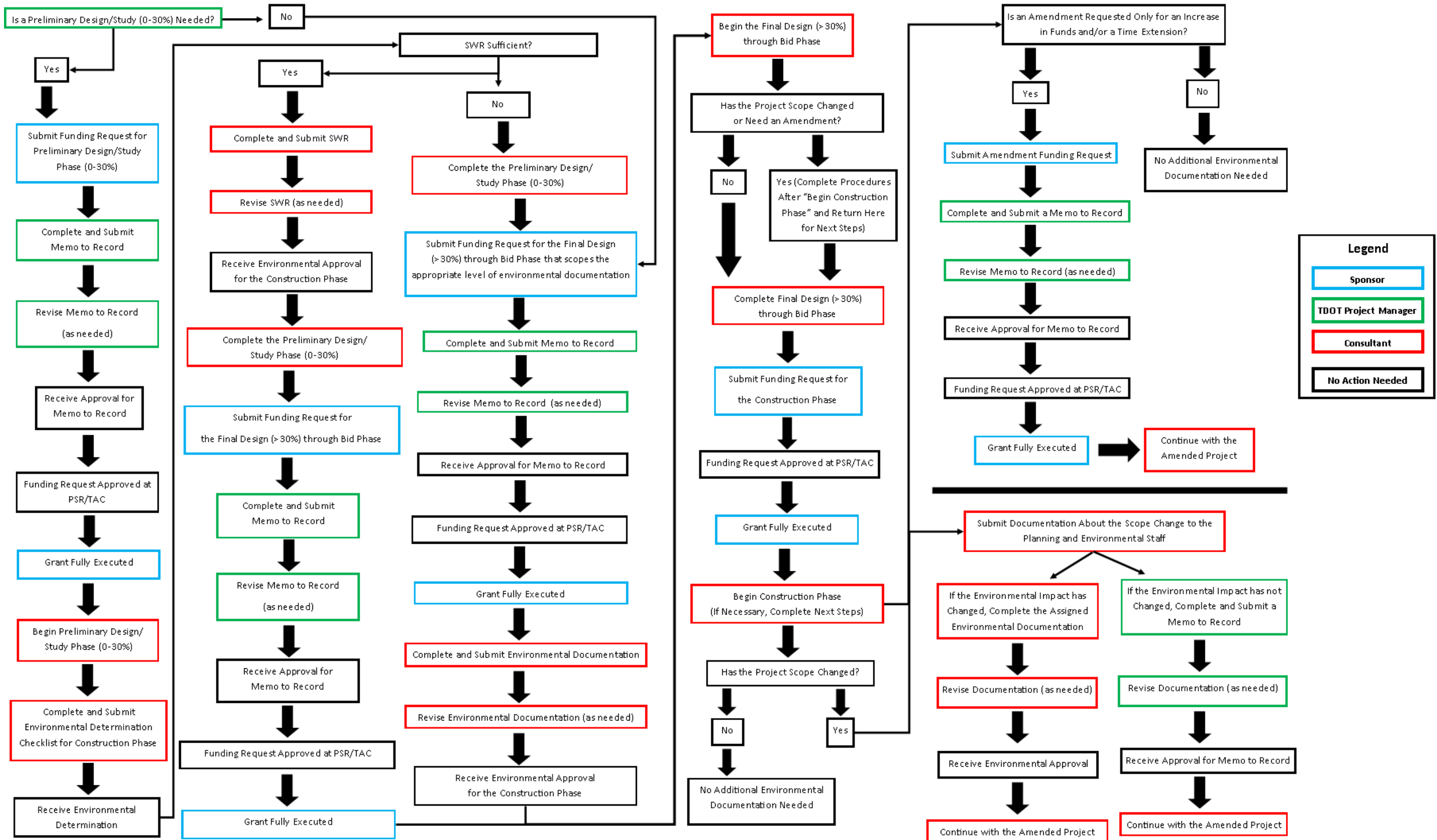
Unless the scope of the project has changed during the Construction phase, no additional environmental documentation is required. The environmental documentation approved during the Preliminary Design/Study phase or Final Design (>30%) through Bid phase is sufficient.

If the scope of the project changes, the environmental impact must be reassessed by the Planning and Environmental staff. If the environmental impact does not change, the TDOT Project Manager must complete and submit a Memo to Record. If the environmental impact changes, the sponsor's consultant must amend the previously-approved environmental documentation or complete a higher level of environmental documentation as determined by the Planning and Environmental staff.

If an amendment is requested only for an increase in funds or a time extension, the TDOT Project Manager must complete and submit a Memo to Record.

(Note: Any additional or amended environmental documentation must be reviewed and approved by the Planning and Environmental staff prior to proceeding with the amended scope of work or project.)

DEVELOPMENT PROJECT FLOWCHART



Obstruction Removal Projects

Obstruction Survey

For all State and Federally-funded Obstruction Survey projects, the assigned Project Manager must complete a Memo to Record to satisfy NEPA requirements. The Memo to Record must be submitted to the Planning and Environmental staff via email at Aero.Environmental@tn.gov two weeks prior to the respective PSR. This Memo to Record must be reviewed and approved by the Planning and Environmental staff before funding is allocated to the project at PSR/TAC and starting the project.

Obstruction Design Phase

For all State and Federally-funded Obstruction Design projects, the TDOT Project Manager must complete a Memo to Record to satisfy NEPA requirements. The Memo to Record must be submitted to the Planning and Environmental Staff via email at Aero.Environmental@tn.gov two weeks prior to the respective PSR. This Memo to Record must be reviewed and approved by the Planning and Environmental staff before funding is allocated to the project at PSR/TAC and starting the project.

During the Obstruction Design phase, environmental documentation must be scoped for the Obstruction Removal phase of the project. When developing the scope, the sponsor's consultant must scope a Documented CATEX for the Obstruction Removal phase that includes a coordination effort with at least the State Historical Preservation Office (SHPO), United States Fish and Wildlife Service (USFWS), and United States Army Corps of Engineers (USACE). In addition, the sponsor's consultant must scope the completion of the Environmental Determination Checklist (See Appendix A).

The sponsor's consultant must complete and submit the Environmental Determination Checklist to the TDOT Aeronautics Division's Environmental email address at Aero.Environmental@tn.gov so the Planning and Environmental staff can determine the correct level of environmental documentation needed for the project. The Planning and Environmental staff will make the appropriate determination using all applicable FAA Orders, including, but are not limited to, FAA Order 1050.1 and 5050.4.

Based on the environmental determination by the Planning and Environmental staff, continue with the next steps in one of the following scenarios:

Scenario 1: If the Planning and Environmental staff determine that the Documented CATEX is sufficient, then the scope of the project does not need to be amended in the Obstruction Removal phase of the project for a higher level of environmental documentation. The Documented CATEX must be completed and submitted to the TDOT Aeronautics Division's email address at Aero.Environmental@tn.gov during the Obstruction Design phase of the project. The completed Documented CATEX must be reviewed and approved by the Planning and Environmental staff before the funding request is approved at PSR/TAC for the Obstruction Removal phase.

(Note: Without the approved environmental documentation, the funding request for the Obstruction Removal phase will be deferred or returned to the sponsor.)

Scenario 2: If the Planning and Environmental staff determine that the Documented CATEX is not sufficient, then the scope must be amended in the Obstruction Removal phase of the project to include the appropriate level of environmental documentation.

(Note: Obstruction Removal projects located outside known bat habitat areas do not require bat habitat assessments and can be conducted at any time of the year. In contrast, Obstruction Removal projects located in known bat habitat areas can only be conducted during certain times of the year and require bat habitat assessments. Please coordinate with the USFWS and TDOT Aeronautics Division's Planning and Environmental staff when proposing to remove obstructions within known bat habitat areas. See the Additional Notes and Resources page for additional details and data about known bat habitat areas.)

(Note: The sponsor, sponsor's consultant, assigned Project Manager, Planning and Environmental staff, and FAA Memphis ADO must coordinate on Obstruction Removal projects using Discretionary or Supplemental funding.)

Obstruction Removal Phase

During the Obstruction Removal phase, no additional environmental documentation is required if the Planning and Environmental staff approved a Documented CATEX for the Obstruction Removal phase.

If the Planning and Environmental staff determined the Obstruction Removal phase needs a higher level of environmental documentation, the higher level of environmental documentation must be scoped, completed, and submitted to the TDOT Aeronautics Division's Environmental email address at Aero.Environmental@tn.gov. The Obstruction Removal phase of the project cannot begin until the environmental documentation has been approved by the Planning and Environmental staff.

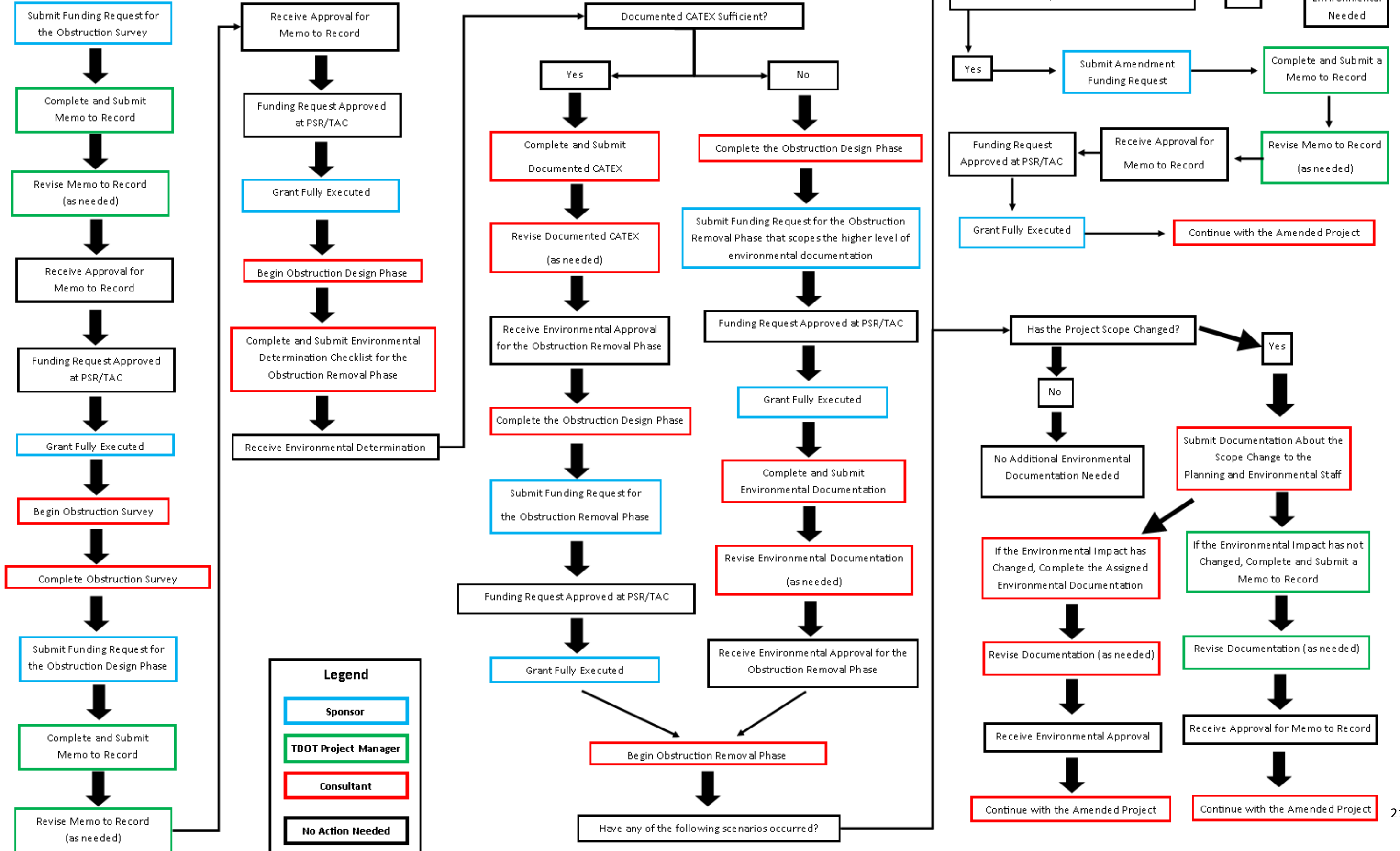
(Note: Any work conducted on the Obstruction Removal phase of the project prior to the environmental documentation being approved will not be reimbursable under the approved grant.)

If the scope of the project changes, the environmental impact must be reassessed by the Planning and Environmental staff. If the environmental impact does not change, the TDOT Project Manager must complete and submit a Memo to Record. If the environmental impact changes, the sponsor's consultant must amend the previously-approved environmental documentation or complete a higher level of environmental documentation as determined by the Planning and Environmental staff.

If an amendment is requested only for an increase in funds or a time extension, the TDOT Project Manager must complete and submit a Memo to Record.

(Note: Any additional or amended environmental documentation must be reviewed and approved by the Planning and Environmental staff prior to receiving a grant amendment at PSR/TAC and proceeding with the amended scope of work or project.)

OBSTRUCTION REMOVAL PROJECT FLOWCHART



Safety and Security Equipment Project

For all State and Federally-funded Safety and Security Equipment purchases, environmental documentation must be scoped. When developing the scope, the sponsor's consultant must scope a Simple Written Record (SWR) for the Safety and Security Equipment project. In addition, the sponsor's consultant must scope the completion of the Environmental Determination Checklist (See Appendix A).

The sponsor's consultant must complete and submit the Environmental Determination Checklist to the TDOT Aeronautics Division's Environmental email address at Aero.Environmental@tn.gov so the Planning and Environmental staff can determine the correct level of environmental documentation needed for the project. The Planning and Environmental staff will make the appropriate determination using all applicable FAA Orders, including, but not limited to, FAA Order 1050.1 and 5050.4.

Based on the environmental determination by the Planning and Environmental staff, continue with the next steps in one of the following scenarios:

Scenario 1: If the Planning and Environmental staff determine that the SWR is sufficient, then the scope of the project does not need to be amended for a higher level of environmental documentation. The SWR must be completed and submitted to the TDOT Aeronautics Division's Environmental email address at Aero.Environmental@tn.gov. The completed SWR must be reviewed and approved by the Planning and Environmental staff before starting the Safety and Security Equipment project.

(Note: Any work conducted on the Safety and Security Equipment project prior to the environmental documentation being approved will not be reimbursable under the approved grant.)

Scenario 2: If the Planning and Environmental staff determine that the SWR is not sufficient, the scope must be amended through a grant amendment to include the appropriate level of environmental documentation. If a grant amendment funding request is submitted, the TDOT Project Manager must complete a Memo to Record to satisfy NEPA requirements. The Memo to Record must be submitted to the Planning and Environmental Staff via email at Aero.Environmental@tn.gov two weeks prior to the respective PSR. This Memo to Record must be reviewed and approved by the Planning and Environmental staff before funding is allocated to the project at PSR/TAC and starting the project.

If a grant amendment is approved, the higher level of environmental documentation must be completed and submitted to the TDOT Aeronautics Division's Environmental email address at Aero.Environmental@tn.gov. The higher level of environmental documentation must be reviewed and approved by the Planning and Environmental staff before starting the Safety and Security Equipment project.

If the scope of the project changes, the environmental impact must be reassessed by the Planning and Environmental staff. If the environmental impact does not change, the TDOT Project Manager must complete and submit a Memo to Record. If the environmental impact changes, the sponsor's consultant must amend the previously-approved environmental documentation or complete a higher level of environmental documentation as determined by the Planning and Environmental staff.

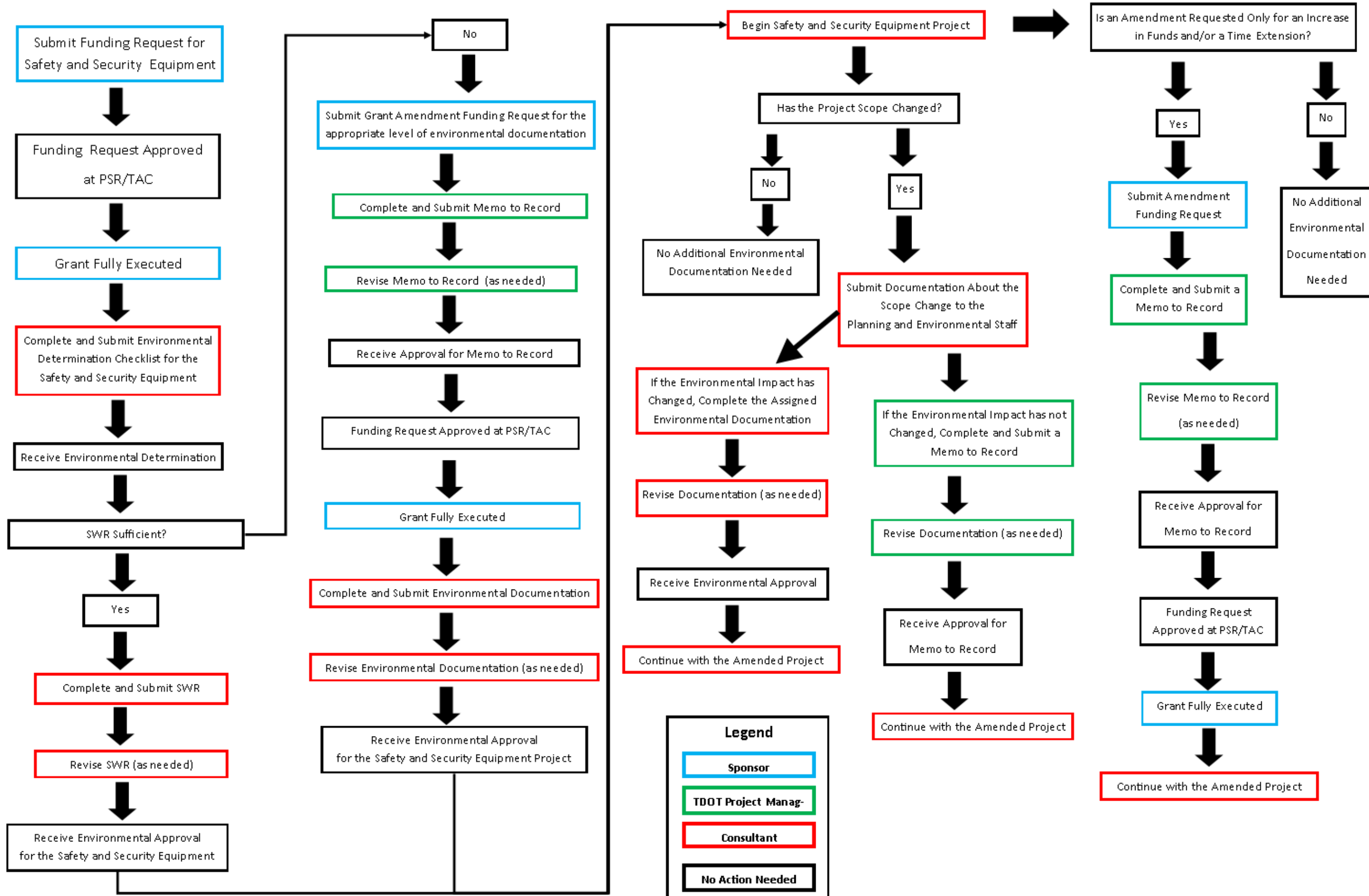
If an amendment is requested only for an increase in funds or a time extension, the TDOT Project Manager must complete and submit a Memo to Record.

(Note: Any additional or amended environmental documentation must be reviewed and approved by the Planning and Environmental staff prior to receiving a grant amendment at PSR/TAC and proceeding with the amended scope of work or project.)

Examples of Safety and Security Equipment include, but not limited to, the following:

- Security Cameras
- Airfield Access Gates
- Airport Rescue and Fire Fighting (ARFF) Equipment

SAFETY AND SECURITY EQUIPMENT PROJECT FLOWCHART



Airfield Maintenance Equipment

For all State and Federally-funded Airfield Maintenance Equipment purchases, no environmental documentation will be required.

Examples of Airfield Maintenance Equipment include, but not limited to, the following:

- Mowers
- Bush hogs
- Leaf blowers
- Tractors

State Maintenance Grant

No environmental documentation will be required for actions and purchases funded by the State's Maintenance Grant.

PROCESSING TIMES

Memo to Record

- Review Time after Submission = 5 business days (~ 1 week)
- Approval Time = 5 business days (~ 1 week)
- Total Time for Review and Approval = 10 business days (~ 2 weeks)

Simple Written Record

- Review Time after Submission = 15 business days (~ 3 weeks)
- Approval Time = 5 business days (~ 1 week)
- Total Time for Review and Approval = 20 business days (~ 4 weeks)

Documented CATEX

- Review Time after Submission = 15 business days (~ 3 weeks)
- Approval Time = 10 business days (~ 2 weeks)
- Total Time for Review and Approval = 25 business days (~ 5 weeks)

Short Form EA, EA, and EIS

- The Short Form EA, EA, and EIS processing times will vary.

ADDITIONAL NOTES AND RESOURCES

- a) Federally listed endangered and threatened species guidance on tree clearing/cutting & bats:
https://www.fws.gov/cookeville/pdfs/TN_Conserv_Strat_forest_dwelling_bats_171005.pdf
- b) How to cite FAA Order 1050.1F:
“1-4. How to Cite This Order. This Order should be cited as FAA Order 1050.1F. The body of the Order is organized by paragraphs. If citing a particular paragraph, the format “FAA Order 1050.1F, Paragraph ___” should be used. For example, if referencing the definition for Noise Sensitive Area, the proper citation is “FAA Order 1050.1F, Paragraph 11-5.b.(10).”
- c) Obstruction Removal projects that will clear, remove, and/or cut greater than 3 acres of trees will usually require an Environmental Assessment
- d) US Fish and Wildlife Service National Wetlands Inventory – Wetlands Mapper:
<https://www.fws.gov/wetlands/Data/Mapper.html>
- e) US Fish and Wildlife Service – “Conservation Strategy for Forest-dwelling Bats in Tennessee” (Bat Map):
https://www.fws.gov/cookeville/pdfs/TN_Conserv_Strat_forest_dwelling_bats_171005.pdf
- f) US Fish and Wildlife Service Information for Planning and Consultation (IPaC) website:
<https://ecos.fws.gov/ipac/>
- g) FEMA Flood Map Service Center website: <https://msc.fema.gov/portal/home>
- h) State Historic Preservation Office for Tennessee (Tennessee Historical Commission) website:
<https://www.tn.gov/environment/about-tdec/tennessee-historical-commission.html>
- i) Form AD-1006, US Department of Agriculture Farmland Conversion Impact Rating:
https://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb1045394.pdf
- j) US Department of Transportation, Section 4(f) Properties website:
https://www.environment.fhwa.dot.gov/env_topics/4f_tutorial/properties.aspx

APPENDIX A – Environmental Determination Checklist



Environmental Determination Checklist

Airport Name & Identifier	
Project Name	
Brief Project Description	

Will the proposed action have the potential to cause a significant adverse impact to:

	Yes	No
1. Cultural resources (historic properties)		
2. Properties protected under Section 4(f) of the Department of Transportation Act (public park, recreation area, wildlife or waterfowl refuge, or historic site of national, state or local significance)		
3. Natural, ecological, or scenic resources of Federal, Tribal, State, or local significance (i.e., endangered species)		
4. Resources protected by the Fish and Wildlife Coordination Act (i.e., wetlands, floodplains, coastal zones, national marine sanctuaries, wilderness areas, designated prime or unique farmland, energy supply or natural resources, or Wild and Scenic River)		
5. A division or disruption of an established community, or disruption of planned, orderly development, or inconsistent with local plans		
6. An increase in congestion from surface transportation (causes a decrease in level of service)		
7. An impact on noise levels of noise sensitive areas		
8. An impact on air quality		
9. An impact on water quality, sole source aquifers, a public water supply, or state or tribal water quality standards		

In addition, is the proposed project likely to:

	Yes	No
Be highly controversial on environmental grounds?		
Be inconsistent with any Federal, State, Tribal, or local law relating to the environmental aspects of the proposed action?		
Directly, indirectly, or cumulatively create a significant impact on the human environment (lighting, visual, land uses, hazardous materials contamination)?		

Is the proposed project shown on the ALP? (Y/N) _____

Has a 7460 been completed and submitted? (Y/N) _____

If a 7460 has been completed and submitted, please provide the OE/AAA case number _____

Additional Comments



Environmental Determination Checklist

Certification

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no project activity, including but not limited to, site preparation, AGIS, surveys, demolition, or land disturbance, shall proceed for the above proposed project(s) until the TDOT Aeronautics Division and/or FAA issues a final environmental decision for the proposed project(s), and until compliance with all other applicable local, state, and Federal approval actions (e.g. ALP approval, airspace approval, grant approval, permits, or certifications) has occurred.

Preparer's Signature

Date

Name and Title

Company/Organization/Airport

Address

Airport Sponsor's Signature

Date

Name and Title

TO BE COMPLETED BY TDOT

TDOT DECISION

Having reviewed the above information, certified by the responsible airport official, it is the TDOT decision that the proposed project(s) or development warrants environmental processing as indicated below:

- | | |
|--|--|
| <input type="checkbox"/> Memo to Record | <input type="checkbox"/> Simple Written Record |
| <input type="checkbox"/> Documented CATEX | <input type="checkbox"/> Short Form Environmental Assessment |
| <input type="checkbox"/> Environmental Assessment (EA) | <input type="checkbox"/> Environmental Impact Statement |

Checklist Reviewed/Approved by:

Signature of Responsible TDOT Official

Date

APPENDIX B – Environmental Determination Checklist Guide



TDOT Aeronautics Division

Environmental Determination Checklist Guide

Airport Name and Identifier: Include Airport name and identifier.

Project Name: Provide a shortened project name such as: rehab runway, extend runway, or install fencing. (Provide only the project for which you are requesting funding for)

Brief Project Description: Give a brief description and location of the project. For example, installing fencing around the perimeter of the airport property, trenching near Hangar 5, clearing 2.1 acres of obstructions on airport property, installing three security gates, overlaying the runway. Attach a detailed drawing showing exactly what and where the project will be.

Answer Yes or No based on the guidance provided for the questions below:

Will the proposed action have the potential to cause a significant adverse impact to:

<p>1. Cultural resources (historic properties)</p>	<ul style="list-style-type: none"> - Does the proposed project, located on airport property, impact any buildings older than 50 years? If so, contact the local historical society to determine if the structure is listed or eligible to be listed on the National Register of Historic Places. The governmental office having jurisdiction over the airport property will make the determination as to the importance of the impacts that the proposed project will cause to a building older than 50 years. If the proposed project will impact an old structure that is off airport property (even if the Airport owns an easement over the property), an EA may be required. - Does the project involve grading or any land disturbance? Is there any history of archaeological artifacts being found on or around the airport? If so, an additional study may be required.
<p>2. Properties protected under Section 4(f) of the Department of Transportation Act</p>	<ul style="list-style-type: none"> - Does the area where your proposed project will be built contain a public park, recreation area, wildlife or waterfowl refuge, or a historic site (archaeological site or old building) of national, state or local significance? - The governmental body having jurisdiction over the public site will determine the significance of the impacts.
<p>3. Natural, ecological, or scenic resources of Federal, Tribal, State, or local significance.</p>	<ul style="list-style-type: none"> - Does the proposed project involve any ground disturbance? - Would the disturbance significantly affect any resource that could be of concern?



TDOT Aeronautics Division Environmental Determination Checklist Guide

<p>4. Resources protected by the Fish and Wildlife Coordination Act (when a water resource is to be controlled or modified)</p>	<ul style="list-style-type: none"> - Will the proposed project impact a stream or wetlands? - If so, an aquatic study may be required to determine the significance of impacts to the stream/wetland habitat and any aquatic species present.
<p>5. Noise levels over noise-sensitive areas</p>	<ul style="list-style-type: none"> - If the proposed project will not cause an increase in aircraft operations or allow a louder or larger aircraft to utilize the airport, no impacts will occur. If the airport has less than 90,000 operations per year, no noise analysis will be required.
<p>6. Air Quality</p>	<ul style="list-style-type: none"> - Does the proposed project have the potential to cause an increase in aircraft operations or automobile traffic? - Is the airport located in a county designated as a non-attainment area for violation of one or more of the National Ambient Air Quality Standards? A project that is “presumed to conform” is exempt from rules that apply to those areas. The list of projects presumed to conform are: routine maintenance and repair activities, routine installation and operation of aviation navigation aids, actions affecting an existing structure where future activities will be similar in scope to activities currently being conducted. No air quality analysis is required if the aircraft operations are below 180,000.
<p>7. Water Quality</p>	<ul style="list-style-type: none"> - Are there any water sources on the project site (stream, pond, wetland, drainage ditches that drain into another stream)? - Will the proposed project increase water runoff, such as additional pavement? Include a description of measures that will be implemented to reduce the potential of significant pollution of the water resource, such as a commitment to follow the FAA Advisory Circular 150/5370-10A, Standards for Specifying Construction of Airports.
<p>8. Threatened, Endangered, or Candidate Species, or critical habitat</p>	<ul style="list-style-type: none"> - Does the project require ground disturbance? If the construction is to be in a highly disturbed area, then it is unlikely that any endangered species will be affected.



TDOT Aeronautics Division Environmental Determination Checklist Guide

9. Wetlands and other Waters of the US	- Does the project involve filling a wetland or filling or culverting a stream? An additional study may be required.
10. Floodplains	- If grading or fill is involved with the proposed project, the flood maps should be checked to determine if the fill would be placed in a floodplain. - If impacts would occur, an additional study may be required.
11. Coastal Zones	- Only counties along the coastline, and airports that are located adjacent to the coastline would be concerned with this resource.
12. Prime or unique farmland (land in agriculture production converted to aviation use)	- If the property being used for the proposed project is currently being used for agriculture production and is zoned for agriculture, an additional study will be required. If both of these factors are not present, there are no significant impacts to this resource.
13. Wild and Scenic Rivers	- In Tennessee, the only river designated as a Wild and Scenic River is the Obed River in Morgan County. Most airport projects should not affect this resource.
14. Energy Supply/Natural Resources	- CATEX projects rarely have significant impacts to the local energy supply or use a significant portion of natural resources.
15. An increase in congestion from surface transportation.	- Will a new access road enter a busy highway at a point that it will cause traffic congestion or a dangerous situation?
16. A division or disruption of an established community, or a disruption of orderly, planned development, or an inconsistency with plans or goals that have been adopted by the community.	- Does the proposed project include acquisition and relocation of residences and businesses? - Is adequate replacement housing available? - Does the acquisition disrupt a community by acquiring and moving some of the residences, but leaving others in a community that will be subjected to airport operations where they have not been affected in the past?



TDOT Aeronautics Division Environmental Determination Checklist Guide

In addition, is the proposed project likely to:

Be highly controversial on environmental grounds?	- “Highly controversial” means a <u>substantial</u> dispute exists as to the size, nature, or effect of the proposed project or when there is reasonable disagreement over the risks of causing environmental harm.
Be inconsistent with any Federal, State, Tribal, or local law relating to the environmental aspects of the proposed action?	- Has any government official voiced opposition to the proposed project in an official manner?
Directly, indirectly, or cumulatively create a significant impact on the human environment? (For example, lighting, visual, land uses, hazardous materials contamination)	- Have there been any reasonable concerns voiced by local residents concerning the growth, development, and operation of the airport?

Additional Notes and Considerations

- Identify the area of land where the proposed project will be constructed. Confirm that the project will be confined to airport property, either fee simple ownership or controlled by easements. If the project site is not considered a part of the airport property, or under control of the airport, impacts could be considered to occur off airport property, so an EA may be required.
- Some responses may be obtained from the preparer’s own observations, previous environmental documents or research. Some of the best sources for information are the local jurisdictional (federal, state and local) resource agencies responsible for the impact categories.

APPENDIX C – Memo to Record Template

Memo to Record for a CATEX

Project Title: _____

The _____ (Airport Name & Identifier) will be _____ (Project Action). This project, meets the definition of a CATEX as described in FAA Order 1050.1F, _____ (Cite Paragraph and Subparagraph); and the project clearly does not involve extraordinary circumstances, as described in FAA Order 1050.1F, paragraph 5-2.

Name of the Airport Representative

Title

Signature of the Airport Representative

Date

TDOT USE ONLY

No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1F CATEX that applies)

Name: _____
Responsible TDOT Official

Title: _____

Signature: _____

Date: _____

APPENDIX D – Simple Written Record (SWR) Template

CATEX SIMPLE WRITTEN ENVIRONMENTAL RECORD

Airport sponsors should use this form for projects eligible for a categorical exclusion (CATEX) that meet the following criteria:

1. Meets the definition of a CATEX as described in FAA Order 1050.1F.
2. Clearly does not involve extraordinary circumstances, as described in FAA Order 1050.1F. This includes (but is not limited to) the projects listed in FAA Order 5050.1B.

To request a CATEX determination from the Tennessee Department of Transportation, Aeronautics Division, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and consult with the TDOT Transportation Project Specialist about the type of information needed. Complete this form and send it with any supporting environmental resource documentation to the appropriate Aeronautics Division. The form and supporting documentation should be provided in accordance with the provisions of FAA Order 5050.4B, to allow sufficient time for review. The CATEX cannot be approved until all information/documentation is received and all requirements have been fulfilled.

It is ultimately the sponsor's responsibility to ensure that all of the information necessary for the Aeronautics Division to make an environmental determination is accurate and complete.

Name of Airport, LOC ID, and Location

Project Title

Provide a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDs, changing flight procedures, and designating or developing haul routes, new material or expanded material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

Provide a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding the airport property.

Identify the appropriate CATEX paragraph(s) from Order 1050.1F that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

Preparer Information

Point of Contact:

Address:

City:

State:

ZIP code:

Phone Number:

Email Address:

Signature: _____

Date: _____

Airport Sponsor Information and Certification

(may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision.

Point of Contact:

Address:

City:

State:

ZIP code:

Phone Number:

Email Address:

Additional Name(s):

Additional Email Address(es):

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until TDOT issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature: _____

Date: _____

TDOT Decision

Having reviewed the above information, certified by the responsible airport official, it is the TDOT’s decision that the proposed project (s) or development warrants environmental processing as indicated below.

- No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1F CATEX that applies)

- An Environmental Assessment (EA) is required.

- An Environmental Impact Statement (EIS) is required.

- The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Name: _____ Title: _____
Responsible TDOT Official

Signature: _____ Date: _____

APPENDIX E – Documented CATEX Template

DOCUMENTED CATEX

Airport sponsors may use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the Environmental Orders (FAA Order 1050.1F and FAA Order 5050.4B).

To request a CATEX determination from the TDOT, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and **consult with Aeronautics Division Office staff** about the type of information needed. The form and supporting documentation should be completed in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, and submitted to the appropriate TDOT Project Manager. The CATEX cannot be approved until all information/documentation is received and all requirements have been fulfilled.

Effective Date: June 2, 2017

Name of Airport, LOC ID, and location:

Project Title:

Give a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDs, change in flight procedures, haul routes, new material or expanded material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

Give a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding airport property.

Identify the appropriate CATEX paragraph(s) from Order 1050.1F (paragraph 5-6.1 through 5-6.6) or 5050.4B (Tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

The circumstances one must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders 1050.1F, 5050.4B, and the Desk Reference for Airports Actions, as well as other guidance documents to assist you in determining what information needs to be provided about these resource topics to address potential impacts. Keep in mind that both construction and operational impacts must be included. Indicate whether or not there would be any effects under the particular resource topic and, **if needed**, cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.

5-2.b(1) National Historic Preservation Act (NHPA) resources

	YES	NO
Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required.	<input type="checkbox"/>	<input type="checkbox"/>
Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.	<input type="checkbox"/>	<input type="checkbox"/>
Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available)	<input type="checkbox"/>	<input type="checkbox"/>
Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO or a tribal representative along with the SHPO may be required.	<input type="checkbox"/>	<input type="checkbox"/>

5-2.b(2) Department of Transportation Act Section 4(f) and 6(f) resources

	YES	NO
Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1F) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance.	<input type="checkbox"/>	<input type="checkbox"/>
Will project construction or operation physically or constructively “use” any Section 4(f) resource? If yes, describe the nature and extent of the use and/or impacts, and why there are no prudent and feasible alternatives. See 5050.4B Desk Reference Chapter 7.	<input type="checkbox"/>	<input type="checkbox"/>
Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.	<input type="checkbox"/>	<input type="checkbox"/>

5-2.b(3) Threatened or Endangered Species

	YES	NO
Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle.	<input type="checkbox"/>	<input type="checkbox"/>
Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish & Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated. Provide the Biological Assessment and Biological Opinion, if required.	<input type="checkbox"/>	<input type="checkbox"/>
Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish & Wildlife Service).	<input type="checkbox"/>	<input type="checkbox"/>

5-2.b (4) Other Resources

Items to consider include:

a. Fish and Wildlife Coordination Act	YES	NO
Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize, or mitigate impacts.	<input type="checkbox"/>	<input type="checkbox"/>
b. Wetlands and Other Waters of the U.S.	YES	NO
Are there any wetlands or other waters of the U.S. in or near the project area?	<input type="checkbox"/>	<input type="checkbox"/>
Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination. If delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands.	<input type="checkbox"/>	<input type="checkbox"/>
If wetlands are present, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact.	<input type="checkbox"/>	<input type="checkbox"/>
Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit?	<input type="checkbox"/>	<input type="checkbox"/>
c. Floodplains	YES	NO
Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.	<input type="checkbox"/>	<input type="checkbox"/>

d. Coastal Resources	YES	NO
Will the project occur in or impact a coastal zone as defined by the State’s Coastal Zone Management Plan? If yes, discuss the project’s consistency with the State’s CZMP. Attach the consistency determination if applicable.	<input type="checkbox"/>	<input type="checkbox"/>
Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>
e. National Marine Sanctuaries	YES	NO
Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource.	<input type="checkbox"/>	<input type="checkbox"/>
f. Wilderness Areas	YES	NO
Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource.	<input type="checkbox"/>	<input type="checkbox"/>
g. Farmland	YES	NO
Is there prime, unique, state, or locally important farmland in/near the project area? Describe any significant impacts from the project.	<input type="checkbox"/>	<input type="checkbox"/>
Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006.	<input type="checkbox"/>	<input type="checkbox"/>
h. Energy Supply and Natural Resources	YES	NO
Will the project change energy requirements or use consumable natural resources either during construction or during operations?	<input type="checkbox"/>	<input type="checkbox"/>
Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during construction or operations?	<input type="checkbox"/>	<input type="checkbox"/>

i. Wild and Scenic Rivers	YES	NO
Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project?	<input type="checkbox"/>	<input type="checkbox"/>
Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark?	<input type="checkbox"/>	<input type="checkbox"/>
j. Solid Waste Management	YES	NO
Does the project (either the construction activity or the completed, operational facility) have the potential to generate significant levels of solid waste? If so, discuss how these will be managed.	<input type="checkbox"/>	<input type="checkbox"/>

5-2.b(5) Disruption of an Established Community

	YES	NO
Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community?	<input type="checkbox"/>	<input type="checkbox"/>
Are residents or businesses being relocated as part of the project?	<input type="checkbox"/>	<input type="checkbox"/>

5-2.b(6) Environmental Justice

	YES	NO
Are there minority and/or low-income populations in/near the project area?	<input type="checkbox"/>	<input type="checkbox"/>
Will the project cause any disproportionately high and adverse impacts to minority and/or low-income populations? Attach census data if warranted.	<input type="checkbox"/>	<input type="checkbox"/>

5-2.b(7) Surface Transportation

	YES	NO
Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided?	<input type="checkbox"/>	<input type="checkbox"/>
Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred.	<input type="checkbox"/>	<input type="checkbox"/>

5-2.b(8) Noise

	YES	NO
Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?	<input type="checkbox"/>	<input type="checkbox"/>
Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented?	<input type="checkbox"/>	<input type="checkbox"/>
Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations.	<input type="checkbox"/>	<input type="checkbox"/>
Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method? If yes, provide that documentation.	<input type="checkbox"/>	<input type="checkbox"/>
Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour?	<input type="checkbox"/>	<input type="checkbox"/>

5-2.b(9) Air Quality

	YES	NO
Is the project located in a Clean Air Act non-attainment or maintenance area?	<input type="checkbox"/>	<input type="checkbox"/>
If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels (provide the paragraph citation for the exemption or presumed to conform list below, if applicable) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation.	<input type="checkbox"/>	<input type="checkbox"/>
Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?	<input type="checkbox"/>	<input type="checkbox"/>
Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations?	<input type="checkbox"/>	<input type="checkbox"/>

5-2.b (10) Water Quality

	YES	NO
Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers, and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.).	<input type="checkbox"/>	<input type="checkbox"/>
Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction.	<input type="checkbox"/>	<input type="checkbox"/>
Will the project increase the amount or rate of stormwater runoff either during construction or during operations? Describe any steps that will be taken to ensure it will not impact water quality.	<input type="checkbox"/>	<input type="checkbox"/>

	YES	NO
Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts?	<input type="checkbox"/>	<input type="checkbox"/>
Are any water quality related permits required? If yes, list the appropriate permits.	<input type="checkbox"/>	<input type="checkbox"/>

5-2.b(11) Highly Controversial on Environmental Grounds

	YES	NO
Is the project highly controversial? The term “highly controversial” means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project’s risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action.	<input type="checkbox"/>	<input type="checkbox"/>

5-2.b(12) Inconsistent with Federal, State, Tribal or Local Law

	YES	NO
Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located?	<input type="checkbox"/>	<input type="checkbox"/>
Is the project incompatible with surrounding land uses?	<input type="checkbox"/>	<input type="checkbox"/>

5-2 .b (13) Light Emissions, Visual Effects, and Hazardous Materials

a. Light Emissions and Visual Effects	YES	NO
Will the proposed project produce light emission impacts?	<input type="checkbox"/>	<input type="checkbox"/>

Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts?	<input type="checkbox"/>	<input type="checkbox"/>
b. Hazardous Materials	YES	NO
Does the project involve or affect hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>
Will construction take place in an area that contains or previously contained hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>
If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants?	<input type="checkbox"/>	<input type="checkbox"/>
Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled?	<input type="checkbox"/>	<input type="checkbox"/>

5-2 .b (14) Public Involvement

	YES	NO
Was there any public notification or involvement? If yes, provide documentation.	<input type="checkbox"/>	<input type="checkbox"/>

5-2 .b (15) Indirect/Secondary/Induced Impacts

	YES	NO
Will the project result in indirect/secondary/induced impacts?	<input type="checkbox"/>	<input type="checkbox"/>
When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact?	<input type="checkbox"/>	<input type="checkbox"/>

Permits

List any permits required for the proposed project that have not been previously discussed. Provide details on the status of permits.

Environmental Commitments

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for a CATEX.

Preparer Information

Point of Contact:		
Address:		
City:	State:	Zip Code:
Phone:	Email Address:	

Signature: _____ Date: _____

Airport Sponsor Information and Certification (may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the TDOT decision.

Point of Contact:		
Address:		
City:	State:	Zip Code:
Phone Number:	Email Address:	
Additional Name(s):	Additional Email Address(es):	

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until TDOT issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature: _____ Date: _____

TDOT Decision

Having reviewed the above information, it is the TDOT’s decision that the proposed project (s) or development warrants environmental processing as indicated below.

Name of Airport, LOC ID, and location:

Project Title:

- No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1.F CATEX that applies:)
- ..An Environmental Assessment (EA) is required.
- ..An Environmental Impact Statement (EIS) is required.
- ..The following additional documentation is necessary for TDOT to perform a complete environmental evaluation of the proposed project.

Name:

Title:

Responsible TDOT Official

Signature: _____

Date:

APPENDIX F – Short Form EA Template



Focused Environmental Assessment

**FEDERAL AVIATION ADMINISTRATION
MEMPHIS AIRPORTS DISTRICT OFFICE**

**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF AVIATION**

**TENNESSEE DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS**

Airport Name: _____
Proposed Project: _____
Date Submitted to FAA/SBG: _____

This environmental assessment becomes a Federal document when evaluated, signed, and dated by the Responsible FAA/SBG Official.

General Information and applicability

This Focused Environmental Assessment (EA) is to be used only for Federally obligated airports within the boundaries of the Federal Aviation Administration (FAA) Memphis Airports District Office (KY, NC, and TN). Prior to preparing any NEPA documentation, including this form, contact the MEM-ADO/SBG Environmental Protection Specialist or designated staff responsible for NEPA compliance for the subject airport to determine the level of documentation needed. Completed documentation without prior FAA/SBG concurrence may result in approval delays or rejection of NEPA documentation.

The Focused EA is intended to be used only when the following conditions are met: (1) the federal action cannot be categorically excluded (CATEX) because of involvement with extraordinary circumstances or because the action is not consistent with any CATEX described in FAA Orders 1050.1F or 5050.4B (or subsequent versions), (2) impacts from the federal action would be limited to one extraordinary circumstance, (3) the federal action would not create significant impacts to any environmental category unless it is mitigated to the point of non-significance, (4) the action is not considered controversial. Note that in certain cases the FAA/SBG may elect to prepare a full EA even if these conditions appear to be met.

Steps for completing Focused EA

This Focused EA is intended to comply with FAA requirements for satisfying NEPA. The preparer should be familiar with NEPA, CEQ, and FAA laws, requirements, and policies, including, but not limited to, FAA Orders 1050.1F and 5050.4B (or subsequent versions).

The Focused EA is formatted into three sections. Section I covers general information on the proposed action as well as information and certification from the preparer and airport sponsor. Section II addresses the purpose and need statement and alternatives. Section III covers affected environment and environmental consequences. All sections must be addressed for the form to be considered complete. The level of information needed to address each section is dependent upon the project and extent of impacts. However, for Section III, responses should provide enough information to allow the reviewer(s) to conclude there is no impact or no significant impact. A graphic depiction of the proposed action must be attached to the form. The use of additional graphics, pictures of the study area, and appendices is recommended and may be required pending upon the proposed action and environmental impacts.

As previously mentioned, Section III addresses the affected environment and environmental consequences. If the proposed action does not impact a particular resource, provide a brief explanation for why there is no impact. If the proposed action does impact a resource, describe the affected environment for the resource before discussing environmental consequences. For all resources, consider impacts caused by construction and post-construction activities. Also consider direct and indirect impacts. Cumulative impacts must be addressed in Section III (O).

Helpful factors that should be considered as part of the assessment and internet websites are listed below each resource section. The factors to be considered and websites provided are not intended to be a comprehensive list. Additional factors and sources should be reviewed as

needed. Consultation with resource agencies, field analysis, or computer modeling may be required to aid the FAA/SBG in determining the extent of impacts. The preparer should contact the MEM-ADO/SBG representative to determine the level of agency coordination, field analysis, and modeling needed.

Although multiple variations exist for adequately completing the NEPA process, the MEM-ADO recommends following the generalized steps below for Short-Form EAs:

1. Finalize planning process
2. Conduct preliminary environmental analysis
3. Obtain concurrence from MEM-ADO/SBG on use of this form
4. Conduct agency scoping, field analysis, and modeling as needed
5. Complete draft short form EA
6. Submit draft EA to MEM-ADO/SBG
7. Revise draft EA as needed
8. Obtain concurrence from MEM-ADO/SBG to initiate public involvement
9. Make draft EA available to public and issue public notice
10. Hold public meeting (if required)
11. Revise draft EA as needed
12. Submit final draft EA to MEM-ADO/SBG
13. Receive FONSI
14. Issue public notice for availability of final EA and FONSI

Completion of the Focused EA will permit the FAA/SBG to issue one of the following determinations: (1) issue a Finding of No Significant Impact (FONSI), (2) request that a full EA be prepared, (3) request that an Environmental Impact Statement (EIS) be prepared.

Section I

1. Airport and Project Information:

Airport Name and Three Letter Identifier: _____

Airport Address: _____

City: _____ County: _____ State: _____

Project Name: _____

Estimated Start Date: _____ Estimated Completion Date: _____

2. Preparer Information:

Name: _____

Title: _____

Organization: _____

Address: _____

City: _____ State: _____

Telephone: _____

E-mail: _____

Preparer Certification

I certify that the information I have provided in this document is, to the best of my knowledge, correct.

3. Airport Sponsor Information:

Name: _____

Title: _____

Organization: _____

Address: _____

City: _____ State: _____

Telephone: _____

E-mail: _____

Airport Sponsor Certification

I certify that the information I have provided in this document is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed until the FAA/SBG issues a final environmental decision for the proposed action described in this document.

Section II

1. Provide purpose and need statement.

2. Describe the preferred alternative and include all connected actions. Attach a graphic depiction of the proposed action, including haul routes and staging areas if applicable, to the back of this form or in an appendix.

3. Describe the no action alternative including the environmental, operational, and economic impacts that would occur if used.

4. List and describe other reasonable alternatives.

5. Provide rationale for why other reasonable alternatives were removed from consideration.

Section III

(A) Air Quality

Factors to consider: (1) Impacts from aircraft, ground vehicle, and equipment emissions (2) Project location with respect to NAAQS attainment/maintenance/non-attainment areas. (3) Modeling requirements

Note: Impacts should be discussed for any action involving outside construction.

Resources:

(1) FAA 5050.4B Desk Reference air quality section:

http://www.faa.gov/airports/environmental/environmental_desk_ref/media/desk-ref-chap1.pdf

(2) EPA Greenbook: <http://www3.epa.gov/airquality/greenbook/>

(B) Biological Resources

Factors to consider: (1) Impacts to federal and state-listed species (2) Impacts to non-listed species and migratory birds (3) Impacts to habitat

Note: Impacts should be discussed for any action involving terrain/vegetation disturbance.

Resources:

(1) USFWS IPAC: <http://ecos.fws.gov/ipac/>

(2) KY state list <http://naturepreserves.ky.gov/pubs/Pages/cntyreport.aspx>

(3) NC state list <http://www.ncnhp.org/>

(4) TN state list: http://environment-online.state.tn.us:8080/pls/enf_reports/f?p=9014:3:25305085995908::::

(C) Climate

Factors to consider: (1) Impacts from Greenhouse Gases (GHGs) from aircraft, ground vehicles, or other sources (2) Qualitative analysis should be used unless air quality modeling was used in part of Section III (A) Air Quality

Resources: (none)

(D) Coastal Resources

Factors to consider: (1) Impacts to Coastal Barrier Resources and Coastal Zone Management (CAMA) (2) Need for Federal Consistency Review

Note: This section is only applicable to the 20 coastal counties in NC

Resources:

- (1) USFWS coastal barrier mapper <http://www.fws.gov/cbra/Maps/Mapper.html>

(E) DOT Section 4(f)

Factors to consider: (1) Impacts to parks, national forest, wildlife refuge, or other recreational areas (2) Impacts to Section 106 resources (3) Constructive use impacts from noise (4) Impacts to Section 6(f) Lands

Resources: (none)

(F) Farmland

Factors to consider: (1) Impacts to farmlands considered to be prime, unique, or statewide and locally important (2) Farmlands include pasturelands, croplands, and forest (even if zoned for development)

Note: In certain cases, airport owned land may be considered farmland.

Resources:

- (1) NRCS/USDA AD 1006 Form:
http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb1045394.pdf

(G) Hazardous Materials, Solid Waste, and Pollution Prevention

Factors to consider: (1) Impacts or removal of hazardous materials/waste from existing sites or facilities (2) Use of hazardous materials for new construction (3) Impacts to solid waste facilities from construction and post-construction activities (4) Use of pollution prevention activities, plans, programs, or policies

Resources:

- (1) EPA Superfund site search: <http://cumulis.epa.gov/supercpad/cursites/srchsites.cfm>
- (2) EPA hazardous waste cleanup sites: <http://www.epa.gov/cleanups/cleanups-my-community>

- (3) EPA solid waste generation: <http://www3.epa.gov/epawaste/conserva/imr/cdm/pubs/cd-meas.pdf>

(H) Historical, Architectural, Archeological, and Cultural Resources

Factors to consider: (1) Impacts to above and below ground resources (2) Indirect impacts from light emissions, vibration, and noise (3) Impacts to viewshed from construction or removal of buildings, trees, and other objects

Note: Obtain FAA/SBG concurrence before completing any of the following: (1) Initiating formal Section 106 proceedings (2) Coordinating the APE or determination of effects (3) Consulting with THPOs

Note: “Previously disturbed” terrain does not necessarily exclude the action from Section 106

Resources:

- (1) NPS NRHP database: <http://www.nps.gov/nr/research/>
- (2) NC GIS historic sites: <http://gis.ncdcr.gov/hpoweb/>

Note: These databases do not feature all known or potential sites.

(I) Land Use

Factors to consider: (1) Impacts to existing and/or planned land uses or zoning (2) Compatibility with airport design standards such as RPZs (3) Consistency with local public agencies (4) Creation of wildlife attractants

Resources: (none)

(J) Natural Resources and Energy Supply

Factors to consider: (1) Impacts on fuel, electricity, gas, water, wood, asphalt, aggregate, and other construction material supplies (2) Impacts from construction as well as post-construction and maintenance activities

Resources: (none)

(K) Noise and Compatible Land Use

Factors to consider: (1) Impacts to non-compatible land uses and local land use standards (2) Changes in operational activity, fleet mix, flight tracks, or engine runups (3) Modeling requirements

Note: Effective 5/29/15 all modeling must be completed with AEDT. See FRN:

<https://www.federalregister.gov/articles/2015/05/15/2015-11803/noise-fuel-burn-and-emissions-modeling-using-the-aviation-environmental-design-tool-version-2b>

Resources:

- (1) FAA 5050.4B Desk Reference noise section: http://www.faa.gov/airports/environmental/environmental_desk_ref/media/desk-ref-chap17.pdf
- (2) FAA noise/land use compatibility chart: http://www.ecfr.gov/cgi-bin/text-idx?SID=1ae7ac2b63580049ff71cc00a57ce7fa&mc=true&node=ap14.3.150_135.a&rgn=div9

(L) Socioeconomics, Environmental Justice, Children’s Environmental Health and Safety Risks

Factors to consider: (1) Impacts from property acquisition and/or relocation of displaced persons/businesses (2) Impacts to population, economic activity, employment, income, public services, transportation networks, and planned development (3) Impacts to minority and low-income populations (4) Impacts to children

Resources:

- (1) Census Bureau fact finder: <http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>
- (2) Bureau of Economic Analysis: <http://www.bea.gov/>
- (3) EPA EJ Screen: <http://ejscreen.epa.gov/mapper/>

(M) Visual Effects (including light emissions)

Factors to consider: (1) Impacts to residential areas, Section 106 resources, Section 4(f) properties, protected coastal areas and rivers, scenic roads/byways, scenic trails, and sensitive wildlife species (2) Impacts from new construction or modification (3) Impacts from object removal (e.g. trees, buildings, etc.)

Resources: (none)

(N) Water Resources

Factors to consider: (1) Impacts to floodplains, wetlands, surface waters, groundwater, and wild and scenic rivers (2) Impacts to jurisdictional and non-jurisdictional wetlands (3) Impacts from increased stormwater runoff (4) Changes in hydrologic patterns (5) Impacts to ground water recharge capability and drinking water supplies (6) Impacts from sedimentation, petroleum/chemical/hazmat spills, or other factors causing water quality degradation (6) Impacts to NRI listed rivers, river segments, or study rivers

Resources:

- (1) FEMA Flood Map Service Center: <https://msc.fema.gov/portal>
- (2) USGS National Map: <http://viewer.nationalmap.gov/viewer/>
- (3) USFWS National Wetland Inventory: <http://www.fws.gov/wetlands/Data/Mapper.html>
Note: The NWI is not considered an official wetland delineation.
- (4) NPS National River Inventory: <http://www.nps.gov/ncrc/programs/rtca/nri/index.html>
- (5) National Wild and Scenic River’s website <http://www.rivers.gov/map.php>

(O) Cumulative Impacts

Factors to consider: (1) Impacts from “other past, present, and reasonably foreseeable future actions regardless of agency or person” (40 CFR § 1508.7) (2) Impacts on and off airport property (3) Study area varies for each environmental resource

Resources:

- (1) CEQ cumulative effects:
http://energy.gov/sites/prod/files/nepapub/nepa_documents/RedDont/G-CEQ-ConsidCumulEffects.pdf

(P) Permits and Certifications

List all permits and certifications required to be obtained.

(Q) Mitigation

Describe mitigation required as part of the project. Include mitigation cost and when/where mitigation will occur. Do not include best management practices (BMPs).

(R) Public Involvement

List agencies and organizations that reviewed the proposed action.

Discuss additional public involvement actions taken. Please include the name and date(s) of newspaper publications. Attach affidavit or tear sheet.

APPENDIX G – CATEX Decision-Making Process Flowchart

ARP SOP No. 5.1

Effective Date: June 2, 2017

Figure 1. CATEX Decision-Making Process

