

Environmental Determination Checklist

1. General Information

Airport:	
Project Name:	
Project Description:	

2. Applicability

The proposed project is considered “Categorical Excluded” in accordance with FAA Order 1050.1F, Chapter 5. State the paragraph number and letter: (See Attachment 1 for a listing of normally categorically excluded actions.)	
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3. Extraordinary Circumstances: (Refer to FAA Oder 1050.1F, Chapter 5, paragraph 5-2)

Extraordinary Circumstances exist when the proposed action meets both of the following:

- 1) Involves any of the following circumstances, **and**
- 2) Which may have a significant effect on the environment.

Check “yes” if the proposed action will involve the circumstance AND may have a significant impact. If an answer is “yes”, attach additional information describing the significance and any mitigation that will reduce the level of significance. If the proposed action will not cause both of the above conditions, check “no”.

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

	Yes	No	Remarks
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 (endangered species)			
4. Resources protected by the Fish and Wildlife Coordination Act (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)			

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Airport:			
Project Name:			
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 standards			

In addition, is the proposed project likely to:

	Yes	No	Remarks
Be highly controversial on environmental grounds?			
Be inconsistent with and 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)?			

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 construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until the 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

 Address

Airport Sponsor's Signature _____
Date

 Name and Title

 Address

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Airport:
Project Name:

TO BE COMPLETED BY GDOT

GDOT DECISION

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

- No further NEPA review required. Project is categorically excluded;
- An Environmental Assessment (EA) is required to determine whether to prepare a Finding of No Significant Impact (FONSI); or,
- An Environmental Impact Statement is required.

Checklist Reviewed/Approved by:

Georgia Block Grant Representative

Date

***TO BE COMPLETED BY FAA
(FOR DISCRETIONARY FUNDING ONLY)***

FAA DECISION

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

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- An Environmental Impact Statement is required.

Checklist Reviewed/Approved by:

Federal Aviation Administration

Date

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ATTACHMENT 1

Categorical exclusions are those types of Federal actions that meet the criteria that represents actions that the FAA has found, based on past experience with similar actions, do not normally require an EA or EIS because they do not individually or cumulatively have a significant effect on the human environment, with the exception of **extraordinary circumstances**. Choose the appropriate categorically excluded action from the following paragraphs from **FAA Order 1050.1F, Environmental Impacts: Policies and Procedures** that best describes the proposed project and indicate in Section 2, Applicability (above):

Paragraph	Categorical Exclusion
5-6.1.a	Implementation of measures to respond to <u>emergency air or ground safety needs</u> , accidents, or natural events with no reasonably foreseeable significant long-term adverse effects.
5-6.3.b	Establishment, installation, upgrade, or relocation (on airport or FAA property) of <u>airfield or approach lighting systems, visual approach aids, beacons, runway end identifier lights, and electrical distribution systems</u> .
5-6.3.e	Installation, repair, relocation, replacement, removal, or upgrade of minor miscellaneous items such as <u>Low Level Wind Shear Alert System (LLWAS), wind indicators, wind measuring devices, landing directional equipment, segmented circles, mobile Air Traffic Control Towers, and associated fencing</u> .
5-6.4.a	Construction, relocation, or repair of <u>entrance and service roads</u> .
5-6.4.b	<u>Acquisition of land and relocations</u> of people and businesses associated with a categorically excluded action.
5-6.4.e	Construction, repair, reconstruction, resurfacing, extending, strengthening, or widening of a <u>taxiway, apron, loading ramp, or runway safety area (RSA)</u> , including an RSA using <u>Engineered Material Arresting System (EMAS)</u> , or reconstruction, resurfacing, extending, strengthening, or widening of an <u>existing runway</u> , provided the action will not create environmental impacts off airport property or result in significant erosion or sedimentation, or create a significant noise increase over noise sensitive areas, or result in significant impacts on air quality.
5-6.4.f	Construction or limited expansion of <u>accessory on-site structures</u> , including <u>storage buildings, garages, hangars, T-hangars, small parking areas, signs, fences, and other essentially similar minor development items</u> .
5-6.4.h	Construction or expansion of facilities such as <u>terminal buildings, cargo buildings, parking facilities, and facilities for non-aeronautical uses</u> at existing airports, that do not substantially expand those facilities.
5-6.4.i	Demolition or removal of non-FAA owned, on-airport <u>buildings and structures</u> , provided no hazardous substances or contaminated equipment are present on the site of the facility. (This CATEX does not apply to buildings and structures of historic, archaeological, or architectural significance.)
5-6.4.k	<u>Filling of earth</u> into previously excavated land with material compatible with the natural features and grade of the site.
5-6.4.l	<u>Grading of land, the removal of obstructions</u> to air navigation, or erosion control measures, provided it occurs on airport property and will not affect property off the airport.
5-6.4.o	<u>Minor trenching and backfilling</u> where the surface is restored and the excavated material is protected against erosion and runoffs during the construction period.
5-6.4.p	<u>New gardening or landscaping, vegetative and erosion control</u> , and maintenance of <u>existing landscaping</u> that would not introduce or spread invasive species or that would not attract wildlife that is hazardous to aviation.
5-6.4.q	Construction and installation of <u>noise abatement measures</u> such as <u>noise barriers</u> .

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5-6.4.t	Construction of a <u>new heliport</u> on an existing airport that would not significantly increase noise over noise sensitive areas.
5-6.4.u	Installation of on-airport <u>above ground storage tanks</u> (ASTs) or <u>underground storage tanks</u> (USTs). This CATEX includes the closure and removal of a fuel storage tank, and remediation of contaminants resulting from a fuel storage tank on an airport provided those actions occur in accordance with applicable orders and regulations. The establishment of bulk fuel storage and associated distribution systems is not within the scope of this CATEX.
5-6.4.v	Replacement or reconstruction of a <u>terminal, structure, or facility</u> with a new one of similar size and purpose, where the location will be on the same site. <u>Topping or trimming trees</u> to meet standards for removing obstructions which can adversely affect navigable airspace.
5-6.4.w	Repair and maintenance of <u>existing roads, rights-of-way, trails, grounds, parking areas, and utilities.</u>
5-6.4.z	<u>Topping or trimming of trees</u> to meet 14 CFR Part 77, standards for removing obstructions which can adversely affect navigable airspace.
5-6.4.bb	<u>Fee simple purchase of land or the purchase of an avigation easement</u> to establish a runway protection zone (RPZ) or for other aeronautical purposes, provided there is no land disturbance and does not require extensive business or residential relocations.
5-6.4.cc	<u>Permanent closure of a runway</u> and use of it as a taxiway at small, low-activity airports, provided any changes to lights or pavement would be on previously developed airport land.
5-6.5.l	<u>Establish or remove a displaced threshold</u> on an existing runway, provided the action does not require establishing or relocating an approach lighting system that is not on airport property
5-6.5.m	<u>Short-term changes in air traffic control procedures</u> , not to exceed six months, conducted under 3000 feet above ground level (AGL) to accommodate airport construction.

1. GENERAL INFORMATION

Airport: Include Airport name and associated city.

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 the particular FY.)

Project Description: Give a detailed description of the project, listing each task involved in accomplishing the project. (For example: install 3,000 LF of fencing, clear .067 acres, install three security gates) Attach a detailed drawing showing exactly what and where the project will be.

2. APPLICABILITY

Determine if your project is within one or more of the categorical exclusions listed in Attachment 1. If it is not, an EA or EIS must be prepared. Your project must specifically match the items listed in Attachment 1. The paragraph number(s) of the proposed action should be added in the blank space. If there is any question of whether or not the proposed action is included on the list, contact your GDOT Project Manager for information.

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3. EXTRAORDINARY CIRCUMSTANCES

A proposed action on the categorically excluded list is not automatically exempted from environmental review. The list of extraordinary circumstances must be reviewed before a final determination that a proposed project qualifies for categorical circumstances. Generally, the only projects that could have a significant impact are those with large areas of ground disturbance (large projects that increase capacity and/or allow larger aircraft), or those projects with impacts to streams, wetlands, or historic sites. If it is uncertain whether a particular extraordinary circumstance applies to the proposed action, consultation with appropriate offices should be initiated for guidance. Follow these steps in evaluating Extraordinary Circumstances:

1. Identify the area of land where the proposed project will be constructed.
2. 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.
3. Walk the site, making note of any geographical features such as streams, or wetlands. On land controlled by easements, determine if any structures older than 50 years are present or any public parks, recreation areas, or wildlife protection areas are on the area covered by the easement. Determine if the land can be considered as highly disturbed, in agriculture production, totally disturbed or undisturbed, or residential. The person preparing this form should have knowledge of the environmental features of the airport and a general knowledge of the project.

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.

4. Complete the Categorical Exclusion Checklist using the following pointers:

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<p>1. Cultural resources (historic properties)</p>	<p>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. Contact your GDOT Project Manager. 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, additional study may be required. Contact your GDOT Project Manager.</p>
<p>2. Properties protected under Section 4(f) of the Department of Transportation Act</p>	<p>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>
<p>3. Natural, ecological, or scenic resources of Federal, Tribal, State, or local significance.</p>	<p>Does the proposed project involve any ground disturbance? Would the disturbance significantly affect any resource that could be of concern?</p>
<p>4. Resources protected by the Fish and Wildlife Coordination Act (when a water resource is to be controlled or modified)</p>	<p>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. Contact your GDOT Project Manager.</p>
<p>5. Noise levels over noise-sensitive areas</p>	<p>If the proposed project will not cause an increase in aircraft operations or allow a noisier 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>

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<p>6. Air Quality</p>	<p>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 (22-county Atlanta Metropolitan 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 22 counties. 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>
<p>7. Water Quality</p>	<p>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>
<p>8. Threatened, Endangered, or Candidate Species, or critical habitat</p>	<p>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, except in South Georgia where gopher tortoises may burrow on the airport.</p>
<p>9. Wetlands and other Waters of the US</p>	<p>Does the project involve filling a wetland or filling or culverting a stream? Additional study may be required. Contact your GDOT Project Manager.</p>
<p>10. Floodplains</p>	<p>If grading or fill is involved with the proposed project, the county flood maps should be checked to determine if the fill would be placed in a floodplain. If impacts would occur, additional study may be required.</p>
<p>11. Coastal Zones</p>	<p>Only counties along the coastline, and airports that are located adjacent to the coastline would be concerned with this resource.</p>

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<p>12. Prime or unique farmland (land in agriculture production converted to aviation use)</p>	<p>If the property being used for the proposed project is currently being used for agriculture production and is zoned for agriculture, additional study will be required. If both of these factors are not present, there are no significant impacts to this resource.</p>
<p>13. Wild and Scenic Rivers</p>	<p>In Georgia, the only river designated as a Wild and Scenic River is the Chattooga River in extreme northeast Georgia. Most airport projects will not affect this resource.</p>
<p>14. Energy Supply/Natural Resources</p>	<p>CATEX projects rarely have significant impacts to the local energy supply or use a significant portion of natural resources.</p>
<p>15. An increase in congestion from surface transportation.</p>	<p>Will a new access road enter a busy highway at a point that it will cause traffic congestion or a dangerous situation?</p>
<p>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.</p>	<p>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?</p>

In addition, is the proposed project likely to:

<p>Be highly controversial on environmental grounds?</p>	<p>“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.</p>
<p>Be inconsistent with and Federal, State, Tribal, or local law relating to the environmental aspects of the proposed action</p>	<p>Has any government official voiced opposition to the proposed project in an official manner?</p>
<p>Directly, indirectly, or cumulatively create a significant impact on the human environment (For example, lighting, visual, land uses, hazardous materials contamination)</p>	<p>Have there been any reasonable concerns voiced by local residents concerning the growth, development, and operation of the airport?</p>