



DEPARTMENT OF THE NAVY
NAVAL AIR SYSTEMS COMMAND
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IN REPLY REFER TO

5090
Ser AIR-8.7/054
11 Mar 03

From: Commander, Naval Air Systems Command (AIR-8.0),
1 Administration Circle, China Lake, CA 93555-6100
To: Chief of Naval Operations (N456)

Subj: ENVIRONMENTAL ASSESSMENT FOR FEDERAL DEPARTMENT OF
JUSTICE PROPOSED HANGAR, NAVAL AIR ENGINEERING STATION,
LAKEHURST, NEW JERSEY

Ref: (a) OPNAVINST 5090.1B CH-3 of 17 Oct 2002

Encl: (1) Finding of No Significant Impact
(2) Environmental Assessment for the Department of
Justice Hangar at the Naval Air Engineering Station,
Lakehurst, New Jersey

1. Forwarded in enclosure (1) is the Finding of No Significant Impact (FONSI) for the proposed action assessed in enclosure (2).
2. The Naval Air Systems Command received the "Environmental Assessment" (EA) for review and approval per reference (a).
3. A review of this EA has shown that potential impacts have been identified and adequately addressed as required by the National Environmental Policy Act. Review by NAVAIR Counsel has determined the document is sufficient under applicable law and guidelines.
4. The point of contact is Mr. Glenn Williams, AIR-8.7.3, (301) 757-2149 or DSN 757-2149. Internet address is WilliamsGM@navair.navy.mil.

A handwritten signature in cursive script, appearing to read "David J. Venlet".

DAVID J. VENLET
Rear Admiral, U.S. Navy

Copy to:
Commander, Submarine Group TWO
CONAVAIRENGSTA Lakehurst

DEPARTMENT OF DEFENSE
DEPARTMENT OF THE NAVY

FINDING OF NO SIGNIFICANT IMPACT FOR THE DEPARTMENT OF JUSTICE HANGAR AT
THE NAVAL AIR ENGINEERING STATION, LAKEHURST NEW JERSEY

Pursuant to section 102(2) (c) of the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality regulations (40 CFR Parts 1500-1508) implementing the procedural provisions of NEPA, the Department of the Navy gives notice that an Environmental Assessment (EA) has been prepared and that an Environmental Impact Statement is not required for the Department of Justice (DOJ) Hangar at the Naval Air Engineering Station (NAES) Lakehurst New Jersey.

The proposed action is to construct and operate an approximately 28,000 square foot aircraft hangar in the eastern portion of the NAES. The proposed action includes approximately 7,000 square feet of administrative offices, 21,000 square feet of protected but unheated space to house small aircraft, parking for approximately 25 vehicles, site perimeter fencing, access road, stormwater basin, and extending utility lines at the Station.

The purpose of the proposed action is to provide dedicated, secure hangar space for DOJ operations at the NAES. This action is needed because current hangar facilities are shared with other Navy aircraft, which causes the displacement of DOJ aircraft during multi-day F-18 aircraft testing events. The shared use of the hangar results in frequent violations of DOJ's security protocols.

Four alternatives, including the no action alternative, were considered for the project. The no action alternative is to discontinue DOJ operations at NAES. Alternatives evaluated to meet the need for dedicated hangar space at NAES were: 1) Preferred Alternative, construct a new hangar north of Hangar 5; 2) Alternative Site 1, construct a new hangar south of Taxiway 5, and 3) Alternative Site 2, construct a new hangar northwest of West Field hangar.

The principle environmental issues of concern for the project include: 1) water quality, 2) threatened and endangered species, and 3) air quality.

Water Quality: The no-action alternative would have no impact. Alternative Site 1 is approximately 95 feet from the wetlands buffer line and Alternative Site 2 is approximately 4 feet from the wetlands buffer line. The preferred alternative does not contain wetlands and is not near the wetlands buffer. All alternatives would comply with stormwater runoff requirements. Plans are in place to recycle aircraft wash water using an indoor system.

Threatened and endangered species: The no-action alternative would have no impact. Alternative Sites 1 and 2 would site the hangar adjacent to grasslands and these sites could provide marginal habitat for state-listed threatened and endangered grassland birds. The preferred alternative consists of a grassy field that is mowed regularly to preclude habitation by state-listed grassland birds. None of the alternatives would impact any federally listed threatened or endangered species.

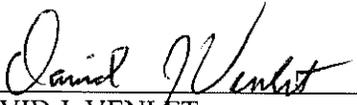
Air quality: As this is a federal project with potential impacts to air quality, a conformity analysis was performed in accordance with 40 CFR 93 (Subpart B). Both Volatile Organic Compounds (VOCs) and NOx were evaluated. It is estimated from the conformity analysis that the combined construction and operations related emissions for the first year of the proposed action would generate approximately 0.8 tons of VOC and 2.52 tons of NOx emissions. This is well below the *de minimis* threshold of 25 tons/year for each pollutant. A project is considered regionally significant if estimated emissions represent more than 10 percent of the emissions inventory for the non-attainment area. Estimated emissions for the project represent a maximum of 0.1 percent of the VOC inventory and 0.25 percent of the NOx inventory, well below the 10 percent limit. Since estimated emissions are below the *de minimis*

threshold and are not considered regionally significant, this project is exempt from the Conformity Rule under 40 CFR 93.153 (c)(1). A Record of Non-Applicability was completed and included in the EA. To further minimize construction and operations-related air quality effects, potential fugitive dust sources will be maintained in a wet condition. A soil conservation plan will be submitted to and permit obtained from the Ocean County Soil Conservation District prior to the start of construction.

There are no irreversible and irretrievable commitments of resources associated with the proposed action. There are no other proposed activities that would utilize the same area as any of the alternatives. Therefore, there are no cumulative impacts identified for this action. There are no significant indirect effects associated with the proposed action. Implementation of the proposed action would be consistent with federal, regional, state and local plans, policies, and controls to the extent required by federal law and regulation. No potential conflicts have been identified

Based on the information gathered during preparation of the EA, the Navy finds that the proposed DOJ hangar at NAES Lakehurst, New Jersey, situated north of Hangar 5 per the preferred alternative, will not result in any significant impacts on the environment.

The EA addressing this action may be obtained from the Naval Air Engineering Station, Code 8.7.3, Building 5, Lakehurst NJ 08733 (Attn: Dorothy Peterson), telephone (732) 323-4863. A limited number of copies of the EA are available to fill single copy requests.



DAVID J. VENLET
Assistant Commander for Shore Station Management

3/11/03
Date