

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

FINDING OF NO SIGNIFICANT IMPACT

LOCATION

Greenwood Lake Airport (4N1)
Township of West Milford, Passaic County, New Jersey

DESCRIPTION OF THE PROPOSED ACTION

A total of 271 obstructions have been identified on airport property, adversely affecting aircraft safety. Of these obstructions, eight (8) were identified as man-made objects¹. The remaining 263 obstructions are associated with a total of 189 individual trees. Some of these trees have multiple branches or multiple trunks each representing a separate obstruction penetrating the surface.

The airport operates under special instructions to pilots directing their approach and departure procedures and patterns to avoid conflict with these obstructions. Removal and/or topping of the naturally occurring obstructions (the trees) is required to maintain runway approach and departure surfaces free of obstruction to the extent possible. The Proposed Action is anticipated to be conducted in multiple phases. Phase 1 includes the removal/topping of 93 tree obstructions and the Future Phase(s) includes the removal/topping of 170 tree obstructions. Figure 1 of the Final EA shows the locations of the obstructions, including the trees requiring attention. Symbology in the figure represents location of obstructions and not the actual number of obstructions.

The removal/topping of the trees is anticipated to be conducted by arborists accessing this area on foot and by using hand-held equipment (e.g., chainsaws, handsaws). Machinery will not be used due to the topography of the property and issues with access. If necessary, for the Future Phase, a temporary metal plate may be used to cross Morsetown Brook. Tree stumps will remain in place for both phases and no grubbing will occur, minimizing impacts to ground surfaces. It is anticipated that all vegetative debris will remain on site unless any state or federal regulatory requirements mandate that the debris be removed (e.g. in a floodway). If debris removal is required, the contractor will remove debris on foot and by using hand-held equipment except for the north end (Phase 1) where a low-pressure mini skid steer tracked machine with a log grapple or brush grapple may be utilized. This machinery will assist in removal of debris while minimizing ground disturbance. The contractor would access the area at the north end of the property from Airport Road.

PROPOSED FEDERAL ACTION

The proposed federal action is federal grant-in-aid funding from the FAA through the Airport Improvement Program (AIP) and/or approval of an application to use Passenger Facility Charges (PFCs).”

¹ The eight (8) man-made obstructions are poles or buildings. They are outside the scope of this review and will not be removed as part of this Proposed Action.

PURPOSE AND NEED

The purpose of the Proposed Action is to enhance air safety by removing obstructions and to follow FAA requirements to operate airports safely and efficiently. FAA Advisory Circular 150/5300-13B Tables 3-3 and 3-5 describe the critical airspace surfaces relevant to the projection of navigable airspace to each runway end at 4N1. The FAA defines and regulates airspace surrounding airports in Title 14 CFR Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace (Part 77) and AC 150-5300.

Trees and other man-made structures located on the airport property have been found to be obstructions to the 20:1 approach surface and 40:1 departure surface for the Runway 06 and Runway 24 ends. A total of 263 tree obstructions have been identified on airport property as obstructions adversely affecting aircraft safety. All obstructions are physically located on airport property. Removal/topping of these obstructions is required to maintain runway approach and departure surfaces free of obstruction.

ALTERNATIVES

To achieve the purpose of the Proposed Action, obstructions need to be removed from the airport runways. There are two alternatives that will achieve this purpose. These alternatives include:

1. Remove the naturally occurring obstructions (the trees) from the runways or
2. Relocate or realign the runways from the naturally occurring obstructions (the trees)

Out of these two alternatives, the relocation or realignment of the airport runways is not feasible because there is not enough land to provide an alternate route. Therefore, Alternative 1, the removal of the obstructions around the runways, is the only feasible and reasonable alternative that achieves the project purpose and need. Three options to remove the obstructions include the following:

1. Removal of the trees by cutting them at the base and leaving stumps in place.
2. Topping of the trees that have been identified as being obstructions.
3. A combination of removal of trees by cutting them at the base and leaving stumps in place and topping some trees, depending on regulatory agency requirements.

The No Action Alternative would not fulfill the goal and objective of removing any obstructions and, therefore, would not achieve the purpose and need of the Proposed Action. Furthermore, air safety would not be enhanced because the trees would continue to grow and become an even worse obstruction. By allowing the trees to grow, the airport would no longer be in compliance with FAA regulations.

DISCUSSION²

The EA entitled, “Greenwood Lake Airport Removal of On-Airport Obstructions,” submitted June 6, 2025, addresses the effect of the Proposed Action on the quality of the human and natural environment and is incorporated into this Finding. The following impact analysis highlights the more thorough analysis presented in the document. The environmental impact categories of Coastal Resources, Section 4(f), Farmlands, Water Resources subcategory: Wild and Scenic Rivers were not relevant to the Proposed Action due to their absence within the study area and no further analysis was conducted.

Air-Quality:

The Proposed Action is located in Passaic County, NJ, which is included in the EPA-designated New York-Northern New Jersey-Long Island, NY-NJ-CT non-attainment area. This area is designated as Serious nonattainment for the 8-hour ozone standard and maintenance for PM-2.5.

The Proposed Action includes the removal of obstructions, general landscaping, erosion control, and grading. These activities are exempt from the requirement set forth in 42 U.S.C. § 7506(c) that a Federal agency demonstrate conformity with an applicable State Implementation Plan. 40 CFR § 93.153(c)(2)(iv).

The work involves the use of handheld equipment (e.g., chainsaws, handsaws), due to which a temporary increase in localized emissions may occur. Additional methods may include the use of a low-pressure mini skid steer tracked machine with a log grapple or brush grapple to remove vegetative debris, if needed, for the north end (Phase 1), which may also have a temporary increase in localized emissions. These short-term temporary emissions are considered to be negligible and below de minimis thresholds. Therefore, no significant impacts are anticipated.

Biological Resources:

Threatened and endangered species exist within the Proposed Action area. As a result, Endangered Species Act (ESA) Section 7 consultation was conducted with the United States Fish and Wildlife Service (USFWS). The USFWS concurred that the Proposed Action may affect but is not likely to adversely affect the species under its jurisdiction. Please refer to the letter dated 4/3/24 from USFWS to FAA in Attachment 2 of the Final EA.

Based on a desktop review of the Proposed Action area conducted by USFWS, the wetlands within and immediately adjacent to the project are classified as forested wetland and scrub/shrub wetlands. These wetlands are not anticipated to support suitable bog turtle habitat due to the absence of any substantial emergent wetland area within the wetland complex. Therefore, no adverse effects to bog turtle are anticipated.

Although the Proposed Action is located within the spring staging and fall swarming buffers for two known northern long-eared bat hibernacula, and within potential summer habitat for the Indiana bat, the landscape surrounding the airport has a high percent forest cover, so the reduction of suitable bat habitat is anticipated to have insignificant effects on the Indiana or

² FAA Order 1050.1G, FAA National Environmental Policy Act Implementing Procedures was published on June 30th, 2025. Preparation for this Draft EA was completed pursuant to FAA Order 1050.1F and there are no changes that affect the environmental analysis. Additionally, this EA was prepared pursuant to current Executive Orders and current case law.

northern long-eared bat. Additionally, the tree removal will be seasonally restricted such that tree removal can only occur outside of the bat active season (i.e., no tree removal during April 1- November 15) to minimize disturbance to bats.

The USFWS' species distribution model for small whorled pogonia indicates that suitable habitat may potentially be present within a small portion of the Future Phase project area. However, based on the species distribution model's relatively low confidence that suitable small whorled pogonia habitat is present. As per the letter from the FAA to the USFWS, dated March 27, 2024, the project proponent (NJDOT) has agreed to conduct a survey for small whorled pogonia habitat within the Future Phase project area prior to initiating construction. As this species typically flowers from mid-May to mid-June, the survey will be conducted during this time frame prior to any future phase tree removal. If suitable habitat for the species is documented, the FAA will reinstate consultation with the USFWS to determine if additional survey efforts or conservation measures are appropriate. Potential conservation measures to avoid/minimize impacts to small whorled pogonia, if found, may include:

- Marking the location of each plant in the field with 4 stakes to delineate a 2 ft x 2 ft square around the plant. If deer herbivory is prevalent at the airport, small wire fences/cages or similar herbivore-exclusion devices may be placed over/around each plant and anchored into place to serve as plant markers and herbivore deterrents. Plant markers must be placed during the growing season while small whorled pogonia plants are in flower or in fruit (typically May 15 – July 20).
- Small whorled pogonia is a long-lived perennial species that can remain dormant underground for several years before reemerging above ground when environmental conditions are right. To the extent the project schedule allows, the USFWS recommends conducting annual surveys for small whorled pogonia and marking plant locations for multiple years in a row prior to beginning project construction.
- The project activities will be modified to the extent possible to avoid or minimize disturbance to small whorled pogonia and its habitat. This may include actions like modifying access paths to avoid trampling small whorled pogonia plants or their habitat, trimming/topping of trees within habitat (as opposed to felling the entire tree), lowering tree debris to the ground with ropes to avoid accidentally crushing plants when working within habitat, removing all cut vegetation debris from within small whorled pogonia habitat, etc.
- If the project involves work in the immediate vicinity of the small whorled pogonia plants, the USFWS may recommend having a plant monitor on-site during work within habitat to enforce conservation measures and handle any unforeseen circumstances that may arise.

The tricolored bat may occur within the action area. The Proposed Action is not likely to jeopardize the continued existence of the tricolored bat; therefore, ESA Section 7(a)(4) conference is not required for this proposed endangered species. Once a final rule to list the tricolored bat is published and goes into effect, consultation and prohibitions against unpermitted "take" of the species will apply. The FAA will then assess the Proposed Action's potential impacts to tricolored bats and reinstate consultation with the USFWS if project activities 'may affect' the species. The monarch butterfly was designated a candidate for ESA listing in December 2020. Although candidate species receive no substantive or procedural protection

under the ESA prior to listing, the USFWS encourages consideration of these species in project planning. The monarch range includes all of New Jersey, including small habitat patches within developed areas. The USFWS encourages adherence to best management practices for avoiding impacts to the monarch and improving habitat where possible.

Subsequent to the USFWS consultation letter, the monarch butterfly was proposed as a Federally threatened species by USFWS on December 12, 2024. The proposed tree removal/trimming will not jeopardize the continued existence of the species, therefore, conference with the USFWS is not required.

Due to the nature of the Proposed Action (tree removal/trimming), it is not likely that monarchs will be impacted, and opportunities for improving habitat would not be available. However, if this determination changes, a plan following USFWS best management practices will be developed to avoid impacts to the species or its habitat. These BMPs could include such actions as:

- Planting native milkweed and nectar plants
- Minimizing pesticide use
- Maintaining habitat using conservation-timed mowing

Standard threatened and endangered species timing restrictions for freshwater wetlands and endangered species habitats will apply. Tree removal/topping timing restrictions will be adhered to as to not impact any of the above listed species as required by the New Jersey Department of Environmental Protection (NJDEP) and the USFWS. timing restrictions will include:

- Barred owl – March 1 to July 15th.
- Red shouldered hawk - March 1 to July 15th.
- Indiana bat – No removal/topping of trees from April 1st to November 15th.
- Northern long eared bat – No removal/topping of trees from April 1st to November 15th.
- Golden-winged Warbler – May 1 to July 20th.

The Proposed Action site is heavily wooded, and no tree removal will be undertaken during threatened or endangered species breeding seasons. Further, it is anticipated that the canopy area reduction from a removed tree will be replaced as adjacent tree canopies expand into the newly opened areas. Additionally, no critical habitats have been identified in the area. No significant impacts are anticipated.

Climate:

Based on the proposed action of removal/topping of tree obstructions in the vicinity of the runway, no increase or decrease in greenhouse gases is anticipated other than short-term temporary emissions. The work involves the use of handheld equipment (e.g., chainsaws, handsaws), due to which de minimis temporary increase in localized emissions may occur. Removal of the total of 263 tree obstructions is conservatively anticipated to require approximately 60 working days during which up to 1 to 2 chainsaws will be operated intermittently throughout the workday. As most of the trees that are deep into wooded areas are expected to be felled and left in place, a skid steer vehicle may potentially be used intermittently for Phase 1. These short-term temporary emissions are considered to be negligible and below de minimis thresholds. No change in emissions or greenhouse gas emissions is anticipated as the

Proposed Action will not result in any change in airport's landing and take-off operations (LTO)s.

Based on the estimated construction and operations emissions the Proposed Action would not significantly contribute to global climate change.

Hazardous Materials, Solid Waste, and Pollution Prevention:

The Proposed Action is not anticipated to encounter any hazardous materials, solid waste, or any type of pollution. The Proposed Action will not result in any ground disturbance. Trees will be cut near the base with the stumps left in place. Therefore, not significant impacts are anticipated.

Historical, Architectural, Archeological, and Cultural Resources:

Information pertaining to the Proposed Action was provided to the NJ State Historic Preservation Office (NJHPO) for review per Section 106. The NJHPO concurred that there are no historic properties affected within the Area of Potential Effect (APE) in correspondence dated April 3, 2024. No further Section 106 consultation is required unless project plans change, or additional resources are discovered during project implementation.

Land Use:

No, disruption of communities, relocation of residences or businesses are anticipated. The removal or topping of trees associated with the Proposed Action would not create a wildlife hazard. The proposed action is for the continued use of the airport and does not include any changes to the present zoning and land uses of the airport property as well as the surrounding area. Therefore, it can be concluded that no significant land use impact would occur under the Proposed Action.

Natural Resources and Energy Supply:

The Proposed Action would not significantly impact natural resources or energy consumption required for airport. The cutting of the trees will involve the use of gasoline powered chain saws, and a skid steer vehicle may potentially be used intermittently for Phase 1 for removal of the felled trees that are reasonably accessible. Trees located deep into heavily wooded areas will be left in place after cutting.

Neither the Proposed Action nor the No Action Alternative would not have the potential to cause demand to exceed available or future supplies of these resources. Therefore, no significant impacts are anticipated.

Noise and Noise-Compatible Land Use:

The Proposed Action will only include the removal, topping, and/or trimming of trees and will not result in an increase in noise. Temporary short-term noise impacts may occur through the use of equipment; however, this impact will be negligible and de minimis.

Socioeconomics and Children's Environmental Health and Safety Risks:

The Proposed Action involves cutting of trees that represent obstructions to arriving and/or departing aircraft. No change in the type of volume of activity at the airport will result from this project. Therefore, no socioeconomic impacts are expected. Access to the airport airside where the trees are to be cut are located is access-restricted. Therefore, no potential health or safety risks to children or adults are expected.

Traffic:

The Proposed Action would not cause an alteration in surface traffic patterns or cause a noticeable increase in surface traffic congestion or decrease in Level of Service.

Visual Effects:

The Proposed Action would not have the potential to create annoyance or interfere with normal activities from light emissions for nearby residents. The number of trees recommended to be topped or removed are located on Greenwood Lake Airport property. The tree removal/topping is limited, and a sufficient wooded buffer will remain to provide a screen to the surrounding properties. The selective tree removal will also not result in any light emissions or alter the visibility of light currently emitted by the airport operations. Therefore, no significant impacts are anticipated with the Proposed Action.

Water Resources:

Wetlands

Both phases of the Proposed Action involve cutting vegetation in State of New Jersey regulated freshwater wetland and freshwater wetland transition areas. An initial wetland delineation was performed in 2017 and a supplemental delineation was conducted of freshwater wetlands/state open waters in 2021 to identify, delineate, and evaluate any potential wetlands/state open waters within approximately 150 feet of the proposed Greenwood Lake Airport project limits. The delineations were conducted in accordance with the three-parameter approach described by the methodologies defined in the 1989 interagency Federal Manual for Identifying and Delineating Jurisdictional Wetlands as is required by NJDEP. See Attachment 4, of the Final EA, which includes these two delineation reports and supporting figures.

A pre-application meeting was held with NJDEP on May 29, 2024, to discuss the applicable permitting and requirements for the Proposed Action. The property surrounding the operating airport runway area includes deciduous wooded uplands, deciduous wooded freshwater wetlands, scrub-shrub wetlands, maintained grass, herbaceous vegetation, streams, and associated floodplains. Vernal pool habitat occurs in the vicinity of Runway 24 end in Phase 1.

Due to the presence of threatened and endangered species, it is likely the existing wetland areas will be classified as exceptional resource value wetlands by NJDEP, with an associated 150-foot transition area buffer. The total number of trees to be removed in freshwater wetlands is 37, and 145 trees will be removed in freshwater wetland transition areas.

Two streams are located within or adjacent to the Greenwood Lake Airport property. The two streams are:

- Morsetown Brook: Freshwater (FW)2- Non-Trout NJDEP Surface Water Quality Classification (SWQC) (in Future Phase).
- Hewitt Brook tributary: FW2-Trout Production Category 1 NJDEP SWQC (in Phase 1).

After review and analysis of the Vernal Pool Location, NJDEP Landscape Project GIS layer, Version 3.4, two (2) vernal pools were identified within the project area of Phase 1, adjacent to the Runway 24 end near Airport Road. One of the two locations was identified as a certified

vernal pool location and the other was a potential vernal pool location. After field review, these vernal pools did not exist in their mapped locations adjacent to the active airport runway. These vernal pool locations may exist on the adjacent airport property. Minimal, if any impact to these areas is anticipated due to the removal/topping of selected trees.

The Proposed Action would not be required to obtain a permit from the US Army Corps of Engineers. The Proposed Action is in a portion of West Milford Twp., Passaic County that is under the jurisdiction of the NJDEP Division of Land Resource Protection. NJDEP has adopted the federal wetlands Section 404 program from the US Army Corps of Engineers and thus is the lead regulating agency in this part of the state. The state protects wetlands and transition areas under the New Jersey Freshwater Wetlands Protection Act (N.J.S.A. 13:9B). An application will be submitted to the NJDEP for a Freshwater Wetlands General Permit No. 9 - Airport sight line clearing.

The proposed work is to cut trees at the base, top, or trim tree limbs that are above the ground surface. No filling of wetland areas is planned or will occur. The NJDEP Freshwater Wetlands General Permit No. 9 does not require mitigation as a condition of the permit provided that tree stumps will remain in place and low impact machinery and equipment will be used to minimize disturbance to regulated areas. Therefore, no significant impacts to wetlands are anticipated.

Floodplains

The Proposed Action is located in a floodplain as designated by Federal Emergency Management Agency (FEMA). The Future Phase, the 100-year flood zone (Flood Hazard Area-Zone AE) of the Morsetown Brook (FW2- Non-Trout – NJDEP SWQS Classification) will be encroached upon in order to remove the six (6) identified tree obstructions. The flood zone is approximately between 70 to 100 ft wide located on the airport's southwest Runway 6 side. Additionally in the Future Phase, the floodway within the Morsetown Brook will have ten (10) tree obstructions removed/topped.

The Proposed Action consists of the removal/topping of trees that pose safety concerns that may interfere with airport operations. Removal/topping of selected trees would occur in a very small and limited area of a regulated floodplain. If necessary, for the Future Phase, a temporary metal plate may be used to cross Morsetown Brook. Within the 100-year floodplain, the tree obstructions would be cut at the base/trimmed/topped and vegetative debris will remain in place. Felled trees or vegetated debris in the floodway will be removed.

Riparian zone mitigation may be required for the Proposed Action for tree removal or topping within these areas, which are regulated by the NJDEP. Several options exist to fulfill the requirement including restoration, enhancement, creation, preservation, or purchase of bank credits. Mitigation will be determined and fulfilled during the future permitting process of each project phase.

For Phase 1, a total of seven (7) trees widely spaced within a wooded area in the riparian zone of Hewitt Brook tributary are to be cut. The total area of disturbance (canopy removal) within the

riparian zone is approximately 0.11 acres. A Flood Hazard Area (FHA) permit application is being submitted to NJDEP proposing replanting of a 16,667 SF area within the riparian zone as mitigation for the removal of the seven (7) trees in Phase 1. There are 73 trees in the riparian zone to be removed as part of Future Phase. An FHA permit application will be prepared at such time as the Future Phase advances.

Surface Waters

The Proposed Action would not impact surface waters or affect water quality set by federal or State of New Jersey regulatory agencies. Morsetown Brook is located within the Proposed Action area for the Future Phase, but the preferred alternative will leave tree stumps in place and will minimize erosion and soil disturbance based on the methods to be used to perform the work as described. No construction or permanent installations are included in this Proposed Action. Accordingly, no water quality impacts are expected due to the Proposed Action. Therefore, no surface waters would be affected by the Proposed Action or the No Action Alternative.

Groundwater:

The Proposed Action is located in the Highlands Sole Source Aquifer. However, it would not impact groundwater such that water quality standards set by Federal, state, local, or tribal regulatory agencies would be exceeded or have the potential to contaminate an aquifer used for public water supply such that public health may be adversely affected.

This is mainly because the proposed work is to remove/top/trim trees above the ground surface. Trees to be removed will be cut at the base and the stumps are to be left in place with no ground disturbance, so there will be no interaction with groundwater, stormwater runoff patterns, or ground water recharge.

REASONABLY FORESEEABLE EFFECTS

Past, present, and reasonably foreseeable projects at the airport and surrounding community were considered and evaluated to see if the collective impacts from these projects or actions would result in significant impacts to any resource category. It was concluded that collectively past, present, and reasonably foreseeable projects would not result in any significant impacts.

PUBLIC AND AGENCY PARTICIPATION

The Draft EA document was available for public review and comment for 30 days (April 13 to May 13, 2025). Notification of the availability of the draft Environmental Assessment Statement was published in The Record and Herald News on Sunday April 13, 2025. The notification advised that the Draft EA report is available for a 30-day public comment period and that the document is available for review at the Greenwood Lake Airport office and on-line at <http://www.greenwoodlakeairport.com>.

There were no comments received or requests for a Public Hearing during the 30-day comment period. All Public Information documentation can be found in Attachment 5 of the Final EA.

PERMITS

Implementation of the Proposed Action would require the following permits and/or approvals:

- NJDEP Freshwater Wetlands Protection Act Rules General Permit No. 9 (GP-9) for Airport Sight Clearing
- NJDEP No Net Loss Reforestation Act
- NJDEP Flood Hazard Area Control Act Rules - Individual Permit
- NJDEP Highlands Water Protection and Planning Act Rules Applicability Determination –Exemption No. 9
- NJDEP Water Quality Certificate

MITIGATION MEASURES

Additional mitigation measures or Best Management Practices (BMPs) may be associated with the permit approvals listed above.

NJDEP

- No freshwater wetland mitigation is expected to be required for the proposed project.
- Riparian zone mitigation may be required for the proposed project for tree removal/topping within these areas, which are regulated by the NJDEP. Several options exist to fulfill the requirement including, restoration, enhancement, creation, preservation, or purchase of bank credits. Mitigation will be determined and fulfilled during the future permitting process of each project phase.
- A Flood Hazard Area permit application is being submitted to the NJDEP for Phase 1 of the project. The mitigation plan proposes replanting of a 16,667 SF area within the riparian zone.
- No Net Loss Reforestation mitigation may be required for the project; however, it is still to be determined. If mitigation is required, monetary compensatory reforestation will likely be utilized.
- Access to the areas will be on foot and hand-held equipment will be used. If trees are cut at the base, stumps will be left in place thereby limiting soil erosion and the need for sediment controls.
- If needed for the Future Phase, a metal plate will be used to cross Morsteown Brook. Restoration of temporary impacted areas used for access will be undertaken, if needed.
- If vegetative debris removal is required, the contractor will remove debris on foot and by using hand-held equipment except for the north end (Phase 1) where a low-pressure mini skid steer tracked machine with a log grapple or brush grapple may be utilized. This machinery will assist in removal of debris while minimizing ground disturbance.

USFWS

- A small whorled pogonia survey will be conducted prior to initiating any work within the Future Phase project area to determine if suitable habitat does in fact exist. If it is determined that such suitable habitat is present, a permitting / mitigation plan will be developed prior to any activity related to Future Phase construction.
- Timing restrictions to protect threatened and endangered species and migratory birds will be implemented and followed.

All permit requirements/mitigation measures will be tracked and monitored by the Airport Sponsor. The Airport Sponsor will provide biannual (every six months) updates to the FAA on

the status of the Proposed Action and the project-related permits. These status updates will be posted on the airport website for access and viewing by the public. Biannual updates will be submitted until the Proposed Action is complete.

CONCLUSION AND APPROVAL:

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information, I find the proposed Federal action is consistent with existing national environmental policies and objectives of Section 101(a) of the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental requirements. I also find the proposed Federal action will not significantly affect the quality of the human environment or include any condition requiring any consultation pursuant to section 102(2)(C) of NEPA. As a result, FAA will not prepare an EIS for this action.

RECOMMENDED:

Heather Davis-Jenkins
Environmental Protection Specialist,
Harrisburg Airport District Office

07/24/2025

Date

APPROVED:

Rick Harner
Manager
Harrisburg Airport District Office

07/24/2025

Date