



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

Air Traffic Organization  
Western Service Area  
Engineering Services

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September 6, 2024

Arthur Charfauros  
CRM Planner III  
Division of Coastal Resources Management  
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Chalan Pale Arnold  
P.O. Box 501304  
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**SUBJECT: Coastal Zone Management Act, Consistency Determination for the Proposed Saipan International Airport (GSN), Runway 07 MALSR Replacement Francisco C. Ada/Saipan International Airport, I Fadang, Saipan, Commonwealth of the Northern Mariana Islands**

Dear Mr. Charfauros:

This document provides the CNMI Coastal Management Program with the Federal Aviation Administration's Consistency Determination under CZMA §307(c)(1) and 15 C.F.R. Part 930, Subpart C, for the Saipan (GSN) Runway 07 Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR) Replacement Project, Saipan, CNMI. The information for this Consistency Determination is provided pursuant to 15 C.F.R. §930.39.

The purpose of the project is to demolish and replace the MALSR steel towers which have corroded, are rusted, and in urgent need of replacement. The MALSR serves Runway 07 at the airport in conjunction with the Instrument Landing System (ILS) which provides visual information to landing aircraft on runway alignment (i.e., MALSR) and horizontal and vertical guidance (i.e., ILS). The MALSR system includes a total of 13 light stations, including at the runway threshold, as well as 5 flasher lights. The lights and flashers are positioned on light bars and steel towers and extend from Runway 07 threshold west along the extended centerline of the runway for approximately 2,200 feet. The existing MALSR at the Airport includes lights installed on light bars and four (4) steel tower structures. The MALSR was commissioned in September 1982. The project is needed to address the current corrosion and indications of wear and fatigue of the existing MALSR.

The scope of work to be completed during this project includes demolition and replacement of the existing MALSR steel towers and concrete foundations, installation of new security fence around all MALSR structures, and installation of approximately 900 feet of new concrete encased ductbank including pull boxes and cables. An additional 440 feet of new aerial/messenger cable will be slung between the four new steel MALSR towers. All work performed for this project is within an existing developed area and along existing utility corridors. No vegetation clearing is anticipated for this project, soil erosion and sediment control will be included in the scope of the project to prevent any sediment or soil from leaving the project area.

### **Consistency Basis**

Federal Aviation Administration has performed a separate analysis under the National Environmental Policy Act of 1969 (NEPA) and has determined the proposed federal activity qualifies for a Categorical Exclusion per FAA Order 1050.1F, Paragraph 5-6.3.b. Establishment, installation, upgrade, or

relocation of any of the following on designated airport or FAA property: airfield or approach lighting systems, visual approach aids, beacons, and electrical distribution systems as described in FAA Order 6850.2, Visual Guidance Lighting Systems, and other related facilities. (ATO, ARP). There are no extraordinary circumstances pertaining to this proposed federal activity.

CNMI's Coastal Management Program applicable enforceable policies are listed below and are accompanied the federal activities affects on the policies.

**Northern Mariana Islands Administrative Code (NMIAC)**  
**Chapter 15-10 Coastal Resources Management (CRM) Rules and Regulations**

- 15-10-301: General Standards for CRM Permits
- 15-10-303: Standards to Avoid Adverse Impacts
- 15-10-305 §§ (a)-(d)&(f)-(k): General Criteria for CRM Permits
- 15-10-310: Specific Criteria; Areas of Particular Concern; Generally
- 15-10-505: Specific Criteria for Major Siting's
- 15-10-610(e): Mandatory Conditions

*15-10-305 §§ (a)-(d)&(f)-(k): General Standards for CRM Permits*

**Consistent.** Please see below comments.

(a) CUMULATIVE IMPACT. Consideration to the impact of existing uses and activities on coastal resources has been determined that the added direct and secondary impacts of the proposed project will not negatively impact coastal resources. Project activities will minimize the extent of vegetation disturbance and best management practices will be employed during construction to maintain sediment control and soil erosion.

(b) COMPATIBILITY. The proposed project addresses existing approach lighting and tower infrastructure issues at an existing FAA MALSR facility and would not result in any changes to land or water uses, therefore, the proposed project is compatible with existing uses and is not contrary to designated land and water uses.

(c) ALTERNATIVES. The proposed project involves improvements to an existing FAA MALSR facility and has been determined that a reasonable alternative site does not exist.

(d) CONSERVATION. The proposed project is located approximately 97-209 feet above sea level and approximately 1,800-feet (at the nearest tower) from coastal waters. The proposed project does not involve discharge of wastewater or stormwater into surface or coastal waters. Construction of the proposed project will minimize the extent of vegetation disturbance and best management practices will be employed to maintain sediment control and soil erosion. To the best extent practicable, the proposed project would preserve physical and chemical characteristics of the FAA MALSR Facility for immediate and future living resources and water quality.

(f) RIGHT TO A CLEAN AND HEALTHFUL ENVIRONMENT. The proposed project is located approximately 1,800-feet (at the nearest tower) from coastal waters. The proposed project does not involve discharge of wastewater or stormwater into surface or coastal waters. Construction of the proposed project may have short term impacts on air quality due to emissions from diesel heavy equipment and suitcase generators. These emissions may temporarily affect air quality but would be minimized by operating the equipment on an as needed basis. No-long term impacts to air quality after construction is completed.

(g) EFFECT ON EXISTING PUBLIC SERVICES. The proposed project would improve the FAA MALSR Facility at the Saipan International Airport by replacing degrading infrastructure with new.

(h) ADEQUATE PUBLIC ACCESS. The proposed project is located approximately 1,800-feet (at the

nearest tower) from coastal waters and would be constructed within secured FAA/Airport property. Therefore, the proposed action would not result in any change to public access to the shoreline.

(i) **SETBACKS.** The proposed project is in an existing right-of-way with no steep, erosion-prone areas. The proposed project site is located approximately 1,800-feet from coastal waters (at the nearest tower site) and away from wave inundation areas. The proposed project would improve the existing FAA MALS Facility at Saipan International Airport, therefore, the location within installation crash and sound zones is unavoidable. The proposed project would replace four (4) steel MALS towers, 900 feet of new underground ductbank, and 440 feet of new aerial messenger cable (slung between the four towers). New MALS lights would be installed on all light stations and flasher lights. The MALS infrastructure would not be installed over fault lines. The proposed project does not pose risks to the health and safety of the people of CNMI.

(j) **MANAGEMENT MEASURES FOR CONTROL OF NONPOINT SOURCE POLLUTION.** The proposed project is located approximately 97-209-feet above sea level and approximately 1,800-feet (at the nearest steel tower) from coastal waters. There is no mass grading of the construction site, only approximately 300 square feet at the base of each of the four towers, and 900 linear feet of new concrete encased ductbank will be disturbed. Best management practices, as needed, will be used to maintain sediment control and soil erosion. The proposed project is not located in any APC's and there will be no discharging of stormwater or wastewater into surface or coastal waters, therefore, no potential to impact pollution to downstream APC's.

(k) **BUFFERS FOR ENVIRONMENTALLY SENSITIVE AREAS.** The proposed project site avoids any environmentally sensitive areas as it is outside any coastal hazard APC, outside of wetlands, highly erodible soils, and shorelines.

*15-10-310: Criteria; Areas of Particular Concern; Generally*

**Consistent.** The proposed project is not located within or near any areas of particular concern. The project is located over 1,800 feet (at the nearest tower) from coastline and marine waters. The proposed project would not discharge any stormwater or wastewater to the coastline or marine waters. The proposed project is not located near the Managaha and Anjota Islands. The proposed project is not located within any wetlands or near marine ports but is located near the Saipan International Airport. The proposed project will include the replacement of four MALS steel towers and foundations, 900 feet of new concrete encased ductbank, and 440 feet of new aerial messenger cable (slung between the four towers). There would be new lights installed at all light stations and new flasher lights. New towers will be supported by concrete foundations, that will be designed and constructed.

*15-10-505: Specific Criteria for Major Siting's*

**Consistent.** This policy is not applicable to the proposed project action.

*15-10-610(e): Mandatory Conditions*

**Consistent.** The proposed project would prevent the discharge of construction site chemicals through the proper use of best management practices as described in the document Construction Site Chemical and Material Control Handbook for the following activities: material delivery and storage; material use, spill prevention and control; hazardous waste management; concrete waste management; vehicle and equipment cleaning, maintenance and fueling. The proposed project location is approximately 1,800-feet from coastal waters (at the nearest tower).

**CRM Act of 1983, CNMI PL 3-47, 2 Commonwealth Code (CMC) §§ 1501-1543**

- 2 CMC § 1511: Coastal Resources Management Policy
- 2 CMC § 1513: Coastal Resources Management Program : Territorial Jurisdiction

*2CMC§1511.(a)(1) Encourage land-use master planning, floodplain management, and the development of zoning and building code legislation.*

**Consistent.** The proposed project is consistent with and supports the existing FAA MALSR Facility land use within the Saipan International Airport. The proposed project would not develop new facilities that require land-use mater planning and does not impact existing flood hazard.

*2CMC§1511.(a)(2) Promote, through a program of public education and public participation, concepts of resource management, conservation and wise development of coastal resources.*

**Consistent.** This policy is not applicable to the proposed project action.

*2CMC§1511.(a)(3) Promote more efficient resources management through: (A) Coordination and development of resources management laws and regulations into a readily identifiable program, (B) Revision of existing unclear laws and regulations, (C) Improvement of Coordination among Commonwealth of the Northern Mariana Islands ' agencies, (D) Improvement of coordination between Commonwealth and federal agencies , (E) Establishment of educational and training programs for Commonwealth government personnel and refinement of supporting technical data.*

**Consistent.** This policy is not applicable to the proposed project action.

*2CMC§1511.(a)(4) Plan for and manage any use or activity with the potential for causing a direct and significant impact on coastal resources. Significant adverse impacts shall be mitigated to the extent practicable.*

**Consistent.** The proposed project is consistent with and supports the existing FAA MALSR Facility land use within the Saipan International Airport. The proposed project would not develop new facilities that require land-use mater planning and does not impact existing flood hazard. Effects to coastal resources will be minimized to the best extent practicable. Project activities will minimize the extent of vegetation disturbance and best management practices will be employed during construction to maintain sediment control and soil erosion.

The proposed project site would minimize to the best extent practicable effects on terrestrial resources. The proposed action would disturb previously disturbed grass with top soil that is maintained currently at the FAA MALSR facility.

*2CMC§1511.(a)(5) Give priority for water-dependent development and consider the need for water-related and water-oriented locations in its siting decisions*

**Consistent.** The proposed project is located over 1,800 feet from coastline and marine waters and no water-dependent or water-related development is proposed.

*2CMC§1511.(a)(6) Provide for adequate consideration of the national interest, including that involved in planning for, and in the siting of, facilities (including energy facilities in, or which significantly affect, the Commonwealth's coastal zone) which are necessary to meet requirements which are other than local in nature.*

**Consistent.** The proposed project involves improvements to an existing FAA MALSR facility and no new facility planning is required.

*2CMC§1511.(a)(7) Not permit to the extent practicable, development of identified hazardous lands including floodplains, erosion-prone areas, storm wave inundation areas, air installation crash and sound zones and major fault lines, unless it can be demonstrated that such development does not pose unreasonable risks to the health, safety or welfare of the people of the Commonwealth, and complies with applicable laws.*

**Consistent.** The proposed project is flat with no steep, erosion-prone areas. The proposed project site is located approximately 1,800-feet (at the nearest tower) from coastal waters and away from wave inundation areas. The proposed project would improve the existing FAA MALSR Facilities at Saipan International Airport, therefore, the location within installation crash and sound zones is unavoidable. The proposed project would replace four steel MALSR towers and foundations, 900 feet of new concrete encased ductbank, 440 feet of new aerial messenger cable (slung between the four MALSR towers) and would not be installed over fault lines. The proposed project does not pose risks to the health and safety of the people of CNMI.

*2CMC§1511.(a)(8) Mitigate to the extent practicable adverse environmental impacts, including those on aquifers, beaches, estuaries and other coastal resources while developing and efficient and safe transportation system.*

**Consistent.** The proposed action would support the efficient and safe air transportation system of the Saipan International Airport. No developments to aquifers, beaches, estuaries, or other coastal resources is proposed. The proposed project would not discharge any stormwater or wastewater to the coastline or marine waters, therefore, would not adversely affect the groundwater management zones of Saipan.

The proposed project site would minimize to the best extent practicable effects on terrestrial resources. The proposed action would disturb previously disturbed grass with top soil that is maintained by FAA MALSR facility.

*2CMC§1511.(a)(9) Require any development to strictly comply with erosion, sedimentation, and related land and water use districting guidelines, as well as other related land and water use policies for such areas.*

**Consistent.** The proposed project is located approximately 97-209-feet above sea level and approximately 1,80000-feet (at the nearest tower location) from coastal waters. The proposed project has no steep, erosion-prone areas and no mass grading of the construction site, only approximately 300 square feet at the base of each of the four MALSR towers to be replaced, 900 linear feet of new concrete encased ductbank will be disturbed. Best management practices, as needed, will be used to maintain sediment control and soil erosion.

*2CMC§1511.(a)(10) Maintain or improve coastal water quality through control of erosion, sedimentation, runoff, siltation, sewage and other discharges.*

**Consistent.** The proposed project is located approximately 97-209-feet above sea level and approximately 1,800-feet (at the nearest tower location) from coastal waters. The proposed project has no steep, erosion-prone areas and no mass grading of the construction site, only approximately 300 square feet at the base of each of the four MALSR towers, 900 linear feet of new concrete encased ductbank will be disturbed. Best management practices, as needed, will be used to maintain sediment control and soil erosion and will support the maintenance of coastal water quality.

*2CMC§1511.(a)(11) Recognize and respect locations and properties of historical significance throughout the Commonwealth, and ensure that development which would disrupt, alter, or destroy these, is subject to Commonwealth and any applicable federal laws and regulations.*

**Consistent.** The MALSR replacement project area of potential effect (APE) is located within the NRHP NHL Isely field, and thus has the "potential to adversely affect" historic properties and/or cultural resources in the event of new discoveries during excavation activities. The FAA has initiated consultation with Saipan Historic Preservation Office (HPO) and has proposed that as a condition of this determination, a SOI-qualified archaeologist will develop an archaeological monitoring plan (AMP) and monitor all excavation activities associated with the project.

*2CMC§1511.(a)(12) Recognize areas of cultural significance, the development of which would disrupt the cultural practices associated with such areas, which shall be subject to a consultation process with concerned ethnic groups and any applicable laws and regulations.*

**Consistent.** No known cultural resources are within the immediate vicinity of the proposed project. The proposed project would not develop areas recognized as culturally significant or disrupt the cultural practices.

*2CMC§1511.(a)(13) Require compliance with all local air and water quality laws and regulations and any applicable federal air and water quality standards.*

**Consistent.** The proposed project is located approximately 1,800-feet from coastal waters. The proposed project does not involve discharge of wastewater or stormwater into surface or coastal waters. Construction of the proposed project may have short term impacts on air quality due to emissions from diesel heavy equipment and suitcase generators. These emissions may temporarily affect air quality but would be minimized by operating the equipment on an as needed basis. No-long term impacts to air quality after construction is completed.

*2CMC§1511.(a)(14) Not permit, to the extent practicable, development with the potential for causing significant adverse impact in fragile areas such as designated and potential historic and archaeological sites, critical wildlife habitats, beaches, designated and potential pristine marine and terrestrial communities, limestone and volcanic forests, designated and potential mangrove stands and other wetlands.*

**Consistent.** The proposed project is located approximately 1,800-feet from coastal waters. No known cultural resources are within the immediate vicinity of the proposed project. The proposed project would not develop areas recognized as culturally significant or disrupt cultural practices. The proposed project does not involve discharge of wastewater or stormwater into surface or coastal waters. No construction is

proposed in any critical wildlife habitats, beaches, designated and potential pristine marine and terrestrial communities, limestone and volcanic forests, designated and potential mangrove stands or wetlands.

The MALSR replacement project area of potential effect (APE) is located within the NRHP NHL Isely field, and thus has the "potential to adversely affect" historic properties and/or cultural resources in the event of new discoveries during excavation activities. The FAA has initiated consultation with Saipan Historic Preservation Office (HPO) and has proposed that as a condition of this determination, a SOI-qualified archaeologist will develop an archaeological monitoring plan (AMP) and monitor all excavation activities associated with the project.

*2CMC§1511.(a)(15) Manage ecologically significant resource areas for their contribution to marine productivity and value as wildlife habitats, and preserve the functions and integrity of reefs, marine meadows, salt ponds, mangroves and other significant natural areas.*

**Consistent.** The proposed project is located over 1,800-feet from coastal waters. No construction is proposed in any marine ecosystems, including reefs, marine meadows, salt ponds, mangroves and other significant natural areas or near any proposed or existing critical habitat for listed species or any CNMI or federal wildlife preserve.

*2CMC§1511.(a)(16) Manage the development of the local subsistence, sport and commercial fisheries, consistent with other policies.*

**Consistent.** This policy is not applicable to the proposed project action.

*2CMC§1511.(a)(17) Protect all coastal resources, particularly sand, corals and fish from taking beyond sustainable levels and in the case of marine mammals and any species on the Commonwealth and Federal Endangered Species List, from any taking whatsoever.*

**Consistent.** The proposed project is located approximately 1,800-feet from coastal waters. No taking of sand, coral, fish, marine mammals, or any threatened or endangered species on the CNMI and Federal Endangered Species Lists is proposed.

*2CMC§1511.(a)(18) Encourage preservation and enhancement of and respect for, the Commonwealth's scenic resources through the development of, increased enforcement of, and compliance with, sign, litter, zoning, building codes, and related land-use laws.*

**Consistent.** This proposed project will respect the CNMI's scenic resources through compliance with sign, litter, zoning, building codes, and applicable land-use laws.

*2CMC§1511.(a)(19) Discourage, to the maximum extent practicable, visually objectionable uses so as not to significantly degrade scenic views.*

**Consistent.** The proposed project will not impact or degrade existing scenic views. The new MALSR steel towers will be installed in the same location as the existing towers.

*2CMC§1511.(a)(20) Encourage the development of recreation facilities which are compatible with the surrounding environment and land-uses.*

**Consistent.** This policy is not applicable to the proposed project action.

*2CMC§1511.(a)(21) Encourage the preservation of traditional rights of public access to and along the shorelines consistent with the rights of private property owners.*

**Consistent.** The proposed project is located approximately 1,800-feet from coastal waters and would be constructed within secured FAA property. Therefore, the proposed action would not result in any change to public access to the shoreline.

*2CMC§1511.(a)(22) Pursue agreements for the acquisition and/or of any lands necessary to guarantee traditional public to and along the shorelines*

**Consistent.** This policy is not applicable to the proposed project action.

*2CMC§1511.(a)(23) Encourage agricultural development and the use preservation and maintenance of critical agricultural lands for agricultural uses.*

**Consistent.** This policy is not applicable to the proposed project action.

#### **Air and Water Quality Standards of the CNMI, per 15 CFR §923.82(e)**

- NMAIC Chapter 65-130 Water Quality Standards
- NMAIC Chapter 65-10 Air Pollution Control Regulations

**Consistent.** The proposed project is located approximately 1,800-feet from coastal waters. The proposed project does not involve discharge of wastewater or stormwater into surface or coastal waters. Construction of the proposed project may have short term impacts on air quality due to emissions from diesel heavy equipment and suitcase generators. These emissions may temporarily affect air quality but would be minimized by operating the equipment on an as needed basis. No-long term impacts to air quality after construction is completed.

#### **NMIAC Chapter 15-20 Water Sports Regulations**

- Part 100 Permit Issuance
  - §15-20-115 Maximum Number of Permits
- Part 200 Commercial Water Sports Operations [All Sections]
- Part 400 Designated Areas of Operation [All Sections]
- Part 500 Personal, Recreational and Non-Commercial Uses [All Sections]

**Consistent.** The proposed project action does not propose any activities near surface or marine waters, therefore, would have no impact on designated areas for water sports and commercial operations.



### NMIAC Chapter 65-20 Division of Environmental Quality (DEQ) Drinking Water Regulations

- Part 100 CNMI Public Water Systems Regulations:
  - All Sections Excluding:
    - §65-20-142 Emergency Powers of the Director
    - §65-20-144(a)(2) Prohibition against Tampering with Public Water Systems
    - § 65-20-148 Enforcement of Regulations
    - § 65-20-150 Penalties for Violation of Regulations
- Part 200 CNMI National Primary Drinking Water Regulations [All Sections]
- Part 300 CNMI National Secondary Drinking Water Regulations [All Sections excluding the appendices]

**Consistent.** Saipan International Airport and in near proximity of this project are located within a Class I Groundwater Management Zone (GMZ) of Saipan. Class I GMZs are established as critical groundwater protection areas capable of supplying high quality fresh water and shall receive the highest level of environmental protection. Several deep wells, two water tanks and a water catchment are located within the airport property. The proposed action does not involve any injection or discharge of wastewater into the ground water and would not adversely affect these Class I and Class II GMZs. A dozen deep wells are in the vicinity of the project but will not be disturbed by construction activities.

### NMIAC Chapter 65-140 DEQ Well Drilling and Well Operations

- Part 001 General Provisions:
  - § 65-140-010 Definitions
- Part 300 Well Siting Criteria [All Sections]
- Part 400 Well Construction Criteria [All Sections]
- Part 500 Well Development and Disinfection [All Sections]
- Part 600 Pump Testing and Water Quality Sampling Requirements [All Sections]
- Part 700 Well Drilling Activity Reporting for Well Operations Permit Application [All Sections]
- Part 800 Water Supply Capacity Guidelines [All Sections]
- Part 1000 Well Operations Permit Obligations [All Sections]
- Part 1100 Exemptions For Seawater Wells [All Sections]
- Part 1200 Exemptions for Wells Predetermined to Undergo Reverse Osmosis Treatment [All Sections]
- Part 1600 Test Wells [All Sections]
- Part 1700 Monitoring Wells and Comprehensive Hydrogeologic Investigations [All Sections]
- Part 1800 Discontinued Use of Wells [All Sections]
- Part 1900 Requirements For Destruction of Abandoned Wells [All Sections]
- Part 2000 Groundwater Management Zones [All Sections]
- Part 2200 Groundwater Protection [All Sections]

**Consistent.** Saipan International Airport and in near proximity of this project are located within a Class I Groundwater Management Zone (GMZ) of Saipan. Class I GMZs are established as critical groundwater protection areas capable of supplying high quality fresh water and shall receive the highest level of environmental protection. Several deep wells, two water tanks and a water catchment are located within the airport property. The proposed action does not involve any injection or discharge of wastewater into the ground water and would not adversely affect these Class I and Class II GMZs. A dozen deep wells are in the vicinity of the project but will not be disturbed by construction activities.

### **NMIAC Chapter 65-90 DEQ Underground Injection Control Regulations**

- Part 001 General Provisions:
  - § 65-90-010 Definitions
- Part 100 Classification of Injection Wells [All Sections]
- Part 200 Prohibited Activities [All Sections]
- Part 300 Permitted Activities [All Sections]
- Part 400 Access to Records [All Sections]

**Consistent.** The proposed project action does not involve any underground injection or discharge of wastewater into the ground water and would not adversely affect the Class I and Class II GMZs within the project site.

### **NMIAC Chapter 65-120 DEQ Wastewater Treatment and Disposal Rules and Regulations**

- Part 001 General Provisions:
  - § 65-120-010 Definitions
- Part 100 Construction and Operation of an Individual Wastewater Disposal System (IWDS) or Other Wastewater Treatment Systems (OWTS) [All Sections]
- Part 200 Applicability of Regulations to Existing and New IWDS, OWTS, and Confined Animal Facilities [All Sections]
- Part 300 IWDS and OWTS Permit Application Requirements [All Sections]
- Part 400 IWDS General Design Parameters [All Sections]
- Part 500 Identify Average Daily Wastewater Flow Rate [All Sections]
- Part 600 Septic Tank Design and Construction [All Sections]
- Part 700 Percolation Testing Procedures [All Sections]
- Part 800 Leaching Field Design and Construction [All Sections]
- Part 900 Seepage Pit Design and Construction [All Sections]
- Part 1000 IWDS and OWTS Siting Criteria [All Sections]
- Part 1100 Holding Tanks [All Sections]
- Part 1200 Inspection of Work in Progress [All Sections]
- Part 1300 IWDS Certification for Use [All Sections]
- Part 1400 IWDS Maintenance [All Sections]
- Part 1500 Cleaning Wastewater Systems, Disposal of Wastewater Requirements and Procedures [All Sections]
- Part 1600 OWTS Design and Construction, and Treated Wastewater Effluent Re-use [All Sections]
- Part 1700 Animal Waste Management [All Sections]
- Part 1800 Temporary Toilets Facilities (TTF) [All Sections]
- Part 2100 Right of Entry [All Sections]

**Consistent.** The proposed project action does not generate any wastewater or affect the existing wastewater at Saipan International Airport.

### **NMIAC Subchapter 155-10.2 Department of Public Works (DPW) Flood Damage Prevention Regulations**

- Part 001 General Provisions:
  - § 155-10.2-005 Definitions
  - § 155-10.2-010 Lands to Which These Regulations Apply
  - § 155-10.2-015 Basis for Establishing the Areas of Special Flood Hazards
  - § 155-10.2-025 Compliance
  - § 155-10.2-035 Interpretation
- Part 100 Administration:
  - § 155-10.2-105 Building Permit Required
  - § 155-10.2-115 Interpretation of Firm Boundaries
  - § 155-10.2-120 Alteration of Watercourse
- Part 200 Provision for Flood Hazard Reduction [All Sections]
- Part 300 Variance and Appeal Procedures [All Sections]

**Consistent.** The proposed project action is outside any coastal hazard APC or any floodplains and will not result in any increased flood levels within the project zone or surrounding communities.

### **NMIAC Chapter 65-80 Division of Environmental Quality (DEQ) Solid Waste Management (SWM) Regulations**

- Part 001 General Provisions:
  - § 65-80-010 Definitions
- Part 100 General Permit Requirements - Solid Waste Management Activities/Facilities:
  - § 65-80-102 Exemptions
  - § 65-80-108 Permit by Rule
- Part 600 Recycling and Materials Recovery Facilities:
  - § 65-80-601 Applicability
  - § 65-80-610 Application for Permit
  - § 65-80-615 Operating Conditions
  - § 65-80-620 Recordkeeping and Reporting Requirement
- Part 700 Collection: Requirements for Commercial Waste Haulers:
  - § 65-80-725 Standard Conditions
- Part 800 Miscellaneous Facilities/Activities:
  - § 65-80-801 Applicability
  - § 65-80-810 Application for Permit - General Requirements
  - § 65-80-820 Operating Conditions
  - § 65-80-830 Recordkeeping and Reporting Requirement

**Consistent.** The proposed project action will not generate long-term solid waste. Any solid waste generated during construction of the proposed action will be properly disposed of at an approved landfill or recycling center. The proposed project action would not transport or dispose of solid waste or hazardous waste in such a manner to degrade the environment, create public nuisance, or create a health and safety hazard. No burning of solid waste, including trees, brush, grass, or other organics is proposed by this action.

## FAA's Consistency Determination

Based upon the consistency determination basis provided above, the FAA has concluded that **the proposed action is consistent to the maximum extent practicable with the enforceable policies of CNMI's Coastal Management Program.** Therefore, FAA is issuing a consistency determination for the proposed project and seeks DCRM's concurrence.

If you have any questions, please contact me by email at: [jamie.l.groves@faa.gov](mailto:jamie.l.groves@faa.gov)

Sincerely,

A handwritten signature in black ink that reads "Jamie L. Groves". The signature is written in a cursive style with a long horizontal flourish extending to the right.

Jamie L. Groves  
Environmental Engineer  
FAA - ATO Engineering Services WSA  
AJW-2W16E  
(907) 229-7923

Enclosures: A. Figures

Saipan International Airport (GSN) MALSR Replacement Project

Site Vicinity Map

Legend

 Project Location

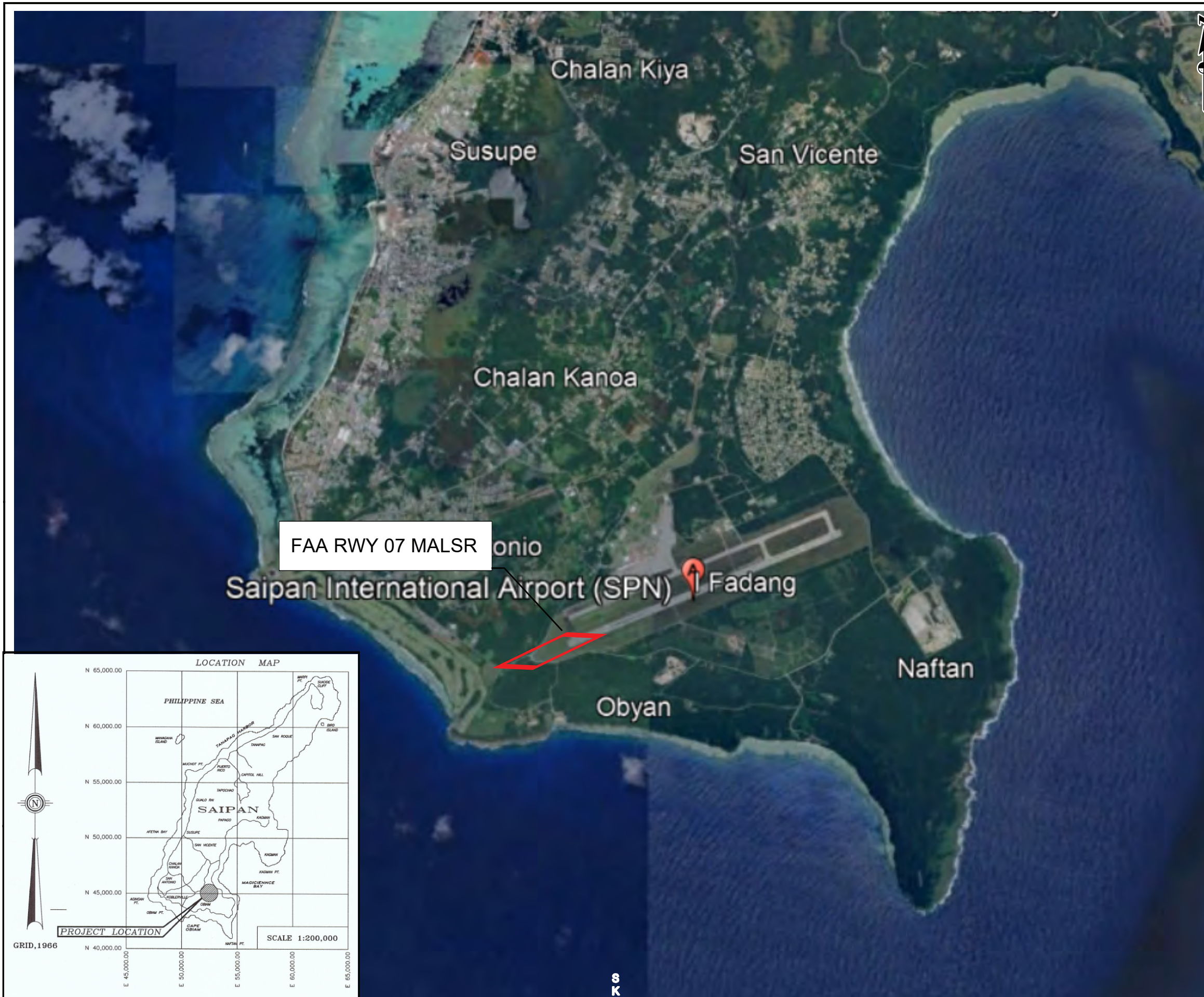


FIGURE:  
1





Saipan International  
Airport (GSN) MALSR  
Replacement Project

**FAA MALSR  
Replacement Project  
Location**

**Legend**



APE



MALSR Stations

1000 ft



FIGURE:

2

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community