U.S. Department
of Transportation
**Federal Aviation
Administration**

Air Traffic Organization
Western Service Area
Engineering Services

777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

December 20, 2023

Ricard V. Salas
Director
Division of Coastal Resources Management (DCRM)
3rd Floor, Gualo Rai Center
Chalan Pale Arnold
P.O. Box 501304
Saipan, MP 96950

Subject: Federal Consistency Determination
FAA Project to Replace Existing Electrical Line Distribution System
Saipan International Airport, Saipan, CNMI

Dear Mr. Salas:

The Federal Aviation Administration (FAA) proposes to replace the electrical line distribution system (ELD) that provides electrical power to FAA's facilities at the Saipan International Airport (GSN). The current ELD cables and components have either reached their usable life expectancy, have deteriorated due to environmental conditions or have fallen behind current FAA standards.

In accordance with the Coastal Zone Management Act of 1972, as amended, Section 307(c)(1), the FAA has evaluated the proposed project and determined that it is consistent to the maximum extent practicable with the CNMI Coastal Resources Management Program (CRMP). The FAA seeks the DCRM's concurrence with our **Negative Determination.**

The Saipan (GSN) airport is located in the Northern Mariana Islands North of Guam. This airport has the following FAA air navigational system facilities: Localizer (LOC), Glide Slope (GS), Medium Approach Lighting system (MALSR), and proposed two new precision approach path indicator lights (PAPIs). Power to the FAA facilities are currently fed from an electrical vault located behind the airport terminal building. The powerline ducts from this vault are routed directly under the terminal building, under the Tarmac, under a Taxiway, to the center field grassy area.

Proposed Action

Attachment 1 presents the project layout plans. The proposed general scope of work includes the following:

- Remove existing 2400-120/240V transformers, sectionalizer, and disconnect switches. Remove existing cables.

- Remove equipment concrete pads and bollards at Runway 7 MALSR, Runway 7 GS and Runway 7 LOC.
- Remove FAA breakers, cut out fuses, transformers at airport electrical vault.
- Install new transformers, sectionalizers, and disconnect switches at 7 MALSR, 7 Glide Slope and 7 Localizer
- Install new duct bank as shown in the design drawings, and pull new cables
- Install a new emergency Engine Generator (EG) shelter with new EG and built in fuel tank at Runway 7 MALSR and Runway 7 LOC site

Specifically, work activities are described as follows:

At the Runway 7 LOC:

1. Eliminate the existing feed from the electrical vault. From the GSN LOC end (RNWY 25) of the airport, there is a power pole just off the AOA on Flame Tree road where we could establish a new service feed for the LOC and new PAPI. The new service feed will come a new rack located at the pump station directly NE of the LOC shelter.
2. The new feed will come from a new LV disconnect switch approx. 1000-ft. away.
3. Install a new 30KW EG withsub based fuel tank. This tank will have a capacity of 336gal and will be housed in a self contained 20' X 12' shelter. There will be no external fuel tank. to backup the LOC and the PAPI facilities. Due to extreme weather (typhoons) and the remoteness of Saipan the EG backup power is necessary. All of the existing FAA facilities are currently backed up by the Saipan Airports EGs. This project will remove our facilities from the airport's EG.
4. A new switchpad, new 15KVA 480/240-120V XFMR would need to be installed.
5. Re-use the new rack and existing equipment at the LOC for connectivity.
6. The PAPI feed will come from a new disconnect on a rack from the LOC area.

At the Runway MALSR:

1. From the GSN MALSR end of the runway, install a new service feed at the MALSR site via ten (10) power poles to be installed by Commonwealth Utilities Corp (CUC).
2. The local utility, CUC, stated that they will own the cables and the infrastructure that is above ground. Anything below ground will be owned and maintained by the customer. This means that everything after the last power pole will be owned and maintained by the FAA.
3. The new MALSR EG will be located outside of the RSA. Power will then fed to the existing MALSR shelter from this location.
4. I nstall a new SS rack with a new meter and disconnect for the MALSR at the new EG location.This will feed a new 50KW EG building.
5. The new 50KW EG will have a sub based tank with a 643gal capacity and will be housed in a self contained 20' X 12' shelter. There will be no external fuel tank.
6. From the new EG building, install a new MDS for the MALSR and a new MDS to a 15KVA 240-120/2400V XFMR that will feed the GSN GS building.
7. Install a MDS for the TVSS.
8. These MDS' will be mounted on the new SS Rack previously mentioned.

At the Runway 7 GS:

1. At the GSN GS building install a new 15KVA, 2400/240-120V XFMR, rack, and MDS' for the GS building and TVSS.
2. The PAPI feed will come from the GS area.
3. This will require (3) bores and 7 0r 8 new utility poles, (5) MH's, and about 4000 ft. of duct+spare.
4. Demo all the old equipment.

Avoidance of Impacts and Negative Determination

The proposed project will not be located in or within 150 feet of any of the five designated Area of Particular Concern (APC) within the CNMI which includes: the Shoreline APC; the Lagoon and Reef APC; the Wetland and Mangrove APC; the Port and Industrial APC; and, the Coastal Hazard APC. The proposed project is not located seaward of a line 150 feet inland of the high hazard floodplain.

The FAA will avoid and minimize impacts by implementing Best Management Practices (BMPs) and the following conservation measures (to avoid adverse affects to the Mariana Common Moorhen):

1. Vegetation clearing will occur between December 1 through June 30 to avoid the CNMI wet season when Marianas common moorhens would be most likely to use the proposed project area. If vegetation clearing is to be conducted outside this window, the US Fish and Wildlife Service (FWS) and CNMI Division of Fish and Wildlife must be notified prior to any vegetation removal.
2. Prior to any vegetation removal regardless of season, a biologist experienced in locating moorhen nests will search for active nests in areas identified as having potential habitat for the Marianas common moorhen.
3. Any habitat where a Marianas common moorhen is observed will require a minimum 25-meter buffer from all construction activities. The perimeter of the property nearest any identified Marianas common moorhen habitat would also be excluded using 36- inch high plastic construction fencing placed on rebar posts to increase visual obstruction and reduce disturbance to the species and its habitat.
4. Provide briefing to Contractor personnel about sensitive moorhen habitat protection and avoidance measures that shall be implemented.

Conclusion

After considering the minor impacts of the proposed activities, the FAA has determined that the proposed ELD System Replacement project will not diminish the value of the coastal resources in the CNMI coastal zone area and that the proposed project is consistent with the coastal resource protection policies of the CNMI Coastal Resources Management Program.

If you have any questions or concerns, please don't hesitate to contact me at (424) 405-7648.

Sincerely,

JONATHAN J LOUIE
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Enclosures

Attachment 1: FAA GSN ELD Project Layout Plans