



OFFICE OF LOCAL DEFENSE COMMUNITY COOPERATION

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National Environmental Policy Act Categorical Exclusion Adoption for the Pensacola International Airport Corporate Apron, City of Pensacola – Pensacola International Airport, Florida

Pursuant to the Council on Environmental Quality regulations (40 Code of Federal Regulations [CFR] Parts 1500–1508) implementing the National Environmental Policy Act (NEPA), the Department of Defense Office of Local Defense Community Cooperation (OLDCC) gives notice that it is adopting the Federal Aviation Administration (FAA) Orlando Airports Districts Office (ADO) Documented Categorical Exclusion (CATEX) for the Corporate Apron construction executed June 20, 2024. The OLDCC Grantee, the City of Pensacola, proposes a project to construct a corporate apron, expand a taxiway, and develop hangars at the Pensacola International Airport (PNS). The project will provide additional parking space at PNS's civilian corporate apron and provide a location to isolate international aircraft that have not cleared U.S. Customs. Construction includes an approximately 12,000 square yard aircraft parking apron, an upgrade to Taxiway C2 to Taxiway Design Group 3 standards (wingspans from 79 feet to less than 118 feet, and tail heights from 30 feet to less than 45 feet), three 10,000 square foot corporate hangars and 2,500 office areas, and a 7,100 square yard automobile access/parking pavement and parking lot. The project will enhance military operations by providing additional capacity to accommodate military aircraft that use the airport temporarily during training exercises. OLDCC funding will be used to construct the proposed parking apron and paint the taxiway (Proposed Action).

OLDCC is the Grantor of federal funding under the Defense Community Infrastructure Program, which seeks to address deficiencies in community infrastructure that support military installations to enhance military value, installation resilience, and/or military family quality of life. The City of Pensacola and FAA Orlando ADO prepared a Documented CATEX (Attachment 1) for the proposed construction of a Corporate Apron. FAA Orlando ADO applied FAA CATEX 5-6.4(e) of FAA Order 1050.1F for “federal financial assistance, licensing, or Airport Layout Plan approval for the following actions, provided the action would 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.”

Furthermore, the FAA Orlando ADO determined that none of the extraordinary circumstances outlined in Paragraph 5.2 of FAA Order 1050.1F are applicable to this project. The Grantee is responsible for meeting and implementing all applicable construction conditions and best

practices attached to the CATEX determination and supporting documentation (Attachment 1) and all federal, state, and local permits. OLDCC agrees with this determination and finds the attached documentation appropriately evaluates the Proposed Action.

In accordance with the Council on Environmental Quality's "National Environmental Policy Act Implementing Regulations" at 40 CFR § 1506.3, OLDCC may adopt another agency's determination that a CATEX applies to a proposed action if the action covered by the original CATEX determination and OLDCC's Proposed Action are substantially the same. The action evaluated in the FAA Orlando ADO Documented CATEX includes the Proposed Action that is the subject of the OLDCC award. Further, OLDCC agrees the Proposed Action and connected actions will not have significant individual or cumulative environmental impacts, meets the criteria for the listed CATEX, and that no extraordinary circumstances exist to preclude use of the CATEX. Therefore, OLDCC adopts FAA Orlando ADO CATEX determination for the subject project as supported by the analysis and documentation provided in the following attached files, which are incorporated by reference herein:

- "Documented CATEX: Pensacola International Airport (PNS); 2430 Airport Blvd, Pensacola, FL 32504 - Corporate Apron." FAA CATEX Determination signed by Amy Marie Reed, Environmental Protection Specialist, Federal Aviation Administration Orlando Airports Districts Office, on June 20, 2024; also includes supplemental environmental documents and coordination (Attachment 1- Pensacola Corporate Apron FAA CATEX).

The CATEX determination and supporting materials in Attachment 1 demonstrate that the Proposed Action will have no significant environmental impacts and therefore does not require further assessment. The documentation constitutes a complete NEPA determination and shows that FAA CATEX 5-6.4(e) of FAA Order 1050.1F is applicable to the subject project.

OLDCC has independently reviewed the attached documentation and finds that implementation of the Proposed Action will not significantly impact the quality of the human environment. The project location is in attainment for all criteria air pollutants. Emissions due to the Proposed Action would be construction-related and temporary. FAA Orlando ADO personnel have determined that cumulative effects due to aircraft operations would not be significant because of the Proposed Action. The Proposed Project will employ standard air pollution prevention measures during construction including implementing dust abatement practices to minimize airborne dust, revegetating disturbed areas, and covering construction materials and stockpiled soils. Typical construction noise is anticipated during the construction and will be temporary. Once constructed, the Proposed Action will not increase noise levels. Aircraft will not operate at levels above 65 dB at the project location. In addition, the action would result in a minimal increase to the number of average daily operations as compared with background airport levels. Therefore, significant cumulative noise impacts are not anticipated. The Proposed Action will not take place within wetlands or any body of water. The Florida State Clearinghouse determined that the Proposed Action is consistent with the Florida Coastal Management Program. Because the construction is larger than one acre, a National Pollution Discharge Elimination System generic permit for stormwater discharge is required. The Grantee is responsible for obtaining this permit prior to construction activities. The project is anticipated to

utilize on-site retention ponds or the existing regional stormwater management facility at PNS to accommodate changes in stormwater runoff.

The Proposed Action will not introduce new species, create a barrier for species migration, or result in a depletion of a renewable natural resource. The FAA Orlando ADO has reviewed the nature of the proposed location and results from U.S. Fish and Wildlife Service (USFWS) determination keys and determined that no significant effect to federally listed species is anticipated. The 2023 USFWS Standard Protection Measures for the Eastern Indigo Snake would be utilized before, during, and post construction to help minimize adverse impacts to the eastern indigo snake. Preconstruction nesting surveys for Migratory Bird Treaty Act species will be conducted prior to tree clearing if construction occurs during the breeding season (March 1 to August 31). There is potential suitable habitat for the gopher tortoise within the Proposed Project area, but no gopher tortoises or burrows were observed within 50 feet of the project limits. With the implementation of surveys in accordance with the FWC Gopher Tortoise Permitting Guidelines prior to construction activities, there is “no adverse effect anticipated” for the gopher tortoise. A gopher tortoise survey will be required within 90 days of the beginning of construction to determine whether a gopher tortoise permit is required.

On February 13, 2024, the FAA Orlando ADO consulted with the Florida State Historic Preservation Office (SHPO) requesting a review of the project pursuant to requirements under Section 106 of the National Historic Preservation Act. They submitted a description of the project and materials delineating the Area of Potential Effect. The SHPO responded on March 25, 2024, requesting that the project area be subjected to a professional cultural resources assessment survey conforming to the provisions of Chapter 1A-46 of Florida Administrative Code. The assessment was performed (pages 48-102 of Attachment 1), and a determination of “No Historic Properties affected” was made. The assessment was shared with the SHPO on April 17, 2024. The SHPO responded on June 18, 2024, and concluded that the Proposed Action will not affect any known historic properties. Consultation records with the SHPO are included in Attachment 1. Similarly, FAA Orlando ADO consulted with seven federally recognized tribes. They submitted a description of the project and materials delineating the Area of Potential Effect (APE). To date, no responses have been received from any of the tribes. Consultation with tribes can be found in Attachment 1. If human remains, funerary objects, cultural items, or archaeological materials are encountered during project construction and related work, activity in the area must cease immediately and appropriate Native American tribal government contacts, SHPO, OLDCC, and FAA Orlando ADO personnel must be contacted for additional guidance.

The action for which the Grantee and the FAA Orlando ADO prepared and executed the attached CATEX determination (Attachment 1) includes OLDCC’s Proposed Action and applying the FAA CATEX 5-6.4(e) of FAA Order 1050.1F is an appropriate NEPA determination for this project. Therefore, OLDCC adopts the CATEX determination per 40 CFR § 1506.3. Further, OLDCC, as the adopting agency, confirms that none of the circumstances listed in 40 CFR § 1506.3(e) are present.

I have determined that the information provided above and in the attached documents provides sufficient evidence and analysis for determining that an Environmental Assessment or Environmental Impact Statement is not required.

Sincerely,

Patrick J. O'Brien
Director

Attachments:
As stated