Public Notice for the PNE Runway 15-33 Closure for Pavement Rehabilitation

PNE serves as a reliever airport for Philadelphia International Airport (PHL) and provides for general aviation, air taxi, corporate, and occasional military use. The airport currently has no scheduled commercial service. The airport is dominated by single and twin-engine piston aircraft, jets, turboprops, and helicopter aircraft.

The airport has two runways: Runway 6-24 and Runway 15-33. Runway 6-24 is 7,000 feet long by 100 feet wide with an ILS (Instrument Landing System) Precision Approach to Runway 24 and a non-precision approach to Runway 6. Runway 15-33 is a 5,000 foot long by 150-foot-wide visual runway.

This project is intended to reduce the width of Runway 15-33 from 150 feet to 75 feet for a Category B-II runway, provide 20-foot paved shoulders, and rehabilitate the remaining runway pavement. A Category B-II Runway is a runway designed to accommodate routine operations from aircraft with approach speeds less than 121 knots, wing spans less than 79 feet and a tail height of less than 30 feet. The aircraft fleet mix that utilizes Runway 15-33 is already reflective of a Category B-II Runway, so this effort will bring the Runway into compliance and reduce the amount of impervious cover in the airfield. The width will be reduced for the full-length of Runway 15-33 and the remaining runway pavement will be rehabilitated full-length except for the portion within the Runway 6-24 safety area which was recently rehabilitated in 2021. The connector taxiways to Runway 15-33 are also rehabilitated to accommodate the width reduction and bring the geometry up to compliance with the most recent design standards to ensure continued safe operation of aircraft. No permanent changes in aircraft operations, night operations, fleet mix, flight patterns, or airfield configuration are anticipated as a result of this project.

The project is anticipated to be divided into three (3) construction packages over 3 construction seasons. The estimated construction duration for Package 1 is 240 calendar days, for Package 2 is 240 calendar days, and for Package 3 is 224 calendar days. Package 1 is expected to take place in 2026, Package 2 in 2027, and Package 3 in 2028. Each construction package will take place from March to November. While the majority of this work is expected to happen during normal business hours, all three packages will include opportunity for nighttime (11PM to 6AM) and weekend work. At this point in the design, the only required night work is estimated to occur in the third week of September 2026 and will last 7 consecutive days. Following the public bidding process, and once the responsive contractor is awarded the contract, a construction schedule will be developed, reviewed, and approved by DOA representatives. Additional notices will be posted at that time regarding scheduled nighttime construction activities.

There will be temporary closure of Runway 15-33 for the duration of construction, and a temporary 3-day closure of Runway 6-24 for any work within the Runway 6-24 Runway Safety Area (RSA), which is a buffer around the runway consisting of smooth and clear grading to serve as additional space in the event an aircraft veers off, overruns, or lands short of or adjacent to the runway. All airfield closures will be coordinated and communicated with the Department of Aviation (DOA) and the local tenants to minimize any disruption to operations. Runway 15-33 is the crosswind runway, which is used substantially less than Runway 6-24, but is utilized more often during certain weather conditions where the main runway is not suitable. Runway 15-33 receives approximately 35% of all

operations (per PNE DOA Operations Data). During the construction of the project, when Runway 15-33 is closed, PNE would be closed for landing operations if there are extreme winds that prevent use of Runway 6-24.

Construction vehicles will be traversing major roadways, which are already heavily traveled, through and around the neighboring communities via East Roosevelt Blvd to Red Lion Road and from Woodhaven Road to Academy Road to access the site. The exact number of construction vehicles is to be determined, but it is estimated that 10-15 triaxle vehicles could be accessing the site at the height of paving activities. No idling or traffic delays are expected. Minimal air quality effects from construction emissions are expected. Construction noise will likely be less than the normal noise associated with airport operations. Normal construction noise averages 85 dBA at 50 feet over an 8-hour workday, whereas aircraft noise is still averaging just over 90 dBA when measured at 2,000 feet. Construction debris produced during the Project will be contained and disposed of properly in accordance with local, state, and federal regulations, and airport traffic will be similar to pre-construction.

Please file any noise complaints through the PHL website at Noise Office | PHL.org. Any additional questions or general inquiries about PNE can be directed to Communications@phl.org .