

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION/RECORD OF DECISION**

REHABILITATION OF RUNWAY 4-22 AND ASSOCIATED TAXIWAYS

**LAGUARDIA AIRPORT
QUEENS, NEW YORK**

Introduction

This Federal Aviation Administration (FAA) Categorical Exclusion/Record of Decision (CATEX/ROD) sets out the FAA's consideration of environmental and other factors for potential federal financial assistance for the Rehabilitation of Runway 4-22 at LaGuardia Airport (LGA), Queens, New York.

Background

Runway (RW) 4-22 is a primary runway at LGA. It was last rehabilitated in 2008 and is nearing the end of its useful life. LGA RW 4-22's weighted average Pavement Condition Index (PCI) was scored at 74 (good) for 2017 and is projected to be 68 (fair) for 2018 and 61 (fair) for 2019.

Proposed Federal Actions

The proposed federal actions are:

1. Determination concerning funding through the Federal grant-in-aid program authorized by the Airport and Airway Improvement Act of 1982, as amended (recodified at 49 U.S.C. §47107) and/or approval of an application to use Passenger Facility Charges (PFCs) under 49 U.S.C. §40117 (this does not determine eligibility or availability of potential funds); and
2. Designation of controlled airspace and revised routing, including navigational aids and temporary changes to flight procedures as described within this CATEX/ROD, and in all associated materials (14 C.F.R. Part 71).

Purpose and Need

Based on the current pavement condition, the purpose and need of the project is to rehabilitate and maintain RW 4-22 pavement in good operational condition and to prolong the useful life of the runway and associated Taxiways.

Project Description

The Proposed Action involves the milling and asphalt concrete overlay of LGA RW 4-22 (7,001 ft x 150 ft) and associated taxiways as detailed below. Work also includes pavement markings, and replacement and upgrade of runway and taxiway lighting systems and guidance signs in accordance with FAA requirements.

Specifically, the project includes:

- Mill and overlay full width of RW 4-22 from the RW 4 threshold to the intersection of RWs 13-31 and 4-22, pavement grooving, pavement markings, replacement of all electrical in pavement light fixtures with LED lights and elevated surface mounted light fixtures, transformers, cabling, conduits and base cans. Associated intersecting taxiways will be included from the runway edge line to the hold bars and beyond if necessary for grade adjustments.
- Mill and overlay full width of Taxiway AA from the RW 4 threshold to south of intersecting Taxiway Y, and Taxiway B from the RW 4 threshold to north of the intersecting Taxiway CY, including pavement grooving, pavement markings, replacement of electrical in pavement light fixtures with LED lights, transformers, cabling, conduits and base cans.
- Replacement of all guidance signs and associated cabling and conduit. The new guidance signs will have LED lights.
- Replacement of in pavement light fixtures with LED lights associated transformers, elevated edge lights and cabling on the RW 4-22 Deck.
- Replacement of in pavement light fixtures associated with RW 4-22 only with LED lights and associated transformers, cabling, conduit and base cans in the intersection area between RWs 4-22 and 13-31.
- Replacement of ice sensors and associated cabling and conduit.

Construction work will be staged during nightly airport closures and weekend runway closures (Friday night through Sunday at noon) to minimize the impact to aeronautical operations. It is currently anticipated that RW 4-22 will be closed to arrival and departure traffic for an estimated five weekends. Sections of the RW and associated taxiways will be made available for aircraft operations as construction is completed. The proposed schedule is to complete RW 4-22 between mid-April 2019 to mid-November 2019 and to complete the associated taxiways between mid-April 2020 to mid-November 2020.

The proposed rehabilitation of RW 4-22 is scheduled at the same time as the reconstruction of RW13L-31R at John F Kennedy International Airport (JFK), 11 miles to the south. If there is bad weather during the closure periods for LGA RW 4-22 rehabilitation, the arrival pattern at LGA could force JFK to only be able to use its RW 13R-31L for all operations, substantially curtailing the operational capabilities of JFK and triggering delays across the National Airspace System. In order to avoid forcing JFK into a single runway configuration during bad weather conditions on nights and weekends when runways at both airports are closed, a temporary approach procedure to LGA RW 31 is proposed for use during the rehabilitation of LGA RW 4-22 when these weather conditions warrant its use.

The temporary approach, known as LGA RNAV (GPS) Y RW 31, is intended to allow JFK to continue to operate on a three-runway configuration for the duration of the rehabilitation of LGA RW 4-22.

A description of the Procedure and figures can be found in Attachment C to this CATEX. The Port Authority and FAA estimated that the procedure would be required on 5 weekends during the duration of construction. This estimate was used as the basis for assessment of the environmental impacts; however, this estimate does not restrict the procedure use to only 5 weekends. Operational conditions during periods of bad weather during night and weekend closures of LGA RW 4/22 will determine the frequency of use. Following completion of runway construction in November 2019, the procedure will no longer be valid and the use will be discontinued.

The project is further detailed in the attached November 2018 documented CATEX form.

Impact Analysis

This project qualifies for the following categorical exclusions set forth in FAA Order 1050.1F: Section 5-6.4.e, Section 5-6.5.i, and Section 5-6.5.m. However, even when proposed actions fall into established categorical exclusion categories, they are further examined to determine if any extraordinary circumstances exist that would prevent the proposed action from being classified as categorically excluded.

Temporary RNAV (GPS) Y RWY 31 Procedure and Noise: The FAA used noise screening to identify potential impacts associated with implementation of the LGA temporary RNAV (GPS) Y RWY 31 procedure. The noise screening process evaluated annualized flight data to obtain Average Annual Day (AAD) procedure expected usage rates. It is estimated that the temporary RNAV procedure will not be utilized equivalent to more than 6 percent of an annual average day in 2019. There were no reportable or significant impacts identified during the screening process. Based on this, FAA made a finding of no potential to cause effects on historic properties. On January 17, 2019, the New York State Office of Parks, Recreation and Historic Preservation determined that no historic properties would be affected by this undertaking.

Coastal Zone: Since the project is located in a coastal zone area, an application seeking concurrence from the New York State Department of State (NYSDOS) and the New York City Waterfront Revitalization Program (WRP) was submitted. The project would not adversely impact coastal zone resources and is consistent with the Waterfront Revitalization and Coastal Resources Act, as well as New York City's WRP. The concurrence from NYSDOS and WRP was received on April 12, 2018 and is included as part of Attachment B of the documented CATEX form. This concurrence demonstrates that the Proposed Project is consistent with all applicable Coastal Zone policies.

Extraordinary Circumstances Review

The Proposed Project and its associated impacts were considered to determine if any Extraordinary Circumstances, as established by FAA Order 1050.1F, Paragraph 5-2 (b), would be triggered, thus requiring discontinuation of consideration for a CATEX and preparation of an Environmental Assessment (EA). This analysis revealed that:

- a. There would be no adverse effects on cultural resources protected under the National Historic Preservation Act. (54 U.S.C. 300101 et seq.) (FAA Order 1050.1F, Paragraph 5-2 (b)(1)).
- b. There would be no use of properties protected under section 4(f) of the Department of Transportation Act, previously 49 U.S.C. Section 303(c). (FAA Order 1050.1F, Paragraph 5-2 (b)(2)).
- c. There would be no impact to threatened or endangered species protected under the Endangered Species Act (16 U.S.C. § 1531 et seq.) or species protected under the Fish and Wildlife Coordination Act (16 U.S.C. 661-667e) or of concern under state law. (FAA Order 1050.1F, Paragraph 5-2 (b)(3)).
- d. There would be no impact to resources protected by the Fish and Wildlife Coordination Act, wetlands, floodplains, coastal zones, national marine sanctuaries, wilderness areas, farmlands, energy supply and natural resources, Wild and Scenic Rivers, or solid waste management. (FAA Order 1050.1F, Paragraph 5-2 (b)(4)).
- e. There would be no division, disruption, or inconsistency with any established community. (FAA Order 1050.1F, Paragraph 5-2 (b)(5)).
- f. There would be no increase in surface transportation and thus no increase in congestion from surface transportation. (FAA Order 1050.1F, Paragraph 5-2 (b)(6)).
- g. There would be no significant impacts on noise levels for noise-sensitive areas. No impacts were identified during the noise screening process; (FAA Order 1050.1F, Paragraph 5-2 (b)(7)).
- h. There would be no impact on air quality or violation of standards under the Clean Air Act. (FAA Order 1050.1F, Paragraph 5-2 (b)(8)).
- i. There would be no impact on water quality. (FAA Order 1050.1F, Paragraph 5-2 (b)(9)).
- j. There is no high degree of controversy on environmental grounds because there is no substantial dispute as to the size, nature, or effect of the proposed Federal action. (FAA Order 1050.1F, Paragraph 5-2 (b)(10)).

- k. There is no likelihood that the Proposed Project is inconsistent with Federal, State, Tribal, or local laws.(FAA Order 1050.1F, Paragraph 5-2 (b)(11)).and,
- l. There is no likelihood that the Proposed Project will create, directly, indirectly, or cumulatively, a significant impact on the human environment.(FAA Order 1050.1F, Paragraph 5-2 (b)(12)).

Public Involvement

In accordance with the Council on Environmental Quality (CEQ) regulations and FAA Order 1050.1F, there is no requirement for soliciting general public comment on Federal actions that meet the requirements for categorical exclusion. However, a project briefing was provided by FAA to the LGA Subcommittee of the New York Community Aviation Roundtable on December 4, 2018.

The Port Authority will place a notice of the FAA's Record of Decision in the Daily News (Queens), the Queens Courier, the Queens Chronical (3 south editions), the South East Queens Press, the Queens Ledger, and the Queens Times Ledger, along with Newsday (Long Island) and the Long Island Herald. Copies of the decision document will be accessible on the Port Authority's public website. In addition, the Port Authority will notify airport stakeholders of the decision, including the Queens Borough President and the LGA Part 150 Study Technical Advisory Committees.

Decision and Order


The FAA recognizes its responsibilities under the National Environmental Policy Act of 1969 (NEPA), its implementing Council on Environmental Quality (CEQ) regulations, and FAA's own directives. Recognizing these responsibilities, I have carefully considered these objectives in relation to aeronautical and environmental factors at LGA Airport and used the environmental process to make a more informed decision.

This decision does not constitute a commitment of funds under the Airport Improvement Program (AIP), however, it does fulfill the environmental prerequisites for future AIP funding determinations associated with AIP-eligible project components. (49 U.S.C. §47107)


Having carefully considered aviation safety and the operational objectives of the Proposed Project, as well as being properly advised as to the anticipated environmental impacts of the proposal, under the authority delegated to me by the Administrator of the FAA, I find that the project is reasonably supported, and, I, therefore, direct that actions be taken to carry out the following

1. Determination concerning funding through the Federal grant-in-aid program authorized by the Airport and Airway Improvement Act of 1982, as amended (recodified at 49 U.S.C. §47107) and/or approval of an application to use Passenger Facility Charges (PFCs) under 49 U.S.C. §40117 (this does not determine eligibility or availability of potential funds); and
2. Designation of controlled airspace and revised routing, including navigational aids and temporary changes to flight procedures as described within this CATEX/ROD, and in all associated materials (14 C.F.R. Part 71).

Recommended:

 1/23/2019
Evelyn Martinez, Manager
New York Airports District Office
Federal Aviation Administration
Date

Approved:

 1/25/19
Steven M. Urlass, Director
Airports Division
Federal Aviation Administration
Eastern Region
Date

Right of Appeal:

This CATEX/ROD constitutes a final order of the FAA Administrator and is subject to exclusive judicial review under 49 U.S.C. § 46110 by the U.S. Circuit Court of Appeals for the District of Columbia or the U.S. Circuit Court of Appeals for the circuit in which the person contesting the

decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate U.S. Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 U.S.C. § 46110. Any party seeking to stay implementation of the ROD must file an application with the FAA prior to seeking judicial relief as provided in Rule 18(a) of the Federal Rules of Appellate Procedure.

APPENDIX A. DOCUMENTED CATEX

Airport sponsors may use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the Environmental Orders (FAA Order 1050.1F and FAA Order 5050.4B).

To request a CATEX determination from the FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and **consult with the Airports District Office or Regional Airports Division Office staff** about the type of information needed. The form and supporting documentation should be completed in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, and submitted to the appropriate FAA Airports District/Division Office. The CATEX cannot be approved until all information/documentation is received and all requirements have been fulfilled.

Name of Airport, LOC ID, and location:

LaGuardia Airport, LGA, Queens New York, New York

Project Title:

Rehabilitation of Runway 4-22 and Associated Taxiways

Give a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDs, change in flight procedures, haul routes, new material or expanded material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

The Port Authority of New York and New Jersey is proposing to rehabilitate Runway 4-22 and associated taxiways (Proposed Project) at LaGuardia Airport (LGA). Runway 4-22 is 7,001 feet long and 150 feet wide. It serves primarily as one of two runways at LGA. Runway 4-22 was last rehabilitated in 2008 and is nearing the end of its useful life.

The Proposed Project provides for the milling and asphalt concrete overlay of Runway 4-22 and associated taxiways. Work also includes pavement markings, and replacement and upgrade of runway and taxiway lighting systems and guidance signs in accordance with FAA requirements. The Proposed Project includes the following scope elements:

- Mill and overlay full width of Runway 4-22 from the Runway 4 threshold to the intersection of Runways 13-31 and 4-22, pavement grooving, pavement markings, replacement of all electrical in pavement light fixtures with LED lights and elevated surface mounted light fixtures, transformers, cabling, conduits and base cans. Associated intersecting taxiways will be included from the runway edge line to the hold bars and beyond if necessary for grade adjustments.
- Mill and overlay full width of Taxiway AA from the Runway 4 threshold to south of intersecting Taxiway Y, and Taxiway B from the Runway 4 threshold to north of the intersecting Taxiway CY, including pavement grooving, pavement markings, replacement of electrical in pavement light fixtures with LED lights, transformers, cabling, conduits and base cans.

- Replacement of all guidance signs and associated cabling and conduit. The new guidance signs will have LED lights.
- Replacement of in pavement light fixtures with LED lights associated transformers, elevated edge lights and cabling on the Runway 4-22 Deck.
- Replacement of in pavement light fixtures associated with Runway 4-22 only with LED lights and associated transformers, cabling, conduit and base cans in the intersection area between Runways 4-22 and 13-31.
- Replacement of ice sensors and associated cabling and conduit.

The proposed area of work is shown in Attachment A.

Runway 4-22's weighted average Pavement Condition Index (PCI) was scored at 74 (good) for 2017 and is projected to be 68 (fair) for 2018 and 61 (fair) for 2019. The PCI score is based on the December 2016 LGA-Airside and Landside Pavement Management Update Final Report. The PCI is used to rate pavement condition and ranges from 0-100, with 0 being the worst condition. Pavement with a score of 0 to 54 is considered to be in poor condition, 55 to 69 is considered fair condition, and 70 to 100 considered good condition. Failure to rehabilitate the pavements could result in further deterioration and subsequent damage to the pavement subbase, which would necessitate higher frequency of maintenance and lengthy disruption in operations.

As required by the Airport's State Pollution Discharge Elimination System (SPDES) permit, a Storm Water Pollution Prevention Plan (SWPPP) will be prepared for the New York State Department of Environmental Conservation (NYSDEC). Since the project site is located in coastal zone area, an application seeking concurrence for this project under the Coastal Zone Management Plan and the New York City Waterfront Revitalization Program was submitted to the New York State Department of State (NYSDOS). The concurrence letter is included in Attachment B.

Work will be staged during nightly airport closures and weekend runway closures (Friday night through Sunday at noon) to minimize the impact to aeronautical operations. It is currently anticipated that Runway 4-22 will be closed for an estimated five weekends. Sections of the runway and associated taxiways will be made available for aircraft operations as construction is completed. The proposed schedule is to complete Runway 4-22 between mid-April 2019 to mid-November 2019 and to complete the associated taxiways between mid-April 2020 to mid-November 2020.

The proposed rehabilitation of Runway 4-22 is scheduled at the same time as reconstruction of Runway 13L-31R at JFK, 11 miles to the south. When LGA Runway 4-22 is closed for rehabilitation, there may be periods of bad weather conditions where the arrival pattern at LGA would force JFK to only be able to use Runway 13R-31L for all operations, substantially curtailing the operational capabilities of JFK and triggering delays across the National Airspace System. In order to avoid forcing JFK into a single runway configuration during bad weather conditions on nights and weekends when runways at both airports are closed, a temporary approach procedure to LGA Runway 31 is proposed for use during the rehabilitation of LGA Runway 4-22. The temporary approach, known as LGA RNAV (GPS) Y RW 31 will allow JFK to continue to operate on a three-runway configuration for the duration of the rehabilitation of Runway 4-22

at LGA. A description of the Procedure and figures can be found in Attachment C to this Categorical Exclusion. The Port Authority and FAA estimate that the procedure would be required on 5 weekends during the duration of construction; however, this estimate does not restrict the procedure to use on only 5 weekends. Operational conditions during periods of bad weather during night and weekend closures of LGA Runway 4/22 will determine the frequency of use. Following completion of runway construction in November 2019, the procedure will no longer be valid and the use will be discontinued.

Give a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding airport property.

The Proposed Project includes rehabilitation of Runway 4-22 and associated taxiways located in the western portion of LGA. Proposed Project site is located at west of Terminal B and East of Terminal A. The area of work is shown in Attachment A.

Identify the appropriate CATEX paragraph(s) from Order 1050.1F (paragraph 5-6.1 through 5-6.6) or 5050.4B (Tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

FAA 1050.1F Section 5-6.4.e:

The following are within the scope of a CATEX if the project will not result in significant erosion or sedimentation, and will not result in a significant noise increase over noise sensitive areas or result in significant impacts on air quality:

Construction, repair, reconstruction, resurfacing, extending, strengthening, or widening of a taxiway, apron, loading ramp, or runway safety area (RSA), including an RSA using Engineered Material Arresting System (EMAS); or

Reconstruction, resurfacing, extending, strengthening, or widening of an existing runway.

FAA 1050.1F Section 5-6.5.i:

Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied.

FAA 1050.1F Section 5-6.5.m:

Short-term changes in air traffic control procedures, not to exceed six months, conducted under 3,000 feet above ground level (AGL) to accommodate airport construction.

The circumstances one must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders 1050.1F, 5050.4B, and the Desk Reference for Airports Actions, as well as other guidance documents to assist

you in determining what information needs to be provided about these resource topics to address potential impacts. Keep in mind that both construction and operational impacts must be included. Indicate whether or not there would be any effects under the particular resource topic and, **if needed**, cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.

5-2.b(1) National Historic Preservation Act (NHPA) resources

	YES	NO
<p>Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required.</p> <p>The Marine Air Terminal (Terminal A) is located on the western portion of LGA, near the Proposed Project site. Hangars 3 and 5 are located East of the Project site. The locations of the Hangars and the Marine Terminal are shown on Attachment A. The Proposed Project is not expected to have any effect on the Marine Air Terminal or Hangars 3 and 5.</p> <p>There are several resources listed or eligible for listing in the areas of Northern Queens and Northern Nassau County over which the new temporary arrival procedure would be located. The closest community to the Airport that would be overflown by the new procedure is Flushing, Queens, which has 15 resources listed on the National Register, including, but not limited to, the Broadway-Flushing District, the John Bowne House, the Flushing Armory, the Old Quaker Meeting House, and St. George's Church.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p> <p>All construction would occur on airport previously-disturbed property and would not impact the Marine Air Terminal.</p> <p>An FAA noise screening analysis of the proposed procedure was completed to determine the potential for impacts associated with the temporary RNAV (GPS) Y Runway 31 Arrival Procedure and no impacts were identified. The procedure would not be used routinely or on a regular basis and is limited in use to the duration of construction and not to exceed 180 days in total. The neighborhoods in question routinely have aircraft operating overhead.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available)</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO or a tribal representative along with the SHPO may be required.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(2) Department of Transportation Act Section 4(f) and 6(f) resources

	YES	NO
Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1F) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will project construction or operation physically or constructively "use" any Section 4(f) resource? If yes, describe the nature and extent of the use and/or impacts, and why there are no prudent and feasible alternatives. See 5050.4B Desk Reference Chapter 7.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(3) Threatened or Endangered Species

	YES	NO
Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish & Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated. Provide the Biological Assessment and Biological Opinion, if required.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish & Wildlife Service).	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b (4) Other Resources

Items to consider include:

a. Fish and Wildlife Coordination Act	YES	NO
Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize, or mitigate impacts.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Wetlands and Other Waters of the U.S.	YES	NO
Are there any wetlands or other waters of the U.S. in or near the project area? A portion of the Proposed Project work would occur on the runway deck which extends into the navigable waters of the United States, but the work consists of repairs to existing electrical infrastructure only. The Proposed Project does not include work that will require accessing the deck from the water.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination. If delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands. The Proposed Project would not affect any jurisdictional vegetated wetlands or intertidal wetlands.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If wetlands are present, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Floodplains	YES	NO
Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Proposed Project work would occur within the base tidal floodplain of the Upper East River, but the repair work to the existing infrastructure is not expected to impact floodplain resources.		
d. Coastal Resources	YES	NO
Will the project occur in or impact a coastal zone as defined by the State's Coastal Zone Management Plan? If yes, discuss the project's consistency with the State's CZMP. Attach the consistency determination if applicable. The Proposed Project is located within the coastal zone. The CZMP concurrence from New York Department of State is included in Attachment B.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. National Marine Sanctuaries	YES	NO
Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Wilderness Areas	YES	NO
Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Farmland	YES	NO
Is there prime, unique, state, or locally important farmland in/near the project area? Describe any significant impacts from the project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

h. Energy Supply and Natural Resources	YES	NO
Will the project change energy requirements or use consumable natural resources either during construction or during operations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during construction or operations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Wild and Scenic Rivers	YES	NO
Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Solid Waste Management	YES	NO
Does the project (either the construction activity or the completed, operational facility) have the potential to generate significant levels of solid waste? If so, discuss how these will be managed. Waste material generated from asphalt milling will be recycled to the greatest extent possible. Project specifications will include reference to provisions of Advisory Circular 150/5370-10(current edition), Standards for Specifying Construction on Airports.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(5) Disruption of an Established Community

	YES	NO
Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are residents or businesses being relocated as part of the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(6) Environmental Justice

	YES	NO
Are there minority and/or low-income populations in/near the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project cause any disproportionately high and adverse impacts to minority and/or low-income populations? Attach census data if warranted.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(7) Surface Transportation

	YES	NO
Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(8) Noise

	YES	NO
Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented?</p> <p>The planned schedule is to complete the rehabilitation of Runway 4-22 between mid-April 2019 to mid-November 2019 and to complete the rehabilitation of the associated taxiways between mid-April 2020 to mid-November 2020. When Runway 4-22 is closed for construction, all operations will be utilizing Runway 13-31. Construction on Runway 4-22 will be performed at night and on weekends, when flight activity is lowest, to minimize operational impacts at the Airport. It is currently anticipated that the work will require Runway 4-22 to be closed approximately 5 weekends in 2019.</p> <p>A temporary approach procedure to LGA Runway 31 is proposed for use during the rehabilitation of LGA Runway 4-22. A description of the Procedure and figures can be found in Attachment C to this Categorical Exclusion. The Port Authority and FAA estimate that the procedure would be required on 5 weekends during the duration of construction; however, this estimate does not restrict the procedure to use on only 5 weekends. Operational conditions during periods of bad weather during night and weekend closures of LGA Runway 4/22 will determine the frequency of use. Following completion of runway construction in November 2019, the procedure will no longer be valid and the use will be discontinued.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations.</p> <p>The project will not result in an increase in operations.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method. If yes, provide that documentation.</p> <p>The FAA used noise screening to identify potential impacts associated with implementation of the LGA temporary RVAV (GPS) Y RWY 31 procedure. The noise screening process evaluated annualized flight data to obtain Average Annual Day (AAD) procedure expected usage rates. It is estimated that the RNAV procedure will not be utilized more than 6 percent annually. There were no impacts identified during the screening process.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(9) Air Quality

	YES	NO
Is the project located in a Clean Air Act non-attainment or maintenance area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels (provide the paragraph citation for the exemption or presumed to conform list below, if applicable) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation. FR vol.72 no. 145 pg. 41565 – Presumed to Conform category_II.2. Routine Maintenance and Repair Activities (pg. 41567)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b (10) Water Quality

	YES	NO
Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers, and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.). The Proposed Project includes electrical work on the portion of Runway 4-22 that extends over Flushing Bay and the East River.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project increase the amount or rate of stormwater runoff either during construction or during operations? Describe any steps that will be taken to ensure it will not impact water quality.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
As required by the State Pollution Discharge Elimination System (SPDES) permit, a Storm Water Pollution Prevention Plan (SWPPP) will be prepared for the New York State Department of Environmental Conservation (NYSDEC).		
Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are any water quality related permits required? If yes, list the appropriate permits.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(11) Highly Controversial on Environmental Grounds

	YES	NO
Is the project highly controversial? The term "highly controversial" means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project's risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(12) Inconsistent with Federal, State, Tribal or Local Law

	YES	NO
Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the project incompatible with surrounding land uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2 .b (13) Light Emissions, Visual Effects, and Hazardous Materials

a. Light Emissions and Visual Effects	YES	NO
Will the proposed project produce light emission impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Hazardous Materials	YES	NO
Does the project involve or affect hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will construction take place in an area that contains or previously contained hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled? No hazardous substances are expected to be encountered during the milling and grading operations of this project. If any stained soils are observed or if soils are found contaminated with petroleum products, the material will be managed in accordance with all pertinent local, State and Federal regulations.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2 .b (14) Public Involvement

	YES	NO
Was there any public notification or involvement? If yes, provide documentation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2 .b (15) Indirect/Secondary/Induced Impacts

	YES	NO
Will the project result in indirect/secondary/induced impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact?</p> <p>The proposed construction schedule includes the rehabilitation of Runway 4-22 between mid-April 2019 and mid-November 2019 and the completion of the taxiway rehabilitations between mid-April 2020 and mid-November 2020. The work will be completed at night and during weekend closures.</p> <p>Construction of the Proposed Project will coincide with the following on-going and proposed construction projects at LGA:</p> <p>Central Terminal Building Redevelopment Project</p> <p>The PANYNJ is currently redeveloping the Central Terminal Building (CTB) and the associated airside apron and landside roadways. Construction began in the 2nd quarter of 2016 and is expected to continue through the 1st quarter of 2022. The PANYNJ prepared an Environmental Assessment and received a Finding of No Significant Impacts/Record of Decision (FONSI/ROD) in December 2014. The design of the proposed CTB subsequently changed following the issuance of the FONSI/ROD, prompting the PANYNJ to prepare the December 2015 Technical Report: Proposed Design Changes to the Central Terminal Building Redevelopment Program at LaGuardia Airport (Technical Report). The FAA issued a Written Reevaluation and Record of Decision in December 2015 in response to the Technical Report.</p> <p>East Side Reconfiguration Project</p> <p>Delta Air Lines (Delta) is currently replacing Terminals C & D with a new terminal building and reconfiguring the associated airside apron and landside roadways. Construction on the project began in 2017 and is expected to extend through the 1st quarter of 2026. An EA was prepared for the project and the FAA issued a FONSI/ROD in July 2017.</p> <p>Ground Based Augmentation System(GBAS)</p> <p>The PANYNJ is proposing to install GBAS at LGA in 2019. A CATEX will be prepared for FAA review.</p> <p>LGA Access Improvement Project</p> <p>PANYNJ is proposing to construct an AirTrain connecting existing mass transit services to Terminals B and C. An Environmental Impact Statement(EIS) will be prepared for the project.</p> <p>The Proposed Project will not result in significant cumulative impacts when considered with other on-going projects. The construction activities associated with the Proposed Project will be occurring wholly airside and on the westside of the airport, independent from the terminal redevelopments occurring on the eastside of the airport. The construction of the Proposed Project will occur at night and on weekends, whereas the construction for the on-going terminal development</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	YES	NO
<p>projects occurs during weekdays. The location and the timing of the Proposed Project construction activities will eliminate potential construction related cumulative impacts, such as traffic or emission impacts. There will also be no cumulative impacts following construction, because the Runway and associated taxiways will resume normal pre-construction operations.</p> <p>The impacts of the Proposed Project would have to be considered in evaluating cumulative impacts associated with any future potential projects at the Airport. However, it is not expected that the Proposed Project would contribute to any significant cumulative impacts because, like the terminal redevelopment projects, construction of other projects likely would occur during the weekdays.</p>		

Permits


List any permits required for the proposed project that have not been previously discussed. Provide details on the status of permits.

Environmental Commitments

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for a CATEX.

Preparer Information

Point of Contact: Kathryn Lamond		
Address: 4 World Trade Center - 18th Floor		
City: New York	State: NY	Zip Code: 10007
Phone: 212-435-3783	Email Address: klamond@panynj.gov	

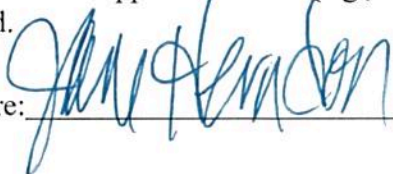
Signature:  Date: 11/20/18

Airport Sponsor Information and Certification (may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision.

Point of Contact: Jane Herndon		
Address: 4 World Trade Center - 18th Floor		
City: New York	State: NY	Zip Code: 10007
Phone Number: 212-435-3747	Email Address: jherndon@panynj.gov	
Additional Name(s):	Additional Email Address(es):	

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:  Date: 11/20/18

FAA Decision

Having reviewed the above information, it is the FAA's decision that the proposed project (s) or development warrants environmental processing as indicated below.

Name of Airport, LOC ID, and location:

LaGuardia Airport, LGA, New York, New York

Project Title:

Rehabilitation of Runway 4-22 and Associated Taxiways

- ☒ No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1.F CATEX that applies: 5-6.4.e, 5-6.5.i, 5-6.5.m)
- ☐..An Environmental Assessment (EA) is required.
- ☐..An Environmental Impact Statement (EIS) is required.
- ☐..The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Name: Steven M. Urlass
Responsible FAA Official

Title: Director, Eastern Region Airports Division

Signature:  Date: 1/25/19

Attachment A: Location Plan

Attachment B: CZMP Concurrence

April 12, 2018

Marc Helman
Port Authority of New York & New Jersey
4 World Trade Center
150 Greenwich Street, 20th Floor
New York, NY 10007

Re: **F-2017-0323 (FA)**
Port Authority of New York & New Jersey
(PANYNJ), LaGuardia Airport (LGA);
Federal Aviation Administration (FAA) funding -
Queens, Flushing, New York; East River/ Flushing Bay

Rehabilitation of Runway 4/22 and associated taxiways

General Concurrence - No Objection to Funding

Dear Mr. Helman:

The Department of State (DOS) received the information you submitted regarding the above matter on April 02, 2018 and has completed its review. The Department of State has no objection to the use of federal funds for the proposed activities and has no objection to the project as proposed in the current application.

When communicating with us regarding this matter, please contact us at (518) 474-6000 and refer to our file F-2017-0323 (FA) pertaining to the federal funding.

Sincerely,



Jeffrey Zappieri
Supervisor, Consistency Review Unit
Office of Planning and Development

JZ/ TS

Cc: USACE – NYD – Steve Ryba
NYSDEC, Region 2 – Steve Watts



**Department
of State**

Attachment C: Temporary Flight Procedure

ATTACHMENT C: Screening Analysis for Proposed Temporary RNAV (GPS) Y RW 31 Procedure

Average Annual Day (AAD) fleet mix data is obtained from an analysis of historical FAA Performance Based Navigation (PBN) and CountOps Traffic Flow Management System Counts (TFMSC) systems flight data sets. FAA noise screening computes the fleet mix combination with altitude and night operations considerations to determine if the number of operations are high enough to indicate a significant impact and warrant additional noise screening. To evaluate the impact of 5167 annualized flights using the proposed temporary procedure, noise screening evaluated AAD values of .01 for Pistons, 0.1 for Small Jets, 27.9 for Large Jets (incl Medium Jets), and 0 for Heavy Jets due to the fact that heavy jet arrivals to LGA are less than nominal (.026%) for an entire year. For the noise screening analysis, medium jets were added to the large jet screening category to create a scenario whereby the analysis would be of the loudest footprint available from the jet category comprising the largest concentration of arrivals to LGA. To account for the possibility of night operations, a value of 1% of the concentration of aircraft in each aircraft category was used as an aggressive estimate for determining the night operations AAD value of the aircraft category. Therefore, though temporary increases in noise may occur underneath the arrival path when in use in the limited intended way, no significant or reportable noise impacts are expected to result from the temporary RNAV (GPS) Y RW 31 Arrival Procedure during the Runway 4/22 Rehabilitation.

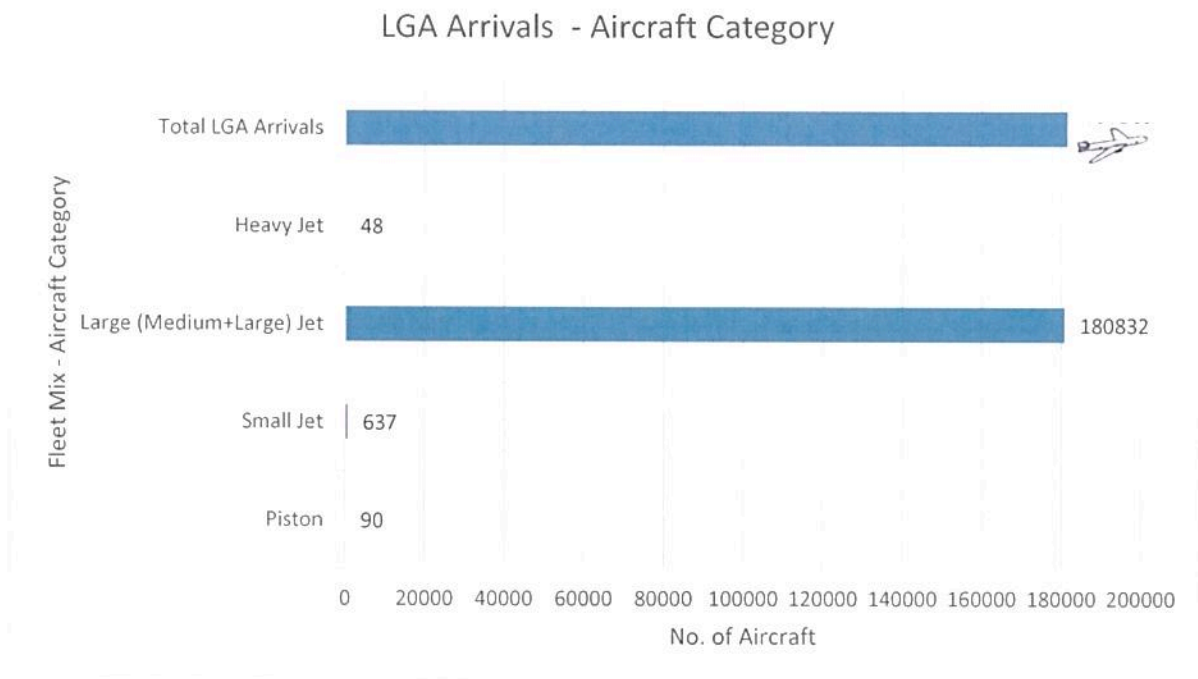


Table 6-3. TRAF Test for Arrival Routes or Procedures

Altitude (feet AGL)	Pistons	Small Jets	Turboprops	Large Jets	Heavy Jets
0	0	0	0	0	0
500	6	0	1	1	0
1000	28	1	4	3	1
1500	52	6	13	8	2
2000	92	16	26	13	3
2500	128	39	39	20	5
3000	164	68	58	56	8
4000	266	172	137	157	20
5000	394	368	249	285	41
6000	751	990	532	768	109
7000	751	990	532	768	109

Proposed RNAV (GPS) Y RW 31 Arrival: Flight Segments and Altitudes



Proposed RNAV (GPS) Y RW 31 Arrival: Draft Approach Plate

NEW YORK, NEW YORK

WAA5	APP CRS	Rwy Idg	7003
CH 48928	314°	TDZE	7
W31A		Apt Elev	21

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 33°C (91°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 4.

RNAV (GPS) Y RWY 31

LAGUARDIA (LGA)

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct CPOG and hold.

D-ATIS ARR	125.95
D-ATIS DEP	127.05

NEW YORK APP CON	120.8 263.0
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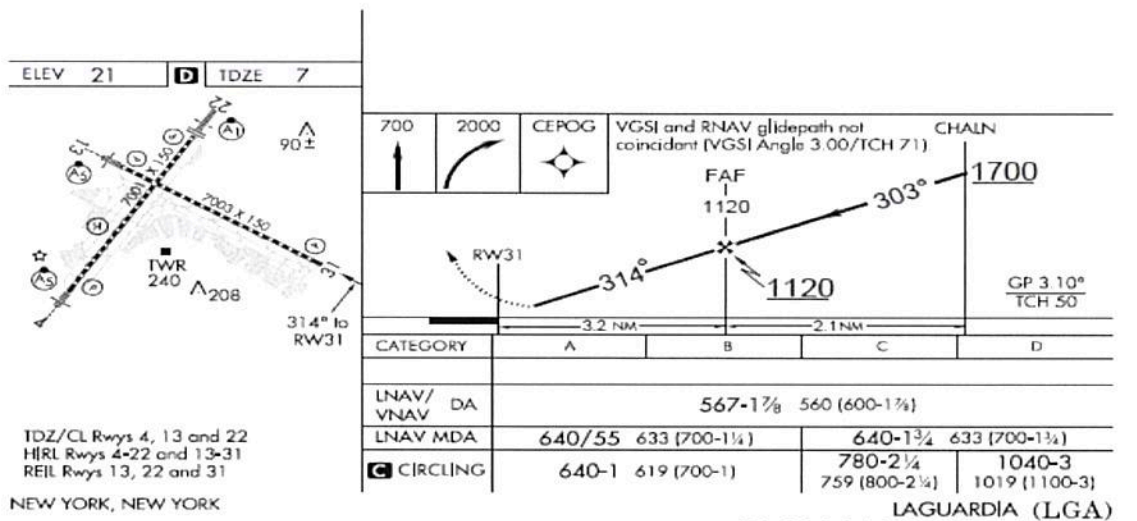
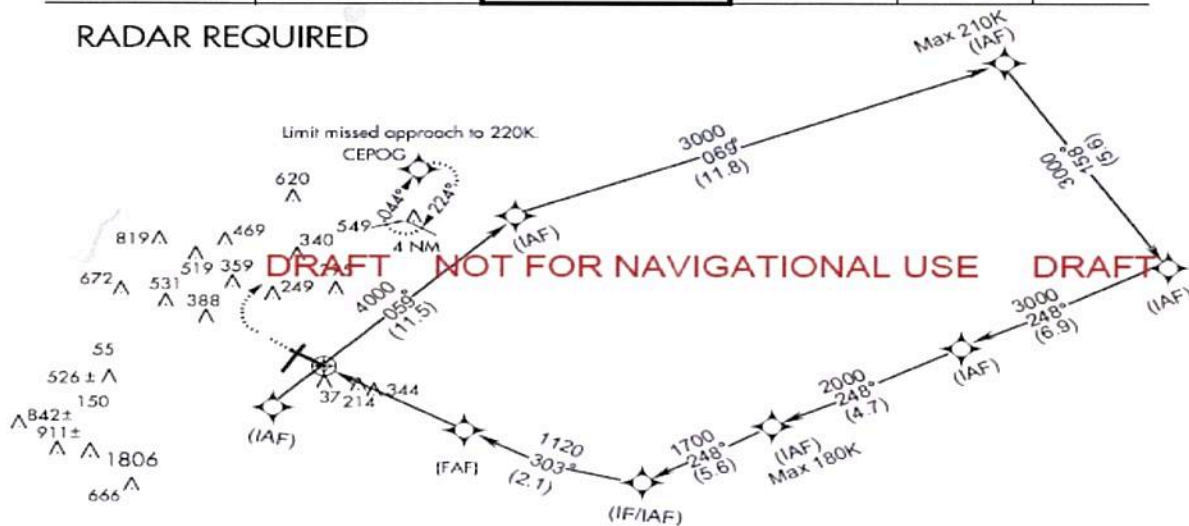
LAGUARDIA TOWER	118.7 263.0
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GND CON	121.7 263.0
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CLNC DEL	135.2
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CPDLC

RADAR REQUIRED



LAGUARDIA (LGA)
RNAV (GPS) Y RWY 31



ANDREW M. CUOMO
Governor

Parks, Recreation, and Historic Preservation

ROSE HARVEY
Commissioner

January 17, 2019

Ms. Marie Jenet
Environmental Specialist
Federal Aviation Administration
New York Airports District Office
159-30 Rockaway Blvd, Suite 111
Jamaica, NY 11434

Re: FAA
LaGuardia Runway 4-22 Rehabilitation Noise screening Analysis
19PR00386

Dear Ms. Jenet:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the project in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

Based upon this review, the New York SHPO has determined that no historic properties will be affected by this undertaking.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

Michael F. Lynch, P.E., AIA
Director, Division for Historic Preservation