

**APPENDIX K**

**COASTAL RESOURCES**

## Delaware Consistency Determination

### **Statement of Consistency**

The Federal Aviation Administration (FAA) has determined that the proposed New York/New Jersey Philadelphia Metropolitan Area Airspace Redesign complies with Delaware's approved coastal management program and will be conducted in a manner consistent with such program

### **Necessary Data and Information**

The Federal Aviation Administration (FAA) is proposing modifications to aircraft routes and air traffic control procedures used in the New York/New Jersey/Philadelphia metropolitan area (Proposed Action). The airspace redesign was conceived as a system for more efficiently delivering Instrument Flight Rule (IFR) aircraft to and from major airports in the study area. The airspace redesign will increase efficiency and reliability of the air traffic system through the adjustment of traffic flows in the NY/NJ/PHL metropolitan area, accommodate new technologies, and reduce delays. The airspace redesign is needed to maintain the safety of the airspace, to mitigate mounting delays, and to accommodate increasing growth in the metropolitan area.

All Federal actions, including actions requiring Federal funding or approval, including the NY/NJ/PHL metropolitan area airspace redesign, must be evaluated for their potential to impact the environment. FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, describes policies and procedures for FAA compliance with the *National Environmental Policy Act* and implementing regulations issued by the Council on Environmental Quality (40 CFR Part 1500-1508). One environmental impact category that must be considered for actions subject to Order 1050.1E is coastal resources.

Coastal resources in the NY/NJ/PHL metropolitan area are protected by the Coastal Zone Management Act of 1982 (CZMA). The CZMA was enacted to encourage states to protect, preserve, develop, and, when possible, restore or enhance valuable natural coastal resources. The CZMA is unique in that participation is a voluntary partnership between the Federal government and the coastal states. To encourage states to participate, the CZMA makes Federal financial assistance available to any coastal state or territory that is willing to develop and implement a comprehensive coastal management program. The CZMA provides procedures for ensuring a proposed action is consistent with approved state management programs.

The Delaware program to enforce the CZMA is comprised of the Delaware Coastal Management Program, established in 1979, and the National Estuarine Research Reserve. The mission of the program is to "preserve, protect, develop and where possible restore and enhance the resources of Delaware's coastal zone by effective administration of the Coastal Management Program and National Estuarine Research Reserve".<sup>1</sup> Both programs are fully integrated and are administered by the Delaware Department of

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<sup>1</sup> <http://www.dnrec.state.de.us/dnrec2000/Divisions/Soil/dcmp/index.htm>

Natural Resources and Environmental Control's Division of Soil and Water Conservation.

The Delaware Coastal Management Program (DCMP) uses three management tools to protect Delaware's coastal resources:

1. Federal Consistency Certifications
2. Coastal Nonpoint Pollution Control Program
3. Special Area Management Planning

Each of these tools, and the Proposed Airspace Redesign Project's compliance with each tool, is described the following subsections.

#### Federal Consistency Certifications

Under the CZMA, states are allowed to review federal projects, including activities, permits, financial assistance, and outer continental shelf activities, that might affect the state's coastal resources. States must grant approval to the federal project before it can proceed. Federal Aviation Administration projects subject to DCMP federal consistency certification include Airport Layout Plans (ALPs). While the Proposed Airspace Redesign Project would not result in changes to any ALP, it is still being evaluated for consistency with the DCMP as a direct federal action.

The Proposed Airspace Redesign Project does not include any physical changes or development of facilities\*, nor does it require local or state actions. Therefore, no physical alteration to any environmental resource would occur as a result of the Proposed Airspace Redesign Project. In addition, none of the airspace redesign alternatives considered would result in a significant change in noise in the portion of the Study Area within the State of Delaware. No adverse impacts are expected to Delaware resources subject to management under the DCMP, including wetlands, beaches, coastal waters, subaqueous lands, coastal strips, and borrow pits. Because there will be no significant change in noise over the portion of Proposed Airspace Redesign Project Study Area, no adverse impacts on areas of special interest or other areas of interest are expected. Applicable development issues include CMP Policies for Air Quality Management. The final rule for Determining Conformity of General Federal Actions to State and Federal Implementation Plans<sup>2</sup> was published in the Federal Register in 1993<sup>3</sup>. In Section 51.853 (c)(1), the Environmental Protection Agency (EPA) lists actions that are *de minimis* and,

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<sup>2</sup> 40 CFR Parts 6, 51, and 93

<sup>3</sup> 40 C.F.R. Parts 6, 51, and 93. United States Government Printing Office, World Wide Web Address: [www.access.gpo.gov](http://www.access.gpo.gov), July 2001.

\*One of the Alternatives, the Integrated Airspace Alternative, includes a variation with an Integrated Control Complex (ICC). The ICC could be a new air traffic facility or a modification of existing facilities. The FAA is currently studying the ICC concept to determine whether it meets operational, safety, and budget requirements. At the appropriate time in the decision making process, the FAA will assess the potential environmental impacts of constructing an ICC in a separate NEPA document.

thus, do not require an applicable analysis under this rule. EPA states in the preamble to this regulation that it believes, “air traffic control activities and adopting approach, departure, and en route procedures for air operations” are illustrative of *de minimis* actions. Therefore the Proposed Airspace Redesign Project is considered *de minimus*. Quantitatively, reduction of delay and more efficient flight routing associated with the Proposed Airspace Redesign Project alternatives would serve to reduce fuel burn and thereby reduce air pollutant emissions.

#### Coastal Nonpoint Pollution Control Programs

The Proposed Airspace Redesign Project would not result in any adverse impacts to coastal resources, and would not increase runoff pollution. Additionally, nonpoint source air pollution would not be increased as a result of the Proposed Airspace Redesign Project, as described in the proceeding section.

#### Special Area Management Planning

Currently, there is one Special Area Management Plan in the State of Delaware, for the Pea Patch Island Heronry Region. A June 2001 update to the SAMP states, “Observations on Pea Patch Island have shown that direct overflights of fixed-wing aircraft and helicopters have little to no effect on heron behavior. However, helicopters circling the island do disrupt the colony of herons on the island.”<sup>4</sup> The Proposed Airspace Redesign Project has the potential to impact overflights, but would not impact helicopter traffic. Therefore, the Proposed Airspace Redesign Project is not expected to result in any impacts to Special Area Management Plans.

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<sup>4</sup> The Pea Patch Island Heronry Region and Special Area Management Plan Core Group. The Pea Patch Island Heronry Region: Special Area Management Plan. Delaware Coastal Management Plan, July 1998.





STATE OF DELAWARE  
DEPARTMENT OF NATURAL RESOURCES & ENVIRONMENTAL CONTROL  
DIVISION OF SOIL AND WATER CONSERVATION

89 KINGS HIGHWAY  
DOVER, DELAWARE 19901

DELAWARE COASTAL  
MANAGEMENT PROGRAM

TELEPHONE: (302) 739-9283  
FAX: (302) 739-2048

October 16, 2006

Steve Kelly, Project Manager  
Federal Aviation Administration  
155 Pinelawn Road, Suite 200 South  
Melville, NY 11747

***RE: Delaware Coastal Management Federal Consistency Certification  
New York/New Jersey/Philadelphia Metropolitan Area Airspace Redesign Project***

Dear Mr. Kelly,

The Delaware Coastal Management Program (DCMP) has received and reviewed the Draft Environmental Impact Statement for above referenced project. Based upon our review and pursuant to National Oceanic & Atmospheric Administration regulations (15 CFR 930), the DCMP concurs with your consistency determination for the New York/New Jersey/Philadelphia Metropolitan Area Airspace Redesign Project.

If you have any questions regarding this determination please do not hesitate to contact me at (302) 739-9283.

Sincerely,

A handwritten signature in cursive script, appearing to read "Sarah W. Cooksey".

Sarah W. Cooksey, Administrator  
Delaware Coastal Management Program

SWC/tka  
cc: File 06.143  
Moir Keene- FAA



Federal Aviation Administration  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

SEP 14 2006

Sarah W. Cooksey  
Administrator, Delaware Coastal Programs  
Department of Natural Resources and Environmental Control  
89 Kings Highway  
Dover, DE 19901

Dear Ms. Cooksey:

Thank you for your letter regarding the Delaware Coastal Management Program review of the New York/New Jersey/Philadelphia Metropolitan Area Airspace Redesign (Airspace Redesign) Draft Environmental Impact Statement (EIS). All of your comments are valuable and will be addressed in the Final EIS.

Due to the nature of one specific comment, we would like to take this opportunity to respond in advance of the Final EIS. Your letter stated that the Draft EIS did not contain the required statement of consistency with the Coastal Zone Management policies of the Delaware Coastal Management Program. However, in accordance with the attached letter dated June 11, 2001 and your instructions at the meeting held on December 11, 2003, a consistency certification was prepared and is included in the Draft EIS. On page 4-60 of the Draft EIS the reader is directed to Appendix K to find the consistency certification. In an effort to facilitate the consistency determination process we have also enclosed a copy of the Delaware Consistency Certification for the Airspace Redesign. Please let us know if this document is sufficient for the purposes of determining whether the Airspace Redesign is consistent with the Delaware Coastal Management Program.

If you have any questions or concerns, please contact me via email, Mo.Keane@faa.gov, or in writing at the address listed above.

Respectfully,

Original Signed by

A handwritten signature in cursive script that reads "Moira D. Keane".

Moira D. Keane  
Environmental Specialist  
Federal Aviation Administration

cc: 520df/522.1/SK

522.1:MKane:MK:(718)553-2622:09/12/06:\520\7210.25 Airspace Redesign Proj\NY-NJ-PHL Airspace Redesign Proj\Environmental Folder\Environmental\Cooksey.doc

## New York Coastal Zone Management Consistency Determination

The Federal Aviation Administration (FAA) is proposing modifications to aircraft routes and air traffic control procedures used in the New York/New Jersey/Philadelphia metropolitan area (Proposed Action). The airspace redesign was conceived as a system for more efficiently delivering Instrument Flight Rule (IFR) aircraft to and from major airports in the study area. The airspace redesign will increase efficiency and reliability of the air traffic system through the adjustment of traffic flows in the NY/NJ/PHL metropolitan area, accommodate new technologies, and reduce delays. The airspace redesign is needed to maintain the safety of the airspace, to mitigate mounting delays, and to accommodate increasing growth in the metropolitan area.

All Federal actions, including actions requiring funding or approval, including the NY/NJ/PHL metropolitan area airspace redesign, must be evaluated for their potential to impact the environment. FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, describes policies and procedures for FAA compliance with the *National Environmental Policy Act* and implementing regulations issued by the Council on Environmental Quality (40 CFR Part 1500-1508). One environmental impact category that must be considered for actions subject to Order 1050.1E is coastal resources.

Coastal resources in the NY/NJ/PHL metropolitan area are protected by the Coastal Zone Management Act of 1982 (CZMA). The CZMA was enacted to encourage states to protect, preserve, develop, and, when possible, restore or enhance valuable natural coastal resources. The CZMA is unique in that participation is a voluntary partnership between the Federal government and the coastal states. To encourage states to participate, the CZMA makes Federal financial assistance available to any coastal state or territory that is willing to develop and implement a comprehensive coastal management program. The CZMA provides procedures for ensuring a proposed action is consistent with approved state management programs.

New York's coastal areas are facing hazards from flooding, erosion, and destruction of wildlife habitat. The State's 2,650 total miles of coastline are home to many special species, including the piping plover, the diamondback terrapin, the shortnose sturgeon, and the snowy egret. The coastal areas support the fishing, tourism, and shipping industries and are home to numerous ports and marinas.

New York's State Coastal Management Program (CMP) establishes enforceable coastal policies. The State's Coastal Management Program is administered by the Department of State, Division of Coastal Resources. The CMP received Federal approval under the CZMA in 1982. Coastal policies outlined in regional coastal management programs, such as the Long Island Sound Coastal Management Program, and other special area management plans are also enforceable. New York has also enacted the State Waterfront Revitalization of Coastal Areas and Inland Waterways Act, which includes provisions to ensure consistency of State actions and appropriate Federal actions with the policies of the coastal area and inland waterways, and with waterfront revitalization programs. Local Waterfront Revitalization Programs accepted by the State include similar provisions to

ensure consistency. Municipal agency decisions, such as zoning changes, site plan approvals, and special use permits, must be consistent with Local Waterfront Revitalization programs.

The State of New York does not place any direct restrictions on coastal activities; rather, the Department of State works with State agencies to ensure permits issued comply with coastal management efforts. Local governments are encouraged to develop management plans, and many opportunities exist for the public to get involved in coastal zone management. The public can get involved through the State's Adopt-a-Beach Program, the Kingfisher Alternative Sewer System Program, and annual Coastweeks activities.

The proposed NY/NJ/PHL metropolitan area airspace redesign does not result in the construction of facilities or a physical disturbance to the ground. Therefore, no impacts to coastal zones are anticipated and no further analysis is required.

## New Jersey Consistency Determination

The Federal Aviation Administration (FAA) is proposing modifications to aircraft routes and air traffic control procedures used in the New York/New Jersey/Philadelphia metropolitan area (Proposed Action). The airspace redesign was conceived as a system for more efficiently delivering Instrument Flight Rule (IFR) aircraft to and from major airports in the study area. The airspace redesign will increase efficiency and reliability of the air traffic system through the adjustment of traffic flows in the NY/NJ/PHL metropolitan area, accommodate new technologies, and reduce delays. The airspace redesign is needed to maintain the safety of the airspace, to mitigate mounting delays, and to accommodate increasing growth in the metropolitan area.

All Federal actions, including actions requiring Federal funding or approval, including the NY/NJ/PHL metropolitan area airspace redesign, must be evaluated for their potential to impact the environment. FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, describes policies and procedures for FAA compliance with the *National Environmental Policy Act* and implementing regulations issued by the Council on Environmental Quality (40 CFR Part 1500-1508). One environmental impact category that must be considered for actions subject to Order 1050.1E is coastal resources.

Coastal resources in the NY/NJ/PHL metropolitan area are protected by the Coastal Zone Management Act of 1982 (CZMA). The CZMA was enacted to encourage states to protect, preserve, develop, and, when possible, restore or enhance valuable natural coastal resources. The CZMA is unique in that participation is a voluntary partnership between the Federal government and the coastal states. To encourage states to participate, the CZMA makes Federal financial assistance available to any coastal state or territory that is willing to develop and implement a comprehensive coastal management program. The CZMA provides procedures for ensuring a proposed action is consistent with approved state management programs.

The State of New Jersey, which is entirely encompassed in the NY/NJ/PHL metropolitan area airspace redesign study area, has nearly 1,800 miles of coastline. The coastal area includes portions of eight counties in New Jersey, and includes the Atlantic Ocean, Upper New York Bay, Newark Bay, Raritan Bay, Arthur Kill, the Hudson River, the Raritan River, the Passaic River, the Hackensack River, the Delaware Bay and River, and tributaries to these waters influenced by tides. The New Jersey coastal area is home to the American black duck, the American brant, the Endangered least tern, and special ecological areas including wetlands, the Jacques Cousteau National Estuarine Research Reserve, and barrier islands. The NJ coastal area is threatened by overdevelopment, coastal hazards, runoff pollution, and degradation of water quality.

New Jersey's Coastal Management Plan (CMP) is administered by the New Jersey Department of Environmental Protection. The CMP was approved in August 1980. The Bay and Ocean Shore Segment was approved earlier, in September 1978. The CMP is comprised of a network of offices with various functions but the same common goal and responsibility: the protection of New Jersey's coastal areas.

The Coastal Management Office administers the planning and enhancement objectives of the CMP and is responsible for developing and implementing long range planning projects involving resources in the coastal area. The Coastal Management Office coordinates their efforts with complementary programs including the Jacques Cousteau National Estuarine Research Reserve and the Delaware River, NY/NJ Harbor, and the Barnegat Bay Estuary Programs. The Coastal Management Office also advises the Department of Environmental Protection on current policies influencing coastal resources, coordinates work on non-point pollution abatement projects, and administers the Coastal Zone Management Grants and prepares grant performance reports.

Coastal permit applications are reviewed by the New Jersey Land Use Regulation Program under the Coastal Area Facility Review Act (CAFRA), the Waterfront Development Law, and the Wetlands act of 1970. The Land Use Regulation Program also reviews Freshwater Wetlands Protection Act permit applications and performs Federal consistency reviews. Dredging and port development project applications are reviewed by the Office of Dredging and Sediment Technology. The Division of Fish and Wildlife, the Historic Preservation Office, and other Department offices assist the Land Use Regulation Program and the Office of Dredging and Sediment Technology in these reviews. The Bureau of Tidelands Management, which is part of the Land Use Regulation Program, serves on the Tidelands Resource Council which is responsible for conveyance of State-owned tidelands.

The Bureau of Coastal and Land Use Enforcement is responsible for ensuring compliance with wetland permits issued for projects in the coastal area and investigating and seeking remedies for coastal and freshwater wetland violations.

Dredging and shore protection projects in the coastal area, such as beach replenishment, bulkhead installation, and groin modification, are managed by the Engineering and Construction Program. This program also provides aids to navigation and participates with the US Army Corps of Engineers on all sponsored shore protection projects in the state.

The Green Acres Program, established in 1961, also influences coastal resources. The program was designed to link protected areas to meet recreation and conservation needs. The Program has resulted in the creation of very ecologically valuable corridors which facilitate the movement of wildlife between previously isolated 'islands' of habitat, as well as providing parkland for recreation and areas of scenic benefit between towns and urban centers. In addition, the Green Acres, Farmland, Historic Preservation and Blue Acres Bond Act of 1995 created the Coastal Blue Acres program and provides \$15 million for grants and loans to counties and municipalities for the purchase of coastal lands prone to or damaged by storms, or that protect other lands from storms, for recreation and conservation.

The public is encouraged to participate in the protection of New Jersey's coastal areas through participation in the Adopt-a-Beach program, Coastweeks celebrations, and the water quality monitoring program. The Department of Environmental Protection also

publishes quarterly coastal management and watershed management newsletters and informational brochures on coastal issues.

The proposed NY/NJ/PHL metropolitan area airspace redesign does not result in the construction of facilities or a physical disturbance to the ground. Therefore, no impacts to coastal zones are anticipated and no further analysis is required.

## Pennsylvania Coastal Zone Management Consistency Determination

The Federal Aviation Administration (FAA) is proposing modifications to aircraft routes and air traffic control procedures used in the New York/New Jersey/Philadelphia metropolitan area (Proposed Action). The airspace redesign was conceived as a system for more efficiently delivering Instrument Flight Rule (IFR) aircraft to and from major airports in the study area. The airspace redesign will increase efficiency and reliability of the air traffic system through the adjustment of traffic flows in the NY/NJ/PHL metropolitan area, accommodate new technologies, and reduce delays. The airspace redesign is needed to maintain the safety of the airspace, to mitigate mounting delays, and to accommodate increasing growth in the metropolitan area.

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Coastal resources in the NY/NJ/PHL metropolitan area are protected by the Coastal Zone Management Act of 1982 (CZMA). The CZMA was enacted to encourage states to protect, preserve, develop, and, when possible, restore or enhance valuable natural coastal resources. The CZMA is unique in that participation is a voluntary partnership between the Federal government and the coastal states. To encourage states to participate, the CZMA makes Federal financial assistance available to any coastal state or territory that is willing to develop and implement a comprehensive coastal management program. The CZMA provides procedures for ensuring a proposed action is consistent with approved state management programs.

Pennsylvania's program to enforce the CZMA is the Pennsylvania Coastal Zone Management Plan (PCZMP). Pennsylvania's plan was approved under the authority of the CZMA in September 1980. The Department of Environmental Protection's Office for River Basin Cooperation oversees the PCZMP, which "seeks to protect and enhance ... fragile natural resources, while reducing conflict between competing land and water uses".

The Commonwealth of Pennsylvania has two coastal areas: the 63-mile Lake Erie coastline, and the 57-mile coastline along the Delaware Estuary. The Delaware Estuary coastline falls within the confines of the NY/NJ/PHL metropolitan area airspace redesign study area. The Delaware Estuary coastal zone lies in Bucks, Philadelphia, and Delaware Counties, and varies in width from  $\frac{1}{8}$  mile to over  $3\frac{1}{2}$  miles. The coastal zone includes several environmentally important islands as well as the marshes and shores of tidally-influenced tributary streams. The coastal zone is characterized by a gradually increasing salinity as it approaches the Delaware Bay and the combined facilities of the Estuary



comprise the largest fresh water port in the world. Commercial shipping, tourism, and recreational boating are the primary coastal industries in the Commonwealth.

The Coastal Zone Management Plan requires coastal activities to comply with the policies and performance standards defined in the PCZMP. The policies and performance standards are set for the following issues and activities:

- Coastal Hazard Areas
- Dredging and Spoil Disposal
- Fisheries Management
- Wetlands
- Public Access for Recreation
- Historic Sites and Structures
- Port Activities
- Energy Facilities Siting
- Intergovernmental Coordination
- Public Involvement

The PCZMP gets its authority to manage the coastal zones from seven Pennsylvania statutes, including the Floodplain Management Act, the Clean Streams Act, the Soil Conservation Law Act, the Dam Safety and Encroachment Act, the Air Pollution Control Act, and the Solid Waste Management Act. The Plan's implementation authority is based on memoranda of understanding with Commonwealth agencies, the Environmental Rights Amendment of the Pennsylvania Constitution, and Executive Order 1980-20, which directs all Pennsylvania administrative department and independent boards and commissions to act consistently with the PCZMP.

The PCZMP nominates geographic areas of particular concern in four categories: areas of significant natural value, development opportunity areas, areas of significant recreational, historic, or cultural value, and overlap areas that combine elements of any of the other three. A steering committee, composed of county and local officials and representatives from authorities and environmental, economic, and nonprofit coastal interests, in the Delaware Estuary coastal zone is responsible for reviewing, ranking, and selecting local projects for CZM funding. The Pennsylvania Coastal Zone Advisory Committee, authorized by Executive Order 1980-20, is responsible for reviewing program activities and giving advice. This committee is made up of state agencies and commissions with policy interests similar to the PCZMP's, regional and county planning groups, and the Federal Office of Ocean and Coastal Resource Management.

The proposed NY/NJ/PHL metropolitan area airspace redesign does not result in the construction of facilities or a physical disturbance to the ground. Therefore, no impacts to coastal zones are anticipated and no further analysis is required.

## Connecticut Coastal Zone Management Consistency Determination

The Federal Aviation Administration (FAA) is proposing modifications to aircraft routes and air traffic control procedures used in the New York/New Jersey/Philadelphia metropolitan area (Proposed Action). The airspace redesign was conceived as a system for more efficiently delivering Instrument Flight Rule (IFR) aircraft to and from major airports in the study area. The airspace redesign will increase efficiency and reliability of the air traffic system through the adjustment of traffic flows in the NY/NJ/PHL metropolitan area, accommodate new technologies, and reduce delays. The airspace redesign is needed to maintain the safety of the airspace, to mitigate mounting delays, and to accommodate increasing growth in the metropolitan area.

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Connecticut's Office of Long Island Sound Programs (the Office), within the Department of Environmental Protection, is responsible for the administration, oversight, and enforcement of the state's Coastal Zone Management Program (CMP). The CMP's mission statement is, "to protect, manage, and restore coastal resources, and ensure their availability and accessibility to the public, to foster water-dependent uses of the shorefront and to oversee the state's public trust responsibilities for tidelands." OLSIP achieved this through long-range planning for the Long Island Sound, as well as taking responsibility for the state's coastal management and coastal permit authorities and providing technical and financial assistance to state and local government agencies.

Coastal areas managed by the Office feature tidal wetlands and coves and are home to Atlantic salmon, winter flounder, piping plover, and least terns. The Connecticut coastal areas support tourism, marine commerce, defense-related manufacturing, and a \$50 million shellfish industry. Key issues regarding the state's coastal areas include public access, water quality, habitat protection and restoration, and the use of public lands and waters.

The Office addresses these issues by demanding consistency between local, state, and Federal actions. The Office is responsible for implementing the state Harbor Management Act, and the Coves and Embayment statutes. It also is responsible for the administration of portions of the Long Island Sound Clean-Up Account of the Connecticut Clean Water Fund, including a portion of the coastal wetland restoration grant funds and the administration of grant programs for Long Island Sound research. The Office is also responsible for administering the grant program for projects benefiting the Long Island Sound funded by the Long Island Sound License Plate Program. Funding is also provided to provide low cost publicly available marine sanitation device holding tank pumpouts and marine portable toilet dump stations in the coastal area.

Another primary initiative of the Connecticut Coastal Management Plan is outreach and education concerning the Long Island Sound. The public is invited to all coastal program hearings, and the Office provides sponsored workshops, children's educational videos, storm drain stencils, and other outreach and education programs.

The proposed NY/NJ/PHL metropolitan area airspace redesign does not result in the construction of facilities or a physical disturbance to the ground. Therefore, no impacts to coastal zones are anticipated and no further analysis is required.