



U.S. Department
of Transportation
**Federal Aviation
Administration**

Harrisburg Airports District Office
Eastern Region

3905 Hartzdale Drive, Suite 508
Camp Hill, PA 17011

August 4, 2010

Mr. Michael J. McCartney
Philadelphia International Airport
Division of Aviation
Terminal E
Philadelphia, PA 19153

RE: Northeast Philadelphia Airport (PNE)
Taxiways F, G, H, & J Rehabilitation
Federal Environmental Action

Dear Mr. McCartney:

The Harrisburg Airports District Office has completed its review of your submittal of a Categorical Exclusion Form for the proposed project at Northeast Philadelphia Airport, PA.

The proposed project involves Taxiways F, G, H, & J Rehabilitation.

Based on our review of the information provided along with guidance contained in FAA Orders 5050.4B and 1050.1E, we have determined that the subject project does not have the characteristics that require a formal NEPA environmental assessment nor does it contain the potential for causing an environmental impact. We have, therefore, determined that this project qualifies for a "Categorical Exclusion" and have executed this finding accordingly (signed 08/03/10).

Please note that this correspondence represents the formal Federal Environmental Finding; additional coordination with the FAA may be necessary for this project with regard to an Airport Layout Plan Approval and Airspace Review.

Should you have any questions or need additional information, please call me at (717) 730-2802.

Sincerely,

Charles Campbell
Environmental Specialist
Harrisburg Airports District Office

cc: Danielle Bower, CHPlanning, Ltd.



FEDERAL AVIATION ADMINISTRATION
EASTERN REGION AIRPORTS DIVISION

CATEGORICAL EXCLUSION FORM

See Instructions Page Prior to Completing this Form

Airport Name Northeast Philadelphia Airport

Airport Identifier PNE

Project Title: Taxiways F, G, H, & J Rehabilitation

Date: 08/02/10

APPLICABILITY:

This Environmental Evaluation Form should be used only if the sponsor's proposed project meets the following two (2) criteria:

1. The proposed project is a federal action subject to NEPA. List applicable paragraph number from FAA Order 5050.4B, Chapter I para. 9g (1)
- And*
2. The proposed project is identified as one that can be categorically excluded. List applicable category from FAA Order 1050.1E paragraphs 307 through 312. (Review Tables 6-1 and 6-2 in FAA Order 5050.4B) 310e

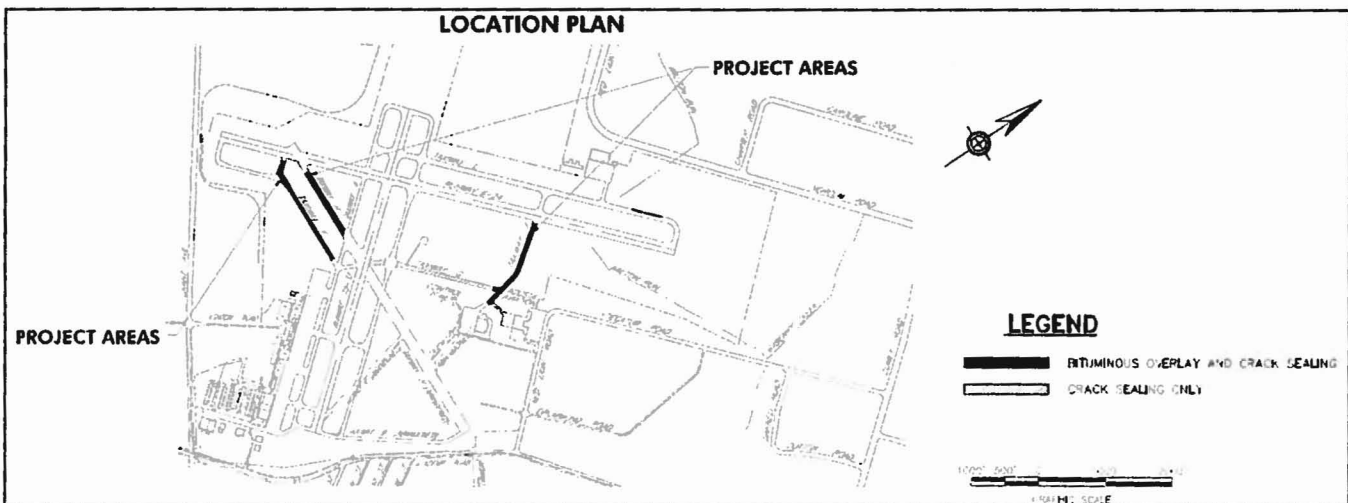
Note:

If action is listed in Table 6-1 - Complete project description, go to page 4 and sign certification. No further review necessary

If action is listed in Table 6-2 - Complete remainder of form

PROJECT DESCRIPTION - List and clearly describe **ALL** components of project proposal including all connected actions. Include summary of existing conditions at project site. (Attach site map identifying project area)

Northeast Philadelphia Airport (PNE) is a 1,240-acre general aviation airport owned and operated by the City of Philadelphia. The airfield's infrastructure includes two runways (06-24 and 15-33). The proposed project entails the rehabilitation of Taxiways F, G, H, and J, which are all located to the southeast of Runway 06-24 (see Location Plan below). The proposed improvements to the taxiways include the scratch milling and resurfacing of existing taxiways F, G, H, and J, and crack repairs to Taxiway G. Repairs and resurfacing would be contained within existing pavement surface areas. Paving activities would involve resurfacing with a 2-inch nominal bituminous overlay. It is estimated that 23,000 cubic yards of material will be used.



In addition, three stormwater inlets located on Taxiway J and within the existing pavement limits will be removed because these structures are not capable of withstanding current aircraft loading requirements and are therefore a

safety concern. In addition, they are poorly performing. The three existing stormwater inlets located within the Taxiway J pavement limits drain to 8-inch diameter, 50 foot long lateral pipes which eventually drain to a retention basin through a lengthy and indirect route. Removal of the three inlets will allow stormwater to sheet flow onto the infield area (east of Taxiway J) where it will be collected by two infield inlets leading directly to the stormwater retention basin. Existing grading currently directs stormwater to these two infield inlets. The proposed removal of the Taxiway J inlets will create pavement disconnection effectively adding a BMP and improving the existing drainage system without changing the general drainage characteristics.

During construction, two haul routes and construction staging areas will be used to transport and store materials (Figure 1). Construction will occur during 4 phases and will involve temporary closure of runways and taxiways (only one runway at a time will be closed during construction phases).

The proposed action would not cause impacts to water quality or stormwater runoff during construction or in the long-term. The taxiway rehabilitation will occur within the footprint of existing impervious surface and earth moving activities would be limited to topsoil placement for restoring disturbed areas and backfilling along the edge of taxiway pavements to maintain a 1 ½ inch (max.) vertical difference between paved and unpaved surfaces (approximately 100 cubic yards). Impacts to water quality and stormwater during construction would be further avoided by using erosion and sedimentation control best management practices (BMPs) outlined in an approved Erosion and Sedimentation Control Plan.

The purpose and need for the proposed action is to maintain existing taxiway pavement through routine repairs to ensure the continued safe operation of the airport. The proposed action would not result in increased capacity or changes to existing airfield operations.

EXTRAORDINARY CIRCUMSTANCES REVIEW: Review the following list. **For each yes response**, provide an attachment describing the impact and documentation of consultation with resource agencies, if required (See FAA Order 5050.4B, Table 6-3 and 1050.1E para.304 for additional information). Categories with an * signifies that there is an associated special purpose law or Executive Order outside of NEPA, and that the appropriate agency or tribal government may need to be consulted. (See 5050.4B para 607(b)(2)) Note: if the proposed project impacts one of these categories, the proposed project may not be eligible for a CATEX. Contact the local Airports District Office (ADO) for guidance.

1. AIR QUALITY* (Contact air quality agencies as appropriate)

- (a) Is the proposed project located in a nonattainment or maintenance area for the National Ambient Air Quality Standards (NAAQS) established under the Clean Air Act and does it result in direct emissions? Yes No
If Yes go to (b), No go to (d)
- (b) Is the proposed project an "exempted action," under the General Conformity Rule? Yes No
If Yes cite exemption 40 CFR 93.153(c)(2)(iv) go to (d), No go to (c)
or presumed to conform (PTC) under FAA rules? (See FRN vol.72 no. 145 pg 41565)
If Yes cite PTC category 3 go to (d), No go to (c) Yes No
- (c) Would the proposed project result in a net total of direct and indirect emissions that exceed the threshold levels of the regulated air pollutants for which the project area is in non-attainment or maintenance? (attach emissions inventory) If Yes consult ADO, No go to (d) Yes No
- (d) Is the airport's activity levels below FAA thresholds for requiring a NAAQS analysis? Yes No
If Yes go to Item 2, No go to (e)
- (e) Do pollutant concentrations exceed NAAQS thresholds? (attach emissions inventory) Yes No
- (f) Is an air quality analysis needed with regard to state indirect source review? Yes No

2. COASTAL*

- (a) Would the proposed project occur in a coastal zone, or affect the use of a coastal resource, as defined by your state's Coastal Zone Management Plan (CZMP)? Yes No
- (b) If "yes," is the project consistent with the State's CZMP? Yes No
(If applicable, attach the sponsor's consistency certification and the state's concurrence of that certification)
- (c) Is the location of the proposed project within the Coastal Barrier Resources System Yes No
(If yes, and the project would receive federal funding, coordinate with the FWS and attach FWS exemption).

3. COMMUNITY DISRUPTION (Compatible Land Use)

- (a) Is the proposed project inconsistent with plans, goals, policies, or controls that have been adopted for the area in which the airport is located? Yes No
- (b) Would the proposed project lead to disruption or dividing of communities? Yes No
- (c) Would the proposed project cause relocation of any people, homes or businesses? Yes No

4. CUMULATIVE IMPACTS (consider past, present and reasonably foreseeable development on and off airport)

- (a) Is the proposed project likely to cumulatively cause significant impacts? Yes No
- (b) Is the proposed project likely to cause a significant lighting impact on residential areas or commercial use of business properties? Yes No
- (c) Is it likely to cause a significant impact on the visual nature of surrounding land? Yes No

5. ENDANGERED SPECIES* (Fish, Wildlife and Plants)

- (a) Would the proposed project impact any federally or state-listed or proposed endangered or threatened species (ESA) of flora and fauna, or impact critical habitat? Yes No
(Attach record of consultation with federal and state agencies as appropriate)
- (b) Would the proposed project affect species protected under the Migratory Bird Act Yes No
- (c) Would the proposed project affect other biotic communities or habitat not ESA protected Yes No

6. FARMLANDS CONVERSION*

- Does the project involve acquisition of farmland, or use of farmland, that would be converted to non-agricultural use and is protected by the Federal Farmland Protection Policy Act (FPPA)? Yes No
(If yes, attach record of coordination with the Natural Resources Conservation Service (NRCS), including form AD-1006.)

7. FLOODPLAINS*

- Would the proposed project cause an encroachment or impacts to the natural, ecological or scenic resources to the 100-year base floodplain? (If yes, opportunity for public review is required) Yes No

8. HAZARDOUS MATERIALS*

- Would the proposed project involve existing hazardous materials or cause potential contamination hazardous materials? (If yes, attach record of consultation with EPA) Yes No

9. HIGHLY CONTROVERSIAL ACTION

Is the proposed project likely to be highly controversial on environmental grounds? Yes No

10.HISTORIC, ARCHITECTURAL, ARCHEOLOGICAL OR CULTURAL PROPERTY*

Would the proposed project impact any historic or cultural property or resources protected by the National Historic Preservation Act? (Consult with FAA, and contact State and/or Tribal Historic Preservation Officer. Attach record of consultation) Yes No

11. INCONSISTENCY WITH APPLICABLE LAWS

Is the proposed project likely to be inconsistent with any federal, state, local, or tribal law relating to the environmental aspects of project? Yes No

12. NOISE *

(a) Does the proposal have the potential to increase noise (e.g., would the proposed project increase aircraft operations or surface traffic)? Yes No

(b) If "yes," will the proposed project have an impact on noise levels over noise sensitive areas within the DNL 65 dBA noise contour (Attach explanation) Yes No

13. SECTION 4(F)*

Does the proposed project have an impact on any publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or an historic site of national, state, or local significance? (If yes, contact FAA, contact appropriate agency and attach record of consultation) Yes No

14. TRAFFIC CONGESTION

Would the proposed project cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion or decrease Level of Service? Yes No

15. US WATERS/WETLANDS*

(a) Does the proposed project involve federal or state regulated (Contact USFW or state agency if protected resources are affected) or non-jurisdictional wetlands? Yes No

(b) If yes, does the project qualify for an Army Corps of Engineers General permit (If yes, attach record of consultation . If no, project is not eligible for CATEX) Yes No

16. WATER QUALITY*

(a) Does the proposed project have the potential to impact water quality, including ground water, surface water bodies, and public water supply system or federal, state or tribal water quality standards? (If yes, contact appropriate agency) Yes No

(b) Is the project to be located over a designated Sole Source Aquifer (If yes, attach record of consultation with EPA) Yes No

17. WILD AND SCENIC RIVERS*

Would the proposed project affect a river segment that is listed in the Wild and Scenic River System or National Rivers Inventory? (If yes, coordinate with the jurisdictional agency and attach record of consultation) Yes No

18. ENERGY, NATURAL RESOURCES AND SOLID WASTE

(a) Would the project have a significant impact on energy or other natural resource consumption? Yes No

(b) Would the operation and/or construction of the project generate significant amounts of solid waste? Yes No

19. Other Categories

(a) Would the proposed project be located near or create a wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards on and Near Airports"? Yes No

(b) Reviewing the above categories, would the project affect:
Environmental Justice * Yes No


Children's Health and Safety * Yes No

Project Title/Airport Identifier

Taxiway F, G, H, and J Rehabilitation/PNE

PREPARER CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct.


Signature

8/2/10
Date

Danielle Bower
Print Name

215-751-1400
Phone

CHPlanning, Ltd. / PHL
Company/Airport

1429 Walnut St, Ste 1601, Philadelphia, PA 19102
Address

Email address to receive notice of FAA decision danielle.bower@chplanning.com

AIRPORT SPONSOR CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s), and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.


Signature

8/2/10
Date

Mr. Michael J. McCartney
Print Name

215-937-6727
Phone

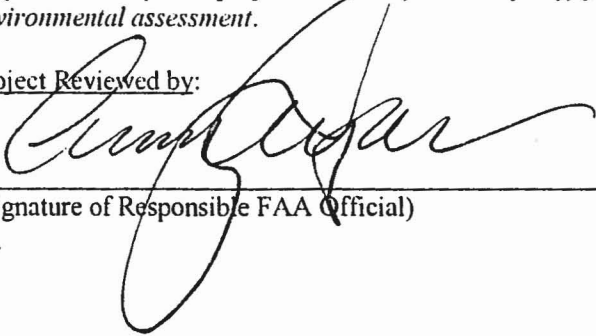
Email address to receive notice of FAA decision mike.mccartney@phl.org

If no email available, provide mailing address _____

For FAA Use Only

FAA DECISION:

Having reviewed the above information, certified by the responsible airport official, it is the FAA's decision that the proposed development project has been found to qualify for a Categorical Exclusion from preparation of a formal environmental assessment.

Project Reviewed by:

(Signature of Responsible FAA Official)

8-3-10
Date