CHANGE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

JO 7400.2R
CHG 3

Effective Date:
July 9, 2026

SUBJ: Procedures for Handling Airspace Matters

1. Purpose of This Change. This change transmits revised pages to Federal Aviation Administration Order JO 7400.2R, Procedures for Handling Airspace Matters.

2. Audience. This change applies to all Air Traffic Organization (ATO) personnel and anyone using ATO directives. This order also applies to all regional, service area, and field organizational elements involved in rulemaking and nonrulemaking actions associated with airspace allocation and utilization, obstruction evaluation, obstruction marking and lighting, airport airspace analysis, and the management of air navigation aids.

3. Where Can I Find This Change? This change is available on the FAA website at https://www.faa.gov/air_traffic/publications and https://employees.faa.gov/tools_resources/orders_notices.

4. Explanation of Policy Change. See the Explanation of Changes attachment that has editorial corrections and changes submitted through normal procedures.

5. Distribution. This change is distributed electronically to all who subscribe to receive email notification through the FAA's website. All organizations are responsible for viewing, downloading, and subscribing to receive email notifications when changes occur to this order. Subscriptions to air traffic directives can be made through the Air Traffic Plans and Publications website at https://www.faa.gov/air_traffic/publications/ or directly via the following link: https://public.govdelivery.com/accounts/USAFAA/subscriber/new?topic_id=USAFAA_39.

6. Disposition of Transmittal. Retain this transmittal until superseded by a new basic order.

7. Page Control Chart. See the page control chart attachment.

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Explanation of Changes
Change 3

Direct questions through appropriate facility/service center office staff to the Office of Primary Interest (OPI).

a. Appendix 5. Air Traffic Initial Environmental Review (IER)

This change replaces Appendix 5 with an updated Initial Environmental Review (IER) form to align with current flight procedure environmental impact review requirements.

b. Editorial Changes

Editorial changes include removing any outdated, invalid, or inaccurate references to 40 CFR parts 1500–1508 and updating references to FAA Order 1050.1.

c. Entire Publication

Additional editorial/format changes were made where necessary. Revision bars were not used because of the insignificant nature of these changes.

FAA Order JO 7400.2R
Change 3
Page Control Chart
July 9, 2026

REMOVE PAGES	DATED	INSERT PAGES	DATED
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Order JO 7400.2R
Procedures for Handling Airspace Matters

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Section 1. General Information

32–1–1. PURPOSE

This section provides guidance and establishes policy and procedures to assist air traffic personnel in applying the requirements of FAA Order 1050.1, Environmental Impacts: Policies and Procedures, to proposed air traffic actions. The guidance in this chapter will assist air traffic personnel in determining the level of environmental study appropriate for a proposed action and in preparing the required environmental documentation.

The policies and procedures set forth in this chapter are intended to supplement the requirements of FAA Order 1050.1 and other Department of Transportation and FAA directives.

Further, this chapter outlines the approach for considering environmental issues and helps reduce the complexity of the review process, while ensuring that the environmental process associated with proposed air traffic actions is thoroughly and properly documented.

32–1–2. POLICY

It is air traffic policy to use an interdisciplinary approach to ensure compliance with all environmental laws and regulations. This policy requires that all projects be reviewed as early as possible to determine if there is potential to impact the quality of the human environment as defined by the National Environmental Policy Act of 1969, as amended (NEPA). All units of Air Traffic Services and Mission Support Services must adhere to the requirements in FAA Order 1050.1.

Additionally, all units must comply with the guidelines and directions detailed in this chapter whenever reviewing regulatory and non-regulatory airspace actions.

32–1–3. BACKGROUND

a. FAA Order 1050.1 establishes policies and procedures and assigns responsibility for ensuring FAA compliance with NEPA, the Department of Transportation (DOT) Order 5610.1, FAA Order 1050.1, and other related statutes and directives.

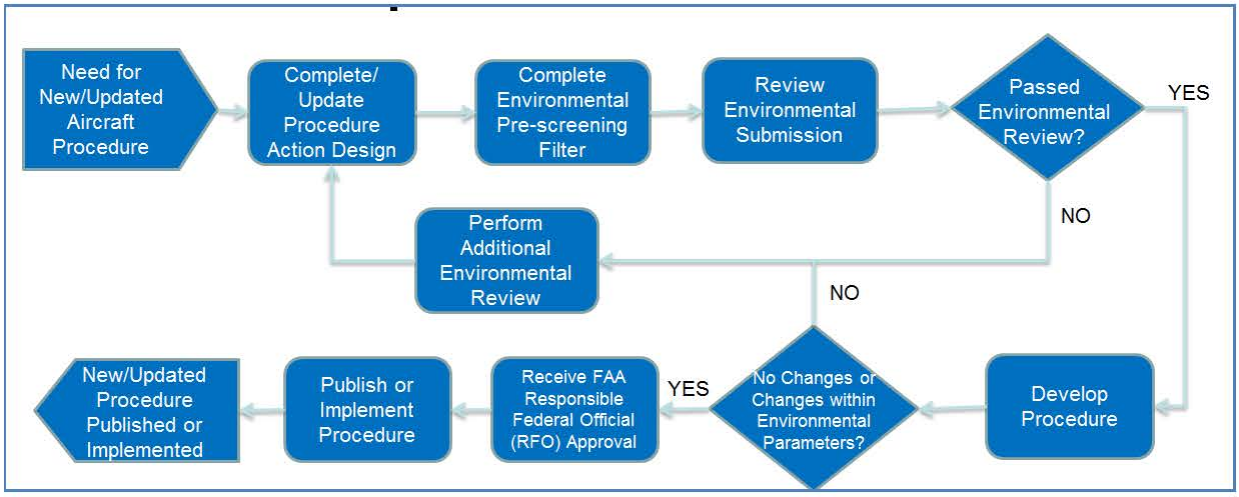
b. The complexity of environmental issues associated with some air traffic actions necessitates a systematic and uniform approach to the environmental review process. This process must assess all impacts, as well as provide sufficient data for preparing all required environmental impact analyses and supporting documentation.

c. FAA Order 1050.1 provides the procedures and guidance for the FAA's environmental compliance and documentation responsibilities for all applicable FAA actions. It is the intent of this chapter to complement, and not repeat in its entirety, what is already contained in FAA Order 1050.1. However, there are issues addressed in FAA Order 1050.1 that require further detailed analyses for air traffic actions or additional impact review requirements to ensure they are properly analyzed and documented.

d. The environmental review process for Instrument Flight Procedures (IFPs) and other air traffic actions requires completion of a pre-screening filter and, in certain cases, eliminates the need to complete the Air Traffic Initial Environmental Review (IER) form (see Appendix 5), the checklist in support of a Categorical Exclusion (CATEX) Determination, and the CATEX Memo. The re-engineered environmental review process is depicted in FIG 32–1–1.

e. This chapter is designed to address these unique airspace actions (for example, special use airspace proposals) and provide additional detail necessary for air traffic to conduct a thorough and legally sufficient environmental review.

FIG 32–1–1
IFP Re–Engineered Environmental Review Process



32–1–4. DELEGATION OF AUTHORITY

The Approving Official for Environmental Assessments (EAs), Findings of No Significant Impact (FONSIs) and Environmental Impact Statements (EISs) is the FAA official with signature authority for these documents. The FAA official with signature authority to approve a Record of Decision (ROD) is the decision–maker (see Order 1100.154A, Delegation of Authority).

a. The air traffic facility manager has signature authority for memoranda related to administrative actions listed in FAA Order 1050.1G, § 1.1(b), and advisory actions discussed in FAA Order 1050.1G, § 1.1(a)(6)(ii)(B).

b. The Service Center Directors have signature authority for CATEXs and, as delegated by the Vice President for Mission Support Services, for EA/FONSI and EIS/ROD documents which are exclusively within the scope of a single Service Center; and may delegate this authority to the Operations Support Group Manager within that Service Center. For Special Use Airspace (SUA) actions that require approval at the Headquarters level, the associated environmental document also requires approval and signature at the Headquarters level.

c. The Vice President for Mission Support Services has signature authority for EAs, FONSIs, EISs, and RODs that are beyond the scope of authority of a single Service Center. This authority cannot be delegated.

d. The Service Center Directors are responsible for air traffic environmental compliance for proposed actions within the jurisdiction of air traffic facilities within their respective service areas.

e. The Mission Support, Rules and Regulations Group is responsible for coordinating environmental processes that cross service area boundaries.

f. The Service Center Operations Support Group (OSG) Flight Procedures Team (FPT) must assist the Service Center Environmental Specialist in preparing CATEXs based on the results of the re-engineered environmental review process for IFPs unless it is routed to an OSG Environmental Specialist, at which time it is subject to the authority and responsibilities described above in this Order.

32–1–5. RESPONSIBILITIES

The order of delegated authority for air traffic environmental processes is as follows:

a. Mission Support, Policy, Rules and Regulations Group. The Rules and Regulations Group has been delegated authority to direct and implement environmental policy and procedures for air traffic actions. It must design and initiate training programs to educate air traffic personnel in Headquarters, in the Service Centers, Air

Traffic Services Service Areas, and in air traffic field facilities on environmental laws, regulations, policies, and processes related to the implementation or revision of air traffic airspace and procedures.

The Rules and Regulations Group must direct and implement training for air traffic Environmental Specialists in the use of environmental screening and modeling tools (see subparagraph 32−1−5.b, Service Center Directors). Additionally, the Rules and Regulations Group must serve as the air traffic focal point for the Headquarters Environmental Network chaired by the Office of Environment and Energy (AEE).

b. Service Center Directors.

1. The Service Center Directors have the final responsibility for ensuring that all appropriate environmental documentation within their area of jurisdiction is prepared accurately and completely.

2. The Service Center Directors are responsible for designating at least one person to serve as the Environmental Specialist within his/her service center to address air traffic environmental issues. Funding for training associated with the duties of the Environmental Specialist must also be the responsibility of the Service Center Director (or his/her designee).

3. The Service Center Director (or his/her designee) must appoint a representative to serve as the focal point for his/her service center on Regional Environmental Networks within his/her service center. The representative must coordinate any environmental compliance and documentation activities in his/her service center with the Rules and Regulations Group, as appropriate.

4. The Service Center Directors must ensure that the Environmental Specialist attends the following training or equivalent, as soon as practical after his/her appointment to the position:

(a) FAA Academy Course #50019, Airspace and Procedures.

(b) Electronic Learning Management System (eLMS) Course #60000076, Mission Support Services' National Environmental Policy Act (NEPA) & Air Traffic Applications.

(c) Electronic Learning Management System (eLMS) course NEPA for Airspace Actions.

(d) Environmental Review Process for IFPs and the Environmental Pre-Screening Filter.

(e) Environmental screening tools (pre−screening filter, noise screening guidance document, and/or TARGETS Environmental Plug−in, or other FAA−approved modeling tool).

(f) Environmental Modeling Tools (Aviation Environmental Design Tool (AEDT) or other FAA−approved modeling tool).

NOTE−
Recurrent training to supplement these minimums should be provided, as appropriate. Additionally, when members of the FPT or other specialists have duties that include the use of the Pre-Screening Filter, they must complete training on the Filter, NEPA for Airspace Actions.

c. OSG Manager.

The OSG manager must act as the FAA environmental point of contact when another Federal agency (for example, Department of Defense (DoD)) requests FAA participation as a Cooperating Agency on air traffic or airspace actions.

NOTE−
When a request for Cooperating Agency status is received from the DoD related to Special Use Airspace (SUA), a copy of Appendix 2 and Appendix 3, (flow charts for SUA environmental and aeronautical non-rulemaking and rulemaking actions, respectively) along with a copy of Appendix 4 (a summary of FAA procedures for processing DoD SUA actions), will be attached to the response. A copy of the response, which will also identify the Service Center Environmental Specialist, will be provided to the appropriate Service Center.

d. Service Center Environmental Specialist.

1. Center, TRACON, and ATCT facility managers are responsible for participating in the development of all appropriate environmental documentation for proposed air traffic actions within their jurisdiction, and

assisting the Service Center Environmental Specialist in ensuring that such documentation is prepared accurately and completely.

The facility managers must designate at least one facility staff specialist within their scope of operations to coordinate with the Service Center Environmental Specialist when addressing environmental issues and concerns. The facility specialist may be required to perform his/her environmental duties on a full−time or collateral basis. The decision about the need for a full−time Environmental Specialist at a field facility must be made by the facility manager.

2. The Service Center Environmental Specialist is responsible for the preparation of CATEXs, Environmental Assessments (EA), Environmental Impact Statements (EIS), Adoption NEPA documents, Written Reevaluations, Findings of no Significant Impact (FONSI), Records of Decision (ROD), and supporting documentation for air traffic actions unless it is a CATEX prepared based on the results of the IFP Environmental Pre−Screening Filter that does not require additional environmental review. In that case, the OSG FPT is responsible. (See paragraph 32−1−5e.) When the results of the Pre−Screening Filter indicate that additional environmental review is needed, the Service Center Environmental Specialist is responsible for additional review and preparation of the appropriate NEPA documentation. The Service Center Environmental Specialist is also responsible for posting these documents to the appropriate KSN site.

NOTE−
A simple written record identifying the applicable CATEX from FAA Order 1050.1 is sufficient when the proposed action qualifies for simple documentation per FAA Order 1050.1G, § 1.4(f)(3), including documentation resulting from certain actions processed by the Environmental Pre-Screening Filter Tool or the process described in subparagraph 32−2−1b2 of this order. Actions that are appropriate for simple documentation are sometimes documented by a responsible FAA official other than a Service Center Environmental Specialist.

3. The Service Center Environmental Specialist must provide guidance in the use of the IFP Environmental Pre-Screening Filter.

4. The Service Center Environmental Specialist must provide guidance in and oversee the preparation of the Air Traffic Initial Environmental Reviews (IERs) (see Appendix 5).

5. The Service Center Environmental Specialist is responsible for reviewing environmental studies and forwarding written concurrence to the air traffic facilities that originate the environmental documentation.

6. The Service Center Environmental Specialist must review environmental compliance documentation initiated by Technical Operations in the Service Centers.

7. The Service Center Environmental Specialist must coordinate with Airport District Offices or the Airports Division, within his/her jurisdiction, on the preparation of environmental compliance documents and 14 CFR, part 150, Airport Noise Planning, Land Use Compatibility Guidelines (part 150) studies undertaken by these offices. Review and comments by the Service Center Environmental Specialist must be directed to those matters affecting the operation of the air traffic program. Comments must be forwarded to the appropriate organization in the Office of Airports. The Service Center Environmental Specialist may also be requested to attend public meetings or hearings to provide support to the facility, regional office, service center, or other lines of business convening the meetings or hearings.

8. The Service Center Environmental Specialist must review other agencies' environmental documentation when applicable (for example, when the FAA is considering adopting another agency's environmental documentation).

9. In the case of SUA actions, the Service Center Environmental Specialist must review environmental studies in accordance with paragraph 32−2−3.

10. The Service Center Environmental Specialists must coordinate with each other and with their counterparts in other agencies, as appropriate. Service Center Environmental Specialists are encouraged to engage in early coordination with AGC when working on a project that is complex, involves novel issues, or is expected to elicit public opposition.

e. OSG Flight Procedures and Airspace Specialist (FPT/AT)

1. The responsibility to coordinate and consult with the Service Centers' EPSs for environmental analysis and documentation rests with the following flight procedures and airspace specialists as applicable and defined in FAA Order 8260.19.

(a) The OSG Flight Procedures Team is responsible for IFP establishment, change and cancellation requests to IFPs.

(b) The OSG Airspace Teams are responsible for the establishment, change or cancellation requests to airway routes (as applicable) and assisting with IERs.

(c) AJV−A is responsible for IFP establishment or change requests to AFS assigned special procedures and AJV−A initiated maintenance actions.

(d) AFS−400 is responsible for IFP Non-FAA Service Provider initiated procedures (also referred to as "third-party developed flight procedures") and maintenance actions.

2. The respective flight procedure or airspace specialist must provide the Environmental Specialist information and data concerning the flight procedure being analyzed by the EPS for potential environmental impacts, and that will support the EPS' preparation of a CATEX and other related environmental documentation as necessary. When the results of the Pre-Screening Filter indicate that additional environmental review is needed, the Service Center Environmental Specialist is responsible for completing that additional review and preparing the appropriate environmental compliance documentation. If additional information about the flight procedure is necessary to complete a sufficient environmental analysis, the EPS and flight procedure designer(s) are responsible to determine what additional information is necessary to complete the environmental document.

f. Air Route Traffic Control Center (ARTCC), Terminal Radar Approach Control (TRACON), and Airport Traffic Control Tower (ATCT) facility managers.

1. ARTCC, TRACON, and ATCT facility managers are responsible for coordinating and consulting with the Service Center Environment Specialist to ensure that all appropriate environmental documentation for proposed air traffic actions within their jurisdiction is prepared accurately and completely. For procedures reviewed through the IFP Environmental Pre-Screening Filter, these managers must ensure that the results of the Filter are reviewed by appropriate FAA personnel, and with the Service Center Environmental Specialist, as appropriate and necessary.

(a) For actions that require additional environmental review, these managers are responsible for consulting with the Service Center Environmental Specialist who recommends the appropriate level of environmental review.

(b) For actions other than Advisory or Emergency Actions (as defined in FAA Order 1050.1), and actions that require additional environmental review beyond the IFP Environmental Pre-Screening Filter, the facility manager must ensure that, at a minimum, an Air Traffic Initial Environmental Review (IER) (see Appendix 5) is prepared and submitted, with supporting information, to the Service Center Environmental Specialist along with a description of the proposed action (see subparagraph 32−2−1b, Determination of Appropriate Level of Environmental Documentation). Under some limited circumstances, the Service Center Environmental Specialist may waive the need for completion of the IER by substituting an appropriate level of documentation, such as a memorandum to the file.

(c) For IFP actions reviewed through the IFP Environmental Pre-Screening Filter, the OSG FPT must assist the Service Center Environmental Specialist in determining the appropriate level of environmental documentation after reviewing the results from the Filter. When a Categorical Exclusion is appropriate, the Environmental Specialist must document the analysis that supports the application of a Categorical Exclusion in accordance with FAA Order 1050.1G § 1.4 Categorical exclusions. This document must be signed by the Service Center OSG Manager, or their designee. Appendix 6 is recommended for use in documenting this analysis. If preparation of an EA or EIS requires the use of a contractor, the field facility must forward that recommendation to the Service Center Director for approval and action.

2. The ATCT facility manager should be involved early in the design phase of a proposed IFP action, and any other applicable air traffic action, to ensure that a full understanding of tower/airport operations is included in the alternatives development for the description of the proposed action. The facility manager is responsible for ensuring that information provided to the ARTCC and/or TRACON is complete and accurate.

3. Facility managers are also responsible for designating at least one facility staff specialist within their scope of operations to address environmental issues, and for coordinating with the Service Center Environmental Specialist.

(a) The facility specialist may be required to perform his/her environmental duties on a full−time or collateral basis. The decision about the need for a full-time Environmental Specialist at a field facility must be made by the facility manager.

(b) Facility managers must ensure that the specialist who performs environmental duties on a full−time basis attends the training specified in paragraph 32−1−5b. above, as soon as practical.

(c) The environmental screening and modeling tools training is also recommended, but is not mandatory. Additionally, where other facilities have, or are authorized to have, an operations specialist (for example, Plans and Programs Specialist or Procedure Specialist) to conduct environmental activities as a collateral duty, it is recommended that these specialists attend the above−referenced training.

4. Facility managers must ensure that their facility is represented at meetings of the Office of Airports and other lines of business, such as environmental compliance and part 150 process meetings, where decisions rendered could affect air traffic operations in their area of responsibility.

(a) Facility managers are responsible for working with operating divisions, airport sponsors, and contract support personnel in the environmental review processes. Air traffic attendance at these meetings does not necessarily constitute air traffic endorsement or sanction of the proposed action.

(b) Environmental compliance and part 150 studies must receive thorough review at the facility level. Review and comments on Office of Airports documents must be directed to those matters that affect the operation of the air traffic program. Facility comments must be forwarded to the Service Center Environmental Specialist, not more than 15 days after receipt of the document or study. (Requests for longer periods of review must be coordinated with the Service Center Environmental Specialist on an as needed basis.) Prior to a facility submitting comments directly to other operating divisions, or airport sponsors, the facility point of contact must discuss relevant and applicable airspace and/or air traffic issues with the Service Center Environmental Specialist.

5. Facility managers (or their designees) must not make or recommend a proposed flight track, route, or air traffic flow as a preferred action for the sole purpose of noise abatement. They may, however, indicate if the proposed action is operationally feasible or safe (within the context of aircraft separation standards). The airport sponsor (operator) is solely responsible for the recommendation of noise abatement procedures.

Section 2. Environmental Processing

32–2–1. THE PROCESS

The ARTCC, TRACON, and ATCT facilities, in coordination with the Service Center and Service Center Environmental Specialist, must conduct environmental compliance actions for any proposed air traffic action under their jurisdiction with the potential to impact the human environment. Examples of air traffic actions include, but are not limited to, flight procedure changes that create new flight tracks over noise sensitive areas, flight procedure changes that alter existing flight tracks over noise sensitive areas, lowering altitudes of routes or procedures utilized by aircraft, establishment or modification of certain SUA, and actions affecting operational changes (for example, changes in runway use percentages or headings). Environmental documentation for such actions must be completed prior to approval and implementation. (See Appendix 1, Environmental Study Process Flow Chart, for the steps from action concept to implementation.)

a. Questions to ask when considering the potential environmental impact of flight procedures or other air traffic actions may be, but are not limited to:

1. Are there aircraft currently flying over the area of change?

2. Are route altitudes increasing or decreasing?

3. Are the routes moving laterally, and if so, how far from the baseline route?

4. Will the number of operations increase?

5. Are there projected changes in runway use?

6. Will the types of aircraft change?

7. Will nighttime operations increase?

If the FAA is not the proponent of the proposed air traffic action (for example, the Department of Defense or an Airport Sponsor [the proponent] requests the FAA to take the action) then the proponent is responsible for funding and preparation of environmental documentation associated with the proposed action. FAA Order 1050.1G, Part 5 – Procedures for Applicant-Prepared NEPA Documents, discusses the responsibility for preparation of EAs or EISs (respectively) where FAA must approve the project. Signature authority for the environmental documents discussed in this section must be in accordance with paragraph 32–1–4, Delegation of Authority, of this chapter.

The FAA or non-FAA proponent must prepare and submit the associated environmental documentation in conjunction with the proposed air traffic action, as follows:

b. Determination of Appropriate Level of Environmental Documentation.

1. The appropriate level of environmental documentation required must be determined by the Service Center Environmental Specialist after all portions of a proposed action have undergone the Air Traffic Initial Environmental Review (IER) (see Appendix 5). The IER form must be completed for all projects that:

(a) Require the use of computer–based noise screening or modeling tools, or

(b) Require Headquarters–level funding for completion of environmental impact analysis and documentation.

2. For those projects not requiring the use of computer-based noise screening or modeling tools or that are not being funded at the Headquarters level, completion of the IER is optional. Facility personnel and the Service Center Environmental Specialist must coordinate completion of the IER form.

3. If someone other than the Service Center Environmental Specialist completes the IER form, the completed IER form, along with a recommendation as to whether the proposed action warrants no further environmental review, a CATEX, or preparation of an EA or an EIS, must be forwarded to the Service Center

Environmental Specialist for review and incorporation of the proposed project information into the NEPA document. Field personnel must consult FAA Order 1050.1 before recommending the appropriate level of environmental review for a proposed action to the Service Center Environmental Specialist.

4. For IFP or other actions reviewed through the IFP Environmental Pre-Screening Filter, the OSG FPT should assist the Environmental Specialist in determining the appropriate level of environmental documentation after reviewing of the results from the Filter. If the Filter results indicate that a CATEX is warranted, the OSG FPT must assist the Environmental Specialist in the preparation of a CATEX by providing information about the action to help ensure that the action is appropriately and thoroughly described in the CATEX. After the CATEX is approved, the action may be implemented.

5. AJV−A and designated Approved Non-FAA Service Provider initiated maintenance actions under the oversight of AFS, described in paragraph 8−3−4 of FAA Order 8260.19, that result in no change to the charted flight paths (tracks) and have little or no potential to trigger extraordinary circumstances, as defined in FAA Order 1050.1, may be processed using simple documentation as defined in FAA Order 1050.1. Documentation must include a simple written record that a specific CATEX was determined to apply to the Proposed Action on a series 8260 form, but is not required to be processed through the pre-screening filter tool and does not require completion of an IER Form or additional review by a Service Center Environmental Specialist.

6. For an amended flight procedure to qualify for processing without further environmental review by a Service Center Environmental Specialist, the procedure must meet all of the following criteria:

(a) any changes included in the amendment are limited to one or more of the following. Actions listed generally qualifying for CATEX B−2.5i, B−2.5j, or B−2.5k:

(1) changes to and/or additional Lines of Minimum (FAA Order 8260.19, paragraph 8−6−11) (B−2.5i);

(2) altitude increases (B−2.5k);

(3) instrument flight rules (IFR) takeoff minimums (B−2.5i);

(4) textual Obstacle Departure Procedures (ODPs) (only applies to close-in obstacle notes and/or no track changes) (B−2.5i);

(5) Minimum Safe Altitudes (B−2.5i);

(6) holding pattern and circling changes that do not result in a new obstacle evaluation area (e.g., larger pattern/radii, inbound course change, new holding turn/circling direction) (B−2.5i);

(7) Visual Climb Over Airport (VCOA) (B−2.5i);

(8) missed approaches and/or missed approach holding patterns (B−2.5j);

(9) name changes (airport, fix, procedure, etc.) (B−2.5k);

(10) adding, amending, or removing notes to procedures (B−2.5k);

(11) Magnetic Variation (MagVar) adjustments (B−2.5k);

(12) coding changes with no track/altitude changes (B−2.5k), and;

(13) cancellation of IFPs not currently being flown (B−2.5k).

(b) the amendment is not a smaller subset of a larger action.

(c) the amendment does not result in changes to published lateral flight paths/ground tracks.

(d) the amendment does not result in a decrease in altitude or decrease in glideslope angle (including as a result of relocation of fixes along the same flight path).

c. The following are specific sections of FAA Order 1050.1G that must be reviewed:

1. Advisory Actions, § 1.1(a)(6)(ii)(B). A memorandum to the file may be the only documentation necessary.

2. Emergencies, § 3.12.

3. Extraordinary Circumstances, Appendix B−1.

4. Categorical Exclusions (CATEXs), and Extraordinary Circumstances, Appendix B−1. Only those categorical exclusions listed in FAA Order 1050.1 may be cited. However, the categorical exclusion referenced in AEE's Guidance Memo #5 dated December 6, 2012, Guidance for Implementation of the Categorical Exclusion in Section 213(c)(1) of the FAA Modernization and Reform Act of 2012 (known as CATEX 1), (see FAA Order 1050.1G, B−2.5q) may also be used.

A review of Categorical Exclusion Documentation, § 1.4(f)(3), will assist in determining the appropriate level of environmental documentation required for a CATEX (see Appendix 6 of this order for a "Sample Categorical Exclusion Declaration").

5. § 1.5 of FAA Order 1050.1G addresses EAs and FONSIs. A review of this chapter will assist in determining when to prepare these documents. The FAA may adopt, in whole or in part, an EA prepared by another Federal agency. Consult FAA Order 1050.1 § 1.7(b) to determine if the other agency's EA meets the criteria for FAA adoption.

6. Part 2 of FAA Order 1050.1G addresses EISs and RODs. A review of this chapter will assist in determining when and how to prepare these documents.

7. A review of FAA Order 1050.1, Appendix C, will assist in determining whether a noise analysis is warranted and if so, what type of analysis should be conducted. A noise analysis requires several different types of input data including radar data. This data is available to FAA and other Federal Government personnel. Request for the data should be made through the Service Center Environmental Specialist assigned to the proposal.

d. NAS data may contain sensitive information and must be handled accordingly.

1. Requests made to the FAA to release NAS data, to other than Federal agency personnel, including but not limited to radar track data, must be processed in accordance with FAA Order 1200.22, External Requests for National Airspace System (NAS) Data, or via the Freedom of Information Act (FOIA) process.

2. Requests from the Department of Defense for NAS data supporting the mission of the NAS Defense Programs (NDP) (defined as communications, surveillance or aircraft movement in FAA Order JO 6000.198, FAA Maintenance of NAS Defense Facilities and Services) must be submitted to the NDP. Requests to the NDP can be sent to AJW-B7-ORG-MGR@faa.gov.

e. Preparation of Environmental Documents. The following are various levels of environmental review and documentation that may be prepared:

1. Actions Not Subject to NEPA Review. See FAA Order 1050.1G, § 1.1, for a list of actions that do not require an environmental study.

2. No Further Environmental Review Required. Some air traffic actions are subject to NEPA review, but require no further environmental action after the initial environmental review (IER) is completed. These actions involve modifications to airspace and/or procedures and may fit some or all of the following criteria. Special purpose environmental requirements may still apply to airspace and/or procedures that fit some or all of these criteria. No further environmental review is required if the proposed change:

(a) Is over 18,000 ft above ground level (AGL). Currently, there is no need to analyze aircraft noise above 18,000 ft AGL.

(b) Is over 7,000 AGL for arrivals, and/or over 10,000 ft AGL for departures and/or overflights.

(1) Any decision to analyze aircraft noise over 10,000 ft AGL is an exception and should be coordinated with the ATO Rules and Regulations Group at FAA headquarters at the earliest possible time.

(2) Proposed flight procedure changes between 10,000 ft and 18,000 ft AGL should be analyzed for potential impacts when there is a national park or wildlife refuge in the study area that has a quiet setting that

is a generally recognized purpose and attribute, and also in situations when the flight procedure change is likely to be highly controversial.

(c) Is over a non-noise sensitive area(s).

(d) Does not alter the current noise footprint.

(e) Does not cause the following noise level change over noise sensitive areas, as defined in FAA Order 1050.1G, Appendix A: +1.5 dB for 65 DNL and higher.

For IFP actions reviewed through the IFP Environmental Pre-Screening Filter, most of these determinations will be made automatically based on the information input into the Filter.

NOTE–
An FAA-approved environmental screening tool or model must be used to confirm the noise data when the project is not processed through the IFP Environmental Pre-Screening Filter.

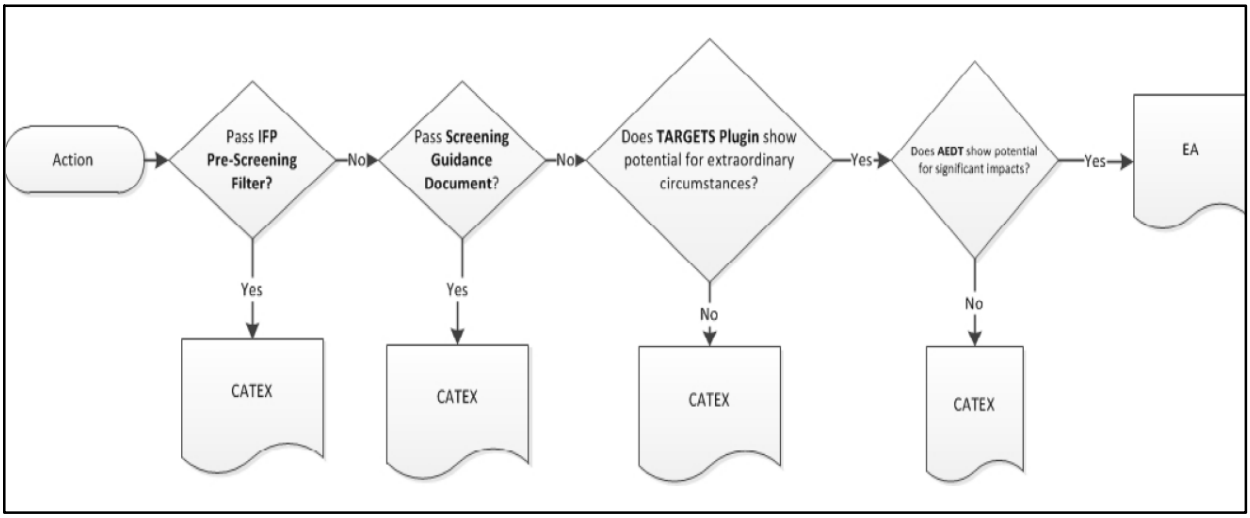
3. Actions Not Requiring a Noise Analysis. (See FAA Order 1050.1G, Appendix C, paragraph C–1.)

4. Following review and consultation, the field facility manager and Service Center Environmental Specialist may agree that no further environmental review is required. When this occurs, the originating facility must prepare a memorandum to the file and attach any supporting documentation, which indicates the basis for the determination (such as a copy of the proposed action that includes references to the above criteria, results of the noise review, etc.).

The memorandum must include, if applicable, references to the provisions of FAA Order 1050.1 that support the determination (for example, whether the proposed action is administrative or advisory in nature).

5. Actions Requiring Environmental Modeling for NEPA Compliance. FIG 32–2–1 shows the levels of environmental screening and modeling that are required for NEPA compliance.

FIG 32–2–1
Levels of Environmental Screening and Modeling for NEPA Compliance



6. Non-FAA proponents and third party developers. To meet the requirements of NEPA and other applicable environmental requirements, potential environmental impacts of flight procedures submitted by third party procedure developers must be considered. A proposed procedure development package submitted by a third party developer to an environmental specialist must include (at a minimum) the following information:

(a) Draft Initial Environmental Review (IER) in accordance with process outlined in Appendix 5 of this this Order.

(b) Documentation from the responsible FAA facility to the proponent indicating concurrence with the proposed procedure(s).

7. The Service Center Environmental Specialist will review the proposed action to determine if a categorical exclusion is applicable. If the proposed action qualifies for a categorical exclusion, the Environmental Specialist will prepare a CATEX declaration in accordance with the requirements of FAA Order 1050.1G, § 1.4. Use of the Categorical Exclusion Declaration in Appendix 6 is recommended.

(a) If necessary, the Service Center Environmental Specialist must use the MITRE Screening Guidance Document referenced in paragraph 32–3–3, below, to assist in determining if the CATEX is applicable.

(b) The Service Center Environmental Specialist must contact the proponent if any additional information is needed to support the CATEX.

8. If the Guidance for Noise Screening of Air Traffic Actions indicates that additional review is required, the Service Center Environmental Specialist will use one of the following tools, as appropriate, to perform the next level of screening to determine if the CATEX is applicable:

(a) Terminal Area Route Generation Evaluation and Traffic Simulation (TARGETS) tool with the Environmental "Plug-in," or other FAA approved noise screening tool.

(b) If that level of screening indicates that a CATEX is applicable, the Environmental Specialist will prepare a CATEX declaration (Appendix 6 of this order) with results from the above screening tool(s) attached.

(c) If screening of a flight procedure(s) indicates that a CATEX is not applicable, then an Environmental Assessment (EA) should be completed. Flight procedures requiring an EA will be returned to the proponent for additional information that will enable the Service Center Environmental Specialist to conduct an EA level of environmental impact analysis and documentation.

(1) A "focused" EA with required noise analysis may be appropriate in this situation. In coordination and consultation with the Service Center Environmental Specialist, preparation of the EA and any related environmental analysis will be the responsibility of the proponent, and must be completed in accordance with all applicable environmental regulations and requirements.

(2) The Service Center Environmental Specialist is responsible for providing advice and assistance to the proponent during the EA preparation; independent review and EA completion; and preparation and completion of a FONSI or decision that an EIS is required.

9. Categorical Exclusions. If someone other than an EPS completes an IER (when applicable), the completed IER form, and any other documentation describing the proposed action, must be forwarded to the Service Center Environmental Specialist for review and incorporation into the NEPA document.

(a) The Service Center Environmental Specialist must then document the analysis that supports the application of a CATEX in accordance with FAA Order 1050.1G, § 1.4(f). Appendix 6 is recommended for use in documenting this analysis. If the IFP Environmental Pre-Screening Filter is used, then the environmental data is gathered electronically instead of through the IER and is forwarded to the appropriate next step in the IFP process.

(b) A CATEX does not apply to a proposal if extraordinary circumstances, as described in FAA Order 1050.1G, Appendix B, paragraph B–1, exist.

10. Environmental Assessments. Although the facility manager must make a recommendation on the level of environmental review, the Service Center Environmental Specialist must make the final determination as to whether the proposed action warrants preparation of an EA or an EIS. For proposed actions that warrant an EA level of review, the Service Center Environmental Specialist may need to request additional resources, funding, and information to support the proposal.

(a) Consultation with the Rules and Regulations Group regarding projects at this stage is recommended.

(b) If an independent contractor is to prepare the EA, the Service Center Environmental Specialist must oversee the preparation to ensure compliance with FAA Order 1050.1G, § 5.1 Procedures for applicant-prepared environmental documents.

(c) § 1.5 of FAA Order 1050.1G summarizes requirements for EAs.

(d) All EAs must be focused and concise in accordance with AEE guidance.

(1) FAA Order 1050.1G § 1.5(b)(ii) An EA must include "brief discussions" of the need for the proposed action, alternatives to the proposed action, and the potential environmental impacts of the proposed action and alternatives.

(2) FAA Order 1050.1G contains guidelines regarding the importance of reducing paperwork and reducing delay. (See § 1.2(b)(4), § 1.5(f) and § 2.5 regarding reducing paperwork and deadlines).

11. These concepts are also emphasized in DOT and FAA orders, and guidance for implementing NEPA actions. To achieve a focused and concise EA, the following must be considered:

(a) Where there are anticipated effects to a resource, but those effects are clearly below thresholds of significance as defined in FAA Order 1050.1, briefly document that fact with an explanation that thresholds would not be reached or exceeded.

(b) Do not address impact categories that the action has no potential to impact, such as construction, farmland, and water quality.

(c) Scale the NEPA review process to the nature and level of the expected environmental impact. Include only what is absolutely necessary in the document and include any additional required supporting data in an appendix.

(d) Do not include information in the document (not even in an appendix) that can be incorporated by reference to a related proposed action analyzed in a previous NEPA document, and made available on a publicly accessible website.

12. Findings of No Significant Impact. If an EA reveals that a proposed air traffic action would not cause significant adverse impacts, the Service Center Environmental Specialist must prepare a FONSI.

(a) FAA Order 1050.1G, § 1.6 Findings of No Significant Impact, summarizes requirements for FONSIs.

(b) FAA Order 1050.1G, § 1.6(a) should be reviewed in detail prior to completion of a FONSI to assist in determining the type of document to prepare.

(1) If the FONSI is not combined with, or attached to an EA, it must include a summary of the EA and note any other environmental documentation related to it.

(2) If the FONSI is attached or included with the EA, the FONSI does not need to repeat any of the discussions in the EA but may incorporate them by reference.

(3) All documentation relied upon must be made available to the public upon completion of the environmental process.

(c) If mitigation of potential impacts is included as a requirement in the FONSI, the appropriate follow–up actions must be taken to ensure that the required mitigation is implemented. The Service Center preparing the FONSI is responsible for ensuring that the required mitigation actions are implemented.

13. Environmental Impact Statement. If a proposed action requires preparation of an EIS, the Service Center Environmental Specialist must advise the Area Director when there is a need to seek funding and/or resources for the EIS. Consultation with the Rules and Regulations Group regarding projects at this stage is highly recommended.

(a) The FAA, or a contractor it selects, will prepare an EIS for projects that potentially may cause significant environmental impacts.

(b) If an independent contractor is to prepare the EIS, the Service Center Environmental Specialist must oversee the preparation to ensure compliance with FAA Order 1050.1G, Part 2—Environmental Impact Statements.

NOTE–
The Service Center Environmental Specialist will ensure that all EAs and any subsequent EISs for proposed air traffic action within his/her area of jurisdiction meet the requirements of FAA Order 1050.1. The originating facility is responsible for the accuracy of operational data and assumptions contained therein.

14. Record of Decision. For all proposed air traffic actions that have been the subject of an EIS, the Service Center Environmental Specialist must prepare a ROD in accordance with FAA Order 1050.1G, § 4.2.

(a) For proposed air traffic actions for which a FONSI is prepared, the Service Center Environmental Specialist should consider preparing a ROD in accordance with FAA Order 1050.1G, § 4.2.

(b) If an independent contractor prepares the EIS, that contractor may also support preparation of the ROD; the ROD documents the agency's decision on the Federal action and remains the responsibility of the FAA.

32–2–2. ENVIRONMENTAL REVIEW OF FLIGHT PROCEDURES AND OTHER AIR TRAFFIC ACTIONS

a. "Procedures." The term "procedures" in FAA Order 1050.1 refers to published flight procedures (conventional, PBN IFPs, visual, and others appearing in the FAA's Instrument Flight Procedures (IFP) Information Gateway web page) and radar tracks, which are the actual flight paths.

b. Performance-Based Navigation (PBN) Procedures: Refers to satellite-based navigation procedures known as Area Navigation/Required Navigation Performance (RNAV/RNP) procedures. Establishing and implementing a new or revised PBN Instrument Flight Procedure (IFP) constitutes a federal action under NEPA. Accordingly, the FAA must consider environmental impacts before it can take steps to implement a PBN IFP. There are several CATEXs in FAA Order 1050.1G, Appendix B, that may apply to these flight procedures and other air traffic action, which preclude the need to prepare an EA or EIS for new or revised PBN IFPs.

c. Categorical Exclusions for Flight Procedures and Other Air Traffic Actions: FAA Order 1050.1 includes several CATEXs that normally apply to flight procedures (provided no extraordinary circumstances apply). See FAA Order 1050.1G, Appendix B–2.5g, B–2.5i, and B–2.5p. These CATEXs apply to procedures that:

1. Use overlays of existing flight procedures (B–2.5g).

2. Are conducted at 3,000 feet AGL or more (B–2.5i).

3. Are conducted below 3,000 feet AGL, but do not cause traffic to be routinely routed over noise–sensitive areas (B–2.5i).

4. Are modifications to currently approved IFPs conducted below 3,000 feet AGL that do not significantly increase noise over noise–sensitive areas, or involve increases in minimum altitudes or landing minima (B–2.5i).

5. Are new flight procedures that routinely route aircraft over non-noise-sensitive areas (B–2.5p).

6. Are published flight procedures, but do not change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks (B–2.5k).

NOTE–
FAA Order 1050.1 also recognizes that increasing the concentration of aircraft over existing noise-sensitive areas below 3,000 feet AGL and introducing new traffic on a routine basis over noise-sensitive areas below 3,000 feet AGL may cause a significant noise increase that would preclude the use of a CATEX (see FAA Order 1050.1G, Appendix B–2.5i and B–2.5k).

d. Conducting Environmental Review of Proposed Flight Procedures. Additional environmental analysis is needed in some cases to determine the appropriate level of NEPA review for proposed flight procedures. A determination of whether a proposed flight procedure that would normally be categorically excluded, but requires an EA or EIS, depends on whether the proposed action involves "extraordinary circumstances." (See FAA Order 1050.1G, Appendix B–1, Extraordinary Circumstances).

1. If additional analysis shows that extraordinary circumstances do not exist, then the procedure can be categorically excluded from further environmental review under NEPA.

2. If analysis shows that extraordinary circumstances exist, then the procedure does not qualify for a CATEX, and an EA or EIS is required. Extraordinary circumstances exist when the proposed action involves any of the conditions described in FAA Order 1050.1, paragraph 5−2, and also may have a significant effect on the environment.

3. Circumstances listed in FAA Order 1050.1G that are most likely to require additional analysis with respect to a proposed procedure include:

(a) An impact on noise levels of noise-sensitive areas (Appendix B, paragraph B−1(b)(7)).

(b) Effects on the quality of the human environment that are likely to be highly controversial on environmental grounds (Appendix B, paragraph B−1(b)(10)).

(c) An adverse effect on cultural resources protected under the National Historic Preservation Act of 1966, as amended (Appendix B, paragraph B−1(b)(1)).

(d) An impact on properties protected under section 4(f) of the Department of Transportation Act (Appendix B, paragraph B−1(b)(2)).

4. If any of the circumstances described in FAA Order 1050.1G, Appendix B, paragraph B−1(b), exist for a proposed new or modified flight procedure, additional analysis is required to determine the potential for significant environmental effects.

e. Cancellation of Procedures No Longer Used (i.e., no traffic will be shifted to other procedures). Given that there will be no shift of traffic due to the cancellation, there will also be no environmental impacts from the cancellation. However, the cancellation must be documented, and the procedure removed from the list of published procedures. Environmental documentation can be accomplished within the instrument flight procedures Environmental Pre-Screening Filter Tool or by writing a CATEX document that cites CATEX B−2.5k from FAA Order 1050.1G. Service Center EPSs should provide documentation to the Service Center's flight procedures team (FPT) for processing.

f. Cancellation of Procedures Currently Being Used (i.e., traffic will be shifted to existing, new, or revised procedures). The EPS must evaluate the environmental impacts of moving traffic from the canceled procedure(s). The procedure cancellation and the changes to the existing, new, or revised procedures should be considered connected actions for the purpose of NEPA. The EPS should consult with procedure developers and ATC to determine how air traffic and NAS stakeholders will be affected by the canceled procedure (e.g., moving traffic onto one, or more, existing, new, or revised procedures). Environmental impacts should be assessed, and the result of the environmental review must be documented using the instructions included within this Chapter. Service Center EPSs must provide documentation to the Service Center's FPT for processing.

g. Noise Focusing. The term used to characterize the concentration of noise is "noise focusing." The actual flight tracks of aircraft flown on conventional IFPs using ground-based Navigational Aids (NAVAIDs) show broad dispersion around the trajectory of the defined flight procedures. The aircraft noise dispersion is typically based on the performance characteristics of individual aircraft types and pilot technique. In contrast, FAA's experience with satellite-based navigation procedures shows that actual flight tracks and RNAV/RNP PBN procedures converge to a much greater degree. Therefore, aircraft flying RNAV/RNP procedures and the associated noise are concentrated over a smaller area than would be the case for the same operations using conventional, non-RNAV/RNP IFPs.

h. Screening Requirements. Due to concerns with noise focusing as described above, it is particularly important to conduct appropriate noise screening to determine whether or not extraordinary circumstances exist that warrant preparation of an EA or EIS for PBN IFPs that would normally be categorically excluded.

1. Noise screening must be done for PBN IFPs over noise-sensitive areas below 10,000 feet AGL to determine the potential for extraordinary circumstances that may preclude use of a CATEX.

2. PBN IFPs that are not over noise-sensitive areas do not require noise screening; however, a CATEX declaration should be prepared in accordance with subparagraph 32−2−1e9(a).

3. Noise screening is also required between 10,000 feet and 18,000 feet AGL if a procedure would result in operational changes at an altitude that could increase aircraft noise in an area within a national park, national wildlife refuge, historic site (including a traditional cultural property), or similar area where quiet is an attribute and the noise increase is likely to be highly controversial. (See FAA Order 1050.1G, Appendix C, paragraph C−1.5.) Such screening is used to determine if aircraft flying these procedures would cause increased noise over noise-sensitive areas, and if so, the magnitude of the increase.

4. There are several tools that the FAA has developed to screen for the level of change in noise exposure between the existing condition and a proposed procedure (see paragraph 32−3−3).

i. Obstacle Departure Procedures (ODPs). According to FAA Order 8260.46, Departure Procedure (DP) Program, paragraph 2−1−2.c, there are two types of ODPs: Textual and Graphic. They are defined as:

1. Textual ODP. A relatively simple ODP may be published textually unless a graphical depiction is required for clarity. Textual ODP instructions that exceed a maximum of one turn, one altitude change, and one climb gradient must be published graphically.

(a) A Textual ODP does not define a specific route nor have a name or computer code assignment, but only advises the operator how to avoid potential obstacles.

(b) This type of action is not considered a major Federal action under NEPA; therefore, FAA Order 1050.1G, § 1.1(a)(6)(ii)(B) − Advisory Actions, applies.

2. Graphic ODP. Complex ODPs require a visual presentation to clearly communicate the departure instructions and desired flight paths. If the ODP is depicted graphically, it must be clearly stated on FAA Form 8260−15A, Takeoff Minimums and Textual Departure Procedures (DP), in the Departure Procedure section; for example, "USE JONES DEPARTURE." The decision to graphically publish ODPs rests within Aeronautical Information Services (AIS).

(a) A Graphic ODP has a repeatable ground track, has the same naming conventions and computer code assignments, looks almost the same on a chart, and is processed the same as a standard instrument departure (SID). (See FAA Order 8260.46, Departure Procedure (DP) Program, Appendix A).

(b) A Graphic ODP is considered a major Federal Action under NEPA just like an SID. FAA Order 1050.1G, Appendix B, paragraph B−2.5, Categorical Exclusions for Procedural Actions, should be reviewed to determine if a CATEX applies. FAA Order 1050.1G, Appendix C, paragraph C−1.1, Aircraft Noise Screening, should also be reviewed to determine if noise screening or analysis would be required.

32−2−3. ENVIRONMENTAL REVIEW OF SPECIAL USE AIRSPACE (SUA) ACTIONS

a. The purpose of this section is to ensure that air traffic personnel, FAA Environmental Protection Specialists (EPSs), and SUA proponents are aware of the need to comply with NEPA requirements for evaluating the environmental impacts of proposed SUA use actions. See FAA Order 1050.1G § 1.5(c)(14). This section supplements the airspace processing requirements contained in Chapters 21–28 of this order.

b. Normally, SUA is designated to support DoD requirements. The FAA/DoD Memorandum of Understanding (MOU) in Appendix 7 sets forth procedures and responsibilities for the evaluation of the environmental impacts of DoD SUA proposals. Among other things, the MOU designates when DoD is the lead agency and when FAA is the cooperating agency for NEPA compliance on SUA proposals for which FAA may designate SUA. Additionally, SUA proposals (see Chapter 21, Section 3) may be initiated by another Federal agency.

c. Appendix 8, FAA Special Use Airspace Environmental Processing Procedures, establishes air traffic environmental processing procedures for proposed SUA actions. In the case of SUA proposals submitted by non-DoD Federal agencies, the responsibility for preparation of an EA or EIS, if required, rests with the proponent (i.e., the requesting Federal agency). The proponent is responsible for providing information, analysis, and a completed NEPA document to FAA for review and adoption in accordance with FAA Order

1050.1G, § 1.7. FAA retains responsibility under NEPA to ensure that its SUA actions are supported by adequate environmental documentation.

d. In accordance with FAA Order 1050.1G, § 1.7 – Lead and cooperating agencies, the responsible FAA official must independently evaluate the information contained in the EA or EIS and take full responsibility for the scope and content that address FAA's SUA action.

NOTE–
Environmental review procedures for ATCAAs can be found in FAA Order JO 7610.14, Chapter 9, Air Traffic Control Assigned Airspace (ATCAA) Procedures.

32–2–4. CFR PART 150 STUDIES

a. Airport sponsors (Operators) may choose to conduct a 14 CFR part 150, Airport Noise Planning, Land Use Compatibility Guidelines study to analyze the operation of an airport, identify compatible and and non–compatible land uses, and assess the costs and benefits of noise mitigation techniques.

b. Noise Compatibility Programs that result from part 150 studies often recommend modifications to air traffic routes and/or procedures to accomplish noise abatement. The FAA does not normally make changes in air traffic routes and/or procedures solely for the purpose of noise abatement.

1. Under part 150, the FAA can approve flight procedures to reduce noise that are recommended in a Noise Compatibility Plan.

2. If modifications to air traffic routes and/or procedures are recommended, air traffic will evaluate those recommendations as to feasibility and provide input to the appropriate organization in the Office of Airports.

c. Preparation of a part 150 study does not necessarily invoke NEPA; however, the potential implementation of recommended noise abatement measures, such as alternative air traffic procedures, is subject to the environmental review process by the air traffic program.

1. During the part 150 process, facility managers must keep the Airports Division or Airports District Office representative and the Service Center Environmental Specialist advised of any alternative air traffic control procedures that have the potential to require a NEPA review.

2. Facility managers are responsible for ensuring that current operational data and assumptions (furnished to the entity completing the part 150 process) are accurate and that future operational data and assumptions reflect reasonable conditions. (Operational data in this context relates to flight track and profile data and/or documentation.)

d. The facility environmental representative and the Service Center Environmental Specialist must coordinate with the Airports Division or Airports District Office representative throughout the part 150 process. This coordination should ensure that assumptions and data used are reviewed at each phase and results can be verified early in the process. Early coordination will allow for adjustments to any operational assumptions prior to completion of the study.

e. The Service Center Environmental Specialist must coordinate with the Airports Division or Airports District Office personnel to furnish any data necessary for use in the part 150 study. Additionally, air traffic participation in the process does not constitute air traffic approval for a part 150 action.

f. During other noise studies conducted by the airport sponsor, facility managers and Service Center Environmental Specialists must work with the airport sponsor and the Office of Airports personnel on the exchange of information as described above.

32–2–5. ENVIRONMENTAL REVIEW OF LETTERS OF AGREEMENT AND OTHER AIRSPACE AND AERONAUTICAL DOCUMENTS

Letters of Agreement (LOA), correspondence, records, reports, and other airspace and aeronautical documents, as described in FAA Order JO 7210.3, Facility Operation and Administration, Chapter 4, Correspondence,

Conferences, Records, and Reports, regarding proposed airspace or aeronautical action by the FAA or other agencies who propose to use FAA-controlled airspace (such as SUA), are subject to NEPA review and documentation, and must be reviewed by the relevant Service Center EPS to:

a. Conduct and document a NEPA review of the proposed air traffic action as described in correspondence and aeronautical documents, including LOA, in coordination with the relevant facility and airspace planning requirements. The Service Center EPS will determine whether the subject of the document concerns air traffic procedures, either new or modified or other air traffic actions that could potentially result in environmental impacts, as defined in FAA Order 1050.1.

b. Ensure that the description of the proposed action in the relevant NEPA document's Description of Proposed Action and Alternatives is consistent with the description of the action as provided in the LOA and/or other relevant aeronautical documents.

c. Ensure that the actions described in the airspace correspondence and other relevant aeronautical documents, including LOA, undergo the appropriate level of NEPA analysis and documentation (CATEX, EA, or EIS) as required by FAA Order 1050.1, and Chapter 32 of this order.

d. For correspondence documents (including LOAs as described in FAA Order JO 7210.3, Chapter 4, Sections 1 and 3) regarding establishment of, or modifications to, air traffic actions; the proponents, or flight procedure developers, or Flight Procedures Teams (FPTs) of the air traffic action may apply initial air traffic screening tools in accordance with paragraphs 32–2–2, Environmental Review of Flight Procedures and Other Air Traffic Actions, and 32–3–3, Environmental Screening and Modeling Tools, to determine the level of NEPA review required for the air traffic action. The Service Center EPSs will review and confirm all NEPA documentation determinations.

e. Ensure that all relevant portions of correspondence, records, reports, and other airspace and aeronautical documents, including LOA, that describe the proposed action, are properly incorporated into the NEPA document, and that such documents are appropriately referenced in the NEPA document's reference section.

Section 3. Environmental Impact Categories and Other Topics

FAA Order 1050.1G, Appendix A – Significance Determination for FAA Actions, summarizes the requirements and procedures for environmental impact analyses according to the resource impact category.

Although all resource impact categories may receive the same level of review and analysis, the level of detail of review and analysis for a particular resource is dependent upon the potential for impact. The following paragraphs address those impact categories that may be required as part of the environmental review for proposed air traffic actions.

32–3–1. ENVIRONMENTAL IMPACT CATEGORIES TO BE INCLUDED IN ANALYSIS

a. The following environmental resource categories or sub-categories could be impacted by a proposed flight procedure, flight procedure change, or other air traffic related action. Accordingly, they must be included in an EA or EIS for further detailed analysis. For proposed actions that qualify for a categorical exclusion, certain impact categories or sub-categories may still need to be analyzed to achieve compliance with special purpose environmental laws, regulations, and other state and federal requirements. (See FAA Order 1050.1G, § 1.2 (b)(3) and Appendix A, Exhibit A–1 – Significance Determination for FAA Actions).

1. Air Quality

2. Compatible Land Use

3. DOT Act; Section 4(f)

4. Biological Resources; particularly avian species like birds and bats. As necessary, conduct impact analyses related to bird and bat strikes, as well as noise and light emissions-related impacts to avian and nocturnal avian species.

5. Biological Resources: Other Species. If the proposed action increases the number of aircraft flights, changes the origins or destinations of flights, the proposed action may also need to be analyzed for the potential for an invasive species to be introduced into the study area (GSA).

A significant impact could occur if the U.S. Fish and Wildlife Service or the National Marine Fisheries Service determines that the action could jeopardize the continued existence of a federally listed threatened or endangered species, or would result in the destruction or adverse modification of federally designated critical habitat. Compliance with Section 7 of the Endangered Species Act may be required.

6. Historical, Architectural, Archeological, and Cultural Resources (*Historical and Cultural Resources only*). Review the potential for adverse effects related to the introduction of visual, atmospheric, or audible elements that diminish the integrity of the significant historic or cultural features that qualify the property for inclusion in the National Register or other federal protections.

7. Light Emissions and Visual Impacts. In certain cases, a proposed action may require an analysis of light emissions for potential impacts to avian and nocturnal avian species.

8. Natural Resources and Energy Supply (aircraft fuel burn analysis only). Until further FAA guidance is provided, continue to calculate aircraft fuel burn in accordance with the most recent available guidance from AEE.

9. Noise. Calculate day–night sound level (DNL) exposure levels for population centroids and unique grid points. For California analyses, CNEL may be provided as a supplemental metric. Use of other supplemental metrics requires coordination with the Rules and Regulations Group, AJV–P2. Change analysis must be conducted as directed in FAA Order 1050.1G, Appendix C.

b. A proposed flight procedure(s) or other air traffic action would create a significant noise impact if it would increase noise by DNL 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL

65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe.

1. For example, an increase from DNL 65.5 dB to 67 dB is considered a significant impact, as is an increase from DNL 63.5 dB to 65 dB. (See FAA Order 1050.1G, Appendix C, paragraph C−1.5, Significance Determination.)

2. If the noise screening shows that the proposed procedure(s) would cause such an impact, a CATEX cannot be used, and an EA or EIS must be prepared.

3. If the flight procedure(s) or other air traffic action can be modified to reduce the noise below the significance threshold, an EA and mitigated Finding of No Significant Impact (FONSI) may be prepared. (See FAA Order 1050.1G, § 1.6.)

4. If the noise screening shows that aircraft noise over a noise−sensitive area would increase by 5 dB or more, within the DNL 45−60 dB noise range; or would increase by 3 dB or more within the DNL 60−65 dB noise range, further analysis may be required to determine the potential for the flight procedure(s) to be highly controversial because of the potential noise impacts.

5. The determination of the appropriate level of additional analysis should be made in consultation with Mission Support, Policy, Rules and Regulations Group.

c. If the noise screening shows that none of the above increases would occur, the results of the noise screening with these conclusions should be attached to the CATEX Declaration and uploaded into the current document management database. (See FAA Order JO 7400.2, Appendix 6.)

32−3−2. ENVIRONMENTAL IMPACT CATEGORIES EXCLUDED FROM ANALYSIS

a. The following environmental resource categories or sub-categories would not normally be affected by a proposed flight procedure or air traffic related action because the resource either does not exist within the study area, or the types of activities associated with a proposed air traffic or air traffic related action would not affect them. Accordingly, the following impact areas and resource categories would not be included in an EA or EIS for further analysis.

1. Coastal Resources (Coastal Barriers and Coastal Zones).

(a) Coastal Barriers. The Proposed Action is not expected to involve any actions (physical changes or development of facilities) that would be inconsistent with management of designated Coastal Barrier Resource System (CBRS) areas. However, if there are coastal zones within the study area, management plans must be reviewed to ensure there are no activities related to aircraft overflight noise in the management plan.

(b) Coastal Zones. The Proposed Action is not expected to directly affect shorelines or change the use of shoreline zones, or be inconsistent with a NOAA-approved state Coastal Zone Management Plan (CZMP). However, if there are coastal zones within the study area, the CMZP should be reviewed to confirm.

2. Construction Impacts. The implementation of new air traffic procedures or other air traffic actions does not normally involve construction activity or ground−based impacts.

3. Farmland. The Farmland Protection Policy Act (FPPA) (7 CFR part 658) regulates federal actions with potential to convert farmland to non-agricultural uses. Implementation of proposed flight procedures or air traffic actions does not normally involve the development of land regardless of use, nor do they have the potential to convert farmland to non-agricultural uses.

4. Biological Resources (habitat).

(a) Air traffic, airspace, and flight procedure changes do not involve ground disturbing activities. They do not normally impact critical habitats.

(b) The proposed flight procedure or air traffic action would not normally affect habitat for non-avian animals, fish, or plants.

5. Floodplains. The proposed flight procedure or air traffic action would not involve the construction of facilities. Therefore, it would not impact nor be affected by locations designated as a 100-year flood event area as described by the Federal Emergency Management Agency (FEMA), and no further analysis is required.

6. Hazardous Materials, Pollution Prevention, and Solid Waste. The proposed flight procedure or air traffic action would not involve construction or development, or any physical disturbances of the ground. Therefore, the potential for impact from hazardous materials, pollution, or solid waste is not anticipated, and no further analysis or pollution prevention actions would be required.

7. Historical, Architectural, Archeological, and Cultural Resources (*except Historical and Cultural*).

(a) Archeological. The proposed flight procedure or air traffic action would not involve any construction, development, or any physical disturbance of the ground, or excavation that could impact archaeological resources on Federal, State, or Indian lands, and therefore, would not impact cultural resources, or affect the physical integrity or access to American Indian sacred or culturally significant sites.

(b) Architectural. The proposed flight procedure or air traffic action would not involve any construction, development, or any physical disturbance of the ground. Therefore, the potential for impact in relation to architectural compatibility with the character of a surrounding historic district or property is not anticipated. However, in certain circumstances, some analysis of the potential for impacts related to aircraft noise may be required.

8. Light Emissions and Visual Impacts (*except Visual Impacts*). There are no special purpose laws for light impacts and visual impacts. Aviation lighting is required for security, obstruction clearance, and navigation and is the chief contributor to light emissions from airports.

(a) An impact analysis is necessary when projects introduce new airport lighting that may affect residential or other sensitive land uses.

(b) In certain circumstances, for example, when high intensity lights shine directly into a residence or have the potential to impact avian or other species, is the effect of light emissions considered potentially significant enough to warrant impact analysis and planning to reduce or mitigate such effects.

(c) The proposed flight procedure or air traffic action will not normally involve aviation lighting. Therefore, no further analysis is required.

9. Natural Resources and Energy Supply (*except fuel burn*). The proposed flight procedure or air traffic action would not normally involve the use of natural resources or materials. Therefore, no further analysis is required.

10. Socioeconomic Impacts and Children's Environmental Health and Safety Risks. Potential impacts in this category as a result of disproportionally high adverse noise and/or air quality impacts are dealt with in the noise and air quality impacts sections, respectively.

(a) Socioeconomic Impacts. The proposed flight procedure or air traffic action would not involve acquisition of real estate, relocation of residents or community businesses, disruption of local traffic patterns, loss in community tax base, or changes to the fabric of the community.

(b) Children's Environmental Health and Safety Risks. The proposed flight procedure or air traffic action would not affect products or substances that a child would be likely to come into contact with, ingest, use, or be exposed to, and would not result in environmental health and safety risks that could disproportionately affect children.

11. Water Quality. The proposed flight procedure or air traffic action would not involve any discharges or changes to existing discharges to water bodies, create a new discharge that would result in impacts to water quality, or modify a water body. Therefore, the proposed flight procedure or air traffic action would not result in any direct or indirect impacts to water quality, and no further analysis is required.

12. Wetlands. The proposed action would not involve the construction of facilities or infrastructure and would therefore not impact wetlands or navigable waters. Therefore, no further analysis is required.

13. Wild and Scenic Rivers. If there are no Wild and Scenic River segments (http://www.rivers.gov/rivers/) located in the study area, the proposed flight procedure or air traffic action would not adversely impact any wild, scenic, or recreational status of a river or river segment included in the Wild and Scenic River System and therefore, no further analysis is required.

32–3–3. ENVIRONMENTAL SCREENING AND MODELING TOOLS

a. Screening. FAA Order 1050.1 contains a list of air traffic actions which normally do not result in significant impacts to the environment, are identified as categorically excludable actions (CATEX), and therefore, do not require the preparation of an EA or an EIS. One of the requirements for a CATEX determination is to ensure that there are no extraordinary circumstances as defined in FAA Order 1050.1.

1. The environmental screening process provides a uniform and consistent approach to identify air traffic actions that qualify for categorical exclusion from full environmental impact review in an EA or EIS, and also identifies extraordinary circumstances and/or the potential for significant impacts associated with proposed air traffic actions. The screening process is based on currently approved FAA impact analysis tools and policies.

2. A proponent of an air traffic action can perform a series of relatively simple tests prior to contacting a Service Center Environmental Specialist based on the location of the action (e.g., airport location) that will indicate if a CATEX is applicable.

3. Actions that pass the screening tests (see paragraph 32–3–3c1) would normally be eligible for a CATEX, but could still require compliance with special purpose environmental laws, regulations, and requirements such as National Historic Preservation Act (NHPA) Section 106 requirements.

b. Passing the environmental screening process indicates that the potential for significant impacts and/or extraordinary circumstances due to aircraft noise is minimal or negligible, and a CATEX is appropriate. The environmental screening documentation should be used by the Service Center Environmental Specialist to support the CATEX determination.

c. The recommended practice is to start with simple NEPA document determination tools, switching to more complex ones only if the proposed flight procedure or other air traffic action fails the test for CATEX eligibility. In general, the simple tools evaluate isolated changes to the proposed action with the goal of achieving quick but conservative results and require input of a minimal amount of data. The more complex tools evaluate multiple interdependent changes and require input of a more comprehensive set of data.

1. The following are the available tools that can screen proposed flight procedures or other air traffic actions for noise and/or fuel burn and carbon dioxide (CO_2) impacts as indicated:

(a) Pre-Screening Filter. The Environmental Pre-screening Filter was developed to guide users through initial analysis of a flight procedure or other air traffic action to achieve applicability of a CATEX. Using a series of simple questions, the pre-screening filter collects and analyzes flight procedure information to determine the next steps in completing the NEPA process. The filter provides the Service Center Environmental Specialist with information to identify an appropriate CATEX or if additional environmental review is required.

(b) Noise Screening Guidance Document. Using a series of look-up tables, the document guides users through the process to determine if a CATEX is appropriate or if additional environmental review is required.

(c) Terminal Area Route Generation Evaluation and Traffic Simulation (TARGETS) Environmental Plug-in. The TARGETS Plug-in allows specialists to design procedures for the terminal environment and assess alternative concepts leading to final designs that consider both operational noise and air emissions constraints. Once the user has performed the analysis, the TARGETS Plug-in provides results detailing any potential increase or decrease in noise due to the proposed air traffic action. The TARGETS Plug-in also leverages the technology of AEDT and provides the capability to conduct tradeoff analysis between noise, fuel burn, and CO_2.

2. Modeling. If the result of screening indicates that additional analysis is required, then a more complex modeling tool will need to be used. FAA environmental modeling has evolved to a single tool that allows analysis of noise, emissions, and climate impacts and their interdependencies:

(a) Aviation Environmental Design Tool. AEDT is a software system that dynamically models aircraft performance in space and time to produce fuel burn, emissions and noise. Full flight gate-to-gate analyses are possible for study sizes ranging from a single flight at an airport to scenarios at the regional, national, and global levels.

(b) AEDT is currently used by the U.S. government to consider the interdependencies between aircraft-related fuel burn, noise, and emissions.

(c) The AEDT initially replaced the Noise Integrated Routing System (NIRS) that was used for the noise analysis of large regional study areas that included multiple airports. AEDT has subsequently also replaced the Integrated Noise Model (INM) and the Emissions and Dispersion Modeling System (EDMS).

32–3–4. RECORDS RETENTION

Records retention must be in accordance with the appropriate paragraph(s) in FAA Order 1350.15, Records Organization, Transfer, and Destruction Standards.

NOTE–
Although chapter 10 of FAA Order 1350.15 contains Air Traffic-specific information, guidance for retention of environmental documentation is contained in that portion of the order specific to the Airports Division.

a. Environmental record-keeping should receive special attention at the field facility level. If an action requires preparation of an EA or an EIS, the Service Center Environmental Specialist must maintain an Administrative File for every proposed action. The Administrative File is important in the environmental process because it is a compilation of all the information relied upon by FAA in the decision-making process.

b. Since some environmental projects may extend over several years, the Administrative File becomes a history of events. In the event of a legal challenge, the Administrative File will be used to develop the Administrative Record. The Administrative Record will be reviewed by the U.S. Court of Appeals to determine if the FAA complied with environmental requirements. The data and documentation contained in the File can also be used as the starting point for any follow-on environmental studies.

c. Field facility personnel must consult with their Service Center Environmental Specialist to obtain guidance on what should or should not become part of the Administrative File. Regional counsel or AGC–620, as appropriate, should also be consulted on this. Federal court rules provide that when an FAA action is challenged in court, the agency has 40 days to compile the Administrative Record, make necessary copies, and file an index to the Record with the court. Therefore, it is preferable to begin development of the Administrative Record by maintaining an accurate Administrative File from the earliest stages of a project, instead of waiting until a lawsuit is filed.

Section 4. Air Traffic-Specific Environmental Guidance and Requirements

32–4–1. DEPARTMENT OF TRANSPORTATION (DOT) ACT SECTION 4(f) (RECODIFIED AS 49 USC SECTION 303(c))

Air Traffic personnel need to consult with all appropriate Federal, state and local officials having jurisdiction over affected Section 4(f) resource when determining whether project-related noise impacts would constitute a use of those resources.

FAA Order 1050.1G, Appendix C, provides guidance on matters relevant to Section 4(f). (See also Appendix 9, Noise Policy for Management of Airspace Over Federally Managed Lands.)

32–4–2. NATIONAL HISTORIC PRESERVATION ACT (NHPA) § 106: ACTIONS NOT REQUIRING CONSULTATION

The types of undertakings listed in subparts a–e are presumed to have "no potential to cause effects" pursuant to 36 CFR § 800.3(a). When an action falls into one of these types of actions, it must be documented in the environmental record such as the Environmental Pre-screening Filter Tool or the project file. ATO is not required to consult when taking these actions. Once documentation is completed, then § 106 obligations are concluded.

a. Air traffic actions that decrease/reduce the times of use or dimensions of Special Use Airspace (SUA) and do not change the existing operations within SUA.

b. Air traffic actions that change the controlling agency or technical descriptions of SUA and do not change the operations within SUA.

c. Air traffic actions that do not change the location of existing flight tracks, do not lower altitudes of existing flight tracks, and do not increase the number of aircraft operations, concentrations of aircraft or aircraft types. Examples include but are not limited to: adjusting speeds at waypoints, adding/removing waypoints along existing flight tracks, overlays that replace existing conventional flight tracks with satellite based navigation, and increasing altitudes of existing flight tracks or SUA.

d. Air traffic actions that do not introduce new aircraft, new types of aircraft, or air traffic where it does not currently exist. The proposed changes must pass FAA's noise screening using currently approved tools and methodologies, and do not introduce reportable noise. Such actions must move aircraft to areas already experiencing aircraft noise.

e. Cancellation of flight procedures or routes when there is no planned replacement for them.

The actions listed in subpart f are not undertakings and therefore are not subject to § 106 obligations.

f. New, amended, or deleted missed approach procedures to be published.

32–4–3. COMMUNITY INVOLVEMENT

a. Community involvement is the process of engaging in dialogue and collaboration with communities affected by FAA actions. Collaboration means all parties taking responsibility to engage in meaningful dialogue with their counterparts. This includes making a genuine effort to ensure that the interests of all have been identified and as many as possible have been addressed before an outcome is determined.

b. The FAA is committed to open dialogue with communities and regards community input as an important consideration in decisions that affect the airspace. Because the FAA must prioritize the safe and efficient operation of the National Airspace System, community involvement does not guarantee outcomes that satisfy everyone. However, decisions that take community input into consideration are more likely to reflect the

collective public interest, receive broader community acceptance, and experience fewer implementation and post-implementation problems.

REFERENCE–
FAA Community Involvement Manual, February 2016, Section 1.1 "Background."

c. Therefore, ATO personnel should reference the following materials to determine the type and extent of community involvement, if any, for a project or action:

1. *FAA Order 1050.1.*

2. *FAA Community Involvement Manual (CIM).*

3. *FAA Air Traffic Organization Community Involvement Plan (ATO CIP).*

4. *FAA Community Involvement Performance Based Navigation Desk Guide (CIPDG).*

5. *FAA Order JO 7400.2, Appendix 10, FAA's "Community Involvement Policy" statement.*

6. *FAA Scenario-Based Guidance for Community Engagement.*

d. Community involvement should be considered early in the project development process. Note that the type of community involvement (workshops, airport meetings, roundtables, presentations, etc.) must be determined on a case-by-case basis.

32–4–4. SEGMENTATION AND INDEPENDENT UTILITY

Environmental Specialists must ensure that projects that do not have independent utility are not separated into smaller components (segmented) in order to avoid analyzing the overall impact of the project. A project has independent utility when it can reasonably satisfy the agency's purpose and need for the project even if no other project (or related portion of the project) is implemented. In contrast, projects are connected actions if they would not exist without the other project. Environmental Specialists should ensure that a project does not involve actions by multiple FAA LOB/SOs. Connected actions, as defined in FAA Order 1050.1G, § 6.1(f), must be considered together to prevent dividing a project into several smaller actions, each of which might have an insignificant impact when considered in isolation, but that taken as a whole, could have a substantial impact.

32–4–5. DIVERSE VECTOR AREAS (DVA)

a. According to FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), a DVA is an area established to avoid obstacles.

1. A DVA is used by air traffic control (ATC) radar facilities to allow the radar vectoring of aircraft below the minimum vectoring altitude (MVA), or for en route facilities, the minimum instrument flight rules altitude (MIA).

2. A DVA consists of designated airspace associated with a departure runway where the use of the applicable departure criteria, specified in FAA Order 8260.3, and this order have been applied to identify and avoid obstacles that penetrate the departure obstacle clearance surface (OCS).

3. Avoidance of obstacles is achieved through the application of a sloping OCS within the boundaries of the DVA. Since a sloping OCS is applicable to climb segments, a DVA is valid only when aircraft are permitted to climb uninterrupted from the departure runway to the MVA/MIA (or higher). A DVA is not applicable once an aircraft's climb is arrested.

b. Since DVAs generally do not define a specific route to avoid potential obstacles, this type of action is not considered a major Federal action under NEPA and therefore, FAA Order 1050.1G, § 1.1(a)(6)(ii)(B) Advisory Actions, applies.

c. In accordance with FAA Order 1050.1G, § 1.1(a)(6)(ii)(B), the establishment of a DVA could result in subsequent action that may be subject to NEPA. Facility and Service Center specialists working on these

subsequent actions must consult with their environmental specialist to determine if that action is subject to NEPA. (See questions in paragraph 33−2−1.)

32−4−6. NATIONAL SECURITY AREAS (NSAs)

a. According to paragraph 28−1−1, Definition, a National Security Area (NSA) consists of airspace of defined vertical and lateral dimensions established at locations where there is a requirement for increased security of ground facilities. Pilots are requested to voluntarily avoid flying through an NSA. When it is necessary to provide a greater level of security, flight in an NSA may be temporarily prohibited pursuant to the provisions of 14 CFR 99.7, Special Security Instructions.

b. In accordance with paragraph 28−2−1, Submission of Proposals, NSAs do not require environmental analysis; therefore, this type of action is not considered a major Federal action under NEPA, and FAA Order 1050.1G, § 1.1(a)(6)(ii)(B), Advisory Actions, applies.

32−4−7. PROHIBITED AREA AND ALERT AREA DESIGNATIONS

In accordance with paragraph 21−1−9, Environmental Analysis, prohibited area and alert area designations are actions that are neither permissive nor enabling, and therefore, environmental assessments or statements are not required when designating these areas.

32−4−8. RECORDS RETENTION

Records retention must be in accordance with the appropriate paragraph(s) in FAA Order 1350.15, Records Organization, Transfer, and Destruction Standards.

NOTE−
Although Chapter 10 of FAA Order 1350.15 contains Air Traffic-specific information, guidance for retention of environmental documentation is contained in that portion of the order specific to the Airports Division.

a. Environmental record-keeping should receive special attention at the field facility level. If an action requires preparation of an EA or an EIS, the Service Center Environmental Specialist must maintain the Administrative File. The Administrative File is important in the environmental process because it is a compilation of all the information relied upon by FAA in the decision−making process.

b. Since some environmental projects may extend over several years, the Administrative File becomes a history of events. In the event of a legal challenge, the Administrative File will be used to develop the Administrative Record. The Administrative Record will be reviewed by the U.S. Court of Appeals to determine if the FAA complied with the requirements of NEPA. The data and documentation contained in the File can also be used to initiate any subsequent environmental studies.

c. Field facility personnel must consult with their Service Center Environmental Specialist to obtain guidance on what should or should not become part of the Administrative File. Regional counsel or AGC−620, as appropriate, should also be consulted on this. Federal court rules provide that when an FAA action is challenged in court, the agency has 40 days to compile the Administrative Record, make necessary copies, and file an index to the Record with the court. Therefore, it is preferable to begin development of the Administrative Record by maintaining an accurate Administrative File from the earliest stages of a project, instead of waiting until a lawsuit is filed.

32−4−9. APPENDICES

a. Appendix 1. Environmental Study Process Flow Chart.

b. Appendix 2. Special Use Airspace Aeronautical Processing Flow Chart.

c. Appendix 3. Special Use Airspace Environmental Processing Flow Chart.

d. Appendix 4. FAA Procedures for Processing SUA Actions Summary Table.

e. Appendix 5. Air Traffic Initial Environmental Review (IER).

f. Appendix 6. Sample Categorical Exclusion Document Template.

g. Appendix 7. FAA/DoD Memorandum of Understanding.

h. Appendix 8. FAA Special Use Airspace Environmental Processing Procedures.

i. Appendix 9. Noise Policy for Management of Airspace Over Federally Managed Lands.

j. Appendix 10. Community Involvement Policy.

32–4–10. MEMORANDUMS AND EMAILS SUPERSEDED BY THIS ORDER

The following guidance memorandums (memos) and emails have been incorporated and therefore canceled.

a. ATA-1 Memo dated January 17, 2001, Change in Air Traffic Noise Screen Policy (Federal Register/Vol. 65, No. 235/Wednesday, December 6, 2000/Notices, p. 76339).

b. ATA-300 Memo dated September 15, 2003, Altitude Cut-Off for National Airspace redesign (NAR) Environmental Analyses.

c. AJR-34 Memo dated August 21, 2009, Environmental Guidance for Actions Involving Propeller-Driven Aircraft.

d. AJR-34 Memo dated August 21, 2009, Guidance Regarding the Number of Procedures for Noise Screening.

e. AJV-1 Memo dated December 15, 2010, Guidance for Conducting Environmental Review of Proposed Performance Based Navigation (PBN) Flight Procedures.

f. AEE-400 Guidance Memo #1 dated December 20, 2010, Clarification of CATEXs 311g and 311i for Procedural Actions; FAA Order 1050.1E.

g. AEE-400 Memo #2 dated January 10, 2011, Guidance on Preparing Focused, Concise and Timely Environmental Assessments.

h. AEE-400 Guidance Memo #4 dated March 21, 2012, Guidance on Using AEDT2a to Conduct Environmental Modeling for FAA Air Traffic Airspace and Procedure Actions.

i. D. Warren email dated March 23, 2012; In accordance with FAA Order 1050.1, National Security Areas (NSAs) are considered Advisory Actions and do not require environmental analysis.

j. D. Warren email, dated May 8, 2012, CATEXs for Departure.

k. AJV-114 memo dated July 17, 2012, Interim Guidance: Using the Lateral Movement Tests (LAT Tests) for Noise Screening of Air Traffic Actions.

l. AJV-11 memo dated January 4, 2013, Authorized Use of the MITRE Noise Screening Guidance Document, dated December 2012.

m. D. Warren email dated March 11, 2013, Diverse Vector Areas (DVAs).

n. AJV-0 Memo dated March 21, 2013, Signature Authority and Process for Environmental Findings and Decision Documents Related to Performance Based Navigation and Airspace Redesign.

o. AJV-0 Guidance Memo dated September 19, 2013, Implementation of the Re-engineered Environmental Review Process for Instrument Flight Procedures: FAA Order JO 7400.2J.

Appendix 5. Air Traffic Initial Environmental Review (IER)

Facility:_____ Date:_____
Prepared by: _____ Phone: _____
==========

NOTE–
This IER provides basic information about the Proposed Action to better assist in preparing for the environmental analysis phase of a proposed action. Although it requests information in several categories, not all the data may be available initially; however, it does represent information, in accordance with FAA Order 1050.1, Environmental Impacts: Policies and Procedures, and FAA Order JO 7400.2, Chapter 32, which ultimately will be needed for preparation of the appropriate environmental document. If the Instrument Flight Procedure (IFP) Environmental Pre-Screening Filter Tool is used to initiate the environmental review process, and it passes the initial noise screening, then the IER is unnecessary. Additional guidance on the identification of potential environmental impacts by environmental category is available in FAA Order 1050.1 Desk Reference and FAA Order JO 7400.2, Procedures for Handling Airspace Matters, paragraphs 32–3–1 and 32–3–2.

Section 1. Proposed Project Description

Describe the proposed project and identify the party proposing the project. Include general information identifying procedure(s) and/or airspace action(s) to be implemented and/or amended. Identify the associated airports and/or facilities.

1.1. Is the Proposed Action the result of a user request, community request, regulatory or Congressional mandate, or other?
User Request Community Request Regulatory Congressional Mandate or Non-Discretionary Action Other

1.2. Has airspace design been conducted using the Terminal Area Route Generation Evaluation and Traffic Simulation (TARGETS), or another airspace/air traffic design tool?
Yes No
If yes, Model: _____

1.3. Describe the Proposed Action, providing the necessary chart(s) depicting changes. Describe anticipated changes to the fleet mix, number of aircraft on proposed new route(s) and their altitude(s), if any.

1.4. Would the Proposed Action include an increase or decrease in the number of aircraft operations during nighttime (10:00 p.m. to 7:00 a.m.) and for California, evening hours (7:00 p.m. – 10:00 p.m.)?
Yes No

1.5. Are there currently any noise abatement procedures in effect for the affected airport(s), formal or informal? Check for availability of a Part 150 study to confirm existence of noise abatement procedures. Also see Section 4.2.14.2 below.
Yes No
Describe:

1.6. Does the airport have a preferential runway configuration?
Yes No N/A

1.6.1. If so, would the airport preferential runway configuration use change as a result of the Proposed Action?
Yes No
Explain:

1.7. Is the Proposed Action primarily designed for visual flight rules (VFR) or instrument flight rules (IFR) operations, or both?
VFR IFR Both

Airport Code: _____ City, State: _____

1.8. If the Proposed Action specifically involves a charted visual approach (CVA) procedure, provide a detailed local map indicating the route of the CVA, along with a discussion of the rationale for how the route was chosen.

1.9. Would all new and/or proposed change(s) in flight path(s) occur over 3,000 feet above ground level (AGL)?
Yes No

1.10. Would there be actions involving civil jet aircraft arrival procedures between 3,000–7,000 feet AGL, or departure procedures between 3,000–10,000 feet AGL?
Yes No

Section 2. Purpose and Need

2.1. Describe the purpose and need for the Proposed Action. Present the problem being addressed and describe what the FAA is trying to achieve with the Proposed Action. The purpose and need for the Proposed Action must be clearly explained and stated in terms that are understandable to individuals unfamiliar with aviation or commercial aerospace activities. If detailed background information is available, summarize it here and attach a copy to this review.

NOTE–
Include a discussion of any operational benefits or enhancements to operational safety that implementation of the flight procedure action may afford.

Section 3. Alternatives

3.1. Are there alternatives to the Proposed Action?
Yes No
If yes, describe any alternatives to the Proposed Action, including the No Action Alternative (discuss environmental consequences of not implementing the Proposed Action, i.e., maintain current conditions).

3.2. Current/Baseline Environment: Describe the existing procedure(s) (the No Action Alternative) in full detail. Provide the necessary chart(s) depicting the current procedure(s). If possible, describe the typical fleet mix, including the number and types of aircraft on the route (annually and average day), and depict their altitude(s) along the route.

Section 4. Environmental Review and Evaluation

The determination of whether a Proposed Action may have a significant environmental effect is made by considering requirements applicable to the specific environmental impact categories discussed below. (See FAA 1050.1 Desk Reference and FAA Order JO 7400.2, paragraphs 32–3–1 and 32–3–2.)

4.1. Describe the Affected Environment

4.1.1. Describe the existing land use and land cover within the Proposed Action's study area.

4.1.2. Describe noise sensitive areas (if any) within the Proposed Action's study area.[1]

4.1.2.1. Will the Proposed Action introduce air traffic over noise sensitive areas currently not affected?
Yes No
Describe:

4.2. Environmental Consequences
As stated in FAA Order 1050.1G, Appendix B–1, extraordinary circumstances are factors or circumstances in which a normally categorically excluded action may have a significant environmental impact that then requires further analysis in an Environmental Assessment or an Environmental Impact

[1] FAA Order 1050.1, paragraph 11–5 b.(10) Noise Sensitive Area. An area where noise interferes with normal activities associated with its use. Noise sensitive areas include residential, educational, health, religious structures and sites, and parks, recreational areas, areas with wilderness characteristics, wildlife and waterfowl refuges, and cultural and historical sites.

Airport Code: _____ City, State: _____

Statement. For FAA proposed actions, extraordinary circumstances exist when the Proposed Action meets both of the following criteria:

(1) Involves any of the following circumstances in subparagraph b.

(2) May have a significant impact as defined by NEPA.

4.2.1. Aviation Emissions and Air Quality

Has research or communication with air quality regulatory agencies been conducted to identify areas of concern to determine if the affected area is a non-attainment area (an area which exceeds the Clean Air Act [CAA] National Ambient Air Quality Standards [NAAQS] for the following criteria air pollutants: ozone, carbon monoxide, lead, particulate matter, sulfur dioxide, or nitrogen dioxide) or maintenance area (an area which was in non-attainment but subsequently upgraded to an attainment area) concerning air quality?

Yes No N/A

Explain:

Evaluation: Will implementation of the Proposed Action result in an impact on air quality or a violation of local, state, tribal, or federal air quality standards under the Clean Air Act amendments of 1990? (See FAA Order 1050.1, Exhibit A−1, the Aviation Emissions and Air Quality Handbook, and FAA 1050.1 Desk Reference, Chapter 1, for details on how to make the determination.)

Yes No

Comment:

The Proposed Action is intended to enhance operational safety and efficiency. Additionally, the Proposed Action would not change project−related aircraft emissions below 3,000 feet AGL. The Proposed Action is not intended to change the number of aircraft operations and the aircraft fleet mix. The Proposed Action is presumed to conform to the State Implementation Plan (SIP). The Proposed Action is a type of action that promotes the safe, orderly, and expeditious flow of aircraft traffic, including airport, approach, departure, and en route air traffic control (ATC) procedures. Therefore, these changes are presumed to conform as emissions from these types of actions are below the applicable de minimis levels. The Environmental Protection Agency (EPA) regulations identify certain actions that would not exceed these thresholds, including ATC activities and adoption of approach, departure, and en route ATC procedures for aircraft operations above the mixing height specified in the applicable SIP (or 3,000 feet AGL) in places without an established mixing height. FAA Order 1050.1, and FAA's NEPA implementing guidance, provides that further analysis for National Environmental Policy Act (NEPA) purposes is normally not required where emissions do not exceed the EPA's de minimis thresholds.

Implementation of the Proposed Action is not expected to affect air quality and is presumed to conform to Category 14, "Air Traffic Control Activities and Adopting Approach, Departure and En Route Procedures for Air Operations," as identified in the General Conformity Rule, 72 Federal Register 41565−41580 (July 30, 2007).

4.2.2. Biological Resources − Endangered/Threatened Bird and Bat Species and their Sensitive or Critical Habitat

4.2.2.1. Are there wildlife and/or waterfowl refuge/management areas within the project study area of the Proposed Action?

Yes No N/A

Identify:

4.2.2.2. Are there sensitive or critical bird or bat habitats within the project study area of the Proposed Action?

Yes No N/A

Identify:

4.2.2.3. If so, has there been any communication with the appropriate wildlife management regulatory agencies (federal and state) to determine if endangered or protected species inhabit the area?

Yes No N/A

If yes, identify endangered or protected species.

4.2.2.4. Would aircraft overfly sensitive or critical habitats below 3,000 feet AGL?

Yes No N/A

Explain: (Also, explain if current flights are overflying sensitive or critical habitat; identify them.)

4.2.2.5. During what times of the day would operations be more/less frequent?

Evaluation: Will implementation of the Proposed Action result in an impact on natural, ecological, or biological resources of federal, tribal, state, or local significance (for example, federally listed or proposed endangered, threatened, or candidate species or proposed or designated critical habitat under the Endangered Species Act)? (See FAA Order 1050.1, Appendix B−1.b.(3), and 1050.1 Desk Reference, Chapter 2, for details on how to make the determination.)

4.2.2.a. Yes

Comment:

4.2.2.b. No

An impact to biological resources is not anticipated.

4.2.3. Coastal Resources

4.2.3.1. Are there designated coastal resources in the affected area?

Yes No N/A

Identify:

4.2.3.2. Will implementation of the Proposed Action result in any construction or development or any physical disturbances of the ground with the potential to affect coastal resources?

Yes No N/A

Evaluation: Will implementation of the Proposed Action result in an impact to coastal resources? (See FAA Order 1050.1, Appendix B−1.b(4), and 1050.1 Desk Reference, Chapter 4, for details on how to make the determination.)

4.2.3.a. Yes

Comment:

4.2.3.b. No

An impact to coastal resources is not anticipated.

4.2.4. Department of Transportation Act, Section 4(f), and Land and Water Conservation Fund (Referred to as Section 6(f))

NOTE−

A noise analysis and flight track analysis are utilized to identify the geographical area where Section 4(f) resources might be present that could have the potential to be affected by the introduction of visual or audible elements from aircraft overflights. For this undertaking, no land acquisition, construction, or other ground disturbance would occur. Therefore, potential effects are limited to effects from aircraft overflights, primarily noise and visual effects.

NOTE−

For Section 4(f) consultation purposes, if resources are overflown above 18,000 feet AGL, consultation would not be required. But, if there is a new route or segment added, a lateral shift of a segment, or a decrease in altitude that could

potentially take aircraft below where they're currently flying (or below 18,000 feet AGL), then consultation could be required.

4.2.4.1. Are there cultural or scenic resources, of national, state, or local significance, such as national parks, publicly owned parks, recreational areas, wilderness areas, national/state forests, and public and private historic sites in the project study area of the Proposed Action?

Yes No N/A

Identify:

4.2.4.2. If so, at what altitude would the affected area(s) be overflown?

4.2.4.3. If so, during what time(s) of the day would operations occur that may impact these areas?

Evaluation: Will implementation of the Proposed Action result in an impact to properties protected under Section 4(f) of the Department of Transportation Act? (See FAA Order 1050.1, Appendix B−1.b(4), and 1050.1 Desk Reference, Chapter 5, for details on how to make the determination.)

4.2.4.a. Yes

Comment:

4.2.4.b. No

An impact to Section 4(f) resources is not anticipated.

4.2.5. Farmlands

The Farmland Protection Policy Act (FPPA) (7 CFR, part 658) regulates federal actions with the potential to convert farmland to non-agricultural uses. Implementation of the Proposed Action does not involve the development of land regardless of use, nor does it have the potential to convert farmland to non-agricultural uses. An impact to farmlands is not anticipated.

4.2.6. Hazardous Material, Solid Waste, and Pollution Prevention

NOTE−

The proposed flight procedure or air traffic action would not involve construction or development or any physical disturbances of the ground. Therefore, the potential for impact from hazardous materials, pollution, or solid waste is not anticipated, and no further analysis or pollution prevention actions would be required.

4.2.7. Historical, Architectural, Archaeological, and Cultural Resources (*Historical and Cultural Resources Only*)

NOTE−

Section 106 of the National Historic Preservation Act (NHPA) applies to actions that have the potential to affect historic properties in a way that alters any of the characteristics that make the property significant, including changes in noise where a quiet setting is an attribute of significance. Direct effects are caused by the action and occur at the same time and place, and may be visual, auditory, or atmospheric. Indirect effects are those caused by the undertaking that are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects 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 ecosystem. Refer to the June 7, 2019, memo from the Advisory Council of Historic Preservation Office of General Counsel regarding the meaning of "direct" in Section 106 of the NHPA.

A noise analysis and flight track analysis are utilized to identify the geographical area where historic properties might be present that could be affected by the introduction of visual or audible elements from aircraft overflights. For this undertaking, no land acquisition, construction, or other ground disturbance would occur. Therefore, potential effects are limited to effects from aircraft overflights, primarily noise and visual effects.

4.2.7.1. Is the type of undertaking identified in FAA Order JO 7400.2, paragraph 32–4–2, subparagraphs a–e, presumed to have "no potential to cause effects" pursuant to 36 CFR § 800.3(a)?

Yes No

If yes, identify which subpart (a–e) the undertaking is presumed to have "no potential to cause effects."

4.2.7.2. Are there historical properties and/or cultural resources protected under Section 106 of the NHPA in the Area of Potential Effect (APE) of the Proposed Action?[2]

Yes No N/A

Identify:

4.2.7.3. Will the Proposed Action include the removal or alteration of historic properties or cultural resources (direct effect)?

Yes No N/A

4.2.7.4. Do any of the historic properties or cultural resources identified have quiet as a generally recognized purpose, feature, or attribute?

Yes No N/A

4.2.7.5. Will the Proposed Action substantially alter or interfere with the use or character of the property (indirect effect)?

Yes No N/A

Evaluation: Will the Proposed Action result in an adverse effect on properties protected under the National Historic Preservation Act of 1966, as amended? (See FAA Order 1050.1, Appendix 5–2.b.(1), and 1050.1 Desk Reference, Chapter 8, for details on how to make the determination.)

4.2.7.a. Yes

Explain:

4.2.7.b. No

The potential to impact properties subject to Section 106 review is not anticipated.

4.2.8. Land Use

The compatibility of existing and planned land uses with an aviation or aerospace proposal is usually associated with noise impacts. In addition to the impacts of noise on land use compatibility, other potential impacts of FAA actions may affect land use compatibility. The impact on land use, if any, should be analyzed and described under the appropriate impact category.

Evaluation: The determination that significant impacts exist in the Land Use impact category is normally dependent on the significance of other impacts. (See 1050.1 Desk Reference, Chapter 9, for details on how to make the determination.)

4.2.9. Natural Resources and Energy Supply

NOTE–

The proposed flight procedure or air traffic action would not involve construction or development or any physical disturbances of the ground. Therefore, the potential for impact from hazardous materials, pollution, or solid waste is not anticipated, and no further analysis or pollution prevention actions would be required.

4.2.9.1. Is a reduction of a fuel cost and/or energy consumption anticipated as a result of the Proposed Action?

Yes No N/A

[2] 36 CFR §800.16, Area of Potential Effects (APE) is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties if any such properties exist.

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4.2.9.2. Will the Proposed Action have the potential to cause demand or strain on a natural resource(s) or material(s) that exceeds current or future availability of these resources? (See FAA Order 1050.1, Appendix B−1.b.(4).)

Yes No N/A

If yes, explain:

Evaluation: Will implementation of the Proposed Action result in an impact in relation to natural resources and energy supply?

4.2.9.a. Yes

Comment:

4.2.9.b. No

An impact to natural resources and energy supply is not anticipated.

4.2.10. Noise and Noise-Compatible Land Use

The significance threshold for noise is whether the Proposed Action would increase noise by day−night average sound level (DNL) 1.5 decibel (dB) or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level; or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB increase, when compared to the No Action Alternative for the same timeframe.

NOTE−

An area is noise sensitive if aircraft noise may interfere with the normal activities associated with the use of the land. Normally, noise sensitive areas include residential, educational, health, religious structures and sites, parks, recreational areas, areas with wilderness characteristics, wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the DNL 65 dB noise contour. Individual, isolated, residential structures may be considered compatible within the DNL 65 dB noise contour where the primary use of land is agricultural and adequate noise attenuation is provided. See FAA Order 1050.1,Appendix C−1.3), for a description of noise sensitive areas.

Noise compatibility or non-compatibility of land use is determined by comparing the Proposed Action DNL values to the values in the 14 CFR, Part 150, Appendix A, Table 1, Land-Use Compatibility with Yearly DNL Average Sound Levels. (See FAA Order 1050.1 and 1050.1 Desk Reference, Chapter 11.)

NOTE−

14 CFR, Part 150, guidelines are not sufficient to address the effects of noise on some noise sensitive areas.

NOTE−

No noise analysis is needed for projects involving Design Group I and II airplanes (wingspan less than 79 feet) in Approach Categories A through D (landing speed less than 166 knots) operating at airports whose forecast operations in the period covered by the NEPA document do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 annual jet operations (2 average daily operations). Also, no noise analysis is needed for projects involving existing heliports or airports whose forecast helicopter operations in the period covered by the NEPA document do not exceed 10 annual daily average operations with hover times not exceeding 2 minutes. See FAA Order 1050.1, Appendix B−1.

4.2.10.1. Would implementation of the Proposed Action result in an increase in operations?

Yes No

4.2.10.2. Would the Proposed Action introduce air traffic over noise sensitive areas currently *not* affected?

Yes No

Explain:

4.2.10.3. What is the lowest altitude over a noise sensitive area on a new or amended flight procedure and/or that would receive an increase in air traffic operations?

4.2.10.4. Do the results of the noise analysis indicate a change in noise meeting threshold criteria considered "significant"?

i. For DNL 65 dB and higher: +1.5 dB Yes No

4.2.10.5. If yes, are the results of the noise analysis incompatible with one or more of the Land Use Compatibility categories? (See FAA 1050.1 Desk Reference, Exhibit 11−3.)
Yes No
Explain:

4.2.10.6. Do the results of the noise analysis indicate a threshold of significance over noise sensitive areas *not* listed under the Land Use Compatibility categories (e.g., Section 4(f) resources, Section 106 properties, Critical Habitats).
Yes No
Explain:

4.2.10.7. Do the results of the noise analysis indicate a change in noise meeting threshold criteria considered "reportable"?
i. For DNL 60 dB to < 65 dB: +3 dB Yes No
ii. For DNL 45 dB to < 60 dB: +5 dB Yes No

Evaluation:

4.2.10.a. Will the Proposed Action result in a *significant* noise impact over noise sensitive areas? (See FAA Order 1050.1, Appendix B−1.b(7), Noise and Noise Compatible Land Use, for details on how to make the determination.)
Yes No
Explain:

4.2.10.b. Will the Proposed Action result in a *reportable* noise impact over noise sensitive areas? (See FAA Order 1050.1, Appendix B−1.b(7), for details on how to make the determination.)
Yes No
Explain:

4.2.11. Socioeconomics, and Children's Environmental Health and Safety Risk

4.2.11.1. Socioeconomics

NOTE−
FAA has not established a significance threshold for Socioeconomics. Impacts to Socioeconomics in the context of other impact categories should be considered. (See FAA Order 1050.1, Exhibit A−1.)

Evaluation: Will implementation of the Proposed Action result in an impact to socioeconomics? (See the FAA 1050.1 Desk Reference, Chapter 12, for details on how to make the determination.)

4.2.11.a. Yes
Comment:

4.2.11.b. No
The Proposed Action would not involve acquisition of real estate, relocation of residents or community businesses, disruption of local traffic patterns, loss in community tax base, or changes to the fabric of the community.

4.2.11.2. Children's Environmental Health and Safety Risk

NOTE−
The FAA has not established a significance threshold for Children's Environmental Health and Safety Risk. Impacts to Children's Environmental Health and Safety in the context of other impact categories should be considered. (See FAA Order 1050.1, Exhibit A−1.)

Evaluation: Will the Proposed Action have the *potential* to lead to a disproportionate Environmental Health or Safety Risk to children due to significant impacts in other environmental impact categories? (See the 1050.1 Desk Reference, Chapter 12, for details on how to make the determination.)

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4.2.11.a. Yes
Comment:

4.2.11.b. No
The Proposed Action would not affect products or substances that a child would likely come into contact with, ingest, use, or be exposed to and would not result in environmental health and safety risks that could disproportionately affect children.

4.2.12. Visual Effects (*visual impacts only)*

NOTE–
FAA has not established a significance threshold for Visual Effects. Impacts to Visual Effects in the context of other impact categories should be considered. (See FAA Order 1050.1, Exhibit A–1.)

4.2.12.1. Will implementation of the Proposed Action create annoyance or interfere with normal activities from light emissions?
Yes No N/A

4.2.12.2. Will implementation of the Proposed Action affect the visual character of the area including the importance, uniqueness, and aesthetic value of the affected visual resources?
Yes No N/A

Evaluation: Will the Proposed Action result in an impact to visual resources? (See FAA Order 1050.1, Exhibit A–1, and 1050.1, Desk Reference, Chapter 13, for details on how to make the determination.)

4.2.12.a. Yes
Comment:

4.2.12.b. No
The Proposed Action is not anticipated to interfere or have an effect on visual resources.

4.2.13. Water Resources (including Wetlands, Flood Plains, Surface Waters, Groundwater, and Wild and Scenic Rivers)

NOTE–
The Proposed Action would not involve any physical ground disturbing activities that would result in impacts to water resources. Therefore, the Proposed Action would not result in any direct or indirect impacts to water quality, and no further analysis is required. (See FAA Order JO 7400.2, paragraph 32–3–2.)

4.2.14. Local Plans and Development Efforts

NOTE–
Consideration of reasonably foreseeable environmental effects (previously referred to as "cumulative impacts") applies to the impacts resulting from the implementation of the Proposed Action combined with other actions. A reasonably foreseeable environmental effect is defined as an impact on the environment that results from the incremental impact of the action when added to other, recent, and reasonably foreseeable future actions, regardless of what agency (federal or non-federal) or person undertakes such other actions.

Analyzing reasonably foreseeable environmental effects is considered within geographic (spatial) and time (temporal) boundaries. Reasonably foreseeable future actions refer to projects that would likely be completed within the next five years and do not include those actions that are highly speculative or indefinite. The types of projects considered under previous "cumulative impact" analyses were primarily limited to airfield projects, specifically projects that directly affect or involve runways and modifications to parallel taxiways (e.g., lengthening and/or widening). These types of projects may affect aircraft flight operations.

4.2.14.1. Is the Proposed Action consistent with local plans and development efforts?
Yes No
Describe:
[IF YES] This is an air traffic action only and would not involve construction or development or any physical disturbances on the ground. The Proposed Action would not increase the

number of air traffic operations, flight schedules, or preferential runway use. No impacts to local plans or development efforts are anticipated.

4.2.14.2. Has there been any previous aircraft-related environmental or noise analysis, including a Part 150 Study, conducted at this location?[3]

Yes No N/A

Describe:

4.2.14.a. If so, was the study reviewed as part of this initial review?

Yes No N/A

Describe:

4.2.15. Effects on the Quality of the Human Environment that are Likely to be Highly Controversial on Environmental Grounds

NOTE–

The term "highly controversial on environmental grounds" means there is a substantial dispute involving reasonable disagreement over the degree, extent, or nature of a proposed action's environmental impacts or over the action's risks of causing environmental harm. Mere opposition is not sufficient for a proposed action or its impacts 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 impacts of a proposed action. If in doubt about whether a proposed action is highly controversial on environmental grounds, consult the headquarters environmental division for the Line of Business/Staff Office (LOB/SO), the Office of Environment and Energy (AEE–400), or the Office of Chief Counsel (AGC) for assistance. (See FAA Order 1050.1, Exhibit A–1.)

4.2.15.1. Will implementation of the Proposed Action result in the likelihood of an inconsistency with any federal, state, tribal, or local law relating to the environmental aspects of the Proposed Action? (See FAA Order 1050.1, Exhibit A–1.)

Yes No

Evaluation: Is there likelihood for the Proposed Action to be highly controversial based on environmental grounds?

4.2.15.a. Yes

Comment:

4.2.15.b. No

The potential for controversy is not anticipated.

Section 5. Mitigation

Are there measures which can be implemented that might mitigate any of the potential impacts (GPS/FMS plans, NAVAIDs, etc.)?

Yes No N/A

Describe:

Section 6. Community Engagement

Community engagement is the process of engaging in dialog and collaboration with communities affected by FAA actions. The appropriate level of community engagement and public engagement will vary to some degree depending on the project scope and affected communities. (See FAA Order JO 7400.2, Appendices 10 and 11, and the Community Involvement Performance Based Navigation Desk Guide, and/or AEE's Community Involvement Manual, or other available community involvement guidance for further information).[4]

6.1. Has the Environmental Protection Specialist informed the FAA Regional Administrator and/or Community Engagement Team about the Proposed Action?

[3] 14 CFR Part 150, *Airport Noise Compatibility Planning*.

[4] FAA, *Community Involvement Performance Based Navigation (PBN) Desk Guide,* (July 2, 2018). https://www.faa.gov/sites/faa.gov/files/air_traffic/community_engagement/CI_PBN_Desk_Guide_v2.0.pdf

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Yes No
Describe:

6.2. Does the community engagement team recommend Community Engagement activities for the Proposed Action?
Yes No

If yes, coordinate with the Community Engagement team to complete the following questions. If community engagement is not required, the following questions are not applicable.

6.2.1. Will information be provided to the local airport manager/sponsor other than notification in the IFP Information Gateway? If yes, describe.
Yes No
Describe:

6.2.2. Will the public who could have an interest in the Proposed Action due to their location near the proposed areas of change, be notified, consulted, or otherwise informed of the Proposed Action?
Yes No
If yes, describe the communication efforts.

6.2.2. Are any parties known to be opposed to, or be in support of, the new or amended flight procedures?
Yes No
If yes, identify the parties and indicate whether they are in opposition to or are in support of the Proposed Action, and the basis of their opposition.

6.3. Has the FAA received any comments objecting to the Proposed Action other than what would be considered controversial on environmental grounds? (See question 4.2.15.1 above.)

NOTE–
Additional community involvement may be necessary to determine the nature of the objection(s) to the Proposed Action. Note that community involvement may be recommended even if environmental impacts do not meet NEPA significance thresholds.

Yes No

6.3.1. If so, state the source and substance of the comment(s) and how the FAA was notified (resolution, Congressional, public meeting/workshop, etc.).

6.3.2. If public comments were received, and an FAA response was provided, please attach to this IER.

Section 7. References/Correspondence

Attach, in writing, all relevant and applicable correspondence, including phone logs, Memorandums to the File, etc., identifying the individual, their titles, role(s) in the Proposed Action, purpose of the communication(s), conclusion(s) and resolution(s), and if any follow-up communications, etc.

Section 8. Additional Preparers (e.g., FAA airspace specialists, community engagement officers, and National Airspace System [NAS] analytics team members)

The person(s) listed below, in addition to the preparer indicated on page 1, are responsible for all or part of the information and representations contained herein:

Name: _____

Title: _____

Facility: _____

Telephone Number: _____

Specific Area of Responsibility: _____

Airport Code: _____ City, State: _____

Section 9. Facility/Service Area Conclusions

This initial review and analysis indicate that no extraordinary circumstances or other reasons exist that would cause the responsible federal official to believe that the Proposed Action might have the potential for causing significant environmental impacts. The undersigned have determined that the Proposed Action qualifies as a categorically excluded action in accordance with FAA Order 1050.1, and on this basis, recommend that further environmental review need not be conducted before the Proposed Action is implemented.

Facility Manager Review/Concurrence

Signature: _____ Date: _____
Name:
Title:
Facility:

Service Center Environmental Specialist Review/Concurrence

Signature: _____ Date: _____
Name:
Title:
Location:

Service Center Director Review/Concurrence

Signature: _____ Date: _____
Name:
Title:
Location:

Airport Code: _____ City, State: _____