

CHANGE

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

**JO 7400.2L
CHG 3**

Air Traffic Organization Policy

Effective Date:
September 13, 2018

SUBJ: Procedures for Handling Airspace Matters

- 1. Purpose of This Change.** This change transmits revised pages to Federal Aviation Administration Order JO 7400.2L, 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 http://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 which has editorial corrections and changes submitted through normal procedures.
- 5. Distribution.** This change is available online and will be distributed electronically to all offices that subscribe to receive email notification/access to it through the FAA website at http://faa.gov/air_traffic/publications.
- 6. Disposition of Transmittal.** Retain this transmittal until superseded by a new basic order.
- 7. Page Control Chart.** See the page control chart attachment.

Original Signed By: *Maurice Hoffman*

Maurice Hoffman
Director, Airspace Services
Mission Support Services
Air Traffic Organization

Date: August 7, 2018

Distribution: Electronic

Initiated By: AJV-0
Vice President, Mission Support Services

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 Environment Review

Appendix 5 was rewritten to better assist the Environmental Specialists in producing more detailed and accurate Initial Environmental Review (IER) forms, ensure consistency with the environ-

mental requirements, and incorporate Community Involvement policy considerations.

b. 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 7400.2L
Change 3
Page Control Chart
March 29, 2018

REMOVE PAGES	DATED	INSERT PAGES	DATED
Table of Contents i through xix	3/29/18	Table of Contents i through xix	9/13/18
Appendix 4-1	3/29/18	Appendix 4-1	3/29/18
Appendix 4-2	3/29/18	Appendix 4-2	9/13/18
Appendix 5-1 through Appendix 5-6	4/27/17	Appendix 5-1 through Appendix 5-14	9/13/18

Order JO 7400.2L Procedures for Handling Airspace Matters

Table of Contents

Part 1. General Procedures for Airspace Management

Chapter 1. General

Section 1. Introduction

Paragraph	Page
1-1-1. PURPOSE OF THIS ORDER	1-1-1
1-1-2. AUDIENCE	1-1-1
1-1-3. WHERE TO FIND THIS ORDER	1-1-1
1-1-4. WHAT THIS ORDER CANCELS	1-1-1
1-1-5. CHANGE AUTHORITY	1-1-1
1-1-6. EXPLANATION OF CHANGES	1-1-1
1-1-7. SUBMISSION CUTOFF AND EFFECTIVE DATES	1-1-1
1-1-8. DELIVERY DATES	1-1-1
1-1-9. RECOMMENDATIONS FOR PROCEDURAL CHANGES	1-1-2
1-1-10. DISTRIBUTION	1-1-2
1-1-11. SAFETY MANAGEMENT SYSTEM	1-1-2

Section 2. Authority and Order Use

1-2-1. POLICY	1-2-1
1-2-2. AUTHORITY AND APPLICABILITY	1-2-1
1-2-3. FUNCTIONAL RESPONSIBILITIES	1-2-1
1-2-4. TITLE 14 CODE OF FEDERAL REGULATIONS (CFR) REFERENCES	1-2-1
1-2-5. WORD MEANING	1-2-2
1-2-6. ABBREVIATIONS	1-2-2

Section 3. Airspace Planning and Analysis

1-3-1. BACKGROUND	1-3-1
1-3-2. POLICY	1-3-1

Chapter 2. Rulemaking/Nonrulemaking Airspace Cases

Section 1. Ex Parte Communications

2-1-1. DEFINITION	2-1-1
2-1-2. SCOPE	2-1-1
2-1-3. POLICY	2-1-1
2-1-4. DISCLOSURE	2-1-1
2-1-5. PERMITTED CONTACT	2-1-1
2-1-6. RECORDING CONTACTS	2-1-2
2-1-7. ADVICE FROM COUNSEL	2-1-2
2-1-8. RELEASE OF RULEMAKING AND/OR NONRULEMAKING TEXTS	2-1-3

Paragraph	Page
2-1-9. ADDITIONAL REFERENCES	2-1-3

Section 2. Executive Order 10854

2-2-1. SCOPE	2-2-1
2-2-2. POLICY	2-2-1

Section 3. Processing Rulemaking Airspace Actions

2-3-1. PURPOSE	2-3-1
2-3-2. RESPONSIBILITY	2-3-1
2-3-3. DOCKETS	2-3-1
2-3-4. COMMENT PERIODS	2-3-1
2-3-5. FLIGHT PROCEDURAL DATA	2-3-1
2-3-6. SUBMISSION OF RULEMAKING AIRSPACE CASES TO HEADQUARTERS ...	2-3-2
2-3-7. EFFECTIVE DATE OF FINAL RULES	2-3-2
2-3-8. PUBLICATION IN FEDERAL REGISTER	2-3-3

Section 4. Processing Nonrulemaking Airspace Actions

2-4-1. PURPOSE	2-4-1
2-4-2. IDENTIFICATION	2-4-1
2-4-3. CIRCULARIZATION	2-4-1
2-4-4. CIRCULARIZATION DOCUMENTATION	2-4-1
2-4-5. SUBMISSION OF NONRULEMAKING SUA CASES TO AIRSPACE POLICY GROUP	2-4-2
2-4-6. EFFECTIVE DATE OF NONRULEMAKING ACTIONS	2-4-2
2-4-7. PUBLICATION OF NONRULEMAKING ACTIONS	2-4-2

Section 5. Informal Airspace Meeting

2-5-1. PURPOSE	2-5-1
2-5-2. POLICY	2-5-1
2-5-3. CLASS B AND C INFORMAL AIRSPACE MEETING NOTIFICATION PROCEDURES	2-5-1
2-5-4. INFORMAL AIRSPACE MEETING NOTIFICATION PROCEDURES FOR AIRSPACE ACTIONS OTHER THAN CLASS B AND CLASS C	2-5-1
2-5-5. LOCATION	2-5-2
2-5-6. AGENDA ITEMS	2-5-2
2-5-7. RECORD OF MEETINGS	2-5-2

Chapter 3. Aeronautical Information

Section 1. General

3-1-1. POLICY	3-1-1
3-1-2. RESPONSIBILITY	3-1-1
3-1-3. TRUE/MAGNETIC DIRECTIONS	3-1-1
3-1-4. NAVIGATIONAL AID COORDINATES	3-1-1
3-1-5. DIRECTIONS	3-1-1

Section 2. Charted Reporting Points

Paragraph	Page
3-2-1. POLICY	3-2-1
3-2-2. CHART SERIES SELECTION	3-2-1
3-2-3. FAA FORM 8260-2, RADIO FIX AND HOLDING DATA RECORD	3-2-1
3-2-4. PREPARATION OF FORM 8260-2	3-2-1

Section 3. Naming of NAVAIDs, Aeronautical Facilities, and Fixes

3-3-1. GENERAL	3-3-1
3-3-2. RESPONSIBILITY	3-3-1
3-3-3. NAMING OF NAVAIDs	3-3-1
3-3-4. NAMING OF WAYPOINTS, INTERSECTIONS, AND DME FIXES	3-3-1

Chapter 4. NAVAIDs

Section 1. General

4-1-1. PURPOSE	4-1-1
4-1-2. POLICY	4-1-1
4-1-3. RESPONSIBILITY FOR FREQUENCY SELECTION	4-1-1
4-1-4. GOVERNING CRITERIA	4-1-1
4-1-5. LONG-RANGE PLANNING	4-1-1
4-1-6. PROPOSED CHANGES	4-1-1

Section 2. FAA NAVAIDs

4-2-1. POLICY	4-2-1
4-2-2. COORDINATION	4-2-1
4-2-3. INFORMAL AIRSPACE MEETINGS	4-2-1
4-2-4. APPROVAL AUTHORITY	4-2-1
4-2-5. DISTRIBUTION	4-2-1
4-2-6. COMMISSIONING DATE	4-2-1
4-2-7. PROCESSING REGULATORY ACTIONS	4-2-2

Section 3. Military NAVAIDs

4-3-1. POLICY	4-3-1
4-3-2. COORDINATION WITH MILITARY	4-3-1
4-3-3. EVALUATION BY TECHNICAL OPERATIONS SERVICES OFFICE	4-3-1
4-3-4. CIRCULARIZATION	4-3-1
4-3-5. DETERMINATION RESPONSIBILITY	4-3-1
4-3-6. NOTIFICATION AND DISTRIBUTION	4-3-1

Section 4. Non-Federal NAVAIDs

4-4-1. POLICY	4-4-1
4-4-2. REQUEST FOR ESTABLISHMENT	4-4-1
4-4-3. RESPONSIBILITY	4-4-1
4-4-4. EXTERNAL COORDINATION	4-4-2
4-4-5. INFORMAL AIRSPACE MEETING	4-4-2
4-4-6. APPROVAL AND NOTIFICATION PROCESS	4-4-2
4-4-7. DISTRIBUTION	4-4-2

Section 5. Discontinuance of FAA NAVAIDs

Paragraph	Page
4-5-1. POLICY	4-5-1
4-5-2. RESPONSIBILITIES	4-5-1
4-5-3. COORDINATION OF PROPOSALS	4-5-1
4-5-4. OBTAINING APPROVAL	4-5-1
4-5-5. DISCONTINUANCE ACTION	4-5-1
4-5-6. CANCELLATION OF CONTROLLED AIRSPACE AND INSTRUMENT PROCEDURES	4-5-1
4-5-7. DECOMMISSIONING DATE	4-5-1
4-5-8. DISCONTINUANCE OF NAVAIDs INCLUDED IN ICAO PLANS	4-5-2
4-5-9. INTERNATIONAL STAFF NOTIFICATION	4-5-2

Section 6. Discontinuance of Military and Non-Federal NAVAIDs

4-6-1. POLICY	4-6-1
4-6-2. RESPONSIBILITY	4-6-1
4-6-3. ACTION PRIOR TO DISCONTINUANCE	4-6-1
4-6-4. DISCONTINUANCE OF NAVAIDs INCLUDED IN ICAO PLANS	4-6-1

Part 2. Objects Affecting Navigable Airspace

Chapter 5. Basic

Section 1. General

5-1-1. PURPOSE	5-1-1
5-1-2. AUTHORITY	5-1-1
5-1-3. POLICY	5-1-1
5-1-4. SCOPE	5-1-1
5-1-5. RESPONSIBILITY	5-1-1
5-1-6. SENSITIVE CASES REFERRED TO WASHINGTON	5-1-1
5-1-7. AUTOMATION	5-1-2
5-1-8. OE/AAA AUTOMATED SYSTEM AIRPORT/RUNWAY DATABASE	5-1-2
5-1-9. TRAINING	5-1-2
5-1-10. RELEASE OF INFORMATION	5-1-2

Section 2. Notices

5-2-1. REQUIREMENTS	5-2-1
5-2-2. PROCESSING	5-2-1
5-2-3. FAA FORMS	5-2-1

Chapter 6. Aeronautical Studies

Section 1. General

6-1-1. POLICY	6-1-1
6-1-2. AERONAUTICAL STUDY NUMBERS	6-1-1
6-1-3. STUDY OF EXISTING STRUCTURES	6-1-1
6-1-4. PROPOSALS UNDER CONSTRUCTION	6-1-2
6-1-5. STRUCTURES EXCEEDING 2,000 FEET	6-1-2

Paragraph	Page
6-1-6. FEASIBILITY STUDIES	6-1-2
6-1-7. TOWER OWNERSHIP	6-1-3

Section 2. Initial Processing/Verification

6-2-1. VERIFICATION/E-FILING	6-2-1
6-2-2. VERIFICATION/PAPER-FILING	6-2-1
6-2-3. DIVISION COORDINATION	6-2-2
6-2-4. ADDITIONAL COORDINATION	6-2-2

Section 3. Identifying/Evaluating Aeronautical Effect

6-3-1. POLICY	6-3-1
6-3-2. SCOPE	6-3-1
6-3-3. DETERMINING ADVERSE EFFECT	6-3-1
6-3-4. DETERMINING SIGNIFICANT VOLUME OF ACTIVITY	6-3-1
6-3-5. SUBSTANTIAL ADVERSE EFFECT	6-3-2
6-3-6. RESPONSIBILITY	6-3-2
6-3-7. AIRPORT SURFACES AND CLEARANCE AREAS	6-3-11
6-3-8. EVALUATING EFFECT ON VFR OPERATIONS	6-3-11
6-3-9. EVALUATING EFFECT ON IFR OPERATIONS	6-3-18
6-3-10. EVALUATING EFFECT ON AIR NAVIGATION AND COMMUNICATION FACILITIES	6-3-21
6-3-11. EVALUATING PLANNED OR FUTURE AIRPORT DEVELOPMENT PROGRAMS	6-3-23
6-3-12. EVALUATING TEMPORARY CONSTRUCTION	6-3-23
6-3-13. CONSIDERING SHIELDING	6-3-24
6-3-14. CONSIDERING SHADOW PLANE	6-3-24
6-3-15. RECOMMENDING MARKING AND LIGHTING OF STRUCTURES	6-3-25
6-3-16. NEGOTIATIONS	6-3-27
6-3-17. CIRCULARIZATION	6-3-27

Chapter 7. Determinations

Section 1. Issuing Determinations

7-1-1. POLICY	7-1-1
7-1-2. RESPONSIBILITY	7-1-1
7-1-3. DETERMINATIONS	7-1-1
7-1-4. DETERMINATION CONTENT AND OPTIONS	7-1-2
7-1-5. DETERMINATION DATES	7-1-6
7-1-6. EXISTING STRUCTURES	7-1-6
7-1-7. DISTRIBUTION OF DETERMINATIONS	7-1-6

Section 2. Extension of Determinations

7-2-1. AUTHORITY	7-2-1
7-2-2. CONDITIONS	7-2-1
7-2-3. COORDINATION	7-2-1
7-2-4. EXTENSION PERIOD	7-2-1
7-2-5. REVIEW PROVISIONS FOR PETITION	7-2-1
7-2-6. DISTRIBUTION	7-2-1

Section 3. Revision, Correction, and Termination of Determination

Paragraph	Page
7-3-1. REVISIONS AND TERMINATIONS BASED ON NEW FACTS	7-3-1
7-3-2. CORRECTION	7-3-1
7-3-3. STANDARD FORMAT	7-3-1
7-3-4. DISTRIBUTION	7-3-1

Chapter 8. Post Determination Action

Section 1. Action

8-1-1. FOLLOW-UP ACTION	8-1-1
8-1-2. RECEIPT OF COMPLETED PSR	8-1-1
8-1-3. RECEIPT OF COMPLETED FORM 7460-2	8-1-1
8-1-4. PROCESSING PROJECT ABANDONED NOTIFICATION	8-1-2
8-1-5. PROCESSING DISMANTLEMENT NOTIFICATION	8-1-2

Chapter 9. Discretionary Review Process

Section 1. General

9-1-1. AUTHORITY	9-1-1
9-1-2. OEG RESPONSIBILITY	9-1-1
9-1-3. JURISDICTION	9-1-1

Section 2. Petition Processing

9-2-1. ADMINISTRATIVE PROCESSING	9-2-1
9-2-2. RECOMMENDATIONS	9-2-1
9-2-3. DISTRIBUTION OF NOTICES TO GRANT DISCRETIONARY REVIEW	9-2-1
9-2-4. OEG PARTICIPATION	9-2-1
9-2-5. FINAL DECISION	9-2-1
9-2-6. DISTRIBUTION OF DECISION	9-2-1

Part 3. Airport Airspace Analysis

Chapter 10. Basic

Section 1. Policy

10-1-1. PURPOSE	10-1-1
10-1-2. AUTHORITY	10-1-1
10-1-3. AIRPORT PROGRAMS	10-1-1
10-1-4. FUNDING RESPONSIBILITY	10-1-2
10-1-5. RESPONSIBILITY	10-1-2

Section 2. Airport Study

10-2-1. PURPOSE	10-2-1
10-2-2. STUDY NUMBER ASSIGNMENT	10-2-1
10-2-3. PROPOSALS SUBJECT TO AERONAUTICAL STUDY	10-2-1

Section 3. Airport Standards

Paragraph	Page
10-3-1. DESIGN STANDARDS	10-3-1
10-3-2. AIRPORT SPACING GUIDELINES AND TRAFFIC PATTERN AIRSPACE AREAS	10-3-1
10-3-3. DESIGNATION OF INSTRUMENT RUNWAYS, CHANGES OF AIRPORT STATUS VFR TO IFR AND LOWERING MINIMUMS	10-3-2
10-3-4. AIRSPACE FEASIBILITY STUDY	10-3-3
10-3-5. ONSITE EVALUATION	10-3-3
10-3-6. FORMULATION OF FAA DETERMINATION	10-3-3

Section 4. Airport Charting and Publication of Airport Data

10-4-1. POLICY	10-4-1
10-4-2. RESPONSIBILITY	10-4-1
10-4-3. AIRPORT CHARTING	10-4-1

Chapter 11. Evaluating Aeronautical Effect

Section 1. General

11-1-1. EXISTING AND PROPOSED OBJECTS	11-1-1
11-1-2. AIRPORT TRAFFIC PATTERNS	11-1-1
11-1-3. INSTRUMENT FLIGHT PROCEDURES	11-1-1
11-1-4. AIR TRAFFIC CONTROL PROCEDURES	11-1-1
11-1-5. SAFETY OF PERSONS AND PROPERTY ON THE GROUND	11-1-1
11-1-6. NOISE CONSIDERATION	11-1-2
11-1-7. AERONAUTICAL ACTIVITY	11-1-2
11-1-8. WIND ROSE DATA	11-1-2
11-1-9. HELICOPTER INGRESS-EGRESS ROUTES	11-1-2
11-1-10. DISPLACED THRESHOLDS AND CHANGING THE RUNWAY END	11-1-2
11-1-11. EXISTING AIRPORTS	11-1-2

Section 2. Processing of Airport Proposals By Regional Airports Offices

11-2-1. PROPOSALS	11-2-1
11-2-2. AIRPORT LAYOUT PLANS (ALP)	11-2-2
11-2-3. NON-PART 157 PROPOSED CONSTRUCTION OR ALTERATION ON NON-OBLIGATED PUBLIC-USE AIRPORTS	11-2-2
11-2-4. FAA COORDINATION	11-2-2
11-2-5. NEGOTIATION WITH SPONSOR	11-2-3
11-2-6. CIRCULARIZATION	11-2-3
11-2-7. EVALUATE COMMENTS AND AERONAUTICAL EFFECT	11-2-4
11-2-8. INFORMAL AIRSPACE MEETINGS	11-2-4
11-2-9. ISSUE DETERMINATION	11-2-4

Section 3. Processing of Airport Proposals By Regional Flight Standards Offices

11-3-1. EFFECT ON SAFETY OF FLIGHT	11-3-1
11-3-2. EFFECT ON SAFETY OF PERSONS AND PROPERTY ON THE GROUND	11-3-1
11-3-3. ONSITE EVALUATIONS	11-3-1

Section 4. Processing of Airport Proposals By Operations Support Group Flight Procedures Teams

Paragraph	Page
11-4-1. EFFECT ON INSTRUMENT PROCEDURES	11-4-1
11-4-2. CHANGE OF AIRPORT STATUS FROM VFR TO IFR	11-4-1
11-4-3. EVALUATION OF INSTRUMENT RUNWAY DESIGNATIONS	11-4-1

Section 5. Processing of Airport Proposals By Technical Operations Services Area Offices

11-5-1. ELECTROMAGNETIC OR LINE-OF-SIGHT INTERFERENCE	11-5-1
11-5-2. EVALUATION OF INSTRUMENT RUNWAY DESIGNATION	11-5-1
11-5-3. CHANGE IN AIRPORT STATUS FROM VFR TO IFR	11-5-1
11-5-4. AIRPORT PROPOSALS	11-5-1

Section 6. Processing of Airport Proposals By Service Area Offices

11-6-1. EFFECT ON AIR TRAFFIC CONTROL OPERATIONS	11-6-1
11-6-2. COORDINATION	11-6-1
11-6-3. AIRPORT TRAFFIC PATTERNS	11-6-1
11-6-4. PART 77 REVIEW	11-6-2
11-6-5. DESIGNATION OF INSTRUMENT RUNWAY/CHANGE IN AIRPORT STATUS VFR TO IFR	11-6-2
11-6-6. ONSITE EVALUATION	11-6-2

Chapter 12. Airport Determinations

Section 1. General

12-1-1. RESPONSIBILITY	12-1-1
12-1-2. TERMINOLOGY	12-1-1
12-1-3. CONDITIONAL DETERMINATIONS	12-1-1
12-1-4. EXPIRATION DATES	12-1-2
12-1-5. STATEMENT IN DETERMINATIONS	12-1-2
12-1-6. AIRPORT MASTER RECORD	12-1-3
12-1-7. ADVISE FEDERAL AGREEMENT AIRPORT SPONSORS	12-1-3
12-1-8. DISSEMINATION OF STUDY RESULTS	12-1-3
12-1-9. REVIEW OF SENSITIVE OR CONTROVERSIAL CASES AND PART 157 DETERMINATIONS	12-1-3
12-1-10. DISPOSAL OF FEDERAL SURPLUS REAL PROPERTY FOR PUBLIC AIRPORT PURPOSES	12-1-4

Chapter 13. Military, NASA, and Other Agency Airport Proposals

Section 1. General

13-1-1. PRIOR NOTICE TO FAA	13-1-1
13-1-2. FORM OF NOTICE	13-1-1
13-1-3. FAA HEADQUARTERS REVIEWS	13-1-1
13-1-4. REGIONAL/SERVICE AREA OFFICE REVIEW	13-1-1
13-1-5. MILITARY PROPOSALS OTHER THAN MCP	13-1-1

Part 4. Terminal and En Route Airspace

Chapter 14. Designation of Airspace Classes

Section 1. General

Paragraph	Page
14-1-1. PURPOSE	14-1-1
14-1-2. CONTROLLED AIRSPACE	14-1-1
14-1-3. UNCONTROLLED AIRSPACE	14-1-2
14-1-4. FRACTIONAL MILES	14-1-2
14-1-5. AIRSPACE LEGAL DESCRIPTION	14-1-2
14-1-6. EXAMPLES OF TERMINAL AIRSPACE LEGAL DESCRIPTIONS	14-1-3

Section 2. Ad Hoc Committee Procedures for Class B and Class C Airspace Actions

14-2-1. BACKGROUND	14-2-1
14-2-2. POLICY AND PURPOSE	14-2-1
14-2-3. COMMITTEE FORMATION	14-2-1
14-2-4. FAA PARTICIPATION	14-2-1
14-2-5. COMMITTEE PROCESS	14-2-1
14-2-6. FAA ACTION ON COMMITTEE RECOMMENDATIONS	14-2-2

Chapter 15. Class B Airspace

Section 1. General

15-1-1. PURPOSE	15-1-1
15-1-2. NONRULEMAKING ALTERNATIVES	15-1-1
15-1-3. RESPONSIBILITIES	15-1-1
15-1-4. SERVICE CENTER EVALUATION	15-1-1

Section 2. Class B Airspace Planning

15-2-1. CRITERIA	15-2-1
15-2-2. DESIGNATION	15-2-1
15-2-3. CONFIGURATION	15-2-1
15-2-4. IFR TRANSITION ROUTES	15-2-2
15-2-5. VFR CONSIDERATIONS	15-2-2
15-2-6. CHART ENHANCEMENTS	15-2-2

Section 3. Class B Airspace Processing

15-3-1. OVERVIEW	15-3-1
15-3-2. STAFF STUDY	15-3-1
15-3-3. PRE-NPRM AIRSPACE USER COORDINATION	15-3-2
15-3-4. NPRM PHASE	15-3-2
15-3-5. POST-NPRM PROCESSING	15-3-3

Chapter 16. Class C Airspace

Section 1. General

Paragraph	Page
16-1-1. PURPOSE	16-1-1
16-1-2. NONRULEMAKING ALTERNATIVES	16-1-1
16-1-3. RESPONSIBILITIES	16-1-1
16-1-4. SERVICE CENTER EVALUATION	16-1-1

Section 2. Class C Airspace Planning

16-2-1. CRITERIA	16-2-1
16-2-2. DESIGNATION	16-2-1
16-2-3. CONFIGURATION	16-2-1
16-2-4. TIME OF DESIGNATION	16-2-1

Section 3. Class C Airspace Processing

16-3-1. STAFF STUDY	16-3-1
16-3-2. PRE-NPRM AIRSPACE USER COORDINATION	16-3-2
16-3-3. NPRM PHASE	16-3-2
16-3-4. POST-NPRM PROCESSING	16-3-2
16-3-5. PUBLICITY	16-3-2

Chapter 17. Class D Airspace

Section 1. General

17-1-1. PURPOSE	17-1-1
17-1-2. REGIONAL/SERVICE AREA OFFICE EVALUATION	17-1-1
17-1-3. DESIGNATION	17-1-1
17-1-4. TIME OF DESIGNATION	17-1-1
17-1-5. PART TIME SURFACE AREAS	17-1-1

Section 2. Class D Airspace Standards

17-2-1. CONFIGURATION	17-2-1
17-2-2. AIRPORT REFERENCE POINT/GEOGRAPHIC POSITION	17-2-1
17-2-3. SATELLITE AIRPORTS	17-2-1
17-2-4. ADJOINING CLASS D AIRSPACE AREAS	17-2-1
17-2-5. DETERMINING CLASS D AREA SIZE	17-2-1
17-2-6. DEPARTURES	17-2-1
17-2-7. ARRIVAL EXTENSION	17-2-1
17-2-8. VERTICAL LIMITS	17-2-2
17-2-9. COMMUNICATIONS	17-2-2
17-2-10. WEATHER OBSERVATIONS AND REPORTING	17-2-2
17-2-11. LOSS OF COMMUNICATION OR WEATHER REPORTING CAPABILITY ...	17-2-2

Chapter 18. Class E Airspace

Section 1. General

Paragraph	Page
18-1-1. INTRODUCTION	18-1-1
18-1-2. CLASS E SURFACE AREAS	18-1-1
18-1-3. DESIGNATION	18-1-1

Section 2. Transitional Airspace

18-2-1. PURPOSE	18-2-1
18-2-2. 700/1,200-FOOT CLASS E AIRSPACE	18-2-1
18-2-3. 700-FOOT CLASS E AIRSPACE	18-2-1
18-2-4. 1,200-FOOT CLASS E AIRSPACE	18-2-1
18-2-5. CLASS E AIRSPACE FLOORS ABOVE 1,200 FEET	18-2-1
18-2-6. COORDINATION OF MISSED APPROACH ALTITUDES	18-2-1

Section 3. Transitional Airspace Area Criteria

18-3-1. DEPARTURE AREA	18-3-1
18-3-2. LENGTHY DEPARTURE CLASS E AIRSPACE EXTENSIONS	18-3-1
18-3-3. ARRIVAL AREA	18-3-1
18-3-4. ARRIVAL EXTENSION	18-3-1
18-3-5. PROCEDURE TURN PROTECTION	18-3-2
18-3-6. DETERMINING BASE ALTITUDES	18-3-2

Chapter 19. Other Airspace Areas

Section 1. General

19-1-1. EN ROUTE DOMESTIC AIRSPACE AREAS	19-1-1
19-1-2. OFFSHORE/CONTROL AIRSPACE AREAS	19-1-1
19-1-3. DESIGNATION	19-1-1
19-1-4. PROCESSING	19-1-1

Chapter 20. Air Navigational Routes

Section 1. General

20-1-1. PURPOSE	20-1-1
20-1-2. CONTROLLED AIRSPACE	20-1-1
20-1-3. WHEN TO DESIGNATE AIR NAVIGATION ROUTES	20-1-1
20-1-4. RESPONSIBILITIES	20-1-1
20-1-5. ROUTE IDENTIFICATION	20-1-1
20-1-6. CHANGEOVER POINTS	20-1-2
20-1-7. BASE ALTITUDES	20-1-2
20-1-8. MINIMUM EN ROUTE ALTITUDES (MEA)	20-1-2
20-1-9. PROCEDURAL REQUIREMENTS	20-1-2
20-1-10. ACTION TO RAISE BASE OF TRANSITIONAL AREAS	20-1-2

Section 2. Flight Inspection Requirements

Paragraph	Page
20-2-1. REQUEST FOR FLIGHT INSPECTION DATA	20-2-1
20-2-2. FLIGHT INSPECTION DATA DISTRIBUTION	20-2-1
20-2-3. FLIGHT INSPECTION REQUESTS	20-2-1
20-2-4. FLIGHT INSPECTION REPORT	20-2-1

Section 3. Low/Medium Frequency and VOR Airways

20-3-1. NAVAID SPACING	20-3-1
20-3-2. VERTICAL AND LATERAL EXTENT	20-3-1
20-3-3. WIDTH REDUCTIONS	20-3-1

Section 4. Jet Routes

20-4-1. DESIGNATION	20-4-1
20-4-2. NAVAID SPACING	20-4-1
20-4-3. JET ROUTE WIDTH	20-4-1

Section 5. Area Navigation Routes

20-5-1. DISCUSSION	20-5-1
20-5-2. WAYPOINT CRITERIA	20-5-1
20-5-3. LATERAL PROTECTED AIRSPACE CRITERIA FOR RNAV EN ROUTE SEGMENTS	20-5-1
20-5-4. EN ROUTE TURN PROTECTION CRITERIA	20-5-1

Part 5. Special Use Airspace

Chapter 21. General

Section 1. Policy

21-1-1. PURPOSE	21-1-1
21-1-2. SCOPE	21-1-1
21-1-3. DEFINITION AND TYPES	21-1-1
21-1-4. CATEGORIES	21-1-1
21-1-5. SUA APPROVAL AUTHORITY	21-1-1
21-1-6. MINIMUM NUMBERS AND VOLUME	21-1-1
21-1-7. OPTIMUM USE OF AIRSPACE	21-1-1
21-1-8. JOINT-USE POLICY	21-1-2
21-1-9. ENVIRONMENTAL ANALYSIS	21-1-2
21-1-10. CONTROLLING AGENCY	21-1-2
21-1-11. USING AGENCY	21-1-2
21-1-12. WAIVERS	21-1-3
21-1-13. PUBLIC NOTICE PROCEDURES	21-1-3
21-1-14. SUA NONRULEMAKING CIRCULARS	21-1-3
21-1-15. CHARTING AND PUBLICATION REQUIREMENTS	21-1-4
21-1-16. CERTIFICATION OF SUA GEOGRAPHIC POSITIONAL DATA	21-1-4
21-1-17. LEAD REGION	21-1-5

Section 2. SUA Legal Descriptions

Paragraph	Page
21-2-1. GENERAL	21-2-1
21-2-2. LATERAL BOUNDARIES	21-2-1
21-2-3. VERTICAL LIMITS	21-2-1
21-2-4. TIMES OF USE	21-2-2
21-2-5. CONTROLLING AGENCY	21-2-3
21-2-6. USING AGENCY	21-2-3
21-2-7. SUA LEGAL DESCRIPTION AMENDMENTS	21-2-3

Section 3. SUA Proposals

21-3-1. GENERAL	21-3-1
21-3-2. CLASSIFIED INFORMATION	21-3-1
21-3-3. PROPOSAL CONTENT	21-3-1
21-3-4. ABBREVIATED PROPOSALS	21-3-3

Section 4. Coordination of Proposals

21-4-1. POLICY	21-4-1
21-4-2. PROPOSAL PRE-COORDINATION	21-4-1
21-4-3. ATC FACILITY COORDINATION	21-4-1
21-4-4. SUBMISSION OF PROPOSALS	21-4-1

Section 5. Regional/Service Area Office Actions

21-5-1. GENERAL	21-5-1
21-5-2. REGIONAL/SERVICE AREA OFFICE PROCESSING REQUIREMENTS	21-5-1
21-5-3. AERONAUTICAL IMPACT CONSIDERATION	21-5-2
21-5-4. ENVIRONMENTAL DOCUMENT REVIEW	21-5-2
21-5-5. REGIONAL/SERVICE AREA OFFICE DETERMINATION	21-5-2
21-5-6. DISAPPROVAL OF PROPOSALS	21-5-2
21-5-7. SUBMISSION OF APPROVAL RECOMMENDATIONS TO FAA HEADQUARTERS	21-5-3
21-5-8. HANDLING OF PROPOSALS TO REDUCE OR REVOKE SUA	21-5-3
21-5-9. FAA INITIATED SUA PROPOSALS	21-5-3

Section 6. Aeronautical Study

21-6-1. PURPOSE	21-6-1
21-6-2. POLICY	21-6-1
21-6-3. CONTENT OF STUDY	21-6-1

Section 7. Restricted Area and MOA Annual Utilization Reports

21-7-1. PURPOSE	21-7-1
21-7-2. REPORTING REQUIREMENTS	21-7-1
21-7-3. SUPPLEMENTARY REPORTS	21-7-1
21-7-4. UTILIZATION REPORT TERMS	21-7-1
21-7-5. REVIEW REQUIREMENT	21-7-2
21-7-6. REVIEW SUMMARY	21-7-2

Section 8. SUA Review and Analysis

Paragraph	Page
21-8-1. GENERAL	21-8-1
21-8-2. POLICY	21-8-1
21-8-3. SOURCES OF INFORMATION	21-8-1
21-8-4. UTILIZATION STANDARDS	21-8-1
21-8-5. SUA REVIEW GUIDE	21-8-2
21-8-6. SUA REVIEW FOLLOW UP ACTION	21-8-3

Section 9. SUA Review Teams

21-9-1. PURPOSE	21-9-1
21-9-2. TEAM COMPOSITION	21-9-1
21-9-3. RESPONSIBILITIES	21-9-1
21-9-4. TEAM REPORT	21-9-1
21-9-5. FOLLOW UP ACTION	21-9-2

Chapter 22. Prohibited Areas

Section 1. General

22-1-1. DEFINITION	22-1-1
22-1-2. PURPOSE	22-1-1
22-1-3. IDENTIFICATION	22-1-1
22-1-4. DESCRIPTION	22-1-1
22-1-5. WAIVERS/AUTHORIZATION	22-1-1

Section 2. Processing

22-2-1. SUBMISSION OF PROPOSALS	22-2-1
22-2-2. REGIONAL/SERVICE AREA OFFICE ACTIONS	22-2-1

Chapter 23. Restricted Areas

Section 1. General

23-1-1. DEFINITION	23-1-1
23-1-2. PURPOSE	23-1-1
23-1-3. IDENTIFICATION	23-1-1
23-1-4. RESTRICTED AREA FLOOR	23-1-1
23-1-5. JOINT USE	23-1-1
23-1-6. TEMPORARY RESTRICTED AREAS	23-1-1

Section 2. Processing

23-2-1. SUBMISSION OF PROPOSALS	23-2-1
23-2-2. TEMPORARY RESTRICTED AREA PROPOSALS	23-2-1

Chapter 24. Warning Areas

Section 1. General

Paragraph	Page
24-1-1. DEFINITION	24-1-1
24-1-2. PURPOSE	24-1-1
24-1-3. IDENTIFICATION	24-1-1
24-1-4. JOINT USE	24-1-1

Section 2. Processing

24-2-1. SUBMISSION OF PROPOSALS	24-2-1
24-2-2. EXECUTIVE ORDER 10854 COORDINATION	24-2-1

Chapter 25. Military Operations Areas

Section 1. General

25-1-1. DEFINITION	25-1-1
25-1-2. PURPOSE	25-1-1
25-1-3. IDENTIFICATION	25-1-1
25-1-4. MOA FLOOR	25-1-1
25-1-5. LOCATION	25-1-1
25-1-6. JOINT USE	25-1-1
25-1-7. TEMPORARY MOAs	25-1-1
25-1-8. MOAs IN CLASS G AIRSPACE	25-1-2

Section 2. Processing

25-2-1. SUBMISSION OF PROPOSALS	25-2-1
25-2-2. TEMPORARY MOA PROCESSING	25-2-1

Chapter 26. Alert Areas

Section 1. General

26-1-1. DEFINITION	26-1-1
26-1-2. PURPOSE	26-1-1
26-1-3. LOCATION	26-1-1
26-1-4. ACTIVITIES	26-1-1
26-1-5. IDENTIFICATION	26-1-1

Section 2. Criteria

26-2-1. GENERAL	26-2-1
26-2-2. TYPES OF OPERATIONS	26-2-1

Section 3. Processing

26-3-1. ALERT AREA PROPOSALS	26-3-1
26-3-2. SUBMISSION OF PROPOSALS	26-3-1

Chapter 27. Controlled Firing Areas

Section 1. General

Paragraph	Page
27-1-1. DEFINITION	27-1-1
27-1-2. PURPOSE	27-1-1
27-1-3. CRITERIA	27-1-1
27-1-4. CHARTING	27-1-1
27-1-5. DIMENSIONS	27-1-1
27-1-6. ACTIVITIES	27-1-1
27-1-7. APPROVAL	27-1-1
27-1-8. SUSPENSION OR REVOCATION	27-1-1

Section 2. Processing

27-2-1. SUBMISSION REQUIREMENTS	27-2-1
27-2-2. CFA PROPOSALS	27-2-1
27-2-3. REGIONAL/SERVICE AREA OFFICE ACTION	27-2-1
27-2-4. APPROVAL LETTER	27-2-1

Section 3. Safety Precautions

27-3-1. USER RESPONSIBILITIES	27-3-1
27-3-2. PRECAUTIONARY MEASURES	27-3-1
27-3-3. AREA SURVEILLANCE	27-3-1

Chapter 28. National Security Areas

Section 1. General

28-1-1. DEFINITION	28-1-1
28-1-2. PURPOSE	28-1-1
28-1-3. CRITERIA	28-1-1
28-1-4. DIMENSIONS	28-1-1
28-1-5. CHARTING	28-1-1
28-1-6. EXPIRATION, SUSPENSION, OR REVOCATION	28-1-1

Section 2. Processing

28-2-1. NSA PROPOSALS	28-2-1
28-2-2. SUBMISSION OF PROPOSALS	28-2-1
28-2-3. REGIONAL/SERVICE AREA OFFICE PROCESSING	28-2-1
28-2-4. Airspace Regulations and ATC Procedures Group PROCESSING	28-2-1

Part 6. Miscellaneous Procedures

Chapter 29. Outdoor Laser Operations

Section 1. General

29-1-1. PURPOSE	29-1-1
29-1-2. AUTHORITY	29-1-1

Paragraph	Page
29-1-3. POLICY	29-1-1
29-1-4. RESPONSIBILITIES	29-1-1
29-1-5. DEFINITIONS	29-1-1

Section 2. Evaluating Aeronautical Effect

29-2-1. SERVICE CENTER COORDINATION	29-2-1
29-2-2. AERONAUTICAL REVIEW	29-2-1
29-2-3. LOCAL LASER WORKING GROUP (LLWG)	29-2-1
29-2-4. PROTECTION DISTANCE CALCULATIONS	29-2-2
29-2-5. CONTROL MEASURES	29-2-2

Section 3. Aeronautical Determinations

29-3-1. FINDINGS	29-3-1
29-3-2. CONTENT OF DETERMINATIONS	29-3-1
29-3-3. PUBLICATION OF LASER OPERATIONS IN THE NAS	29-3-1

Section 4. Notices to Airmen

29-4-1. ISSUANCE OF NOTICES TO AIRMEN (NOTAM)	29-4-1
-----------------------------------------------------	--------

Section 5. Aircraft Illumination Actions

29-5-1. PROCEDURES	29-5-1
--------------------------	--------

Chapter 30. High Intensity Light Operations

Section 1. General

30-1-1. PURPOSE	30-1-1
30-1-2. POLICY	30-1-1
30-1-3. AUTHORITY	30-1-1
30-1-4. DEFINITIONS	30-1-1

Section 2. Aeronautical Review/Determinations

30-2-1. EVALUATION OF AFFECTED AIRSPACE AREAS	30-2-1
30-2-2. AERONAUTICAL STUDY	30-2-1
30-2-3. CONTENT OF DETERMINATION	30-2-1

Chapter 31. Amateur Rocket and Commercial Space Operations

Section 1. General

31-1-1. PURPOSE	31-1-1
31-1-2. AUTHORITY	31-1-1
31-1-3. POLICY	31-1-1
31-1-4. CONTROLLING FACILITY	31-1-1
31-1-5. DEFINITIONS	31-1-1
31-1-6. RESOURCES	31-1-2

Section 2. Amateur Rockets

Paragraph	Page
31-2-1. RESPONSIBILITIES	31-2-1
31-2-2. GENERAL OPERATING LIMITATIONS	31-2-1
31-2-3. AMATEUR ROCKET PROCESS	31-2-1
31-2-4. AERONAUTICAL ANALYSIS	31-2-2
31-2-5. AIRSPACE MANAGEMENT	31-2-3
31-2-6. WAIVER/AUTHORIZATION FORMAT AND CONTENT	31-2-3
31-2-7. NOTIFICATION TO AIR TRAFFIC FACILITIES	31-2-4
31-2-8. NOTAMS	31-2-4

Section 3. Launch and Reentry Vehicle Operations

31-3-1. RESPONSIBILITIES	31-3-1
31-3-2. LOA CONTENT	31-3-1
31-3-3. LOA COORDINATION	31-3-2
31-3-4. NOTICE TO AIRMEN (NOTAM)	31-3-2
31-3-5. LAUNCH AND REENTRY PROCESS	31-3-2

Section 4. Launch and Reentry Sites

31-4-1. RESPONSIBILITIES	31-4-1
31-4-2. LOA CONTENT	31-4-1
31-4-3. LOA COORDINATION	31-4-1
31-4-4. LAUNCH AND REENTRY SITE PROCESS	31-4-1

Chapter 32. Environmental Matters

Section 1. General Information

32-1-1. PURPOSE	32-1-1
32-1-2. POLICY	32-1-1
32-1-3. BACKGROUND	32-1-1
32-1-4. DELEGATION OF AUTHORITY	32-1-2
32-1-5. RESPONSIBILITIES	32-1-2

Section 2. Environmental Processing

32-2-1. THE PROCESS	32-2-1
32-2-2. ENVIRONMENTAL REVIEW OF PROCEDURES	32-2-5
32-2-3. SPECIAL USE AIRSPACE (SUA)	32-2-7
32-2-4. CFR PART 150 STUDIES	32-2-8

Section 3. Environmental Impact Categories and Other Topics

32-3-1. ENVIRONMENTAL IMPACT CATEGORIES TO BE INCLUDED IN ANALYSIS	32-3-1
32-3-2. ENVIRONMENTAL IMPACT CATEGORIES EXCLUDED FROM ANALYSIS ..	32-3-2
32-3-3. ENVIRONMENTAL SCREENING AND MODELING TOOLS	32-3-3
32-3-4. RECORDS RETENTION	32-3-4

Section 4. Air Traffic–Specific Environmental Guidance and Requirements

Paragraph	Page
32–4–1. DEPARTMENT OF TRANSPORTATION (DOT) ACT SECTION 4(f) (RECODIFIED AS 49 USC SECTION 303(c))	32–4–1
32–4–2. ENVIRONMENTAL JUSTICE (TITLE VI/NEPA)	32–4–1
32–4–3. COMMUNITY INVOLVEMENT	32–4–1
32–4–4. SEGMENTATION, INDEPENDENT UTILITY, AND CUMULATIVE IMPACTS .	32–4–2
32–4–5. DIVERSE VECTORING AREAS (DVA)	32–4–3
32–4–6. NATIONAL SECURITY AREAS (NSAs)	32–4–3
32–4–7. RECORDS RETENTION	32–4–3
32–4–8. APPENDICES	32–4–4
32–4–9. MEMORANDUMS AND EMAILS SUPERCEDED BY THIS ORDER	32–4–4

Chapter 33. Parasail Operations

Section 1. General

33–1–1. PURPOSE	33–1–1
33–1–2. AUTHORITY	33–1–1
33–1–3. POLICY	33–1–1
33–1–4. CONTROLLING FACILITY	33–1–1
33–1–5. RESOURCES	33–1–1

Section 2. Waivers

33–2–1. RESPONSIBILITIES	33–2–1
33–2–2. GENERAL OPERATING LIMITATIONS	33–2–1
33–2–3. WAIVERS	33–2–1
33–2–4. WAIVER PROCESS	33–2–1
33–2–5. AERONAUTICAL ANALYSIS	33–2–2
33–2–6. FACILITY COORDINATION	33–2–2
33–2–7. WAIVER/AUTHORIZATION FORMAT AND CONTENT	33–2–2

Appendices

Appendix 1. Environmental Study Process Flow Chart	Appendix 1–1
Appendix 2. FAA Procedures for Processing SUA Actions	Appendix 2–1
Appendix 3. Procedures for Processing SUA Actions Aeronautical Process Flow Chart	Appendix 3–1
Appendix 4. FAA Procedures for Processing SUA Actions: Aeronautical and Environmental Summary Table	Appendix 4–1
Appendix 5. Air Traffic Initial Environmental Review (IER)	Appendix 5–1
Appendix 6. Sample DOT FAA Categorical Exclusion Declaration	Appendix 6–1
Appendix 7. FAA/DOD Memorandum of Understanding	Appendix 7–1
Appendix 8. FAA Special Use Airspace Environmental Processing Procedures	Appendix 8–1
Appendix 9. Noise Policy for Management of Airspace Over Federally Managed Lands ...	Appendix 9–1
Appendix 10. Community Involvement Policy	Appendix 10–1
Appendix 11. Federal Aviation Administration (FAA) Notification of Proposed Project(s) Template	Appendix 11–1
Appendix 12. Evaluating Air Traffic Impacts for Wind Turbine Farm Proposals	Appendix 12–1

Appendix 4. FAA Procedures for Processing SUA Actions: Aeronautical and Environmental Summary Table

The aeronautical and environmental processes may not always occur in parallel.

This appendix is for use with Appendix 2 and Appendix 3, and the numbers correlate to numbers on those charts.

AERONAUTICAL	ENVIRONMENTAL
<p>Pre-SUA Proposal</p> <p>1. Proponent must coordinate with locally affected ATC facilities and military units to discuss the concept (for example, new/revisions to SUA needed or required).</p>	<p>1. The DoD Proponent must coordinate an environmental review of its proposal (for both rule-making and non-rulemaking actions) with the appropriate FAA Service Center OSG Manager and Environmental Specialist early in the Proponent’s environmental documentation process to determine the potential for environmental impacts associated with the airspace portion of the DoD proposal.</p> <p>The Service Center Environmental Specialist is the FAA primary point of contact throughout the development of required environmental document reviews and required FAA adoption documentation. He/she is also responsible for ensuring DoD NEPA documents and FAA adoption NEPA documents comply with FAA Order 1050.1, paragraph 1–10.23, and Chapter 32, Environmental Matters, of this order.</p>
<p>2. Service Center Airspace Specialist coordinates with the Service Center Environmental Specialist to discuss the proposal’s environmental review requirements.</p>	<p>2. If there is the potential for airspace environmental impacts¹, Proponent must make a request to the FAA for a Cooperating Agency (CA) status when Proponent decides to initiate the NEPA documentation process. Proponent forwards a request for Cooperating Agency Status to the Director of Mission Support, Airspace Policy Group (AJV–1). The Airspace Policy Group Manager (AJV–11) and the AJV–114 Environmental Specialist will prepare and forward the response to the DoD Proponent and coordinate the action for tracking by the Mission Support Environmental Policy Team (AJV–114) which sends a courtesy copy of FAA’s Acceptance of Cooperating Agency Status to the responsible Service Center Environmental Specialist.</p>

¹ Establishment of new SUA, or changes to the dimensions, times of use, type of aircraft, or aircraft mix flown in SUA present the potential for environmental effects and must be properly analyzed for potential environmental impacts per FAA Order 1050.1 and Chapter 32, Environmental Matters, of this order.

<p>3. Proponent meets with the ATC facility having jurisdiction over the affected airspace area to discuss mission requirements and desired SUA parameters.</p>	<p>3. Proponent submits a Preliminary Draft EA or Draft EIS (or other relevant environmental documentation), along with the aeronautical information package, to the Service Center Mil Rep, who shares it with the Environmental Specialist for review and comment. For previously reviewed and revised SUA actions, or proposals for re-activation of previously established SUA, the Service Center Environmental Specialist should request, and DoD Proponent should submit, previous environmental analysis documentation to the Service Center Environmental Specialist who will review and incorporate updated SUA information in the FAA Adoption document.</p> <p>4. The Service Center Environmental Specialist must provide comments, in consultation with the Service Center Airspace Specialist and the Headquarters Airspace Policy Group (AJV-113), back to Proponent via the Service Center's Mil Rep and or other appropriate DoD project POC.</p>
<p>4. Proponent submits the SUA proposal to the FAA service center for review and processing by the Airspace Specialist.</p>	<p>5. After the Service Center Environmental Specialist reviews the DoD Proponent's draft environmental document to ensure that all airspace and other pertinent and applicable environmental issues were addressed per FAA Order 1050.1, the Service Center Environmental Specialist then forwards the DoD Proponent's draft environmental document to the FAA Headquarters Airspace Policy Group (AJV-114) for review and comment by the Headquarters Environmental Specialist and the Office of Chief Counsel (AGC-600) to begin Legal Sufficiency Review (LSR).</p> <p>6. The Service Center Environmental Specialist then prepares a draft FAA Adoption EA or Adoption EIS of the DoD Proponent's airspace portion of the proposed action, and sends it to AJV-114 for policy compliance review and to AGC for LSR.</p>

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, which ultimately will be needed for preparation of the appropriate environmental document. If the Instrument Flight Procedure (IFP) Environmental Pre-Screening Filter is used for initiating the environmental review process, and it passes the initial screening, then the IER is unnecessary. Additional guidance on the identification of potential environmental impacts by environmental category is available in the 1050.1 Desk Reference.

Section 1. Proposed Project Description

Describe the proposed 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. Describe the operational and/or environmental benefits that may result if the proposed action is implemented.

1.1.1. Is a reduction of fuel cost and/or energy consumption anticipated as a result of the proposed action?

[] Yes [] No [] N/A

1.1.1.a. If so, can it be quantified, and how?

[] Yes [] No

1.1.1.b. If not quantifiable, describe the approximate anticipated benefits in lay terms.

1.1.2. Describe any additional operational and/or environmental benefits that may result from the proposed action.

1.2. Describe the existing procedure(s) (the no action alternative) in full detail. Provide the necessary chart(s) depicting the current procedure(s). Describe the typical fleet mix, including (if possible) the number and types of aircraft on the route (both annually and average day) and depict their altitude(s) along the route.

1.3. Describe the proposed action, providing the necessary chart(s) depicting changes. Describe anticipated changes to the fleet mix, numbers of aircraft on the new routes and their altitude(s), if any.

1.3.1. Has airspace modeling been conducted using Sector Design Analysis Tool (SDAT), Aviation Environmental Screening Tool (AEST), Terminal Area Route Generation, Evaluation, and Traffic Simulation (TARGETS), or another airspace/air traffic design tool?

[] Yes. Model: _____ [] No

If yes, provide a summary of the output from the modeling.

1.3.2. Will there be actions affecting changes in aircraft flights between the hours of 10 p.m. – 7 a.m. local?

Yes No

Describe:

1.3.3. Are any noise abatement programs presently in effect for the affected airport(s), formal or informal?

Yes No

Describe:

1.3.4. Will airport preferential runway configuration use change as a result of the proposed action?

Yes No

Explain:

1.3.5. Is the proposed action primarily designed for Visual Flight Rules (VFR), Instrument Flight Rules (IFR) operations, or both?

VFR IFR Both

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.

1.3.6. Will there be a change in takeoff power requirements?

Yes No

If so, what types of aircraft are involved, i.e., general aviation propeller-driven versus large air carrier jets?

1.3.7. Will all changes occur over 3,000 feet above ground level (AGL)?

Yes No

1.3.8. What is the lowest altitude on newly proposed routes or on existing routes that will receive an increase in operations?

1.3.9. Will there be actions involving civil jet aircraft arrival procedures between 3,000–7,000 feet AGL or departures 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 who are not familiar with aviation or commercial aerospace activities. If detailed background information is available, summarize here and provide a copy as an attachment to this review.

2.1.1. Is the proposed action the result of a user or community request or regulatory mandate?

Community Request Regulatory Mandate User Request

2.1.2. If not, describe what necessitates this proposed action:

Section 3. Alternatives

3.1. Are there alternatives to the proposed action?

Yes No

If yes, describe any alternatives to the proposed action.

3.2. Please provide a summary description of eliminated alternatives and the reasons for their elimination.

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 Order 1050.1, appendix B).

4.1. Describe the Affected Environment

4.1.1. Describe the existing land use, including noise sensitive areas (if any) in the vicinity of the proposed action.

4.1.2. Will the proposed action introduce air traffic over noise sensitive areas not currently affected?

Yes No

Describe:

4.2. Environmental Consequences

As stated in FAA Order 1050.1, paragraph 5–2. b., extraordinary circumstances exist when a proposed action meets both of the following criteria:

4.2.a. Involves any of the following circumstances below; and

4.2.b. May have a significant impact (see 40 CFR 1508.4).

4.2.1. Air Quality

Has research been conducted to identify areas of concern or communication with air quality regulatory agencies 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

Comment:

Evaluation: Will implementation of 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, paragraph 5–2. b. (8), the Air Quality Handbook, and 1050.1 Desk Reference, chapter 1, for details on how to make the determination.)

Yes No

Comment:

4.2.2. Biological Resources (including Marine Mammals; Wildlife and Waterfowl; Endangered/Threatened Species; Critical Habitat)

4.2.2.1. Are wildlife and/or waterfowl refuge/management areas, protected or critical habitats within the affected area of the proposed action?

Yes No

Identify:

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

Yes No

If yes, identify endangered or protected species.

4.2.2.3. At what altitude would aircraft overfly these habitats?

4.2.2.4. 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, paragraph 5–2. 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. Climate

NOTE: The FAA has not established a significance threshold for climate. The Council on Environmental Quality (CEQ) has noted that "...it is not currently useful for the NEPA analysis to attempt to link specific climatological changes, or the environmental impacts thereof, to the particular project or emissions; as such direct linkage is difficult to isolate and to understand."¹ Accordingly, it is not useful to attempt to determine the significance of such impacts. (See FAA Order 1050.1, Desk Reference, chapter 3.)

4.2.4. Coastal Resources

NOTE: Coastal resources include both coastal barriers and coastal zones.

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

Yes No

Identify:

4.2.4.2. 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

Evaluation: Will implementation of the proposed action result in an impact in to coastal resources? (See FAA Order 1050.1, paragraph 5–2. b. (4), and 1050.1 Desk Reference, chapter 4, for details on how to make the determination.)

¹ Draft NEPA Guidance on *Consideration of the Effects of Climate Change and Greenhouse Emissions*, CEQ (2010).
http://ceq.hss.doe.gov/nepa/regis/Consideration_of_Effects_ofGHG_Draft_NEPA_Guidance_FINAL_02182010.pdf

4.2.4.a. Yes

Comment:

4.2.4.b. No. An impact to coastal resources is not anticipated.

4.2.5. Department of Transportation Act, Section 4(f)

4.2.5.1. Are there cultural or scenic resources, of national, state, or local significance, such as national parks, publicly owned parks, recreational areas, and public and private historic sites in the affected area?

Yes No

Identify:

4.2.5.2. 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, paragraph 5–2. b. (2), and 1050.1 Desk Reference, chapter 5, for details on how to make the determination.)

4.2.5.a. Yes

Comment:

4.2.5.b. No. Section 4(f) impacts are not anticipated.

4.2.6. Farmlands

Are the following resources present: National Resources Conservation designated prime and unique farmlands or, state, or locally important farmlands including pastureland, cropland, and forest?

Yes No

Identify:

Evaluation: Will the implementation of the proposed action involve the development of land regardless of use, or have the potential to convert any farmland to non-agricultural uses? (See FAA Order 1050.1, paragraph 5–2. b. (4), and the 1050.1 Desk Reference, chapter 6, for details on how to make the determination.)

4.2.6.a. Yes

Comment:

4.2.6.b. No. An impact to farmland resources is not anticipated.

4.2.7. Hazardous Material, Solid Waste, and Pollution Prevention

Will implementation of the proposed action result in any construction or development or any physical disturbances of the ground in an area known to contain hazardous materials, hazardous waste, solid waste, or other forms of pollution or contamination?

Yes No

Evaluation: Is implementation of the proposed action likely to cause contamination by hazardous materials, hazardous waste, or likely to disturb existing hazardous materials, hazardous waste site, or other area of contamination? (See FAA Order 1050.1, paragraph

5–2. b. (12), and the 1050.1 Desk Reference, chapter 7, for details on how to make the determination.)

4.2.7.a. Yes

Comment:

4.2.7.b. No. An impact to existing areas of hazardous material, hazardous or solid waste, or pollution prevention activities, is not anticipated; and implementation of the proposed action is not anticipated to result in the production of hazardous material, hazardous or solid waste.

4.2.8. National Historic Preservation Act of 1966 (NHPA)

NOTE: Section 106 of the 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 include the removal or alteration of historic resources. Indirect effects include changes in noise, vehicular traffic, light emissions, or other changes that could interfere substantially with the use or character of the resource.

4.2.8.1. Are there historic resources protected under Section 106 of the NHPA in the study area of the proposed action ?

Yes No

Identify:

4.2.8.2. Will the proposed action include removal or alteration of historic resources (direct effect)?

Yes No

4.2.8.3. Do any of the historic resources identified have quiet as a generally recognized feature or attribute?

Yes No

If yes, explain:

4.2.8.4. Will the proposed action substantially interfere with the use or character of the resource (indirect effect)?

Yes No

Explain:

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

4.2.8.a. Yes

Comment:

4.2.8.b. No. An impact to resources subject to Section 106 review is not anticipated.

4.2.9. 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.)

4.2.10. National Resources and Energy Supply

NOTE: This resource category excludes fuel burn.

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, paragraph 5–2. b. (4).)

Yes No

If yes, explain:

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

4.2.10.a. Yes

Comment:

4.2.10.b. No. An impact to natural resources and materials and/or energy supply is not anticipated.

4.2.11. 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 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. See FAA Order 1050.1, paragraph 11–5. b. (10), for the full definition 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 guidelines. (See FAA Order 1050.1 and the 1050.1 Desk Reference, section 11.)

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

4.2.11.1.1. Will the proposed action introduce air traffic over noise sensitive areas *not* currently affected?

Yes No

Comment:

4.2.11.1.2. Do the results of the noise analysis indicate that the proposed action would result in an increase in noise exposure 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?

Yes No

4.2.11.1.3. If yes, are the results of the noise analysis incompatible with one or more of the Land Use Compatibility categories? (See FAA Order 1050.1, Desk Reference Exhibit 11–3.)

Yes No

If yes, explain:

4.2.11.1.4. Do the results of the noise analysis indicate a threshold of significance over noise sensitive areas *not* listed under the Land Use Compatibility categories (for example, national parks, wildlife/waterfowl refuges)?

Yes No

If yes, explain:

4.2.11.2. 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:

4.2.11.a. Will the proposed action result in a significant noise impact over noise sensitive land use? (See FAA Order 1050.1, paragraph 5–2. b. (7), and the 1050.1 Desk Reference, chapter 11, for details on how to make the determination.)

Yes

If yes, explain:

4.2.11.b. No. The results of the noise analysis indicate that no significance threshold noise criteria are reached as a result of the implementation of the proposed action.

4.2.11.c. Will the proposed action result in a significant noise impact over noise sensitive areas? (See FAA Order 1050.1, paragraph 5–2. b. (7), and the 1050.1 Desk Reference, chapter 8, for details on how to make the determination.)

Yes

If yes, explain:

4.2.11.d. No. The results of the noise analysis indicate that no reportable noise impacts are expected to result from the implementation of the proposed action.

4.2.12. Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risk

4.2.12.1. Socioeconomics

4.2.12.1.a. Will the proposed action result in a division or disruption of an established community; a disruption of orderly, planned development; or an inconsistency with plans or goals that have been adopted by the community in which the proposed action is located? (See FAA Order 1050.1, paragraph 5–2. b. (5).)

Yes No

- 4.2.12.1.b.** Will the proposed action result in an increase in congestion from surface transportation, by causing a decrease in the Level of Service below the acceptable level determined by the appropriate transportation agency? (i.e., a highway agency) [See FAA Order 1050.1, paragraph 5–2 b. (6).]
 Yes No

Evaluation: Will implementation of the proposed action result in an impact to socioeconomics? (See the 1050.1 Desk Reference, chapter 12, 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 involve acquisition of real estate, relocation of residence or community business, disruption of local traffic patterns, loss of community tax base, or changes to the fabric of the community.

4.2.12.2.Environmental Justice

NOTE: FAA has not established a significance threshold for Environmental Justice. Impacts to Environmental Justice in the context of other impact categories should be considered.

Evaluation: Will the proposed action have the potential to lead to a disproportionately high and adverse impact to an environmental justice population, (i.e., a low income or minority population) due to significant impacts in other environmental impact categories or impacts on the physical or natural environment that affect an environmental justice population in a way that the FAA determines are unique to the environmental justice population and significant to that population? (See the 1050.1 Desk Reference, chapter 12, for details on how to make the determination.)

- 4.2.12.2.a.** Yes
 Comment:

- 4.2.12.2.b.** No. An impact related to environmental justice is not anticipated.

4.2.12.3.Children’s Environmental Health and Safety Risk

NOTE: FAA has not established a significance threshold for Children’s Environmental Health and Safety Risk. Impacts to Children’s health and safety in the context of other impact categories should be considered.

Evaluation: Will the proposed action have the *potential* to lead to a disproportionate 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.)

- 4.2.12.3.a.** Yes
 Comment:

- 4.2.12.3.b.** No. An impact related to children’s environmental health and safety is not anticipated.

4.2.13.Visual Effects

NOTE: There are no special purpose laws for light impacts and visual impacts. Impacts from light emissions are generally related to airport aviation lighting.

4.2.13.1. Will implementation of the proposed action create annoyance or interfere with normal activities from light emissions?

Yes No

Explain:

4.2.13.2. 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

Explain:

Evaluation: Will the proposed action result in an impact to visual resources? (See FAA Order 1050.1, paragraph 5–2. b. (5), and 1050.1 Desk Reference, chapter 13, for details on how to make the determination.)

4.2.13.a. Yes

Comment:

4.2.13.b. No. The proposed action is not anticipated to interfere or have an effect on the visual resources.

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

4.2.14.1. Are there wetlands, flood plains, and/or Wild and Scenic Rivers in the proposed action study area?

Yes No

4.2.14.2. Are there reservoirs or other public water supply systems in the affected area?

Yes No

4.2.14.3. Will implementation of the proposed action result in any construction or development or any physical disturbances of the ground?

Yes No

4.2.14.4. Will implementation of the proposed action result in any changes to existing discharges to water bodies, create a new discharge that would result in impacts to water quality, or modify a water body?

Yes No

If yes, is there a potential for an impact to water quality, sole source aquifers, a public water supply system, federal, state or tribal water quality standards established under the Clean Water Act and the Safe Drinking Water Act?

Yes No

Evaluation: Will the proposed action result in an impact to water resources? (See FAA Order 1050.1, paragraph 5–2. b. (9), and 1050.1 Desk Reference, chapter 14, for details on how to make the determination.)

4.2.14.a. Yes

Comment:

4.2.14.b. No. The potential for impact to water resources is not anticipated.

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 regarding the impacts of a proposed action exists.

NOTE: If in doubt about whether a proposed action is highly controversial on environmental grounds, consult the Line of Business/Staff Office (LOB/SOB) headquarters environmental division, AEE, Regional Counsel, or AGC for assistance. (See FAA Order 1050.1, paragraph 5–2. b. (10).)

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, paragraph 5–2. b. (11).)

Yes No

If yes, explain:

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, i.e., GPS/FMS plans, NAVAIDS, etc.?

Yes No N/A

Describe:

Section 6. Cumulative Impacts

What other projects (FAA, non-FAA, or non-aviation) are known, planned, have been previously implemented, or are ongoing in the affected area that would contribute to the proposed project’s environmental impact?

Section 7. Community Involvement

Community involvement is the process of engaging in dialog and collaboration with communities affected by FAA actions. The appropriate level of community involvement 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.)

- 7.1.** Are the airport proprietor and/or users providing general support for the proposed action?
 Yes No N/A
- 7.2.** Are local community leaders or groups who could have an interest in FAA activity (i.e., aviation roundtables, historical preservation society, etc) due to their location or by their function in the community been notified, consulted, or otherwise informed of this proposed action?
 Yes No Not Known
- 7.2.1.** Are any opposed to or supporting it? Not Known
- 7.2.2.** Identify the parties and indicate whether they are in opposition or in support of the proposed action.
- 7.2.3.** If they are opposed, what is the basis of their opposition?
- 7.3.** Are local citizens aware of the proposed action?
 Yes No Not Known
- 7.3.1.** Are any opposed to or supporting it? Not Known
- 7.3.2.** Identify the parties and indicate whether they are in opposition or in support of the proposed action.
- 7.3.3.** If they are opposed, what is the basis of their opposition?
- 7.4.** Has the FAA received one or more comments objecting to the proposed project on environmental grounds from local citizens or elected officials?
 Yes No
- 7.4.1.** If so, state the nature of the comment and how the FAA was notified (for example, resolution, Congressional, Public meeting/workshop, etc.).
- 7.4.2.** How is the comment(s) being responded to? Can the comment(s) be mitigated through changes in design?
- 7.5.** Is the proposed project consistent with local plans and development efforts?
 Yes No
- 7.6.** Has there been any previous aircraft-related environmental or noise analysis, including a FAR Part 150 Study, conducted at this location?
 Yes No
- 7.6.1.** If so, was the study reviewed as a part of this initial review?
 Yes No N/A

Section 8. References/Correspondence

Attach written correspondence, summarized phone contacts using Memorandums for the File, etc.

Section 9. Additional Preparers

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: _____

Section 10. Facility/Service Area Conclusions

This initial review and analysis indicates 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 project is implemented.

The undersigned have determined that the proposed action may not qualify as a categorically excluded action in accordance with FAA Order 1050.1, and on this basis, recommend that further environmental review be conducted before the proposed action is implemented.

The undersigned recommend that the proposed action be submitted for environmental funding for preparation of an EA EIS Not sure – more analysis is needed.

Facility Manager Review/Concurrence

Signature: _____ Date: _____

Name: _____

Title: _____

Address: _____

Phone: _____ Email: _____

Service Area Environmental Specialist Review/Concurrence

Signature: _____ Date: _____

Name: _____

Title: _____

Address: _____

Phone: _____ Email: _____

Service Area Director Review/Concurrence, if necessary

Signature: _____ Date: _____

Name: _____

Title: _____

Address: _____

Phone: _____ Email: _____