

CELEBRATING 50 YEARS



Chatham Municipal Airport Environmental Assessment

Public Information Presentation
February 2021



Overview

- FAA Order 1050.1F serves as the Federal Aviation Administration's guidance for compliance with the National Environmental Policy Act (NEPA)
- Decisions by FAA officials are subject to NEPA review in accordance with FAA Order 1050.1F and Order 5050.4B, with the exception of some Federal actions considered advisory in nature.
- There are three levels of NEPA Review:
 - **Categorically Excluded Actions**
 - **Actions Normally Requiring an Environmental Assessment**
 - **Actions Normally Requiring an Environmental Impact Statement**
- **The FAA determines the appropriate level of review.**

Overview continued

- **Categorically Excluded Actions (CatEX)**
 - Refers to a category of actions that do not individually or cumulatively have a significant effect on the human environment, and for which, neither an EA or EIS is required.
 - Examples: Repaving, lighting upgrades, planning studies, etc.
- **Actions Normally Requiring an EA**
 - Determines whether a proposed action has the potential to significantly affect the human environment. An EA is a concise public document that briefly provides sufficient evidence and analysis for determining whether to prepare an EIS or a Finding of No Significant Impact (FONSI).
 - Example: Extensive airfield changes, new instrument landing system
- **Actions Normally Requiring an EIS**
 - Prepared when actions significantly affect the quality of the human environment. An EIS is a detailed written statement when one or more environmental impacts would be significant and mitigation measures cannot reduce the impacts below significant levels.
 - Example: New airport, major runway extension, etc.

Environmental Assessment Content

- **Proposed Action-** describes the proposed action.
- **Purpose and Need-** describes the underlying purpose and need for the Federal action. It describes the problem being addressed and what the FAA is trying to achieve with the proposed action.
- **Alternatives-** presents a comparative analysis of the no action alternative, the proposed action, and other reasonable alternatives to fulfill the purpose and need for the action.
- **Affected Environment-** succinctly describes the environmental conditions of the potentially affected geographic area or areas. This section is no longer than is necessary to understand the impacts of alternatives.
- **Environmental Consequences-** discusses the reasonably foreseeable environmental impacts of the proposed action, the no action alternative, and any other alternatives being considered in detail.

Environmental Impact Categories

- Air Quality
- Biological resources (including fish, wildlife, and plants)
- Climate
- Coastal Resources
- Department of Transportation, Section 4(f)
- Farmlands
- Hazardous materials, solid waste, and pollution prevention
- Historical, architectural, archaeological, and cultural resources
- Land use
- Natural resources and energy supply
- Noise and compatible land use
- Socioeconomics, environmental justice, and children's environmental health and safety risks
- Visual effects (including light emissions)
- Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

Chatham Master Plan Projects

- Acquisition of Avigation Easements and Subsequent Tree Clearing- **requires an EA**
- Administration Building Construction: to be constructed in a previously disturbed area of airport property- **CatEx**
- Future Hangar Construction- **requires an EA**
- Jet-A Fuel Facility- **CatEx per 1050.1F 5-6.4(u)**
- Reservation of Land for Future Revenue Development in the Location of the Existing NDB- **no EA at this time**
- Reservation of Land for Future Non-Aeronautical Development in the Location of the Fishermen's Storage Area- **no EA at this time**

Chatham EA Status

- **Archaeological intensive (locational) survey**

- Coordination with Tribal Historic Preservation Offices of the Wampanoag Tribe of Gay Head (Aquinnah) and the Mashpee Wampanoag Tribe.
- Locational survey completed between December 7 and December 23, 2020
- Included walkover survey/visual inspection, soil evaluations, and soil core samples , over 383 STPS were excavated
- Fieldwork completion memorandum report was provided to the Massachusetts Historical Commission for review and comment on January 19, 2021.

- **Aerial photography and mapping**

- Included an analysis of the Airport's Part 77 surfaces (approaches, transitional, horizontal, conical, etc.).
- Data collected will be used to determine areas requiring vegetation obstruction removal both on and off-airport property.

Chatham EA Status continued

- **Bike path analysis**

- A topographical plan of the bike path from George Ryder Road to Wilfred Road has been completed.
- The location of the bike path in proximity to the proposed primary surface was uploaded to the FAA's Obstruction Evaluation/Airport Airspace Analysis portal as part of a 7460-1 evaluation on 12/16/2020.
- The 7460-1 process will evaluate the proposed construction or alteration as it relates to air safety and the efficient use of navigable airspace.

- **Approach procedures for vertical guidance**

- The Airport is currently coordinating with FAA Airport's Division and FAA Flight Procedures regarding the feasibility of implementing an LPV approach at the Airport.

Vegetation Management Plan

- **VMP**

- Conform to the guidelines and criteria in the GEIR Update/Expanded Generic Environmental Notification Form for the Statewide Vegetation Management Program at Public Use Airports.
- Conform to the limited project provisions in 310 CMR 10.00, and all other applicable laws, rules, regulations and practices.
- Allow for the removal of vegetation that either obstructs or threatens to obstruct the airport's protected airspace.
- Develop a set of prioritized yearly operational plans for the first five years following the VMP activities.
- Address all vegetation whether in or near uplands or wetlands, or on off-airport property.

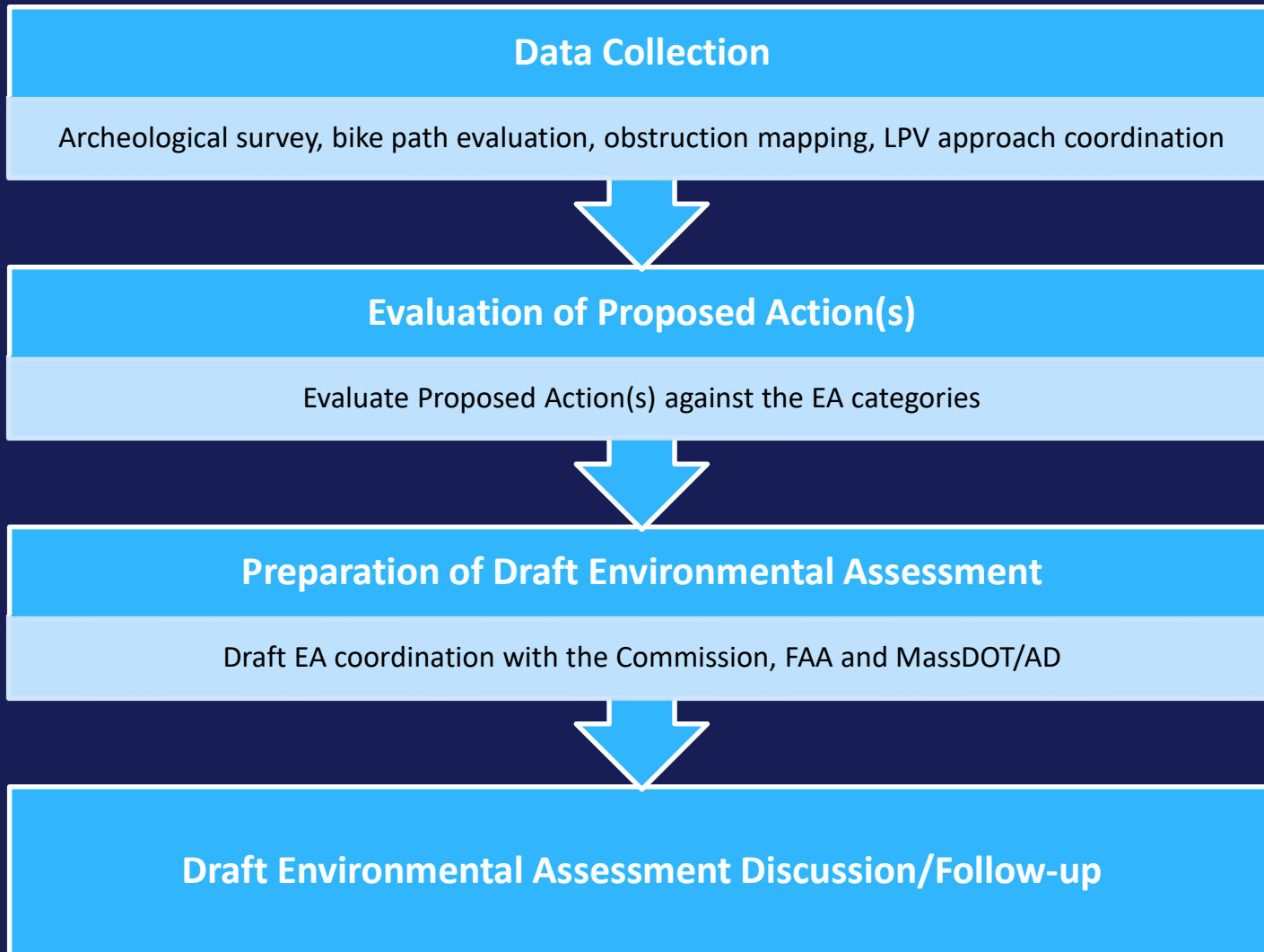
Public Comments on a Draft EA

- Circulation of the draft EA for public comment should be considered but is an option at the discretion of the responsible FAA official.
- There is no set time limit on public comment periods for EAs; however, they are normally 30-45 days.
- Public meetings or hearings are not required for EAs but may be considered in some situations.
- **Applicants who prepare an EA may not circulate the draft EA until the FAA has reviewed the document and notified the applicant that the FAA is satisfied with the draft.**
- The FAA or applicant must publish a notice of the draft EA's availability in local news papers, or other media/internet.
- If a draft EA is prepared, the FAA or applicant must then revise the draft EA, as necessary, in response to internal and external comments received.
- Although the FAA is not required to formally respond to public comments concerning EAs, EAs should reflect the FAA's consideration of such comments.

Next Steps

- **The Commission is waiting for the completion of data collection efforts.**
- **Once the data collection efforts are complete, an evaluation of the Proposed Action(s) will be evaluated against the Environmental Impact Categories previously mentioned.**

Next Steps



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Questions/Comments/Concerns

