



# Mogethin & Welcome

**YAP AIRPORT & SEAPORT IMPROVEMENTS**

**Draft Environmental Impact Statement  
Public Comment Meetings**

**APRIL 2026**



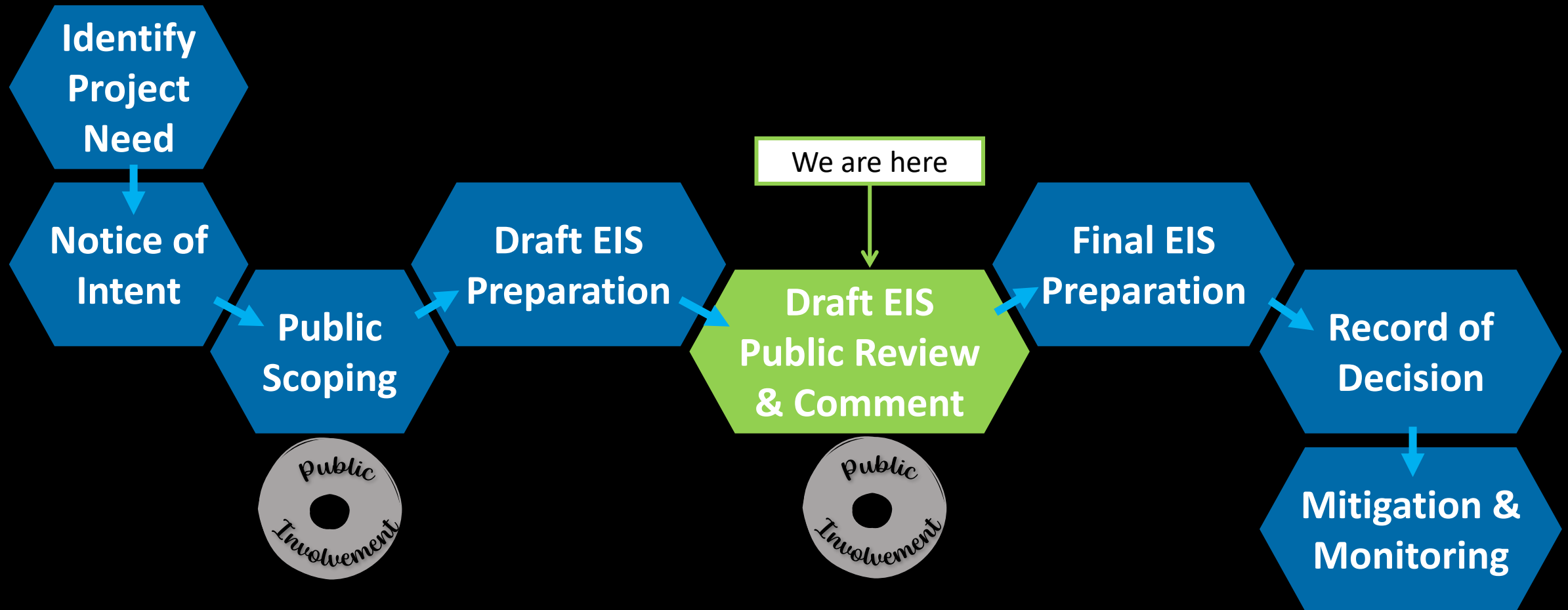
# Purpose of the Public Commenting Meeting

- Engage: Learn about the Draft Environmental Impact Statement (EIS) and ask questions directly to the project team
- Participate: Provide formal public comments as part of the NEPA environmental process
- Next Steps: Learn about the next steps in the NEPA environmental review process

# Agenda for Today's Meeting

1. Draft EIS Overview Presentation
2. Poster Stations
3. Opportunity to provide formal written and oral comments

# Environmental Impact Statement Process



# Your Input Matters

## Public Scoping Meetings

- Initial Meetings in July 2025
- Follow-up Meetings in September 2025
- Over 400 comments

Yap  
Community  
Submitted  
Feedback



Public input was  
considered for the  
Draft EIS

## Public Draft EIS

- Published April 14, 2026
- 45-day comment period ending May 29, 2026

Yap  
Community  
to Submit  
Feedback



Public input will be  
considered for the  
Final EIS

- 1. Purpose & Need**
- 2. Proposed Action and Alternatives**
- 3. Affected Environment & Environmental Consequences**

# Proposed Action Project Areas



Airport

Connector Road

Rull Dredge  
Beneficial  
Reuse Site

Seaport

Waneday  
Channel

Tamil Dredge  
Beneficial  
Reuse Site

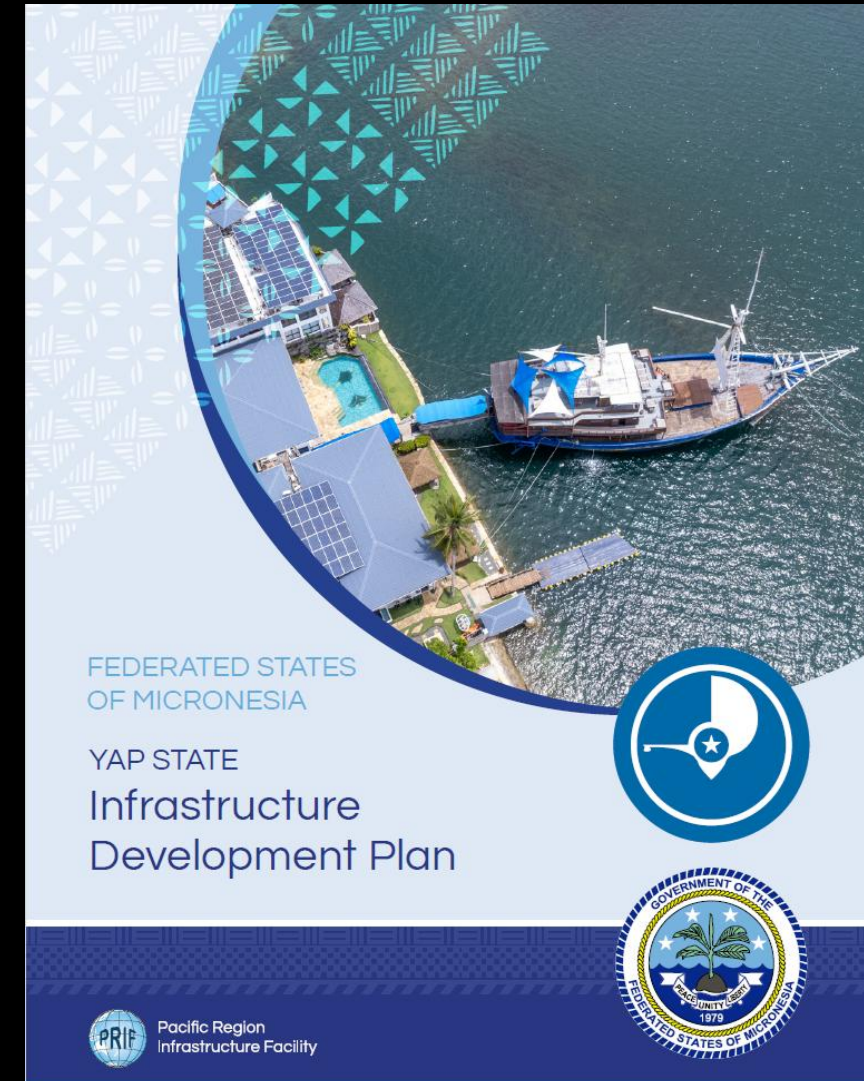
# Purpose and Need

## ➤ Purpose of the Proposed Action

- Improve the functionality, capacity, and capabilities of the Airport and Seaport
- Extend their serviceable life
- Enable joint use by Yap State and the DoW

## ➤ Need for the Proposed Action

- The existing Airport and Seaport do not meet the operational requirements of the DoW to provide for the defense of the FSM.
- The Yap State Infrastructure Development Plan also calls for improvements to the Airport and Seaport



# Alternatives Explained

## Alternatives in NEPA analysis

- NEPA requires considering a reasonable range of technically and economically feasible options
- Analyzed alternatives must meet purpose and need of action
- Criteria were used to screen what alternatives are reasonable to evaluate further in Draft EIS
- Consideration of No Action Alternative, to include adverse environmental impacts from not implementing proposed action

# Alternatives Carried Forward

## No Action Alternative

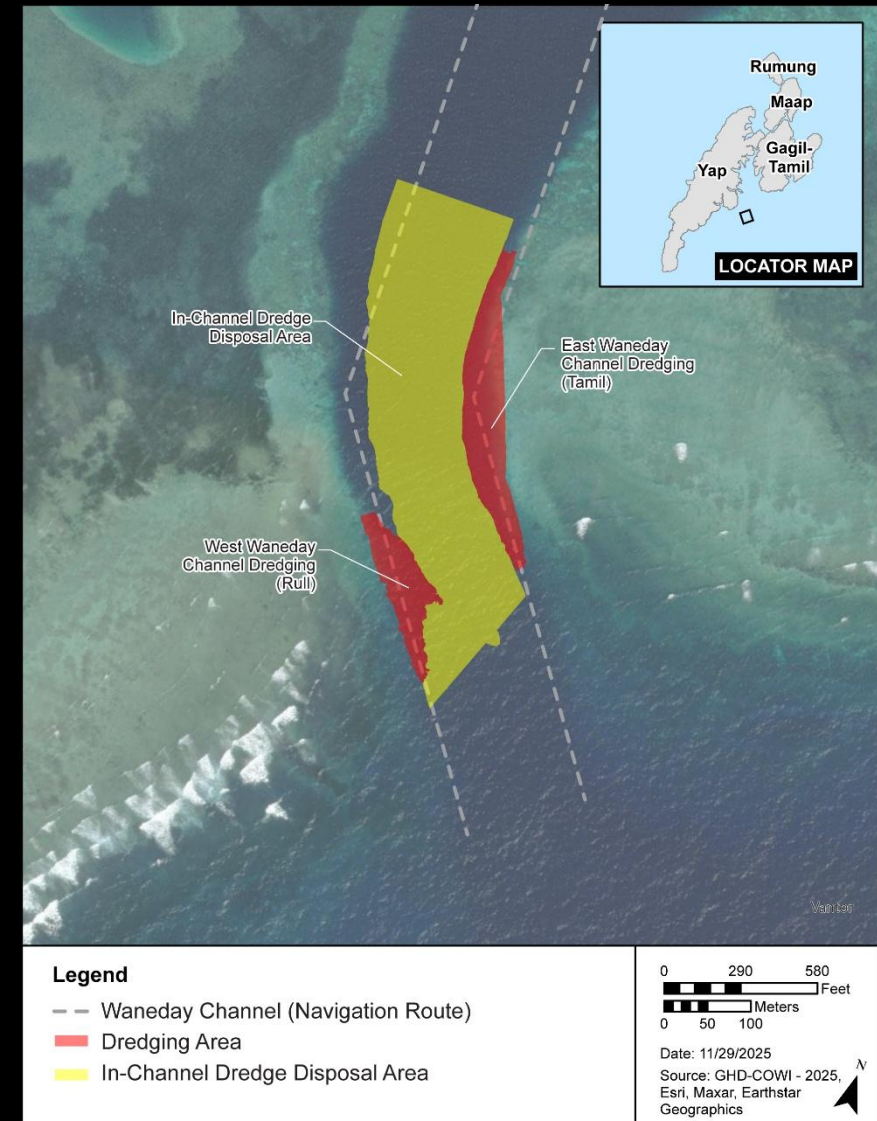
- No new construction, maintains current baseline

## Preferred Alternative

- Airport, Seaport, and roadway improvements; DoW training

## Alternative 2

- Same as the Preferred Alternative except:
  - in-channel dredge material disposal
  - Aircraft parking apron relocation



# Determining Significance of Project Impacts

In determination of “significant” or “less than significant” impacts, the Action Proponent may consider the following, as appropriate to the specific action:

- short-term and long-term effects
- beneficial and adverse effects
- effects on public health and safety
- economic effects
- effects on the quality of life

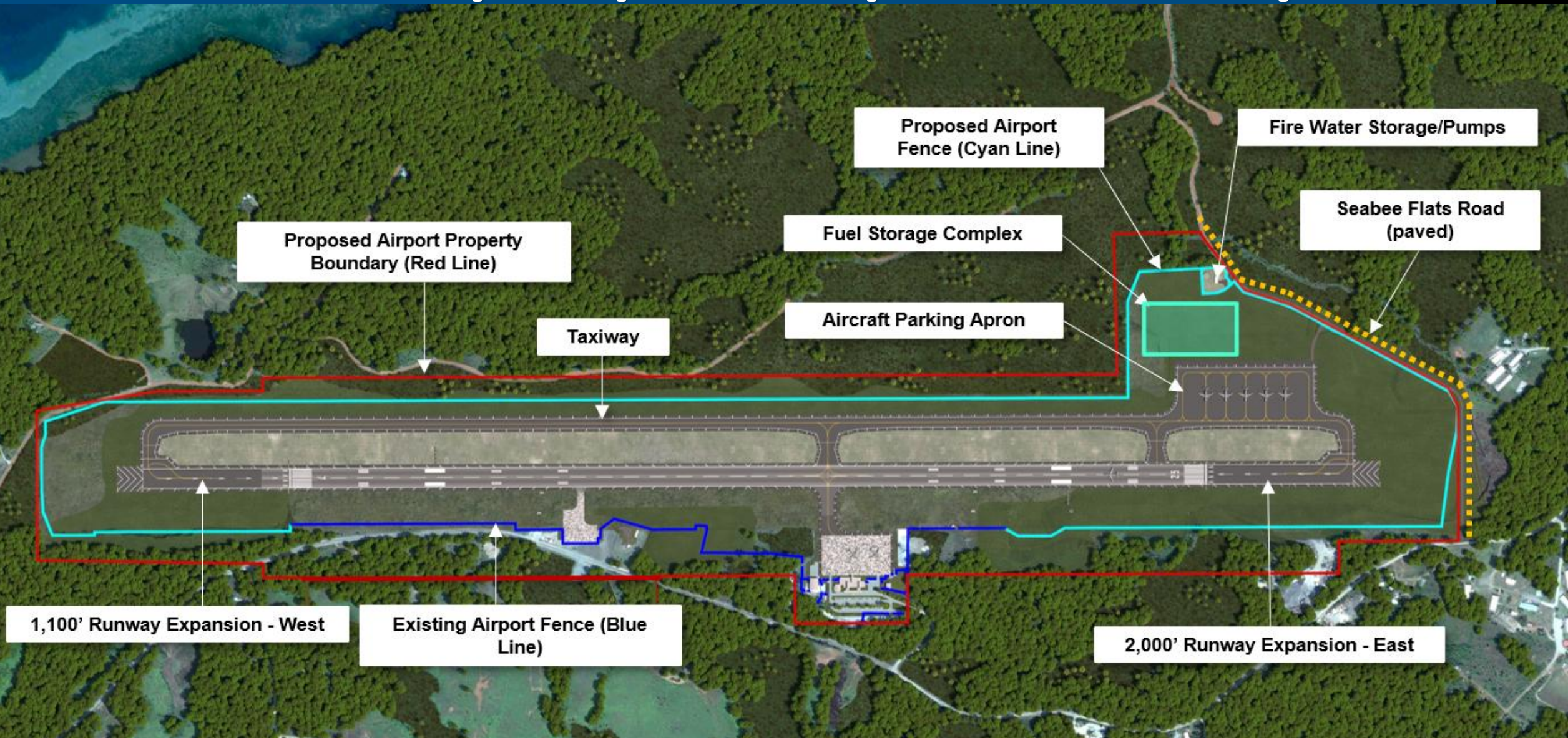
**Table 3-1 Environmental Impact Determination Hierarchy**

<b>Scale</b>	<b>Determination</b>
Adverse Impact  to  Beneficial Impact	Significant adverse impact
	Less than significant adverse impact
	No impact
	Less than significant beneficial impact
	Significant beneficial impact

# YAP INTERNATIONAL AIRPORT - Airfield Flyby

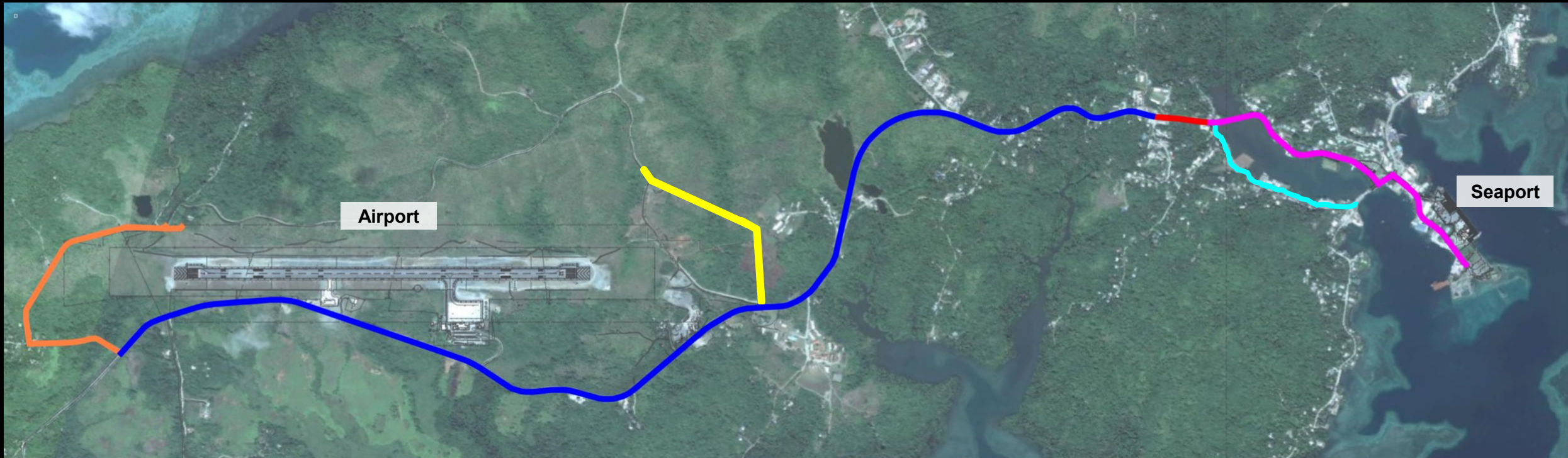


# Yap Airport Proposed Development



# Proposed Road Improvements

-  Unpaved Community Road – 1 mile  
(Compacted Aggregate Base Course)
-  Relocated Seabee Flats Road – 0.7 miles  
(New Paved Road)
-  South Chamorro Bay Road – 0.5 miles  
(Repairs and Asphalt Overlay)
-  Airport-to-Seaport Road – 3.8 miles  
(Repairs and Asphalt Overlay)
-  Airport-to-Seaport Connector Road - 0.2 miles  
(Full Depth Reconstruction by the Airport Contractor)
-  Airport-to-Seaport Connector Road – 1.1 miles  
(Full Depth Reconstruction by the Seaport Contractor)



# Proposed Roadway Improvements

Proposed road section to be elevated

Proposed asphalt road improvements with sidewalks around Chamorro Bay

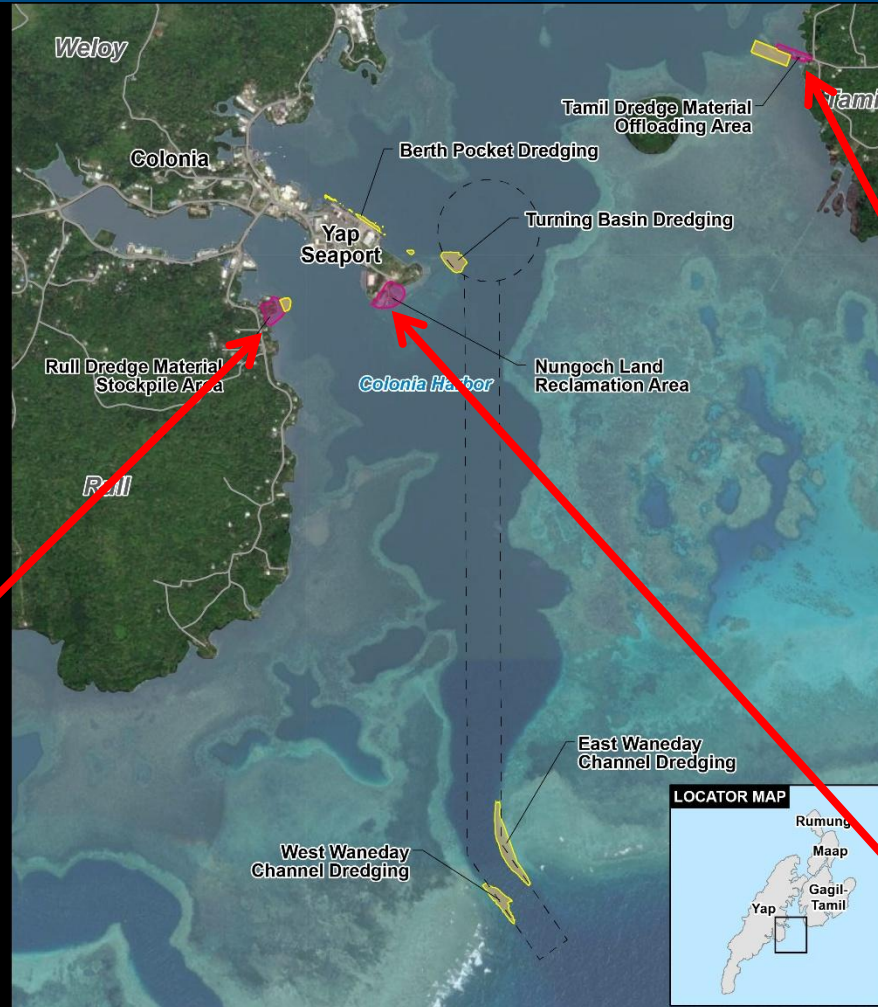
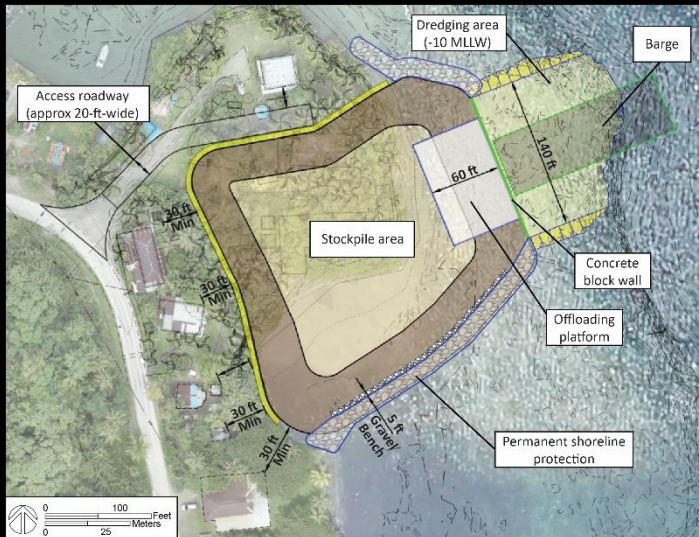
Proposed concrete roadway





# Dredging and Beneficial Reuse

## Rull Offloading/ Stockpile Site

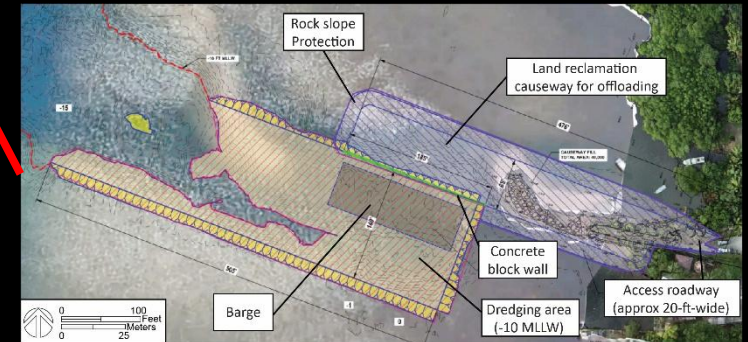


**Legend**

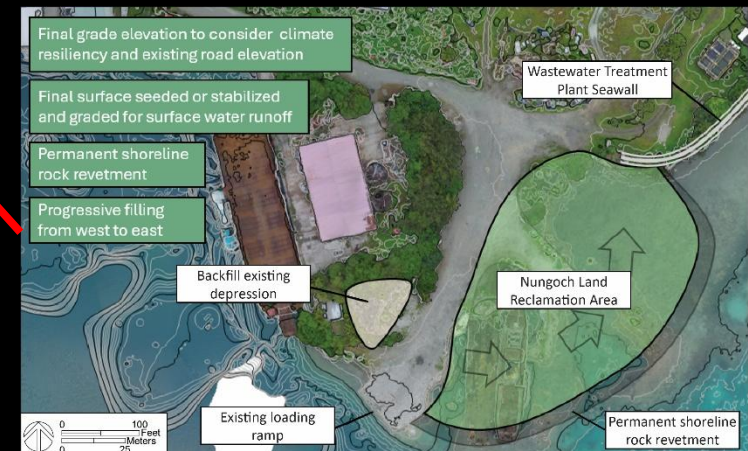
- Navigational Channel and Turning Basin
- Dredging Area
- Land Reclamation/ Stockpile Area

Scale: 0 to 1500 Feet / 0 to 500 Meters  
 Date: 03/25/2026  
 Source: GHD/COWI, 2026

## Tamil Offload Site

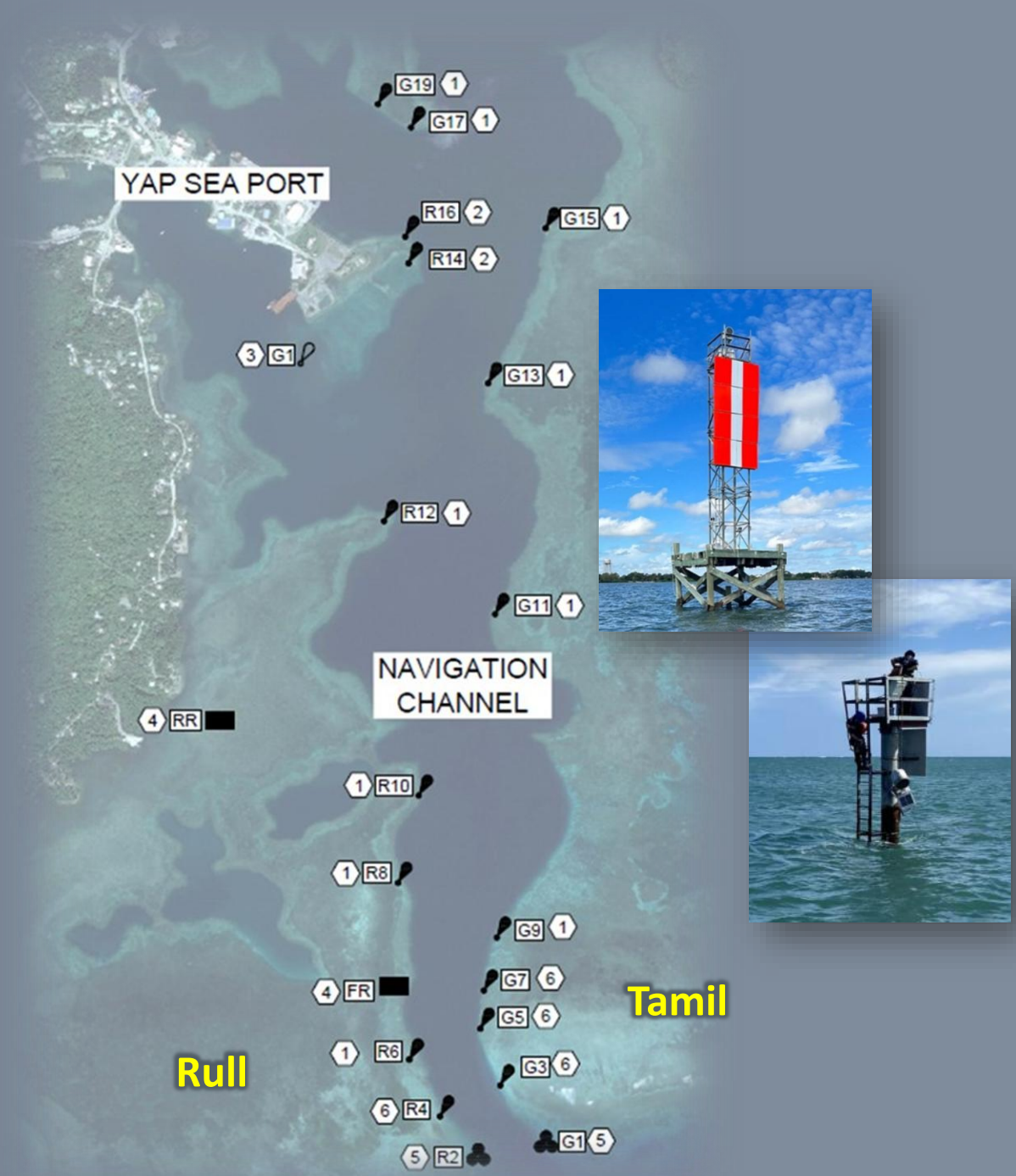


## Nungoch Land Reclamation



# Aids to Navigation

- All Aids to Navigation (ATON) and range markers would be replaced
- Each marker would have a solar powered light and would meet US Coast Guard standards
- Yap would be given option to accept old ATONs for reuse



# What to Expect After Construction

## Defense Exercises

- Every activity coordinated with Govt well in advance
- Potentially 1-2 per year (though none are currently planned)
- Short (less than 2 weeks)



## Improved Logistics

- Opportunity for better logistics at port and airport
- Modernized facilities
- Dual-use operations (military and commercial)



## Community Support & Disaster Relief

- More efficient storage & distribution of equipment & materials for faster response



**No Plans for Long Term Presence**

## **Bottom Line**

**These projects enable us to improve our capability to protect and defend Yap, FSM, and the U.S. and respond in times of crisis.**

**Improving the Yap airport and seaport supports the U.S. commitment to provide defense under the Compact of Free Association.**

# Resource Areas and Environmental Issues

## ➤ **Physical Environment**

- Topography/Geology/Soils
- Water Resources
- Air Quality
- Noise

## ➤ **Biological Environment**

- Marine Biology
- Terrestrial Biology

## ➤ **Social Environment**

- Cultural Resources
- Public Health and Safety
- Socioeconomics

## ➤ **Other Resources**

- Land Use
- Airspace
- Infrastructure and Utilities
- Transportation
- Hazardous Materials and Wastes

Key Issue:

# Terrestrial Biological Resources

## Construction Impacts

- Less than significant adverse impacts on vegetation and wildlife



*Cycads*

## Post-Construction Impacts

- Significant adverse impacts on special status species (Yap flying fox) due to aircraft noise
- Less than significant adverse impacts on vegetation and other wildlife from other stressors



*Yap flying fox*

## Best Management Practices

- Erosion control such as sediment control logs, erosion control blankets, silt fences, and sedimentation basins
- Biological monitors to protect birds, bats, and other species
- Biosecurity plan to prevent invasive species introduction and movement



*Erosion control*

## Construction Impacts

- Significant adverse impacts on coral
- Less than significant adverse impacts on marine vegetation, fish, non-coral benthic invertebrates, marine mammals, and turtles



*Coral in the Port survey area*

## Post-Construction Impacts

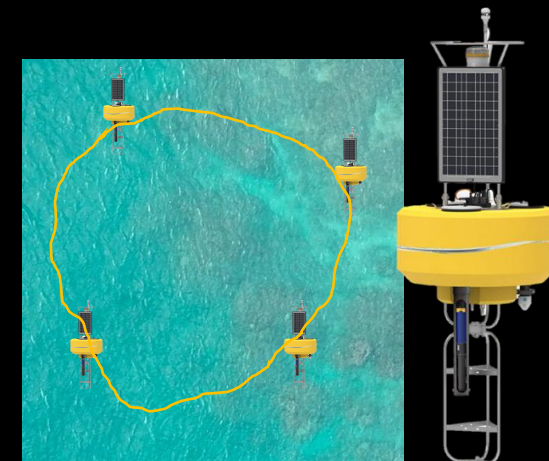
- Less than significant adverse impacts on marine biological resources



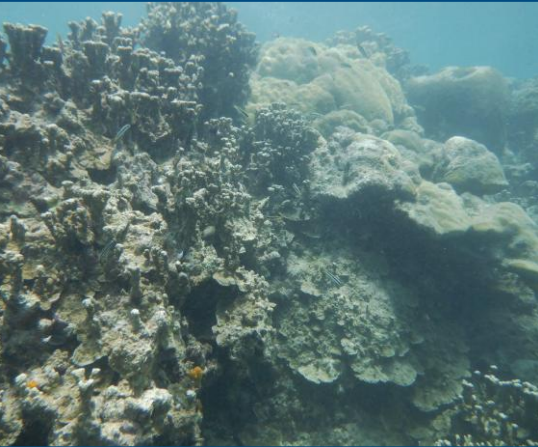
*Seagrass in the Port survey area*

## Best Management Practices

- Silt Curtains
- Biological monitors and shutdown zones
- Turbidity monitoring devices
- Avoid in-water work during a specified coral spawning period



Key Issue:  
**Marine  
Biological  
Resources**



*Coral in the west channel entrance survey area*

Key Issue:  
**Cultural  
Resources**

## Construction Impacts

- Relocate graves, cultural resources at Airport
- Land acquisition impacts customary ownership
- Waneday Channel shipwreck



*Marine Archaeology*

## Post-Construction Impacts

- Pending consultation with historic partners and other stakeholders



*Data Recovery*

## Best Management Practices

- Cultural resources training
- Avoidance when possible
- Resource documentation
- Archaeological monitoring



*Archaeological Monitoring*

# Key Issue: Noise

## Construction Impacts

- Possible temporary disturbances to schools, churches, homes, and businesses closest to construction
- No risk of hearing damage



Dump truck and Excavator

## Post-Construction Impacts

- Temporary disturbances to schools, churches, and homes closest to airport during training
- No risk of hearing damage



F-16

C-130

## Best Management Practices

- Reduce noise with use of mufflers/silencers, rubber-lined truck beds, and quietest equipment feasible
- Limit noisiest activities during sensitive times
- Inform community about timing of noisy activities
- Community Liaison



# Key Issue: Air Quality

## Construction Impacts

- Emissions from construction equipment, concrete and asphalt batch plants
- Fugitive dust

## Post-Construction Impacts

- Emissions from military aircraft and vessels

## Best Management Practices

- Compliance with air quality standards
- Contractor must follow Environmental Compliance Plan
- Watering and dust control
- Lower emitting equipment and vehicles



*Concrete and asphalt batch plants*



*Military aircraft and vessels*

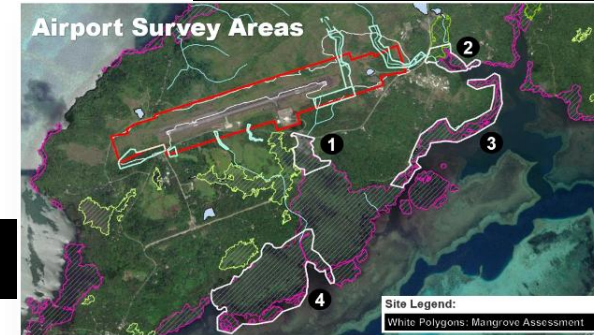


*Watering and dust control*

# Key Issue: Water Resources

## Construction Impacts

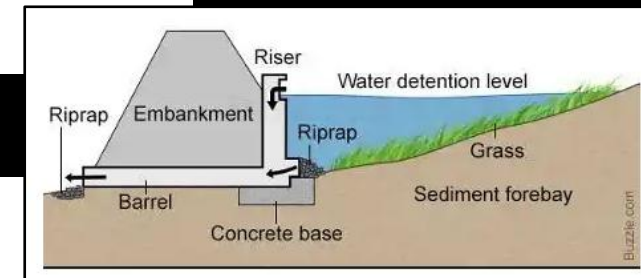
- Mangroves: minor impacts at Rull and Tamil coastal sites; no direct/indirect impact at Airport
- Wetland: ~22-acre loss near Airport
- Sedimentation during dredging and land reclamation



Mangrove Survey Areas

## Post-Construction Impacts

- Improved stormwater management at Airport and Seaport



Stormwater detention basin

## Best Management Practices

- Erosion and Sediment Control Plan
- Stormwater Pollution Prevention Plan
- Stormwater detention and water quality basins
- During dredging, silt curtains and turbidity monitors



Erosion control

# Key Issue: Utilities & Infrastructure

## Construction Impacts

- Potable water: worker camps and batch plants
- Non-potable water: construction sites
- Wastewater: worker camps
- Electrical: batch plants, worker camps
- Contractor must have internal utility backup systems
- Demo materials reused, greenwaste composted, no haz waste



## Post-Construction Impacts

- Modernized Airport and Seaport infrastructure
- Improved roadway connection
- Enhanced defense and natural disaster response capability
- Improved stormwater management and water quality



## Best Management Practices

- Contractor must follow Environmental Compliance Plan
- Coordination with Yap utility and port managers
- Contractor back-up plans to avoid strain on local services
- No significant negative impact on local utilities



Key Issue:  
**Community  
Impacts**

## Construction

- Up to 275 construction laborers over 7-yr period
- Job opportunities for FSM and Yap residents
- Increased construction-period traffic



## Post-Construction

- No more than 200 training personnel on island up to twice a year



## Best Management Practices

- On-site construction worker camps, food, medical care provided
- Avoid peak traffic hours for construction hauling
- Pre-arrival medical screening and criminal background checks of contractors
- Airport and Seaport open throughout construction



# How to Submit Comments

## 1. At today's public meeting:

- Complete and submit a written comment form
- Record an oral comment

## 2. Online via website:

[www.nepa.navy.mil/yapeis](http://www.nepa.navy.mil/yapeis)

or scan the QR code



## 3. Mail:

Yap Airport and Seaport EIS Project  
Manager

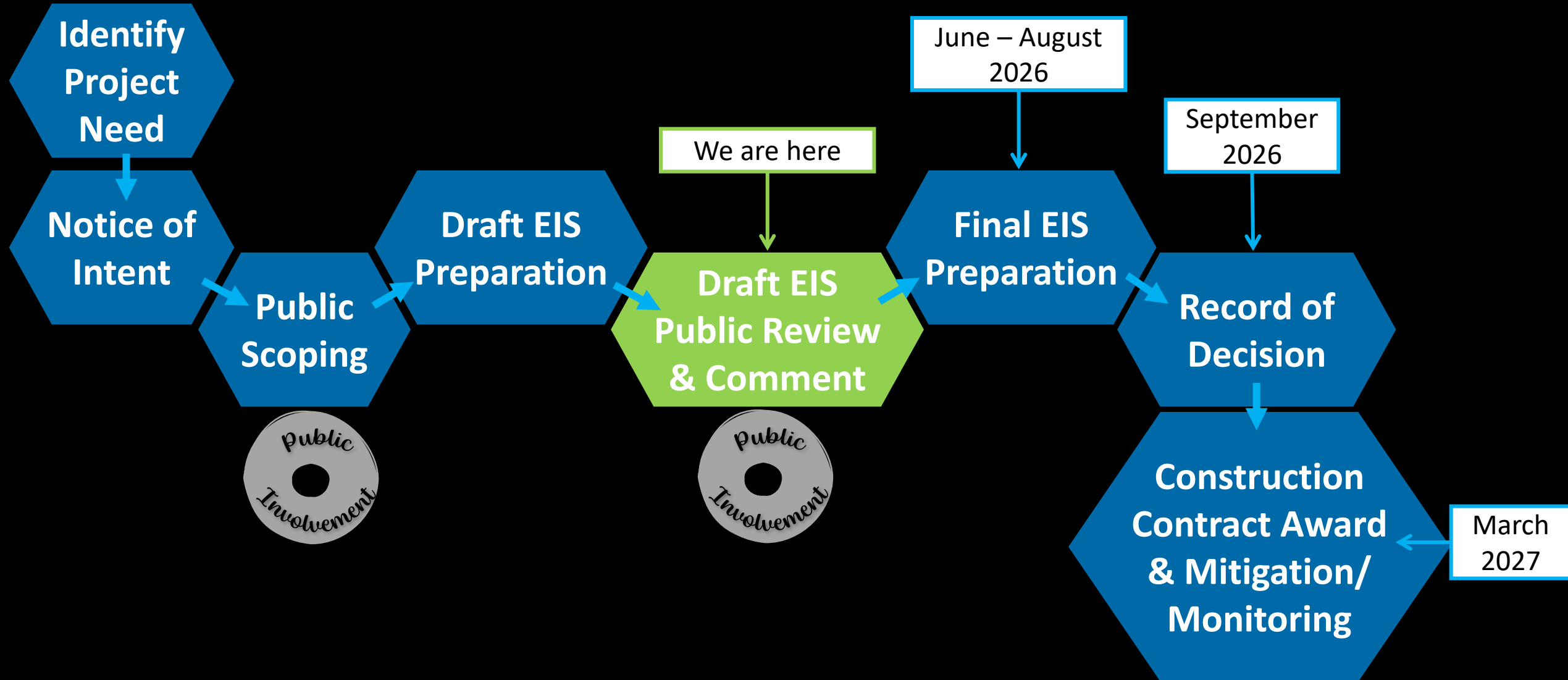
HHF Planners

733 Bishop Street, Suite 2590

Honolulu, Hawaii 96813 USA

***Please submit comments by May 29, 2026 (YAPT)***

# Next Steps



**Thank you for your time and interest.**

**Your Voice Matters! Submit comments at**

**[www.nepa.navy.mil/yapeis](http://www.nepa.navy.mil/yapeis)**

