



**ENVIRONMENTAL  
EVALUATION  
FORM  
(Documented Categorical Exclusion)  
for  
AIRPORT DEVELOPMENT  
PROJECTS**

**FEDERAL AVIATION ADMINISTRATION  
ALASKAN REGION  
AIRPORTS DIVISION**

Airport: \_\_\_\_\_ Proposed Project: \_\_\_\_\_

**FAA ALASKAN REGION**  
**ENVIRONMENTAL EVALUATION FORM**  
**FOR DOCUMENTED CATEGORICAL EXCLUSIONS**

Introduction

This Environmental Evaluation Form, Documented Categorical Exclusion, was updated based upon the guidance in Federal Aviation Administration (FAA) Order 1050.1E, "Policies and Procedures for Considering Environmental Impacts," which incorporates the Council on Environmental Quality's (CEQ) regulations for implementing the National Environmental Policy Act (NEPA), as well as many other federal statutes and regulations designed to protect the Nation's human, natural, historic, cultural, and archeological resources. With the June 2004 issuance of Order 1050.1E, FAA published a draft version of Order 5050.4B, the revised "Airport Environmental Handbook," in the *Federal Register* on December 16, 2004 to comply with requirements of Federal law (i.e. VISION 100).

The FAA Airports Program will comply with the NEPA requirements in 1050.1E, supplemented by the most current version of FAA Order 5050.4A (or subsequent revisions to it). If there is a conflict between Order 1050.1E and supplemental program guidance, such as Order 5050.4A, Order 1050.1E takes precedence. Order 1050.1E provides FAA's most current procedures to carry out NEPA and CEQ regulations and is available via the Internet at <http://www.faa.gov/arp/environmental/>.

This Form will be used for considering the potential environmental impacts of proposed FAA approvals of FAA-funded airport actions and airport layout plans. Proper completion of this form will allow the FAA to determine whether the sponsor's proposed airport development project can be categorically excluded (CATEX) from the requirement to conduct a formal environmental assessment (EA) or Environmental Impact Statement (EIS).

Applicability

This Environmental Evaluation Form should be used only if the sponsor's proposed project meets the following two (2) criteria:

1) The proposed project must be specifically listed in Order 1050.1E paragraphs 307 through 312 "Categorical Exclusions" and must not involve any conditions identified in paragraph 501 (projects normally requiring an EIS); paragraph 401 (projects normally requiring an EA); or paragraph 304 (extraordinary circumstances). If the proposed project area is near specially protected resources, etc., it must not cause direct, indirect, or cumulative impacts to them. The sponsor shall provide documentation to support its conclusions of no impact to such resources.

(a) Is the proposed airport development project specifically listed under paragraphs 307 through 312? Yes \_\_\_\_\_ No\*\* \_\_\_\_\_ If "yes," identify the project by paragraph number and letter.

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If "no," see (\*\*) below.

(b) Some actions that would normally be categorically excluded could require additional environmental analysis to determine the appropriate NEPA documentation if extraordinary circumstances exist. Extraordinary circumstances exist when the proposed action (1)

involves any of the circumstances explicitly listed in paragraphs 304a through 304k, and (2) may have a significant effect. Does the proposed action involve any of the extraordinary circumstances explicitly listed in paragraphs 304a through 304k? Yes\*\* \_\_\_\_\_ No \_\_\_\_\_ If "yes," list them here (there can be more than one).

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If "yes," see (\*\*) below.

The extraordinary circumstances from 1050.1E are as follows:

**304a.** An adverse effect on cultural resources protected under the National Historic Preservation Act of 1966, as amended.

**304b.** An impact on properties protected under section 4(f) of the Department of Transportation Act.

**304c.** An impact on natural, ecological (e.g., invasive species), or scenic resources of Federal, Tribal, State, or local significance (for example: Federally listed or proposed endangered, threatened, or candidate species or designated or proposed critical habitat under the Endangered Species Act), resources protected by the Fish and Wildlife Coordination Act; wetlands; floodplains; prime, unique, State or locally important farmlands; energy supply and natural resources; and wild and scenic rivers, including study or eligible river segments and solid waste management.

**304d.** Cause 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 in which the project is located.

**304e.** Cause an increase in congestion from surface transportation (by causing decrease in Level of Service below acceptable level determined by appropriate transportation agency, such as a highway agency).

**304f.** An impact on noise levels of noise-sensitive areas.

**304g.** An impact on air quality or violate local, State, Tribal, or Federal air quality standards under the Clean Air Act Amendments of 1990.

**304h.** An impact on water quality, sole source aquifers, a public water supply system, or State or Tribal water quality standards established under the Clean Water Act and the Safe Drinking Water Act.

**304i.** Effects on the quality of the human environment that are likely to be highly controversial on environmental grounds. The term "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. Opposition on environmental grounds by a Federal, State, or local government agency or by a Tribe or by a substantial number of the persons affected by the action should be considered in determining whether or not

reasonable disagreement regarding the effects of a proposed action exists. (If in doubt contact the Alaskan Region Environmental Protection Specialist for assistance.)

**304j.** Likelihood to be inconsistent with any Federal, State, Tribal, or local law relating to the environmental aspects of the proposed action.

**304k.** Likely to directly, indirectly, or cumulatively create a significant impact on the human environment, including, but not limited to, actions likely to cause a significant lighting impact on residential areas or commercial use of business properties, likely to cause a significant impact on the visual nature of surrounding land uses (see 1050.1E, Sections 11 and 12, Appendix A for additional information), likely to be contaminated with hazardous materials based on Phase I or Phase II Environmental Due Diligence Audit (EDDA's) , or likely to cause such contamination (see 1050.1E, Section 10, Appendix A for additional references and discussion).

2) The proposed project must fall under one of the following categories of Federal Airports Program actions noted with an asterisk (\*):

- (a) Approval of an airport location (new airport).
- \*(b) Approval of a project on an airport layout plan (ALP).
- \*(c) Approval of federal funding for airport development.
- \*(d) Requests for conveyance of government land.
- \*(e) Approval of release of airport land.
- \*(f) Approval of the use of passenger facility charges (PFC).
- \*(g) Approval of development or construction on a federally obligated airport.

Do any of the listed Federal Airports program action(s), 2(b) - (g), apply to your project?  
Yes \_\_\_\_\_ No\*\* \_\_\_\_\_ If "yes," list them here (there can be more than one).

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If "no," see (\*\*) below.

**\*\* If the proposed project does not meet 1) or 2) above, i.e., one or more answers to the questions resulted in a (\*\*), do not complete this Form. Rather, contact the appropriate official (listed at the end of this form) for additional instructions.**

#### Directions

Prior to completing this Form, FAA recommends that you contact an environmental specialist to insure that the proper Form is used for your proposed project. Once you have completed this Form in accordance with the following instructions, submit it to our office for review.

To complete this Form, the preparer should describe the proposed project and provide information on any potential impacts of the proposed project. Accordingly, it will be necessary for the preparer to have knowledge of the environmental features of the airport. Although some of this information may be obtained from the preparer's own observations, previous environmental studies and associated documents, or research, the best sources are the jurisdictional federal, state and local resource agencies responsible for protecting specially-protected resources, such as wetlands, coastal zones, floodplains, endangered or threatened species, properties in or eligible for National Register

status, DOT Section 303/4(f) lands, etc.. As appropriate, these agencies should be consulted prior to submitting information to the FAA. It is important to note that in addition to fulfilling the requirements of NEPA through this evaluation process, **the FAA is responsible for ensuring that airport development projects comply with the many laws and orders administered by the agencies protecting specially-protected resources.** Moreover, this Form is not meant to be a stand-alone document. Rather, it is intended to be used in conjunction with applicable Orders, laws, and guidance documents, and in consultation with the appropriate resource agencies.

We encourage the preparer to complete this Form electronically, rather than by hand. It may then be submitted via e:mail, with a copy of the completed signature page sent by fax or mail; or, a hard copy of the completed Form may be submitted by fax or mail. Those responses requiring further explanation, resource agency coordination, or any separate project plans or maps, should be attached at the end of the Form. In the attachment, identify the issue by its associated number/title (*e.g., response to Item (13), Coastal Zone Impacts*).

Complete the following information:

1. Project Location:

Airport Name: \_\_\_\_\_  
Airport Address: \_\_\_\_\_  
City: \_\_\_\_\_ Borough: \_\_\_\_\_ State: \_\_\_\_\_

2. Airport Sponsor Information:

Point of Contact: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
Telephone: \_\_\_\_\_ Fax: \_\_\_\_\_  
E-mail: \_\_\_\_\_

3. Evaluation Form Preparer Information:

Point of Contact: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
Telephone: \_\_\_\_\_ Fax: \_\_\_\_\_  
E-mail: \_\_\_\_\_

4. Proposed Development Project (describe **ALL** associated projects and connected actions that are involved including material source and adequacy, stockpiling, staging, barge landing site, hauling and navigation aid relocations):

\_\_\_\_\_  
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Purpose of Proposed Development Project: \_\_\_\_\_

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Need for Proposed Development Project: \_\_\_\_\_

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5. Are there attachments to this Form? Yes\_\_\_\_\_ No\_\_\_\_\_ If “yes,” identify them below.

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6. Environmental Consequences – Special Impact Categories (refer to corresponding sections in 1050.1E Appendix A, or subsequent revisions, for more information and direction to complete each category, including discussions of Thresholds of Significance. **Include measures to avoid, minimize and/or compensate for impacts under each category**).

**(1) AIR QUALITY**

(a) Does the proposed project have the potential to increase airside or landside capacity, including an increase in capacity to handle surface vehicles? \_\_\_\_\_

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(b) Identify whether the project area is in a non-attainment or maintenance area for any of the six (6) criteria air pollutants having National Ambient Air Quality Standards (NAAQS) established under the Clean Air Act Amendments (CAAA), and identify which pollutant(s) apply. If the proposed project is in an attainment area, no further air quality analysis is needed; skip to item (2). \_\_\_\_\_

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(c) Is an air quality analysis needed with regard to indirect source review requirements or levels of aircraft activity (See Order 5050.4A, the 1997 FAA Handbook "Air Quality Procedures for Civilian Airports and Air Force Bases", and 2004 Addendum). Explain. If “yes,” comply with state requirements.

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(d)(1) Would the proposed action be an “exempted action,” as defined in 40 C.F.R Part 51.853(c)(2) of the General Conformity Rule? If exempt, skip to item (2). List exemption claimed. \_\_\_\_\_

(d)(2) Would the increase in the emission level of the regulated air pollutants for which the project area is in non-attainment or maintenance exceed the de minimis standards? Yes \_\_\_\_\_  
No \_\_\_\_\_

(d)(3) If “no,” would the proposed project cause a violation of any NAAQS, delay the attainment of any NAAQS, or worsen any existing NAAQS violation? Explain. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
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(d)(4) Would the proposed project conform to the State Implementation Plan (SIP) approved by the state air quality resource agency? Explain, and provide supporting documentation.  
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**(2) COASTAL RESOURCES**

(a) Would the proposed project occur in, or affect, a coastal zone, as defined by a state's Coastal Zone Management Plan (CZMP)? Explain. \_\_\_\_\_  
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(b) If “yes,” is the project consistent with the State's CZMP? Explain. If applicable, attach the sponsor's signed consistency certification. Early coordination is recommended.  
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**(3) COMPATIBLE LAND USE**

(a) Would the proposed project result in other (besides noise) impacts exceeding thresholds of significance that have land use ramifications, such as disruption of communities, relocation of residences or businesses, or impact natural resource areas? Explain.

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(b) Would the proposed project be located near or create a wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards on and Near Airports"? Explain. If so, describe measures to reduce risk of wildlife-aircraft strikes.

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**(4) CONSTRUCTION IMPACTS**

Would construction of the proposed project: 1) increase ambient noise levels due to equipment operation; 2) degrade local air quality due to dust, equipment exhausts and burning debris; 3) deteriorate water quality when erosion and pollutant runoff occur; 4) or disrupt off-site and local traffic patterns? Include impacts to haul routes, staging areas, disposal areas, stockpiling, barge landing sites, etc. Explain. Note project-specific Best Management Practices.

1) \_\_\_\_\_  
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2) \_\_\_\_\_  
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3) \_\_\_\_\_  
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4) \_\_\_\_\_  
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**(5) DEPARTMENT OF TRANSPORTATION SECTION 303/4(f)**

Does the proposed project require the use of any publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance? Provide justification for your response. Include concurrence of appropriate officials having jurisdiction over such land regarding the use determination. \_\_\_\_\_

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**(6) FARMLANDS** Prime and important farmland includes all land that is defined as prime, unique, or farmlands of statewide or local importance. No prime farmlands, unique farmlands, or farmlands of statewide importance have been designated in Alaska. The Palmer, Wasilla, and Upper Susitna Soil and Water Conservation Districts (SWCDs) have adopted criteria for Farmlands of Local Importance for lands within their District boundaries. Criteria encompasses all soils in Land Capability Classes 2 and 3, and those soils in Land Capability Class and Subclass 4c. If your project is located within the Palmer, Wasilla, and/or Upper Susitna Soil and Water Conservation Districts contact our office for further guidance.

**(7) FISH, WILDLIFE, AND PLANTS**

(a) Describe the potential of the proposed project to directly or indirectly impact plant communities and/or the displacement of wildlife and/or fish. This answer should also reference Section 16, Water Quality and Section 17, Wetlands, if jurisdictional water bodies are present. Refer to current USF&WS Advisory on recommended time periods for avoiding vegetation clearing in Alaska to protect migratory birds.

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(b) Endangered or Threatened Species: Would the proposed project impact any federally-listed or proposed endangered or threatened species of flora and fauna, or impact critical habitat? Explain, and discuss and attach records of consultation efforts with jurisdictional agencies, if applicable.

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**(8) FLOODPLAINS**

(a) Would the proposed project be located in, or would it encroach upon, any 100-year floodplains, as designated by the Federal Emergency Management Agency (FEMA)?

Yes \_\_\_\_\_ No \_\_\_\_\_

(b) Would the proposed project be located in a 500-year floodplain, as designated by FEMA?

Yes \_\_\_\_\_ No \_\_\_\_\_

(c) If "yes," is the proposed project considered a "critical action", as defined in the Water Resources Council Floodplain Management Guidelines? (see FR Vol. 43, No. 29, 2/10/78)

Yes \_\_\_\_\_ No \_\_\_\_\_

(d) You must attach the corresponding FEMA Flood Insurance Rate Map (FIRM) or other documentation showing the project area. Map attached? Yes \_\_\_\_\_ No \_\_\_\_\_ If "no," why not? \_\_\_\_\_

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(e) If the proposed project would cause an encroachment of a base floodplain (the base floodplain is the 100-year floodplain for non-critical actions and the 500-year floodplain for critical actions), what measures would be taken to provide an opportunity for early public review, in accordance with Order 5050.4A Par. 47 (g)(6)? \_\_\_\_\_

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**(9) HAZARDOUS MATERIALS, POLLUTION PREVENTION, AND SOLID WASTE**

(a) Would the proposed project require the use of land that may contain hazardous substances or may be contaminated? Explain your response and describe how such land was evaluated for hazardous substance contamination (refer to FAA Order 1050.19A Environmental Due Diligence Audit format and guidelines). Early consultation with appropriate expertise agencies (e.g., US Environmental Protection Agency (EPA), Alaska Department of Environmental Conservation(ADEC)) is recommended.

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(b) Would the proposed project generate solid waste? Yes \_\_\_\_\_ No \_\_\_\_\_  
If "yes," are local disposal facilities capable of handling the additional volumes of waste resulting from the project? Explain. \_\_\_\_\_

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**NOTE:** A sanitary landfill is incompatible with airport operations if the landfill is located within 10,000 feet of a runway serving turbo-powered aircraft, or 5,000 feet of a runway serving piston-powered aircraft. Refer to FAA Advisory Circular 150/5200.33 " Hazardous Wildlife Attractants on or Near Airports," and FAA Order 5200.5B, "Guidance Concerning Sanitary Landfills on or Near Airports."

**(10) HISTORIC, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES**

(a) Describe any impact the proposed project might have on any properties in or eligible for inclusion in the National Register of Historic Places. Provide justification for your response, and include a record of your consultation with the State Historic Preservation Officer (SHPO), if applicable (attach correspondence with SHPO).

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(b) Describe whether there is reason to believe that significant scientific, prehistoric, historic, archeological, or paleontological resources would be lost or destroyed as a result of the proposed project. Include a record of consultation with persons or organizations with relevant expertise, including the SHPO, if applicable.

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**(11) LIGHT EMISSIONS AND VISUAL IMPACTS**

Would the proposed project have the potential for airport-related lighting impacts on nearby residents? Explain, and, if necessary, provide a map depicting the location of residences in the airport vicinity in relation to the proposed lighting system.

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**(12) NATURAL RESOURCES AND ENERGY SUPPLY**

What effect would the proposed project have on energy or other natural resource consumption? Would demand exceed supply? Explain. Coordination with local public utilities and suppliers regarding their abilities to provide energy and resources needed for large projects may be necessary.

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**(13) NOISE**

(a) Does the proposal require a noise analysis per Order 5050.4A? Explain. (Note: Noise sensitive land uses are defined in Table 1 of FAR Part 150). Yes \_\_\_\_ No \_\_\_\_

(b) If “yes,” determine whether the proposed project is likely to have a significant impact on noise levels over noise sensitive areas within the DNL 65 dBA noise contour (e.g. residences,

schools, churches, and hospitals). \_\_\_\_\_  
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**(14) SECONDARY (INDUCED) IMPACTS**

Would the proposed project cause secondary, or induced, socioeconomic impacts to surrounding communities, such as change business and economic activity in a community; impact public service demands; induce shifts in population movement and growth, etc.?

Yes \_\_\_ No \_\_\_ Explain

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**(15) SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS**

(a) Would the proposed project cause relocation of any homes or businesses? Yes \_\_\_ No \_\_\_ Explain. \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

(b) If "yes," describe the availability of adequate relocation facilities.

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\_\_\_\_\_  
\_\_\_\_\_

(c) Would the proposed project cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion? Explain. \_\_\_\_\_

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\_\_\_\_\_  
\_\_\_\_\_

(d) Would the proposed project cause environmental health risks and/or safety risks that could disproportionately effect children due to substances or products that a child is likely to come in contact with or ingest, such as drinking water, recreational waters, soil, or products they might be exposed to? Explain.

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(e) Would the proposed project impact minority and/or low-income populations? Consider human health, social, economic, and environmental issues in your evaluation. Explain. Disclose effects on subsistence resources and uses.

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**(16) WATER QUALITY**

Describe the potential of the proposed project to impact water quality, including ground water, surface water bodies, any public water supply systems, etc. Provide documentation of consultation with agencies having jurisdiction over such water bodies, as applicable.

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**(17) WETLANDS**

Does the proposed project involve the modification of delineated wetlands (wetlands must be delineated using methods in the US Army Corps of Engineers (ACE) 1987 Wetland Delineation Manual; delineations must be performed by a person certified in wetlands delineation). Provide justification for your response. Does the project qualify for a Nationwide or Regional General Permit? If so, list permit number. Include US Army Corps of Engineers wetlands Jurisdictional Determination.

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**(18) WILD AND SCENIC RIVERS**

Would the proposed project affect any portion of the free-flowing characteristics of a Wild and Scenic River or a Study River, or any adjacent areas that are part of such rivers, listed on the Wild and Scenic Rivers Inventory? Consult the (regional) National Parks Service (NPS), U.S. Forest Service (FS), or other appropriate federal authority for information. Early consultation is recommended. \_\_\_\_\_

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**(19) OTHER CONSIDERATIONS**

(a) Is the proposed project likely to be highly controversial on environmental grounds? Explain. \_\_\_\_\_

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(b) Is the proposed project likely to be inconsistent with any federal, state or local law or administrative determination relating to the environment? Explain. \_\_\_\_\_

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(c) Is the proposed project reasonably consistent with regional and/or local plans, goals, policies, or controls that have been adopted for the area in which the airport is located (regional transportation plans, comprehensive plans, land management plans, etc.)? Explain

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**(20) PERMITS/CLEARANCES**

List all required permits and clearances for the proposed project. Indicate whether any difficulties are anticipated in obtaining the required permits and status.

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**(21) ENVIRONMENTAL COMMITMENTS**

List all measures and commitments documented above to avoid, minimize, mitigate and compensate for impacts on the environment, which are conditions of project approval.

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**(22) CUMULATIVE IMPACTS**

When considered together with other past, present, and reasonably foreseeable future development projects on or off the airport, federal or non-federal, would the proposed project produce a cumulative effect on any of the environmental impact categories above? You should consider projects that are connected, cumulative and similar (common timing and geography). Provide a list of such projects considered. For purposes of this Evaluation Form, generally use 3 years for past projects and 5 years for future foreseeable projects.

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**7. PREPARER CERTIFICATION**

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

\_\_\_\_\_  
Signature \_\_\_\_\_  
Date

\_\_\_\_\_  
Name, Title

\_\_\_\_\_  
Affiliation

8. AIPORT SPONSOR 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 FAA 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

\_\_\_\_\_  
Name, Title

\_\_\_\_\_  
Affiliation



