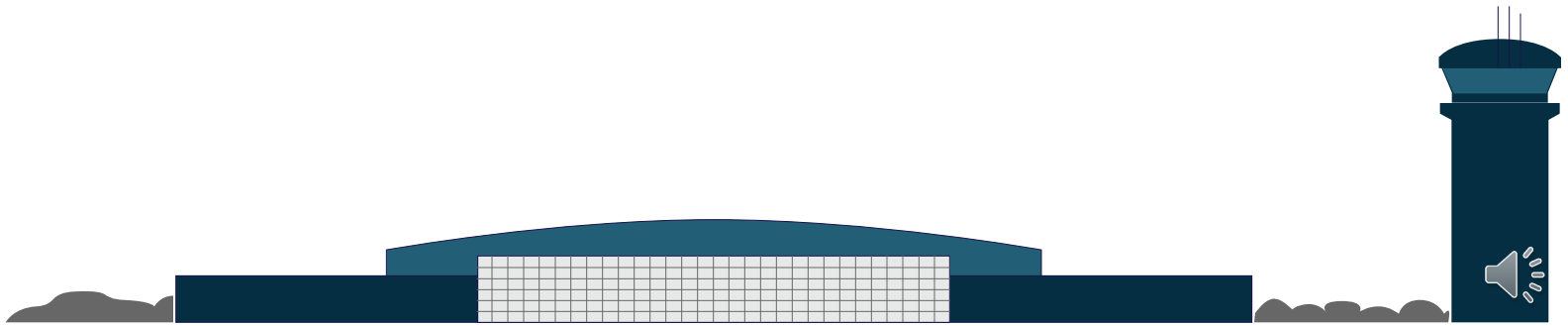
Airport Community Working Group Meeting

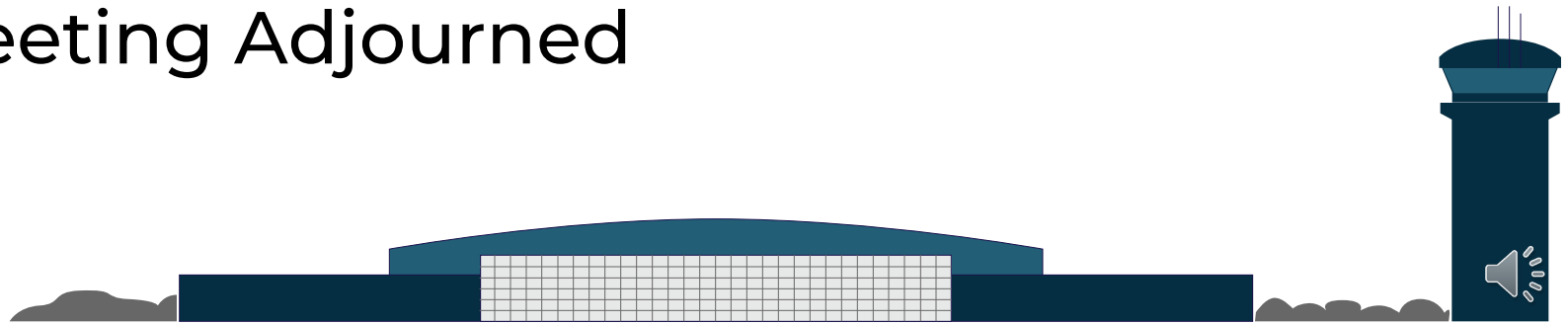
September 13, 2022

4PM Airport



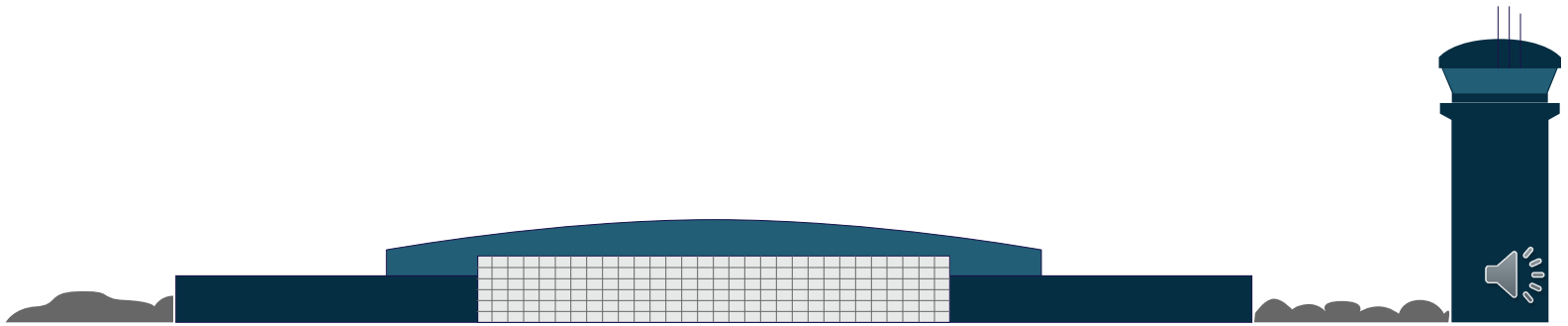
Agenda

- ✈Welcome & Introductions
- ✈Meeting Guidelines
- ✈Upcoming Airport Construction
  - Runway 6/24 Rehabilitation
- ✈The Airport, PFAS and Our Response
- ✈Planning Project Status Update
  - Airport Master Plan Update (AMPU)
  - Airport Environmental Assessment
- ✈Next Steps
- ✈Meeting Adjourned



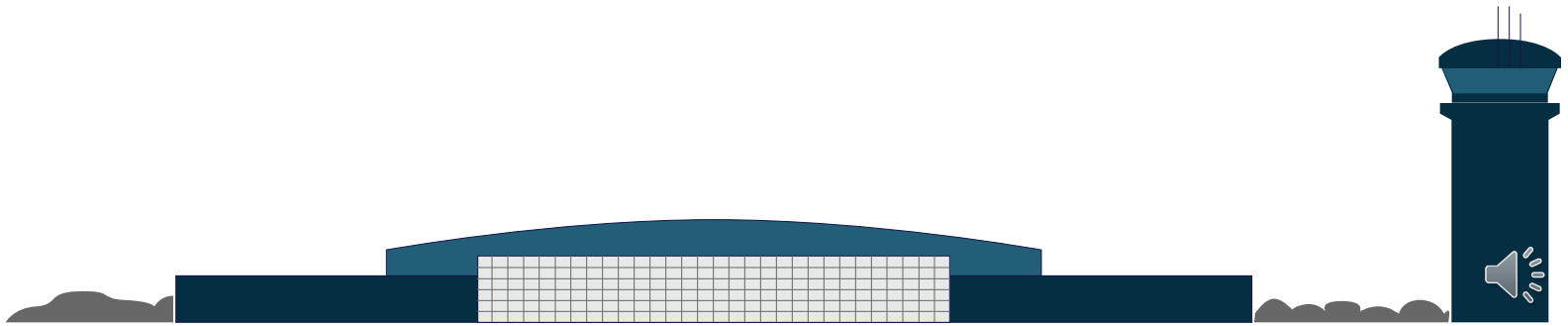
Meeting Guidelines

- ✈Brief 3 min Q&A between each agenda item
- ✈Please state your name and your relationship to the project before your question
- ✈Please share only 1 question or comment at a time, to allow others to participate
- ✈All questions and comments are welcome and appreciated, however, we do request that you refrain from any disrespectful comments.



Upcoming Airport Construction

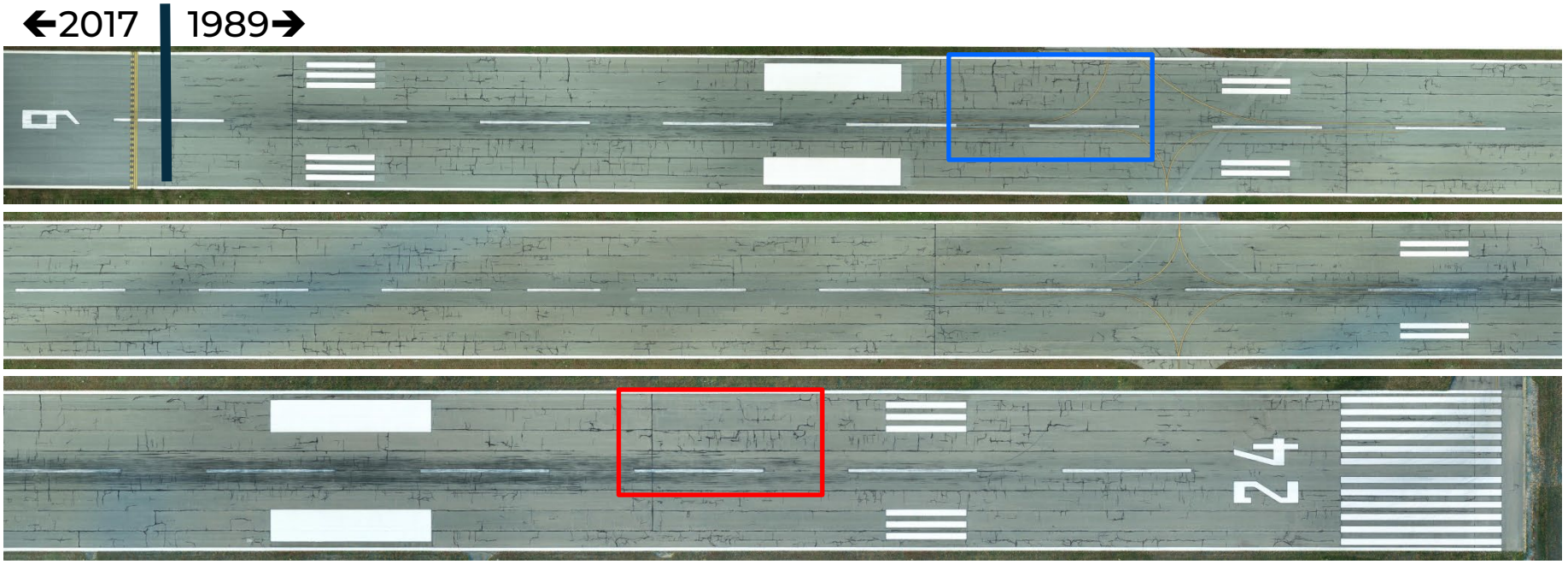
Runway 06/24 Reconstruction

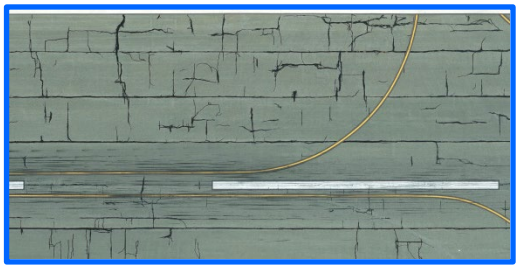


Reconstruct Runway 6-24
Replace RW24 Departure EMAS

GATEWAY CAPE COD AIRPORT

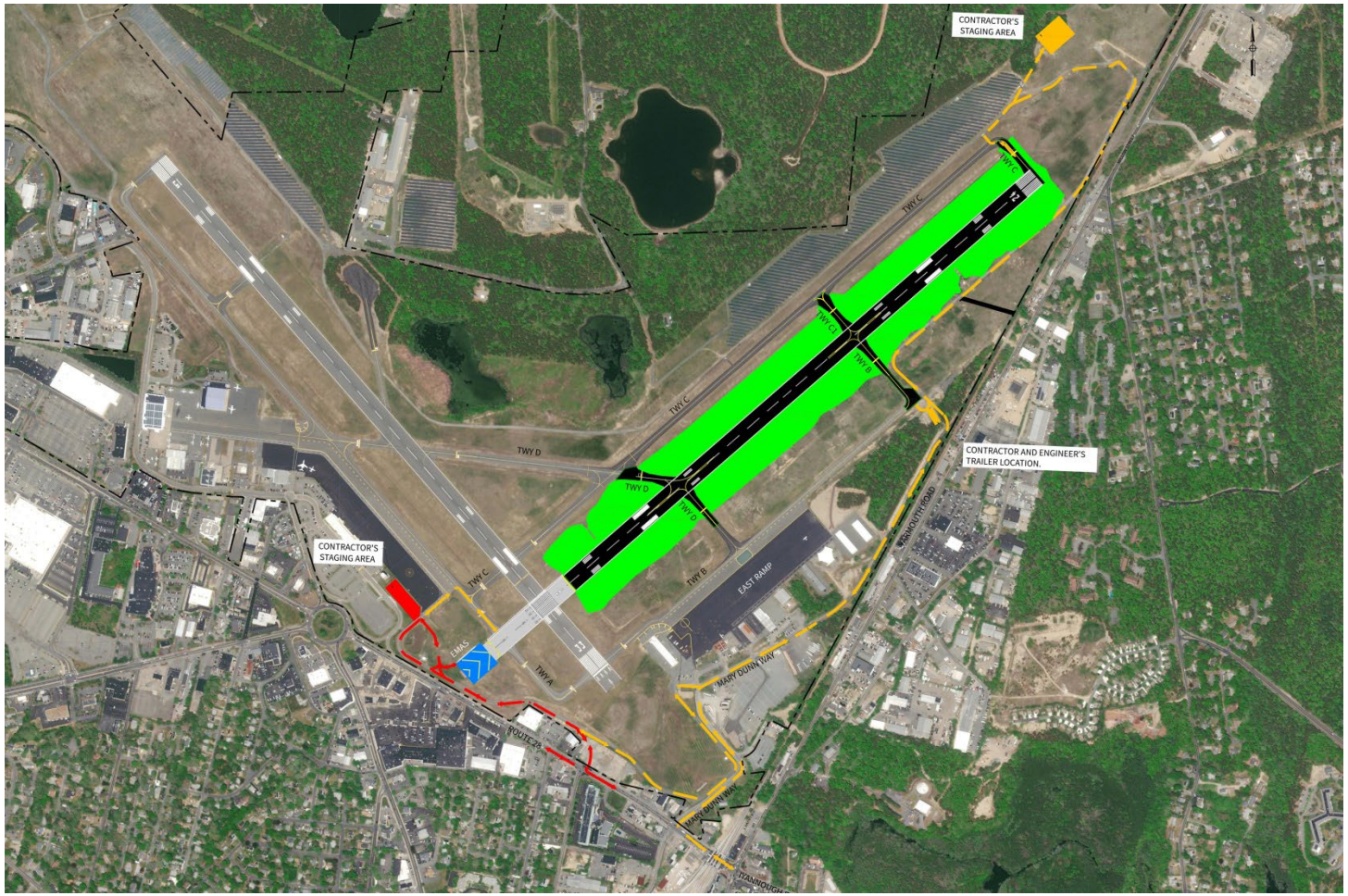
Reconstruct Runway 6-24
Replace RW24 Departure EMAS





GATEWAY CAPE COD AIRPORT

Reconstruct Runway 6-24
Replace RW24 Departure EMAS



GATEWAY CAPE COD AIRPORT

Reconstruct Runway 6-24
Replace RW24 Departure EMAS

Calendar Year 2023								Calendar Year 2023			
January	February	March	April	May	June	July	August	September	October	November	December
No Construction	over winter		Replace RW24	Dep EMAS							
No Construction	over winter			Reconstruct	Runway 6-24				Punch List		

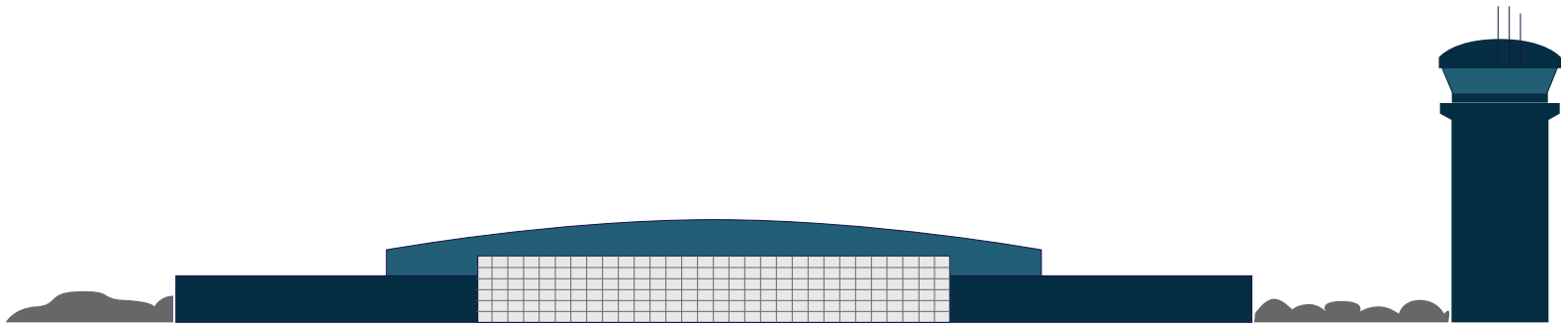
Construction Starts

Anticipated Substantial Completion

GATEWAY CAPE COD AIRPORT

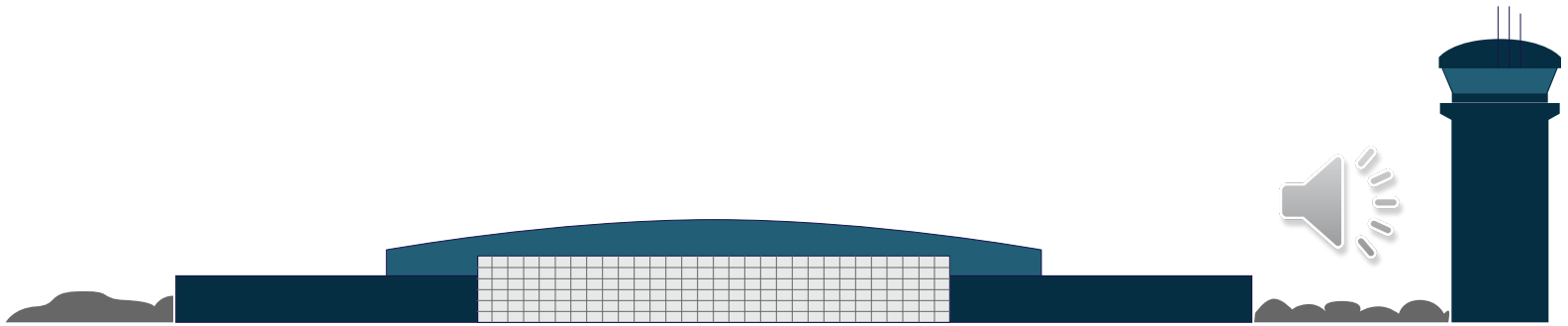
Questions?

Runway 06/24 Reconstruction



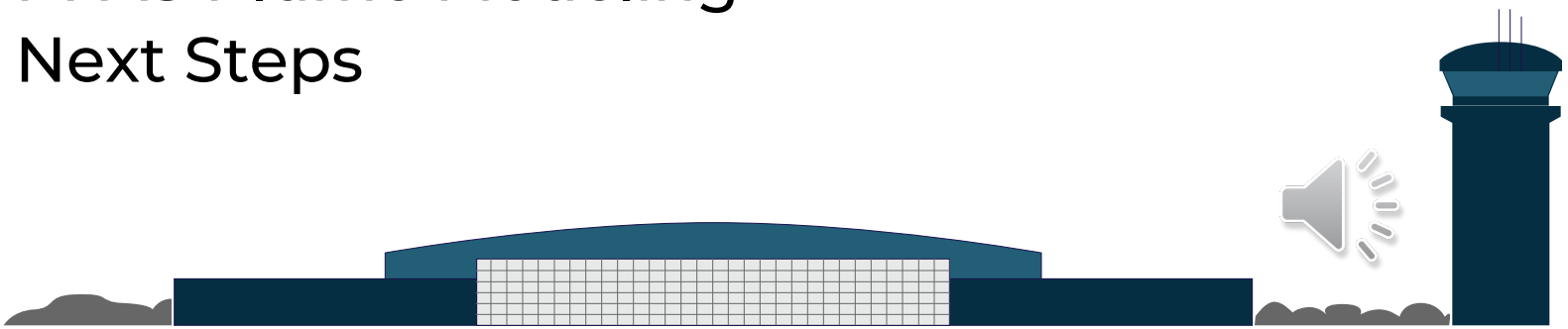
The Airport, PFAS and Our Response

Summary & Overview of Airport's Response to PFAS



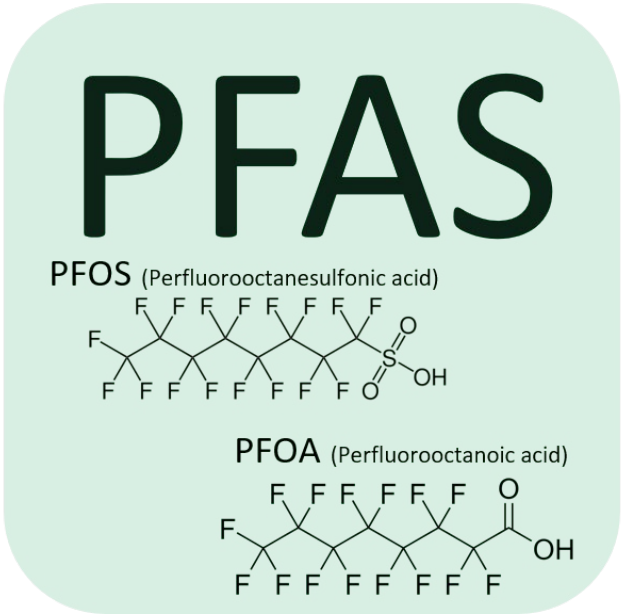
Today's Discussion…

- What are Per and Poly Fluoroalkyl Substances (PFAS)
- Aqueous Film Forming Foam (PFAS Containing Fire Fighting Foam) Use at the Airport
- Airport PFAS Timeline and Investigation
  - Completion of Protective Caps in Areas where PFAS was Used
  - PFAS Plume Modeling
  - Next Steps

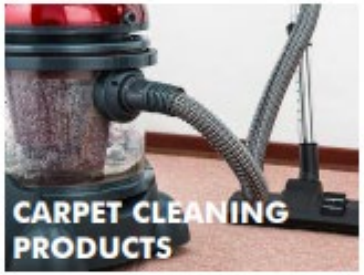


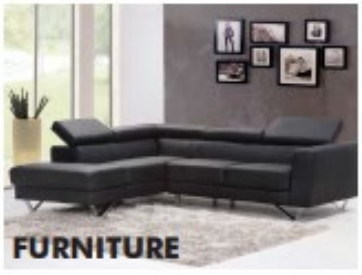
Per- and Polyfluoroalkyl Substances (PFAS)

- An emerging contaminant
- Man-made fluorine-containing chemicals
- Water, grease, and stain resistant
- Resistant to breakdown, migrate easily, and bioaccumulate



Sources of PFAS

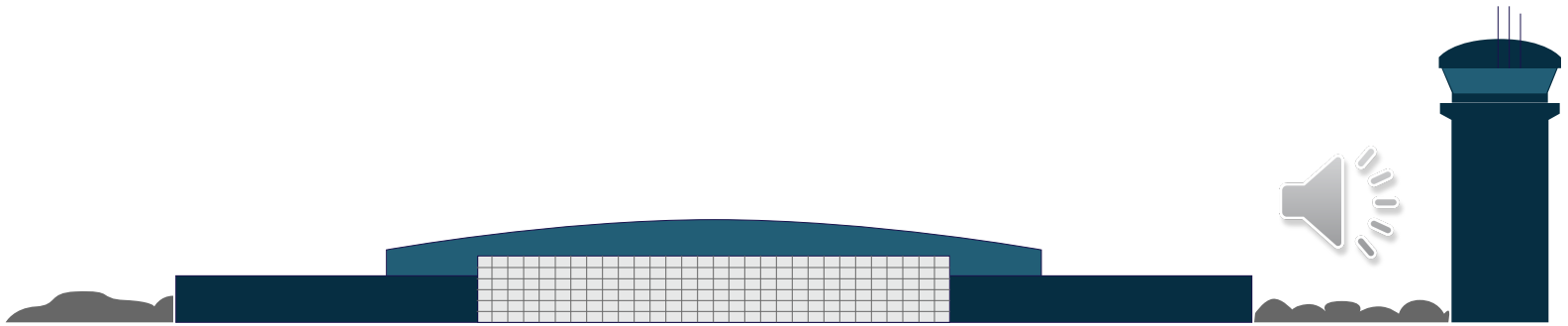




GATEWAY CAPE COD AIRPORT

Use of Aqueous Film Forming Foam (AFFF) at the Airport

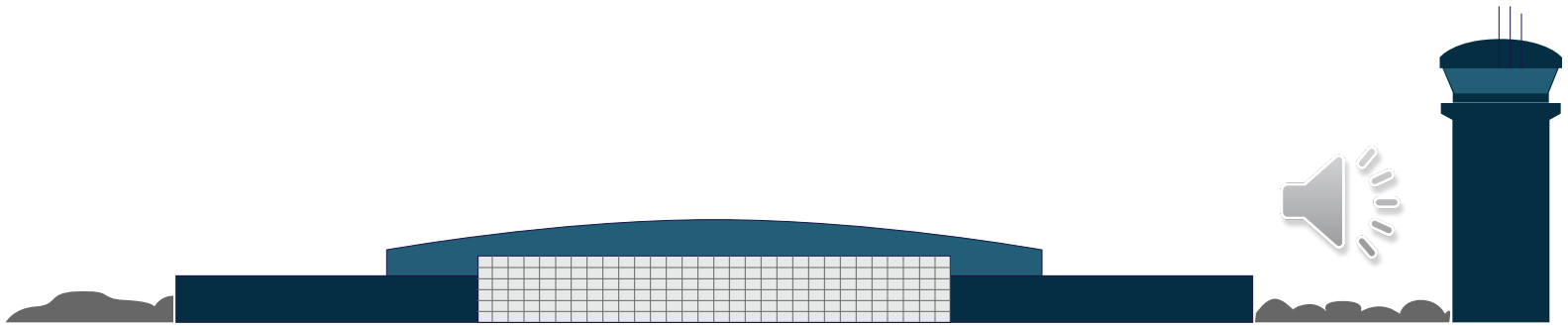
- Aqueous Film Forming Foam (AFFF) which contains PFAS- Used for emergency responses when fires are possible.
- Required by the FAA.
- No other options allowed by the FAA exist at present



Use of Aqueous Film Forming Foam (AFFF) at the Airport (Continued)

✈Historically, AFFF used during:

- Triannual training exercises
- Annual testing of fire fighting equipment as required by the FAA
- Responses to emergencies



Recent Use of AFFF at the Airport

- Since 2016 AFFF has not been used for training or testing at the Airport
- AFFF used in 2016 to respond to aircraft accident
  - 10 gallons of foam applied at the site of the accident
  - All captured in an enclosed catch basin, vacuumed out and removed from site.

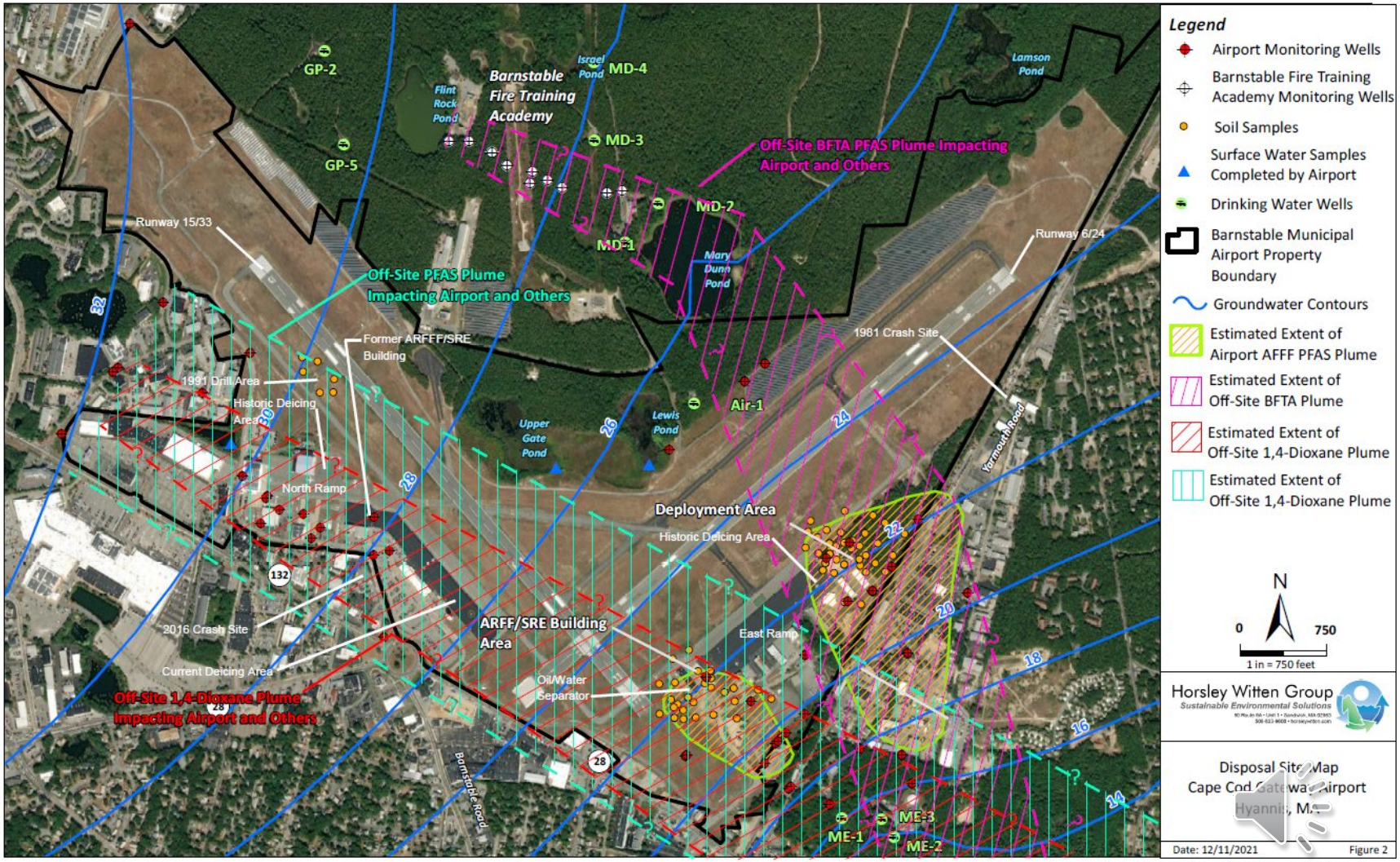
Ecological Cart

- First airport in Massachusetts to purchase the ecologic unit
- Unit purchased before receipt of FAA approvals for use
- Eliminates the need to use foam during annual fire fighting equipment testing

Airport Forensic Evaluation

- Airport has collected over 125 soil samples and 187 groundwater samples for PFAS analysis.
- Forensic analysis used to determine extent of PFAS plumes relating to:
  - Airport source
  - BFTA
  - Others
- Airport plume extent is also being estimated using a model developed by USGS that incorporated pumping rates at the Maher Wells

Extent of PFAS Plume



* Cape Cod Commission (CCC) Groundwater Contours

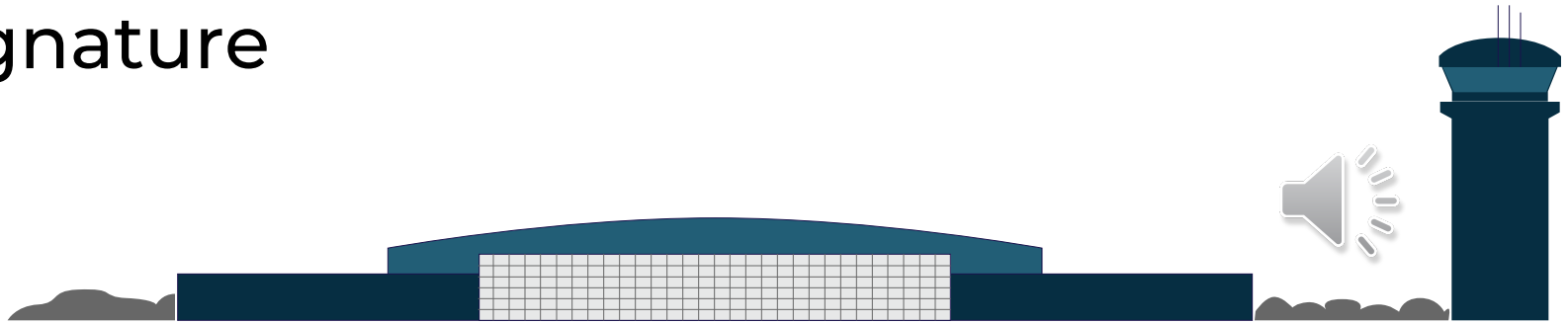
Path: K:\Projects\HYA\21084 PFOS Phase III\GIS\Maps\Disposal Site Map bjm 2.mxd

Airport Timeline and Investigation

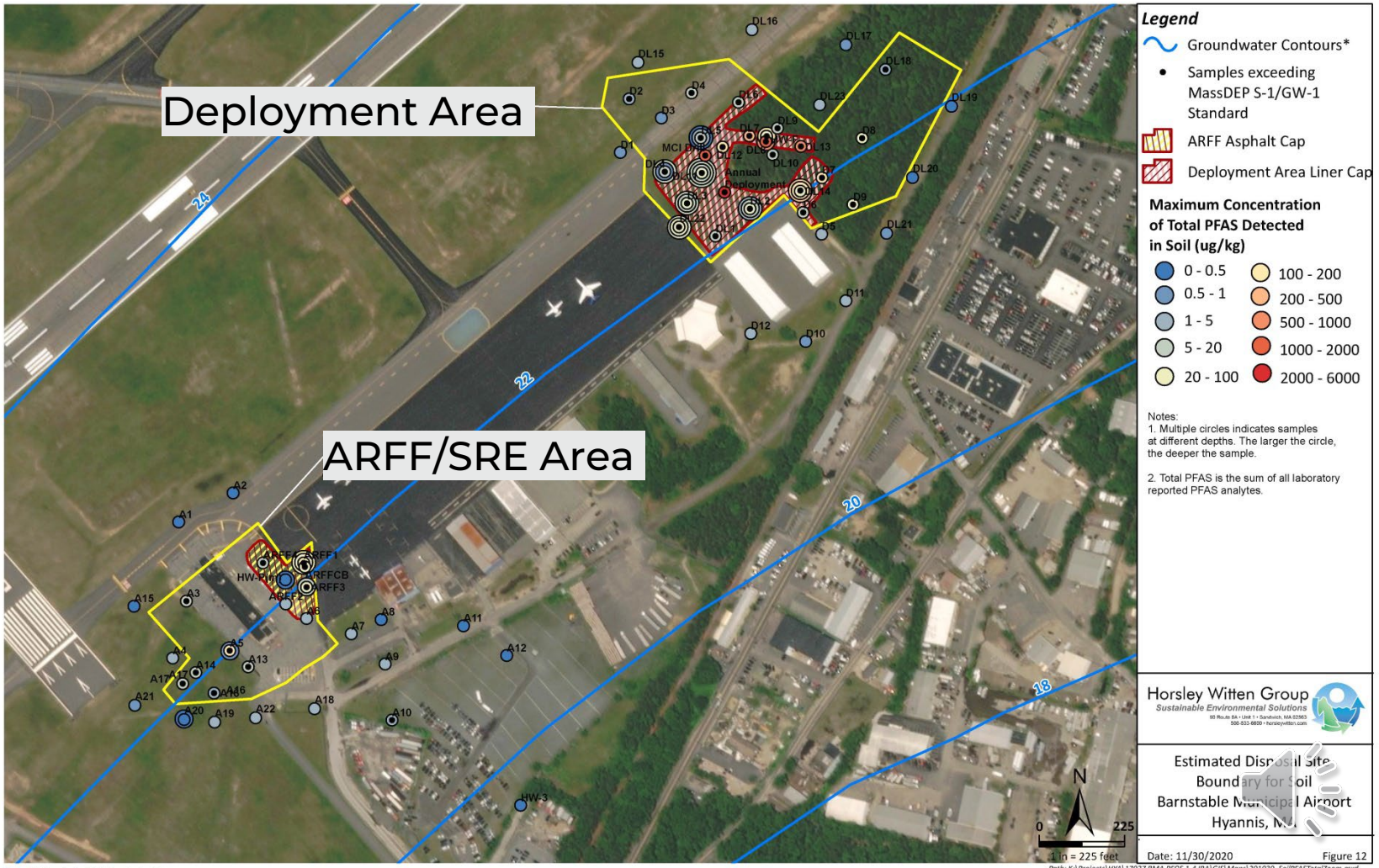
- The airport began investigating PFAS in 2016 at the request of MassDEP.
- Between 2016 and 2022, the
  - Airport has collected over 125 soil samples,
  - 187 groundwater samples,
  - eight fire truck spray samples, and three surface water samples for PFAS analysis.

Airport Timeline and Investigation (Continued)

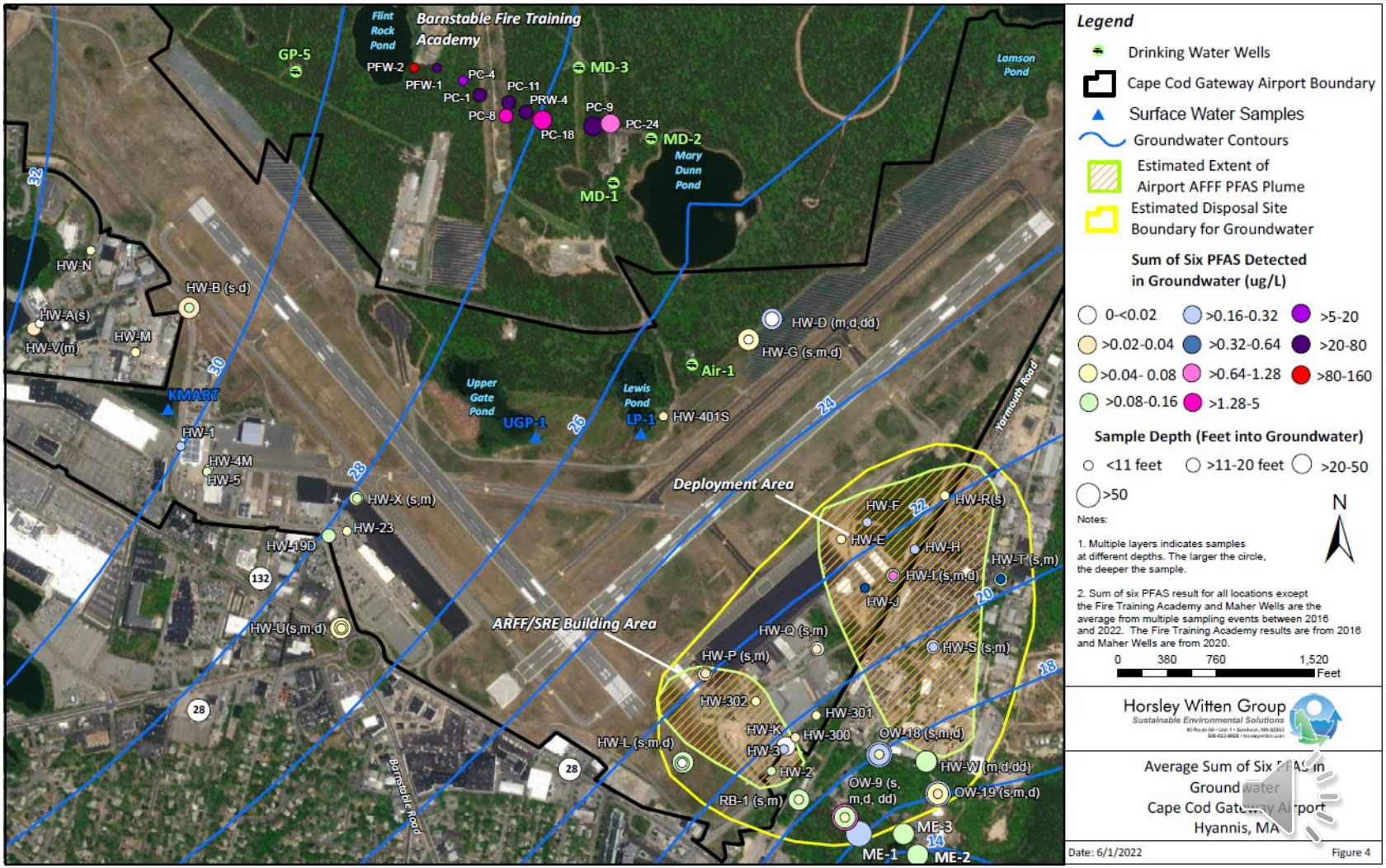
- Overview of Site Investigations
  - Mapping of PFAS in Soil
  - Mapping of PFAS in Groundwater
  - Regulated PFAS concentration in Groundwater less than Method 1 GW-3 (Protective of Surface Water)
- Airport Releases Versus Offsite Sources - Can Be Identified Based On Chemical Signature



Soil Sample Locations & Extent of PFAS in Soil at Airport

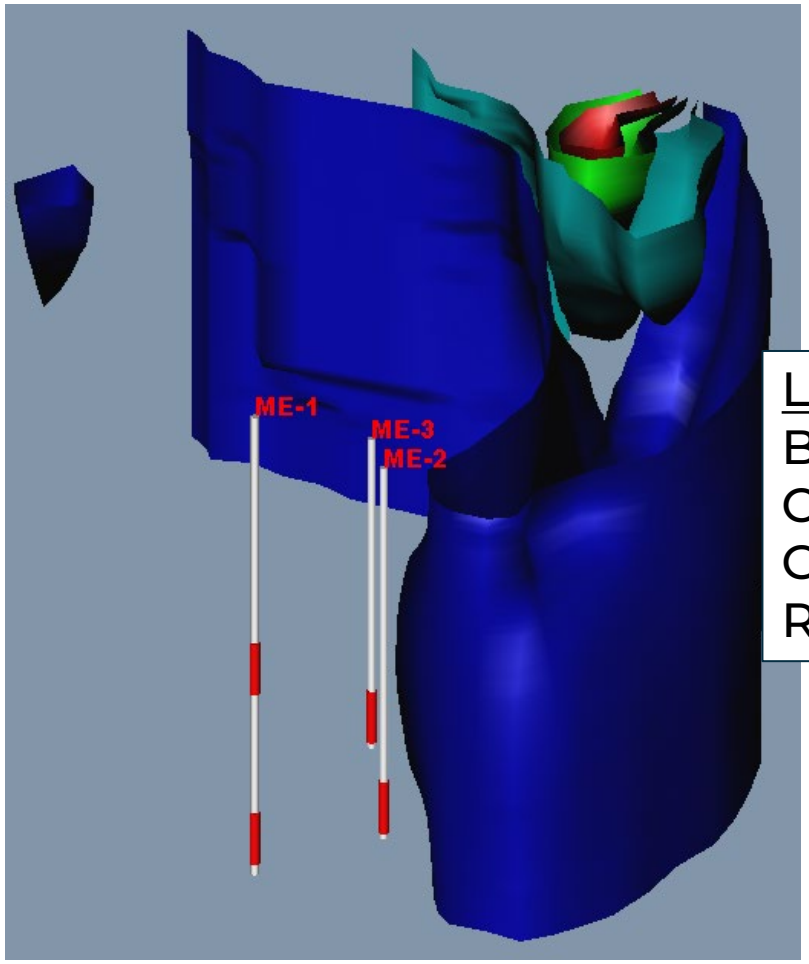


PFAS Groundwater Sampling Locations

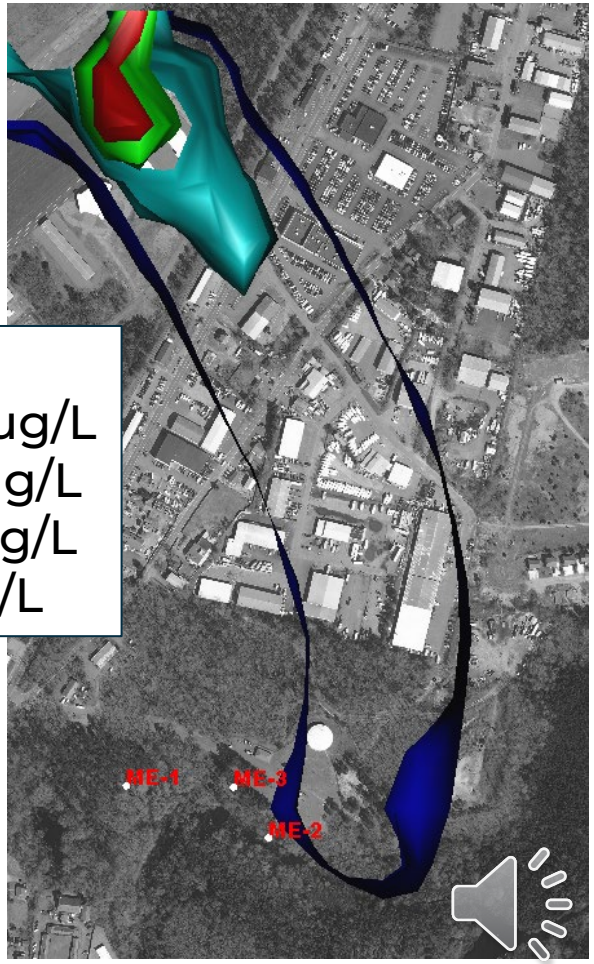


Airport PFAS in Groundwater Modeling

(Airport Plume Only)

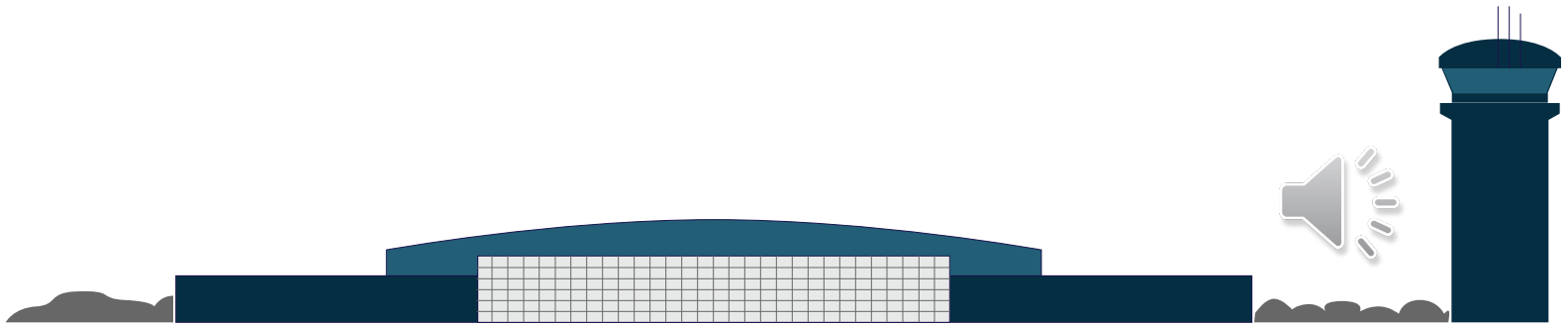


Legend
Blue: <0.02 ug/L
Cyan: 0.06 ug/L
Green: 0.12ug/L
Red: 0.18 ug/L



Background PFAS in Soils

- Background study of soils off-Airport property found PFAS compounds in a majority of the samples collected.
- Off Airport property concentrations for Total PFAS ranged from < the laboratory reporting limit to 6.79 ug/kg.

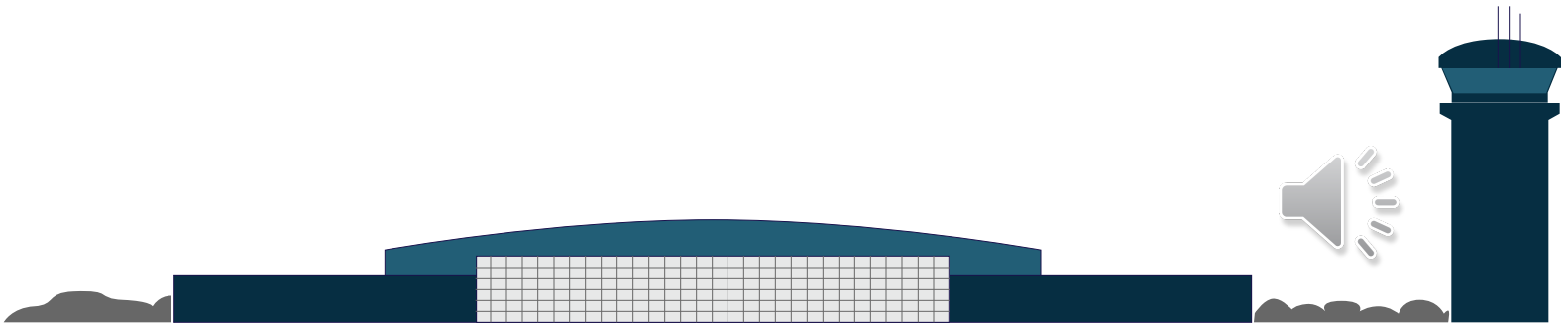


Background PFAS in Soils (Continued)

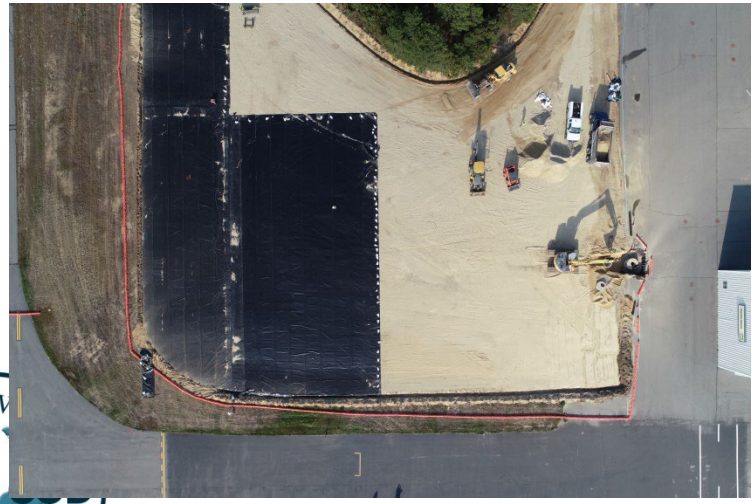
- 8 of the samples collected off-Airport exceeded the Method 1 S-1 soil standards for various PFAS.
  - Samples were collected in wooded and non-industrial/commercial use areas.
- Airport background samples collected
  - Consistent with the samples collected from non-industrial/commercial use areas and only one location exceeded the Method 1 S-1 soil standard
- PFAS is in areas that are non-industrial sites = background levels

PFAS Caps Installed

- PFAS impacted soil in the Deployment Area and at the ARFF/SRE Building Area has been capped to prevent further groundwater impacts
  - ARFF/SRE Building Area – Pavement used to create the cap
  - Deployment Area – Geomembrane (30 mil Plastic liner), covered by topsoil and grass
- Both prevent rain from leaching through the soils and entering groundwater



Deployment Area Cap



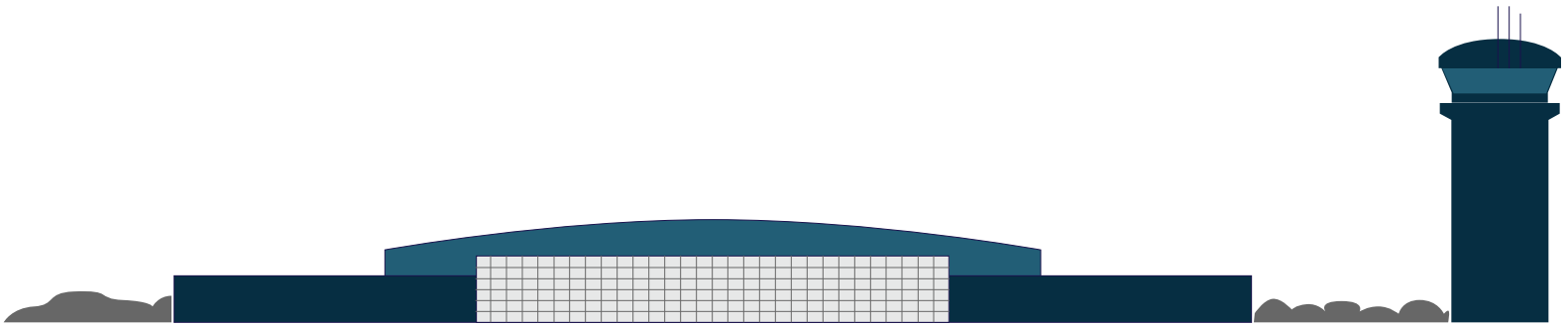
ARFF Area Cap

Next Steps

- Continue Monitoring PFAS in Groundwater to Evaluate the Performance of the Caps
  - Monitoring Funds Included in Airport Capital Improvement Plan Budget (CIP).
- Final resolution to include financial contribution to support ongoing PFAS treatment at Maher Wells.

Questions?

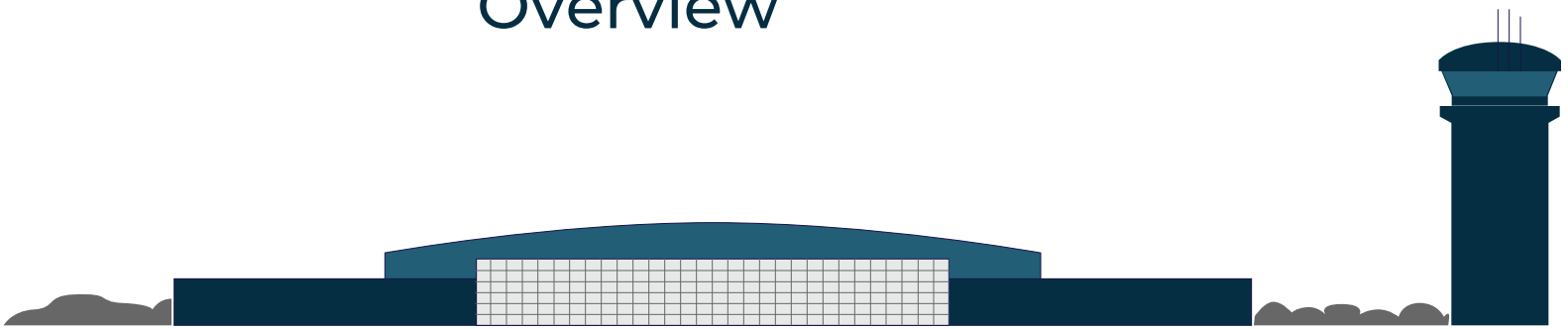
Airport’s Response to PFAS



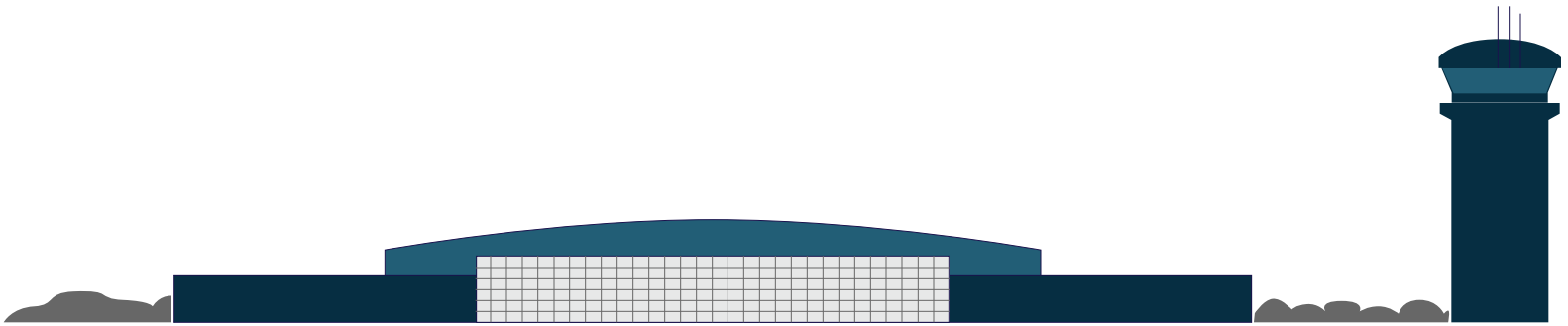
Planning Project Status Update

Airport Master Plan Update (AMPU) Summary

Airport Environmental Assessment Overview



Airport Master Plan Update (AMPU) Summary



Airport Master Plan Process

Inventory, Forecast, and Environmental Overview
- What do we have? (Facilities, Features and Market)

Facility Requirements
- What do we need?

Alternatives
- What options do we have?

Implementation Plan
- How do we implement?

Final Report, Airport Layout Plan, and Dynamic Analysis Tool
- What is the plan and how do we keep it current?

1st Project Advisory Group Meeting

2nd Project Advisory Group Meeting

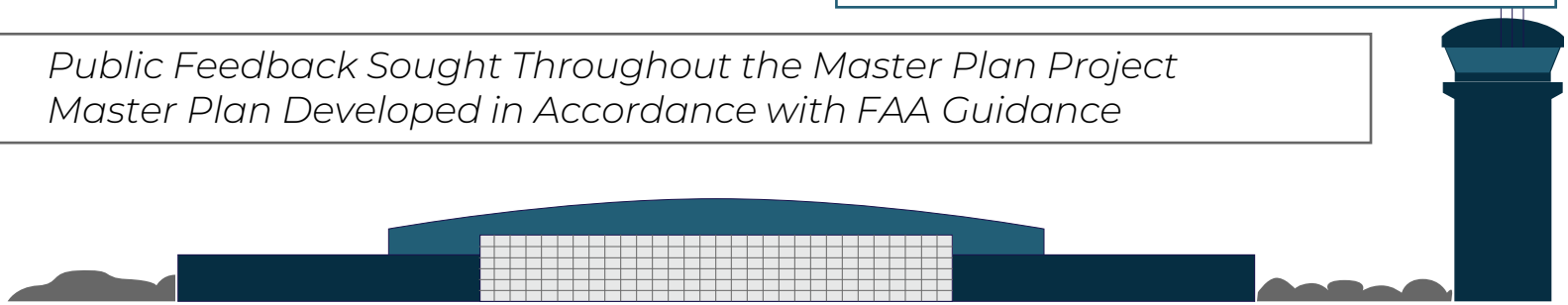
Coordination Meetings (FAA, MassDOT, Cape Cod Commission)

3rd Project Advisory Group Meeting

4th Project Advisory Group Meeting

- *Public Feedback Sought Throughout the Master Plan Project*
- *Master Plan Developed in Accordance with FAA Guidance*

GATEWAY CAPE COD AIRPORT

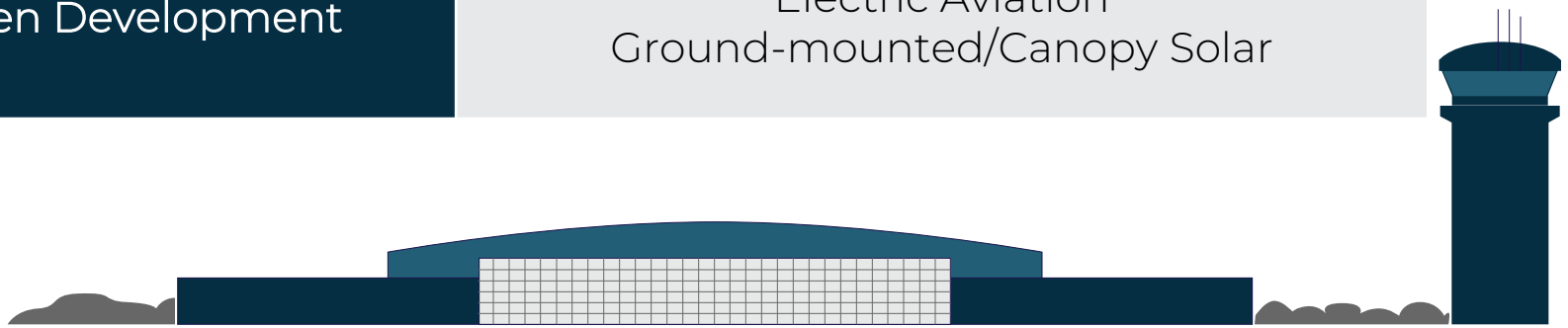


Airport Advisory Group

- Town Council
- Town of Barnstable - Town Manager
- Town of Barnstable – Department Heads
- Town of Yarmouth - Town Administrator
- Hyannis Park Civic Association
- Greater Hyannis Civic Association
- Barnstable Municipal Airport Commissioners
- FAA & MassDOT Aeronautics Division
- Hyannis Air Traffic Control
- Airport Staff
- Airport Tenants
- WS Development
- Cape Cod Commission
- Cape Cod Chamber of Commerce
- Hyannis Chamber of Commerce
- Yarmouth Chamber of Commerce
- Woods Hole Oceanographic Institution
- Cape Cod Young Professionals
- Cape Cod Regional Transit Authority
- MassDOT Highway District 5
- Steamship Authority - General Manager

Master Plan Outcome & Recommendations

Item/Facility	Demand
Runway Length	6,000’ – 6,400’
FAA Design Updates	Approach & Other Safety Zone Improvements Runway Visual Aids Improvements Taxiway Improvements Airfield Lighting Improvements
Tenant/Facility Improvements	Demand Based Hangar Development Roadway Improvements SRE/ARFF/Maintenance Demand Based GA Ramps Demand Based Fuel Facilities
Green Development	Electric Aviation Ground-mounted/Canopy Solar



Runway Length Analysis

- Based on FAA runway length requirements guidance
  - General aviation fleet (12,500-60,000 lbs. - OR -
  - Individual aircraft over 60,000 lbs.
    - Embraer 190, Airbus 220, Gulfstream IV/V, Global Express/5000
  - HYA Master Plan used BOTH and all aircraft types over 60,000 Lbs
    - Also adjusted for HYA missions, rather than use maximum takeoff weight
- Analysis using FAA AC 150/5325
  - General aviation fleet 6,200-6,700
  - Embraer 190 5,850-6,115
  - Airbus 220 5,865-6,200
  - Gulfstream IV/V 5,265-6,585
  - Global Express/Global 5000 5,265-5,510

C-III Family of Aircraft (60,000+ lbs.)

With turboprop aircraft removed from regional airline fleets, commercial airline aircraft options to effectively serve HYA is extremely limited

<u>Both runways at HYA are the shortest used by commercial jet aircraft in the entire Northeast</u>

More year-round traffic will boost GA runway requirements due to winter operations (Wet/Slippery)

Runway Length/Potential Operations

	Takeoff (Feet)	Landing (Feet)
CRJ-700 – ex. Atlanta	5,915	5,980
CRJ-700 – ex. DC	5,215	5,980
Embraer 175 – ex. Atlanta	7,615	5,290
Embraer 175 – ex. DC	5,515	5,290
Embraer 190 – ex. Atlanta	7,665	5,175
Embraer 190 – ex. DC	6,315	5,175
Airbus A220 – ex. Atlanta	6,365	5,578
Airbus A220 – ex. DC	5,965	5,578
Airbus A320 – ex. Orlando	6,015	6,325
Airbus A320 – ex. Ft. Myers	6,115	6,383
Boeing 737-800	5,915	6,600
Gulfstream IV[1]	5,395	3,865
Gulfstream V/G500[1]	6,225/5,265	2,553
Global 5000[1]	5,115	2,517
Global Express[1]	5,935	2,519
Dassault Falcon 900[1]	5,415'	2,645

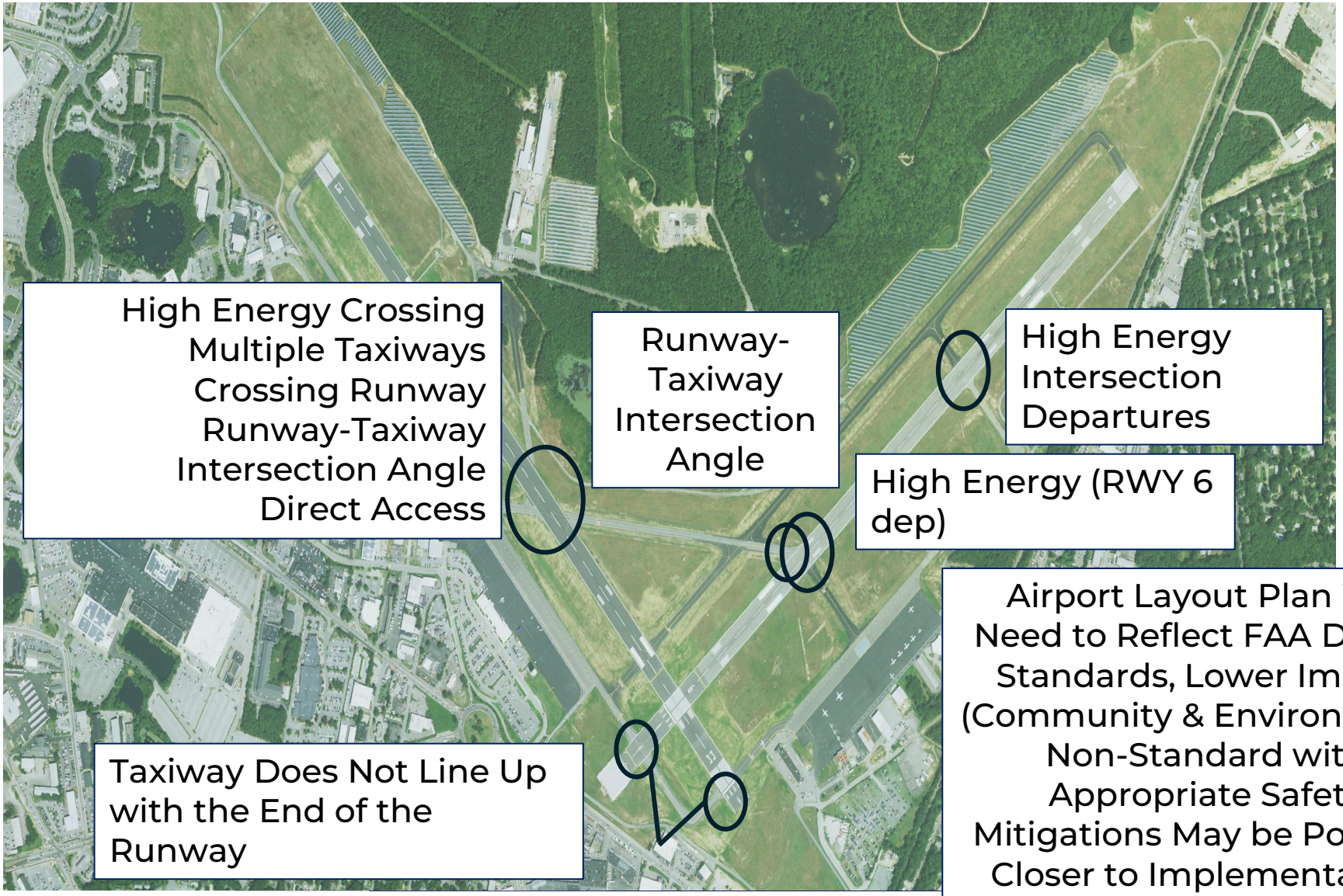
Commercial

Gen. Aviation

Larger aircraft does not correlate to longer runway required

Smaller aircraft on more demanding missions require more than short missions for large aircraft

Facility Standards



Airport Layout Plan Will Need to Reflect FAA Design Standards, Lower Impact (Community & Environment), Non-Standard with Appropriate Safety Mitigations May be Possible Closer to Implementation

Screening Criteria

Level 1 Screening: Immediate Vicinity Community and Infrastructure Constraints

Level 2 Screening: Meets Requirements and Standards

Master Plan Focus

Striking a Balance Between Community Impacts and Operational Needs

Level 3 Screening: Environmental Impacts

EA Focus

Level 4 Screening: Broader Community Impacts

Level 5 Screening: Cost

Master Plans: Focus on Airport Facility Needs and Users
Environmental Assessments: Considers Full Range of Impacts (On & Off Airport)
THIS Master Plan Identifies Key Community Impacts for Focus in the EA

Balanced Approach

- Existing runway supports limited number of commercial aircraft in the fleet
- Longer runway allows for modern, quieter, more efficient aircraft
- Growing off-season requires planning for winter ops for both GA & commercial

Community & Environmental Impacts

- Continue to lead the region in airport environmental stewardship
- Minimize and fully mitigate for environmental impacts
- Seek "Green Opportunities" in future projects

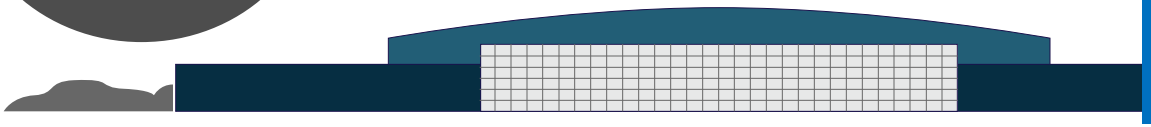
Recommended Plan

Operational Safety and Flexibility

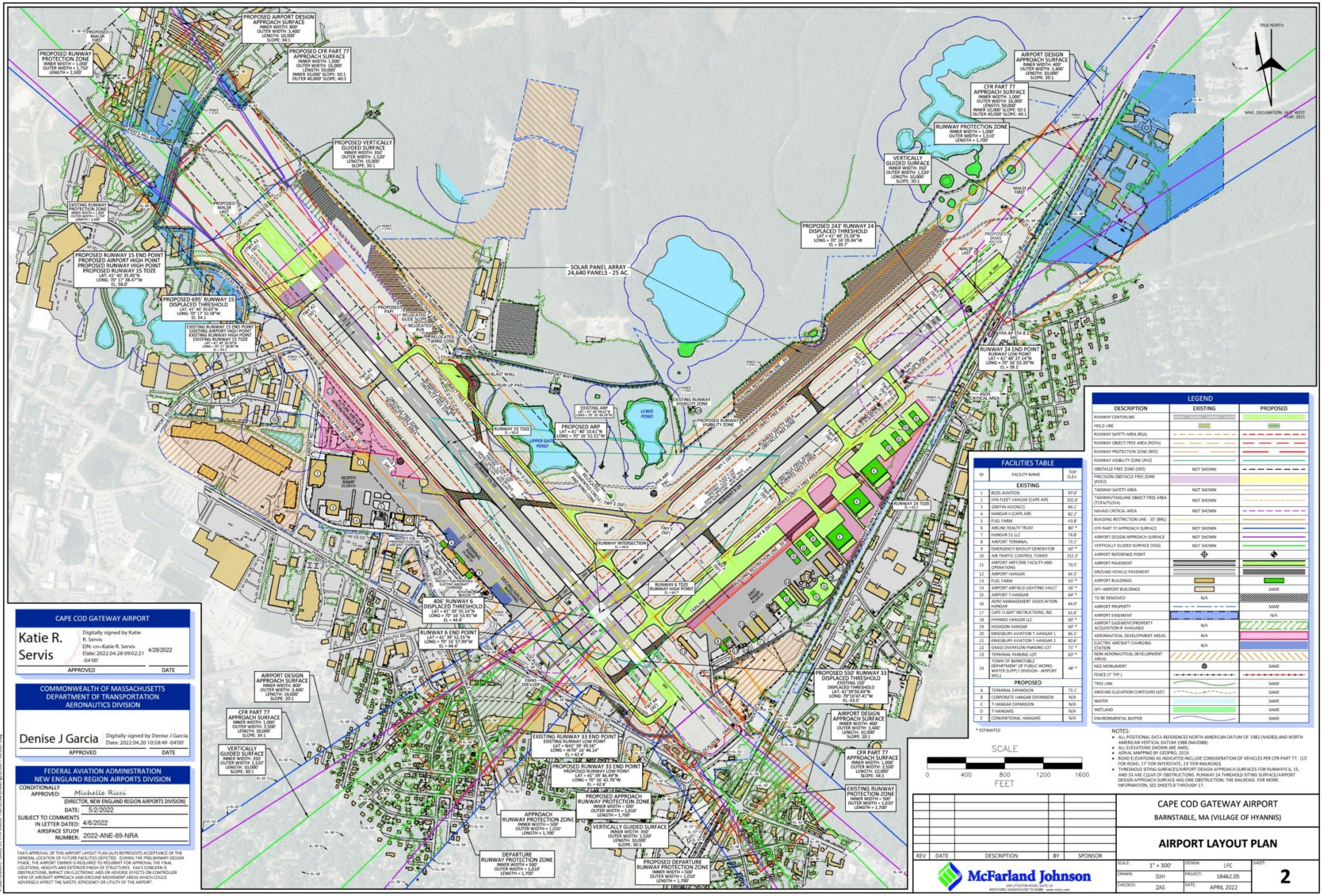
Community and Regional Benefits

- Cape-resident and business focused approach
- Proven Cape-originating need for air service
- Upcoming bridge replacement will highlight needs for additional transportation links
- Only jet-capable gateway for Cape business and residents

Costs and Funding



Proposed Airport Improvements



CAPE COD GATEWAY AIRPORT

Katie R. Servis — Digitally signed by Katie R. Servis DN: cn=Katie R. Servis Date: 2022.04.28 09:02:21 -04'00' — 4/28/2022

APPROVED | DATE

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF TRANSPORTATION
AERONAUTICS DIVISION

Denise J Garcia — Digitally signed by Denise J Garcia Date: 2022.04.20 10:58:49 -04'00'

APPROVED | DATE

FEDERAL AVIATION ADMINISTRATION
NEW ENGLAND REGION AIRPORTS DIVISION

CONDITIONALLY APPROVED: *Michelle Ricci*
(DIRECTOR, NEW ENGLAND REGION AIRPORTS DIVISION)
DATE: 5/2/2022
SUBJECT TO COMMENTS IN LETTER DATED: 4/6/2022
AIRSPACE STUDY NUMBER: 2022-ANE-69-NRA

FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED. DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO RESUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS AND EXTERIOR FINISH OF STRUCTURES. FAA'S CONCERN IS OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS OR ADVERSE EFFECTS ON CONTROLLER VIEW OF AIRCRAFT APPROACH AND GROUND MOVEMENT AREAS WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.

FACILITIES TABLE

ID	FACILITY NAME	TOP ELEV.
	EXISTING	
1	ROSS AVIATION	97.0'
2	HYA FLEET HANGAR (CAPE AIR)	102.6'
3	GRIFFIN AVIONICS	84.1'
4	HANGAR II (CAPE AIR)	82.2'
5	FUEL FARM	43.8'
6	AIRLINE REALTY TRUST	80' *
7	HANGAR 51 LLC	74.8'
8	AIRPORT TERMINAL	73.1'
9	EMERGENCY BACKUP GENERATOR	60' *
10	AIR TRAFFIC CONTROL TOWER	152.3'
11	AIRPORT ARFF/SRE FACILITY AND OPERATIONS	70.5'
12	AIRPORT HANGAR	64.5'
13	FUEL FARM	55' *
14	AIRPORT AIRFIELD LIGHTING VAULT	56' *
15	AIRPORT T-HANGAR	64' *
16	AERO MANAGEMENT ASSOCIATION HANGAR	64.0'
17	CAPE FLIGHT INSTRUCTIONS, INC	61.6'
18	HYANNIS HANGAR LLC	60' *
19	HEXAGON HANGAR	60' *
20	KINGSBURY AVIATION T-HANGAR 1	66.1'
21	KINGSBURY AVIATION T-HANGAR 2	60.6'
22	GRASS OVERFLOW PARKING LOT	71' *
23	TERMINAL PARKING LOT	63' *
24	TOWN OF BARNSTABLE DEPARTMENT OF PUBLIC WORKS WATER SUPPLY DIVISION - AIRPORT WELL	48' *
	PROPOSED	
A	TERMINAL EXPANSION	73.1'
B	CORPORATE HANGAR EXPANSION	N/A
C	T-HANGAR EXPANSION	N/A
D	T-HANGARS	N/A
E	CONVENTIONAL HANGARS	N/A

* ESTIMATED

LEGEND

DESCRIPTION	EXISTING	PROPOSED
RUNWAY CENTERLINE		
HOLD LINE		
RUNWAY SAFETY AREA (RSA)		
RUNWAY OBJECT FREE AREA (ROFA)		
RUNWAY PROTECTION ZONE (RPZ)		
RUNWAY VISIBILITY ZONE (RVZ)		
OBSTACLE FREE ZONE (OFZ)	NOT SHOWN	
PRECISION OBSTACLE FREE ZONE (POFZ)		
TAXIWAY SAFETY AREA	NOT SHOWN	
TAXIWAY/TAXILANE OBJECT FREE AREA (TOFA/TLOFA)	NOT SHOWN	
NAVAID CRITICAL AREA	NOT SHOWN	
BUILDING RESTRICTION LINE - 35' (BRL)		
CFR PART 77 APPROACH SURFACE	NOT SHOWN	
AIRPORT DESIGN APPROACH SURFACE	NOT SHOWN	
VERTICALLY GUIDED SURFACE (VGS)	NOT SHOWN	
AIRPORT REFERENCE POINT		
AIRPORT PAVEMENT		
GROUND VEHICLE PAVEMENT		
AIRPORT BUILDINGS		
OFF-AIRPORT BUILDINGS		SAME
TO BE REMOVED	N/A	
AIRPORT PROPERTY		SAME
AIRPORT EASEMENT		N/A
AIRPORT EASEMENT/PROPERTY ACQUISITION IF AVAILABLE	N/A	
AERONAUTICAL DEVELOPMENT AREAS	N/A	
ELECTRIC AIRCRAFT CHARGING STATION	N/A	
NON-AERONAUTICAL DEVELOPMENT AREAS		
NGS MONUMENT		SAME
FENCE (7' TYP.)		
TREE LINE		SAME
GROUND ELEVATION CONTOURS (10')		SAME
WATER		SAME
WETLAND		SAME
ENVIRONMENTAL BUFFER		SAME

NOTES:
- ALL POSITIONAL DATA REFERENCES NORTH AMERICAN DATUM OF 1983 (NAD83) AND NORTH AMERICAN VERTICAL DATUM 1988 (NAVD88).
- ALL ELEVATIONS SHOWN ARE AMSL.
- AERIAL MAPPING BY GEOPRO, 2019.
- ROAD ELEVATIONS AS INDICATED INCLUDE CONSIDERATION OF VEHICLES PER CFR PART 77. (15' FOR ROAD, 17' FOR INTERSTATE, 23' FOR RAILROAD)
- THRESHOLD SITING SURFACES/AIRPORT DESIGN APPROACH SURFACES FOR RUNWAYS 6, 15, AND 33 ARE CLEAR OF OBSTRUCTIONS. RUNWAY 24 THREHOLD SITING SURFACE/AIRPORT DESIGN APPROACH SURFACE HAS ONE OBSTRUCTION: THE RAILROAD. FOR MORE INFORMATION, SEE SHEETS 8 THROUGH 17.

SCALE
0 400 800 1200 1600
FEET

REV	DATE	DESCRIPTION	BY	SPONSOR

McFarland Johnson
299 LITTLETON ROAD, SUITE 1A
WESTFORD, MASSACHUSETTS 01886 www.mjinc.com

CAPE COD GATEWAY AIRPORT
BARNSTABLE, MA (VILLAGE OF HYANNIS)

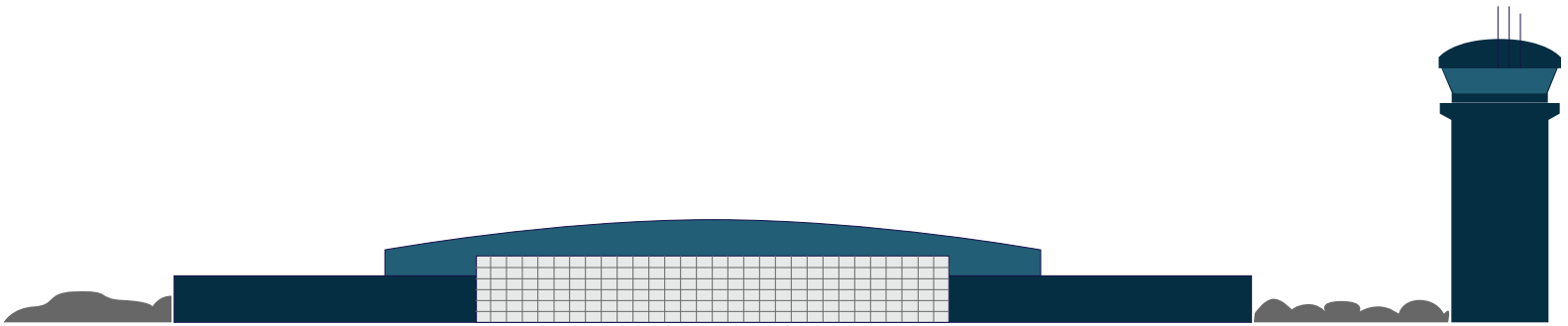
AIRPORT LAYOUT PLAN

SCALE: 1" = 300'	DESIGN: LFC	SHEET: 2		
DRAWN: DJH	PROJECT: 18462.05			
CHECKED: ZAS	DATE: APRIL 2022			

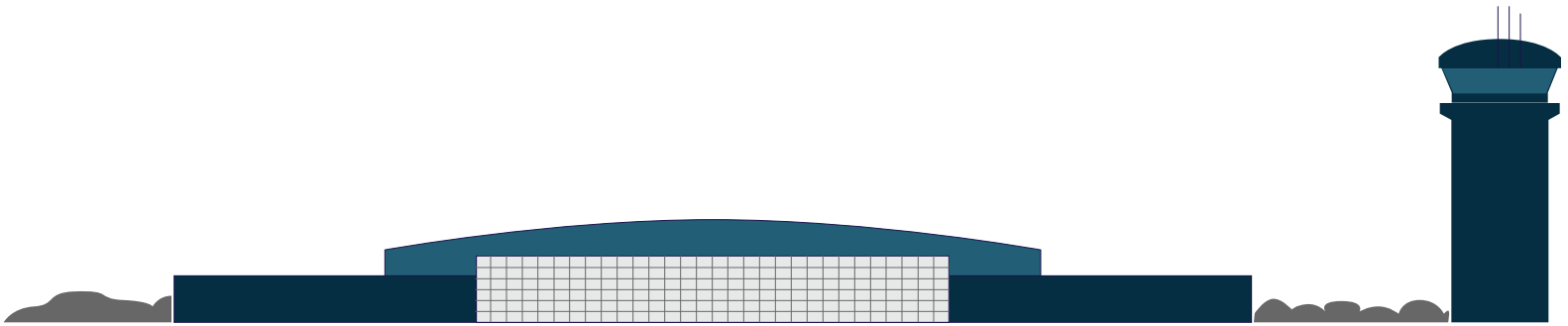
K:\Barnstable\T-18462.05 HYA Master Plan\Draw\Drawings\Sheet Files\ALP.dwg

MASTER PLAN TO EA TRANSITION

- ✈Incorporate Comments (Complete)
- ✈FAA/MassDOT Approval (Received)
- ✈Environmental Assessment Scope Development
- ✈Commence Environmental Review (Environmental Assessment)



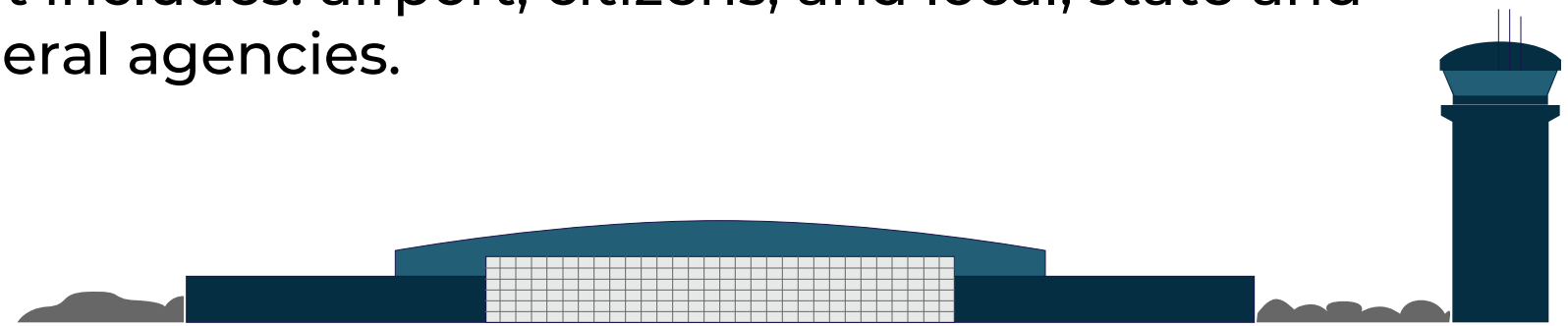
Airport Environmental Assessment Overview



ENVIRONMENTAL REVIEW PROCESS & TIMELINE

- ✈Airport Master Plan:
  - Plans for the safety/efficiency needs of the airport
  - Evaluates growth needs of the airport, its users and surrounding communities.
- ✈Environmental Review:
  - Analysis of the environmental impacts associated with the master plan projects
  - Reviews alternatives and seeks minimization of impacts.
- ✈Both processes implement a public review process that includes: airport, citizens, and local, state and federal agencies.

GATEWAY CAPE COD AIRPORT



Airport Project Team

Epsilon Associates

- Epsilon is serving as the lead environmental consultant for the Project. Epsilon will be responsible for all document preparation and coordination with the Airport

Airport Solutions Group

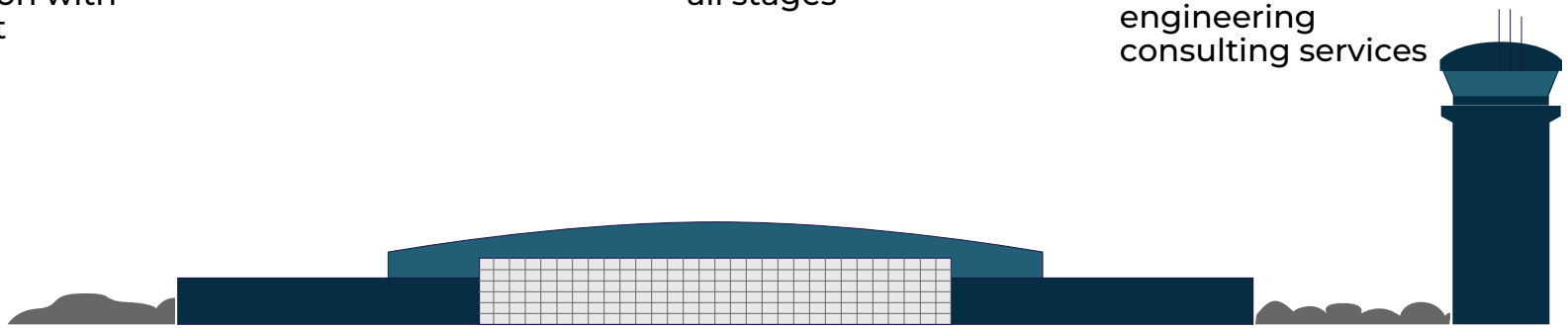
- ASG is serving as Airport planners, engineers, designers, and will provide constructability assessments

Howard Stein Hudson

- HSH is the project's public involvement team providing community engagement, consensus-building, and public outreach at all stages

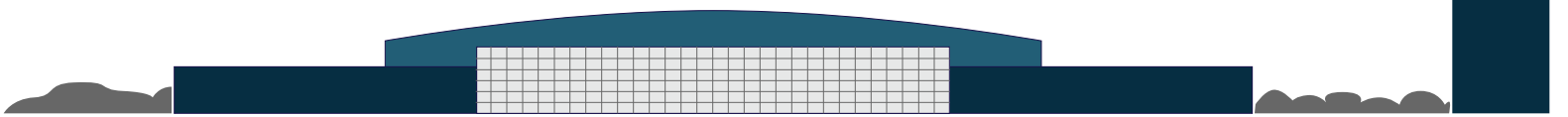
Commonwealth Heritage Group & GEI Inc.

- CHG is providing cultural resource management, and historic preservation planning services
- GEI is providing environmental and geotechnical engineering consulting services



ENVIRONMENTAL REVIEW PROCESS - REGULATORY

- Airports are required under federal law to evaluate impacts of proposed airport improvements on the environment.
- FAA defines impact categories which must be addressed in the NEPA, EA/EIR review processes.
  - Those categories are outlined on the next slide.
- Projects also trigger state review under MEPA and local review under the Cape Cod Regional Policy Plan
- Airport will seek a joint report filings and review with the NEPA EA/EIR, MEPA (ENF/EIR) and the Cape Cod Commission.



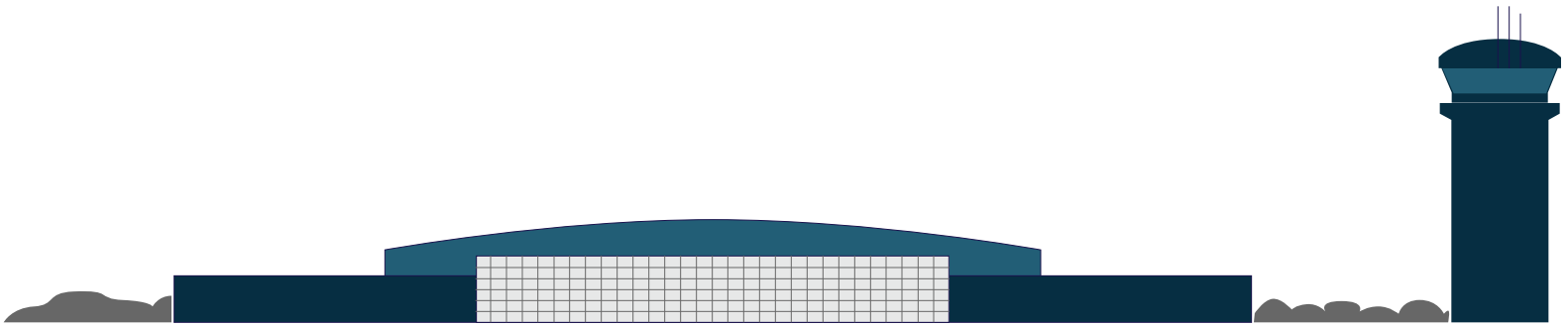
IMPACT CATEGORIES

- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- Department of Transportation Act, Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- Visual Effects
- Water Resources
- Cumulative Impacts
- Irreversible and Irretrievable Commitment of Resources
- Specific Guidance on use of FAA Categorical Exclusions

GATEWAY CAPE COD AIRPORT

ENVIRONMENTAL REVIEW PROCESS - FEDERAL

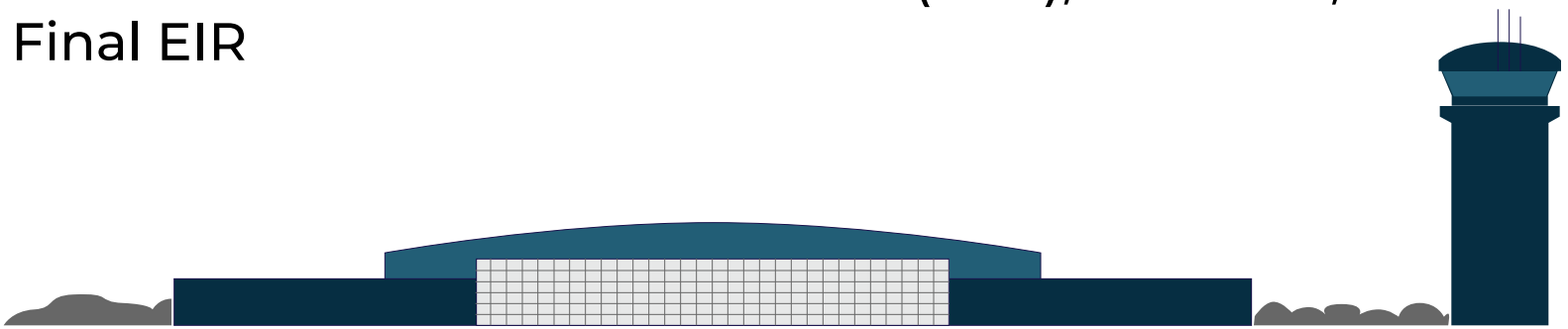
- ✈ National Environmental Policy Act (NEPA)
  - Requires review under federal law to evaluate impacts of proposed airport improvements on the environment.
  - Necessitates environmental impact analyses of proposed airport actions that are subject to FAA decision and/or funding.
    - The process must be completed before permitting.
  - Submits documents in the form of an Environmental Assessment



ENVIRONMENTAL REVIEW PROCESS - STATE

✈ Massachusetts Environmental Policy Act (MEPA)

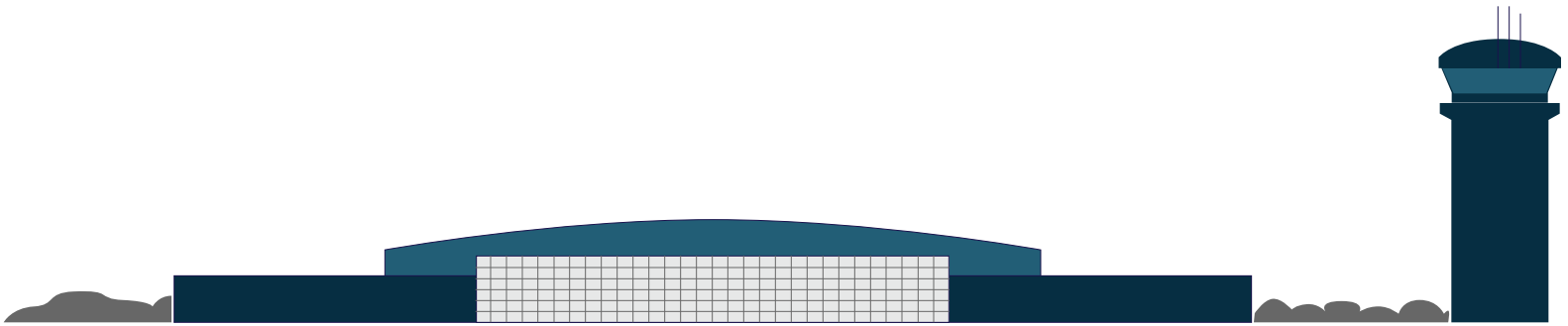
- Reviews potential environmental impacts and analyses measures to avoid, minimize, and mitigate damage to the environment.
- Implements meetings and citizen/agency comment
- Analyzes Environmental Justice components (screening of impacts) with outreach/meetings, and Climate and Resiliency analysis.
- Submits documents in the form of an Environmental Notification Form (ENF), Draft EIR, & Final EIR



ENVIRONMENTAL REVIEW PROCESS - LOCAL

✈Cape Cod Regional Policy Plan

- Analysis to determine the comparative benefits and detriments of a project and its consistency with the Cape Cod Regional Policy Plan (RPP) and local comprehensive plans and goals.
- Submits documents in the form of a Development of Regional Impact (DRI)



ENVIRONMENTAL REVIEW PROCESS – LOCAL REQUEST FOR ANALYSIS

- Hyannis Park Civic Association raised questions in the Master Plan review process
- Elements will either be addressed in the EA/EIR processes or through these regularly scheduled meetings.
  - Additional evaluation of Runway 15-33 length and JetBlue aircraft (potential) requirements
  - Further evaluation of Runway Protection Zones design standards.
  - Additional evaluation of the balanced runway approach and location of proposed extension on Runway 15/33
  - Potential modification of standard instrument departure procedures for Runway 15 to disperse noise
  - Review of preferential runway use program to disperse noise

GATEWAY CAPE COD AIRPORT

ENVIRONMENTAL REVIEW TIMELINE

Project Team Data Collection

1st Project Public Meeting
October 27 @ Airport

MEPA ENF

Summer 2022 with Filing November 2022

2nd & 3rd Meetings
Pre-ENF filing EJ meeting, Post ENF filing site visit/meeting with MEPA staff and public

Combined NEPA Draft EA, MEPA Draft EIR, and CCC DRI

December 2022 – August 2023

4th & 5th Meetings
Public comments part of Draft EA/EIR, Cape Cod Commission meetings

Combined NEPA Final EA & FONSI, MEPA Final EIR, and CCC DRI Decision

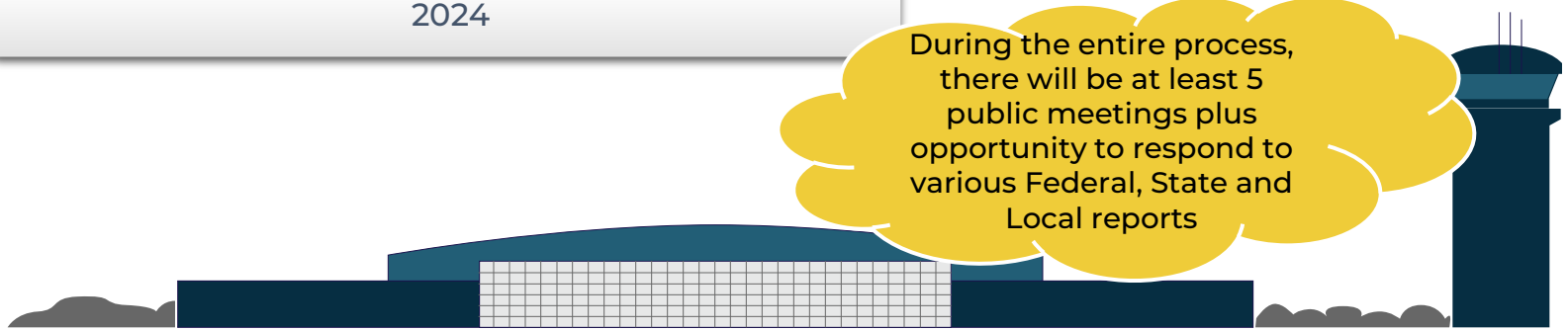
July 2023 - March 2024

Public/agency comments included in Final EA/EIR. Cape Cod Commission full-commission meeting to vote on project.

Permitting

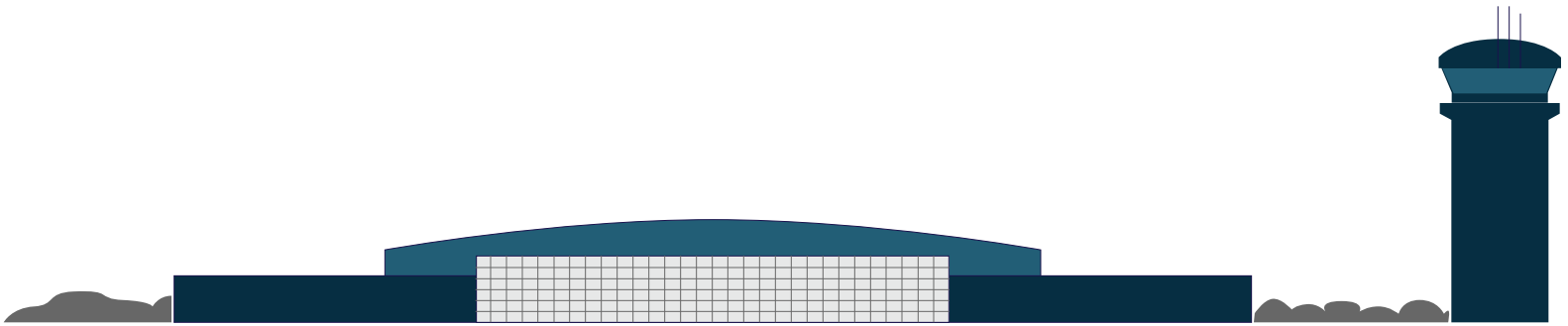
2024

During the entire process, there will be at least 5 public meetings plus opportunity to respond to various Federal, State and Local reports



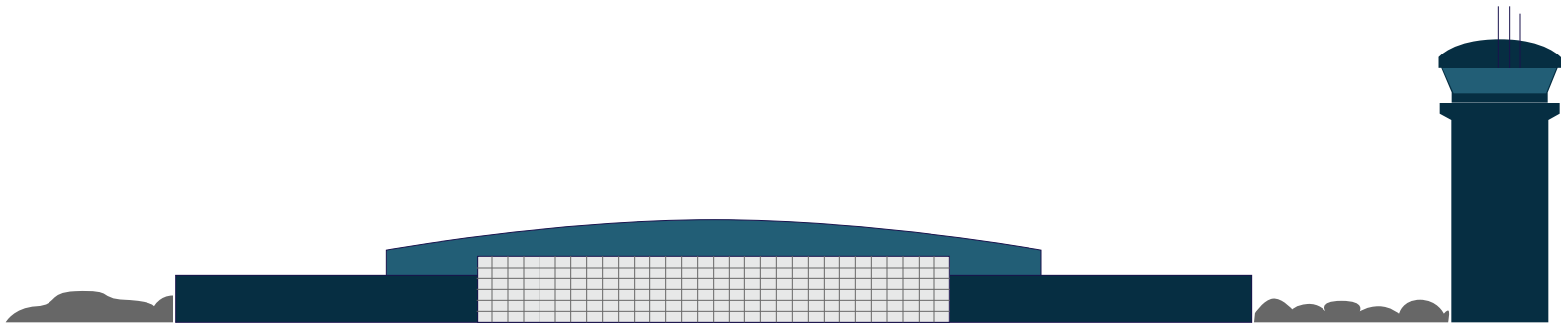
PUBLIC MEETINGS/COORDINATION

- ✈5 general public meetings planned
  - These are in addition to several required public meetings during the regulatory review process(MEPA/CCC).
- ✈Public/agency comments under MEPA, NEPA and local review.
  - Public will be notified of these periods via public notice in local papers, postcards, social media and the airport website;
    - Dedicated EA Page on the Airport Website (https://flyhya.com/environmental assessment/); and
  - Via email if you provide your contact.
- ✈First general meeting at Airport = October 27, 2022



Questions?

Planning Project Status Update



Next Steps