



**FAA
Airports**

**ARP SOP
5.00**

Effective Date:

October 1, 2014

Standard Operating Procedure (SOP)

CATEX Determinations

1. PURPOSE

The National Environmental Policy Act (NEPA) and Council on Environmental Quality (CEQ) Regulations establish a broad national policy to protect and enhance the quality of the human environment, and require federal agencies to develop programs and measures to meet national environmental goals. Section 102(2) of NEPA provides specific direction to federal agencies, sometimes called “action-forcing” provisions (see 40 CFR § 1500.1(a), 1500.3, and 1507, CEQ Regulations) on how to implement the goals of NEPA. The major provisions include the requirement to use a systematic, interdisciplinary approach and develop implementing methods and procedures. Section 102(2)(C) requires detailed analysis in the form of Environmental Impact Statements (EISs) for proposed major federal actions significantly affecting the quality of the human environment. The CEQ Regulations additionally provide for Environmental Assessments (EAs) to assist agencies in determining whether potential environmental impacts are significant and Categorical Exclusions (CATEXs) where there is no potential for significant impacts.

2. SCOPE

This SOP addresses how to document a CATEX for airport actions reviewed by the Office of Airports (ARP). Specific FAA actions subject to NEPA review include, but are not limited to, grants, loans, contracts, leases, construction and installation actions, procedural actions, research activities, rulemaking and regulatory actions, certifications, licensing, permits, plans requiring approval, and legislation proposed by the FAA. See FAA Order 1050.1E for more detail on actions subject to NEPA. A CATEX refers to a category of actions that do not individually or cumulatively have a significant effect on the environment. A CATEX is not an exemption or waiver of NEPA review; it is a level of NEPA review. An EA or EIS is not required if a proposed action falls within the scope of a CATEX described in FAA Order 1050.1E and 5050.4B and the following conditions can be met: 1) there are no extraordinary circumstances; 2) any extraordinary circumstances that are present can be eliminated or resolved through conservation measures included in the project design; or 3) any extraordinary circumstances that are present can be otherwise resolved through the completion of special purpose law requirement(s).

3. CANCELLATION

SOP No. 5.00 is the first edition of this SOP; therefore, it does not cancel a previous version.

4. APPLICABLE REGULATIONS, POLICY, AND GUIDANCE

Requirements identified within this SOP originate in or are further described in various laws, regulations, and FAA publications including Orders, regulations, and Advisory Circulars. See the following:

- a. National Environmental Policy Act of 1969 (NEPA), as amended (42 United States Code § 4321-4347). See the [U.S. Code](#).
- b. [Council on Environmental Quality \(CEQ\), Title 40, Code of Federal Regulations \(CFR\), parts 1500-1508, Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act \(CEQ Regulations\)](#).
- c. [FAA Order 1050.1E, Environmental Impacts, Policies and Procedures, Change 1](#), U.S. Department of Transportation, Federal Aviation Administration, March 20, 2006.
- d. [FAA Order 5050.4B, National Environmental Policy Act \(NEPA\) Implementing Instructions for Airport Actions](#), U.S. Department of Transportation, Federal Aviation Administration, April 28, 2006.
- e. [Environmental Desk Reference for Airport Actions](#), FAA Office of Airports, October 2007.

5. ROLES AND RESPONSIBILITIES

5.1. Airport Sponsor

The Airport Sponsor is the entity that owns, operates, or controls a public-use airport. Airport Sponsors may request approval of proposed projects shown on their Airport Layout Plan (ALP).

5.2. Airport Consultant

An Airport Consultant is a private or public company that provides technical expertise to the Airport Sponsor. The Airport Sponsor often hires the Airport Consultant to prepare, revise, and submit environmental documentation to the FAA in compliance with NEPA and other special purpose laws.

5.3. State Aeronautical Agencies

Virtually all states have an agency that oversees and regulates transportation generally and (in many cases) airport and aviation matters specifically. In most cases, these agencies are part of a state department of transportation or an aeronautical commission. The individual states vary greatly in terms of their level of involvement with airport safety, proposed development, capital project funding, environmental review and other matters. Some state aeronautical agencies also function as Block Grant States (meaning that they take on certain functions normally conducted by the FAA). In addition, some state aeronautical agencies also take on certain functions on

behalf of individual airport sponsors. In such cases, it is important for the responsible FAA official to ensure there is no real or apparent conflict of interest related to who is conducting environmental review of proposed development projects.

5.4. Responsible FAA Official

The Responsible FAA Official (as defined in FAA Order 1050.1E) is tasked with the approval authority for the FAA to ensure that the Airport Sponsor's proposed actions are in compliance with NEPA and the other special purpose laws.

6. CATEX DETERMINATION REQUIREMENTS AND OBJECTIVES

The CATEXs listed in the FAA Environmental Orders (FAA Order 1050.1E and FAA Order 5050.4B) describe types of actions that do not normally require an EA or EIS because they do not individually or cumulatively have a significant effect on the human environment. The responsible FAA official, as defined by FAA Order 5050.4B, paragraph 9r, must determine whether a proposed action is within the scope of a CATEX listed in the Environmental Orders. To do this, the FAA must consider whether extraordinary circumstances exist.

6.1. Extraordinary Circumstances

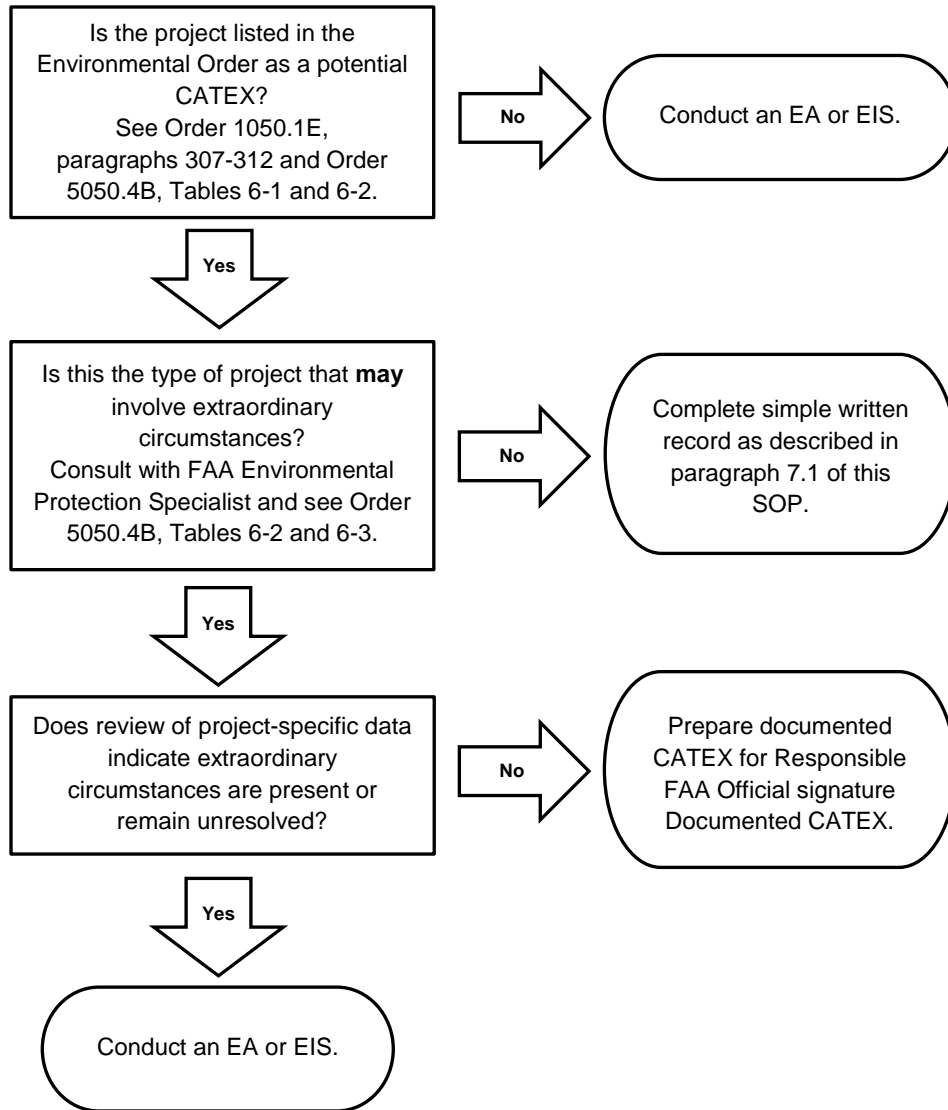
Extraordinary circumstances are factors or circumstances in which a normally categorically excluded action may have a significant environmental effect that then requires further analysis in an EA or an EIS. For FAA proposed actions, extraordinary circumstances exist when the proposed action meets both of the following criteria:

- a. Involves any of the circumstances described in Appendix A of this SOP, and
- b. May have a significant effect.

6.1.1. Significant Impact

An impact involving one or more of the circumstances described in Appendix A of this SOP in connection with a proposed action does not require the preparation of an EA or EIS unless the additional determination is made that the proposed action may have a significant environmental effect (i.e., that the circumstances meet the significance threshold for the affected resources as stated in Order 1050.1E, Appendix A.). When extraordinary circumstances exist and the proposed action cannot be modified to eliminate the extraordinary circumstances, an EA or EIS must be prepared. If extraordinary circumstances do not exist or are eliminated, a CATEX may be used. Figure 1 illustrates the process for determining if a CATEX can be used. If uncertain whether a proposed action involves extraordinary circumstances the Responsible FAA Official should consult with Regional or Headquarters Airports Environmental staff and/or associated level of legal review for guidance.

Figure 1. CATEX Decision-Making Process



7. IMPLEMENTATION

There are two levels of information and documentation required for projects eligible for a CATEX as detailed in the following paragraphs.

7.1. Simple Written Record for a CATEX.

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

- a. The project meets the definition of a CATEX as described in FAA Order 1050.1E, paragraphs 307 through 312; and
- b. The project clearly does not involve extraordinary circumstances, as described in FAA Order 1050.1E, paragraph 304. This includes (but is not limited to) the projects listed in FAA Order 5050.4B, Table 6-1.

7.1.1. FAA Concurrence

When these criteria are met, the airport sponsor may cite the applicable CATEX paragraph during the Capital Improvement Program (CIP) process and in the documentation leading up to the AIP grant application. This information will be reviewed by the responsible FAA official. Before categorically excluding actions listed in Table 6-1 in FAA Order 5050.4B, the Responsible FAA official must review Table 6-3 in FAA Order 5050.4B. If the responsible FAA official concurs that the criteria are met, the FAA will notify the project sponsor that the project qualifies for a CATEX under the appropriate paragraph from FAA Order 1050.1E. The appropriate FAA staff member will then note this decision in the project file in one of the following two ways.

7.1.1.1. Projects Using Airport Improvement Program (AIP) Funding. For projects seeking funding via the Airport Improvement Program, the appropriate FAA staff person will do the following:

- a. Answer Question 18 of the Project Evaluation Report and Development Analysis (PERADA) form by checking the box labeled “See Part III”.
- b. Add a notation to Part III of the PERADA that a CATEX was issued and include the corresponding paragraph citation from FAA Order 1050.1E.

7.1.1.2. Projects Using Passenger Facility Charges (PFC). For projects seeking PFC funding, the PFC Application and the Federal Agency Decision will identify the relevant CATEX paragraph from the Environmental Order.

7.1.1.3. Projects Not Using AIP or PFC Funding. For projects not seeking funding from the Airport Improvement Program, the appropriate FAA staff member will place a copy of the sponsor notification in the project file. The airport sponsor should provide the necessary information to make this determination as soon as possible in the process and in accordance with the provisions of FAA Order 5050.4B, paragraph 302b.

7.2. 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 5050.4B, paragraph 607b, a Documented CATEX (see form in Appendix A) must be used.

a. When the Responsible FAA official determines additional CATEX documentation is appropriate, the sponsor must complete the form in Appendix A and submit it to the FAA Airports Division Regional or District Office. The sponsor may be assisted by consultants, but the sponsor is responsible for the accuracy of the information submitted. Sponsors and consultants may provide data and analysis to assist the FAA in determining whether a CATEX applies (including whether an extraordinary circumstance exists). Sponsors and consultants do not make the decision on the applicability of CATEXs.

b. Before categorically excluding actions listed in Tables 6-2 in FAA Order 5050.4B, the Responsible FAA official must review Table 6-3 in FAA Order 5050.4B

c. The Responsible FAA Official must sign all Documented CATEX determinations made by the FAA.

d. The FAA must notify the project sponsor of the CATEX determination prior to project funding (in the case of AIP or PFC funded projects) and prior to the start of construction. In other words the CATEX documentation must be completed in accordance with paragraphs 7.1 or 7.2 of this SOP.

8. DISTRIBUTION

This SOP is distributed to the Federal Aviation Administration (FAA) Airports Organization (ARP) and all interested parties. The SOP will be available electronically on the Airports section of the FAA website.

9. CHANGE TABLE

Date of Change	SOP Version	Page Changed	Reason for Change



Elliott Black
Director, Airport Planning and Programming

7/22/14

Date



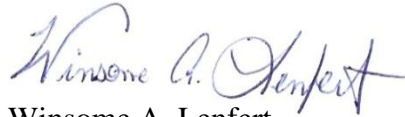
Byron K. Huffman
Manager, Alaskan Region Airports Division



Sarah P. Dalton
Manager, Northwest Mountain Region
Airports Division



Jim A. Johnson
Manager, Central Region Airports Division



Winsome A. Lenfert
Manager, Southern Region Airports Division



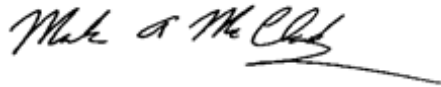
Debbie Roth
Manager, Eastern Region Airports Division



Kelvin L. Solco
Manager, Southwest Region Airports Division



Susan Mowery-Schalk
Manager, Great Lakes Region Airports
Division



Mark A. McClardy
Manager, Western-Pacific Region Airports
Division



Mary T. Walsh
Manager, New England Region Airports
Division

This page intentionally left blank.

APPENDIX A. DOCUMENTED CATEX

Airport sponsors should 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 1050.1E and FAA Order 5050.4B).

To request a CATEX determination from the FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and consult with the FAA Environmental Protection Specialist about the type of information needed. Complete this form and send it with any supporting environmental resource documentation to the appropriate FAA Airports Division/District Office. The form and supporting documentation should be provided in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, 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 FAA to make an environmental determination is accurate and complete.

Name of Airport, LOC ID, and Location

[Click here to enter text.](#)

Project Title

[Click here to enter text.](#)

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.

[Click here to enter text.](#)

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

[Click here to enter text.](#)

Identify the appropriate CATEX paragraph(s) from Order 1050.1E (paragraph 307-312) 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.

[Click here to enter text.](#)

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 1050.1E, 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. 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.

304a. National Historic Preservation Act (NHPA) resources

Projects that have the potential to cause effects on historic properties require a Section 106 finding in order to meet the requirements of the NHPA regardless of the type of NEPA document being completed. Check with your local Airports Division/District Office to determine if a Section 106 finding is required. Consultation with the State Historic Preservation Officer/Tribal Historic Preservation Officer (SHPO/THPO) may be required, and should be conducted through the FAA.

YES NO

<p>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.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Is the project area previously undisturbed? If yes, provide more information</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>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 may be required.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>

304b. Department of Transportation Act Section 4(f) and 6(f) resources

YES NO

<p>Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1E) 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.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Will project construction or operation directly 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 Desk Reference Chapter 7.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>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.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>

304c. Natural, Ecological or Scenic Resources

This section covers a broad range of categories from farmlands to endangered species to coastal resources to wild and scenic rivers. Items to consider include:

Coastal Resources	YES	NO
<p>Will the project occur in or impact a coastal zone as defined by the State’s Coastal Zone Management Plan (CZMP)? If yes, discuss the project’s consistency with the State’s CZMP. Attach the consistency determination if applicable.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>

Ecological Resources	YES	NO
<p>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.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>

Ecological Resources	YES	NO
<p>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? If yes, 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.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize or mitigation impacts (such as timing windows determined in consultation with the USFWS).</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>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.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Does the project have the potential to impact fish habitat protected under the Magnuson-Stevens Act? If yes, after notifying the FAA and the airport sponsor will take the necessary consultation action. Actions may include preparing an Essential Fish Habitat assessment and consultation with the National Marine Fisheries Service. Describe any adverse impacts, and any conservation measures needed to avoid such impacts.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>

Farmland	YES	NO
<p>Is there prime, unique, state or locally important farmland in/near the project area? Describe any significant impacts from the project.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>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.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>

Floodplains	YES	NO
<p>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.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>

Wetlands and Other Waters of the U.S.	YES	NO
<p>Are there any wetlands or other waters of the U.S. in or near the project area?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>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.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>If a 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.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>If yes, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>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?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>

Wild and Scenic Rivers	YES	NO
<p>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?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>

Wild and Scenic Rivers	YES	NO
Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark? Click here to enter text if necessary	<input type="checkbox"/>	<input type="checkbox"/>

304d. 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? Click here to enter text if necessary	<input type="checkbox"/>	<input type="checkbox"/>
Are residents or businesses being relocated as part of the project? Click here to enter text if necessary	<input type="checkbox"/>	<input type="checkbox"/>

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. Click here to enter text if necessary	<input type="checkbox"/>	<input type="checkbox"/>

304e. 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. Click here to enter text if necessary	<input type="checkbox"/>	<input type="checkbox"/>

304f. Noise

YES NO

<p>Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>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.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>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.</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>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?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>

304g. Air Quality

YES NO

<p>Is the project located in a Clean Air Act non-attainment or maintenance area?</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>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. If exempt or “presumed to conform”, skip the next two questions.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>

<p>Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendment of 1990?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Does the airport have 180,000 general aviation and air taxi operations or 1.3 million enplanements annually? If yes, an air quality analysis may be required if the project would result in a change in operations.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>

304h. Water Quality

Airport projects may cause water quality impacts due to their proximity to waterways. Airport related water quality impacts can occur from both point and non-point (stormwater runoff) sources.

YES NO

<p>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.).</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Will the project impact any of the identified water resources? Describe any steps that will be taken to protect water resources during and after construction.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Will the project increase the amount or rate of stormwater runoff? Describe any steps that will be taken to ensure it will not impact water quality.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>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?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Are any permits required? If yes, list the appropriate permits.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>

304i. Highly Controversial on Environmental Grounds

YES NO

<p>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.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------

304j. Inconsistent with Federal, State, Tribal or Local Law

YES NO

<p>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?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Is the project incompatible with surrounding land uses?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>

304k. Lighting, Visual, Hazardous Materials, Construction Impacts, Etc.

Airport related lighting facilities and activities could affect surrounding light-sensitive areas such as homes, parks, recreation areas, etc. Visual affects deal broadly with the extent to which airport development contrasts with the existing environment/setting.

Light Emissions and Visual Effects	YES	NO
<p>Will the proposed project produce light emission impacts?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>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?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input type="checkbox"/>

Federal, State, and local laws regulate hazardous materials use, storage, transport or disposal. Disrupting sites containing hazardous materials or contaminates may cause significant impacts to

soil, surface water, groundwater, air quality, humans, wildlife, and the organisms using these resources. This category also includes solid waste and hazardous substances.

Hazardous Materials	YES	NO
Does the project involve or affect hazardous materials? Click here to enter text if necessary	<input type="checkbox"/>	<input type="checkbox"/>
Will construction take place in an area that contains or previously contained hazardous materials? Click here to enter text if necessary	<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? Click here to enter text if necessary	<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? Click here to enter text if necessary	<input type="checkbox"/>	<input type="checkbox"/>

Construction may cause various environmental effects including, but not limited to, increases in dust, aircraft and heavy equipment emissions, stormwater runoff, spill/leaking petroleum, and noise.

Construction	YES	NO
Will the project result in construction impacts, such as reducing local air quality, increase erosion, pollutant runoff, or noise, or disrupt local traffic patterns? If yes, describe measures to avoid and minimize construction impacts. Click here to enter text if necessary	<input type="checkbox"/>	<input type="checkbox"/>
Will the project create short term impacts? Click here to enter text if necessary	<input type="checkbox"/>	<input type="checkbox"/>
Will the project result in long term/permanent impacts? Click here to enter text if necessary	<input type="checkbox"/>	<input type="checkbox"/>

Energy Supply and Natural Resources	YES	NO
Will the project change energy requirements or use consumable natural resources? Click here to enter text if necessary	<input type="checkbox"/>	<input type="checkbox"/>
Will the project change aircraft/vehicle traffic patterns that could alter fuel usage? Click here to enter text if necessary	<input type="checkbox"/>	<input type="checkbox"/>

Public Involvement

Through public participation federal agencies disclose information about a proposed project and expected environmental effects. Many of the special purpose laws (National Historic Preservation Act, Clean Water Act, etc.) require public notice and the opportunity for public involvement.

	YES	NO
Was there any public notification or involvement? If yes, provide documentation. Click here to enter text if necessary	<input type="checkbox"/>	<input type="checkbox"/>

Indirect/Secondary/Induced Impacts

Indirect/Secondary/Induced Impacts are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. They may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

	YES	NO
Will the project result in indirect/secondary/induced impacts? Click here to enter text if necessary	<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? Click here to enter text if necessary	<input type="checkbox"/>	<input type="checkbox"/>

Permits

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

[Click here to enter text if necessary](#)

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.

[Click here to enter text if necessary](#)

Preparer Information

Point of Contact	Click here to enter text.				
Address	Click here to enter text.				
City	Click here to enter text.	State	Click here to enter text.	Zip Code	Click here to enter text.
Phone	Click here to enter text.		Email Address	Click here to enter text.	

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	Click here to enter text.				
Address	Click here to enter text.				
City	Click here to enter text.	State	Click here to enter text.	Zip Code	Click here to enter text.
Phone Number	Click here to enter text.		Email Address	Click here to enter text.	
Additional Name(s)	Click here to enter text.		Additional Email Address(es)	Click here to enter text.	

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 _____

FAA Decision

Having reviewed the above information, certified by the responsible airport official, it is the FAA’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 10501.E 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.

Click here to enter text if necessary

Name: _____

Title _____

Responsible FAA Official

Signature _____

Date _____