



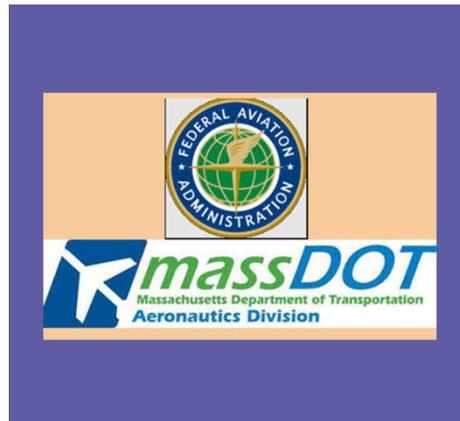
Technical Master Plan Update & Environmental Assessment Phase

Technical Master Plan Team & Environmental Review Team



Airport / PAC

The Airport, overseen by the Plymouth Airport Commission, has undertaken a Technical Master Plan Update.



FAA/ MASSDOT

The Plan is 90% funded by the Federal Aviation Administration. 5% funded by the MASSDOT Bureau of Aeronautics with the remainder, a local match.



You

Input from the Public is crucial to ensuring the Master Plan reflects the needs of the local community & the environmental review provides opportunities for meaningful public input.



D&K
and Epsilon Associates

The DuBois and King team has over 30 years of experience serving Plymouth Municipal Airport and its community.



Agenda

- Community Asset
- Timeline & Transition to Environmental Assessment Phase
- Final Technical Master Plan Update
- Next Step – MEPA and NEPA
- Environmental Evaluation Process
- Alternatives Overview & Preferred Alternative
- Proposed Conditions and Regulatory Framework
- Questions

Plymouth Municipal Airport – Community Asset



GOOD FOR THE ENVIRONMENT

- 150 preserved acres of Natural Habitat
- DEP standards
- Compatible Wildlife Program
- State wildlife approval for construction
- 800 acres of rural legacy



HUB OF PUBLIC SERVICE

- State Police Air Wing
- Boston Medflight
- Cape Cod Community College
- Local Pilot Humanitarian Missions
- Civil Air Patrol



GOOD NEIGHBOR

- Administration Building open to Public
- Public interaction with Airport activity- Patio and Play Area
- Public tours
- Precinct 11 voting location
- Noise Briefings



GOOD FOR THE ECONOMY

- Municipal Enterprise Account
- \$450,000+ real estate tax revenue on ~60 Buildings
- \$62 million in Total Annual Economic Output

Timeline

JAN 2022 –
JAN 2023

Background and three
TMPU public meetings,
TMPU and ALP
finalized

MEPA Process Initiated
w/MEPA office,
Pre-ENF Public
Meeting

FEB 2023-
MAR 2023

April 2023-
August 2023

MEPA ENF Filing
MEPA Scoping Field
Visit
Proposed Joint Draft
NEPA EA/MEPA EIR
Development

Final NEPA EA/MEPA
EIR Completed &
Submitted to FAA for
FONSI & MEPA

August
2023
Goal



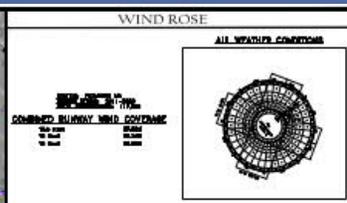
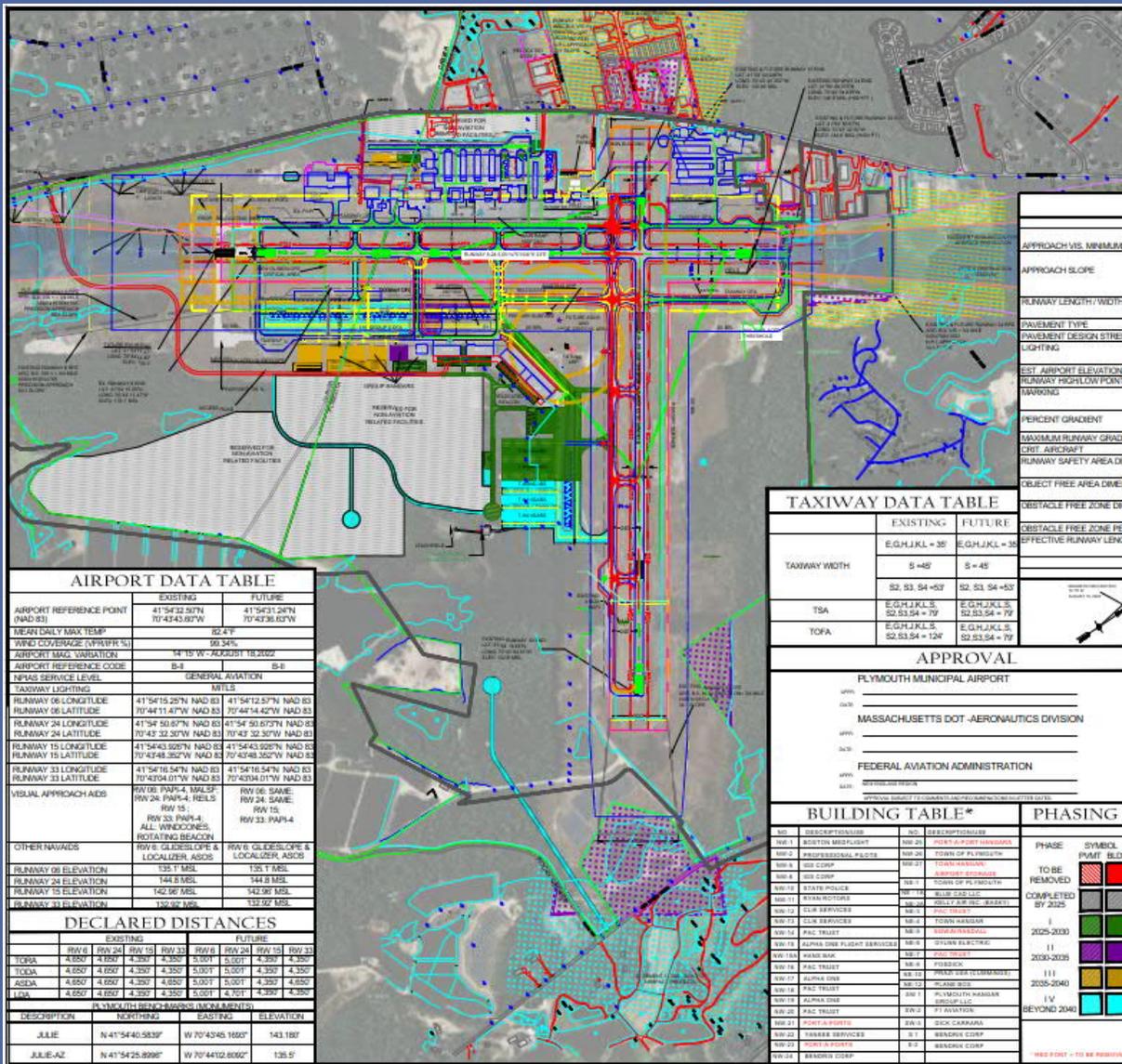
Plymouth Municipal Airport

Technical Master Plan Update 2022



Final TMPU

- Comprehensive Evaluation of Airport and Needs for 20 years into future – 2040+
- Extensive Public Engagement
- Evaluated four Alternatives for Runway 6
- Airport Layout Plan



RUNWAY DATA TABLE

	EXISTING	FUTURE
APPROACH VIS. MINIMUMS	RW 6: ≥ 34 M; RW 24: ≥ 1 M RW 15: ≥ 1 M; RW 33: ≥ 34 M	RW 6: ≥ 34 M; RW 24: ≥ 34 M RW 33: ≥ 34 M; RW 15: ≥ 1 M
APPROACH SLOPE	SURFACE 6: RW 6, 24 & 33: 20:1 SURFACE 6: RW 6, 24 & 33: 30:1 SURFACE 6: RW 15: 20:1	SURFACE 6: RW 6, 24 & 33: 20:1 SURFACE 6: RW 6, 24 & 33: 30:1 SURFACE 6: RW 15: 20:1
RUNWAY LENGTH / WIDTH	RW 6-24: 4,387 x 75' RW 15-33: 4,350 x 75'	RW 6-24: 5,307 x 75' RW 15-33: 4,350 x 75'
PAVEMENT TYPE	BITUMINOUS CONCRETE	SAME
PAVEMENT DESIGN STRENGTH	12,500 LBS (SW)	30 FXT
LIGHTING	MRL	RW 6-24: FHTL RW 15-33: MRL
EST. AIRPORT ELEVATION	148.9 MSL	148.9 MSL
RUNWAY HIGHFLOW POINTS	H 148.9 MSL; L 130.2 MSL	H 148.9 MSL; L 130.2 MSL
MARKING	RW 6: PRECISION RW 33: 15: 24: NP/P1 APPROACH	RW 33: 15: 24: NP/PRECISION RW 6: PRECISION
PERCENT GRADIENT	RW 6-24: 0.2% RW 15-33: 0.2%	RW 6-24: 0.22% RW 15-33: 0.28%
MAXIMUM RUNWAY GRADE	1.5%	1.5%
CRIT. AIRCRAFT	FALCON 2000	FALCON 2000
RUNWAY SAFETY AREA DIMENSIONS	RW 6-24: 4,949 x 150' RW 15-33: 5,257 x 120'	RW 6-24: 5,257 x 150' RW 15-33: 5,257 x 190'
OBJECT FREE AREA DIMENSIONS	RW 6-24: 4,949 x 500' RW 15-33: 5,257 x 400'	RW 6-24: 5,257 x 500' RW 15-33: 5,257 x 400'
OBSTACLE FREE ZONE DIMENSIONS	RW 6-24: 4,949 x 400' RW 15-33: 4,750 x 250'	RW 6-24: 5,257 x 400' RW 15-33: 4,750 x 400'
OBSTACLE FREE ZONE PENETRATIONS	NONE	NONE
EFFECTIVE RUNWAY LENGTH	RW 15-33: 4,650' RW 6-24: 4,650'	RW 15-33: 4,650' RW 6-24: 5,000'

TAXIWAY DATA TABLE

	EXISTING	FUTURE
TAXIWAY WIDTH	S = 40'	S = 45'
	S2, S3, S4 = 57'	S2, S3, S4 = 57'
TSA	E, G, H, J, K, L = 35'	E, G, H, J, K, L = 35'
TOFA	E, G, H, J, K, L = 54' + 7'	E, G, H, J, K, L = 54' + 7'

AIRPORT DATA TABLE

	EXISTING	FUTURE
AIRPORT REFERENCE POINT (NAD 83)	41°54'32.287"N 70°43'43.837"W	41°54'31.247"N 70°43'36.837"W
MEAN DAILY MAX TEMP		52.4°F
WIND COVERAGE (APPR/FX %)		99.34%
AIRPORT MAG. VARIATION	14° 15' W - ADG 0301 18.2366	
AIRPORT REFERENCE CODE	B-4	B-6
NPAS SERVICE LEVEL	GENERAL AVIATION	
TAXIWAY LIGHTING	MTELS	
RUNWAY 06 LONGITUDE	41°54'16.257"N NAD 83	41°54'12.571"N NAD 83
RUNWAY 06 LATITUDE	70°44'11.471"W NAD 83	70°44'14.427"W NAD 83
RUNWAY 24 LONGITUDE	41°54' 0.871"N NAD 83	41°54' 0.871"N NAD 83
RUNWAY 24 LATITUDE	70°47' 32.307"W NAD 83	70°47' 32.307"W NAD 83
RUNWAY 15 LONGITUDE	41°54'43.5267"N NAD 83	41°54'43.5267"N NAD 83
RUNWAY 15 LATITUDE	70°42'48.3527"W NAD 83	70°42'48.3527"W NAD 83
RUNWAY 33 LONGITUDE	41°54'16.547"N NAD 83	41°54'16.547"N NAD 83
RUNWAY 33 LATITUDE	70°42'04.017"W NAD 83	70°42'04.017"W NAD 83
VISUAL APPROACH AIDS	RW 06: PAW-4, MALSP RW 24: PAW-4, HELS RW 15: RW 33: PAW-4 ALL WINDCONES, ROTATING BEACON	RW 06: SAME RW 24: SAME RW 15: RW 33: PAW-4
OTHER NAV AIDS	RW 6: GLEDSCOPE & LOCALIZER AIDS	RW 6: GLEDSCOPE & LOCALIZER AIDS
RUNWAY 06 ELEVATION	135.1 MSL	135.1 MSL
RUNWAY 24 ELEVATION	144.8 MSL	144.8 MSL
RUNWAY 15 ELEVATION	142.97 MSL	142.97 MSL
RUNWAY 33 ELEVATION	132.92 MSL	132.92 MSL

DECLARED DISTANCES

	EXISTING		FUTURE	
	RW 24	RW 15	RW 6	RW 33
TOFA	4,850'	4,350'	5,000'	4,350'
TOFA	4,850'	4,350'	5,000'	4,350'
ASDA	4,850'	4,350'	5,000'	4,350'
LOA	4,850'	4,350'	5,000'	4,350'

PLYMOUTH MUNICIPAL AIRPORT (NAD 83)

DESCRIPTION	NORTHING	EASTING	ELEVATION
JULIE	N 41°54'40.5839"	W 70°43'45.1650"	143.180'
JULIE-AZ	N 41°54'25.8996"	W 70°44'12.8992"	135.5'

APPROVAL

PLYMOUTH MUNICIPAL AIRPORT

MASSACHUSETTS DOT - AERONAUTICS DIVISION

FEDERAL AVIATION ADMINISTRATION

BUILDING TABLE*

NO.	DESCRIPTION	NO.	DESCRIPTION
NO. 1	BOSTON BRIDGEMANT	NO. 20	PISTON AIRPORT SERVICES
NO. 2	PROFESSIONAL FLOORS	NO. 21	TOWN OF PLYMOUTH
NO. 3	GEN CORP	NO. 22	TOWN OF PLYMOUTH
NO. 4	GEN CORP	NO. 23	TOWN OF PLYMOUTH
NO. 5	STATE POLICE	NO. 24	BLUE JAZZ LLC
NO. 6	EVAN ROTORE	NO. 25	PLANNING DEPT. (COURT)
NO. 7	CLUB SERVICES	NO. 26	PROJ. 2025
NO. 8	CLUB SERVICES	NO. 27	PROJ. 2025
NO. 9	PAC TRUST	NO. 28	PROJ. 2025
NO. 10	ALPHA ONE FLIGHT SERVICES	NO. 29	STEWART ELECTRIC
NO. 11	WMS BAK	NO. 30	PROJ. 2025
NO. 12	PAC TRUST	NO. 31	PROJ. 2025-2040
NO. 13	PAC TRUST	NO. 32	PROJ. 2025-2040
NO. 14	PAC TRUST	NO. 33	PROJ. 2025-2040
NO. 15	ALPHA ONE	NO. 34	PROJ. 2025-2040
NO. 16	CLUB SERVICES	NO. 35	PROJ. 2025-2040
NO. 17	CLUB SERVICES	NO. 36	PROJ. 2025-2040
NO. 18	CLUB SERVICES	NO. 37	PROJ. 2025-2040
NO. 19	CLUB SERVICES	NO. 38	PROJ. 2025-2040
NO. 20	CLUB SERVICES	NO. 39	PROJ. 2025-2040
NO. 21	CLUB SERVICES	NO. 40	PROJ. 2025-2040
NO. 22	TAXIERS SERVICES	NO. 41	WINDY CORP
NO. 23	TAXIERS SERVICES	NO. 42	WINDY CORP
NO. 24	TAXIERS SERVICES	NO. 43	WINDY CORP

PHASING

PHASE	SYMBOL	PHASE	SYMBOL
TO BE REMOVED	[Red Box]	COMPLETED BY 2025	[Green Box]
COMPLETED BY 2025	[Green Box]	2025-2030	[Yellow Box]
2025-2030	[Yellow Box]	2030-2035	[Orange Box]
2030-2035	[Orange Box]	2035-2040	[Purple Box]
2035-2040	[Purple Box]	BEYOND 2040	[Blue Box]

LEGEND

DESCRIPTION	EXISTING SYMBOL	FUTURE SYMBOL
RUNWAY SAFETY AREA	[Red Line]	[Red Line]
RUNWAY OBJECT FREE AREA	[Red Line]	[Red Line]
RUNWAY PROTECTION ZONE	[Red Line]	[Red Line]
BUILDING RESTRICTION LINE	[Red Line]	[Red Line]
TAXIWAY - TAXI LINE CPA	[Red Line]	[Red Line]
TAXIWAY - TAXI LINE CENTERLINE	[Red Line]	[Red Line]
SPOT ELEVATIONS	[Red Line]	[Red Line]
AIRPORT REFERENCE POINT	[Red Line]	[Red Line]
AIRPORT PROPERTY LINE	[Red Line]	[Red Line]
RUNWAY VISIBILITY ZONE	[Red Line]	[Red Line]
ROADWAYS	[Red Line]	[Red Line]
TO CONTOURS	[Red Line]	[Red Line]
FENCE LINE	[Red Line]	[Red Line]
NON-AERONAUTICAL AREAS	[Red Line]	[Red Line]
FIELD LINES	[Red Line]	[Red Line]
ON AIRPORT BUILDINGS	[Red Line]	[Red Line]
OFF AIRPORT BUILDINGS	[Red Line]	[Red Line]
ROADS WITH RW	[Red Line]	[Red Line]
FUTURE PROPERTY FREE	[Red Line]	[Red Line]
FUTURE PROPERTY EASEMENT	[Red Line]	[Red Line]
TREES TO BE REMOVED	[Red Line]	[Red Line]
MALSP	[Red Line]	[Red Line]
OBSTRUCTION LIGHT TOWERS	[Red Line]	[Red Line]
TOWN BOUNDARY	[Red Line]	[Red Line]
PRECISION OBSTACLE FREE ZONE	[Red Line]	[Red Line]
PROPOSED RUNWAY & TAXIWAY	[Red Line]	[Red Line]
PAVEMENT	[Red Line]	[Red Line]
EXISTING RUNWAY & TAXIWAY	[Red Line]	[Red Line]
EASEMENT	[Red Line]	[Red Line]

NOTE: APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF PLANNED AND EXISTING STRUCTURES, BUILDINGS AND OBSTACLES WITHIN THE AIRPORT PROPERTY LINE. THE AIRPORT LAYOUT PLAN (ALP) IS A PRELIMINARY DESIGN AND SHOULD BE USED AS A GUIDE ONLY. THE AIRPORT LAYOUT PLAN (ALP) IS A PRELIMINARY DESIGN AND SHOULD BE USED AS A GUIDE ONLY. THE AIRPORT LAYOUT PLAN (ALP) IS A PRELIMINARY DESIGN AND SHOULD BE USED AS A GUIDE ONLY.

PLYMOUTH MUNICIPAL AIRPORT
PLYMOUTH, MASSACHUSETTS

ULTIMATE AIRPORT LAYOUT PLAN

DATE: _____

SCALE: 1" = 400'

PROJECT NO: 3-2022-009-01-010

SHEET NO: 3 OF 12

Plymouth Municipal Airport 2022 Ultimate Airport Layout Plan

Purpose of Environmental Assessment

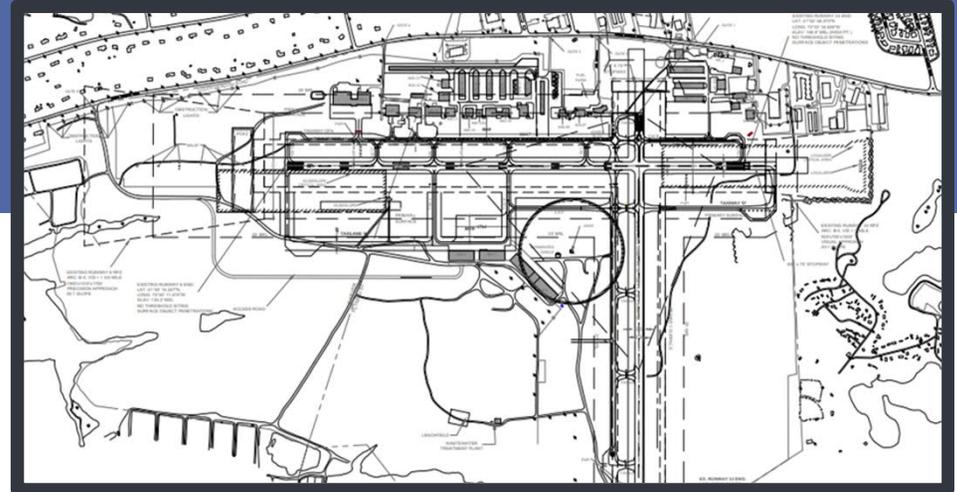


- Fulfill obligations under federal National Environmental Policy Act (NEPA) and Commonwealth's MEPA programs
- Incorporate Public Involvement
- Aligning Airport future with the Master Plan updates without "significant impacts" to natural resources
- Evaluate Environmental Impacts of Preferred and "No Action" Alternatives
- Evaluate Natural Resource Mitigation impacts to Airport Operations and Safety Needs (FAA mandates); cannot create hazards

Environmental Evaluation Process – Joint MEPA/NEPA

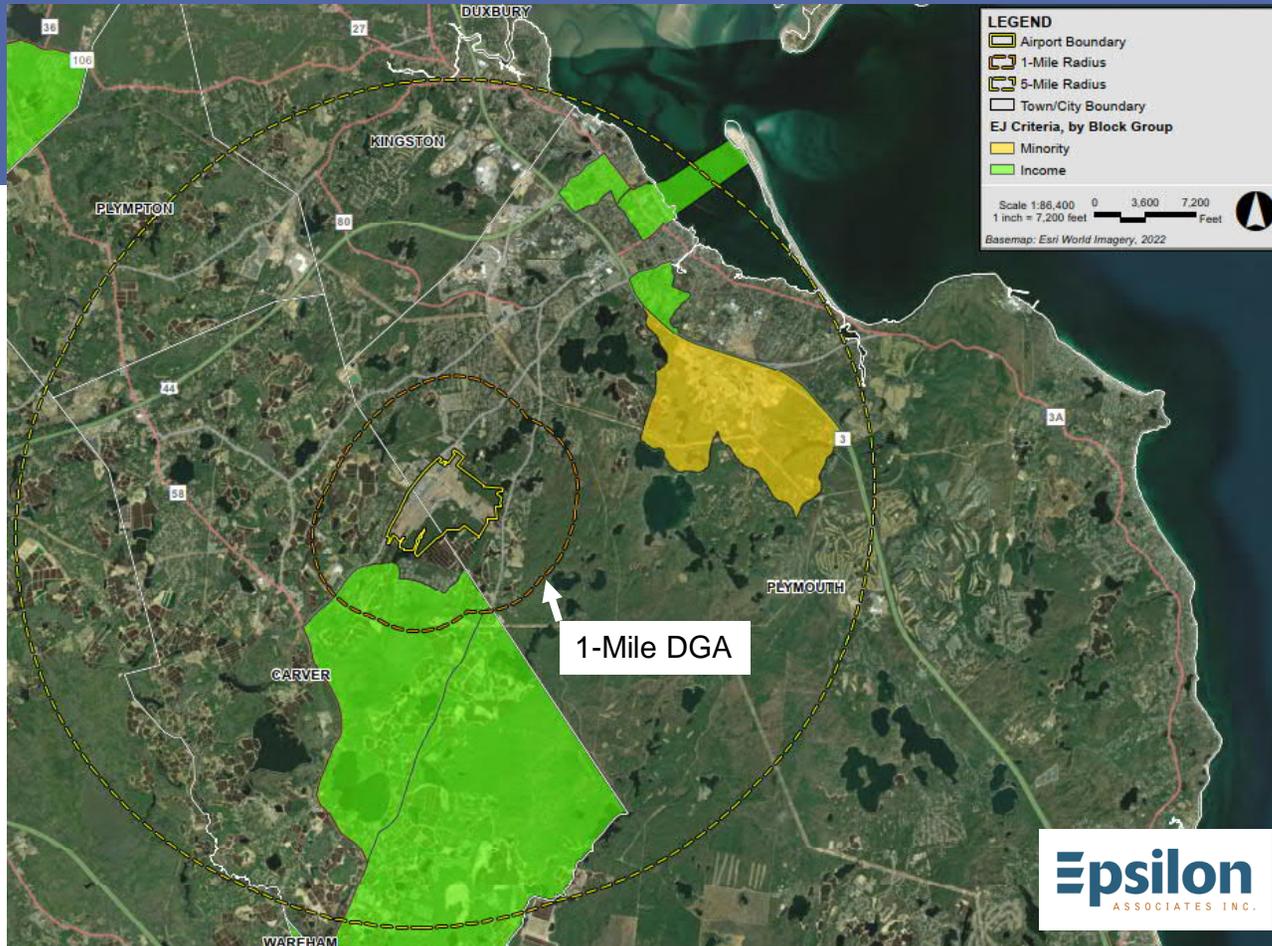


- Meet with MEPA office to Introduce the project (2/2/23)
- Public Outreach - “meaningful input before the ENF is filed”
- Notice of this meeting & Screening Form disseminated to >150 organizations, parties, and individuals that were compiled during the TMPU process, including designated “Environmental Justice” communities
- 1st step Environmental Notification form (ENF)
- 2nd step Site Walk with MEPA staff (public invited to attend)
- Confirm Scope of Environmental Impact Report (EIR)

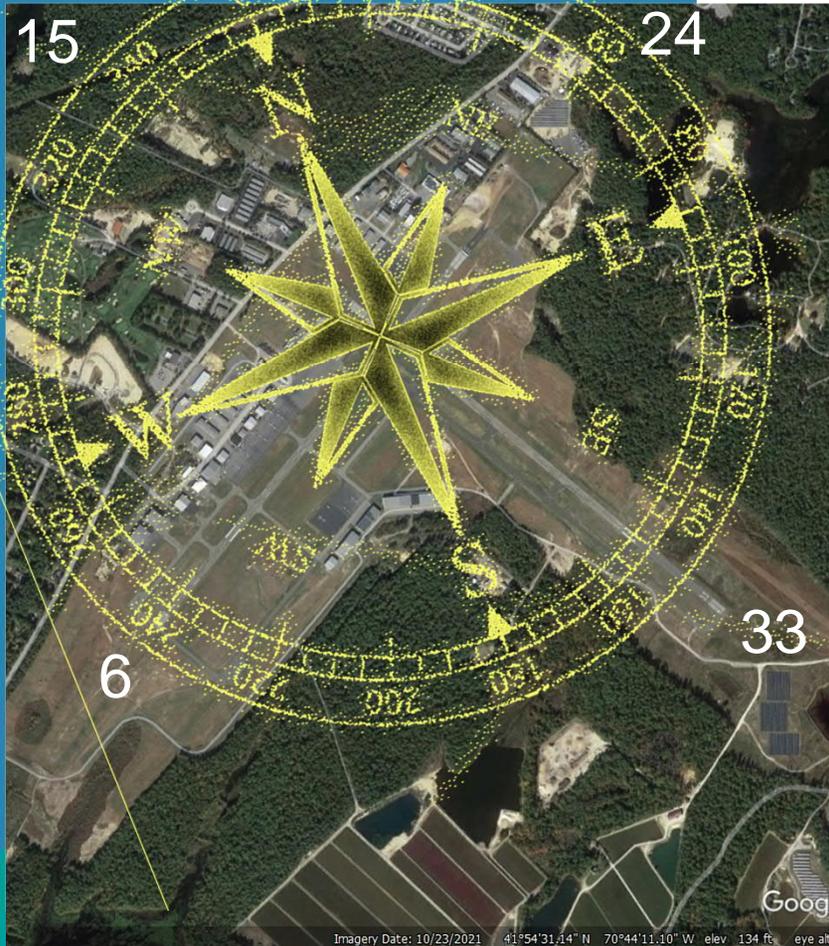


- National Environmental Policy Act (NEPA)
- Under FAA 1050.1F
- Met with FAA and MassDOT to identify scope
- “Environmental Assessment” (EA) under NEPA
- 14 categories of natural resources to be evaluated
- Must stay below designated “significance thresholds” for each category using avoidance, minimization, and mitigation opportunities

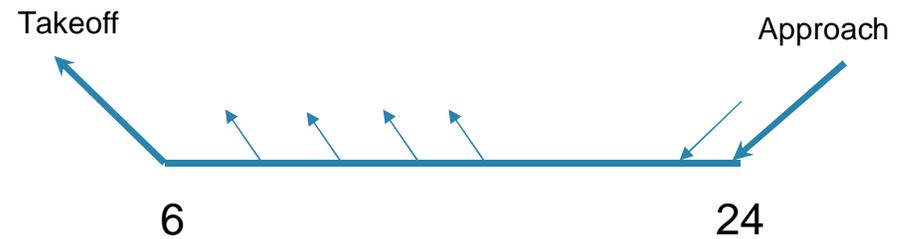
MEPA Designated Geographic Area (DGA) – 1-Mile



Plymouth Airport – Orientation



- Compass or "Wind Rose"
 - Horizontal & Vertical "Planes" = Surfaces
- [NOTE: "Plane" vs "Airplane" or "Aircraft"]



Overarching Guidance & Grant Mandates – Safety Paramount

FAA Grant Assurance 5 & Grant Assurance 21 [funding mandates]

GA 5 – Preserving Rights and Powers

GA 21 – Compatible Land Use

Compliance Order 5190.6b, Chapter 20

Under the airport compliance program, the FAA has the responsibility to assure airport sponsors comply with certain obligations that arise from FAA grant agreements...

Chapter 20 – Compatible Land Use and Airspace Protection

Compliance Order 5190.6b, paragraph 7.13, Grant Assurance 20

Hazards and Mitigation

GA 20 – requires airport sponsors to protect terminal airspace...instrument and visual flight operations...includes protecting against establishment or creation of future airport hazards, including wildlife hazards.

AC 150/5200-33C, paragraph 2.9

Hazardous Wildlife Attractants on and near Airports
Habitat for State and Federally Listed Species on Airports
...may increase wildlife hazards and be inconsistent with safe airport operations.

Runway Ends – Safety Paramount

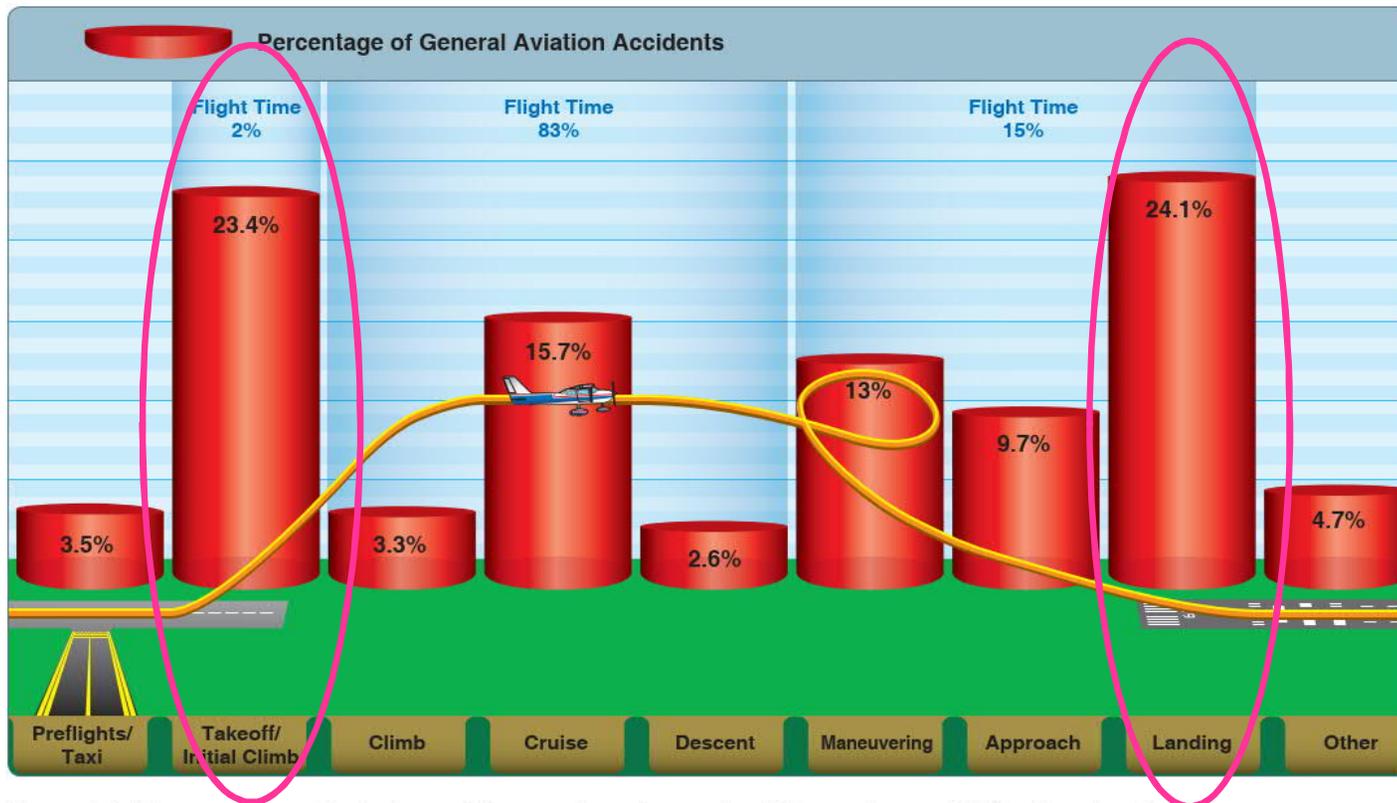


Figure 2-1. The percentage of aviation accidents as they relate to the different phases of flight. Note that the greatest percentage of accidents take place during a minor percentage of the total flight.

SOURCE: Pilot's Handbook of Aeronautical Knowledge, 2016, FAA-H-8083-25B

Forecast 2022 vs 2041 Purpose & Need

Table 3-9 - Summary of Baseline Data			
Based Aircraft (Table 3-3)	105		
Local Itinerant Split (Table 3-4)	Local	Itinerant	Total
	33,103	27,918	61,021
Operations by Aircraft Type (Table 3-6)	Operations	% Total Operations	
Single-Engine	41,494	68.00%	
Multi-Engine	5,492	9.00%	
Turbo-Prop	7,323	12.00%	
Turbo-Jet	4,271	7.00%	
Rotorcraft	2,441	4.00%	
Glider	0	0.00%	
Light Sport	0	0.00%	
Military	0	0.00%	
Operations by FAA Grouping (Table 3-7)			
AAC/ADG	Operations	% Total Operations	
A-I	58,595	96.00%	
A-II	697	1.10%	
A-III	3	0.00%	
B-I	384	0.60%	
B-II	1,122	1.80%	
B-III	3	0.00%	
C-I	90	0.10%	
C-II	96	0.20%	
C-III	2	0.00%	

Source: DuBois & King

Findings

- 8% Increase in Total Operations
- 8% Decrease in Based Aircraft

Summary

- Modest changes. On track with National Average.

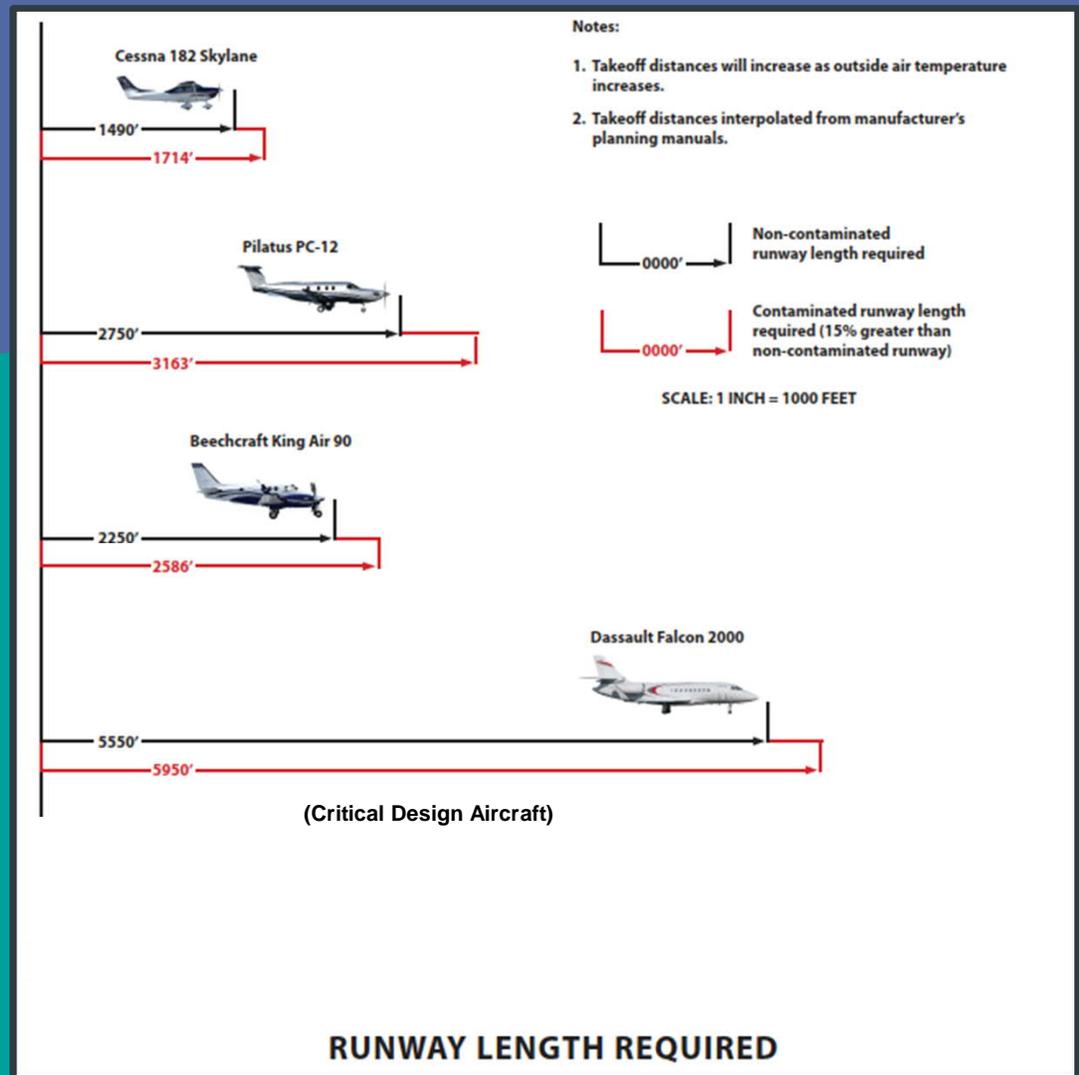
Table 3-16 - Summary of Forecast Data for 2041			
Based Aircraft (Table 3-11)	96		
Local Itinerant Split (Table 3-14)	Local	Itinerant	Total
	36,078	30,411	66,489
Operations by Aircraft Type (Table 3-14)	Operations	% Total Operations	
Single-Engine	44,932	67.6%	
Multi-Engine	5,835	8.8%	
Turbo-Prop	8,041	12.1%	
Turbo-Jet	4,847	7.3%	
Rotorcraft	2,834	4.3%	
Glider	0	0.0%	
Light Sport	0	0.0%	
Military	0	0.0%	
Forecasted Operations by FAA Grouping (Table 3-15)			
AAC/ADG	Operations	Operations	
A-I	63,845	96.0%	
A-II	759	1.1%	
A-III	3	0.0%	
B-I	419	0.6%	
B-II	1,222	1.8%	
B-III	3	0.0%	
C-I	98	0.1%	
C-II	105	0.2%	
C-III	3	0.0%	

Source: DuBois & King

Typical Runway Length Requirements "Critical Aircraft"

Temperature = 30°C - Average Temperature Hottest Month
 Flaps = 0
 Max Gross Takeoff Weight
 Zero Wind
 Zero R/W Gradient
 Pressure Altitude = Sea Level

Aircraft Planning Manual Vs FAA Runway Length Analysis



Runway Length Analysis

B-II Jet Composite		
Aircraft Type	Operations	% of Composite
Cessna CJ3/4	4	0.8%
Cessna Citation Bravo	4	0.8%
Cessna Citation Encore	7	1.4%
Cessna Citation Excel	68	13.3%
Cessna Citation Sovereign	13	2.5%
Cessna Citation Latitude	69	13.5%
Cessna Citation X	2	0.4%
Embrear Legacy 450	15	2.9%
Embrear Phenom 300	45	8.8%
Dassault Falcon 2000	149	29.0%
Dassault Falcon 900	75	14.6%
Dassault Falcon 50	7	1.4%
Hawker 4000	55	10.7%
Total Operations	513	



Falcon 2000

The Falcon 2000 is the most demanding aircraft (critical design) in the composite of aircraft with more than 500 annual operations.

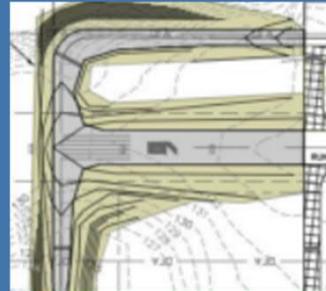
FAA Runway Length Analysis - Unconstrained Runway Length - 5,500-ft.

Alternatives - Overview



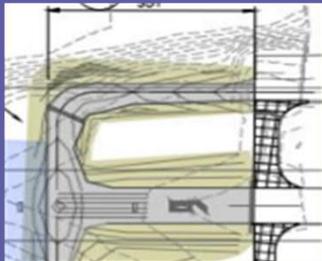
Alternative #1: No Build

- Everything remains the same, no changes are applied
- No Penetrations



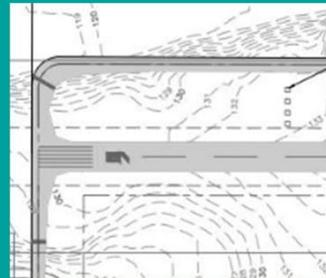
Alternative #3: 550-ft ext

- ~~5200 Feet~~
- ~~Taxiway A and E extension~~
- ~~Relocation of Glideslope and MALS~~
- One penetration area



Alternative #2: 351-ft ext

- 5001 Feet
- Taxiway A and E extensions
- Relocation of Glideslope and MALS
- No penetrations

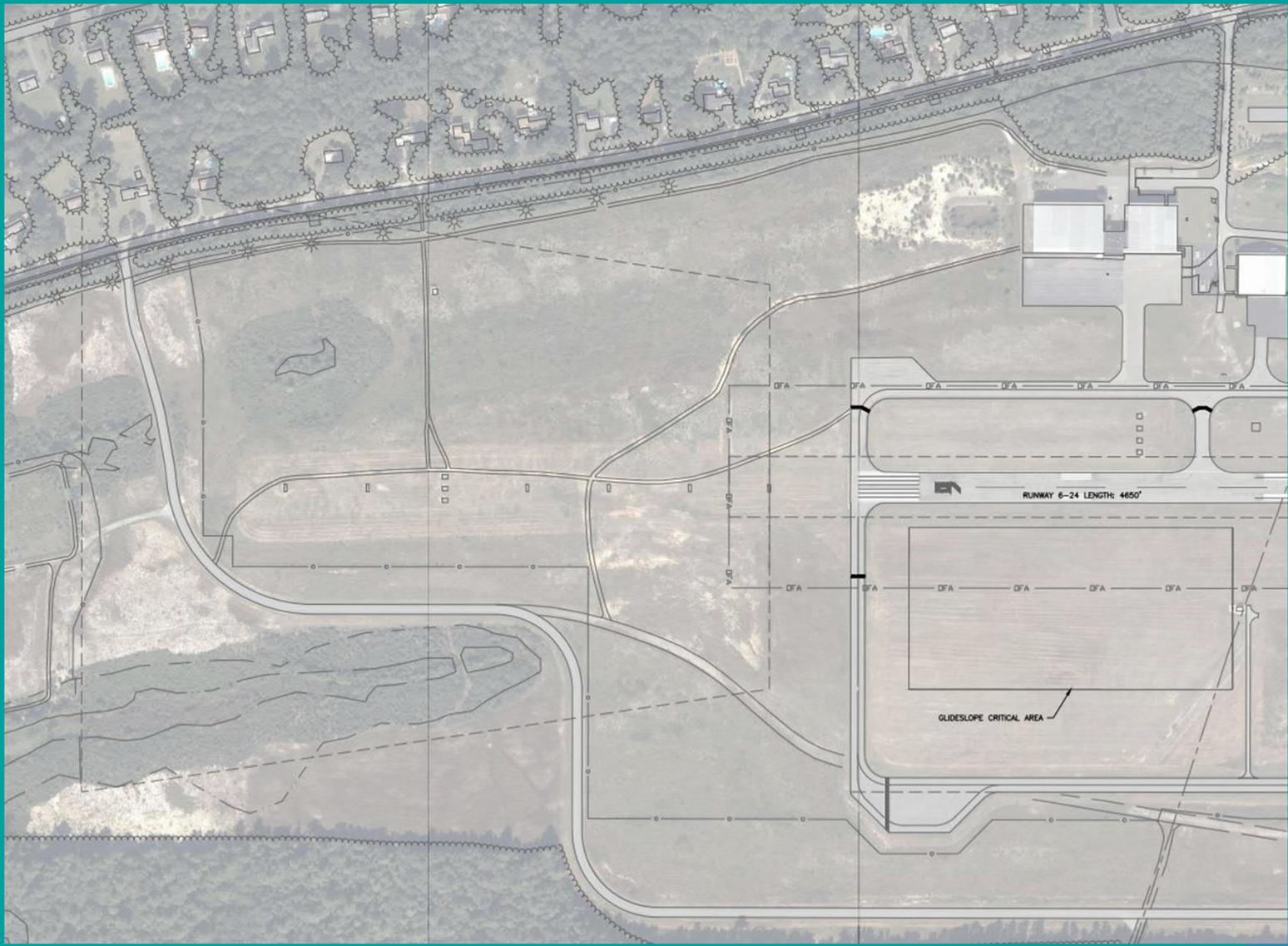


Alternative #4: 850-ft ext

- ~~5500 Feet~~
- ~~Taxiway A and E extension~~
- ~~Relocation of Glideslope and MALS~~
- Multiple penetrations

Alternative #1 : No Build

LEGEND	
---	AIRPORT PROPERTY LINE
---	OFA OBJECT FREE AREA
---	MARKING - TAXIWAY AND RUNWAY
	HOLDING POSITION MARKING
---	RUNWAY SAFETY AREA
---	RUNWAY OBJECT FREE ZONE AND RUNWAY PROTECTION ZONE
---	GLIDESLOPE CRITICAL AREA
○	EXISTING CHAIN-LINK FENCE
---	WETLAND
---	EXISTING ROADWAY



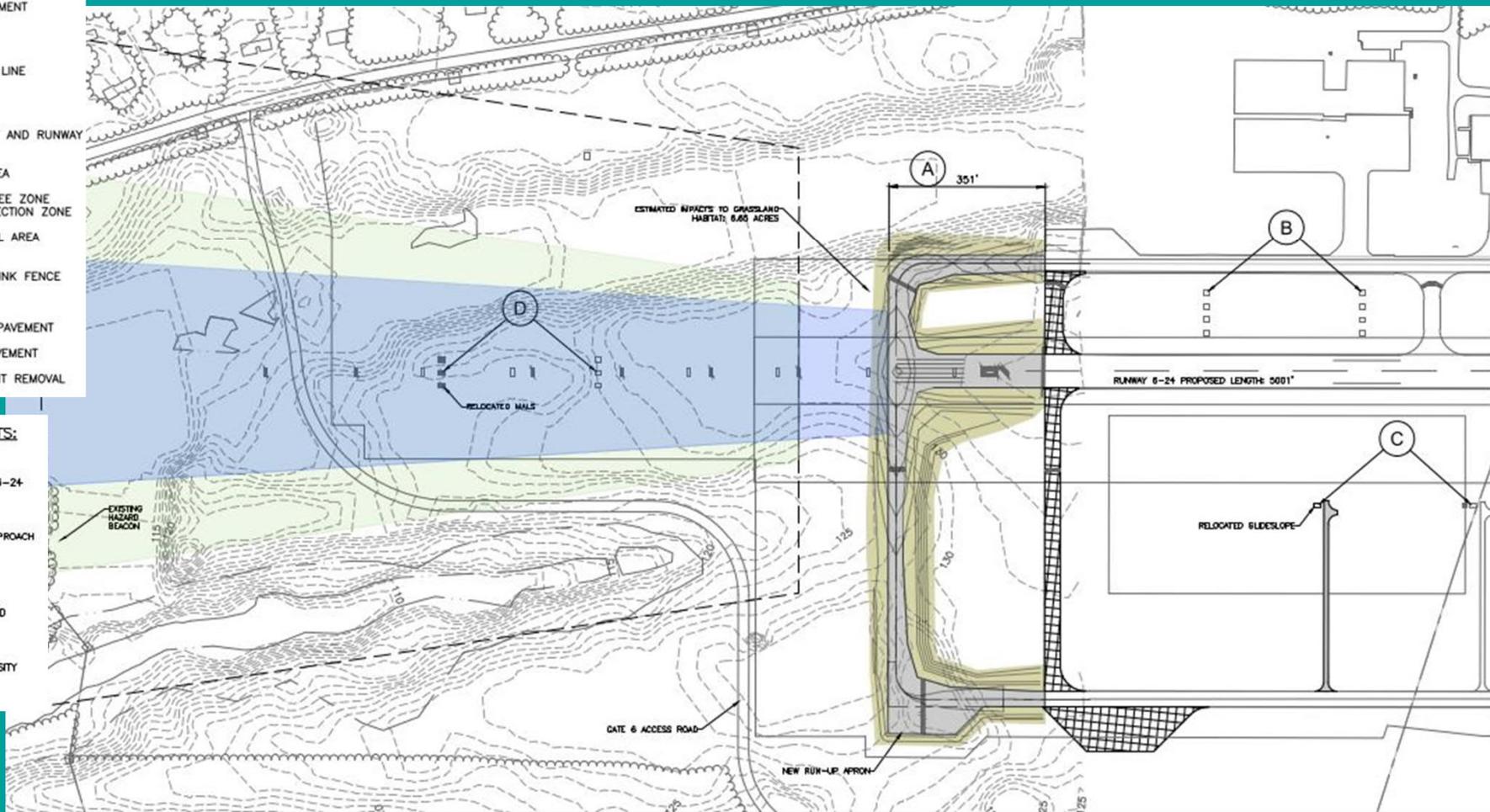
Alternative #2: 351-ft Extension

LEGEND

(A)	PROJECT WORK ELEMENT
---	AIRPORT PROPERTY LINE
---	OFA OBJECT FREE AREA
	MARKING - TAXIWAY AND RUNWAY
---	RUNWAY SAFETY AREA
---	RUNWAY OBJECT FREE ZONE AND RUNWAY PROTECTION ZONE
---	GLIDESLOPE CRITICAL AREA (RELOCATED)
○	PROPOSED CHAIN-LINK FENCE
---	WETLAND
---	EXISTING EDGE OF PAVEMENT
---	PROPOSED NEW PAVEMENT
XXXXX	PROPOSED PAVEMENT REMOVAL

PROJECT WORK ELEMENTS:

- (A)** 351' EXTENSION OF RUNWAY 6-24
- (B)** RELOCATION OF PRECISION APPROACH PATH INDICATOR.
- (C)** RELOCATION OF GLIDESLOPE, GLIDESLOPE ACCESS ROAD, AND CRITICAL AREA.
- (D)** RELOCATION OF MEDIUM INTENSITY APPROACH LIGHTING SYSTEM.



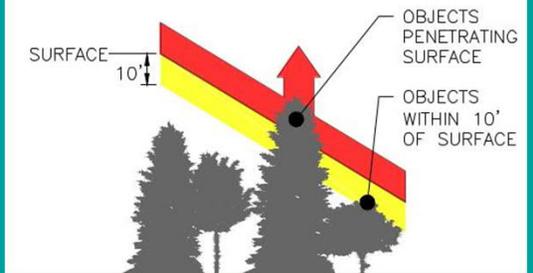
Alternative # 2 Obstruction Map: 351-ft Extension



SURFACE LEGEND

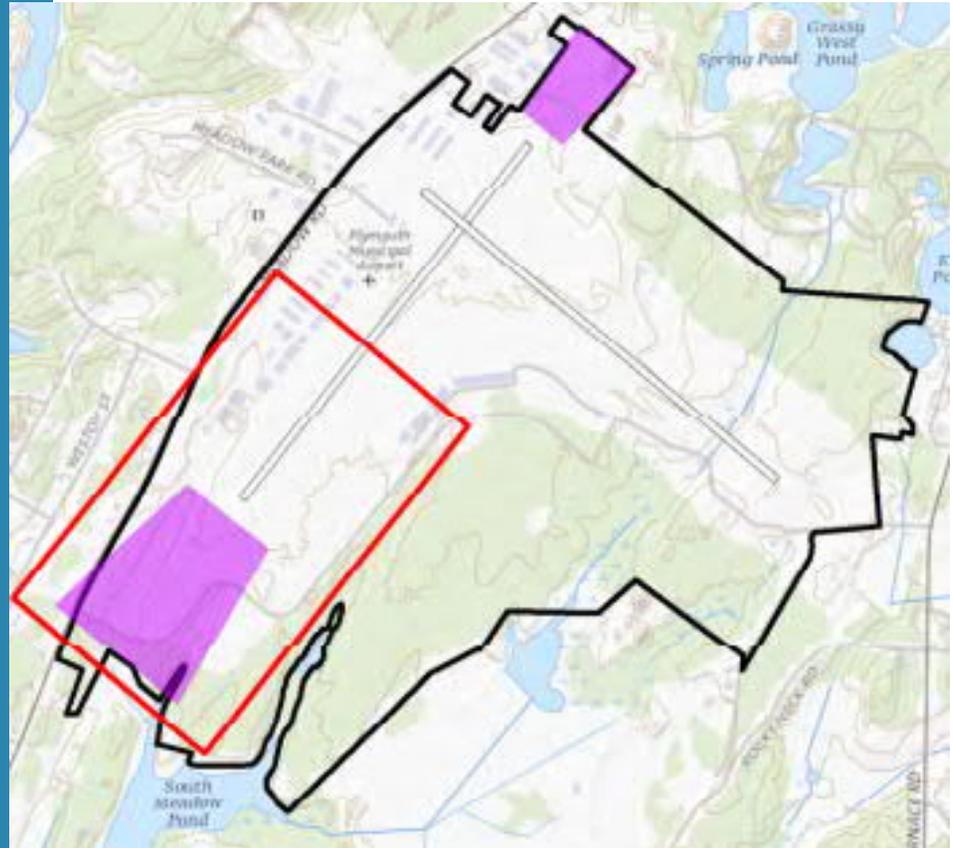
-  AC 150/5300-13A TABLE 3-2 ROW 4 OBSTACLE CLEARANCE SURFACE
-  AC 150/5300-13A TABLE 3-2 ROW 6 OBSTACLE CLEARANCE SURFACE
-  VEGETATIVE OBSTRUCTION (REFER TO PENETRATION KEY)

VEGETATIVE PENETRATION KEY



Primary Project Components – Preferred Alternative

- Runway 6 – 351' Extension
- Taxiway A – 351' Extension + 649' Connector to RW 6 end [remove former connector]
- Taxiway E – 351' Extension + 349' Connector to RW 6 end [remove former connector]
- NavAids relocated

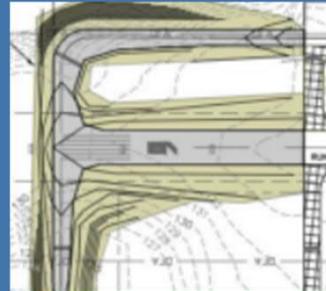


Next Steps – Confirm Existing Conditions & Evaluate Impacts



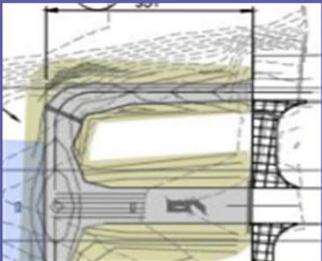
Supplemental Desktop & Field Data Collection

- TMPU identified “Existing Conditions”
- Field verification of specific natural resources potential impacted



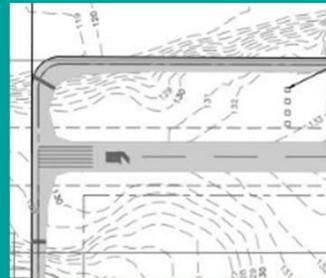
MEPA

- Identify “thresholds”
- Submit Environmental Notification Form (ENF)
- Site Visit w/MEPA agents to Scope the documentation



NEPA

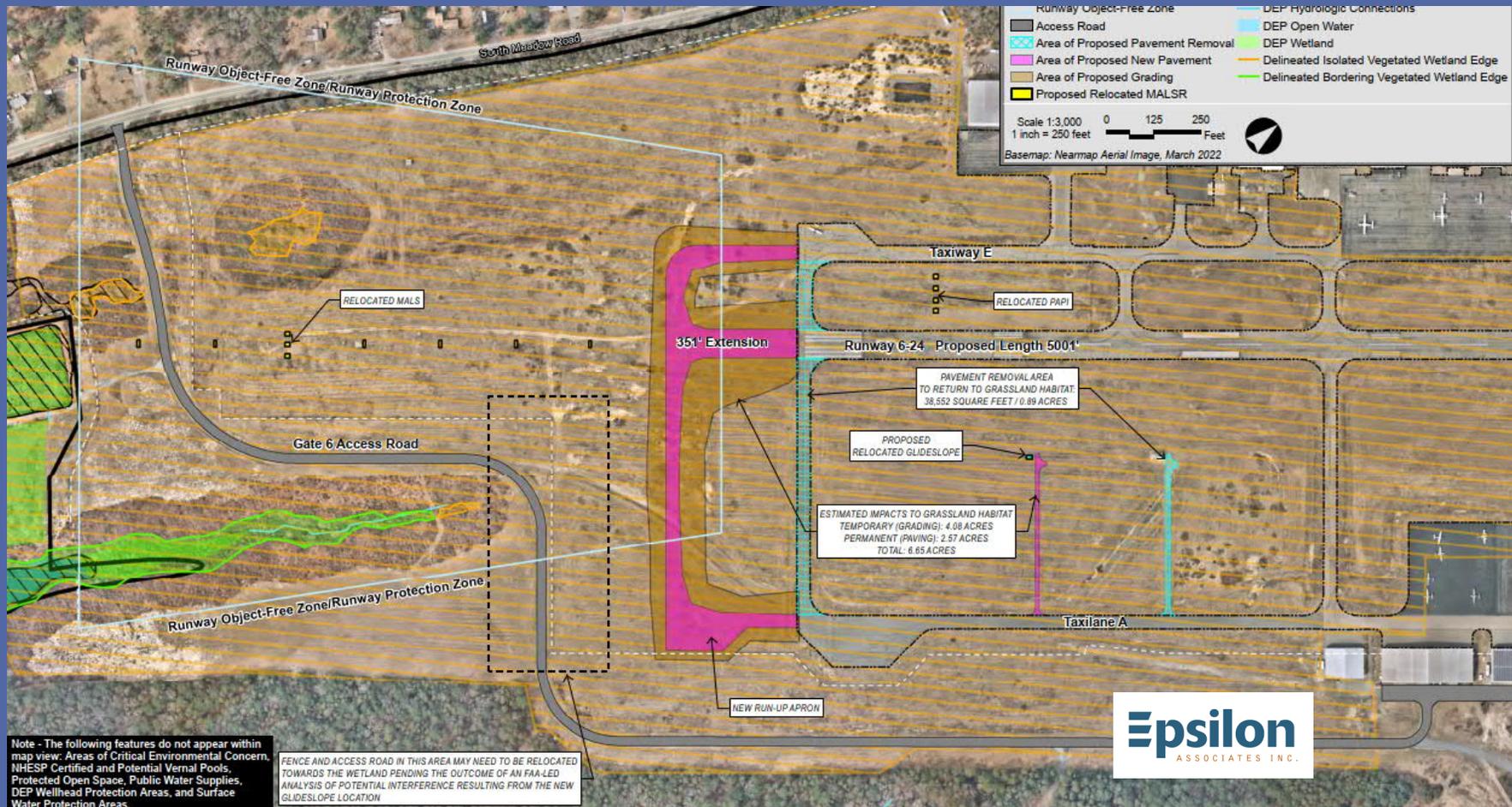
- Evaluate Potential Impacts under 14 Subject Areas based on Project
- Stay below “significance” thresholds



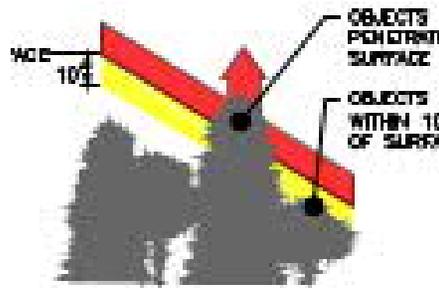
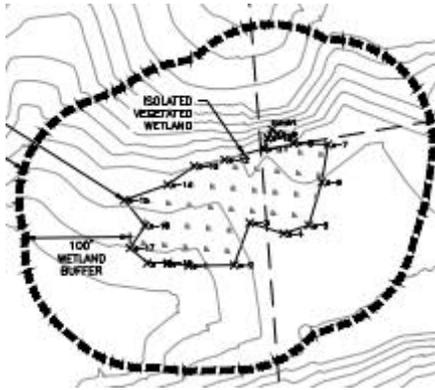
NEPA/MEPA

- Joint EA/EIR
- Draft ~July
- Final ~August
- Goal is NEPA FONSI & MEPA Certificate

Environmental Constraints & Potential Impact Areas



Impact ("Consequences") & Mitigation



Avoid

e.g., wetlands

Minimize

e.g., tree removal

Mitigate

e.g., grassland birds

Below Significance
Thresholds

NEPA FONSI



THANK YOU!

Questions?

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Comments

The opportunity to comment on the ENF will end 20 days after ENF is noticed on the Massachusetts Environmental Monitor website (<https://eeaonline.eea.state.ma.us/EEA/MEPA-eMonitor/home>).



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