

Federal Aviation Administration Environmental Checklist for the Programmatic Environmental Assessment for Drone Package Delivery in North Carolina

Purpose of this Checklist

The following checklist is to be used to determine if a commercial drone operator's proposal to conduct drone package delivery operations under 14 Code of Federal Regulations (CFR) Part 135 in the state of North Carolina is covered under the scope of the Federal Aviation Administration's (FAA) 2024 *Programmatic Environmental Assessment for Drone Package Delivery in North Carolina* (PEA). If a drone operator's proposed action is outside the scope of the PEA, or if the operator would like to deviate from the mitigation measures contained in the PEA, additional environmental review may be required, including, as needed, preparation of an environmental document in accordance with the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality NEPA-implementing regulations (40 CFR Parts 1500–1508), and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*.

The FAA, as the lead federal agency, makes the determination whether additional environmental review is required. Based on the responses in this checklist and the supporting documentation, and further coordination with the applicant as needed, the FAA will determine whether additional environmental review is required before the FAA authorizes the proposed operations.

Federal Aviation Administration Environmental Checklist for Drone Package Delivery Proposals in North Carolina

Date: _____

Applicant/Operator Name: _____

Instructions: Complete Parts I and II. For all questions where “no” is selected, provide information explaining the “no” response in the corresponding comments section.

| Part I – Proposed Action | | | | |
|---|--------------------------|--------------------------|--------------------------|----------|
| | Yes | No | N/A | Comments |
| Operating Area | | | | |
| 1. Does the applicant propose to operate within one of the seven operating areas evaluated in the PEA (see PEA Section 2.2.3)? <i>If “yes,” please specify the operating area in the comments. List latitude and longitude coordinates of each proposed hub in the comments.</i> <i>If the answer is “no,” at a minimum, Determination #3 at the end of this checklist applies.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Unmanned Aircraft | | | | |
| 2. Does the applicant propose to operate an electric multi-copter (2 to 8 propellers), fixed wing, or hybrid aircraft (vertical lift with fixed-wing cruise) as described in the PEA (see PEA Table 1)? <i>Describe aircraft type and characteristics in comments.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Operations | | | | |
| 3. Is the applicant’s typical cruise altitude at least 150 feet above ground level? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 4. Does the applicant propose to operate only between the hours of 7:00 a.m. and 10:00 p.m. (PEA Table 1)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 5. Is the applicant’s proposed number of daily deliveries from any hub less than or equal to 500 (PEA Table 1)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 6. Will the aircraft be operated consistent with the operational profiles described in the noise assessment report (PEA Appendix D)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

| Noise Level Measurements | | | | |
|--|--------------------------|--------------------------|--------------------------|--|
| 7. Has the FAA received and accepted noise measurements for the applicant's unmanned aircraft (UA) and documentation of the measurements? <i>Include date of acceptance in comments.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 8. Based on the documentation, has the applicant determined the group of UA (Group 1 or Group 2) based on the measured Sound Exposure Levels (SELs) as described in the PEA (see PEA Appendix D)? | | | | |
| 9. Has the FAA received and accepted documentation describing the standoff distances associated with the applicant's UA and proposed number of deliveries per hub (per Table 15 [Group 1] or Table 16 [Group 2] in PEA Appendix D)? <i>Include documentation date in comments.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 10. Is the applicant requesting a smaller standoff distance than the distances detailed in the PEA for the proposed number of deliveries (per Table 15 [Group 1] or Table 16 [Group 2] in PEA Appendix D)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Question #11 only applies if the answer to #10 is "yes." | | | | |
| 11. Has the FAA received and accepted a noise measurement report and noise analysis methodology report for the UA provided by the applicant? The purpose of the noise measurement and methodology reports is to determine whether the applicant's noise profile associated with its proposed operations falls within the scope of the PEA. <i>Include date of acceptance in comments.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| If the answer to any question in Part I is "no," further environmental review may be needed. Determinations #2 and #3 at the end of this checklist may apply. Proceed to Part II. | | | | |

| Part II – Mitigation | | | | |
|---|--------------------------|--------------------------|--------------------------|----------|
| | Yes | No | N/A | Comments |
| Does the applicant agree to implement or comply with the mitigation measures listed in the PEA (see below for the applicable impact categories)? | | | | |
| Noise and Noise-Compatible Land Use (PEA Section 3.3.4) | | | | |
| 1. Locate hubs in accordance with Table 15 (Group 1 UA) or Table 16 (Group 2 UA) in the noise assessment report (PEA Appendix D; see also PEA Table 7) or in accordance with the applicant’s noise assessment report that the FAA has accepted. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Historic, Architectural, Archeological, and Cultural Resources (PEA Section 3.5.4) | | | | |
| 2. Apply 0.5-mile buffer around historic properties identified in PEA Table 8 when siting a hub. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 3. No operations within or over the Pinehurst Historic District. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 4. No operations within or over the Guilford Courthouse National Military Park. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 5. If proposed operations include flying over the Blue Ridge Parkway, coordination with the National Park Service has occurred to identify specific corridor crossings that avoid noise sensitive habitat, critical infrastructure, and areas of concentrated visitor use. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 6. No taking off from or landing aircraft on lands or waters administered by the National Park Service. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 7. No taking off from or landing aircraft on any state park area or state park water surface without authorization from the North Carolina Division of Parks and Recreation. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 8. No taking off from or landing aircraft on Biltmore property unless approved by the property owner. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| DOT Act Section 4(f) (PEA Section 3.6.4) | | | | |
| 9. In addition to the measures above for historic properties, if operating above the Pisgah National Forest, abide by U.S. Forest Service (USFS) guidance related to drone operations within USFS property boundaries, including keeping drones away from populated and noise-sensitive areas, such as campgrounds, trail heads, and visitor centers. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Biological Resources (PEA Section 3.8.4) | | | | |
| 10. The operator is aware of the potential presence of threatened and endangered species and its obligation to avoid <i>taking</i> these species. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

| | | | | |
|--|--------------------------|--------------------------|--------------------------|--|
| 11. As applicable, operator will prohibit hovering, taking off, and landing within 150 feet of a known bat roost or hibernacula (data to be provided by the FAA). In the case of roosts in bridges or culverts, the 150-foot buffer applies to any point on the structure. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 12. If operating in the Greenville and Wilmington operating areas from June to October, conduct en route flights at an altitude of 350 feet above ground level over potential manatee habitat. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 13. Operator will cross rivers, streams, or other linear waterbodies in a perpendicular fashion. Flight paths should not run parallel to or along a stream, river, or other waterbody. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <i>If the answer to any question in Part II is "no," further environmental review may be needed.</i> | | | | |

FAA Determination

Based on an examination and review of the application, I determine that (*check all that apply*):

1. ☐ No further environmental review or NEPA documentation is required. The applicant's proposed action falls within the scope of the PEA and associated consultations, and the potential environmental impacts of the proposed action are fully addressed in the PEA and associated consultations.
2. ☐ No further NEPA documentation is required. However, consultation with the following entity or entities is required before authorizing the operation.
 - ☐ Endangered Species Act Section 7 consultation with the U.S. Fish and Wildlife Service
 - ☐ National Historic Preservation Act Section 106 consultation with the State Historic Preservation Officer
 - ☐ Department of Transportation Act Section 4(f) consultation with _____
3. ☐ An EA that tiers from and incorporates the findings of the PEA is required for the following reason(s):
 - ☐ The applicant proposes to operate in an area not addressed in the PEA.
 - ☐ The applicant proposes to use a platform/aircraft not addressed in the PEA.
 - ☐ The applicant's proposed operations are not fully addressed in the PEA.
 - ☐ The applicant's planned number of daily operations per hub exceeds the maximum number addressed in the PEA.
 - ☐ Additional noise data and analysis is needed to determine whether the proposed action would result in significant impacts.
 - ☐ The operator will not incorporate one or more of the mitigation measures identified in the PEA.

The EA should focus on those aspects of the proposed action and/or environmental impact that was not adequately addressed in the PEA.

4. ☐ The proposed action has the potential to cause one or more significant impacts that cannot be mitigated to levels below significance and therefore requires initiation and preparation of an environmental impact statement.

Responsible FAA Official

Date