



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

Air Traffic Organization
Western Service Area
Engineering Services

222 W. 7th Ave, 3rd Floor
Anchorage, Alaska 99513

February 1, 2024

Arthur Charfauros
CRM Planner III
Division of Coastal Resources
Management 3rd Floor, Gualo Rai Center
Chalan Pale Arnold
P.O. Box 501304
Saipan, MP 96950

**SUBJECT: Coastal Zone Management Act, Consistency Determination for the Proposed
Francisco C. Ada/Saipan International Airport (GSN), RCAG Tower Replacement
Project, 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 International Airport (GSN) Remote Communication Air to Ground (RCAG) Tower Replacement Project, Saipan, CNMI. The information for this Consistency Determination is provided pursuant to 15 C.F.R. §930.39.

Project Description

The FAA proposes to demolish and replace two (2) 30-foot tall communication towers at the GSN RCAG Communication Facility. The existing RCAG towers are corroded, damaged, no longer meet FAA safety standards and must be replaced before the compromised structural integrity of the towers cause an unplanned communications outage. The existing concrete foundations (approximately 12-foot square) will be demolished. The replacement two (2) 30-foot tall self-supporting towers and new 14-foot square concrete foundations will be constructed in same location as the existing towers. The project also requires 400-feet of trenching for conduit for telecom cable and lightning protection within in a 1.5-foot wide by 2.5-foot deep trench. All trenching will be within the footprint of the existing RCAG facility. Much of the trench will be hand-dug to avoid existing underground utilities.

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.a: *"Construction of the following facilities on designated airport property of commercial space launch sites, co-located with other FAA facilities, co-located at a location currently used for similar facilities or equipment, or replacement*

with essentially similar facilities or equipment: Remote Communications Outlet (RCO), Remoter Transmitter/Receiver (RT/R), or Remote Center-Air Ground Communication Facility (RCAG), or essentially similar facilities or equipment identified in... ”. There are no extraordinary circumstances pertaining to this proposed federal activity.

The enforceable policies of CNMI’s Coastal Management Program include those listed and discussed below, as provided by DCRM to FAA. Additional project information is available in the enclosed project figures and site layout documents, provided as an attachment to this letter.

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

15-10-101(c): Early Action for Flood Zone Risk Reduction
15-10-105: APC Permits for Minor and Other Developments
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
15-10-311: Specific Criteria; Areas of Particular Concern; Impact Avoidance, Minimization, and Mitigation Required
15-10-315: Criteria; Areas of Particular Concern; Lagoon and Reefs
15-10-320: Specific Criteria; Areas of Particular Concern; Managaha and Anjota Islands
15-10-325: Specific Criteria; Areas of Particular Concern; Coral Reefs
15-10-330: Specific Criteria; Areas of Particular Concern; Wetlands and Mangroves
15-10-335: Specific Criteria; Areas of Particular Concern; Shorelines
15-10-340: Specific Criteria; Areas of Particular Concern; Ports and Industrial Areas
15-10-345: Specific Criteria; Areas of Particular Concern; Coastal Hazards
15-10-350: Height Density, Setback, Coverage, and Parking Guidelines
15-10-505: Specific Criteria for Major Siting’s
15-10-610(e): Mandatory Conditions

15-10-101 (c): Early Action for Flood Zone Risk Reduction

Consistent. The project is outside any coastal hazard APC and the 100-year and 500-year floodplains (FEMA, 2006). The proposed action would not result in any increase in flood levels within this zone or the surrounding community during the occurrence of the base flood discharge (100-year storm).

15-10-105: APC Permits for Minor and Other Developments

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

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

Consistent. Please see below comments.

(a) CUMULATIVE IMPACT. FAA has considered the impact of existing uses and activities on coastal resources and determined that the added direct and secondary impacts of the proposed project will not result, when added to the existing use, in a significant degradation of the coastal resources. Measures have been incorporated to avoid or minimize effects on coastal resources to the maximum extent practicable. These include minimizing the extent of vegetation disturbance for installation of new power poles and implementing best management practices for soil erosion and sediment control during construction.

(b) COMPATIBILITY. This project addresses communication tower infrastructure issues at an existing airport RCAG facility and will not result in any changes to land or water uses. This project is compatible with existing uses and is not contrary to designated land and water uses.

(c) ALTERNATIVES. FAA has determined that a reasonable alternative site does not exist for the proposed project since the action involves upgrades and improvements at an existing airport facility.

(d) CONSERVATION. FAA has examined the extent of the impact of the proposed project, including construction, operation, maintenance, and intermittent activities, on its watershed and receiving waters, marine, freshwater, wetland, and terrestrial habitat, and has determined that the proposed project would preserve, to the extent practicable, the physical and chemical characteristics of the site necessary to support water quality and living resources now and in the future. This project is located approximately 60-feet above sea level and approximately 2,000-feet inland from coastal waters. No mass grading activities are proposed. This project will minimize vegetation disturbance and best management practices will be employed to minimize and mitigate sediment control and soil erosion.

(f) RIGHT TO A CLEAN AND HEALTHFUL ENVIRONMENT. The proposed project will be undertaken and completed to maintain and, where appropriate, enhance and protect the Commonwealth's inherent natural beauty and natural resources, to ensure the protection of the people's constitutional right to a clean and healthful environment. The project is located approximately 2,000-feet inland from coastal waters. The project will not discharge wastewater or stormwater into surface or coastal waters. During construction, this project may have de-minimis short term impacts on air quality due to emissions from diesel heavy equipment and suitcase generators. These emissions may temporarily affect air quality within the immediate vicinity of the project site but would be minimized by operating the equipment on an as needed basis. This project will have no long-term impacts to air quality after construction is completed.

(g) EFFECT ON EXISTING PUBLIC SERVICES. The proposed project will replace degrading infrastructure at the FAA RCAG Facility at the Saipan International Airport. This activity will not place excessive pressure on existing facilities and services that would be inconsistent with the Commonwealth's interests, plans, and policies.

(h) ADEQUATE PUBLIC ACCESS. This project will occur within a fenced and secure FAA facility that is not open to access by the public. This project is located 2,000-feet inland from the coast and will not change public access to the shoreline.

(i) SETBACKS. The proposed project is located on flat ground with no steep, erosion-prone areas. The proposed project site is located approximately 2,000-feet from coastal waters and away from wave inundation areas. The proposed project is located at the Saipan International Airport, therefore, the project location within installation crash and sound zones (AICUZ) is unavoidable. The proposed project will not be constructed over the two known fault lines.

(j) MANAGEMENT MEASURES FOR CONTROL OF NONPOINT SOURCE POLLUTION. The proposed project is located 60-feet above sea level and 2,000-feet from coastal waters. There will be mass grading of the site, only approximately 600 square feet, or 55 square meters, will be disturbed. Best management practices 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 is not located within an environmentally sensitive area 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 APCs. The proposed project is not located within any wetlands or near marine ports. The proposed project will not discharge any stormwater or wastewater to the coastline or marine waters.

15-10-311: Specific Criteria; Areas of Particular Concern; Impact Avoidance, Minimization, and Mitigation Required

Consistent. The proposed project is not located within or near any APCs and is 2000-feet from coastal waters. This project will not discharge stormwater or wastewater to the coastline or marine waters.

15-10-315: Criteria; Areas of Particular Concern; Lagoon and Reefs

Consistent. The proposed project is not located within or near any Lagoon and Reef APCs. The project is located 2000-feet from the nearest coastline and marine waters. The project will not discharge any stormwater or wastewater to the coastline or marine waters.

15-10-320: Specific Criteria; Areas of Particular Concern; Managaha and Anjota Islands

Consistent. The proposed project is not located within or near the Managaha and Anjota Islands APC. The project is located 2000-feet from the nearest coastline and marine waters. The project will not discharge any stormwater or wastewater to the coastline or marine waters.

15-10-325: Specific Criteria; Areas of Particular Concern; Coral Reefs

Consistent. The proposed project is not located within or near any Lagoon and Reef APCs. The project is located 2000-feet from the nearest coastline and marine waters. The project will not discharge any stormwater or wastewater to the coastline or marine waters.

15-10-330: Specific Criteria; Areas of Particular Concern; Wetlands and Mangroves

Consistent. The proposed project is not located within any wetlands or Wetland APC and does not overlay any soil units that are considered hydric soils by the U.S. Soil Conservation Service.

15-10-335: Specific Criteria; Areas of Particular Concern; Shorelines

Consistent. The project is located 2000-feet from the nearest Saipan coastline and marine waters. The project would not discharge any stormwater or wastewater to the coastline or marine waters.

15-10-340: Specific Criteria; Areas of Particular Concern; Ports and Industrial Areas

Consistent. The proposed project is not located within or adjacent to the CPA marine ports. This project is located at the Saipan International Airport at an existing FAA facility.

15-10-345: Specific Criteria; Areas of Particular Concern; Coastal Hazards

Consistent. The project site is outside any coastal hazard APC, the 100-year and 500-year floodplains (FEMA, 2006). The proposed project will not result in any increase in flood levels within this zone or the surrounding community during the occurrence of the base flood discharge (100- year storm).

15-10-350: Height Density, Setback, Coverage, and Parking Guidelines

Consistent. The proposed project has a setback of over 2000-feet from the nearest shoreline. The two (2) new RCAG towers will be installed in the same location as the existing towers and will not comprise high-rise development. The project will not require additional parking at the Saipan International Airport.

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

Consistent. This policy is not applicable to the proposed project; the proposed project is a small-scale action and will not directly or significantly impact the coastal environment or coastal resources.

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 2,000-feet from coastal waters.

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 RCAG 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.

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.

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 RCAG Facility land use at 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 minimize and mitigate sediment control and soil erosion.

The proposed project site would minimize to the best extent practicable effects on terrestrial resources. The proposed project would disturb previously disturbed grass and weed communities that are maintained by FAA staff at the RCAG 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 2,000 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 RCAG 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 site is flat without steep, erosion-prone areas. The site is located 2,000-feet from coastal waters and away from wave inundation areas. The proposed project would

improve the existing FAA RCAG Facilities communications at Saipan International Airport, therefore, the location within installation crash and sound zones (AICUZ) is unavoidable. The proposed project would construct two (2) 30-ft vertical communication towers and buried lightning protection systems that connect to the existing FAA RCAG Facility 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 project would support the efficient and safe air transportation system of the Saipan International Airport. No developments to aquifers, beaches, estuaries, or other coastal resources are proposed. The proposed project would not discharge any stormwater or wastewater to the coastline or marine waters, thus, would not adversely affect groundwater management zones.

The proposed project site would minimize to the best extent practicable effects on terrestrial resources. The proposed project would disturb previously disturbed grass and weed communities that is currently by the FAA RCAG 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 60-feet above sea level and 2,000-feet from coastal waters. The project site is flat with no steep, erosion-prone areas and no mass grading of the construction site, only approximately 600 square feet, or 55 square meters, 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 60-feet above sea level and 2,000-feet from coastal waters. The project site is flat with no steep, erosion-prone areas and no mass grading of the construction site, only approximately 600 square feet, or 55 square meters, will be disturbed. Best management practices, as needed, will be used to minimize and mitigate 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 Saipan International Airport is the former site of the Japanese Period Aslito Field Airport and the Isley Field, B-29 long-range Bomber base (SHARC 2011). Isley Field was listed on the National Register of Historic Places in 1981 (National Register No. 81000667). The nomination form noted: "Of the B-29 bases in the Marianas, Isley Field was the most important and has the

greatest number of features that recall its World War II history....there are 27 intact structures, two runways, and hundreds of hardstands and foundations from the U.S. period. Concrete and asphalt roads have survived as have other relics of the Japanese and American bases.” Isley Field was listed on the National Register of Historic Places as a National Historic Landmark (National Register No. 85001789) in 1985 in recognition of its place in U.S. history. The listing included Isley Field with two other separate geographic areas (the landing beaches in Saipan Lagoon and Marpi Point) that are closely united in terms of their World War II history. Apart from Isley Field, no known cultural or historic resources are within the immediate vicinity of the proposed project. The existing RCAG towers were commissioned in 1977 and are typical of steel self-supporting towers of that vintage.

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 or historic 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. The proposed project will improve existing degraded Airport communications infrastructure.

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 2,000-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 *de-minimis* short term impacts on air quality due to exhaust and fugitive dust emissions from diesel heavy equipment and suitcase generators. These emissions may temporarily affect air quality in the immediate area of the project site 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 2,000-feet from coastal waters. No known cultural or historic 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.

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 2,000-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.

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 2,000-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 two (2) new 30-ft communication towers will be installed in the same location as the existing two (2) communication 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.

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 2,000-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.

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.

Air and Water Quality Standards of the CNML, 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 2,000-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 *de minimis* short term impacts on air quality due to emissions from diesel heavy equipment exhaust and fugitive dust emissions and suitcase generators. These emissions may temporarily affect air quality in the immediate area of the project site but would be minimized by operating the equipment on an as needed basis. There will be no long-term impacts to air quality after construction is completed.

NMAIC Chapter 15-20 Water Sports Regulations

Part 001 General Provisions:
 §15-20-015 Maximum Number of Permits
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 does not propose any activities near surface or marine waters, therefore, would have no impact on designated areas for water sports and commercial operations.

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

Part 001 General Provision:
 §65-20-010 Definitions

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 the project site 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 project 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. Twelve 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 the project site is 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 project 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. Twelve 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 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 at 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 will 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 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 will not generate long-term solid waste. Any solid waste generated during construction of the proposed project will be properly disposed of at an approved landfill or recycling center. The proposed project will 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.

2 CMC § 3513 Commonwealth SWM Act of 1989; PL 6-30, as amended

2 CMC § 3513 Definitions

2 CMC § 3513 Recycling

2 CMC § 3513 Prohibited Activities

Consistent. The proposed project would not generate long-term solid waste. Solid waste generated during construction would be properly disposed of at an approved landfill or recycling facility.

2 CMC § 3112 Commonwealth Environmental Protection Act; PL 3-23, § 4

2 CMC § 3112 Definitions [All Sections]

Commonwealth Environmental Amendments Act of 1999; PL 11-103, §6, §8

PL 11-103, §6, §8; which amended the following:

2 CMC §3513(m) debris staging areas

2 CMC §3518(B)

Consistent. The proposed project will not generate long-term solid waste. Any solid waste generated during construction of the proposed project will be properly disposed of at an approved landfill or recycling center. The proposed project will 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.

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.

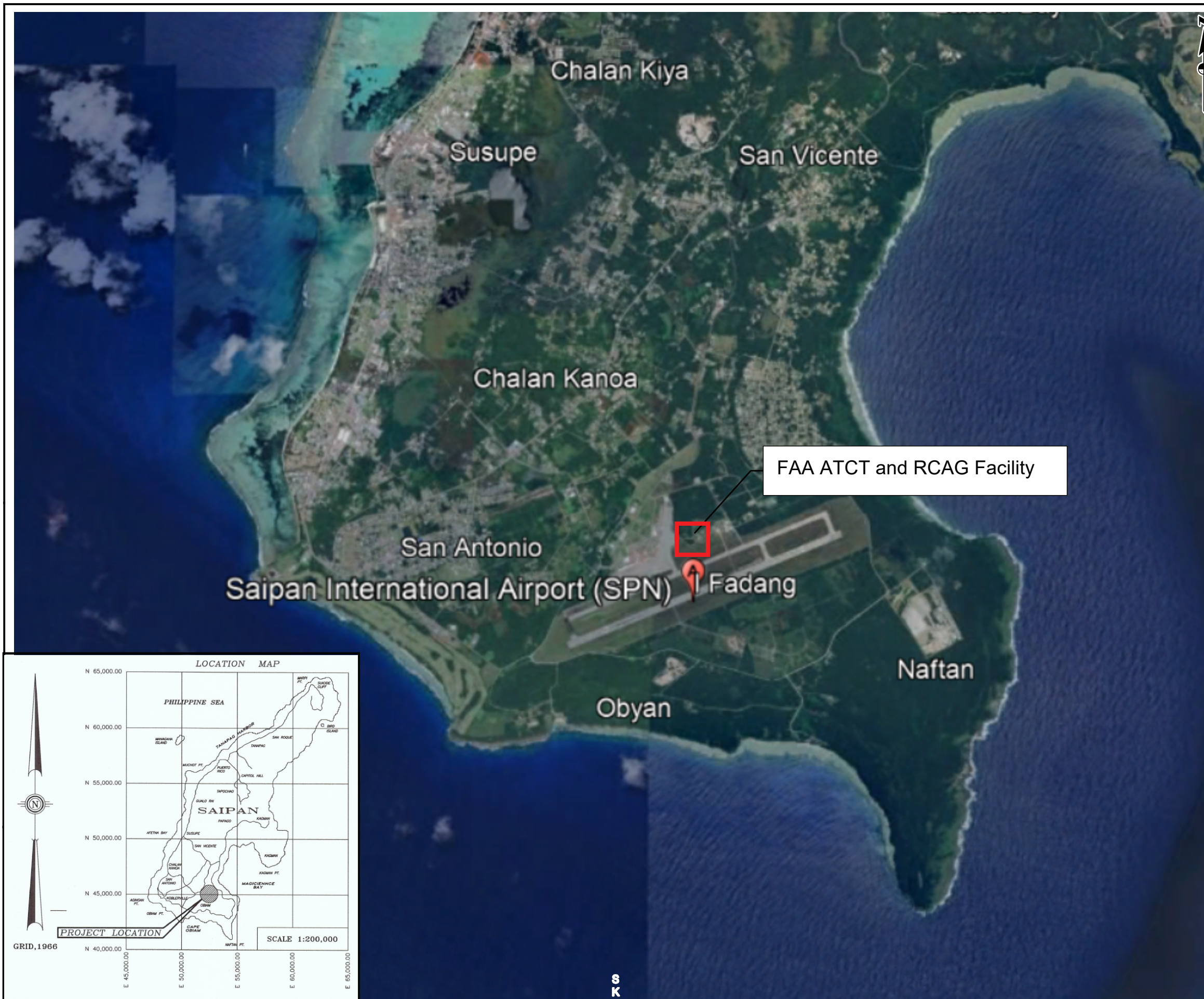
If you have any questions, please contact me by email at:

Sincerely,

Jamie L. Groves
Environmental Engineer
FAA Air Traffic Organization
WSA Engineering Services
AJW-2W16E
Anchorage, Alaska

Enclosures:

Attachment 1: Figures
Attachment 2: FAA GSN RCAG Project Layout Plans



Saipan International Airport
(GSN) RCAG Tower
Replacement Project

Site Vicinity Map

Legend

 Project Location

FIGURE:
1



Saipan International Airport
(GSN) RCAG Tower
Replacement Project

FAA RCAG Tower
Replacement Project
Location

Legend

- Facility Boundary
- RCAG Tower(s)

(04-20-22 9:27:57am) PROJECT PR 001 REV 0