



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

Western-Pacific Region  
Airports District Office

300 Ala Moana Blvd, Rm. 7-128  
Honolulu, HI 96813  
MAIL: Box 50244  
Honolulu, HI 96850-0001  
Telephone: (808) 312-6028  
FAX: (808) 312-6048

February 4, 2022

Richard V. Salas  
Director  
Division of Coastal Resources Management  
3<sup>rd</sup> Floor, Gualo Rai Center  
Chalan Pale Arnold  
P.O. Box 501304  
Saipan, MP 96950

**SUBJECT: Coastal Zone Management Act, Negative Determination for the Proposed Francisco C. Ada/Saipan International Airport, Passenger Loading Bridge Replacement at Gate 1 Project, Saipan, Commonwealth of the Northern Mariana Islands**

Dear Mr. Salas:

The Commonwealth of the Northern Mariana Islands (CNMI), Commonwealth Ports Authority (CPA) is proposing to utilize federal grant funds from the Federal Aviation Administration (FAA), Airport Improvement Program (AIP) to finance the proposed Francisco C. Ada/Saipan International Airport (GSN), Passenger Loading Bridge Replacement at Gate 1 Replacement Project, Saipan, CNMI. The AIP grant amount for this project is projected to exceed the \$1,000,000 threshold established by the CNMI Division of Coastal Resources Management (DCRM) for FAA's AIP grant program that would require Coastal Zone Management Act (CZMA) review by DCRM.

**Description of the Project**

The proposed project will replace the existing passenger loading bridge at Gate 1 of the GSN terminal building as it has exceeded its useful life. Please note that although the enclosed project drawings depict three passenger loading bridges to be replaced, only one bridge at Gate 1 will be replaced. The bridges at Gates 4 and 5 will not be replaced because they don't qualify for replacement under AIP because their useful life has not been exceeded (Figures 1 through 3 of Enclosure 1).

The main components of the project are: the demolition of the existing passenger loading bridge; the existing bridge foundation will be demolished and a new one installed in its place to accommodate the new passenger boarding bridge; the bridge will be replaced with an apron drive bridge (Figure 4 of Enclosure 1); and electrical service for the bridge will be extended from the existing panels in the terminal building. All construction will occur from the existing apron. The aprons themselves will not be modified.

The repair of spalled concrete on the existing concrete pavement fronting Gates 1 through 5 would be repaired. The repair work would involve chipping out the spalled, damaged concrete and refinishing the pavement with fresh concrete to the existing grade. The repairs would be superficial in nature.

### **Negative Determination Basis**

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 has made a “no effect” determination under Section 7 of the Endangered Species Act of 1973 (ESA), as amended, for the project. All work for this project would be conducted at or adjacent to the GSN terminal building and would have no impact on protected species or critical habitat.

Consultation for the project was conducted with the CNMI Historic Preservation Office (HPO) under Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended. The FAA’s letter initiating consultation with the HPO was received by the HPO on February 2, 2022. The HPO response letter was received by the FAA on February 4, 2022 in which the HPO concurred with the FAA’s determination of “no historic properties affected”. The HPO’s response letter is included as Enclosure 2 to this letter.

The FAA is drafting the appropriate level of environmental documentation under the National Environmental Policy Act of 1969 (NEPA), as amended and in accordance to applicable Council on Environmental Quality regulations and FAA Orders. The completion of the NEPA document pends the outcome of DCRM’s concurrence with the FAA’s negative determination. The finalized NEPA document will sent to DCRM upon completion.

**FAA's Negative Determination**

Based upon the negative determination basis provided above, the FAA issues a negative determination for the proposed project and seeks DCRM's concurrence. Please review the information provided in this letter and the enclosed project information.

If you have any questions, please contact me by email at: [kevin.h.nishimura@faa.gov](mailto:kevin.h.nishimura@faa.gov).

Sincerely,

A handwritten signature in black ink, appearing to read 'Kevin Nishimura', with a stylized, cursive script.

Kevin Nishimura  
Environmental Protection Specialist  
Federal Aviation Administration  
Honolulu Airports District Office

Enclosure 1: Project Documents

Enclosure 2: Section 106 Consultation, HPO Response Letter

Enclosure 1

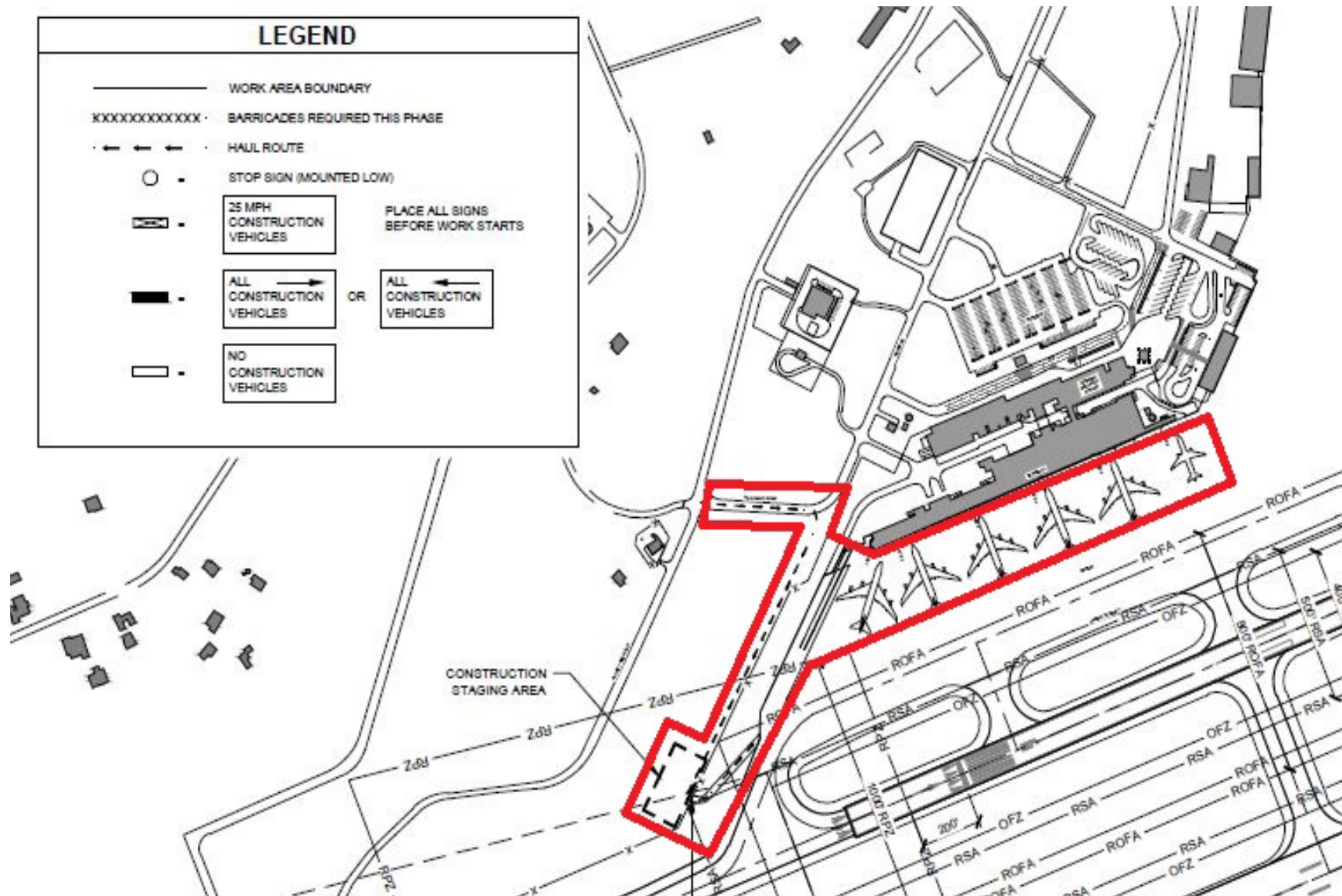
Figures 1-4

## Figure 1: Project Location

Francisco C. Ada/Saipan International Airport



## Figure 2: Project Site Location and Work Area





### Figure 3: Gate 1 Location

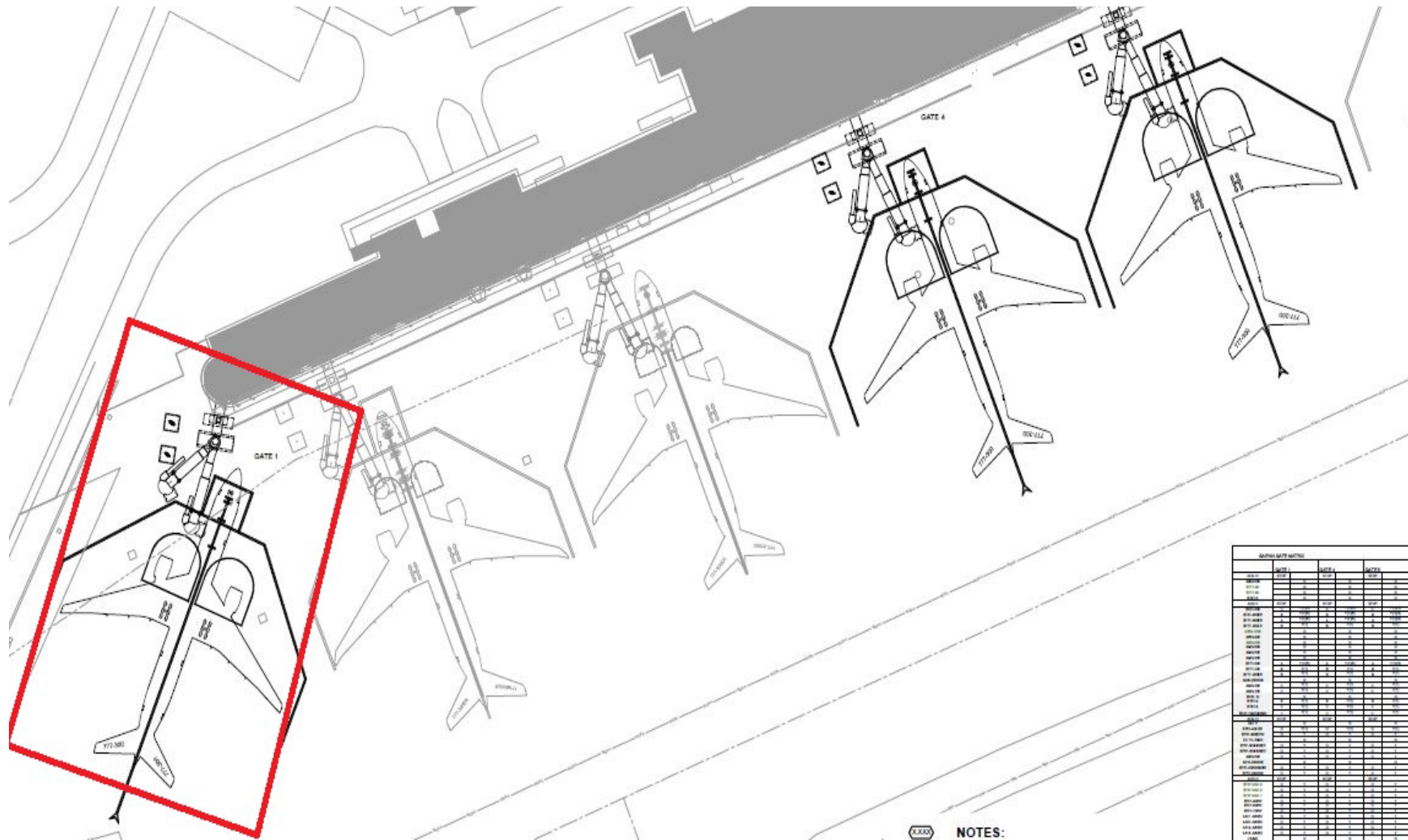
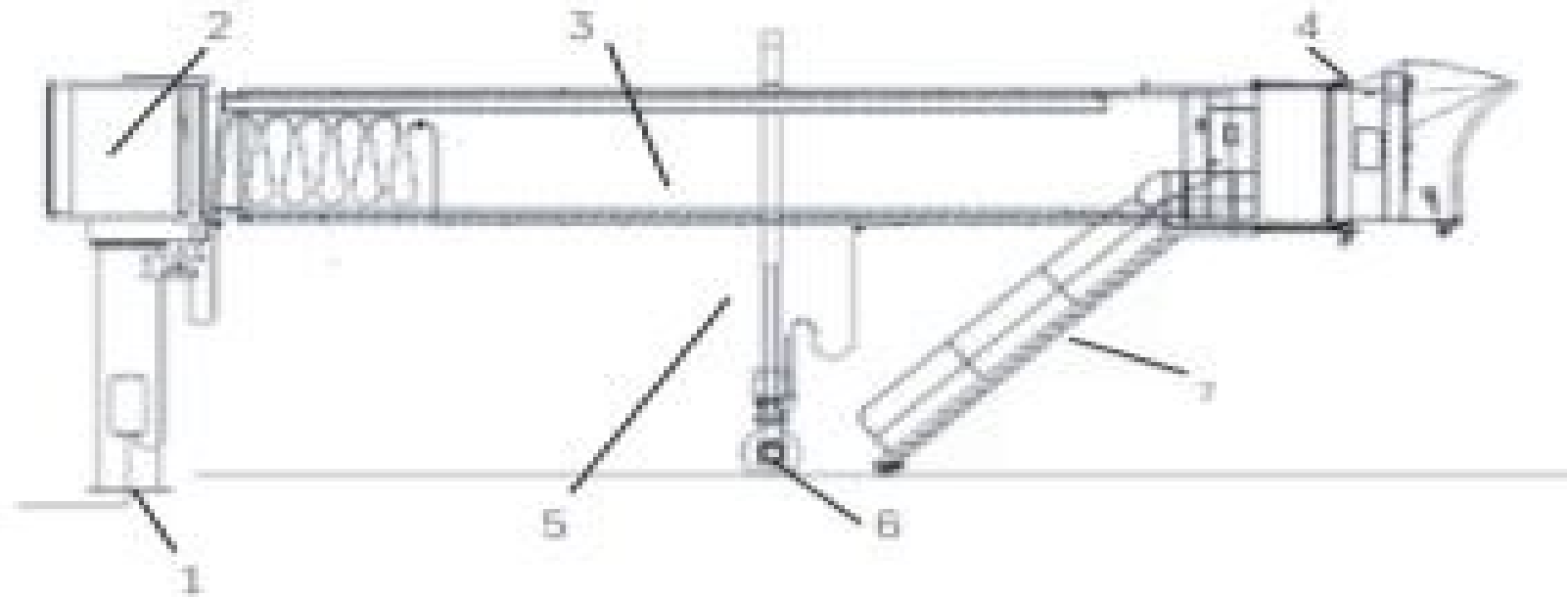


Figure 4: Passenger Loading Bridge - Typical



- 1. Support column
- 2. Rotunda
- 3. Tunnels
- 4. Cabin

- 5. Elevation system
- 6. Drive system
- 7. Service stairs



Enclosure 2  
CNMI Historic  
Preservation Office  
Section 106  
Response Letter



*Commonwealth of the Northern Mariana Islands*  
*Division of Historic Preservation*  
*Department of Community & Cultural Affairs*  
*Cactus St. Bldgs. A-15 & A-16 Garapan*  
*Caller Box 10007*  
*Saipan, MP 96950*



TEL: 664-2120-25

Serial Number: 34933  
File Number: 6.7.22.12

February 4, 2022

Mr. Kevin Nishimura,  
Environmental Protection Specialist  
Federal Aviation Administration  
Honolulu Airports District Office

Dear Mr. Nishimura,

Thank you for initiating Section 106 consultation with the Historic Preservation Office (HPO) regarding the Francisco C. Ada International Airport, Terminal Passenger Loading Bridge at Gate 1; as required by the National Historic Preservation Act (NHPA).

After reviewing the description of the undertaking as well as the Area of Potential Effect (APE), HPO concurs with your finding of **“no historic properties affected”** under 36 CFR Part 800.4(d)(1).

If there should be any questions or comments, please contact me at (670) 664-2120 or at [rchong.cnmihpo@gmail.com](mailto:rchong.cnmihpo@gmail.com)

Sincerely,

Rita Chong-Dela Cruz  
Historic Preservation Officer