

7.0 Mitigation / Proposed Section 61 Findings

7.0 MITIGATION / PROPOSED SECTION 61 FINDINGS

The MEPA statute requires, in part, that state agencies "review, evaluate, and determine the impact on the natural environment of all works, projects or activities conducted by them and . . . use all practicable means and measures to minimize damage to the environment. . . Any determination made by an agency of the commonwealth shall include a finding that all feasible measures have been taken to avoid or minimize said impact."

7.1 Previous Mitigation Commitments

The Certificate on the ENF required that the DEIR include an update on the status of mitigation proposed during review of earlier airport improvements projects, as they are described in the Certificate on the Final Environmental Impact Report issued on January 16, 1996, for the Nantucket Airport – Five Year Master Plan. As previously reported in the DEIR, these commitments included the following:

- ◆ Implementation of a groundwater management plan – Section 6.0 of the DEIR described the elements of the groundwater management plan, including bringing hazardous waste generators into compliance; upgrading fuel tanks, ensuring proper storage and labeling of hazardous materials; constructing containment for accidental spills and aircraft deicing; developing spill prevention and contingency plans; developing designated aircraft washing, refueling, and maintenance areas; monitoring groundwater. It also updated the status of the airport's ongoing efforts to implement this plan.
- ◆ Reduction of noise impacts – The 1996 Certificate indicates that projected airport growth could have the effect of increasing the airport's noise impacts. One of the primary purposes of this project is to prevent that from occurring; the improvements to Runway 15/33 and the ILS precision approach to Runway 06 have been proposed specifically to reduce the effects of aircraft noise. The greater proportion of overwater approaches and departures provided for by these airport improvements will significantly reduce the airports's noise impacts. Section 5.0 of the DEIR analyzed current and projected noise at the airport; additional analysis, including projected noise contours for potential future fleet mixes, is provided in Section 5.0 of this FEIR.
- ◆ Development of an ecological management plan – In the 1996 Certificate, the Secretary required the airport to inventory significant species and habitat on-site and develop a management plan. The airport developed a plan, which is being revised as part of the rare species permitting for this project. Section 3.0 of this FEIR discusses rare plant species and rare species habitat on the airport, potential impacts to them, and mitigation for unavoidable impacts to them.

7.2 Summary of Environmental Effects and Mitigation Measures

The foregoing sections of the FEIR describe anticipated environmental impacts and mitigation measures associated with the currently proposed project. The present section summarizes mitigation commitments, and may be used as the basis of development of Section 61 Findings for state permits necessary for construction and operation of the Nantucket Memorial Airport improvements.

The state agency actions necessary for this project are:

Table 7-1 State Agency Actions

State Agency	Agency Action
Division of Fisheries and Wildlife	Conservation Permit
Massachusetts Aeronautics Commission	Financial Assistance

7.3 Division of Fisheries and Wildlife

As stated above, consultation is ongoing with the Division of Fisheries and Wildlife (DFW), Natural Heritage and Endangered Species Program (NHESP). Revisions to following proposed Section 61 Findings are expected to occur to reflect such ongoing discussions.

DIVISION OF FISHERIES AND WILDLIFE NANTUCKET MEMORIAL AIRPORT IMPROVEMENTS (EOEA #12299)

These Findings for the Nantucket Memorial Airport Improvements project (EOEA #12299) have been prepared in accordance with the provisions of M.G.L. c. 30, Section 61 and 301 CMR 11.00. On *[insert date]* the Secretary of Environmental Affairs issued a Certificate stating that the project's Final Environmental Impact Report (FEIR), dated *[insert date]* complied with the MEPA statute and regulations.

The project consists of the following eleven proposed improvements to the airport:

- (1) 500-foot extension of Runway 33
- (2) Parallel taxiway for Runway 15/33
- (3) Runway 24 Approach Lighting System
- (4) Instrument Landing System (ILS) Precision Approach to Runway 6
- (5) Water Rescue Equipment Shelter
- (6) Wash Pad and Deicing Facility
- (7) Taxiway "F" Overlay
- (8) Runway 6/24 Rehabilitation

- (9) Change to Runway Safety Area
- (10) Passenger Terminal Improvements
- (11) Bunker Area Development

A summary of the potential impacts and mitigation measures associated with the project as currently proposed is provided in Table X [*table number to be revised by issuing authority*], attached with this finding.

As this project is currently described, it will require a Conservation Permit from the Division.

Based upon its review of the MEPA documents and the Division's regulations, the Division finds that the terms and conditions to be incorporated into the permits required for this project will avoid damage to the environment to the extent possible and will minimize and mitigate such damage to the maximum extent practicable for those impacts subject to the Division's authority. Implementation of the mitigation measures will occur in accordance with the terms and conditions set forth in the permits.

Conservation Permit

The development of the project will require a Conservation Permit for impacts to rare plant species and rare species habitat. Mitigation measures to compensate for those impacts have been compiled in a Conservation Plan and include both on-site and off-site components as follows:

Construction Period Mitigation Measures

A set of construction period management measures that will be implemented to avoid or minimize potential construction period impacts include the following:

- ◆ Continued monitoring of rare species;
- ◆ Funding of on-site inspections by a qualified field biologist during construction; and
- ◆ Installation of construction barriers;

Habitat Restoration

Through seeding, transplanting, or sod removal and replacement, the proponent will restore habitat that is degraded or temporarily disturbed by project construction.

Conservation Activities

Provision of assistance in kind, such as the provision of equipment or labor, for the purpose of rare species and rare species habitat conservation on Nantucket.

Adaptive Management Plan

Implementation of an Adaptive Management Plan, replacing the Ecological Management Plan created in 1995 for an earlier airport project. The new plan will include active management of grassland, and heathland complexes using adaptive management principles. The application of management techniques will include scheduled mowing, burning, selective cutting, monitoring, and reporting on an on going basis.

DIVISION OF FISHERIES AND WILDLIFE

BY

DATE

7.4 Massachusetts Aeronautics Commission

MASSACHUSETTS AERONAUTICS COMMISSION NANTUCKET MEMORIAL AIRPORT IMPROVEMENTS (EOEA #12299)

These Findings for the Nantucket Memorial Airport Improvements project (EOEA #12299) have been prepared in accordance with the provisions of M.G.L. c. 30, Section 61 and 301 CMR 11.00. On *[insert date]* the Secretary of Environmental Affairs issued a Certificate stating that the project's Final Environmental Impact Report (FEIR), dated *[insert date]* complied with the MEPA statute and regulations.

The project consists of the following eleven proposed improvements to the airport:

- (1) 500-foot extension of Runway 33
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- (8) Runway 6/24 Rehabilitation
- (9) Change to Runway Safety Area
- (10) Passenger Terminal Improvements
- (11) Bunker Area Development

A summary of the potential impacts and mitigation measures associated with the project as currently proposed is provided in Table X [*table number to be revised by issuing authority*], attached with this finding.

As this project is currently described, it will receive financial assistance from the Massachusetts Aeronautics Commission (Commission).

Based upon its review of the MEPA documents and the Commission's regulations, the Commission finds that the terms and conditions to be incorporated into the agency actions required for this project will avoid damage to the environment to the extent possible and will minimize and mitigate such damage to the maximum extent practicable for those impacts subject to the Commission's authority. Implementation of the mitigation measures will occur in accordance with the terms and conditions set forth in the permits.

The project will require a Conservation Permit from the Division of Fisheries and Wildlife for impacts to rare plant species and rare species habitat. That permit includes conditions intended to result in a net benefit to affected species. The Commission incorporates by reference the requirements of that permit into its own Section 61 Findings. The project does not require other state permits.

The project, however, will require several federal and local reviews and approvals, including, permitting to ensure protection of groundwater resources and local site plan and historic resources review. These and other permits are intended to ensure that the project complies with federal and local standards. The Commission finds that these additional reviews will further minimize the projects environmental impacts, beyond the requirements of the state permitting processes.

MASSACHUSETTS AERONAUTICS COMMISSION

BY

DATE

Table 7-2 Summary of Impacts and Mitigation Measures

Subject Matter	Impact	Mitigation	Schedule
Rare Species	The project may affect rare species or rare species habitat or both.	The airport will develop a conservation plan in consultation with the Natural Heritage and Endangered Species Program (NHESP). The plan may include the following elements: implementation of best management practices during construction; replacement of the airport’s ecological management plan with an adaptive management plan; restoration of degraded or temporarily disturbed rare species habitat; and participation in conservation of rare species and rare species habitat on the airport and on Nantucket.	To be determined in consultation with NHESP
Traffic	The project will not generate new traffic. Increases in traffic will result from continuing growth on the island and increases in airport use which will occur in the absence of the proposed airport improvements.	In the DEIR, the Airport Commission recommended that the Town place the intersection of Macy Lane and Old South Road under four-way stop sign control spreading the delay onto four approaches, instead of having excessive delay at two of the four approaches; this mitigation measure has been implemented. A NRTA bus stop was established at the airport in Spring, 2003 for peak season use. The project will not provide additional parking at the airport. The Airport Commission will also continue to provide bicycle storage to encourage cycling to the airport.	To be determined in consultation with the Town
Noise	The project will not create new noise impacts.	The primary purpose of the project’s aviation-related elements is to reduce the airport’s noise impacts by facilitating use of noise abatement routes. Specifically, the proposed 500-foot extension of Runway 15/33 will allow a greater number of aircraft to use that runway when making over-water approaches to the airport. Navigational aids proposed for Runway 6/24 will enhance the ability of aircraft to approach that runway from the south, again, flying the airport’s noise abatement routes. The Airport Commission has also determined that jet aircraft parking will be moved from the South Ramp to a new apron area to be constructed on the west side of the Bunker Area, reducing noise impacts on the residential neighborhood located to the west side of the South Ramp.	As part of project construction

Wetlands / Stormwater / Groundwater Protection	The project will not affect wetland resource areas. The project will create new impervious area.	Under an agreement with the Airport Commission, the Wannacomet Water Company monitors groundwater quality at the airport in accordance with EPA requirements. The Airport has committed to expand water quality monitoring to include propylene glycol, a constituent of deicing fluid. The Airport has also committed to testing stormwater. The airport will continue to implement its groundwater management plan, which includes ensuring that hazardous waste generators comply with regulations; upgrading specified underground fuel tanks; storing and labeling hazardous materials appropriately; developing and constructing a system to contain hazardous materials spills and deicing chemicals; developing a spill contingency plan; designating aircraft washing, refueling, and maintenance areas; developing and implementing a training program; and identifying cleanup methodologies. The Airport's updated Spill Prevention Control and Countermeasures Plan was presented in the DEIR.	During construction and operation
Air Quality	The project will not affect air quality.	Landside emissions: In the DEIR, the Airport Commission recommended that the Town place the intersection of Macy Lane and Old South Road under four-way stop sign control spreading the delay onto four approaches, instead of having excessive delay at two of the four approaches; this mitigation measure has been implemented. The airport funded bus service and established a NRTA bus stop at the airport in Spring, 2003 for peak season use; it will fund bus service again in the 2004 peak season. The project will not provide additional parking at the airport. The Airport Commission will also continue to provide bicycle storage to encourage cycling to the airport. Airsides emissions: The proposed taxiways will enable aircraft to exit Runway 15/33 more efficiently, and thereby reduce engine running time.	Some measures have been implemented. Others will be implemented either following or as part of project construction.
Historic and Archaeological Resources	The project will not have a negative affect on historic or archaeological resources.	Implementation of the project is expected to improve current and projected visual conditions -- with the construction of the proposed terminal building -- and noise conditions -- with improved facilities for implementing noise abatement routes and procedures -- for the airport and the island.	Following construction

Note: Implementation of mitigation measures will be the responsibility of Nantucket Memorial Airport.