

DOCUMENTED CATEX

Airport sponsors may 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 1050.1F 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 Airports District Office or Regional Airports Division Office staff** about the type of information needed. The form and supporting documentation should be completed in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, and submitted to the appropriate FAA Airports District/Division Office. The CATEX cannot be approved until all information/documentation is received and all requirements have been fulfilled.

Name of Airport, LOC ID, and location:

Shishmaref Airport, PASH, Shishmaref, Alaska

Project Title:

Shishmaref Airport Erosion Control – NFAPT00370

Give 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, change in flight procedures, 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.

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to construct erosion protection at the Shishmaref Airport. Continual erosion is threatening the runway operational surfaces and access road. The project is anticipated to require approximately 4 months to complete. The proposed work includes the following:

DOT&PF and FAA are proposing the following work/improvements: purchase, deliver and construct erosion control rock, borrow, and crushed surfacing materials along the north side of the existing landfill access road. All work will be performed on airport property, within disturbed areas of the existing embankment footprint, and above the mean high tide mark. Project work will occur during the Summer and Fall construction season. Materials are Contractor furnished and anticipated to be imported by barge to Sarichef Island from established, commercially available sources in Nome. Barges would utilize the existing community barge landing, and any project specific barges are anticipated to be limited to those areas between Shishmaref and Nome.

Mobilization is anticipated to occur in July and would be completed by October 31 of the same year. Duration of work is not anticipated to exceed 4 months. See Appendix A for project overview figures.

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

The airport is located on a barrier island at the community of Shishmaref, Alaska, which is bordered to the east by a marine tidal Shishmaref Lagoon, and on the west by the high-energy, erodible shoreline of the Chukchi Sea. The community and airport are surrounded by the Alaska Maritime National Wildlife Refuge, section 4(f) property, as defined and regulated by the USDOT act of 1966.

Identify the appropriate CATEX paragraph(s) from Order 1050.1F (paragraph 5-6.1 through 5-6.6) 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.

- 5-6.4.l : Erosion control measure on and only affecting airport property; and,
- 5-6.4.w: Repair and maintenance of existing roads, rights-of-way, trails, grounds, parking areas, and utilities including...vegetation control, and erosion control work.

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 1050.1F, 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. Keep in mind that both construction and operational impacts must be included. 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.

5-2.b(1) National Historic Preservation Act (NHPA) resources

	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 and check with your local Airports Division/District Office to determine if a Section 106 finding is required.</p> <p>Documentation on historic/cultural resources survey work and Section 106 Initiation/Findings are presented in Appendix B. Formal initiation was undertaken to secure local and traditional knowledge, as well as available Alaska Office of History and Archeology and National park Service documentation on the location, nature and sensitivity of known cultural and archeological resources.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p> <p>On 1/2/2020, the Alaska State Historic Preservation Officer (SHPO) concurred on the finding that no historic properties will be affected (Appendix B).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available)</p> <p>Portions of the proposed project construction area are located on ground previously disturbed by original development of airport infrastructure and previous placement of shoreline erosion control measures. No data is available regarding excavation beneath, keying in, or removal of existing erosion controls, much of which has been degraded by ice, storm surge, and subsidence due to being undercut by shoreline erosion.</p> <p>New erosion control will be placed along upland areas of eroding Chukchi Sea shoreline where there is a combination of disturbance conditions including:</p> <ul style="list-style-type: none"> • Areas with no documented anthropogenic disturbance but having been subjected to severe naturally occurring coastal processes (alternating shoreline erosion, accretion, ice scour and surge flooding) • Areas of obvious disturbance due to uncontrolled local efforts at emergency erosion control (some remaining, some partially destroyed by coastal erosion, sea ice surge or vandalism) • Areas of existing engineered erosion control that likewise either remains intact or has been degraded or destroyed by coastal erosion, storm wave and sea ice surge, or vandalism. 	<input type="checkbox"/>	<input checked="" 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 or a tribal representative along with the SHPO may be required.</p> <p>On the behalf of FAA, the DOT&PF identified the following potentially interested parties to initiate consultation with regarding this project and sent letter to those parties on March 28th, 2019: The State Historic Preservation Office (SHPO); the Native Village of Shishmaref; the City of Shishmaref; Shishmaref Native Corporation; Kawerak, Inc.; and the Bering Straits Native Corporation. Also, in person efforts were made on August 28, 2019 with local parties and it was concluded that our project would not have an effect on local tribal lands.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(2) 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 1050.1F) 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>The Shishmaref Erosion Control project is within the administrative boundary of the Alaska Maritime NWR, but will not acquire or use refuge lands, so would be considered adjacent to the Section 4(f) property. See Appendix C for further detail and FAA determination of 4(f) applicability received on 1/5/2022.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	NO
<p>Will project construction or operation physically 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 5050.4B Desk Reference Chapter 7.</p> <p>The project is located solely on developed State of Alaska owned airport property and within right-of-way road easements specifically dedicated to transportation purposes.</p>	<input type="checkbox"/>	<input checked="" 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>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(3) Threatened or Endangered Species

	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>The proposed project is within the range of three species listed as Threatened under the Endangered Species Act of 1973 (ESA), as amended: Spectacled eiders (<i>Somateria fischeri</i>), Alaska-breeding Steller's eiders (<i>Polysticta stelleri</i>), and polar bears (<i>Ursus maritimus</i>). Additionally, the project area occurs within Unit 3, Barrier Island Habitat, of designated polar bear critical habitat (75 FR 76085).</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<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 under the Endangered Species Act? If yes, Section 7 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. Provide the Biological Assessment and Biological Opinion, if required.</p> <p>Section 7 consultation was completed with USFWS and NMFS on 10/5/2021 and 5/16/2022, respectively (see Appendix D). These consultations have resulted in concurrences that the proposed project is not likely to adversely affect listed species or critical habitat. The proposed action could temporarily disturb listed eiders and polar bears in the project area. However, due to low densities of these species and minimization measures in place, expected effects of disturbance on listed species will be insignificant. Furthermore, the proposed action is not likely to adversely affect designated polar bear critical habitat. Project specific barges for this project also have the potential to temporarily disturb ringed and bearded seals, sea lions, right whales, humpback whales, fin whales, and bowhead whales as well as ringed and bearded seal designated critical habitats, for more detail on species and critical habitats refer to Appendix D. Mitigation measures laid out by NMFS as outlined in Appendix D will be followed in order to ensure temporary impacts are minimized.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	NO
Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish & Wildlife Service). As it is practicable, vegetation clearing, site preparation, and construction activities will be conducted outside USFWS Land Clearing guideline dates for protection of migratory birds.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b (4) Other Resources

Items to consider include:

a. Fish and Wildlife Coordination Act	YES	NO
<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>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. 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>Review of the USFWS National Wetlands Inventory on October 1st, 2021 indicates that the Chukchi Sea shoreline adjacent to the proposed project area of ground disturbance has been coarsely mapped as waters of the U.S., either of Marine Subtidal Unconsolidated Bottom (M1UBL) and Marine Intertidal Unconsolidated Shore Regularly Flooded (M2USN) on the Chukchi side adjacent to the project, Estuarine Subtidal Unconsolidated Bottom (E1UBL) within Shishmaref Lagoon, Estuarine Intertidal Unconsolidated Shore Irregularly Flooded (E2USP), Estuarine Intertidal Unconsolidated Shore regularly Flooded (E2USN), Estuarine Intertidal Emergent Persistent Irregularly Flooded (E2EM1P), all of which are not directly in the proposed project area, where M1UBL & M2USN are adjacent to the project (Appendix E).</p>	<input checked="" 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. If 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>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If wetlands are present, 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>Ground disturbing activities to replace and construct embankment erosion control will occur only above the ordinary high tide level at the Chukchi Sea shoreline. While during construction there may be localized, temporary impacts (emergency operation of machinery, temporary discharge of fill or armor rock due to inadvertent spillage during material placement from uplands) to M2USN wetlands during low tide periods, these temporary impacts would be insignificant as compared to ongoing natural disturbance by tidal flux, sediment transport and wave action on the high-energy shoreline.</p>	<input type="checkbox"/>	<input checked="" 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>Ground disturbing activities to replace and construct embankment erosion control will occur only above the ordinary high tide level at the Chukchi Sea shoreline.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c. Floodplains</p>	<p>YES</p>	<p>NO</p>
<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>The project is located on a Chukchi Sea barrier island, adjacent to an exposed shoreline under tidal influence that experiences periodic and extreme storm surge flooding. No storm surge/flooding impacts additional to those currently experienced are anticipated due to project construction as both the scale and location of airport erosion control measures are unlikely to either attenuate or amplify the potential for, or extent of, larger area coastal flooding during extraordinary tidal, storm or wave generated surge events in the adjacent Chukchi Sea. Due to this project encroaching upon an unmapped base floodplain, an LHS has been prepared by a hydraulic engineer (See Appendix F).</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>d. Coastal Resources</p>	<p>YES</p>	<p>NO</p>
<p>Will the project occur in or impact a coastal zone as defined by the State’s Coastal Zone Management Plan? If yes, discuss the project’s consistency with the State’s CZMP. Attach the consistency determination if applicable.</p>	<input type="checkbox"/>	<input checked="" 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>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e. National Marine Sanctuaries</p>	<p>YES</p>	<p>NO</p>
<p>Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>f. Wilderness Areas</p>	<p>YES</p>	<p>NO</p>
<p>Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

g. Farmland	YES	NO
Is there prime, unique, state, or locally important farmland in/near the project area? Describe any significant impacts from the project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Energy Supply and Natural Resources	YES	NO
Will the project change energy requirements or use consumable natural resources either during construction or during operations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during construction or operations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Wild and Scenic Rivers	YES	NO
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Solid Waste Management	YES	NO
Does the project (either the construction activity or the completed, operational facility) have the potential to generate significant levels of solid waste? If so, discuss how these will be managed. Significant levels of solid waste are not anticipated to be produced. Any solid waste generated by the project will be disposed of by the contractor at an approved site, either in Shishmaref or, if not accepted locally, exported to an approved site elsewhere.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(5) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are residents or businesses being relocated as part of the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(6) Environmental Justice

	YES	NO
Are there minority and/or low-income populations in/near the project area? The village of Shishmaref is located on the same island as the proposed project. The project is targeted at minimizing loss of land by storm surges in order to ensure community access to aviation resources. The project will also have the ancillary effect of facilitating the protection of tribal lands located off airport property.	<input checked="" 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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(7) 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 checked="" 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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(8) Noise

	YES	NO
Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(9) Air Quality

	YES	NO
Is the project located in a Clean Air Act non-attainment or maintenance area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>
Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations?</p> <p>Minor and temporary air quality impacts may occur during construction by suspension of airborne particulates during removal, handling and placement of erosion control materials. Impacts are anticipated to be insignificant given the general relatively coarse fraction materials to be used. Additional localized impacts to air quality may be affected by construction equipment exhaust and fueling vapors, but these are anticipated to be minor and temporary as well.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b (10) Water Quality

	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>The Chukchi Sea and Shishmaref Lagoon are water resources immediately adjacent to the project area. The community public water supply is provided locally by a water tank.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction.</p> <p>Placement of erosion control will only occur within upland areas above the Ordinary High Tide level of Chukchi Sea shoreline. As the project area consists solely of gravel, sand and other beach material with little to no organic material or impermeable components, infiltration of stormwater is virtually immediate and no runoff or other impacts to nearby water resources or water quality are anticipated as a result of the project. As a precaution during construction, fueling and lubrication of construction equipment will not be allowed within 100' of water resources where practicable to prevent infiltration of fuel or oils into permeable soils of the barrier island. Contractors will also be required to provide and utilize portable spill protection/containment during equipment fueling or lubrication activities.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project increase the amount or rate of stormwater runoff either during construction or during operations? Describe any steps that will be taken to ensure it will not impact water quality.</p> <p>Construction contractor(s) will be required to obtain an Alaska DEC Construction General Permit (CGP), as well as implement a Storm Water Pollution Prevention Plan (SWPPP). Implementation of BMPs to prevent stormwater runoff will be required.</p>	<input type="checkbox"/>	<input checked="" 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>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
Are any water quality related permits required? If yes, list the appropriate permits. Alaska DEC Construction General Permit (CGP)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5-2.b(11) Highly Controversial on Environmental Grounds

	YES	NO
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(12) Inconsistent with Federal, State, Tribal or Local Law

	YES	NO
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the project incompatible with surrounding land uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2 .b (13) Light Emissions, Visual Effects, and Hazardous Materials

a. Light Emissions and Visual Effects	YES	NO
Will the proposed project produce light emission impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Hazardous Materials	YES	NO
Does the project involve or affect hazardous materials? Based on review of the ADEC Contaminated Sites database (11/12/2021), the nearest record of hazardous material release is approximately 1.4 miles northeast of the project location and it was determined to not be impacted by project activities (Appendix G). Additionally, there is no known or suspected PFAS contamination on airport property.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will construction take place in an area that contains or previously contained hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants?	<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? No hazardous materials will be produced; however see Section 5-2.b.(4) j. for solid waste management protocol.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2 .b (14) Public Involvement

	YES	NO
Was there any public notification or involvement? If yes, provide documentation. There have been multiple meetings with the community, the most recent being held on 5/6/2021. An official public notice was also published on 9/22/2021. No objections have been received from the community as of 5/11/2022. See appendix H for documentation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5-2 .b (15) Indirect/Secondary/Induced Impacts

	YES	NO
Will the project result in indirect/secondary/induced impacts?	<input type="checkbox"/>	<input checked="" 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Permits

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

- Northwest Arctic Borough Title 9 Use Permit. Application subsequent to approval of environmental documentation and completion of preliminary design.

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.

- Polar Bear Interaction Plan based on USFWS Polar Bear Interaction Guidelines as outlined in Appendix D.
- Mitigation Measures as outlined by NMFS in Appendix D (Pg. 58-62).
- No work will take place below mean high water (MHW) line.

Preparer Information

Point of Contact: Bill Sexton		
Address: 2301 Peger Rd		
City: Fairbanks	State: AK	Zip Code: 99709
Phone: (907)451-2605	Email Address: william.sexton@alaska.gov	

Signature: William Sexton Date: 5/16/2022

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: Jonathan Hutchinson, PE		
Address: 2301 Peger Road		
City: Fairbanks	State: AK	Zip Code: 99709
Phone Number: (907)451-5419	Email Address: jonathan.hutchinson@alaska.gov	
Additional Name(s):	Additional Email Address(es):	

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: JH Date: 5/16/22

FAA Decision

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

Name of Airport, LOC ID, and location: Shishmaref Airport, PASH, Shishmaref, Alaska

Project Title: Shishmaref Airport Erosion Control, NFAPT00370

No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1.F 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.

Name: Keith Gordon
Responsible FAA Official

Title: EPS

Signature: Keith Gordon Date: 6/9/2022