

APPENDIX 1. AIRWAY FACILITIES (AF) ORGANIZATIONS

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1. GENERAL. This appendix sets forth environmental procedures to be used by the Airway Facilities (AF) organization. All AF headquarters, regional, engineering center, implementation center and field level organizations shall comply with the requirements of this order.

2. ENVIRONMENTAL RESPONSIBILITIES.

Airways Facilities: Implementation Center and Regional Office. For Facilities and Equipment (F&E) programs and projects, the NAS Implementation Program (ANI) Implementation Center (IC) Manager shall be responsible for conducting an environmental assessment (EA) in accordance with this order and shall be responsible for the preparation and coordination of the document. Signature authority for categorical exclusions, EAs, environmental impact statements (EISs), and Finding of No Significant Impact (FONSIs) documentation is held by the IC Manager who shall ensure that this documentation is coordinated with the initialed by the Operations Branch (AXX-470) of the Regional Airway Facilities (AF) Division. The actual approval and certification may not be re-delegated. For AF projects outside the purview of the ANI organization, the AF division manager shall be solely responsible for conducting and signing the categorical exclusion, EA, EIS, and FONSI documentation. The IC Manager shall provide National Environmental Policy Act (NEPA) training to appropriate ANI personnel to ensure compliance with this order. The AF division manager shall provide NEPA training to appropriate regional personnel to ensure compliance with this order. *

3. ENVIRONMENTAL IMPACT STATEMENTS OR FONSI.

a. Environmental assessments should be developed along with economic and technical considerations in the facility siting and design. Careful consideration of the specific site and the effect of aircraft operations are necessary. Where the individual location or the operational use of the facility indicates significant environmental impact, an EIS should be prepared and circulated in accordance with this order.

b. Those projects which have been categorically excluded or a FONSI filed do not require further action unless a particular case significantly affects the quality of the human environment and requires the preparation of an EIS.

4. PROJECTS SUBJECT TO ENVIRONMENTAL ASSESSMENTS AND PROCEDURES. The following categories of projects are subject to an environmental assessment and preparation of an EIS or FONSI:

a. Establishment or relocation of facilities such as Air Route Traffic Control Centers (ARTCC), Airport Traffic Control Towers (ATCT), Air Route Surveillance Radars (ARSR), Beacon Only Sites, and Next Generation Radar (NEXRAD). These facilities may affect the environment because of land or access requirements; the electronic emissions generated by its operation; the impact on water and sewerage facilities, power distribution facilities, rainfall runoff and traffic flow from public roadways; and the impact on personnel in a given locale.

b. Establishment, relocation, or construction of facilities used for communications and navigation which are not on airport property. The environmental impact of these facilities normally results from providing access to the off-airport facility and construction of the facility.

c. Establishment or relocation of Instrument Landing or Microwave Landing Systems (ILS or MLS), and Approach Light Systems (ALS). These facilities may be the subject of environmental controversy because of the impact of a change in operational use and the location of certain elements off airports.

d. Establishment of FAA housing, sanitation systems, fuel storage and distribution systems, and power source and distribution systems normally should be assessed because of their location, and impact on community land use planning.

5. CATEGORICALLY EXCLUDED PROJECTS. The following projects require no further environmental consideration as they have been determined to be categorically excluded:

a. Upgrading of building electrical systems or maintenance of existing facilities (including painting, replacement of siding, etc.)

b. Minor expansion of facilities including the addition of communication channels where personnel is minimal and which require no additional land, and where expansion is due to remodeling of space in current quarters or existing buildings.

c. Upgrading of facilities to improve their operational capacity, e.g.,

(1) Existing runway approach lighting installations,

(2) Conversion of VOR to VOR with TACAN, (VORTAC), and

(3) Conversion of ILS or MLS to Category II or III standards.

d. Demolition and removal of buildings and structures, except where they are of historic, archaeological or architectural significance as officially designated by Federal, state or local government.

e. Replacement or reconstruction of a structure or facility with a new one of substantially the same size and purpose, where location will be on the same site as the existing building/facility.

f. Water, sewage, electrical, gas or other utility extension of temporary duration to serve construction.

g. New gardening or landscaping, or the maintenance of existing landscape.

h. Accessory onsite structures including storage buildings, garages, small parking areas, and signs and fences.

i. Grading on land with a slope of less than 10 percent, except where located near waterways, in any wetland, in an officially designated (by Federal, state, or local government agency) scenic area, or in officially mapped areas of severe geologic hazard.

j. Filling of earth into previously excavated land with material compatible with the natural features of the site.

k. Minor trenching and backfilling where the surface is restored and the excavated material is protected against wash and runoffs during the construction period.

l. Replacement of power and control cables for facilities, such as ALS, Airport Surveillance Radar (ASR), ILS, and RTR.

m. Repairs and resurfacing of existing access to remote facilities such as ARSR, RCAG, RML, and VOR with TACAN (VORTAC).

n. Installation of equipment within a facility or on an airport that provides for modernization or enhancement of the service provided by that facility, such as ASR, Radar Bright Display Equipment (RBDE) with Plan View Displays (PVD), Direct Access Radar Channel (DARC), beacon system on an existing radar and test sets.

o. Installation of an MLS on a runway that has ILS equipment.

p. Aviation weather, aviation weather systems such as Automated Weather Observing System (AWOS), Runway Visual Range (RVR), and Low Level Wind Shear Alert System (LLWAS).

q. Wind and other weather instruments located on airports.

r. Installation of equipment on airports, such as Hygrothermometers.

s. Establishment or relocation of Flight Service Station (FSS).

t. Establishment or relocation of Runway End Identifier Lights (REIL) and Omnidirectional Airport Lighting System (ODALS).

* u. Installation of Visual Approach Slope Indicators (VASI's) or Precision Approach Path Indicators (PAPI's) on airports. *

v. Installation or replacement of engine generators or powerplants from 5KW to 175W used in emergencies when commercial power fails.

w. Construction of Remote Communications Outlet (RCO) to provide air-to-ground communication between pilots of general aviation aircraft and personnel in Flight Service Stations.

x. Construction of Remote Transmitter/Receiver (RT/R) facilities to supplement existing communications channels installed in the ATCT or FSS.

6. TIMING OF ENVIRONMENTAL PROCEDURES.

a. The environmental impact of proposed projects should be considered during the budgetary process. It is not necessary that EIS's or FONSI's be filed prior to budgeting for a given project. However, where significant, environmentally adverse project impacts are known or anticipated, the project justification should identify all pertinent factors to enable a determination of whether to include the project in the budget or to consider alternatives.

b. Environmental assessments should be initiated with the beginning of design or engineering effort for the project.

c. No Procurement Request for construction will be submitted to the Procurement Office for action until the EIS or FONSI, if required, has been completed and filed.

d. If the project requires acquisition of property interests, no formal contact with the property owner for the purpose of acquiring these interests, including any offer, should be made prior to filing a EIS or FONSI, except for:

(1) Emergency situations;

(2) Obtaining rights-of-entry for such purposes as preparation for site testing, obtaining data, property surveys, etc; and

(3) Those cases where the review process indicates that the proposed site warrants further engineering study and requires an EIS. It assures the availability of the property pending the filing of the EIS. In this event, the DEIS should state that the FAA has entered into an option and the reason for the option; that alternate sites are being considered through the EIS process; and that a decision to exercise the option will not be made until completion of the review and filing of the EIS.