APPENDIX A
AGENCY SCOPING AND COORDINATION

This appendix includes documentation of agency scoping and coordination that was conducted on behalf of the Environmental Impact Statement.

Agency Pre-Scoping Meeting
U.S. Army Corps of Engineers
April 27, 2006

Federal Aviation Administration

ENVIRONMENTAL IMPACT STATEMENT

FOR

REPLACEMENT RUNWAY AND TERMINAL PROJECT

AT

PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING - US ARMY CORPS OF ENGINEERS

AGENDA

APRIL 27, 2006

I. Introductions

II. Project Background

III. Project Description

- Construction of a replacement runway, 10,113 feet in length, approximately 700 feet south of existing runway 10R/28L
- Proposed terminal development
- Construction of additional taxiways to support replacement runway
- NAVAIDs
- Associated roadway relocations and construction
- Parking improvements (including surface lots and parking garage)

IV. Potential Impacts to Streams & Wetlands

V. Next Steps/Project Schedule

- Notice of Intent (NOI) to be Published by FAA May 5, 2006
- Agency scoping meeting:

May 31, 2006
10:00 a.m. - 1:00 p.m.
Emergency Operations Center
Port Columbus International Airport,
4600 International Gateway
Columbus, OH 43219

Federal Aviation Administration

ENVIRONMENTAL IMPACT STATEMENT

FOR

REPLACEMENT RUNWAY AND TERMINAL PROJECT

AT

PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING - US ARMY CORPS OF ENGINEERS

AGENDA

APRIL 27, 2006

V. Next Steps/Project Schedule (continued)

- Two public scoping meetings:

May 31, 2006
5:00 p.m. to 8:00 p.m.
Holiday Inn
750 Stelzer Road
Columbus, OH 43219

June 1, 2006
5:00 p.m. to 8:00 p.m.
Ramada Inn
4801 East Broad Street
Columbus, Ohio 43213

DESCRIPTION OF POTENTIALLY IMPACTED WETLANDS

The proposed project may impact four known wetland areas. These areas are described below and shown on the accompanying map.

Wetlands 11A-Y located in shallow depressions in the old field area are classified as palustrine persistent emergent wetlands with a seasonally saturated hydrologic regime. Determination of impacts to this third group of wetlands would depend on the placement of navigation equipment (NAVAIDs).

Wetland 15C is a drainage ditch with an average width of five feet and a length of 1,210 feet. It is classified as a palustrine emergent wetland with a seasonally flooded hydrologic regime.

Wetland 36 is an unvegetated drainage ditch south of Runway 10R/28L which originates and discharges into an underground pipe. It has an average width of 8.5 feet and a length of 590 feet and would likely be classified as riverine, intermittent streambeds with a mud substrate.

Wetlands 39A and 36C are water hazards that are located on the Airport Golf Course to the east of the airport. They are classified as palustrine, excavated, unconsolidated bottom systems with an intermittently exposed hydrologic regime. These areas are generally un-vegetated and appear to be hydrologically isolated from Big Walnut Creek. Impacts to this group of wetlands would also depend on the placement of navigation equipment.

Federal Aviation Administration

ENVIRONMENTAL IMPACT STATEMENT

FOR

REPLACEMENT RUNWAY AND TERMINAL PROJECT

AT

PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING - US ARMY CORPS OF ENGINEERS

MINUTES

APRIL 27, 2006

I. Introductions –

- Ms. Katy Jones (FAA) and Mr. Rob Adams (Landrum & Brown) met with Ms. Kim Courts-Brown of the US Army Corps of Engineers to discuss the EIS at Port Columbus International Airport.

II. Project Background –

- Ms. Jones and Mr. Adams summarized the issues that initiated the proposed project and answered Ms. Courts-Brown's questions related to the need for the project.

III. Project Description

- The proposed project was described to Ms. Court-Brown. She had questions regarding the potential for impacts to wetlands from light lanes on both sides of the runway.

IV. Potential Impacts to Streams & Wetlands

- Ms. Jones and Mr. Adams highlighted the potential wetland impacts from the proposed project.
- Ms. Courts-Brown was familiar with the wetlands located on the airport and agreed that the potentially impacted wetlands were ditches that had relatively low-quality wetland characteristics.
- Ms. Courts-Brown recommended that a new walk over be conducted of the site and a report submitted to her so that she can re-verify the current wetland delineation/jurisdictional determination, which will expire in 2008.
- Ms. Courts-Brown suggested that the Corps may be a cooperating agency on the EIS. Ms. Jones indicated that she would look into this possibility and would be back in touch with the Corps to discuss it further.

Federal Aviation Administration

ENVIRONMENTAL IMPACT STATEMENT

FOR

REPLACEMENT RUNWAY AND TERMINAL PROJECT

AT

PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING - US ARMY CORPS OF ENGINEERS

MINUTES

APRIL 27, 2006

V. Next Steps/Project Schedule

- Ms. Jones and Mr. Adams summarized the overall schedule for Ms. Courts-Brown, highlighting the agency scoping meeting May 31, 2006.
- Ms. Courts-Brown indicated that she would be in attendance at the meeting.

Agency Pre-Scoping Meeting
Ohio EPA
April 28, 2006

Federal Aviation Administration

ENVIRONMENTAL IMPACT STATEMENT

FOR

REPLACEMENT RUNWAY AND TERMINAL PROJECT

AT

PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING - OHIO EPA

AGENDA

APRIL 28, 2006

I. Introductions

II. Project Background

III. Project Description

- Construction of a replacement runway, 10,113 feet in length, approximately 700 feet south of existing runway 10R/28L
- Proposed terminal development
- Construction of additional taxiways to support replacement runway
- NAVAIDs
- Associated roadway relocations and construction
- Parking improvements (including surface lots and parking garage)

IV. Potential Environmental Impacts

V. Next Steps/Project Schedule

- Notice of Intent (NOI) to be Published by FAA May 5, 2006
- Agency scoping meeting:

May 31, 2006
10:00 a.m. – 1:00 p.m.
Emergency Operations Center
Port Columbus International Airport,
4600 International Gateway
Columbus, OH 43219

Federal Aviation Administration

ENVIRONMENTAL IMPACT STATEMENT

FOR

REPLACEMENT RUNWAY AND TERMINAL PROJECT

AT

PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING - OHIO EPA

AGENDA

APRIL 28, 2006

V. Next Steps/Project Schedule (continued)

- Two public scoping meetings:

May 31, 2006
5:00 p.m. to 8:00 p.m.
Holiday Inn
750 Stelzer Road
Columbus, OH 43219

June 1, 2006
5:00 p.m. to 8:00 p.m.
Ramada Inn
4801 East Broad Street
Columbus, OH 43213

Federal Aviation Administration

ENVIRONMENTAL IMPACT STATEMENT

FOR

REPLACEMENT RUNWAY AND TERMINAL PROJECT

AT

PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING – OHIO EPA (WATER RESOURCES)

MINUTES

APRIL 28, 2006

I. Introductions –

- Ms. Katy Jones (FAA) and Mr. Rob Adams (Landrum & Brown) met with Mr. Randy Bournique and Mr. Michael Galloway of the Ohio EPA to discuss the EIS at Port Columbus International Airport.

II. Project Background –

- Ms. Jones and Mr. Adams summarized the issues that initiated the proposed project and answered their questions related to the need for the project.

III. Project Description

- The proposed project was described to Mr. Bournique and Mr. Galloway. They had questions regarding the potential for impacts to wetlands and on-airport stormwater control.
- Mr. Galloway suggested that any way to improve the collection and storage of deicing fluids through this project would be beneficial.

IV. Potential Impacts to Streams & Wetlands

- Ms. Jones and Mr. Adams highlighted the potential wetland impacts from the proposed project.
- They were familiar with the wetlands located on the airport.
- Mr. Bournique described the Ohio EPA's revised procedures for processing 401 permits.
    - The Ohio EPA has 180 days to act on a *complete* application (Ohio revised Code 6111.30)
    - The definition of a *complete* application is included in this code and on the website.

Federal Aviation Administration

ENVIRONMENTAL IMPACT STATEMENT

FOR

REPLACEMENT RUNWAY AND TERMINAL PROJECT

AT

PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING – OHIO EPA (WATER RESOURCES)

MINUTES

APRIL 28, 2006

- Mr. Galloway recommended that their website has good information related to the 401 process as well as stormwater permitting and studies recently completed on Big Walnut Creek.

V. Next Steps/Project Schedule

- Ms. Jones and Mr. Adams summarized the overall schedule for Mr. Bournique and Galloway, highlighting the agency scoping meeting May 31, 2006.

Agency Pre-Scoping Meeting
Ohio EPA (Air Quality)
May 2, 2006

Federal Aviation Administration

ENVIRONMENTAL IMPACT STATEMENT

FOR

REPLACEMENT RUNWAY AND TERMINAL PROJECT

AT

PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING - OHIO EPA (AIR QUALITY)

AGENDA

MAY 2, 2006

I. **Introductions**

II. **Project Background**

III. **Project Description**

- Construction of a replacement runway, 10,113 feet in length, approximately 700 feet south of existing runway 10R/28L
- Proposed terminal development
- Construction of additional taxiways to support replacement runway
- NAVAIDs
- Associated roadway relocations and construction
- Parking improvements (including surface lots and parking garage)

IV. **Potential Environmental Impacts**

V. **Next Steps/Project Schedule**

- Notice of Intent (NOI) to be Published by FAA May 5, 2006
- Agency scoping meeting:

May 31, 2006
10:00 a.m. – 1:00 p.m.
Emergency Operations Center
Port Columbus International Airport,
4600 International Gateway
Columbus, OH 43219

Federal Aviation Administration

ENVIRONMENTAL IMPACT STATEMENT

FOR

REPLACEMENT RUNWAY AND TERMINAL PROJECT

AT

PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING - OHIO EPA (AIR QUALITY)

AGENDA

MAY 2, 2006

V. **Next Steps/Project Schedule (continued)**

- Two public scoping meetings:

May 31, 2006
5:00 p.m. to 8:00 p.m.
Holiday Inn
750 Stelzer Road
Columbus, OH 43219

June 1, 2006
5:00 p.m. to 8:00 p.m.
Ramada Inn
4801 East Broad Street
Columbus, OH 43213

Federal Aviation Administration

ENVIRONMENTAL IMPACT STATEMENT

FOR

REPLACEMENT RUNWAY AND TERMINAL PROJECT

AT

PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING – OHIO EPA DIVISION OF AIR POLLUTION CONTROL

MINUTES

MAY 2, 2006

I. Introductions –

- Ms. Katy Jones (FAA), Mr. Rob Adams (Landrum & Brown, Senior Project Manager), and Ms. Virginia Raps (Landrum & Brown, Air Quality Manager) met with Mr. William Spires and Ms. Sam MacDonald of the Ohio Environmental Protection Agency (OEPA) Division of Air Pollution Control (DAPC) to discuss the air quality assessment planned for the EIS at Port Columbus International Airport (CMH).

II. Project Background and Description –

- Mr. Adams summarized the issues that initiated the proposed project and answered DAPC's questions related to the need and location of the project.

III. Potential Impacts to Air Quality -

- Ms. Raps explained the basic elements of an airport air quality assessment, emphasizing the possible impacts to air quality as a result of the CMH proposed project.
- Mr. Spires identified the year 2008 as the emissions budget year for ozone attainment in Franklin County, which would include estimates of the precursor pollutants nitrogen oxides (NO_x) and volatile organic compounds (VOCs).
- Mr. Spires identified the year 2009 as the emissions budget year for fine particulate matter ($PM_{2.5}$) attainment in Franklin County, which in addition to $PM_{2.5}$ emissions, would include estimates of the precursor pollutants NO_x, VOCs, and sulfur dioxide (SO_2).

Federal Aviation Administration

ENVIRONMENTAL IMPACT STATEMENT

FOR

REPLACEMENT RUNWAY AND TERMINAL PROJECT

AT

PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING – OHIO EPA DIVISION OF AIR POLLUTION CONTROL

MINUTES

MAY 2, 2006

- Mr. Spires and Ms. MacDonald identified the "chain of command" for authority for the DAPC as Region V (Patricia Morris), Ohio EPA director, Joe Koncelik, DAPC chief, Bob Hodanbosi, and the State Implementation Planning (SIP) department, Bill Spires.
- Mr. Spires and Ms. MacDonald identified the Web site where the Ohio SIP may be found, http://www.epa.state.oh.us/dapc/regs/.

IV. Next Steps/Project Schedule -

- Mr. Adams summarized the overall scoping schedule for the EIS indicating the agency scoping meeting will be held on May 31, 2006, following by two public scoping meetings, one on May 31, 2006, and one on June 1, 2006, where the time and place were printed on the meeting agenda.

Agency Pre-Scoping Meeting
U.S. EPA
May 12, 2006

Federal Aviation Administration

ENVIRONMENTAL IMPACT STATEMENT

FOR

REPLACEMENT RUNWAY AND TERMINAL PROJECT

AT

PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING - US EPA

AGENDA

MAY 12, 2006

I. **Introductions**

II. **Project Background**

III. **Project Description**

- Construction of a replacement runway, 10,113 feet in length, approximately 700 feet south of existing runway 10R/28L
- Proposed terminal development
- Construction of additional taxiways to support replacement runway
- NAVAIDs
- Associated roadway relocations and construction
- Parking Improvements (including surface lots and parking garage)

IV. **Potential Environmental Impacts**

V. **Next Steps/Project Schedule**

- Notice of Intent (NOI) to be Published by FAA May 5, 2006
- Agency scoping meeting:

May 31, 2006
10:00 a.m. – 1:00 p.m.
Emergency Operations Center
Port Columbus International Airport,
4600 International Gateway
Columbus, OH 43219

Federal Aviation Administration

ENVIRONMENTAL IMPACT STATEMENT

FOR

REPLACEMENT RUNWAY AND TERMINAL PROJECT

AT

PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING - US EPA

AGENDA

MAY 12, 2006

V. **Next Steps/Project Schedule (continued)**

- Two public scoping meetings:

May 31, 2006
5:00 p.m. to 8:00 p.m.
Holiday Inn
750 Stelzer Road
Columbus, OH 43219

June 1, 2006
5:00 p.m. to 8:00 p.m.
Ramada Inn
4801 East Broad Street
Columbus, OH 43213

Agency Scoping Meeting
May 31, 2006

Notice of Intent/Affidavit
Invitation Letter/Responses
Invitation Letter Distribution List
Meeting Registration
Handouts
Non-Attendee Post-Meeting Mailing
Non-Attendee Post-Meeting Mailing Distribution List
Attendee Post-Meeting Mailing
Comments

[4910-13]
DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Prepare an Environmental Impact Statement; Port Columbus International Airport, Columbus, OH

AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Notice of Intent; Notice of Scoping Meetings.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this Notice of Intent to announce publicly that an Environmental Impact Statement (EIS) will be prepared and considered for the proposed construction of a replacement runway, proposed terminal development, ancillary development, and air traffic procedures developed in the Part 150 Study for the replacement runway. Associated improvements involved with the proposed project are described below.

FOR FURTHER INFORMATION CONTACT: Ms. Katherine S. Jones, Federal Aviation Administration, Detroit Airports District Office, 11677 South Wayne Road, Suite 107, Romulus, Michigan 48174, (734) 229-2958. Project Website: www.airportsites.net/CMH-EIS

SUPPLEMENTAL INFORMATION: This notice announces that the FAA, in cooperation with the Columbus Regional Airport Authority (CRAA), will prepare an EIS for a proposed project to replace Runway 10R/28L at the Port Columbus International Airport, approximately 700 feet south of the existing Runway 10R/28L; new terminal facilities in the midfield area; ancillary facilities in support of the replacement runway and midfield terminal; and noise abatement air traffic procedures developed for the replacement runway.

The replacement runway would be 10,113 feet long. This length would maintain the airport's ability to accommodate current and projected airport operations. Existing Runway 10R/28L would be decommissioned as a runway and converted into a taxiway upon commissioning of the replacement runway. In addition, a south taxiway and north parallel taxiways to proposed Runway 10R/28L would be constructed.

To meet future aircraft parking and passenger processing requirements, new midfield terminal facilities are needed. The EIS will assess a development envelope that is defined as an area large enough to encompass Phase I and II of the CRAA terminal development program. The number of gates, approximate square footage, approximate curb frontage, and the number of passengers that the terminal would accommodate will be discussed throughout the process.

Ancillary facilities in support of the replacement runway and midfield terminal would be constructed. The facilities include roadway relocations and construction; parking improvements; property acquisition; and relocation of residences, businesses, and farms, as necessary.

The CRAA is in the process of preparing a 14 CFR Part 150 Noise Compatibility Study Update (Part 150 Update) to address the current and future noise conditions. The Part 150 Update will include an analysis of the potential noise and land use impacts resulting from the proposed development of relocating Runway 10R/28L to the south, as well as possible mitigation options. Any noise abatement air traffic options recommended through the Part 150 Update will be included in the EIS as part of the proposed project. In addition, any land use mitigation that is recommended in the Part 150 Update will be included in the EIS as mitigation for impacts resulting from the proposed project.

The EIS will include the evaluation of a no action alternative and other reasonable alternatives that may be identified during the agency and public scoping meetings. The EIS will determine all environmental impacts, such as and not limited to, noise impacts, impacts on air and water quality, wetlands, ecological resources, floodplains, historic resources, hazardous wastes, socioeconomics, and economic factors.

Scoping: To ensure that the full range of issues related to the proposed project is addressed and that all significant issues are identified, comments and suggestions are invited from all interested parties. Public and agency scoping meetings will be conducted to identify any significant issues associated with the proposed project.

An agency scoping meeting for all Federal, state, and local environmental regulatory agencies will be held on May 31, 2006. This meeting will take place at 10 a.m. in the Emergency Operations Center at the Port Columbus International Airport, 4600 International Gateway, Columbus, Ohio 43219.

Two public scoping meetings for the general public will be held on the evenings of May 31, 2006 and June 1, 2006. The meetings will be conducted at two locations, one at the Holiday Inn, 750 Stelzer Road, Columbus, OH 43219 and the other at the Ramada Inn, 4801 East Broad Street, Columbus, Ohio 43213. Both meetings will be held between 5 p.m. and 8 p.m.

Written comments may be mailed to the Informational contact listed above within 30 days following the scoping meeting.

Questions may be directed to the individual named above under the heading, FOR FURTHER INFORMATION CONTACT.

Issued in Romulus, Michigan, April 21, 2006

Irene R. Porter, Manager
Detroit Airports District Office
FAA, Great Lakes Region

THE COLUMBUS DISPATCH
PROOF OF PUBLICATION

STATE OF OHIO, FRANKLIN COUNTY, SS:

Kris Allbright
Classified Training Supervisor

The Columbus Dispatch, a newspaper published at Columbus, Franklin County, Ohio, with a daily paid circulation of more than 25,000 copies, personally appeared and made oath that the notice of which a true copy is hereunto attached was published in The Columbus Dispatch for 3 Time(s) on

May 4,5,6, 2006

and that the rate charged therefore is the same as that charged for commercial advertising for like services.

Kris Allbright

subscribed and Sworn on this 11th day of May 2006 as witness my hand and seal of office.

Veronica H. Hill

NOTARY PUBLIC - STATE OF OHIO

NOTARIAL SEAL STATE OF OHIO

VERONICA H. HILL
NOTARY PUBLIC, STATE OF OHIO
MY COMMISSION EXPIRES NOVEMBER 6, 2008

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Notice of Intent To Prepare an
Environmental Impact Statement;
Port Columbus International Airport,
Columbus, OH

AGENCY: Federal Aviation
Administration, Department of Transportation
ACTION: Notice of Intent;
notice of scoping meetings.
SUMMARY: The Federal Aviation Administration (FAA) is issuing this Notice of Intent to announce publicly that an Environmental Impact Statement (EIS) will be prepared and considered for the proposed construction of a replacement runway, proposed terminal development, ancillary development, and air traffic procedures developed in the Part 150 Study for the replacement runway. Associated improvements involved with the proposed project are described below.
FOR FURTHER INFORMATION CONTACT: Ms. Katherine S. Jones, Federal Aviation Administration, Detroit Airports District Office, 11677 South Wayne Road, Suite 107, Romulus, Michigan 48174. (734)229-2958. Project Web site: http:// www.airportsites.net/CMH-EIS.
SUPPLEMENTARY INFORMATION: This notice announces that the FAA, in cooperation with the Columbus Regional Airport Authority (CRAA), will prepare an EIS for a proposed project to replace Runway 10R/28L at the Port Columbus International Airport, approximately 700 feet south of the existing Runway 10R/28L; new terminal facilities in the midfield area; ancillary in support of the replacement runway and midfield terminal; and noise abatement air traffic procedures developed for the replacement runway.
The replacement runway would be 10,113 feet long. This length would maintain the airport's ability to accommodate current and projected airport operations. Existing Runway 10R/28L would be decommissioned as a runway and converted into a taxiway upon commissioning of the replacement runway. In addition, a south taxiway and north parallel taxiways to proposed Runway 10R/28L would be constructed.
To meet future aircraft parking and passenger processing requirements, new midfield terminal facilities are needed.
The EIS will assess a development envelope that is defined as an area large enough to encompass Phase I and II of the CRAA terminal development program. The number of gates, approximate square footage, approximate curb frontage, and the number of passengers that the terminal would accommodate will be discussed throughout the process.
Ancillary facilities in support of the replacement runway and midfield terminal would be constructed. The facilities include roadway relocations and construction; parking improvements; property acquisition; and relocation of residences, businesses, and farms, as necessary.
The CRAA is in the process of preparing a 14 CFR part 150 Noise Compatibility Study Update (Part 150 Update) to address the current and future noise conditions. The Part 150 Update will include an analysis of the potential noise and land use impacts resulting from the proposed development of relocating Runway 10R/28L to the south, as well as possible mitigation options. Any noise abatement air traffic options recommended through the Part 150 Update will be included in the EIS as part of the part of the proposed project. In addition, any land use mitigation that is recommended in the Part 150 Update for the proposed project will be included in the EIS.
The EIS will include the evaluation of a no action alternative and other reasonable alternatives that may be identified during the agency and public scoping meetings. The EIS will determine all environmental impacts, such as and not limited to, noise impacts, impacts on air and water quality, wetlands, ecological resources, floodplains, historic resources, hazardous wastes, socioeconomics, and economic factors.
Scoping: To resure that the full range of issues related to the proposed project is addressed and that all significant issues are identified, comments and suggestions are invited from all interested parties. Public and agency scoping meetings will be conducted to identify any significant issues associated with the proposed project.
An agency scoping meeting for all Federal, state, and local environmental regulatory agencies will be held on May 31, 2006. This meeting will take place at 10 a.m. in the Emergency Operations Center at the Port Columbus International Airport, 4600 International Gateway, Columbus, Ohio 43219.
Two public scoping meetings for the general public will be held on the evenings of May 31, 2006 and June 1, 2006. The meetings will be conducted at two locations, one at the Holiday Inn, 750 Stelzer Road, Columbus, OH 43219 and the other at the Ramada Inn, 4801 East Broad Street, Columbus, Ohio 43213. Both meetings will be held between 5 p.m. and 8 p.m.
Written comments may be mailed to the information-al contact listed above within 30 days following the scoping meetings.
Questions may be directed to the individual named above under the heading, FOR FURTHER INFORMATION CONTACT.
Irene R. Porter, Manager, Detroit Airports District Office, FAA, Great Lakes Region.

U.S. Department of Transportation
Federal Aviation Administration

Detroit Airports District Office
Metro Airport Center
11677 South Wayne Road, Ste. 107
Romulus, MI 48174

May 5, 2006

<Name>
<Title>
<Company>
<Address1>
<Address2>
<City>, <State> <Zip>

Re: Port Columbus International Airport
Environmental Impact Statement

Dear <name>:

The Federal Aviation Administration (FAA) intends to prepare an Environmental Impact Statement (EIS) to study environmental and related impacts expected for the proposed replacement of Runway 10R/28L and terminal development at the Port Columbus International Airport. With this letter, the FAA formally invites your agency to participate in an agency scoping meeting to be held **May 31, 2006**, between **10:00 a.m. and 1:00 p.m.** in the Emergency Operations Center at the Port Columbus International Airport, Columbus, Ohio. The Emergency Operations Center is located on the third level of the airport terminal. It can be accessed by an elevator located adjacent to the food court on the departures level, near the Concourse B security checkpoint. **There is ample parking in the garage next to the terminal and please bring your parking ticket to the meeting for validation.**

The EIS will include the evaluation of a no-action alternative and other reasonable alternatives that may be identified during the agency and public scoping meetings. At this meeting we will present a summary of the proposed Scope of Work for the EIS and the anticipated schedule for completion of the EIS. Enclosed for your review prior to this meeting is the Agenda.

The FAA would appreciate your assistance in forwarding copies of this information to the appropriate staff within your organization. If you are unable to attend the scoping meeting, we encourage you to submit written comments and recommendations by **July 1, 2006**, directly to the FAA at the following address:

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road
Suite 107
Romulus, Michigan 48174
Email: CMHEIS@faa.gov
Project website: www.airportsites.net/cmh-eis

Please do not hesitate to contact me if you have any questions regarding the EIS scoping process -- (734) 229-2958.

Sincerely,

Katherine S. Jones

Katherine S. Jones
Community Planner

Enclosure

PORT COLUMBUS INTERNATIONAL AIRPORT
ENVIRONMENTAL IMPACT STATEMENT

Federal Aviation Administration
AGENCY SCOPING MEETING

May 31, 2006
10:00 a.m. to 1:00 p.m.

AGENDA

Welcome: *Irene Porter, Federal Aviation Administration*
Bernie Meleski, Columbus Regional Airport Authority

I. History, Background, Purpose and Need

II. Introduction to the Scoping Process

III. EIS Scope of Services

IV. Sponsor's Proposed Project

V. Range of Alternatives

VI. Assessing Environmental Impacts

VII. Cumulative Impacts Analysis

VIII. Other Environmental Studies

IX. Next Steps in the EIS Process

X. EIS Schedule

XI. Opportunity for Agencies to comment on the EIS Scope of Work

* * * * *

AGENCY CONTACT: Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road,Suite 107
Romulus, Michigan 48174
Telephone: (734) 229-2958
Email: CMHEIS@faa.gov
Project website: www.airportsites.net/cmh-eis

CMH Agency Scoping Mailing List
05-05-06

FNAME	LNAME	TITLE	COMPANY	ADDRESS1	ADDRESS2	CITY	STATE	ZIP	AGENCY
Vince	Papsidero	Planning Administrator	City of Columbus	109 North Front St.	Ground Floor	Columbus	OH	43215	LOCAL
Eagan	Foster	Transportation Administrator	City of Columbus	109 North Front St.	2nd Floor	Columbus	OH	43215	LOCAL
Tom	Russell	Storm Water Division Section Manager	City of Columbus	910 Dublin Road		Columbus	OH	43215	LOCAL
Erika	Witzke	Principal Engineer	Mid Ohio Regional Planning Commission	285 East Main St.		Columbus	OH	43215-5272	LOCAL
	Golf Division	Department of Recreation and Parks	City of Columbus	200 Greenlawn Ave.		Columbus	OH	43215	LOCAL
James	Bryant	Aviation Administrator	Ohio Department of Transportation Aviation	2829 W. Dublin-Granville Road		Columbus	OH	43235-2786	STATE
Randy	Sanders	Environmental Review Administrator	Ohio Department of Natural Resources	Division of Real Estate and Land Management	1952 Belcher Dr. Building C-4	Columbus	OH	43224	STATE
Brad	Briggs	Environmental Liaison Business Representative for Appalachia	Ohio Department of Development	77 S. High St. 28th Floor		Columbus	OH	43216	STATE
Bob	Hodanbosi	Headquarters Chief	Ohio Environmental Protection Agency, Air Quality	122 S. Front St.		Columbus	OH	43216-1049	STATE
Kenneth	Lammars		Fish and Wildlife Services, Division of Ecological Services	6950 Americana Parkway		Reynoldsburg	OH	43068-4127	STATE
Mark	Epstein	Department Head	Ohio Historic Preservation Office	567 East Hudson		Columbus	OH	43211	STATE
Pearl	Young	U.S. Environmental Protection Agency	Office of Federal Activities, Ariel Rios Building (South Oval Lobby)	NEPA Compliance Division, EIS Filing Section	Mail Code 2252-A, Room 7241	Washington	DC	20044	FEDERAL
Rebecca	Rutherford	Chief North Permit Section	U.S. Army Corps of Engineers	Huntington District	502 Eighth St.	Huntington	WV	24701	FEDERAL
Mark	Yachmetz	Associate Administrator Rail Development	Federal Railroad Administration	1120 Vermont Av. NW		Washington	DC	20240	FEDERAL
Nicholas	Chevance		Environmental Compliance, National Park Service	Curtis Building	601 Riverfront	Omaha	NE	68102	FEDERAL
Bharat	Mathur	Deputy Regional Administrator	U.S. EPA Region 5	77 W. Jackson Blvd.		Chicago,	IL	60604	FEDERAL
Kenneth	Westlake	Chief, Environmental Planning and Evaluation Branch	U.S. EPA Region 5	77 W. Jackson Blvd.		Chicago	IL	60604	FEDERAL
Willie	Taylor	Director, Office of environmental Policy and Compliance	U.S. Department of Interior	1849 C Street, N.W.	Office of the Secretary	Washington	D.C.	20240	FEDERAL
			Federal Emergency Management Agency	175 W. Jackson Blvd., 4th Floor		Chicago	IL	60604	FEDERAL
Anthony	Mitchell	Bio Security Manager	U.S. Department of Agriculture	8995 E. Main St.		Reynoldsburg	OH	43068	FEDERAL
Ross	Carlson	Environmental Officer Community Planning and Development	U.S. Department of Housing and Urban Development	200 North High St.		Columbus	OH	43215	FEDERAL
Andrew	Bayham	District Conservationist	USDA, Natural Resources Conservation Service	2650 Richville Drive SE		Massillon	OH	44646	FEDERAL
			U.S.D.A. Natural Resource Conservation Service	240 W. Lake Street		Oak Harbor	OH	43449-1013	FEDERAL
Mark	Agricola	Regulatory Specialist	U.S. Army Corps of Engineers	Dover Regulatory Field Office	5336 State Route 800 NE	Dover	OH	44622-6910	FEDERAL
Mary M.	Knapp, Ph.D.	U.S. Department of the Interior	Fish and Wildlife Services, Ecological Services	6950 Americana Parkway, Suite H		Reynoldsburg	OH	43068-4127	FEDERAL
Roger	Ryder	Program Engineer	Federal Highway Administration	200 N. High St., Room 328		Columbus	OH	43215	FEDERAL
D. Bambi	Kraus		National Association of Tribal Historic Preservation Officers	P.O. Box 19189		Washington	DC	20036-9189	FEDERAL
Katy	Jones		Federal Aviation Administration	Detroit Airports District Office	11677 S. Wayne Rd.	Romulus	MI	48174	FEDERAL

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

MAY 26 2006

REPLY TO THE ATTENTION OF:

B-19J

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174

Dear Ms. Jones:

Thank you for your letter of May 5, 2006 to our Acting Regional Administrator Bharat Mathur, requesting our participation at a May 31, 2006 agency scoping meeting for the Port Columbus International Airport. I am responding to your request on behalf of Mr. Mathur.

We understand that an Environmental Impact Statement will be prepared to study the proposed replacement of Runway 10R/28L and terminal developments at the airport. The NEPA Implementation Section will have a representative at the May 31st meeting. We intend to forward scoping comments on this project by the July 1, 2006 deadline.

If you have any questions, please contact Mr. Ken Westlake of my staff at 312-886-2910.

Sincerely yours,

Jerri-Anne Garl, Director
Office of Science Ecosystems and Communities

FEDERAL AVIATION ADMINISTRATION
ENVIRONMENTAL IMPACT STATEMENT
AGENCY SCOPING MEETING
PORT COLUMBUS INTERNATIONAL AIRPORT
May 31, 2006
10 A.M. – 1 P.M.
SIGN-IN FORM

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Brian Mitch	ODUR - 2045 Morse Road Columbus Ohio	(614) 265-6344
Sherry Kamke	U.S. EPA Region 5 77 W. Jackson Blvd. Chicago, IL 60604	312-353-5794
Ross CARLSON	HUD 200 N. High ST. COLUMBUS, OH 43215	614-469-5737, X8252
Sarah Potter	11279 Cornell Pk. Dr. Cincinnati, OH 45242	513 530 1271
Katherine Jones	FAA, 11677 S. Wayne Rd #107 Romulus MI 48174	734 229 2958
Irene R Porter	FAA 11677 S Wayne Rd Ste 107 Romulus, MI 48174	(734) 229-2900
Virginia L. Raps	11279 Cornell Park Dr. Cincinnati OH	513-530-1238
Mark Perryman	11279 Cornell Park Dr Cincinnati OH 45242	513-530-1235

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FEDERAL AVIATION ADMINISTRATION
ENVIRONMENTAL IMPACT STATEMENT
AGENCY SCOPING MEETING
PORT COLUMBUS INTERNATIONAL AIRPORT
May 31, 2006
10 A.M. – 1 P.M.
SIGN-IN FORM

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Greg Poston	Airport Golf Course 900 N. Hamilton Rd.	(614) 645-3127
ROGER RYDER	200 N. High STREET Rm 328 COLUMBUS, OH 43215	(614) 280-6849
Chris Gawronski	MORPC 285 E. Main St., Col's 43205	614-233-4166
John Legat	GSP - 350 N. Fourth St Suite 230 Columbus, OH 43215	614-221-0672

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FEDERAL AVIATION ADMINISTRATION
ENVIRONMENTAL IMPACT STATEMENT
AGENCY SCOPING MEETING
PORT COLUMBUS INTERNATIONAL AIRPORT
May 31, 2006
10 A.M. – 1 P.M.
SIGN-IN FORM

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
DAVID CLAWSON	CRAA	614-239-5059
TIM ARENDT	GRESHAM SMITH + PARTNERS	614 221 0678
DAVE WALL	CRAA	614-239-4063

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FEDERAL AVIATION ADMINISTRATION
ENVIRONMENTAL IMPACT STATEMENT
AGENCY SCOPING MEETING
PORT COLUMBUS INTERNATIONAL AIRPORT
May 31, 2006
10 A.M. – 1 P.M.
SIGN-IN FORM

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Angela Newland	Cols. Regional Airport Authority	614-239-4011
Stacey Heaton	" " " "	614-239-3175

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PORT COLUMBUS INTERNATIONAL AIRPORT

ENVIRONMENTAL IMPACT STATEMENT

Agency Scoping Meeting
Discussion Outline

May 31, 2006
10:00 a.m. – 1:00 p.m.

Emergency Operations Center

Port Columbus International Airport
Columbus, Ohio

I. HISTORY, BACKGROUND, AND PURPOSE AND NEED

Proposed Replacement Runway and Terminal Expansion at CMH

WHERE DID THIS ALL BEGIN?

1958	Existing Terminal at Port Columbus International Airport opened.
1989	The South Concourse (Concourse A) opened.
1995	The North Concourse (Concourse C) opened and was extended in 2002.
2000	The Columbus Regional Airport Authority (CRAA) completed an Airport Master Plan Update (AMPU), recommends the need for a new midfield terminal, based on the forecast of passengers.

WHAT'S HAPPENED?

2001	CRAA initiates terminal study in response to continued passenger growth and revised security requirements that were instituted after September 11, 2001.
2003	Peer Review recommends shifting Runway 10R/28L south to obtain a larger envelope for terminal development.
2003	CRAA Board accepted recommendation and initiated Airfield Planning and Environmental Overview studies to analyze the concept further.
2003	CRAA defers full rehabilitation of Runway 10R/28L in anticipation of relocation project.
2005	Airfield Planning Study recommended Runway 10R/28L be relocated at least 700 feet south of existing Runway 10R/28L.
2005	Environmental Overview Study analyzed potential environmental impacts and recommended that an Environmental Impact Statement (EIS) be prepared due to the likelihood of significant noise impacts.

WHAT'S HAPPENING NOW?

December 2005 CRAA provides definition of Proposed Project and airport objectives to Federal Aviation Administration (FAA).

May 2006 FAA issues Notice of Intent to Prepare an EIS for the CRAA Proposed Project.

May/June 2006 FAA conducts Agency and Public Scoping Meetings for EIS.

Preliminary Understanding of Purpose and Need

Port Columbus International Airport (CMH) is an essential transportation resource, centrally located in Ohio, and serves as the primary air transportation facility for most of central Ohio. As a result of the evaluation of the airport operations and facilities conducted over the last five years, three major issues were identified which could affect the ability of the airport to maintain its critical airport function in the future.

Through careful evaluation of airport operations and facilities at Port Columbus International Airport (CMH), three primary needs have been identified:

THE NEED TO REHABILITATE RUNWAY 10R/28L

The CRAA initiated pavement evaluation and design studies for Runway 10R/28L in 2000. Based on visual inspection of the pavement condition and associated engineering evaluations, the studies provided recommendations to improve the serviceability of the runway. Some areas of the runway were determined to be in need of full depth/structural repair.

The CRAA examined two options: rebuild Runway 10R/28L at the same location or build a replacement runway. Reconstruction of Runway 10R/28L will involve a lengthy closure time in which the airport would have to operate with one runway (10L/28R), a capacity constrained and high noise impact situation. At the end of this construction period, the airport will return to its current conditions in terms of airfield capacity and development envelope between the two runways.

The CRAA, recognizing the possibility of the relocation of this runway, decided alternatively to move forward with a short-term runway overlay project (thinner overlay with less asphalt) and to defer larger pavement investments (thicker overlay with more structural value) to a future, more optimum location on the airfield. Furthermore, construction of a replacement runway at a different location would allow the airfield to operate normally during the construction period.

THE NEED TO PROVIDE LONG-TERM AIRFIELD CAPACITY, DELAY REDUCTION DURING PEAK OPERATING PERIODS, AND AIRFIELD EFFICIENCY

The primary factors that dictate a runway system's ability to accommodate overall levels of traffic or peak hour traffic include the length of the runways, the orientation and separation of the runways, the navigational instrumentation on each runway end, and the remainder of the airfield infrastructure (taxiways, hold pads, etc.).

The CRAA has identified that relocating Runway 10R/28L would provide a larger terminal development envelope and would increase peak period operating capacity. A study determined that a runway with a minimum length of 10,100 feet, relocated to the south of existing Runway 10R/28L by at least 700 feet, with the capability of obtaining Category II approaches, and other supporting airfield improvements would be necessary to maintain and in some cases would enhance the ability of the airport to accommodate long-term and peak period aviation demand. Due to the condition of the proposed runway site, the Sponsors Proposed Project (defined in Section IV) is 702 feet south of existing Runway 10R/28L and is a length of 10,113 feet. In order to obtain Category II approaches on Runway 10R/28L, additional navigational aides would be required.

THE NEED TO PROVIDE SUFFICIENT TERMINAL CAPACITY TO ACCOMMODATE PROJECTED PASSENGER LEVELS

The most recent passenger forecasts for CMH predict continued steady growth in terms of passengers and operations for the next 20 years. The CRAA studied a number of possibilities for meeting this demand. An analysis of the existing terminal facilities at CMH found that it can not efficiently accommodate future passenger demand beyond five million annual enplaned passengers (5 MAEP). The limitations of the existing terminal include the lack of necessary baggage make up areas, the lack of adequate space to provide security screening, and a lack of aircraft gates to meet long-term demand. Current forecasts indicate that with continued steady growth, CMH will exceed 5 MAEP in 2018. Therefore, in order to meet the projected long-term passenger demand, the development of a new terminal facility will be required.

Study of new terminal concepts found that with the current runway separation (2,800 feet), it is virtually impossible to develop a terminal large enough to meet long-term demand and accommodate the necessary roadways, parking, and other support functions. Another disadvantage of the development envelope that exists with the current runway separation is in addressing security concerns. The current site: (1) provides for limited standoff distance between auto parking and the terminal building frontage; and (2) requires the need to place the access roadway under the terminal.

Therefore, in order to obtain the necessary development envelope to accommodate a terminal that will meet long-term demand, and allow for other support facility development, the relocation of one of the runways was recommended. Further

analysis of the feasibility of moving one of the runways, found that relocating Runway 10R/28L to the south was the best option for meeting this goal.

In addition to the three primary needs, two secondary needs have been identified:

THE NEED TO PROVIDE SUFFICIENT ANCILLARY FACILITIES AND ROADWAY INFRASTRUCTURE TO SUPPORT THE PROJECTED INCREASE IN AIR TRANSPORTATION DEMAND

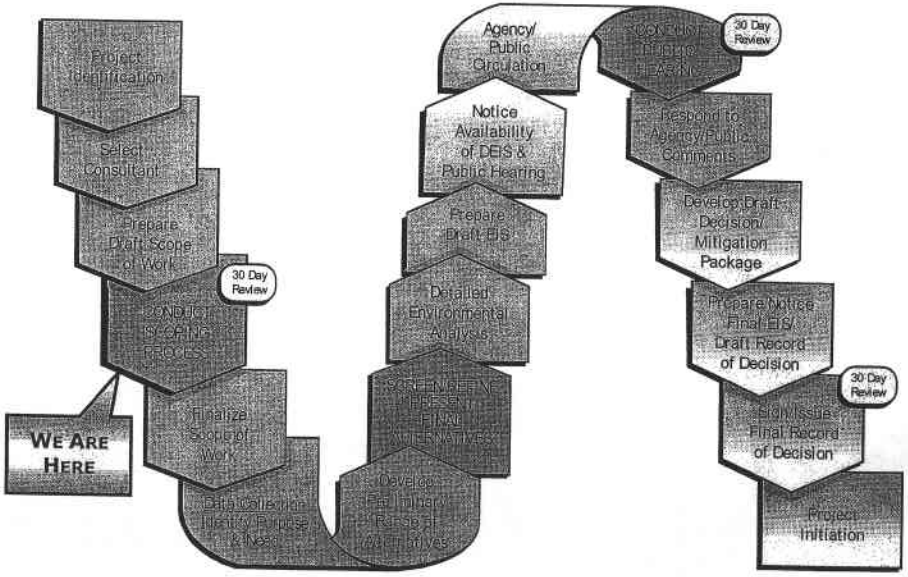
Development of new terminal facilities at CMH will result in the need for the construction of additional auto parking and the relocation/construction of roadways within the terminal area. Maintaining the parking facilities within the terminal development envelope eliminates the need for remote parking and its associated additional property acquisition, as well as enhances passenger convenience by allowing the parking to be near the terminal. Likewise, the roadway infrastructure providing access to the terminal area and parking will need to be relocated or newly constructed to support a new terminal.

THE NEED TO INCORPORATE 14 CFR PART 150 NOISE ABATEMENT AND LAND USE MITIGATION RECOMMENDATIONS (IF NECESSARY)

The proposed project may result in increased noise levels for communities adjacent to the airport. In response to that potential, the CRAA is concurrently undertaking a Part 150 Noise Compatibility Study Update to address noise and land use incompatibilities. Implementation of the noise abatement air traffic actions and associated land use mitigation would reduce and/or eliminate existing incompatible land use impacts and prevent new ones being established around the airport. Noise abatement air traffic actions and land use mitigation associated with the proposed project will be addressed in the ongoing CMH FAR Part 150 Study, as appropriate.

II. INTRODUCTION TO THE SCOPING PROCESS

The environmental documentation will be prepared to comply with the requirements of the National Environmental Policy Act on 1969 (NEPA) as implemented in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.



The scoping process is the initial step in the preparation of the EIS. The scoping process is "an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action." Therefore, the scoping process will identify:

- Range of actions (project, procedural changes)
- Alternatives – those to be rigorously explored and evaluated and those that may be eliminated
- Range of environmental impacts

The scoping process will determine the scope and significant issues to be analyzed in depth.

- Actions
  - Dependent/Independent
  - Cumulative
- Alternatives
  - No-Action
  - Alternative Expansion of Airport Facilities
  - Alternative to Noise Abatement Procedures
- Impacts
  - Direct
  - Indirect
  - Cumulative

The scoping process will identify and eliminate from detailed study the issues which are not significant or which have been covered by prior documentation.

The FAA issued a Notice of Intent (NOI) to prepare an Environmental Impact Statement in the Federal Register on May 1, 2006.

The FAA requests that all scoping comments be formalized in written correspondence by July 1, 2006 to:

Ms. Katherine S. Jones
Federal Aviation Administration,
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174

Telephone: (734) 229-2958
Fax: (734) 229-2950
Email: CMHEIS@faa.gov

III. SUMMARY: EIS SCOPE OF SERVICES

The EIS Scope of Services will be performed by Landrum & Brown, Incorporated, and its sub-consultants (L&B Team) for the FAA as the lead Federal agency:

- Landrum & Brown Incorporated (L&B)
- Aerofinity Incorporated
- ASC Group Incorporated
- Gresham, Smith and Partners

AGENCY COORDINATION and COMMENT AT KEY PROJECT MILESTONES

Agency coordination will formally occur with the Federal, state, and local agencies at key milestones in the EIS process:

- **Scope of Services for the EIS**

  Obtain agency comments on the overall proposed Scope of Services to assist in the development and refinement of tasks.

- **Purpose and Need and Alternatives Analysis**

  The Purpose and Need for the Proposed Project will be developed using planning studies prepared by the Columbus Regional Airport Authority (CRAA) and with input from, and coordination with, the FAA and the CRAA to identify current needs as well as those needs that would arise from forecasted activity levels during a reasonably foreseeable timeframe identified for discussion in the EIS. The Draft Purpose and Need statement(s) and the methodologies used will be presented to the agencies for review, discussion, and input. The Draft Purpose and Need statement(s) may be revised based on the outcome of coordination with the agencies.

  A statement that expresses the purpose and need for improvements that may affect wetlands and other sensitive natural resources will also be developed. This statement will be based off of the overall purpose and need and is intended for the review and concurrence of the U.S. Army Corps of Engineers and other water resources permitting agencies in accordance with the U.S. Army Corps of Engineers Highway Methodology, which are established streamlining provisions.

  Multi-faceted environmental permitting and mitigation work for the CMH project will involve early, extensive coordination and interface with the following regulatory agencies: the U.S. Army Corps of Engineers (USACE), the U.S. Environmental Protection Agency (EPA), and the Ohio Environmental Protection Agency (OEPA).

  All environmental impacts and permitting issues will be obtained, integrated, and become part of the total permit package to be submitted by CRAA as part of the 404 permit process. This effort will require close coordination with the

FAA permitting staff and the various L&B Team members throughout development of the final permit package to allow for expeditious review, responses, and ultimate finalization of the various permits necessary for timely initiation of construction activities.

The range of reasonable and practical alternatives to fulfill the project Purpose and Need will be developed and presented to the agencies for review and comment. (The discussion of the range of alternatives is presented more fully in Section V. of this outline.)

- **Results of Key Environmental Studies/Mitigation**

  Agencies will be informed as to the findings of natural and cultural resources surveys, air quality and noise modeling methodologies and results. Any mitigation necessary for this project will be coordinated with the appropriate agencies to comply with Federal, state, and local regulations and to identify suitable mitigation strategies.

- **Development of the Draft EIS**

  The status of the development of the Draft EIS, the data, analysis, findings, and mitigation recommendations will be presented to the agencies for review, comment, and input.

IV. SPONSOR'S PROPOSED PROJECT

SPONSOR'S IDENTIFIED GENERAL GOALS

- CRAA seeks to continue to expand CMH's role as a major domestic passenger air hub through enhanced passenger service,
- CRAA seeks to balance CMH in terms of airfield and terminal capacity,
- CRAA seeks to phase these projects in a way that will take advantage of available funding, while being flexible enough to accommodate growth that may occur sooner than forecasted,
- CRAA seeks to strengthen and enhance the city and regional tax base and employment by developing a highly desirable facility for airline and aircraft operators, and
- CRAA seeks to accomplish these goals in a manner that preserves the viability and character of its neighboring communities

* * * * *

SPONSOR'S PROPOSED PROJECT

- Construction of a replacement runway, 10,113 feet long, located approximately 702 feet south of the existing Runway 10R/28L
- Construction of additional taxiways to support the replacement runway
- Proposed terminal development (defined as a development area that will encompass Phase I and II of the CRAA terminal development program and the number of gates, approximate square footage of the structure, number of levels and if any are underground, approximate curb frontage, and the number of passengers that the terminal would accommodate)
- Necessary Navigational Aids (NAVAIDS) to obtain a CAT II approach
- Proposed aviation-related development
- Associated roadway relocations and construction
- Parking improvements (including both surface lots and parking garage)
- Property acquisition and relocation of residences, businesses, and farms as necessary
- Development of air traffic operational procedures for the replacement runway
- Proposed Part 150 noise abatement actions to be implemented upon receipt of the Record of Approval

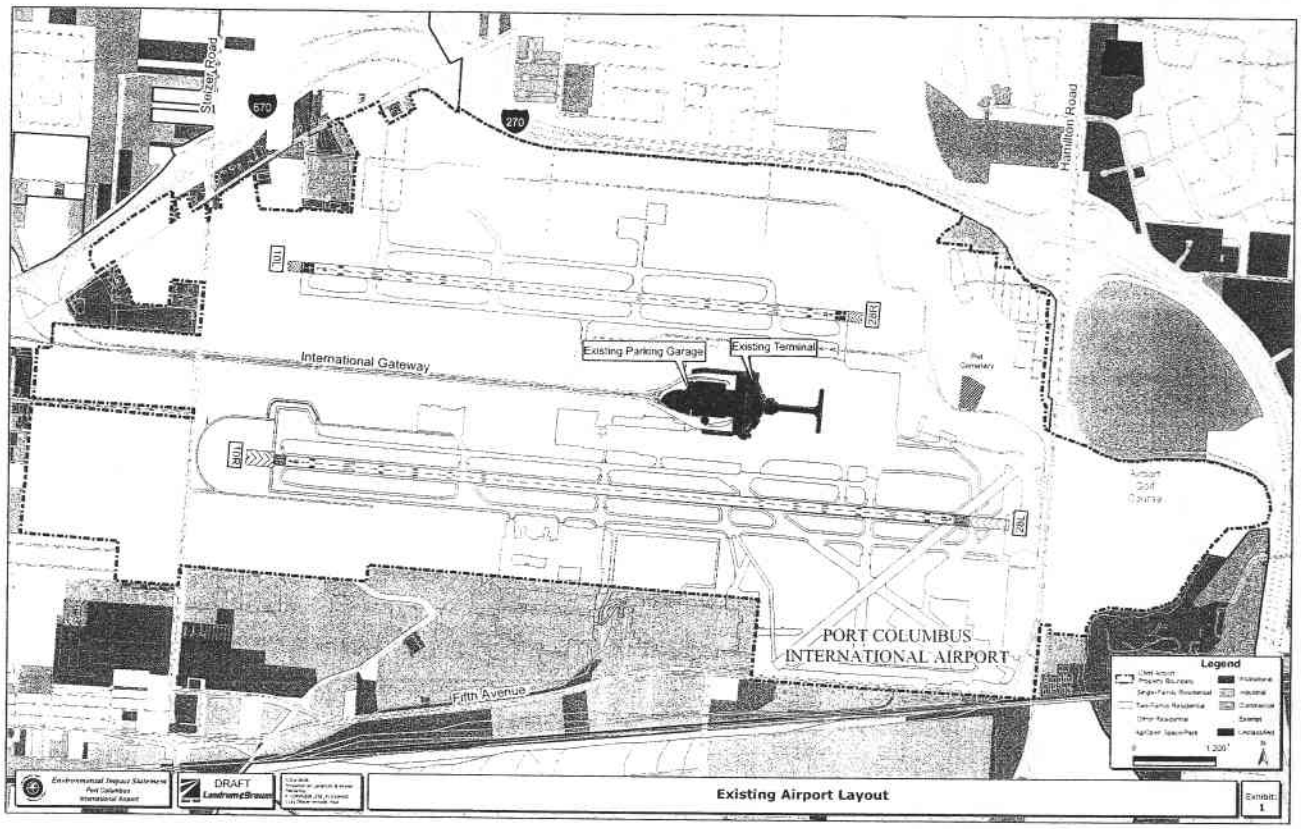
The existing airfield layout is depicted on **Exhibit 1**, *Existing Airport Layout*. The proposed relocated runway and terminal expansion proposed by CRAA is depicted on **Exhibit 2**, *Sponsor's Proposed Project.*

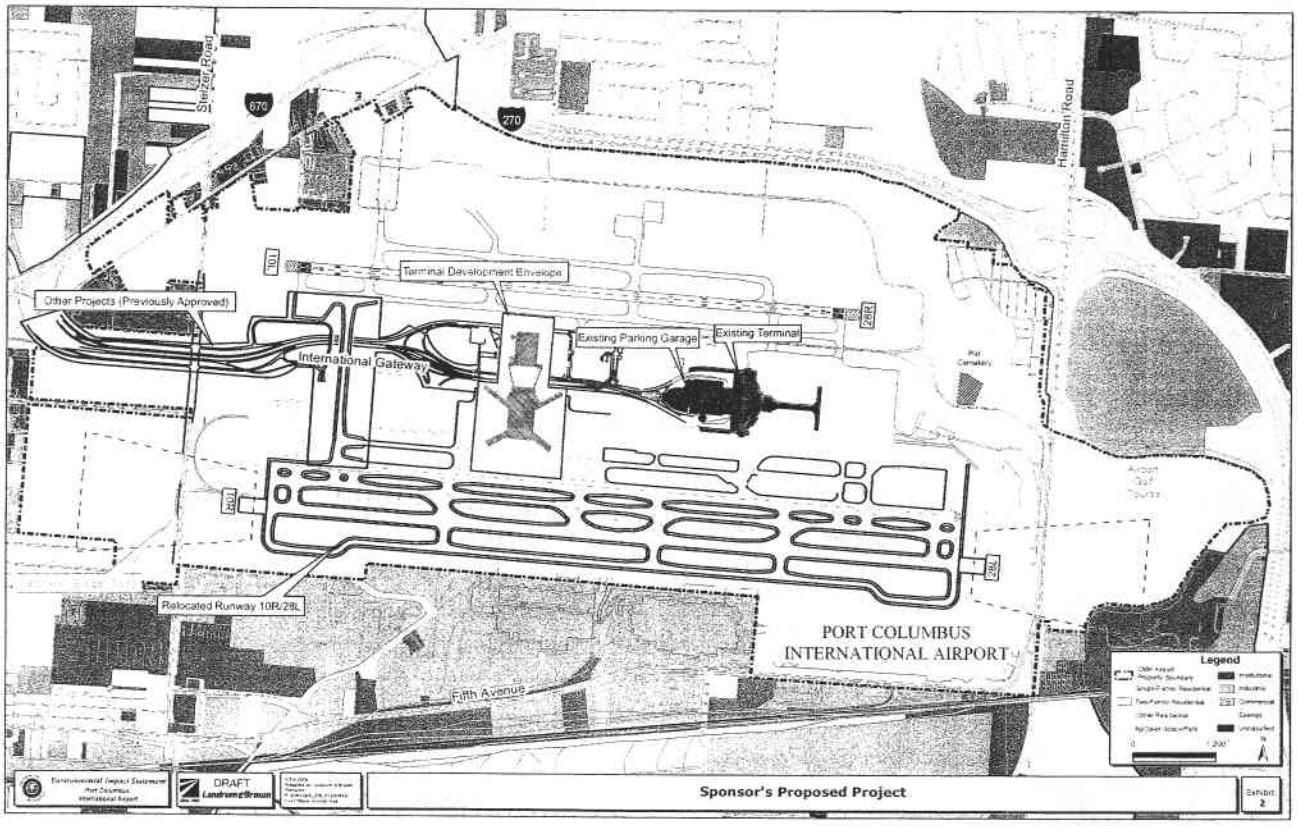
DEVELOPMENT OF STUDY AREA BOUNDARIES

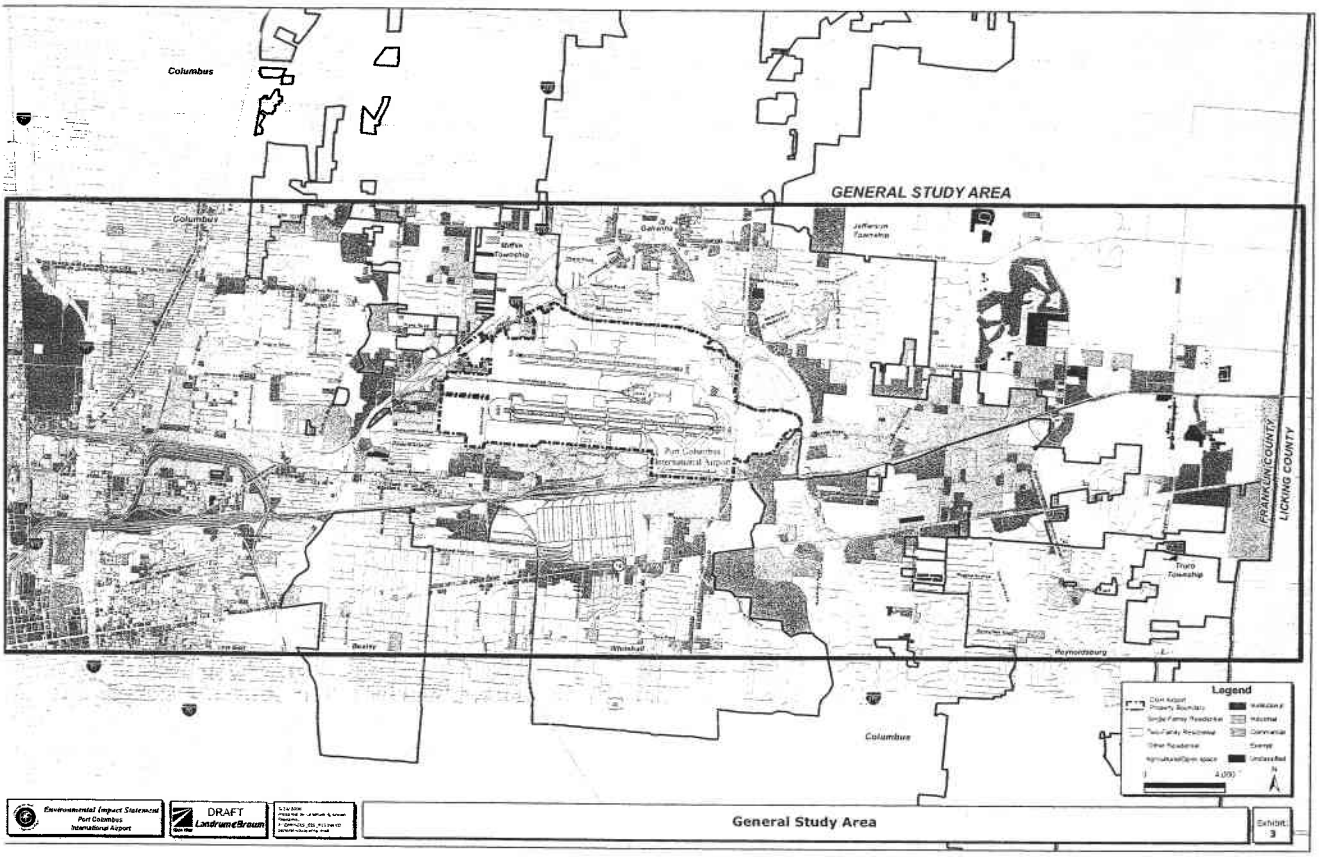
For the purposes of this EIS two study areas have been developed illustrating the airport property and surrounding communities. Exhibits were created using digital mapping and Geographic Information System (GIS) and show these study areas with existing political jurisdictions, noise-sensitive land uses, compatible land uses, major and minor streets and roadways, and major physical, geographic, and natural features, along with selected place names, road names, and names of geographic features.

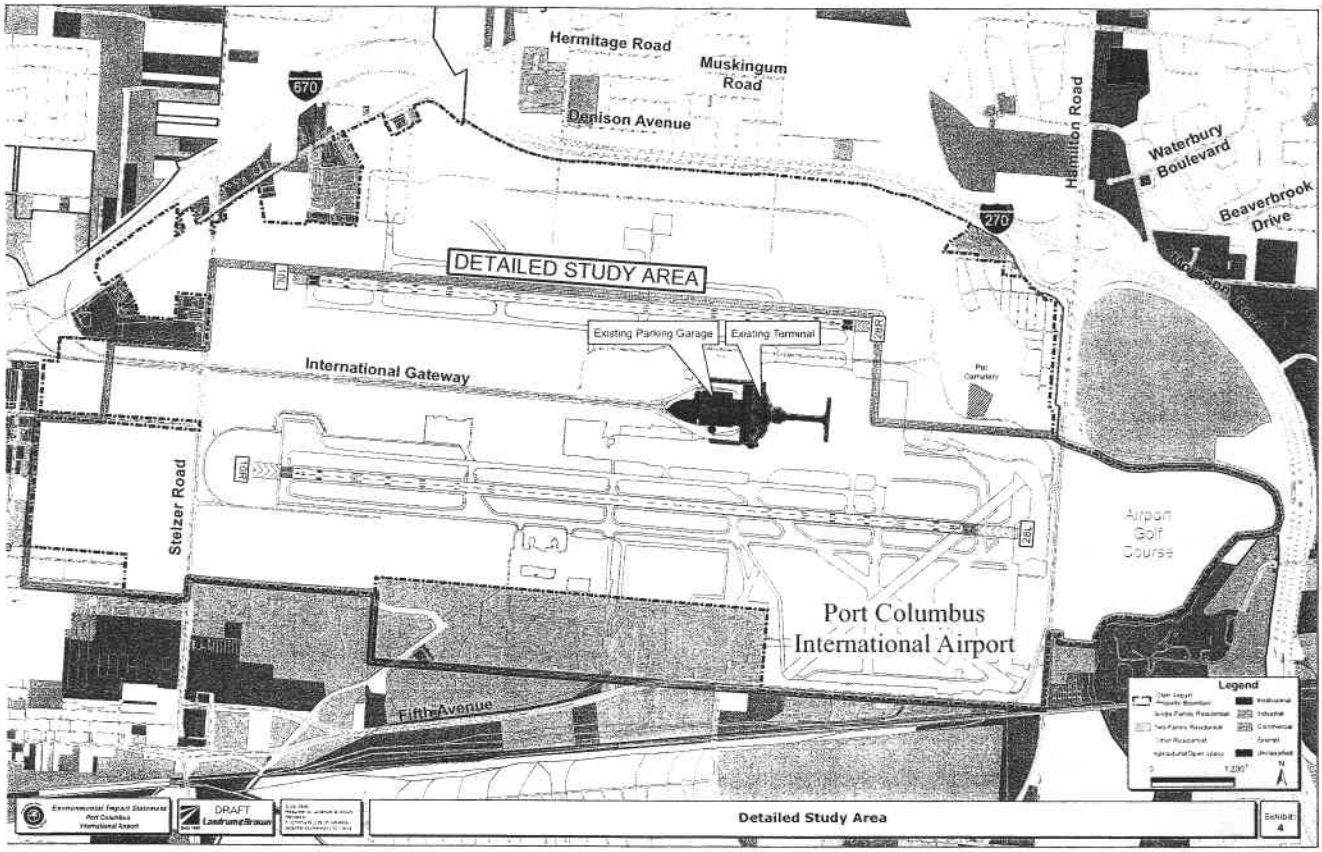
The General Study Area (GSA), as shown on **Exhibit 3**, *General Study Area*, covers a broad area so that the potential impacts due to the Proposed Project and its alternatives can be adequately assessed, in particular for the assessment of potential noise impacts. The GSA was developed using a composite of previous airport noise contours (out to the 60 DNL) and current and anticipated aircraft flight paths. A substantial buffer area was then added to allow for any increase in the size of the future noise contour. The GSA Area boundary lines were squared off and follow roadways where available.

Exhibit 4, *Detailed Study Area*, is smaller than the GSA to accommodate the more detailed analysis of construction and development-related impacts that would result from the Proposed Project and its alternatives. The alternatives used to help delineate the Detailed Study Area (DSA) boundary were based on the areas where it was anticipated that direct impacts may occur.


Stelzer Road
670
270
Hamilton Road
10L
28R
International Gateway
Existing Parking Garage
Existing Terminal
10R
28L
PORT COLUMBUS
INTERNATIONAL AIRPORT
Fifth Avenue
Legend
DRAFT
Existing Airport Layout
Exhibit 1


Stelzer Road
670
270
Hamilton Road
10L
Terminal Development Envelope
Other Projects (Previously Approved)
28R
Existing Parking Garage
Existing Terminal
International Gateway
10R
28L
Relocated Runway 10R/28L
PORT COLUMBUS
INTERNATIONAL AIRPORT
Fifth Avenue
Legend
DRAFT
Sponsor's Proposed Project
Exhibit 2


Columbus
GENERAL STUDY AREA
Port Columbus International Airport
FRANKLIN COUNTY
LICKING COUNTY
Legend
Environmental Impact Statement
Port Columbus International Airport
DRAFT
Landrum&Brown
General Study Area
EXHIBIT 3


Hermitage Road
Muskingum Road
Denison Avenue
670
270
Hamilton Road
Waterbury Boulevard
Beaverbrook Drive
DETAILED STUDY AREA
Existing Parking Garage
Existing Terminal
International Gateway
Stelzer Road
Airport Golf Course
Port Columbus International Airport
FifthAvenue
Legend
Environmental Impact Statement
Port Columbus International Airport
DRAFT
Landrum&Brown
Detailed Study Area
EXHIBIT 4

V. RANGE OF ALTERNATIVES

In addition to the Sponsor's Proposed Project, the EIS will evaluate a comprehensive range of alternatives. This is necessary to ensure that other alternatives that satisfy the project purpose and need, while having a less detrimental effect on the environment, have not been prematurely dismissed from consideration. The evaluation of these alternatives will be subject to a three-phased approach:

1. Identify a comprehensive range of alternatives.

2. Conduct a qualitative evaluation of all alternatives and define a short list of alternatives to be considered for further evaluation based on their compliance with the project's purpose and need.

3. Perform detailed evaluation of the short listed alternatives to consider operational, financial, constructability, and environmental impacts.

The comprehensive range of alternatives will consider:

- **No Action/No Build**: This alternative would include maintaining the existing terminal area, runways, taxiways, operating procedures, and navigation aids. In addition to serving as an alternative for further consideration, the do nothing alternative also serves as a baseline for evaluating other alternatives.
- **Reconfiguration of the airfield:** Alternatives that would realign, extend, and or shorten existing runways and/or taxiways would be considered. Development of new runway and/or taxiway components also are considered to be a reconfiguration of the airfield.
- **Operational procedure modifications:** Operational changes may include, but are not limited to, preferential runway use, revision of aircraft taxi routes, and/or instituting new air traffic control (flight) procedures. Allocating demand to other nearby airports serving the region will also be assessed.
- **Development of alternative airports:** Other potential sites to develop a new or replacement airport to serve the Columbus Region will be considered.
- **Technology:** This will include an assessment of existing and emerging technologies that could affect aviation demand such as teleconferencing and video conferencing.

This comprehensive range of alternatives will be subjected to qualitative evaluation techniques that will serve to identify a short-list of alternatives to be considered for more detailed analysis. These evaluations will focus on the ability of the alternatives to satisfy the project's purpose and need. The Scope of Services

provides for a short-list of alternatives that will be carried forward in the analysis of Environmental Consequences. Those alternatives will include:

- 2006 Baseline Condition
- Alternative 1: 2012 No-Action
- Alternative 2: 2012 Alternative Proposed Runway Alternative
  - Air Traffic Option A: With the Part 150 Actions
  - Air Traffic Option B: Without the Part 150 Actions
- Alternative 3: 2018 No-Action
- Alternative 4: 2018 Proposed Action Alternative
  - Air Traffic Option A: With the Part 150 Actions
  - Air Traffic Option B: Without the Part 150 Actions
- Alternative 5: 2018 Proposed Runway Alternative with Expansion of Existing Terminal
  - Air Traffic Option A: With the Part 150 Actions
  - Air Traffic Option B: Without the Part 150 Actions

Refinement of Alternatives: In preparation for detailed environmental evaluation, refinement of the alternatives may include preliminary engineering to establish longitudinal and transverse gradients, drainage features, and temporary construction areas/easements. This level of detail provides information on implementation and constructability, operational feasibility, and the feasibility and reality of obtaining and applying for environmental permits (i.e., local, state, Federal) for construction.

Preliminary Design of Airfield Components: This effort involves engineering studies to advance alternatives from the conceptual stage through preliminary engineering. This effort will be used to develop:

- Runway geometrics and horizontal and vertical alignments
- Runway and taxiway construction zone (extents of disturbance)
- Temporary construction easements
- Drainage facilities and easements and their impacts
- Necessary relocations on airport property
- Necessary property acquisitions and relocations
- Other necessary relocations
- Impacts on airport operations during construction
- Constructability analysis
- Construction cost estimates of each alternatives

VI. ASSESSING ENVIRONMENTAL IMPACTS

In accordance with FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, the EIS shall consist of the following elements:

AIR QUALITY

National Ambient AQ Standards; SIP/TIP; Status
Air Quality Assessment; Violation/ Severity/ Delay
Modeling; Disclosure
Conformity Rules
General and Transportation Conformities
Coordination and Consultation
Summary of NEPA and CAA Findings and Determinations

NOISE AND COMPATIBLE LAND USES

Airport Noise
Land-Use Compatibility
Airport Noise and Access Restrictions
Determination of Consistency with Local Planning

PUBLIC PROPERTIES/ RESOURCES

Section 106 Historical Preservation
Architectural, Archeological, and Cultural Resources
Section 303(c) Properties/Resources

WATER RESOURCES

Water quality
Wetlands
Floodplains and Floodways
Coastal Resources [Coastal Barriers and Coastal Zone Management]
Wild and Scenic Rivers

BIOLOGICAL AND NATURAL RESOURCES

Fish, Wildlife, Plants, and Habitat
Essential Fish Habitat
Farmlands
Natural Resources

HAZARDOUS AND WASTE MATERIALS

Hazardous Waste
Solid Waste
Pollution Prevention

SOCIAL AND COMMUNITY RESOURCES

Socioeconomic; Environmental Justice; and Children's Environmental Health and Safety Risks
Secondary, Induced, and Infrastructure
Light Emissions and Visual
Energy Supply
Sustainable Design & Development
Construction

- From an initial qualitative evaluation, it is anticipated that Noise, Land Use, Social Impacts, and Historic and Archaeological Sites, USC Section 303(c) properties are considered to be key issues.
- Mitigation measures will be developed for adverse impacts created by the proposed actions.
- In accordance with Executive Order 12898, the EIS will address environmental justice issues to ensure that minority and low-income communities would not be subject to disproportionately high and adverse environmental effects.

VII. CUMULATIVE IMPACTS ANALYSIS

The discussion and disclosure of Cumulative Impacts will be provided in a separate Chapter of the EIS, not a section in the Environmental Consequences.

- Identification of pertinent past, present, and foreseeable future actions for which an accounting is required [including those despite prior environmental study and Federal, non-Federal, and private actions].
- Identification of ecological and other resources affected [including natural ecosystem and human community - socioeconomic resources, human health, recreation, quality of life issues, and cultural and historical resources].
- Baseline for incremental increases in adverse effects [default = state of nature without human intervention].
- Relationship to effects found under the Affected Environment.
- Relationship to Alternatives Analysis.
- Comparative quantitative and qualitative analyses [including ecosystem integrity, bio-diversity, and sustainable development].

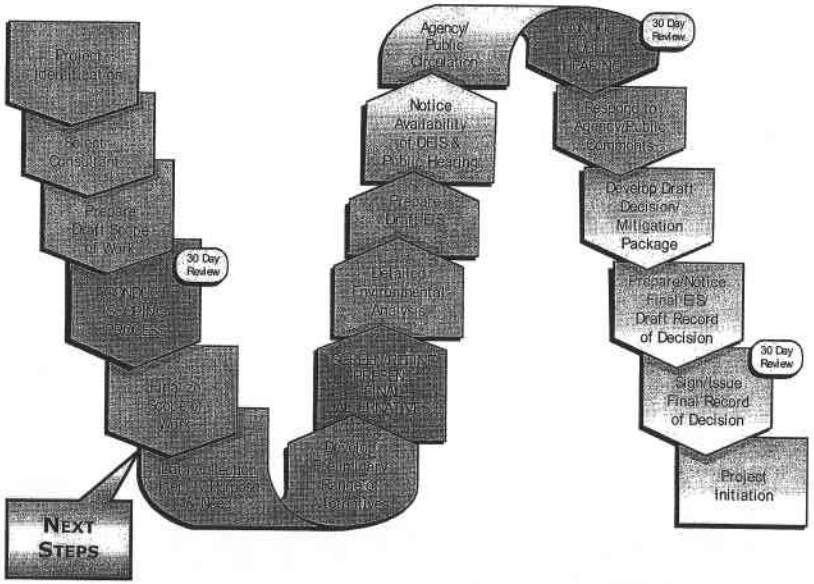
VIII. OTHER PROJECTS OR ENVIRONMENTAL STUDIES

Other projects or environmental studies that are planned or currently underway at the Port Columbus International Airport. This list will continue to be updated as information about new projects and studies are identified.

PROJECT	AGENCY
Crossover Taxiway Environmental approval previously obtained	Columbus Regional Airport Authority
Stelzer Road – International Gateway Interchange Environmental approval previously obtained	Columbus Regional Airport Authority
FAR Part 150 Study Update FAR Part 150 Study Update for Port Columbus International Airport	Columbus Regional Airport Authority

IX. NEXT STEPS IN THE EIS PROCESS

The Environmental Impact Statement is a Federal process that seeks to disclose any environmental effects of proposed Federal actions, such as approval and funding of airport improvements. This process is also used to obtain all necessary environmental permits required by Federal and state agencies for projects. The illustration below shows the general process of preparing and coordinating an EIS.



X. EIS SCHEDULE

The project schedule (next page) shows that the DRAFT EIS document will be produced in approximately 20 months from the issuance of the FAA Notice of Intent to Prepare an EIS. There are, however, project-related items outside the control of the Project Team, such as FAA and CRAA review(s) of preliminary documentation, additional studies/surveys that may be required for regulatory agency approval or for permitting or mitigation, or the extent of public/agency comments for which responses need to be prepared.

The schedule will be monitored throughout the study and coordinated with appropriate parties. The project schedule is attached. It will be revised and updated when necessary to remain current with the actual pace of the analysis, and agency coordination and concurrence.

- 20 months to DRAFT EIS after issuance of NOI
- MILESTONE meetings for concurrence with Agencies
- Mitigation / Permitting Activities
- Public Hearing
- RECORD OF DECISION expected – April 2009

XI. OPPORTUNITY FOR AGENCIES TO COMMENT ON THE EIS SCOPE OF WORK

To ensure that the full range of issues related to the proposed project are addressed and that all significant issues are identified, comments and suggestions are invited from all interested parties. An Agency Scoping meeting will be conducted to identify any significant issues associated with the Proposed Project.

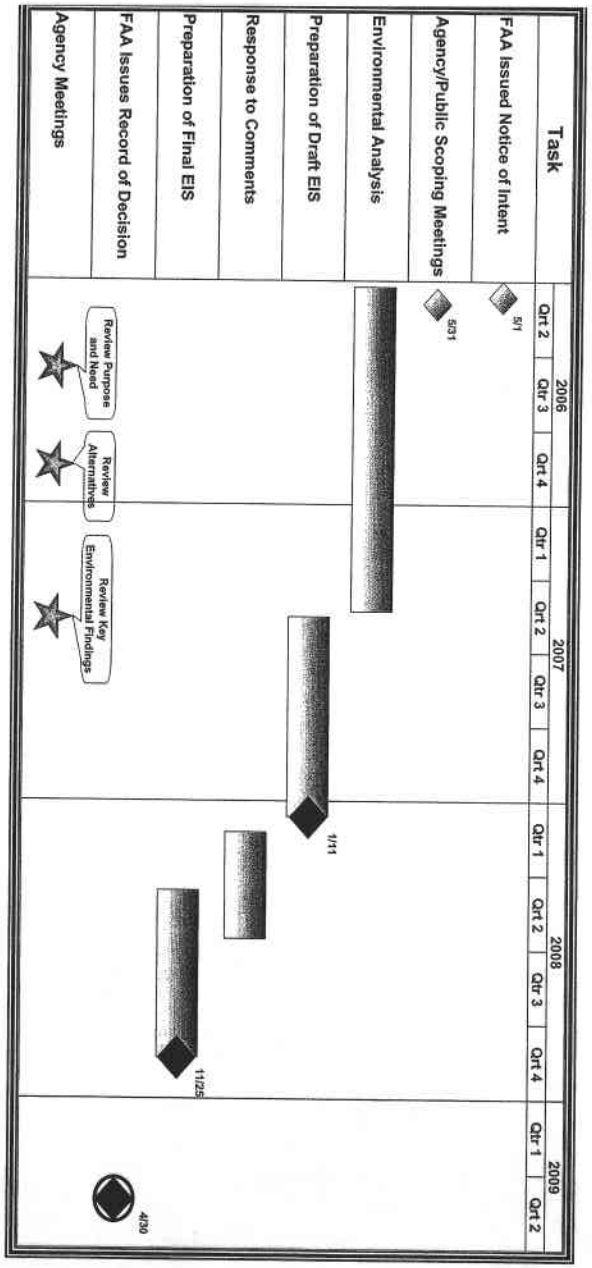
The Agency Scoping meeting for all Federal, state, and local environmental regulatory agencies will be held on **May 31, 2006**, between **10:00 a.m. and 1:00 p.m.** in the Emergency Operations Center at the Port Columbus International Airport, Columbus Ohio.

Written comments and/or questions should be mailed within 30 days following the scoping meeting (**July 1, 2006**) to:

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174.

Telephone: (734) 229-2958
Fax: (734) 229-2950
Email: CMHEIS@faa.gov
Project Website: www.airportsites.net/cmh-eis

Generalized EIS Schedule



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

Detroit Airports District Office
Metro Airport Center
11677 South Wayne Road, Ste. 107
Romulus, MI 48174

June 8, 2006

<name>
<Address>

**Re: Port Columbus International Airport
Environmental Impact Statement**

Dear <name>:

The Federal Aviation Administration (FAA) held an agency scoping meeting on May 31, 2006, to discuss an Environmental Impact Statement (EIS) to study environmental and related impacts expected for the proposed replacement of Runway 10R/28L and terminal development at the Port Columbus International Airport. At this meeting a summary of the proposed Scope of Work for the EIS and the anticipated schedule for completion of the EIS was presented. Enclosed for your review is the discussion outline presented at the meeting and the meeting summary.

We encourage you to submit written comments and recommendations by **July 1, 2006**, directly to the FAA at the following address:

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road
Suite 107
Romulus, Michigan 48174
Email: CMHEIS@FAA.GOV
Website: www.Airportsites.net/CMH-EIS

Please do not hesitate to contact me if you have any questions regarding the EIS scoping process -- (734) 229-2958.

Sincerely,

Katherine S. Jones

Katherine S. Jones
Community Planner

PORT COLUMBUS INTERNATIONAL AIRPORT

ENVIRONMENTAL IMPACT STATEMENT

Agency Scoping Meeting
Discussion Outline

May 31, 2006
10:00 a.m. – 1:00 p.m.

Emergency Operations Center

Port Columbus International Airport
Columbus, Ohio

I. HISTORY, BACKGROUND, AND PURPOSE AND NEED

Proposed Replacement Runway and Terminal Expansion at CMH

WHERE DID THIS ALL BEGIN?

1958	Existing Terminal at Port Columbus International Airport opened.
1989	The South Concourse (Concourse A) opened.
1995	The North Concourse (Concourse C) opened and was extended in 2002.
2000	The Columbus Regional Airport Authority (CRAA) completed an Airport Master Plan Update (AMPU), recommends the need for a new midfield terminal, based on the forecast of passengers.

WHAT'S HAPPENED?

2001	CRAA initiates terminal study in response to continued passenger growth and revised security requirements that were instituted after September 11, 2001.
2003	Peer Review recommends shifting Runway 10R/28L south to obtain a larger envelope for terminal development.
2003	CRAA Board accepted recommendation and initiated Airfield Planning and Environmental Overview studies to analyze the concept further.
2003	CRAA defers full rehabilitation of Runway 10R/28L in anticipation of relocation project.
2005	Airfield Planning Study recommended Runway 10R/28L be relocated at least 700 feet south of existing Runway 10R/28L.
2005	Environmental Overview Study analyzed potential environmental impacts and recommended that an Environmental Impact Statement (EIS) be prepared due to the likelihood of significant noise impacts.

WHAT'S HAPPENING NOW?

December 2005 CRAA provides definition of Proposed Project and airport objectives to Federal Aviation Administration (FAA).

May 2006 FAA issues Notice of Intent to Prepare an EIS for the CRAA Proposed Project.

May/June 2006 FAA conducts Agency and Public Scoping Meetings for EIS.

Preliminary Understanding of Purpose and Need

Port Columbus International Airport (CMH) is an essential transportation resource, centrally located in Ohio, and serves as the primary air transportation facility for most of central Ohio. As a result of the evaluation of the airport operations and facilities conducted over the last five years, three major issues were identified which could affect the ability of the airport to maintain its critical airport function in the future.

Through careful evaluation of airport operations and facilities at Port Columbus International Airport (CMH), three primary needs have been identified:

THE NEED TO REHABILITATE RUNWAY 10R/28L

The CRAA initiated pavement evaluation and design studies for Runway 10R/28L in 2000. Based on visual inspection of the pavement condition and associated engineering evaluations, the studies provided recommendations to improve the serviceability of the runway. Some areas of the runway were determined to be in need of full depth/structural repair.

The CRAA examined two options: rebuild Runway 10R/28L at the same location or build a replacement runway. Reconstruction of Runway 10R/28L will involve a lengthy closure time in which the airport would have to operate with one runway (10L/28R), a capacity constrained and high noise impact situation. At the end of this construction period, the airport will return to its current conditions in terms of airfield capacity and development envelope between the two runways.

The CRAA, recognizing the possibility of the relocation of this runway, decided alternatively to move forward with a short-term runway overlay project (thinner overlay with less asphalt) and to defer larger pavement investments (thicker overlay with more structural value) to a future, more optimum location on the airfield. Furthermore, construction of a replacement runway at a different location would allow the airfield to operate normally during the construction period.

THE NEED TO PROVIDE LONG-TERM AIRFIELD CAPACITY, DELAY REDUCTION DURING PEAK OPERATING PERIODS, AND AIRFIELD EFFICIENCY

The primary factors that dictate a runway system's ability to accommodate overall levels of traffic or peak hour traffic include the length of the runways, the orientation and separation of the runways, the navigational instrumentation on each runway end, and the remainder of the airfield infrastructure (taxiways, hold pads, etc.).

The CRAA has identified that relocating Runway 10R/28L would provide a larger terminal development envelope and would increase peak period operating capacity. A study determined that a runway with a minimum length of 10,100 feet, relocated to the south of existing Runway 10R/28L by at least 700 feet, with the capability of obtaining Category II approaches, and other supporting airfield improvements would be necessary to maintain and in some cases would enhance the ability of the airport to accommodate long-term and peak period aviation demand. Due to the condition of the proposed runway site, the Sponsors Proposed Project (defined in Section IV) is 702 feet south of existing Runway 10R/28L and is a length of 10,113 feet. In order to obtain Category II approaches on Runway 10R/28L, additional navigational aides would be required.

THE NEED TO PROVIDE SUFFICIENT TERMINAL CAPACITY TO ACCOMMODATE PROJECTED PASSENGER LEVELS

The most recent passenger forecasts for CMH predict continued steady growth in terms of passengers and operations for the next 20 years. The CRAA studied a number of possibilities for meeting this demand. An analysis of the existing terminal facilities at CMH found that it can not efficiently accommodate future passenger demand beyond five million annual enplaned passengers (5 MAEP). The limitations of the existing terminal include the lack of necessary baggage make up areas, the lack of adequate space to provide security screening, and a lack of aircraft gates to meet long-term demand. Current forecasts indicate that with continued steady growth, CMH will exceed 5 MAEP in 2018. Therefore, in order to meet the projected long-term passenger demand, the development of a new terminal facility will be required.

Study of new terminal concepts found that with the current runway separation (2,800 feet), it is virtually impossible to develop a terminal large enough to meet long-term demand and accommodate the necessary roadways, parking, and other support functions. Another disadvantage of the development envelope that exists with the current runway separation is in addressing security concerns. The current site: (1) provides for limited standoff distance between auto parking and the terminal building frontage; and (2) requires the need to place the access roadway under the terminal.

Therefore, in order to obtain the necessary development envelope to accommodate a terminal that will meet long-term demand, and allow for other support facility development, the relocation of one of the runways was recommended. Further

analysis of the feasibility of moving one of the runways, found that relocating Runway 10R/28L to the south was the best option for meeting this goal.

In addition to the three primary needs, two secondary needs have been identified:

THE NEED TO PROVIDE SUFFICIENT ANCILLARY FACILITIES AND ROADWAY INFRASTRUCTURE TO SUPPORT THE PROJECTED INCREASE IN AIR TRANSPORTATION DEMAND

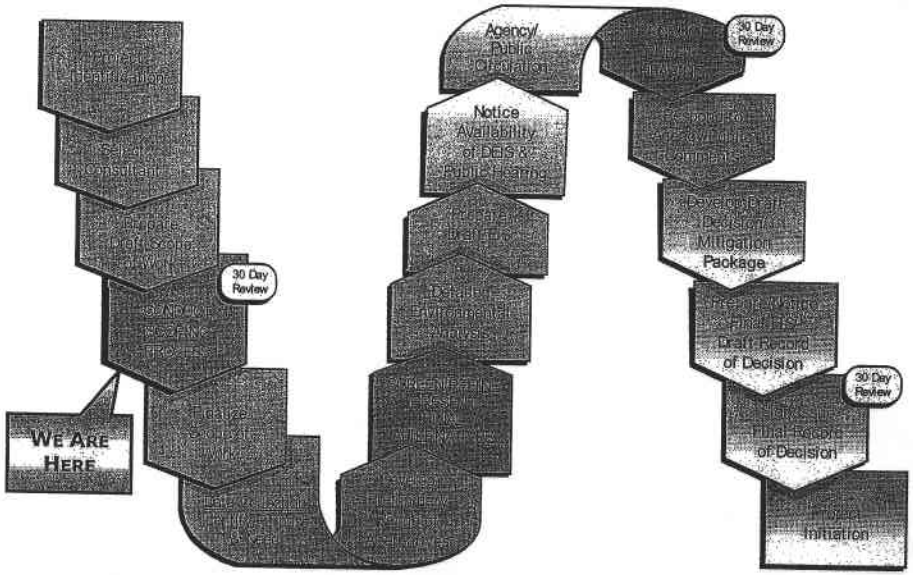
Development of new terminal facilities at CMH will result in the need for the construction of additional auto parking and the relocation/construction of roadways within the terminal area. Maintaining the parking facilities within the terminal development envelope eliminates the need for remote parking and its associated additional property acquisition, as well as enhances passenger convenience by allowing the parking to be near the terminal. Likewise, the roadway infrastructure providing access to the terminal area and parking will need to be relocated or newly constructed to support a new terminal.

THE NEED TO INCORPORATE 14 CFR PART 150 NOISE ABATEMENT AND LAND USE MITIGATION RECOMMENDATIONS (IF NECESSARY)

The proposed project may result in increased noise levels for communities adjacent to the airport. In response to that potential, the CRAA is concurrently undertaking a Part 150 Noise Compatibility Study Update to address noise and land use incompatibilities. Implementation of the noise abatement air traffic actions and associated land use mitigation would reduce and/or eliminate existing incompatible land use impacts and prevent new ones being established around the airport. Noise abatement air traffic actions and land use mitigation associated with the proposed project will be addressed in the ongoing CMH FAR Part 150 Study, as appropriate.

II. INTRODUCTION TO THE SCOPING PROCESS

The environmental documentation will be prepared to comply with the requirements of the National Environmental Policy Act on 1969 (NEPA) as implemented in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.



The scoping process is the initial step in the preparation of the EIS. The scoping process is "an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action." Therefore, the scoping process will identify:

- Range of actions (project, procedural changes)
- Alternatives – those to be rigorously explored and evaluated and those that may be eliminated
- Range of environmental impacts

The scoping process will determine the scope and significant issues to be analyzed in depth.

- Actions
  - Dependent/Independent
  - Cumulative
- Alternatives
  - No-Action
  - Alternative Expansion of Airport Facilities
  - Alternative to Noise Abatement Procedures
- Impacts
  - Direct
  - Indirect
  - Cumulative

The scoping process will identify and eliminate from detailed study the issues which are not significant or which have been covered by prior documentation.

The FAA issued a Notice of Intent (NOI) to prepare an Environmental Impact Statement in the Federal Register on May 1, 2006.

The FAA requests that all scoping comments be formalized in written correspondence by July 1, 2006 to:

Ms. Katherine S. Jones
Federal Aviation Administration,
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174

Telephone: (734) 229-2958
Fax: (734) 229-2950
Email: CMHEIS@faa.gov

III. SUMMARY: EIS SCOPE OF SERVICES

The EIS Scope of Services will be performed by Landrum & Brown, Incorporated, and its sub-consultants (L&B Team) for the FAA as the lead Federal agency:

- Landrum & Brown Incorporated (L&B)
- ASC Group Incorporated
- Aerofinity Incorporated
- Gresham, Smith and Partners

AGENCY COORDINATION and COMMENT AT KEY PROJECT MILESTONES

Agency coordination will formally occur with the Federal, state, and local agencies at key milestones in the EIS process:

- **Scope of Services for the EIS**

  Obtain agency comments on the overall proposed Scope of Services to assist in the development and refinement of tasks.

- **Purpose and Need and Alternatives Analysis**

  The Purpose and Need for the Proposed Project will be developed using planning studies prepared by the Columbus Regional Airport Authority (CRAA) and with input from, and coordination with, the FAA and the CRAA to identify current needs as well as those needs that would arise from forecasted activity levels during a reasonably foreseeable timeframe identified for discussion in the EIS. The Draft Purpose and Need statement(s) and the methodologies used will be presented to the agencies for review, discussion, and input. The Draft Purpose and Need statement(s) may be revised based on the outcome of coordination with the agencies.

  A statement that expresses the purpose and need for improvements that may affect wetlands and other sensitive natural resources will also be developed. This statement will be based off of the overall purpose and need and is intended for the review and concurrence of the U.S. Army Corps of Engineers and other water resources permitting agencies in accordance with the U.S. Army Corps of Engineers Highway Methodology, which are established streamlining provisions.

  Multi-faceted environmental permitting and mitigation work for the CMH project will involve early, extensive coordination and interface with the following regulatory agencies: the U.S. Army Corps of Engineers (USACE), the U.S. Environmental Protection Agency (EPA), and the Ohio Environmental Protection Agency (OEPA).

  All environmental impacts and permitting issues will be obtained, integrated, and become part of the total permit package to be submitted by CRAA as part of the 404 permit process. This effort will require close coordination with the

FAA permitting staff and the various L&B Team members throughout development of the final permit package to allow for expeditious review, responses, and ultimate finalization of the various permits necessary for timely initiation of construction activities.

The range of reasonable and practical alternatives to fulfill the project Purpose and Need will be developed and presented to the agencies for review and comment. (The discussion of the range of alternatives is presented more fully in Section V. of this outline.)

- **Results of Key Environmental Studies/Mitigation**

  Agencies will be informed as to the findings of natural and cultural resources surveys, air quality and noise modeling methodologies and results. Any mitigation necessary for this project will be coordinated with the appropriate agencies to comply with Federal, state, and local regulations and to identify suitable mitigation strategies.

- **Development of the Draft EIS**

  The status of the development of the Draft EIS, the data, analysis, findings, and mitigation recommendations will be presented to the agencies for review, comment, and input.

IV. SPONSOR'S PROPOSED PROJECT

SPONSOR'S IDENTIFIED GENERAL GOALS

- CRAA seeks to continue to expand CMH's role as a major domestic passenger air hub through enhanced passenger service,
- CRAA seeks to balance CMH in terms of airfield and terminal capacity,
- CRAA seeks to phase these projects in a way that will take advantage of available funding, while being flexible enough to accommodate growth that may occur sooner than forecasted,
- CRAA seeks to strengthen and enhance the city and regional tax base and employment by developing a highly desirable facility for airline and aircraft operators, and
- CRAA seeks to accomplish these goals in a manner that preserves the viability and character of its neighboring communities

* * * * *

SPONSOR'S PROPOSED PROJECT

- Construction of a replacement runway, 10,113 feet long, located approximately 702 feet south of the existing Runway 10R/28L
- Construction of additional taxiways to support the replacement runway
- Proposed terminal development (defined as a development area that will encompass Phase I and II of the CRAA terminal development program and the number of gates, approximate square footage of the structure, number of levels and if any are underground, approximate curb frontage, and the number of passengers that the terminal would accommodate)
- Necessary Navigational Aids (NAVAIDS) to obtain a CAT II approach
- Proposed aviation-related development
- Associated roadway relocations and construction
- Parking improvements (including both surface lots and parking garage)
- Property acquisition and relocation of residences, businesses, and farms as necessary
- Development of air traffic operational procedures for the replacement runway
- Proposed Part 150 noise abatement actions to be implemented upon receipt of the Record of Approval

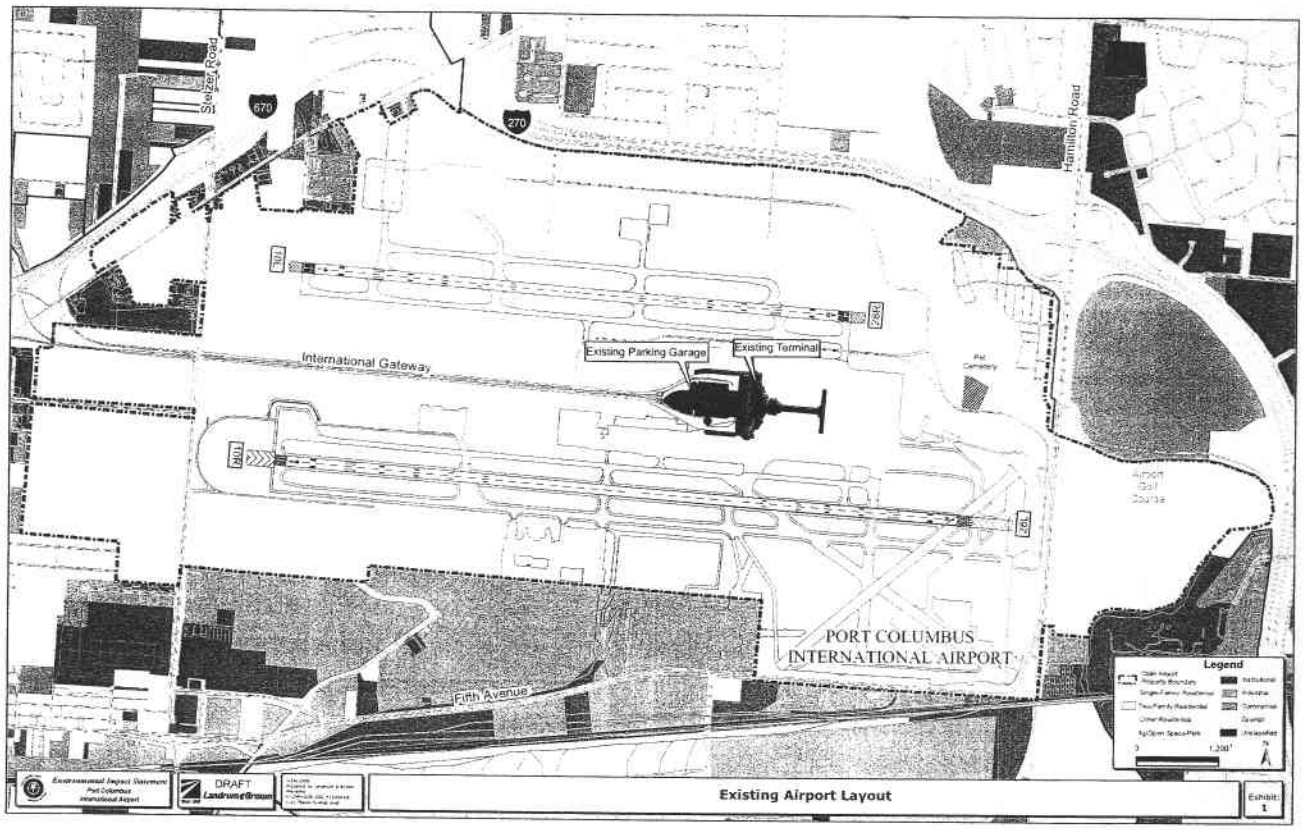
The existing airfield layout is depicted on **Exhibit 1**, *Existing Airport Layout*. The proposed relocated runway and terminal expansion proposed by CRAA is depicted on **Exhibit 2**, *Sponsor's Proposed Project.*

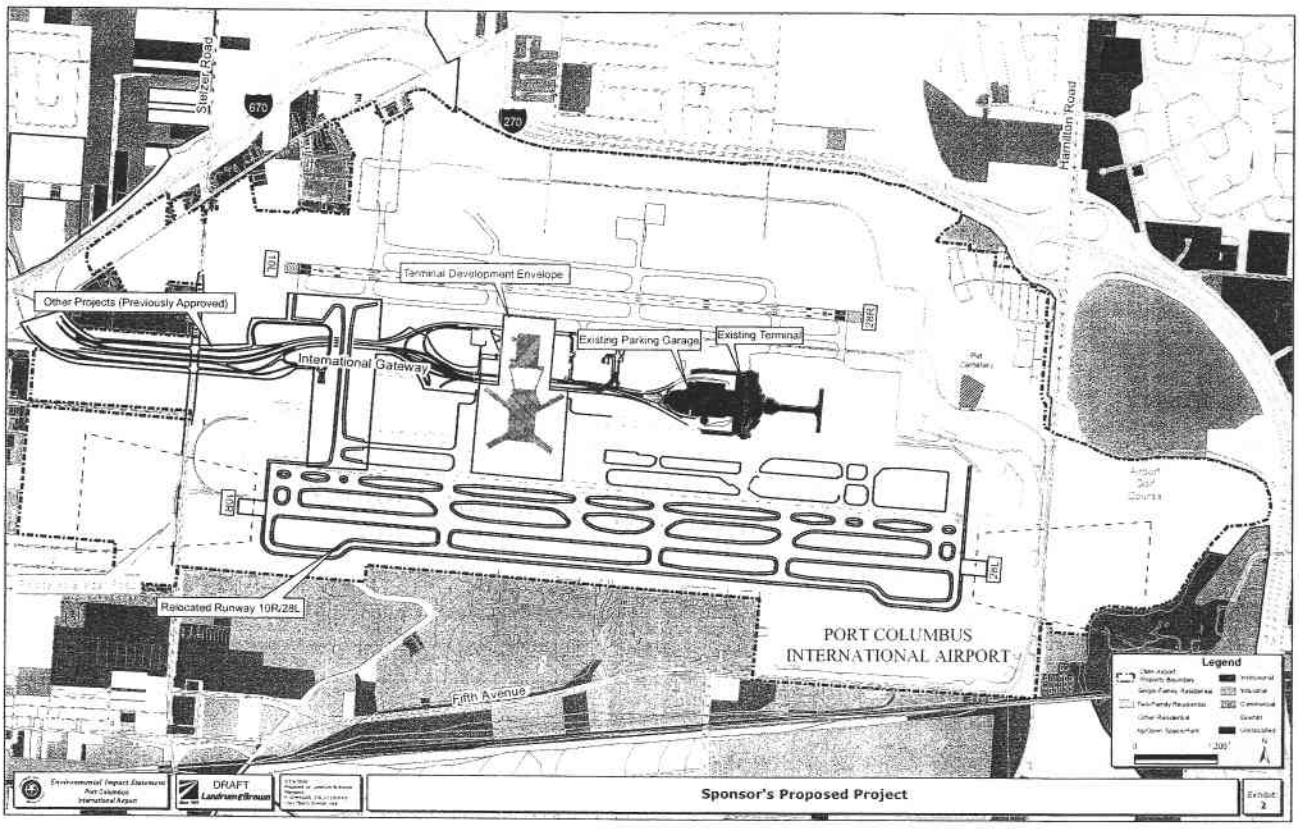
DEVELOPMENT OF STUDY AREA BOUNDARIES

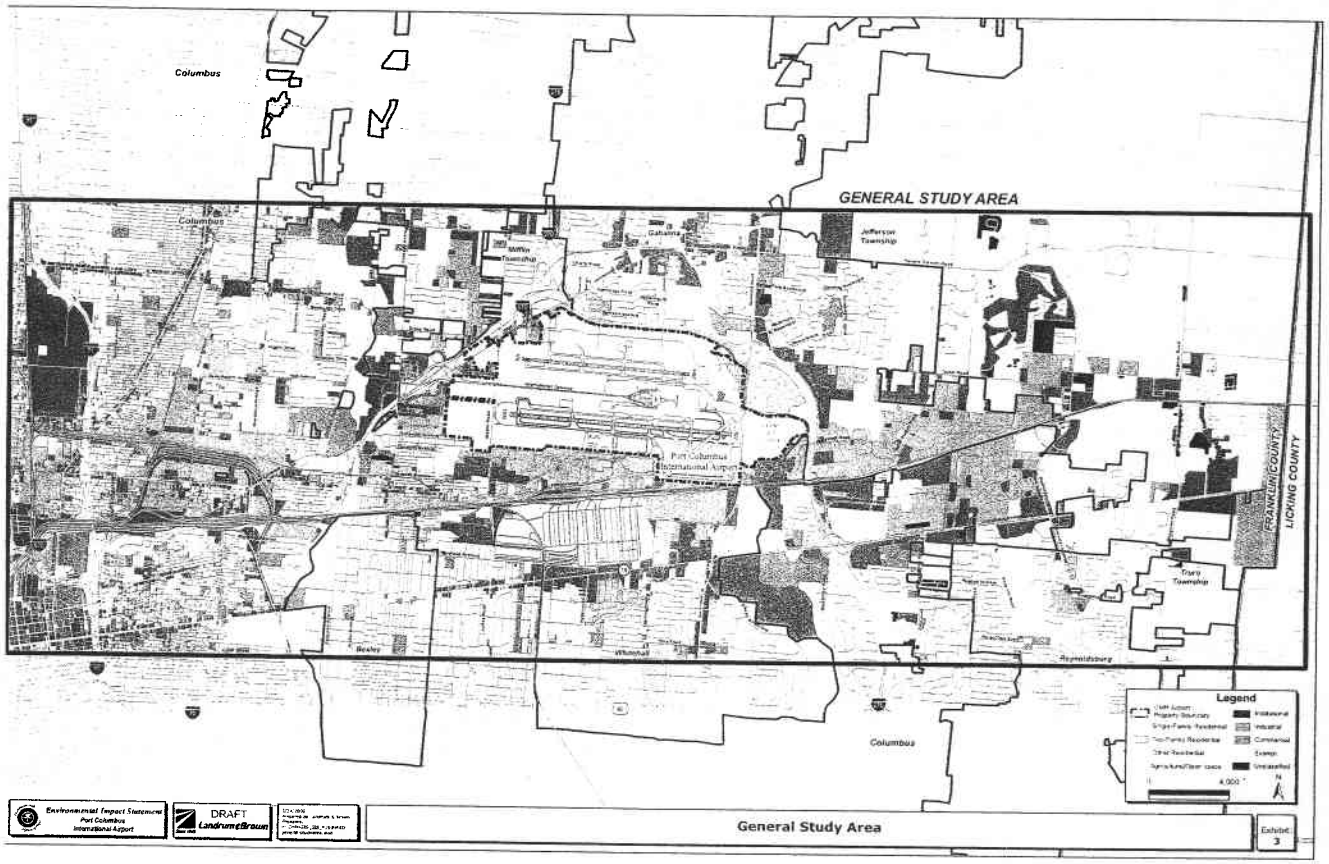
For the purposes of this EIS two study areas have been developed illustrating the airport property and surrounding communities. Exhibits were created using digital mapping and Geographic Information System (GIS) and show these study areas with existing political jurisdictions, noise-sensitive land uses, compatible land uses, major and minor streets and roadways, and major physical, geographic, and natural features, along with selected place names, road names, and names of geographic features.

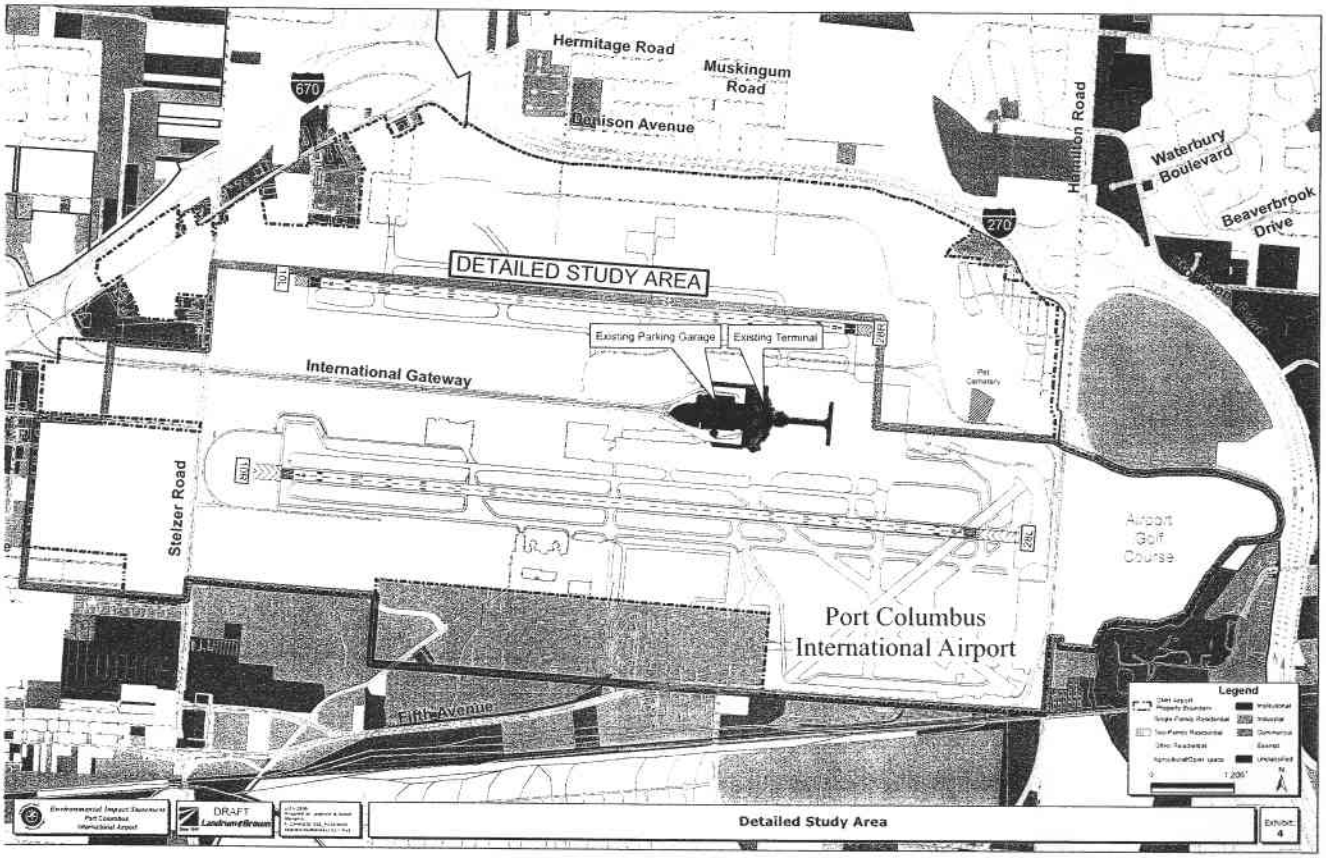
The General Study Area (GSA), as shown on **Exhibit 3**, *General Study Area*, covers a broad area so that the potential impacts due to the Proposed Project and its alternatives can be adequately assessed, in particular for the assessment of potential noise impacts. The GSA was developed using a composite of previous airport noise contours (out to the 60 DNL) and current and anticipated aircraft flight paths. A substantial buffer area was then added to allow for any increase in the size of the future noise contour. The GSA Area boundary lines were squared off and follow roadways where available.

Exhibit 4, *Detailed Study Area*, is smaller than the GSA to accommodate the more detailed analysis of construction and development-related impacts that would result from the Proposed Project and its alternatives. The alternatives used to help delineate the Detailed Study Area (DSA) boundary were based on the areas where it was anticipated that direct impacts may occur.


Stelzer Road
670
270
Hamilton Road
10L
28R
International Gateway
Existing Parking Garage
Existing Terminal
10R
28L
Airport Golf Course
PORT COLUMBUS
INTERNATIONAL AIRPORT
Fifth Avenue
Legend
Environmental Impact Statement
Port Columbus International Airport
DRAFT
Landrum&Brown
Existing Airport Layout
Exhibit 1


Stelzer Road
670
270
Hamilton Road
Terminal Development Envelope
Other Projects (Previously Approved)
10L
28R
International Gateway
Existing Parking Garage
Existing Terminal
10R
28L
Airport Golf Course
Relocated Runway 10R/28L
PORT COLUMBUS
INTERNATIONAL AIRPORT
Fifth Avenue
Legend
Environmental Impact Statement
Port Columbus International Airport
DRAFT
Landrum&Brown
Sponsor's Proposed Project
Exhibit 2


Columbus
GENERAL STUDY AREA
Port Columbus International Airport
FRANKLIN COUNTY
LICKING COUNTY
Legend
Environmental Impact Statement
Port Columbus International Airport
DRAFT
Landrum&Brown
General Study Area
Exhibit 3


Hermitage Road
Muskingum Road
Denison Avenue
670
270
Hamilton Road
Waterbury Boulevard
Beaverbrook Drive
DETAILED STUDY AREA
Existing Parking Garage
Existing Terminal
International Gateway
Stelzer Road
Airport Golf Course
Port Columbus International Airport
Fifth Avenue
Legend
Environmental Impact Statement
Port Columbus International Airport
DRAFT
Landrum&Brown
Detailed Study Area
Exhibit 4

V. RANGE OF ALTERNATIVES

In addition to the Sponsor's Proposed Project, the EIS will evaluate a comprehensive range of alternatives. This is necessary to ensure that other alternatives that satisfy the project purpose and need, while having a less detrimental effect on the environment, have not been prematurely dismissed from consideration. The evaluation of these alternatives will be subject to a three-phased approach:

1. Identify a comprehensive range of alternatives.

2. Conduct a qualitative evaluation of all alternatives and define a short list of alternatives to be considered for further evaluation based on their compliance with the project's purpose and need.

3. Perform detailed evaluation of the short listed alternatives to consider operational, financial, constructability, and environmental impacts.

The comprehensive range of alternatives will consider:

- **No Action/No Build**: This alternative would include maintaining the existing terminal area, runways, taxiways, operating procedures, and navigation aids. In addition to serving as an alternative for further consideration, the do nothing alternative also serves as a baseline for evaluating other alternatives.
- **Reconfiguration of the airfield:** Alternatives that would realign, extend, and or shorten existing runways and/or taxiways would be considered. Development of new runway and/or taxiway components also are considered to be a reconfiguration of the airfield.
- **Operational procedure modifications:** Operational changes may include, but are not limited to, preferential runway use, revision of aircraft taxi routes, and/or instituting new air traffic control (flight) procedures. Allocating demand to other nearby airports serving the region will also be assessed.
- **Development of alternative airports:** Other potential sites to develop a new or replacement airport to serve the Columbus Region will be considered.
- **Technology:** This will include an assessment of existing and emerging technologies that could affect aviation demand such as teleconferencing and video conferencing.

This comprehensive range of alternatives will be subjected to qualitative evaluation techniques that will serve to identify a short-list of alternatives to be considered for more detailed analysis. These evaluations will focus on the ability of the alternatives to satisfy the project's purpose and need. The Scope of Services

provides for a short-list of alternatives that will be carried forward in the analysis of Environmental Consequences. Those alternatives will include:

- 2006 Baseline Condition
- Alternative 1: 2012 No-Action
- Alternative 2: 2012 Alternative Proposed Runway Alternative
  - Air Traffic Option A: With the Part 150 Actions
  - Air Traffic Option B: Without the Part 150 Actions
- Alternative 3: 2018 No-Action
- Alternative 4: 2018 Proposed Action Alternative
  - Air Traffic Option A: With the Part 150 Actions
  - Air Traffic Option B: Without the Part 150 Actions
- Alternative 5: 2018 Proposed Runway Alternative with Expansion of Existing Terminal
  - Air Traffic Option A: With the Part 150 Actions
  - Air Traffic Option B: Without the Part 150 Actions

Refinement of Alternatives: In preparation for detailed environmental evaluation, refinement of the alternatives may include preliminary engineering to establish longitudinal and transverse gradients, drainage features, and temporary construction areas/easements. This level of detail provides information on implementation and constructability, operational feasibility, and the feasibility and reality of obtaining and applying for environmental permits (i.e., local, state, Federal) for construction.

Preliminary Design of Airfield Components: This effort involves engineering studies to advance alternatives from the conceptual stage through preliminary engineering. This effort will be used to develop:

- Runway geometrics and horizontal and vertical alignments
- Runway and taxiway construction zone (extents of disturbance)
- Temporary construction easements
- Drainage facilities and easements and their impacts
- Necessary relocations on airport property
- Necessary property acquisitions and relocations
- Other necessary relocations
- Impacts on airport operations during construction
- Constructability analysis
- Construction cost estimates of each alternatives

VI. ASSESSING ENVIRONMENTAL IMPACTS

In accordance with FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, the EIS shall consist of the following elements:

AIR QUALITY

National Ambient AQ Standards; SIP/TIP; Status
Air Quality Assessment; Violation/ Severity/ Delay
Modeling; Disclosure
Conformity Rules
General and Transportation Conformities
Coordination and Consultation
Summary of NEPA and CAA Findings and Determinations

NOISE AND COMPATIBLE LAND USES

Airport Noise
Land-Use Compatibility
Airport Noise and Access Restrictions
Determination of Consistency with Local Planning

PUBLIC PROPERTIES/ RESOURCES

Section 106 Historical Preservation
Architectural, Archeological, and Cultural Resources
Section 303(c) Properties/Resources

WATER RESOURCES

Water quality
Wetlands
Floodplains and Floodways
Coastal Resources [Coastal Barriers and Coastal Zone Management]
Wild and Scenic Rivers

BIOLOGICAL AND NATURAL RESOURCES

Fish, Wildlife, Plants, and Habitat
Essential Fish Habitat
Farmlands
Natural Resources

HAZARDOUS AND WASTE MATERIALS

Hazardous Waste
Solid Waste
Pollution Prevention

SOCIAL AND COMMUNITY RESOURCES

Socioeconomic; Environmental Justice; and Children's Environmental Health and Safety Risks
Secondary, Induced, and Infrastructure
Light Emissions and Visual
Energy Supply
Sustainable Design & Development
Construction

- From an initial qualitative evaluation, it is anticipated that Noise, Land Use, Social Impacts, and Historic and Archaeological Sites, USC Section 303(c) properties are considered to be key issues.
- Mitigation measures will be developed for adverse impacts created by the proposed actions.
- In accordance with Executive Order 12898, the EIS will address environmental justice issues to ensure that minority and low-income communities would not be subject to disproportionately high and adverse environmental effects.

VII. CUMULATIVE IMPACTS ANALYSIS

The discussion and disclosure of Cumulative Impacts will be provided in a separate Chapter of the EIS, not a section in the Environmental Consequences.

- Identification of pertinent past, present, and foreseeable future actions for which an accounting is required [including those despite prior environmental study and Federal, non-Federal, and private actions].
- Identification of ecological and other resources affected [including natural ecosystem and human community - socioeconomic resources, human health, recreation, quality of life issues, and cultural and historical resources].
- Baseline for incremental increases in adverse effects [default = state of nature without human intervention].
- Relationship to effects found under the Affected Environment.
- Relationship to Alternatives Analysis.
- Comparative quantitative and qualitative analyses [including ecosystem integrity, bio-diversity, and sustainable development].

VIII. OTHER PROJECTS OR ENVIRONMENTAL STUDIES

Other projects or environmental studies that are planned or currently underway at the Port Columbus International Airport. This list will continue to be updated as information about new projects and studies are identified.

PROJECT	AGENCY
Crossover Taxiway Environmental approval previously obtained	Columbus Regional Airport Authority
Stelzer Road – International Gateway Interchange Environmental approval previously obtained	Columbus Regional Airport Authority
FAR Part 150 Study Update FAR Part 150 Study Update for Port Columbus International Airport	Columbus Regional Airport Authority

IX. NEXT STEPS IN THE EIS PROCESS

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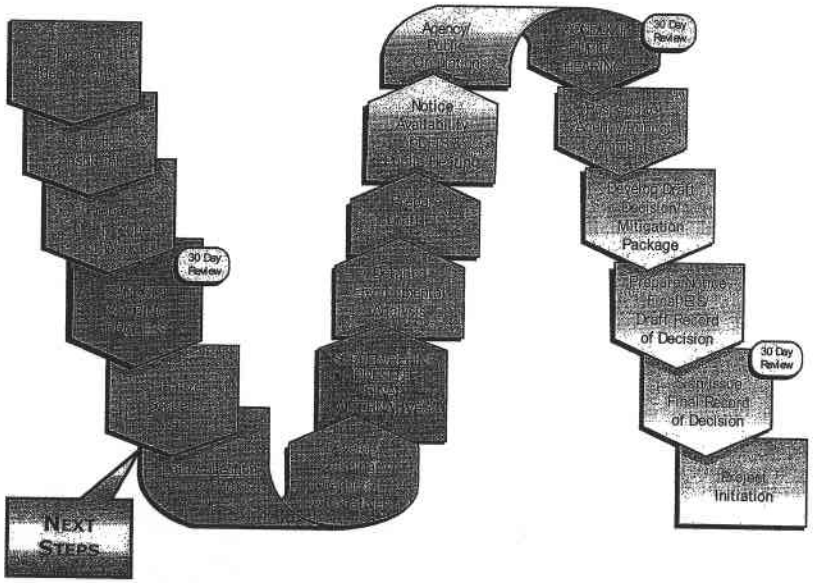

X. EIS SCHEDULE

The project schedule (next page) shows that the DRAFT EIS document will be produced in approximately 20 months from the issuance of the FAA Notice of Intent to Prepare an EIS. There are, however, project-related items outside the control of the Project Team, such as FAA and CRAA review(s) of preliminary documentation, additional studies/surveys that may be required for regulatory agency approval or for permitting or mitigation, or the extent of public/agency comments for which responses need to be prepared.

The schedule will be monitored throughout the study and coordinated with appropriate parties. The project schedule is attached. It will be revised and updated when necessary to remain current with the actual pace of the analysis, and agency coordination and concurrence.

- 20 months to DRAFT EIS after issuance of NOI
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- Public Hearing
- RECORD OF DECISION expected – April 2009

XI. OPPORTUNITY FOR AGENCIES TO COMMENT ON THE EIS SCOPE OF WORK

To ensure that the full range of issues related to the proposed project are addressed and that all significant issues are identified, comments and suggestions are invited from all interested parties. An Agency Scoping meeting will be conducted to identify any significant issues associated with the Proposed Project.

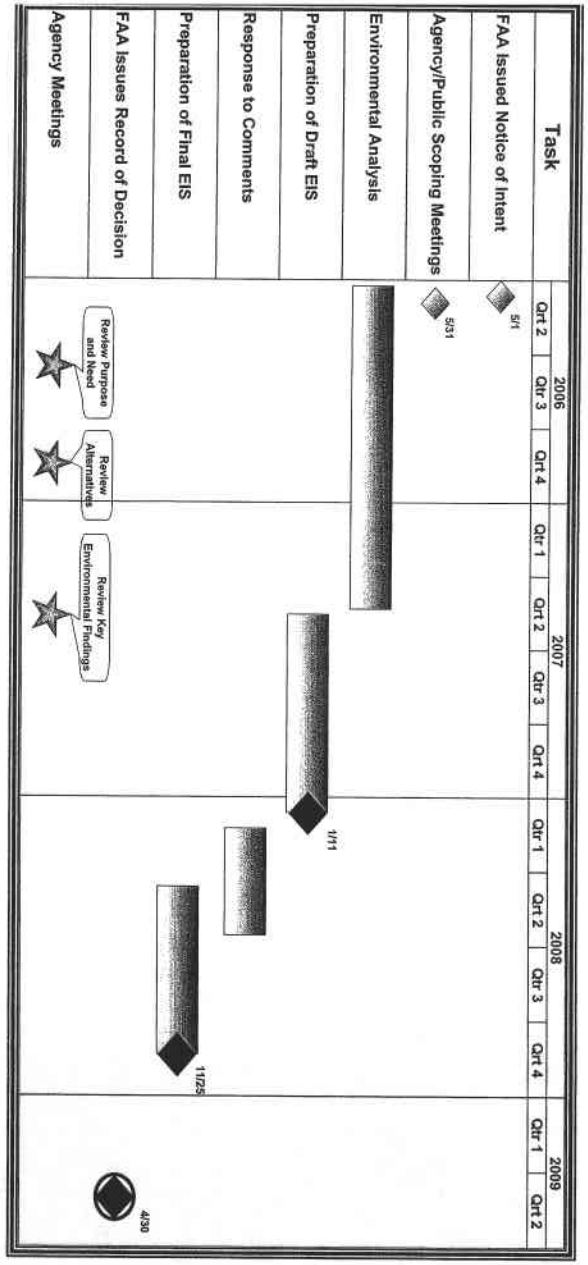
The Agency Scoping meeting for all Federal, state, and local environmental regulatory agencies will be held on **May 31, 2006**, between **10:00 a.m. and 1:00 p.m.** in the Emergency Operations Center at the Port Columbus International Airport, Columbus Ohio.

Written comments and/or questions should be mailed within 30 days following the scoping meeting (**July 1, 2006**) to:

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174.

Telephone: (734) 229-2958
Fax: (734) 229-2950
Email: CMHEIS@faa.gov
Project Website: www.airportsites.net/cmh-eis

Generalized EIS Schedule



Federal Aviation Administration

ENVIRONMENTAL IMPACT STATEMENT

FOR

REPLACEMENT RUNWAY AND TERMINAL EXPANSION

AT

PORT COLUMBUS INTERNATIONAL AIRPORT

AGENCY SCOPING MEETING

MEETING SUMMARY

MAY 31, 2006

10:00 A.M. – 1:00 P.M.

Meeting Attendees: Irene Porter, *FAA*, Katherine Jones, *FAA*, Rob Adams, *L&B,* Mark Perryman, *L&B,* Sarah Potter, *L&B,* Virginia Raps, *L&B,* Dave Wall, *CRAA,* Stacey Heaton, *CRAA,* Angela Newland, *CRAA,* John Lengel, *GSP,* Tim Arendt, *GSP,* Brian Mitch, *ODNR*, Sherry Kamke, *USEPA*, Ross Carlson, *HUD*, Greg Poston, *Airport Golf Course*, Roger Ryder, *FHWA*, Chris Gawronski, *MORPC*

1. Irene Porter, FAA, opened the meeting by welcoming everyone and gave a brief summary of the project.
   - Contact people for the FAA (Katy Jones) and Consultant Team (Rob Adams).
   - All comments should be sent to Katy Jones by July 1, 2006.

2. Dave Wall, CRAA, welcomed everyone on behalf of the Columbus Regional Airport Authority and described the process for the airfield tour that followed the meeting.

3. Mark Perryman, Landrum & Brown, welcomed everyone on behalf of the Consultant Team.
   - Introductions were made by all attendees of the meeting.
   - Mark described the history/background of the project and the purpose and need for the project.
   - Rob Adams discussed the EIS process and the methodologies that will be followed in preparing the EIS (see attached materials for presentation)
   - The presentation will be available on the project website by June 9, 2006.

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   - A site tour followed the presentation where participants visited the location of the proposed runway and terminal development.

4. The following questions were asked during/after the presentation:
   - Question: Chris Gawronski, *MORPC,* How detailed would you like the comments to be on the scope?
   - Answer: Rob Adams, *L&B,* The comments should be as detailed as possible to help determine if the level of detail contained in the scope, meets the needs of the agencies.
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   - Answer: Rob Adams, *L&B,* In addition to the scoping meeting today, there are three other key milestone meetings that will be scheduled during the project:
     1. Purpose & Need and Alternatives refinement.
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   - Answer: Mark Perryman, *L&B,* Vision 100's purpose was to involve the agencies throughout the process rather than just when the Draft EIS is submitted. This will help to eliminate any surprises to the agencies.
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- Question: Roger Ryder, *FHWA,* When are the public meetings being held for this project?
- Answer: Rob Adams, *L&B,* There will be a meeting held tonight (May 31st) and tomorrow evening (June 1st). There will be total of four more public workshops. The next will be on July 11th and 12th, one on the east and one on the west side of the airport.

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- Answer: Mark Perryman, *L&B,* The FAA's process is different than the FHWA's process. The FAA requires the airport to have a very detailed project planned before any environmental analysis can occur.

CMH Agency Scoping Mailing List
05-05-06

FNAME	LNAME	TITLE	COMPANY	ADDRESS1	ADDRESS2	CITY	STATE	ZIP	AGENCY
Vince	Papsidero	Planning Administrator	City of Columbus	109 North Front St.	Ground Floor	Columbus	OH	43215	LOCAL
Eagan	Foster	Transportation Administrator	City of Columbus	109 North Front St.	2nd Floor	Columbus	OH	43215	LOCAL
Tom	Russell	Storm Water Division Section Manager	City of Columbus	910 Dublin Road		Columbus	OH	43215	LOCAL
James	Bryant	Aviation Administrator	Ohio Department of Transportation Aviation	2829 W. Dublin-Granville Road		Columbus	OH	43235-2786	STATE
Brad	Briggs	Environmental Liaison Business Representative for Appalachia	Ohio Department of Development	77 S. High St. 28th Floor		Columbus	OH	43216	STATE
Bob	Hodanbosi	Headquarters Chief	Ohio Environmental Protection Agency, Air Quality	122 S. Front St.		Columbus	OH	43216-1049	STATE
Kenneth	Lammars		Fish and Wildlife Services, Division of Ecological Services	6950 Americana Parkway		Reynoldsburg	OH	43068-4127	STATE
Mark	Epstein	Department Head	Ohio Historic Preservation Office	567 East Hudson		Columbus	OH	43211	STATE
Pearl	Young	U.S. Environmental Protection Agency	Office of Federal Activities, Ariel Rios Building (South Oval Lobby)	NEPA Compliance Division, EIS Filing Section	Mail Code 2252-A, Room 7241	Washington	DC	20044	FEDERAL
Rebecca	Rutherford	Chief North Permit Section	U.S. Army Corps of Engineers	Huntington District	502 Eighth St.	Huntington	WV	24701	FEDERAL
Mark	Yachmetz	Associate Administrator Rail Development	Federal Railroad Administration	1120 Vermont Av. NW		Washington	DC	20240	FEDERAL
Nicholas	Chevance		Environmental Compliance, National Park Service	Curtis Building	601 Riverfront	Omaha	NE	68102	FEDERAL
Willie	Taylor	Director, Office of environmental Policy and Compliance	U.S. Department of Interior	1849 C Street, N.W.	Office of the Secretary	Washington	D.C.	20240	FEDERAL
Anthony	Mitchell	Bio Security Manager	U.S. Department of Agriculture	8995 E. Main St.		Reynoldsburg	OH	43068	FEDERAL
Andrew	Bayham	District Conservationist	USDA, Natural Resources Conservation Service	2650 Richville Drive SE		Massillon	OH	44646	FEDERAL
Mark	Agricola	Regulatory Specialist	U.S. Army Corps of Engineers	Dover Regulatory Field Office	5336 State Route 800 NE	Dover	OH	44622-6910	FEDERAL
Mary M.	Knapp, Ph.D.	U.S. Department of the Interior	Fish and Wildlife Services, Ecological Services	6950 Americana Parkway, Suite H		Reynoldsburg	OH	43068-4127	FEDERAL
D. Bambi	Kraus		National Association of Tribal Historic Preservation Officers	P.O. Box 19189		Washington	DC	20036-9189	FEDERAL
Katy	Jones		Federal Aviation Administration	Detroit Airports District Office	11677 S. Wayne Rd.	Romulus	MI	48174	FEDERAL
Erika	Witzke	Principal Engineer	Mid Ohio Regional Planning Commission	285 East Main St.		Columbus	OH	43215-5272	LOCAL
	Golf Division	Department of Recreation and Parks	City of Columbus	200 Greenlawn Ave.		Columbus	OH	43215	LOCAL
Randy	Sanders	Environmental Review Administrator	Ohio Department of Natural Resources	Division of Real Estate and Land Management	1952 Belcher Dr. Building C-4	Columbus	OH	43224	STATE
Bharat	Mathur	Deputy Regional Administrator	U.S. EPA Region 5	77 W. Jackson Blvd.		Chicago,	IL	60604	FEDERAL
Kenneth	Westlake	Chief, Environmental Planning and Evaluation Branch	U.S. EPA Region 5	77 W. Jackson Blvd.		Chicago	IL	60604	FEDERAL
Ross	Carlson	Environmental Officer Community Planning and Development	U.S. Department of Housing and Urban Development	200 North High St.		Columbus	OH	43215	FEDERAL
Roger	Ryder	Program Engineer	Federal Highway Administration	200 N. High St., Room 328		Columbus	OH	43215	FEDERAL

U.S. Department of Transportation
Federal Aviation Administration

Detroit Airports District Office
Metro Airport Center
11677 South Wayne Road, Ste. 107
Romulus, MI 48174

June 12, 2006

Erika Witzke
Principal Engineer
Mid Ohio Regional Planning Commission
285 East Main St.
Columbus, OH 43215-5272

Dear Erika Witzke:

Thank you for attending the Federal Aviation Administration (FAA) agency scoping meeting held on May 31, 2006, to discuss the Environmental Impact Statement (EIS) for the proposed replacement of Runway 10R/28L and terminal development at the Port Columbus International Airport. Enclosed for your review is the meeting summary.

We encourage you to submit written comments and recommendations by **July 1, 2006**, directly to the FAA at the following address:

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road
Suite 107
Romulus, Michigan 48174
Email: CMHEIS@FAA.GOV
Website: www.Airportsites.net/CMH-EIS

Please do not hesitate to contact me if you have any questions regarding the EIS scoping process -- (734) 229-2958.

Sincerely,

Katherine S. Jones
Community Planner

U.S. Department of Transportation
Federal Aviation Administration

Detroit Airports District Office
Metro Airport Center
11677 South Wayne Road, Ste. 107
Romulus, MI 48174

June 12, 2006

Golf Division
Department of Recreation and Parks
City of Columbus
200 Greenlawn Ave.
Columbus, OH 43215

Dear Golf Division:

Thank you for attending the Federal Aviation Administration (FAA) agency scoping meeting held on May 31, 2006, to discuss the Environmental Impact Statement (EIS) for the proposed replacement of Runway 10R/28L and terminal development at the Port Columbus International Airport. Enclosed for your review is the meeting summary.

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Sincerely,

Katherine S. Jones
Community Planner

U.S. Department of Transportation
Federal Aviation Administration

Detroit Airports District Office
Metro Airport Center
11677 South Wayne Road, Ste. 107
Romulus, MI 48174

June 12, 2006

Randy Sanders
Environmental Review Administrator
Ohio Department of Natural Resources
Division of Real Estate and Land Management
1952 Belcher Dr. Building C-4Columbus, OH 43224

Dear Randy Sanders:

Thank you for attending the Federal Aviation Administration (FAA) agency scoping meeting held on May 31, 2006, to discuss the Environmental Impact Statement (EIS) for the proposed replacement of Runway 10R/28L and terminal development at the Port Columbus International Airport. Enclosed for your review is the meeting summary.

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Please do not hesitate to contact me if you have any questions regarding the EIS scoping process -- (734) 229-2958.

Sincerely,

Katherine S. Jones
Community Planner

U.S. Department of Transportation
Federal Aviation Administration

Detroit Airports District Office
Metro Airport Center
11677 South Wayne Road, Ste. 107
Romulus, MI 48174

June 12, 2006

Bharat Mathur
Deputy Regional Administrator
U.S. EPA Region 5
77 W. Jackson Blvd.
Chicago,, IL 60604

Dear Bharat Mathur:

Thank you for attending the Federal Aviation Administration (FAA) agency scoping meeting held on May 31, 2006, to discuss the Environmental Impact Statement (EIS) for the proposed replacement of Runway 10R/28L and terminal development at the Port Columbus International Airport. Enclosed for your review is the meeting summary.

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Sincerely,

Katherine S. Jones
Community Planner

U.S. Department of Transportation
Federal Aviation Administration

Detroit Airports District Office
Metro Airport Center
11677 South Wayne Road, Ste. 107
Romulus, MI 48174

June 12, 2006

Kenneth Westlake
Chief, Environmental Planning and Evaluation Branch
U.S. EPA Region 5
77 W. Jackson Blvd.
Chicago, IL 60604

Dear Kenneth Westlake:

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Community Planner

U.S. Department of Transportation
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11677 South Wayne Road, Ste. 107
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June 12, 2006

Ross Carlson
Environmental Officer Community Planning and Development
U.S. Department of Housing and Urban Development
200 North High St.
Columbus, OH 43215

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Community Planner

U.S. Department
of Transportation
**Federal Aviation
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Detroit Airports District Office
Metro Airport Center
11677 South Wayne Road, Ste. 107
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June 12, 2006

Roger Ryder
Program Engineer
Federal Highway Administration
200 N. High St., Room 328
Columbus, OH 43215

Dear Roger Ryder:

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Mid-Ohio Regional Planning Commission
An association of local governments providing planning, programs and services for the region.

June 21, 2006

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, MI 48174

RE: Port Columbus International Airport EIS

Dear Ms. Jones:

The Columbus Regional Airport Authority (CRAA) recently held an agency scoping meeting for the above project. The Mid-Ohio Regional Planning Commission (MORPC) was invited to participate in the scoping process as the region's surface transportation planning agency and a convener of local governments.

Following a careful review of the list of environmental impacts to be assessed, MORPC offers the following specific items for consideration by the consultant, arranged by category of environmental impact:

AIR QUALITY
- Ensure clean fuel options and anti-idling policies for airport ground equipment are considered in the AQ calculations.
- During construction, establish methods to control fugitive dust which contributes to regional fine particulate ($PM_{2.5}$) pollution.
- Consider providing contract incentives to construction companies or other contractors which use clean fuels in their equipment.

NOISE AND COMPATIBLE LAND USES
- Land-Use Compatibility – Utilize previous Airport Environs Overlay recommendations sponsored by CRAA.

WATER RESOURCES
- Water Quality – Green roofs, an aspect of green building, should be considered for all buildings to reduce the quantity and improve the quality of stormwater runoff. Also, carefully consider the needs for sediment control both during and immediately after construction while vegetation is establishing itself.
- Wetlands – Any mitigation or replacement should take place locally (nearby within the same watershed) if possible.

HAZARDOUS AND WASTE MATERIALS
- Solid Waste – On-site reuse and recycling of construction materials should be incorporated into as many processes as possible. This approach reduces the total "embedded" energy needed for construction activities. If on-site recycling is impractical, there may be aggregate/asphalt facilities in the

285 East Main Street
Columbus, OH 43215-5272

Phone: (614) 228-2663
Fax: (614) 228-1904
TDD: 1-800-886-2663
www.morpc.org

immediate area that can be used to recycle materials and reduce transportation costs.
- Pollution Prevention – The solid waste strategies mentioned above would reduce pollution associated with both the construction activities and the construction materials used.

SOCIAL AND COMMUNITY RESOURCES
- Socioeconomic / Environmental Justice – Site design should accommodate all modes of traveling to the airport including transit, bicycle and walking by considering passenger rail connections, sidewalks, bike lanes and bicycle parking (short- and long-term). This is also an aspect of sustainable design.
- Energy Supply – The airport is in a unique position to be a generator of renewable energy given its expansive land and buildings. Opportunities should be explored to install solar panels and wind turbines to generate some of the airport's required electricity and offset its demand on the regional power system. Renewable energy production can also be considered a pollution prevention strategy.
- Sustainable Design & Development – Aspects of sustainable design have been mentioned in several of the categories above, but additional considerations include: use of green building materials, natural lighting and ventilation, passive solar orientation, geothermal heating and cooling, and LEED® certified buildings.

GENERAL COMMENT
- Existing Airport Layout map – This map presented during the agency scoping meeting (and other maps that show land uses) shows some residential land as commercial or industrial. In particular, note the area south of the airport property along the west side of Stelzer Rd. Although the land may be zoned commercial or industrial, the map should indicate the existing use as residential so that the full impact to residents of any changes can be accurately considered.
- CRAA should consider joining the U.S. EPA SmartWay program as part of its long-term pollution prevention and energy efficiency strategies. (http://www.epa.gov/smartway/)

Port Columbus, and the CRAA, have been reliable participants in regional transportation discussions. It should also be noted that the CRAA has been proactive in its interest in "greening" activities at its various facilities. It is a pleasure to be able to assist in ensuring any airport project resulting from this EIS will have the best possible impacts on the central Ohio region. Thank you for the opportunity to comment on this EIS project.

Yours truly,

Robert E. Lawler

Robert E. Lawler, P.E.
Director, Transportation

REL:cg

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

JUN 28 2006

REPLY TO THE ATTENTION OF:

B-19J

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road
Suite 107
Romulus, Michigan 48174

RE: Scoping Comments on the Environmental Impact Statement for the Replacement Runway and Terminal Expansion at Port Columbus International Airport, Columbus, Ohio

Dear Ms. Jones:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, we have reviewed the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) and information presented to us on May 12, 2006. We have also attended the May 31, 2006 scoping meeting hosted by the Federal Aviation Administration (FAA) in Columbus, Ohio.

As indicated in the NOI and in the scoping meetings, the FAA has decided to prepare an EIS to address specific improvements at Port Columbus International Airport. Specifically, the FAA and the project sponsor, the Columbus Regional Airport Authority (CRAA) have evaluated the condition of the primary runway, Runway 10R/28L and have determined that it needs to be rehabilitated. They also determined peak operating capacity could be improved and that additional terminal capacity was needed to accommodate projected passenger levels for the next 20 years. In addition to these primary needs, the need to provide ancillary facilities and roadway infrastructure was determined to be significant, as was the need to incorporate noise abatement and land use mitigation.

To address these issues, FAA and the CRAA have developed a preliminary proposal including the following actions:

- Construction of a replacement runway, 10,113 feet long, located approximately 702 feet south of the existing Runway 10R/28L
- Construction of additional taxiways to support the replacement runway
- Proposed terminal development (defined as a development area that will encompass Phase I and II of the CRAA terminal development program and the number of gates, approximate square footage of the structure, number of levels and if any are underground, approximate curb frontage, and the number of passengers that the terminal would accommodate)

- Necessary Navigational Aids (NAVAIDS) to obtain a Category II approach
- Proposed aviation-related development
- Associated roadway relocations and construction
- Parking improvements (including both surface lots and parking garage)
- Property acquisition and relocation of residences, businesses, and farms, as necessary
- Development of air traffic operational procedures for the replacement runway
- Proposed Part 150 noise abatement actions to be implemented upon receipt of the Record of Approval

To ensure that alternatives that satisfy purpose and need with less detrimental effect on the environment have been considered, the FAA has committed to a three-phase approach for their alternatives analysis for this project. FAA will identify a comprehensive range of alternatives, evaluate those alternatives based on their ability to meet purpose and need, and then perform a detailed evaluation of alternative based on operational, financial, constructability and environmental feasibility. The range of alternatives will consider: (1) the No-Action/No Build alternative, (2) reconfiguration of the airfield, (3) operational procedure modification, (4) development of alternative airports, and (5) technology.

FAA estimates that approximately 35 housing units outside of the airport's present boundaries will need to be acquired to accommodate the project. Impact categories that we are interested in include noise, residential and business relocations, air quality, noise, water quality, and cumulative impacts.

We have provided some initial comments on specific environmental issues that concern EPA below.

Air

General conformity is required in nonattainment and maintenance areas for the National Ambient Air Quality Standards (NAAQS). Because the project area is "nonattainment" for the eight-hour ozone standard and the fine particulate (PM2.5) standard, emissions of volatile organic compounds (VOCs) and Oxides of Nitrogen (NOx) must be assessed to determine if they are above the de minimus level of 100 tons per year. If emissions are greater than the de minimus level, all emissions must be offset or accommodated in the State Implementation Plan. To this end, it would be helpful to have emissions information categorized by source type. Transportation conformity would also have to be demonstrated. Airport-related road projects and transit projects would need to be included in the long range transportation plan and modeled to demonstrate conformity to the region's air quality improvement plan.

Air toxics is an evolving issue for many urban areas. Sources of air toxics in urban areas are varied and include area, industrial, and mobile (e.g., automobiles, diesels, locomotives, and aircraft) emitters. Emissions of air toxics are an area of concern that should be addressed in the context of the EIS. For this project, construction emissions could be a major component of air

emissions. We recommend that FAA consider alternative fuels, retrofitted equipment and other measures to minimize emissions during construction. We are available to participate in discussions to determine how to address this emerging issue.

Water

Impacts to Wetlands - We understand that the airport property includes about 5 acres of wetlands. In order to determine, under Section 404 of the Clean Water Act, that the least damaging practicable alternative will be selected for implementation, a description of the amount, type, function, and quality of wetlands in the area should be included. Additionally, we would expect that FAA would document efforts to avoid and minimize wetland losses, and include conceptual plans for how they plan to mitigate for unavoidable losses to wetland impacts in the EIS.

Deicing and Snow Removal Impacts - Deicing and snow removal practices have the potential to cause significant impacts to receiving water bodies. This project provides an opportunity to improve deicing and snow removal operations. The EIS should describe both the current practices and what is being proposed through this project.

Noise

We understand that the FAA intends to conduct a Part 150 Study that will address the potential for noise and land use incompatibilities with the proposed project. We recommend that the FAA provide a clear description of the existing measures used to reduce or eliminate noise impacts. This will provide a useful background for evaluating additional mitigation measures for avoiding incompatibilities that could arise from the proposed project.

Thank you for the opportunity to provide these scoping comments to you. The project provides an opportunity to build a terminal complex that is greener and more sustainable in design. We support energy efficient designs and look for similar approaches to be used in this project. We are prepared to work with you as the project progresses to ensure that environmental impacts are minimized and that appropriate alternatives are considered. If you have any questions on our comments, please contact Sherry Kamke. Sherry can be reached by phone at (312) 353-5794 and by e-mail at: kamke.sherry@epa.gov.

Sincerely yours,

Kenneth A. Westlake, Chief
NEPA Implementation Section

Jenny B Ross/AGL/FAA
06/30/2006 03:28 PM

To Katherine S Jones/AGL/FAA@FAA
cc Virginia Marcks/AGL/FAA@FAA
bcc
Subject Comments on the CMH Scoping Document

As we discussed, I wanted to draw your attention to a couple of items that may relate to this project, particularly the siting and construction of the proposed midfield terminal.

1. During construction of the new ATCT, chlorinated solvent contamination was found in the soils and a significant amount of contaminated soil was excavated to allow for construction of the ATCT. The Environmental Due Diligence Audit that was prepared for the ATCT site indicated that at one time there were two aircraft engine or maintenance buildings located on that site. I believe one of them was used by the military. It is possible that the solvent contamination was a result of past use of degreasing or parts cleaning solvents in one of those buildings. This was not investigated in the EDDA, it only considered the history of the underground storage tanks associated with the buildings that were used for heating and maybe back up power. It is possible that the source of the contamination is still present since the excavation done during the ATCT construction was focused on clearing the footprint of the ATCT.

2. During the planning for the new terminal, potential impact on the ATCT and the people who work in it need to be considered. The FAA has an ATCT and Tracon that is connected to a midfield terminal at DTW. Issues that will have to be addressed include the indoor air quality impacts of jet exhaust fumes, noise, and access to the ATCT (routine, maintenance, and emergency).

Jenny Ross, RPMES
847-294-8147

-----Original Message-----
From: Annette.Davis@faa.gov [mailto:Annette.Davis@faa.gov]
Sent: Friday, June 23, 2006 12:36 PM
To: Katherine.S.Jones@faa.gov
Cc: Chris.Lenfest@faa.gov; Rob Adams
Subject: CMH EIS Scoping Meeting

I have read the CMH agency scoping meeting and discussion outline that was the subject of your June 20, 2006, memo. I have no comment, however, I wanted to be sure you knew the tower would like to evaluate fanning departures in the EIS and Part 150 study update.

Annette Davis
Acting Manager, Airspace and Procedures Branch
Central Terminal Operations
Phone: 847-294-8091

To: 9-AGL-600-CMHEIS/AGL/FAA@FAA
07/05/2006 04:12PM
Subject: Ohio DNR Comments 06-0157;
Port Columbus Runway 10R/28L Replacement Project.

ODNR COMMENTS TO Ms. Katherine S. Jones, Federal Aviation Administration, Detroit Airports District Office, 11677 South Wayne Road, Suite 107, Romulus, Michigan 48174

Location: The project is located at the Port Columbus Interntional Airport, Franklin County, Ohio.

Project: The project will involve the construction of a replacement runway approximately 700 feet south of runway 10R/28L.

The Ohio Department of Natural Resources (ODNR) has completed a review of the above referenced project. These comments were generated by an inter-disciplinary review within the Department. These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), the National Environmental Policy Act, the Coastal Zone Management Act, Ohio Revised Code and other applicable laws and regulations. These comments are also based on ODNR's experience as the state natural resource management agency and do not supersede or replace the regulatory authority of any local, state or federal agency nor relieve the applicant of the obligation to comply with any local, state or federal laws or regulations.

Rare and Endangered Species: The ODNR, Division of Natural Areas and Preserves (DNAP) Natural Heritage Database contains one record of a rare species near the proposed project. Etheostoma maculatum, Spotted Darter, is Endangered in Ohio. The attached map displays the location of this record. There are no state nature preserves or scenic rivers in the vicinity of the site.

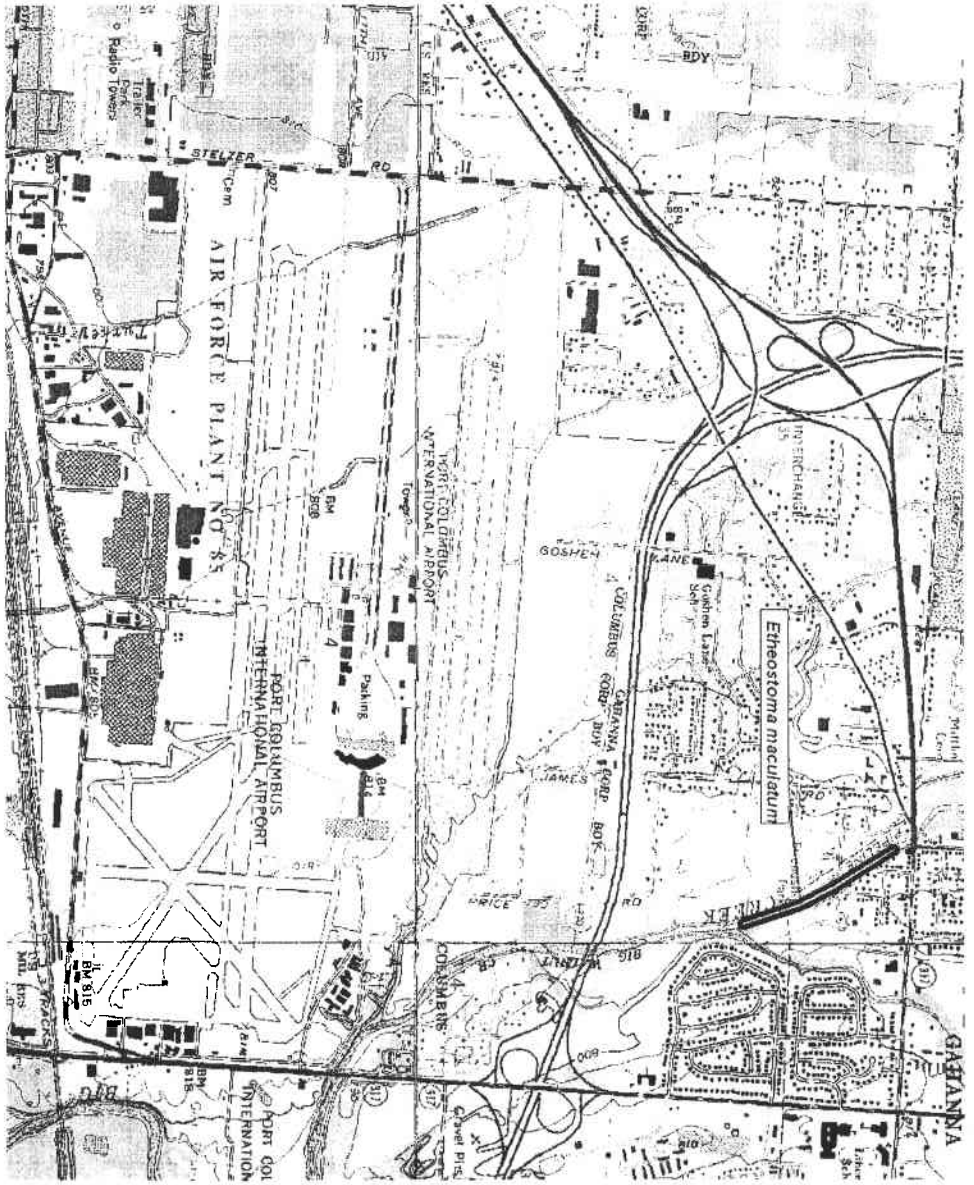
Fish and Wildlife: The ODNR, Division of Wildlife (DOW) has no comment on this project at this time but would like the opportunity to review the project as it progresses.

Special Flood Hazard Area: The proposed project may or may not be located in a Special Flood Hazard Area. To assist you in this determination, please contact the community's floodplain administrator. A list of community floodplain administrators can be found on the ODNR - Division of Water website at http://www.dnr.state.oh.us/water/floodpln/. To view a copy of a Flood Insurance Rate Map for your project area, you can either contact the community floodplain administrator, or obtain a copy online from the FEMA Flood Map Store at http://store.msc.fema.gov/.

ODNR appreciates the opportunity to provide these comments. Please contact Randy Sanders at 614.265.6344 if you have questions about these comments or need additional information.

Randall E. Sanders
Environmental Administrator
Division of Real Estate & Land Management
Ohio Department of Natural Resources
2045 Morse Rd, C4
Columbus, Ohio 43229-6693
614.265.6344
fax 614.267.4764
randy.sanders@dnr.state.oh.us

(See attached file: 06-0157.jpg)



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June 30, 2006

By email to CMHEIS@faa.gov *and regular US Mail*

Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174

Re: City of Worthington / CMH

Dear Ms. Jones:

The undersigned represents the City of Worthington as special counsel with regard to issues of airport noise. Enclosed please find the comments of the City of Worthington ("City") to the Environmental Impact Statement (EIS) for the Port Columbus International Airport ("CMH") for the proposed Runway Replacement.

The City has prepared its comments to coincide with the format of the "Agency Scoping Meeting Discussion Outline," May 31, 2006.

The primary concern of the City is the impact which CMH has on airport operations at OSU. Douglas Hammon, Airport Director of OSU, recently wrote:

> Port Columbus Airspace Restrictions: The communities east of University Airport are under the airspace controlled by Port Columbus. As such, the aircraft leaving our airport are directed by Air Traffic Control at Port Columbus to either stay below 3000 feet altitude (MSL) or turn on a 50 degree heading, which generally takes them over the southwest section of Worthington before the pilots have reached a higher altitude. We are in discussions with Air Traffic Control at Port Columbus to determine if there are alternatives to this situation.
> *Letter from Douglas Hammon to Hon. Deborah Pryce, 15th Cong. District, dated June 14, 2006.*

The airspace restrictions described by Mr. Hammon have never been subjected to an environmental review. Consequently any actions by CMH to review environmental impacts ought to consider the effects of these existing airspace restrictions. Such a review is particularly important if there is to be a new runway construction. Perhaps the new runway would permit a revision of the existing restrictions or some other relief from the negative environmental impacts of the existing ATC rules.

Thank you for the opportunity to comment on this important matter.

Sincerely,

David W. Zoll

DWZ:dwz
cc: David B. Elder, City of Worthington

I. HISTORY, BACKGROUND, PURPOSE AND NEED

WHERE DID THIS ALL BEGIN?

2000 *The Columbus Regional Airport Authority (CRAA) completed an Airport Master Plan Update (AMPU), recommends the need for a new midfield terminal, based on the forecast of passengers.*

Comment: The Airport Master Plan Update (AMPU) and /or any supporting qualitative and qualitative data were not available at the Agency Scoping Meeting.

WHAT'S HAPPENED?

2003 *Peer Review recommends shifting Runway 10R/28L south to obtain a larger envelope for terminal development.*

2003 *CRAA Board accepted recommendation and initiated Airfield Planning and Environmental Overview studies to analyze the concept further.*

2003 *CRAA defers full rehabilitation of Runway 10R/28L in anticipation of relocation project.*

Comment: Any relative qualitative, supporting and /or qualitative data were not available at the Agency Scoping Meeting. (FAA Order 5050.4B, Chapters 5, 9)

Preliminary Understanding of Purpose and Need

As a result of the evaluation of the airport operations and facilities conducted over the last five years, three major issues were identified which could affect the ability of the airport to maintain its critical airport function in the future.

Comment:

The bottom line of this proposed airport enhancement is that those proposals, which do not support the NEW / Relocated 10R/28L Runway, will always fail to meet the "Purpose and Need" of the project. The airport is NOT currently operationally capacity constrained nor is it forecasted to be. The only alternative that may provide an operational capacity enhancement would be one that provided for two arrival runways at least 4,300 feet apart.

CITY of WORTHINGTON, OHIO COMMENTS – EIS
PORT COLUMBUS AIRPORT (CMH), JUNE 2006

All of the possible alternatives or combinations of alternatives, which do not require a change in the airports current configuration appear to be dismissed as not meeting the "Purpose and Need" of the project. Any relative qualitative, supporting and /or qualitative data were not available at the Agency Scoping Meeting.
(FAA Order 5050.4B, Chapters 5, 9)

THE NEED TO REHABILITATE RUNWAY 10R/28L

Furthermore, construction of a replacement runway at a different location would allow the airfield to operate normally during the construction period.

Comment: No comment.

THE NEED TO PROVIDE LONG-TERM AIRFIELD CAPACITY, DELAY REDUCTION DURING PEAK OPERATING PERIODS, AND AIRFIELD EFFICIENCY

The CRAA has identified that relocating Runway 10R/28L would provide a larger terminal development envelope and would increase peak period operating capacity.

Comment: Terminal passenger capacity has NO relationship to the operational capacity of a given runway. Air carrier traffic at CMH has declined about 45% during the period of 1998 through 2004. Any relative qualitative, supporting and /or qualitative data concerning "peak period delays" were not available at the Agency Scoping Meeting.

A study determined that a runway with a minimum length of 10,100 feet, relocated to the south of existing Runway 10R/28L by at least 700 feet, with the capability of obtaining Category II approaches, and other supporting airfield improvements would be necessary to maintain and in some cases would enhance the ability of the airport to accommodate long-term and peak period aviation demand.

Comment: Any relative qualitative, supporting and /or qualitative data were not available at the Agency Scoping Meeting. The methodology and issues of aircraft type or class were also absent in determining runway length. The relocation or new construction of Runway 10R/28L does not appear to add any operational enhancements and would be 25' shorter than the current runway. Upgrading the precision approach system (ILS) to CAT II does not require relocation. (FAA Order 5050.4B, Chapters 5, 9)

THE NEED TO PROVIDE SUFFICIENT TERMINAL CAPACITY TO ACCOMMODATE PROJECTED PASSENGER LEVELS

Comment: Any relative qualitative, supporting and /or qualitative data were not available at the Agency Scoping Meeting. Passenger forecasts and terminal design factors should have been party to the parking structure configuration and AMPU. Simulation modeling (SIMMOD / PAXSIM) for the terminal was also absent.

THE NEED TO PROVIDE ANCILLARY FACILITIES AND ROADWAY INFRASTRUCTURE TO SUPPORT THE PROJECTED INCREASE IN AIR TRANSPORTATION DEMAND

Comment: Egress / ingress routes should have been part of AMPU. Any relative qualitative, supporting and /or qualitative data were not available at the Agency Scoping Meeting.

*THE NEED TO INCORPORATE **14 CFR PART 150** NOISE ABATEMENT AND LAND USE MITIGATION RECOMMENDATIONS (IF NECESSARY)*

The proposed project may result in increased noise levels for communities adjacent to the airport.

Comment: Agree. This statement supports the fact the 14 CFR PART 150 study should be completed PRIOR to any land use and or alternatives are finalized for the EIS. Unless the AMPU and NEM's are re-done to reflect the anticipated construction projects at CMH, the AMPU cannot be relied upon. (FAA Order 5050.4B)

II. INTRODUCTION TO THE SCOPING PROCESS

The scoping process will identify:
- *Range of actions (project, procedural changes)*
- *Alternatives – those to be rigorously explored and evaluated and those that may be eliminated.*

Comment: This statement appears to be contradictive to the "Purpose and Need" statement where the actions and alternatives have been predetermined. The issues and disclosures described in this section (page 6) appear to contradictive of those aforementioned in "Preliminary Understanding of Purpose and Need" and those in Section V. Again, issues declared within this section are subject to the completion of a PART 150, therefore discounting any value to the current EIS.

Comment: Notice of "Public Workshop" was published in the Columbus Dispatch (major newspaper) on May 27, 2006 (See attachment 1). This does not appear to be constructive or timely public notice.

Comment: The graphical depiction (page 5) did not include specific dates, responsible parties or timelines for subordinated processes. (Best Practices for Environmental Impact Statement Management FAA Guide: July 2001 (Updated January 2002))

Comment: The individual project managers (FAA, airport, and consultant) and /or "responsible FAA official" were not provided. (FAA Order 5050.4B, Best Practices for Environmental Impact Statement Management FAA Guide: July 2001 (Updated January 2002))

*The sponsor states "Written comments and/or questions should be mailed within 30 days following the scoping meeting (**July 1, 2006**)."*

Comment: This arbitrary date does not allow for a full 30 – day period to elapse after the posting of data (on or about June 10, 2006) and appears contradictory to past FAA practice / policy.

III. SUMMARY: EIS SCOPE OF SERVICES

AGENCY COORDINATION and COMMENT AT KEY PROJECT MILESTONES

Comment: Any coordination shall be compliant to NEPA, Executive Orders and ALL lead agency orders / directives.

Purpose and Need and Alternatives Analysis

Comment: This appears to be a repetitive element. Additionally, it contradicts previous and future sections of the referred document. (FAA Order 1050.1E and 5050.4B)

IV. SPONSOR'S PROPOSED PROJECT

SPONSOR'S IDENTIFIED GENERAL GOALS

Comment: The agency statements herein appear to be contradictive of those mentioned in "Preliminary Understanding of Purpose and Need" and Section V. Any relative qualitative, supporting and /or qualitative data were not available at the Agency Scoping Meeting.

SPONSOR'S PROPOSED PROJECT

Comment: The runway length in this section differs from the length described in "Preliminary Understanding of Purpose and Need." Additionally the other issues in this section again are mainly predicated on the finalization of a PART 150 study which should be completed and accepted prior to the EIS proceeding. (FAA Order 1050.1E, 5050.4B, 14 CFR PART 150)

DEVELOPMENT OF STUDY AREA BOUNDARIES

Comment: The "General Study Area (GSA)" appears to have arbitrarily developed as well as the "Detailed Study Area" without the benefit of an approved PART 150 study. It is also suggested that the PART 150 consider land use and of DNL contours down to 55 dB level. The "Detailed Study Area" also considers that the "preferred alternative" has been accepted.

The EIS and PART 150 should fully review the joint (regional) airport plan for all potential operational benefits including a full simulation modeling (SIMMOD) analysis of both surface and air delay.

V. RANGE OF ALTERNATIVES

No Action / No Build:

No Comment

Reconfiguration of the airfield:

No Comment

CITY of WORTHINGTON, OHIO COMMENTS – EIS
PORT COLUMBUS AIRPORT (CMH), JUNE 2006

Operational procedure modifications:

Comment: Issues and operating procedures outlined in this section should already be in place. Any other relative qualitative, supporting and /or qualitative data were not available at the Agency Scoping Meeting. The agency should investigate why the conditions mentioned in this section are currently not in place.

The EIS and PART 150 should fully review the joint (regional) airport plan for all potential operational benefits including a full simulation modeling (SIMMOD) analysis of both surface and air delay.

Development of alternatives airports:

Comment: CRAA has already based its foundation relative to this element over many years of planning.

Technology:

Technology: *This will include an assessment of existing and emerging technologies that could affect aviation demand such as teleconferencing and video conferencing.*

Comment: An assessment of existing and emerging technology should be directed to the usage of computer simulation modeling for airside and ground side operations. The assessment of emerging air traffic technologies and their integrated approach to aircraft technology such as Automatic Dependent Surveillance-Broadcast (ADS-B) should be included. The "sponsor's propose project (IV)" also mentioned: *Necessary Navigational Aids (NAVAIDS) to obtain a CAT II approach.* This reflects a continuance in the use of ground based navigational aids and not of advanced navigation (RNAV). RNAV arrival and departure routes will lessen both the environmental and noise impacts on the surrounding airport environs.

This element should also concentrate on providing the public availability to all data PRIOR to any public workshop so that a more informed public can ask copious questions relative to the proposed project providing a more authoritative community input. Tourism or vacation travel demand remains as the majority of passengers and is not based on "teleconferencing and video conferencing."

Refinement of Alternatives:

No Comment

Preliminary Design of Airfield Components:

No Comment

VI. ASSESSING ENVIRONMENTAL IMPACTS

See Summary Below.

VII. CUMULATIVE IMPACTS ANALYSIS

Comment: The sponsor is commended for conducting this analysis. Other airport sponsors in the local area have refused to acknowledge this issue.

Comment: The City must ask the "Lead Agency (FAA)" to properly evaluate and include the noise impacts, of the improvements, not only to the "primary airport" environs but also those impacts to the surrounding communities, including OSU operations. Air traffic operations at OSU are impacted by operations at CMH. This analysis should be included in both the EIS and PART 150. See Summary Below.

VIII. OTHER PROJECTS OR ENVIRONMENTAL STUDIES

Comment: The City must ask the "Lead Agency (FAA)" to properly evaluate and include the noise impacts of not only to the "primary airport" environs but also those impacts to the surrounding communities (OSU) that air traffic operations also impact in both the EIS/PART 150.

IX. NEXT STEPS IN THE EIS PROCESS

No Comment

CITY of WORTHINGTON, OHIO COMMENTS – EIS
PORT COLUMBUS AIRPORT (CMH), JUNE 2006

X. EIS SCHEDULE

No Comment

XI. OPPORTUNITY FOR AGENCIES TO COMMENT ON THE EIS SCOPE OF WORK

Comment: The "Scope of Work" was NOT presented or available at this meeting.

Comment: This arbitrary date for response (July 1, 2006) does not allow for a full 30 – day period to elapse after the posting of data (on or about June 10, 2006) and appears contradictory to past FAA practice / policy.

SUMMARY:

The City of Worthington has a fiduciary responsibility to maintain the general welfare of those residents within noise sensitive areas of the City's jurisdiction and noise sensitive areas of the general surrounding area. The air operations at CMH have a direct impact on the citizens of Worthington. CMH has required that OSU modify its operations to accommodate traffic bound for or departing CMH. The federally regulated airspace requires certain separation and operational standards be maintained in conducting air traffic operations. Therefore it is vitally important that any EIS or Part 150 study at CMH take into account the indirect impacts which CMH has on operations at OSU, and the impacts of those operations on the citizens of Worthington.

The most current Noise Compatibility Program (NCP) developed for CMH was approved by the FAA (01/10/01). Using data from 1987, "updated" Noise Exposure Maps (NEM's, 1997) were created for "existing" and "future" exposure levels. This NCP is only relative to the primary airport CMH and does not disclose the impacts or mitigation strategies for all surrounding communities. Under the category of "PROGRAM MANAGEMENT MEASURES," IM-5, CMH proposes to stay compliant with 14 CFR PART 150 and conduct NEM updates every five years. To date that does not appear apparent. Compounding this situation the last NCP/NEM's for OSU states much the same and has failed to be updated in over 15 years.

The CMH NCP states: PROGRAM MANAGEMENT MEASURES, *IM-1, Maintain the following noise abatement elements of the FAA ATCT Tower Order: Except during an emergency, arriving jet aircraft shall not be descended below 6,000 feet until they are within:*

1. The geographical confines of federally regulated airspace and inside the 20-mile range mark, for satellite airports, within 20 flying miles of the landing runway.

So as to insure air traffic separation requirements and the aforementioned "noise abatement element" all instrument (IFR) departures from the OSU airport are restricted to 3,000' (MSL). Additionally, during the period of 1996 -1997 departure procedures for OSU airport were changed from those evaluated in their NCP (straight out). This procedure now turns all IFR departures (irrespective of runway) to a heading of 050 degrees. The turn and the altitude restriction exposes the noise sensitive community to all classes and types of aircraft including the predominate use of Stage 2 business jets. Thus, a Stage 2 jet departure turns to heading of 050 degrees and is restricted to 3,000' MSL (2,000' AGL) while flying at slightly less than 250 knots, indicated air speed (IAS), for approximately five nautical miles over densely populated noise sensitive residential areas during nighttime hours.

In addition to the departure change "preferred helicopters routes" for the egress/ingress to the OSU was implemented by the OSU airport sponsor. The helicopter routes were constructed relative to the "Class D" airspace and to provide a usage corridor between OSU and CMH. Helicopters have had a large impact on our "historical district" along with the fixed wing (props/jets) traffic being direct down the City's main street as a primary entry route (base leg).

All of the aforementioned air traffic actions are conducted below 3,000 (AGL). They were implemented, and remain to date, in disregard to national environmental requirements and **without compliance** to FAA Order 1050.1E (including Categorical Exclusions § 311i), 5050.4B, 7400.2, 14 CFR PART 150, 14 CFR PART 71 and other relative EA/EIS or National environmental directives.

The aforementioned air traffic actions promoted the City to undertake a "Noise Complaint Program" in order to validate overall aircraft noise complaints but especially those during "nighttime hours" and of the "single event" magnitude. To date the program has tracked over 10,000 complaints.

Therefore the City requests the "Lead Agency" (FAA) to properly evaluate, correct previous improprieties and include the environmental and noise impacts of not only to the "primary airport" environs but also those impacts to the surrounding communities that air traffic operations also impact in both the EIS/PART 150.

Another element of the aforementioned NCP was that of identified as IM-6 and stated: *Establish a land use compatibility task force which meets periodically to discuss issues relevant to airport noise compatibility planning. The CMAA proposes to establish a land use compatibility task force consisting of representatives from the City of Columbus, Franklin County, Port Columbus International Airport, Ohio State University Airport, and Rickenbacker International Airport. The group should meet periodically to discuss land use compatibility planning issues that relate to all airports in the Columbus area. Jurisdictions that do not currently* have an Airport Environs *Overlay District in place should also be invited to participate.*

The scope and intent of this mitigation item further supports the basis of the City's request. While the current disposition of this proposed group and or its achievements is unknown, the City supports its original intended use as a collaborative work group.

Study Advisory Committee Meeting #1
July 11, 2006

Invitation Letter
Invitation Letter Distribution List
Meeting Registration
Handouts
Presentation
Non-Attendee Post-Meeting Mailing
Non-Attendee Post-Meeting Mailing Distribution List
Attendee Post-Meeting Mailing
Attendee Post-Meeting Mailing Distribution List

COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

U.S. Department of Transportation
Federal Aviation Administration

June 16, 2006

Name
Title
Company
Address
City, State Zip

RE: Port Columbus International Airport
Environmental Impact Statement
Study Advisory Committee Meeting

Dear Name:

This letter is to inform you that the Columbus Regional Airport Authority (CRAA) has proposed a replacement/relocation of the south runway and the development of a new passenger terminal to supplement the existing passenger terminal at Port Columbus International Airport (CMH).

Before these projects can be started, the Federal Aviation Administration (FAA) will prepare an Environmental Impact Statement (EIS) for the proposed projects. The primary purpose of an EIS is to analyze and disclose the environmental impacts caused by proposed projects. Because there are potential noise impacts associated with the proposed projects, the CRAA is concurrently updating their Part 150 Noise Compatibility Study. The purpose of a Part 150 Study is to identify noise impacts and develop mitigation options or recommendations to help minimize noise impacts on the surrounding community.

In support of the EIS and Part 150 Study, two committees are being formed. A Study Advisory Committee (SAC) is being formed to review and comment on the EIS and a Planning Advisory Committee (PAC) is being formed to review and comment on the proposed noise abatement and land use mitigation measures recommended in the Part 150 Study Update.

As a representative of your organization, you are invited to participate on the following committee(s):

EIS SAC

COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

U.S. Department of Transportation
Federal Aviation Administration

The first meeting of these committees is scheduled for:

Tuesday, July 11, 2006
Port Columbus International Airport
Emergency Operations Center

An agenda for the SAC meeting is enclosed with this letter. The SAC will meet from **10:00 a.m. to 11:00 a.m.**

The Emergency Operations Center is located on the second level of the airport terminal. It can be accessed by an elevator located adjacent to the food court. There will be signage near this elevator directing you to the committee meetings. Please bring your parking ticket to the meeting with you for validation.

We will manage our time so that we end promptly at 11:00 a.m. As always, we appreciate your interest in Port Columbus International Airport and your participation in these studies. Please let us know if you are able to attend the July 11th meetings by responding to Melanie DePoy of Aerofinity, Inc by June 30, 2006. Melanie may be reached by phone at (317) 955-8395 ext. 304 or e-mail at mdepoy@aerofinity.com.

Sincerely,

Katherine S. Jones

Katherine S. Jones
Community Planner
Federal Aviation Administration

Sincerely,

Elaine Roberts

Elaine Roberts, A.A.E.
President & CEO
Columbus Regional Airport Authority

6/16/07 SAC Distribution List

Mr. Eagan Foster
Transportation Administrator
City of Columbus
109 N. Front Street
Columbus, OH 43215

Mr. Tom Russell
Division of Water Quality
City of Columbus
910 Dublin Road
Columbus, OH 43215

Golf Course – Recreation
City of Columbus
200 Greenlawn Ave.
Columbus, OH 43223

Mr. Bob Hodanbosi, Headquarters Chief
Ohio Environmental Protection Agency
Air Quality
122 S. Front St.
Columbus, OH 43216-1049

Mr. Matthew Shad
Development Director
City of Whitehall
360 S. Yearling Road
Whitehall, OH 43123

COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

U.S. Department of Transportation
Federal Aviation Administration

June 16, 2006

Name
Title
Company
Address
City, State Zip

RE: Port Columbus International Airport
Environmental Impact Statement and Part 150 Noise Compatibility Study Update
Study Advisory Committee and Planning Advisory Committee Meetings

Dear Name:

This letter is to inform you that the Columbus Regional Airport Authority (CRAA) has proposed a replacement/relocation of the south runway and the development of a new passenger terminal to supplement the existing passenger terminal at Port Columbus International Airport (CMH).

Before these projects can be started, the Federal Aviation Administration (FAA) will prepare an Environmental Impact Statement (EIS) for the proposed projects. The primary purpose of an EIS is to analyze and disclose the environmental impacts caused by proposed projects. Because there are potential noise impacts associated with the proposed projects, the CRAA is concurrently updating their Part 150 Noise Compatibility Study. The purpose of a Part 150 Study is to identify noise impacts and develop mitigation options or recommendations to help minimize noise impacts on the surrounding community.

In support of the EIS and Part 150 Study, two committees are being formed. A Study Advisory Committee (SAC) is being formed to review and comment on the EIS and a Planning Advisory Committee (PAC) is being formed to review and comment on the proposed noise abatement and land use mitigation measures recommended in the Part 150 Study Update.

As a representative of your organization, you are invited to participate on the following committee(s):

EIS SAC
Part 150 PAC

COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

U.S. Department of Transportation
Federal Aviation Administration

The first meeting of these committees is scheduled for:

Tuesday, July 11, 2006
Port Columbus International Airport
Emergency Operations Center

An agenda for the two meetings is enclosed with this letter. The SAC will meet from **10:00 a.m. to 11:00 a.m.** There will be a short break and the PAC will meet from **11:00 a.m. to 12:30 p.m.**

The Emergency Operations Center is located on the second level of the airport terminal. It can be accessed by an elevator located adjacent to the food court. There will be signage near this elevator directing you to the committee meetings. Please bring your parking ticket to the meeting with you for validation.

We will manage our time so that we end promptly at 12:30 p.m. As always, we appreciate your interest in Port Columbus International Airport and your participation in these studies. Please let us know if you are able to attend the July 11th meetings by responding to Melanie DePoy of Aerofinity, Inc by June 30, 2006. Melanie may be reached by phone at (317) 955-8395 ext. 304 or e-mail at mdepoy@aerofinity.com.

Sincerely,

Katherine S. Jones
Community Planner
Federal Aviation Administration

Sincerely,

Elaine Roberts

Elaine Roberts, A.A.E.
President & CEO
Columbus Regional Airport Authority

6/16/06 PAC/SAC Distribution List

Mr. Thomas J. Browne
Managing Director of Airports
Air Transport Association of America
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Washington, DC 20004-1707

Mr. Bill Cumbow
Airline Pilots Association
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Mr. Ron Moodespaugh
Director of Building Maintenance
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4389 International Gateway
Columbus, OH 43219

Mr. Richard G. Smith III
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Ms. Katy Jones
Community Planner
Federal Aviation Administration – Detroit ADO
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Mr. Chris Lenfest
Manager
CMH Air Traffic Control Tower
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Mr. James Bryant
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Senior Planner
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Mr. Robert Lawler
Director of Transportation
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Mr. Erike Witzke
Principal Engineer
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Long Range Planning Manager
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Service Director
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2242 E. Main St.
Bexley, OH 43209

Mr. Bill Bellamy
Code Enforcement Officer
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Bexley, OH 43209

6/16/06 PAC/SAC Distribution List

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Reynoldsburg, OH 43068

Mr. Charles McCroskey
Zoning Administrator
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6545 Havens Road
Blacklick, OH 43004

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Development Dept. and Zoning Enforcement
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Mr. Mark Dooley, Manager
Continental Airlines
Port Columbus International Airport
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Columbus, OH 43219

Frank Martino, General Manager
American/American Eagle
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Ms. Patti Froehlich, Manager
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Bryan Levandusky, Manager
Northwest/Mesaba
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Sandy Dicocco, Manager
US Airways/US Airways/America West
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Columbus, OH 43219

Mr. Brian Kennedy, Manager
United/United Express
Port Columbus International Airport
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Mr. Felix Scuilli, Manager
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Ms. Joni Taylor, Manager
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Superintendent
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President
St. Mary's Civic Association
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Public Service Director
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Mr. Ken Waite
Facility Manager
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Mr. Tim Stehle
Director of Flight Operations
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Mr. Don Peters
Columbus Flight Watch
40 Massey Drive
Westerville, OH 43081

Mr. Thomas Lusch
2185 Olde Sawmill Road
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Chair
Northeast Area Commission
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Columbus, OH 43219

Mr. Columbus Russell
President
Cumberland Ridge Civic Association
1876 Mountain Oak Rd.
Columbus, OH 43219

Ms. Grisetta Griffin
Brittany Hills Civic Association
2463 Peekskill Drive
Columbus, OH 43219

Mr. Doug Hammon
Director
Ohio State University
2160 West Case Road
Columbus, OH 43235-2526

PORT COLUMBUS INTERNATIONAL AIRPORT
ENVIRONMENTAL IMPACT STATEMENT

U.S. Department of Transportation
Federal Aviation Administration

Federal Aviation Administration
STUDY ADVISORY COMMITTEE

July 11, 2006
10:00 a.m. to 11:00 a.m.

AGENDA

WELCOME/INTRODUCTIONS

I. Overview of Projects at Port Columbus International Airport

II. What is an EIS?/Introduction to the EIS Process

III. Role of the SAC

IV. Sponsor's Proposed Project

V. Range of Alternatives

VI. Assessing Environmental Impacts

VII. Cumulative Impacts Analysis

VIII. Next Steps in the EIS Process

IX. EIS Schedule

X. Opportunity to comment on the EIS

* * * * *

AGENCY CONTACT: Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road,Suite 107
Romulus, Michigan 48174

Telephone: (734) 229-2958

Port Columbus International Airport
FAR Part 150 Noise Compatibility Study
PLANNING ADVISORY COMMITTEE/STUDY ADVISORY COMMITTEE MEETING - July 11, 2006

Attendance Sign-in	Name	Address	Phone/e-mail
	Industry Groups		
	Air Transport Association Thomas J. Browne, Managing Director Airports	Air Transport Association of America 1301 Pennsylvania Avenue, NW - Suite 1100 Washington, DC 20004-1707	
	Airline Pilots Association Bill Cumbow	262 McKenna Creek Drive	(614) 337-8864
	AOPA Airports Division	Gahanna, OH 43230 421 Aviation Way Frederick, MD 21701	
	Airport Business Partners		
	Net Jets Richard G. Smith III Executive Vice President	4111 Bridgeway Avenue Columubus, OH 43219	(614) 239-~~5500~~ 5518 rsmith@netjets.com
	Lane Aviation Corporation Ron Moodespaugh Director of Building Maintenance	Lane Aviation Corporation 4389 International Gateway Columbus, OH 43219	(614) 237-3747 x157 moodespaugh@laneaviation.com
	Nationwide Insurance Company Dan Wolfe Manager	3945 Bridgeway Avenue Columbus, OH 43219	(614) 249-8000 Wolfeda@nationwide.com
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	The Columbus International Air Center Ken Waite Facility Manager	4300 East Fifth Avenue Columbus, OH 43219	(614) 236.0843
	Limited Brands Tim Stehle Director of Flight Operations	4387 International Gateway Columbus, OH 43219	(614) 415.1800 Tstahle@Limitedbrands.com
	Citizens/Citizen Groups		
	Columbus Flight Watch Don Peters	40 Massey Drive Westerville, OH 43081	614 890 1062
	Thomas Lusch	2185 Olde Sawmill Road Dublin, OH 43016-8221	DonPeters@columbusIRA.com
	East Columbus Civic Association Dr. Troy Lee Shaw President	East Columbus Community Center 2743 East 5th Avenue Columbus, OH 43219	(614) 253-9429 shaw.162@osu.edu
	Northeast Area Commission Elwood Rayford Chair	2776 Yorkcliff Rd Columbus, OH 43219	(614) 475-1448
	North Central Area Commission Jimmie Moreland III Chair	1314 Sigsbee Avenue Columbus, OH 43219	
	Cumberland Ridge Civic Association Columbus Russell President	1876 Mountain Oak Rd Columbus, OH 43219	(614) 475-7277 Jarfull@sbcglobal.net
	Brittany Hills Civic Association Ms. Grisetta Griffin	2463 Peekskill Drive Columbus, OH 43219	(614) 471-3947 ggriffi1@columbus.rr.com
	St.Mary's Civic Association Dr. Harold E. McDaniel President	979 Wellington Blvd Columbus, OH 43219	(614) 252-7782 hMcdaniel@Columbus.rr.com

(Mail Postcard Copy for his reference)

Airlines			
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	Air Canada Jazz No local contact.		
	American/American Eagle Frank Martino, General Manager		(614) 239-4245 Frank.Martino@aa.com
	Midwest Connect/Skyway Patti Froehlich, Manager		(614) 238-7752
Bryan Levandusky Cathy Gaslin	Northwest/Mesaba Bryan Levandusky, Manager Cathy Gaslin - Attending for Bryan Levandusky		(614) 239-4313 Bryan.Levandusky@nwa.com CATHERINE.GASLIN@NWA.com
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	Delta/Delta Connection Felix Sciulli, Manager		(614) 239-4448
	Southwest Joni Taylor, Manager		(614) 238-7722 Joni.Taylor@wnco.com
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	Bruce Gibson	(Same as Above)	Cell - 338-4092 BRUCE.GIBSON@FAA.COV
	Ohio Office of Aviation James Bryant, Aviation Administrator	2829 W. Dublin-Granville Road Columbus, OH 43219	(614) 387.2341 james.bryant@dot.state.oh.us
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CGawronski Robert Lawler	~~City of Columbus -~~ MORPC Chris Gawronski, ~~Senior~~ Planner Principal Robert Lawler, Director of Transportation ~~Erike Witzke, Principal Engineer~~	285 E. Main St. Columbus, OH 43215 (Same as Above)	(614) 233-~~4160~~ 4166 cgawronski@morpc.org (614) 233-4140 rlawler@morpc.org
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	Bill Bellamy, Code Enforcement Officer		
	City of Gahanna Sadicka White, Director of Development	200 South Hamilton	(614) 342-4015
Bonnie Gard	Bonnie Gard Attending	↓	bonnie.gard@gahanna.gov
	Matthew Huffman, Planner	Gahanna, OH 43230	
	City of Reynoldsburg John A. Brandt, Development Director	7232 E. Main Street Reynoldsburg, OH 43068	(614) 322-6807
Lucas M Haire	Lucas Haire, Planning Administrator	7232 E. Main St Reynoldsburg, OH 43068	(614) 322-6829 lhaire@ci.reynoldsburg.oh.us
	Jefferson Twp. Charles McCroskey, Zoning Administrator	6545 Havens Road Blacklick, OH 43004	(614) 855-4265
	Franklin County Lee Brown Development Department and Zoning Enforcement	280 E. Broad St., 2nd Floor Columbus, OH 43215	(614) 462-3095

Other			
	Ohio State University Doug Hammon, Director	2160 West Case Road Columbus, OH 43235-2526	(614) 292-5460 dhammon@osuairport.com
	School Representatives **City of Columbus Schools** Dr. Gene Harris Superintendent	270 East State Street Columbus, OH 43215	(614) 365-5000

Additional Attendees

Attendance Sign-in	Name (Please Print)	Address	Phone/e-mail
David Wall	CRAA		
B.F. Meleo	[redacted] CRAA		
MARK KELBY	CRAA		
SCOTT WHITLOCK	City of Worthington	6081 Olentangy River Road	whitlsc@aol.com
Kimberly Nixon-Reed	(WOOSE)	6077 Olentangy Rv. Rd. Worthington	kim@nixnbell.com
Dennis S Hennen	(WOOSE)	198 Caren Ave, Worthington Ohio 43085	dsh@dsh.org 614-430-0403
Stacey Heaton	CRAA		
Bethany J. Miller	w/ Bonnie Gard	City of Gahanna	
~~Robert Fowler~~			
Dave Clemons	CRAA		
~~Devyani Hvoznik~~	[redacted] ~~City of Columbus~~		

Port Columbus International Airport
FAR Part 150 Noise Compatibility Study
STUDY ADVISORY COMMITTEE MEETING - July 11, 2006

Attendance Sign-in	Name	Address	Phone/e-mail
	Agencies		
	Ohio EPA Bob Hodanbosi Headquarters Chief	122 S. Front St. Columbus, OH 43216-1049	(614) 644.2270 bob.hodanbosi@epa.state.oh.us
	Municipalities		
	City of Columbus Eagan Foster, Transportation Administrator	109 N. Front Street	
	Patricia Austin, Transportation Division		
	Tom Russell, Division of Water Quality	910 Dublin Road	
	Golf Course - Recreation	200 Greenlawn Ave.	
	City of Whitehall Raymond Ogden, Public Service Director City of Whitehall Planning Commission	360 S. Yearling Road Whitehall, OH 43213	(614) 237-8612 rogden@cityofwhitehall.com
Matt Shad	Matthew Shad, Development Director	360 S. Yearling Road Whitehall, OH 43213	(614) 338-3103 development@cityofwhitehall.com
	Citizens/Citizen Groups		
	Friends of Big Walnut Creek Susan Moeller	116 Mill Street Gahanna, OH 43230	(614) 470-9699

Port Columbus International Airport

Environmental Impact Statement

July 11 and July 12, 2006

Public Workshops

What is the Purpose of Tonight's Public Meeting?

Tonight's workshop is the second of multiple opportunities that the public will be invited to provide comments on the preparation of an Environmental Impact Statement (EIS) for proposed improvements to Port Columbus International Airport (CMH.) The proposed improvements include the construction of a replacement for the airport's south runway (Runway 10R/28L), and a new passenger terminal. Detailed information about the proposed improvements will be presented at tonight's meeting.

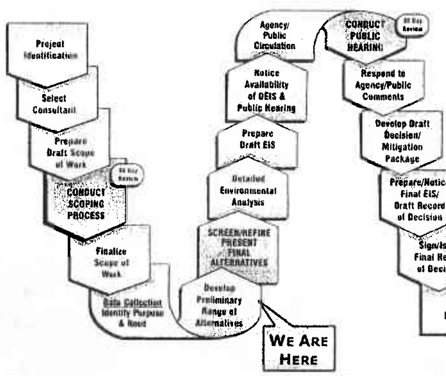
The purpose of tonight's workshop is to receive public comment on the Purpose and Need for the project, and the evaluation of the alternatives that are being considered. Findings on noise impacts anticipated as a result of the proposed project and potential mitigation measures will also be presented.

The EIS Process

An EIS is conducted by the FAA as the federal agency responsible for ensuring that airport development projects, such as those proposed by the Columbus Regional Airport Authority (CRAA) for CMH, are in compliance with environmental regulations. The potential environmental impacts of the proposed development are assessed in accordance with the National Environmental Policy Act of 1969 (NEPA.) The NEPA process encompasses a body of federal laws that are intended to protect the nation's environment.

In addition to the public comments, input on the proposed development is also sought from local, state and federal agencies. A meeting was held with these agencies on May 31, 2006. They will continue to provide comment on the EIS as the study progresses.

The following illustration graphically shows the EIS process.



How was the Need for the Proposed Development Projects Identified?

In 2000, the CRAA completed an Airport Master Plan Update. Based upon the number of passengers forecast to use the terminal over the next twenty years, the Master Plan Update identified the need for a new passenger terminal. In the five years since completion of the Master Plan Update, the CRAA has completed a series of studies to determine the most effective plan to accommodate the construction of the new passenger terminal. The studies are summarized below.

2001	CRAA initiates terminal study in response to continued passenger growth and revised security requirements that were instituted after September 11, 2001
2003	Peer Review recommends shifting Runway 10R/28L south to obtain a larger space between the runways for terminal development
2003	CRAA Board accepts recommendation and initiates Airfield Planning and Environmental Overview studies to analyze the concept further
2003	CRAA defers full rehabilitation of Runway 10R/28L in anticipation of relocation project
2005	Airfield Planning Study recommends Runway 10R/28L be relocated 702 feet south of existing Runway 10R/28L
2005	Environmental Overview Study analyzes potential environmental impacts and recommends that an Environmental Impact Statement be prepared due to the likelihood of significant noise impacts

Why are the proposed development projects needed?

CMH is an essential transportation resource, centrally located in Ohio, and serves as the primary air transportation facility for most of central Ohio. As a result of the evaluation of the airport operations and facilities conducted over the last five years, three major issues were identified which could affect the ability of the airport to maintain its critical airport function in the future.

Through careful evaluation of airport operations and facilities at CMH, three primary needs have been identified.

The need to rehabilitate Runway 10R/28L

The CRAA initiated pavement evaluation and design studies for Runway 10R/28L in 2000. Based on visual inspection of the pavement condition and associated engineering evaluations, the studies provided recommendations to improve the serviceability of the runway. Some areas of the runway were determined to be in need of full depth/structural repair.

The CRAA examined two options: rebuild Runway 10R/28L at the same location or build a replacement runway. Reconstruction of Runway 10R/28L will involve a lengthy closure time during which the airport would have to operate with one runway (10L/28R), a constrained capacity and high noise impact situation. At the end of this construction period, the airport will return to its current conditions in terms of airfield capacity and development envelope between the two runways.

The CRAA, recognizing the possibility of the relocation of this runway, decided alternatively to move forward with a short-term runway overlay project (thinner overlay with less asphalt) and to defer larger pavement investments (thicker overlay with more structural value) to a future, more optimum location on the airfield. Furthermore, construction of a replacement runway at a different location would allow the airfield to operate normally during the construction period.

The need to provide long-term airfield capacity, delay reduction during peak operating periods, and airfield efficiency

The primary factors that dictate a runway system's ability to accommodate overall levels of traffic, or peak hour traffic include the length of the runways, the orientation and separation of the runways, the navigational instrumentation on each runway end, and the remainder of the airfield infrastructure (taxiways, hold pads, etc.). The CRAA has identified that relocating Runway 10R/28L would provide a larger terminal development envelope and would increase peak period operating capacity.

The need to provide sufficient terminal capacity to accommodate projected passenger levels

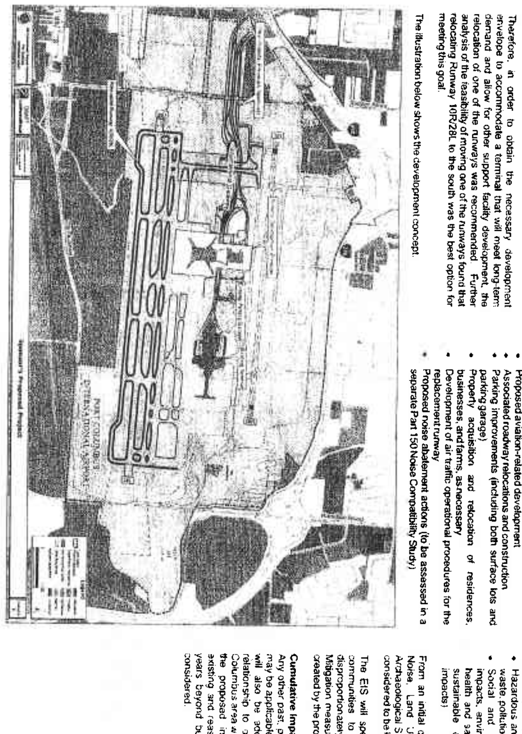
The most recent passenger forecasts for CMH predict continued steady growth in terms of passengers and operations for the next 20 years. The CRAA studied a number of possibilities for meeting this demand. An analysis of the existing terminal facilities at CMH found that it cannot efficiently accommodate future passenger demand beyond five million annual enplaned passengers. The limitations of the existing terminal include the lack of necessary baggage make-up areas, the lack of adequate space to provide security screening, and a lack of aircraft gates to meet long-term demand. Current forecasts indicate that with continued steady growth, CMH will exceed five million enplaned passengers in 2018. Therefore, in order to meet the projected long-term passenger demand, the development of a new passenger terminal facility will be required.

What are the advantages of relocating the runway?

Study of options for developing a new terminal found that with the current runway separation, it is virtually impossible to develop a terminal large enough to meet long-term demand and accommodate the necessary roadways, parking, and other support functions. Another disadvantage of the development envelope that exists with the current runway separation is in addressing security concerns. The current site: (1) provides for limited standoff distance between auto parking and the terminal building frontage; and (2) requires the need to place the access roadway under the terminal.

Therefore, in order to obtain the necessary development envelope to accommodate a terminal that will meet long-term demand and allow for other support facility development, the relocation of one of the runways was recommended. Further analysis of the feasibility of moving one of the runways found that relocating Runway 10R/28L to the south was the best option for meeting this goal.

The illustration below shows the development concept.



Projects being considered in the EIS

The runway relocation and the terminal development are the primary projects that are being reviewed in the EIS. In order to accomplish these two projects there will also be the need to complete other projects that will support the two facilities. The list below includes all of the projects being assessed in the EIS.

- Construction of a replacement runway, 10,113 feet long, located 702 feet south of the existing Runway 10R/28L
- Construction of additional taxiways to support the replacement runway
- Proposed terminal development (defined as a development area that will encompass Phase I and II of the CRAA terminal development program) examining the number of gates; approximate square footage of the structure; number of levels, and if any are underground, approximate curb frontage; and the number of passengers that the terminal would accommodate
- Necessary Navigational Aids (NAVAIDS) to obtain a CAT II approach
- Proposed aviation-related development
- Associated roadway relocations and construction
- Parking improvements (including both surface lots and parking garage)
- Property acquisition and relocation of residences, businesses, and farms, as necessary
- Development of air traffic operational procedures for the replacement runway
- Proposed noise abatement actions (to be assessed in a separate Part 150 Noise Compatibility Study)

What environmental impacts are being considered?

The EIS is being prepared by the FAA to comply with the requirements of NEPA as implemented by FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) implementation instructions for airport actions. In accordance with these orders the environmental impacts of the proposed development projects will consider the following:

Environmental Consequences

- Air Quality
- Noise and Compatible Land Uses
- Public Properties/Resources (historic properties, architectural, archaeological, and cultural resources, USC Section 303 properties – parks or recreational areas)
- Water Resources (water quality, wetlands, floodplains and floodways, coastal resources, wild and scenic rivers)
- Biological and Natural Resources (fish, wildlife, plants, and habitat, farmlands, natural resources)
- Hazardous and Waste Materials (hazardous waste, solid waste, pollution prevention)
- Social and Community Resources (socioeconomic impacts, environmental justice, children's environmental health and safety risks, light emissions, energy supply, sustainable design and development, construction impacts)

From an initial qualitative evaluation, it is anticipated that Noise, Land Use, Social Impacts, and Historic and Archaeological Sites and USC Section 303(c) Properties are considered to be key issues.

The EIS will specifically review minority and low-income communities to ensure that they are not subject to disproportionately high and adverse environmental effects. Mitigation measures will be developed for adverse impacts created by the proposed actions.

Cumulative Impacts

Any other past, present of foreseeable future actions which may be applicable or pertinent to the proposed development will also be addressed. The proposed development's relationship to other plans, directives and goals of the Columbus area will be studied. The cumulative impacts of all the proposed improvements, when combined with the existing and reasonably foreseeable future (generally five years beyond build-out) projects within the area will be considered.

The Project Team

The FAA has selected the consulting firm of Landrum & Brown to complete the EIS. Landrum & Brown is a nationally-recognized airport planning firm that has conducted similar environmental studies at airports throughout the country. Landrum & Brown will be assisted by three other firms to complete portions of the study process. This team of consultants is responsible for conducting the technical work for the preparation of the EIS.

The Scope of Work to be performed by the consulting team, and information about the study process will be available throughout the study on the FAA project website listed at the end of this handout.

Members of the consulting team are available at tonight's public meeting to answer questions and provide information about the study process.

Next Steps

The EIS is a federal process that seeks to disclose any environmental effects of proposed federal actions, such as approval and funding of airport improvements. This process is also used to obtain all necessary environmental permits required by federal and state agencies prior to construction.

The FAA issued its Notice of Intent (NOI) to prepare an EIS in the Federal Register on May 1, 2006. It is anticipated that it will take approximately three years to complete the full study process with the FAA anticipated to issue its Record of Decision in April 2009. A draft of the EIS is anticipated to be available in approximately 20 months.

It should be noted that there are project-related items outside the control of the Project Team. Therefore, changes in the project schedule could occur as the study progresses. The schedule will be monitored throughout the study and coordinated with appropriate parties. It will be revised and updated when necessary to remain current with the actual pace of the analysis, and agency coordination and concurrence.

How can I Comment on the EIS Scope of Work?

Tonight is the second of multiple times that the public will be asked to provide comments to the FAA on the EIS. Public comments are important to assist the FAA in making decisions about the proposed development projects at CMH.

The FAA welcomes written comments on the environmental analysis. Written comments may be submitted tonight on the comment forms found in the workshop area. If you prefer, you may submit comments until the close of business on July 31, 2006 to:

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174

Fax: (734) 229-2950 or submit them via e-mail at CMHEIS@faa.gov.
Project website: www.airportsites.net/cmh-eis

PORT COLUMBUS INTERNATIONAL AIRPORT

ENVIRONMENTAL IMPACT STATEMENT

Study Advisory Committee
Discussion Outline

July 11, 2006
10:00 a.m. – 11:00 a.m.

Emergency Operations Center

Port Columbus International Airport
Columbus, Ohio

I. HISTORY, BACKGROUND, AND PURPOSE AND NEED

Proposed Replacement Runway and Terminal Expansion at CMH

WHERE DID THIS ALL BEGIN?

1958	Existing Terminal at Port Columbus International Airport opened.
1989	The South Concourse (Concourse A) opened.
1995	The North Concourse (Concourse C) opened and was extended in 2002.
2000	The Columbus Regional Airport Authority (CRAA) completed an Airport Master Plan Update (AMPU), recommends the need for a new midfield terminal, based on the forecast of passengers.

WHAT'S HAPPENED?

2001	CRAA initiates terminal study in response to continued passenger growth and revised security requirements that were instituted after September 11, 2001.
2003	Peer Review recommends shifting Runway 10R/28L south to obtain a larger envelope for terminal development.
2003	CRAA Board accepted recommendation and initiated Airfield Planning and Environmental Overview studies to analyze the concept further.
2003	CRAA defers full rehabilitation of Runway 10R/28L in anticipation of relocation project.
2005	Airfield Planning Study recommended Runway 10R/28L be relocated at least 700 feet south of existing Runway 10R/28L.
2005	Environmental Overview Study analyzed potential environmental impacts and recommended that an Environmental Impact Statement (EIS) be prepared due to the likelihood of significant noise impacts.

WHAT'S HAPPENING NOW?

December 2005	CRAA provides definition of Proposed Project and airport objectives to Federal Aviation Administration (FAA).
May 2006	FAA issues Notice of Intent to Prepare an EIS for the CRAA Proposed Project.
May/June 2006	FAA conducts Agency and Public Scoping Meetings for EIS.
July 2006	FAA conducts Public Information Workshops for EIS.

Preliminary Understanding of Purpose and Need

Port Columbus International Airport (CMH) is an essential transportation resource, centrally located in Ohio, and serves as the primary air transportation facility for most of central Ohio. As a result of the evaluation of the airport operations and facilities conducted over the last five years, three major issues were identified which could affect the ability of the airport to maintain its critical airport function in the future.

Through careful evaluation of airport operations and facilities at Port Columbus International Airport (CMH), three primary needs have been identified:

THE NEED TO REHABILITATE RUNWAY 10R/28L

The CRAA initiated pavement evaluation and design studies for Runway 10R/28L in 2000. Based on visual inspection of the pavement condition and associated engineering evaluations, the studies provided recommendations to improve the serviceability of the runway. Some areas of the runway were determined to be in need of full depth/structural repair.

The CRAA examined two options: rebuild Runway 10R/28L at the same location or build a replacement runway. Reconstruction of Runway 10R/28L will involve a lengthy closure time in which the airport would have to operate with one runway (10L/28R), a capacity constrained and high noise impact situation. At the end of this construction period, the airport will return to its current conditions in terms of airfield capacity and development envelope between the two runways.

The CRAA, recognizing the possibility of the relocation of this runway, decided alternatively to move forward with a short-term runway overlay project (thinner overlay with less asphalt) and to defer larger pavement investments (thicker overlay with more structural value) to a future, more optimum location on the airfield. Furthermore, construction of a replacement runway at a different location would allow the airfield to operate normally during the construction period.

THE NEED TO PROVIDE LONG-TERM AIRFIELD CAPACITY, DELAY REDUCTION DURING PEAK OPERATING PERIODS, AND AIRFIELD EFFICIENCY

The primary factors that dictate a runway system's ability to accommodate overall levels of traffic or peak hour traffic include the length of the runways, the orientation and separation of the runways, the navigational instrumentation on each runway end, and the remainder of the airfield infrastructure (taxiways, hold pads, etc.).

The CRAA has identified that relocating Runway 10R/28L would provide a larger terminal development envelope and would increase peak period operating capacity. A study determined that a runway with a minimum length of 10,100 feet, relocated to the south of existing Runway 10R/28L by at least 700 feet, with the capability of obtaining Category II approaches, and other supporting airfield improvements would be necessary to maintain and in some cases would enhance the ability of the airport to accommodate long-term and peak period aviation demand. Due to the condition of the proposed runway site, the Sponsors Proposed Project (defined in Section IV) is 702 feet south of existing Runway 10R/28L and is a length of 10,113 feet. In order to obtain Category II approaches on Runway 10R/28L, additional navigational aides would be required.

THE NEED TO PROVIDE SUFFICIENT TERMINAL CAPACITY TO ACCOMMODATE PROJECTED PASSENGER LEVELS

The most recent passenger forecasts for CMH predict continued steady growth in terms of passengers and operations for the next 20 years. The CRAA studied a number of possibilities for meeting this demand. An analysis of the existing terminal facilities at CMH found that it can not efficiently accommodate future passenger demand beyond five million annual enplaned passengers (5 MAEP). The limitations of the existing terminal include the lack of necessary baggage make up areas, the lack of adequate space to provide security screening, and a lack of aircraft gates to meet long-term demand. Current forecasts indicate that with continued steady growth, CMH will exceed 5 MAEP in 2018. Therefore, in order to meet the projected long-term passenger demand, the development of a new terminal facility will be required.

Study of new terminal concepts found that with the current runway separation (2,800 feet), it is virtually impossible to develop a terminal large enough to meet long-term demand and accommodate the necessary roadways, parking, and other support functions. Another disadvantage of the development envelope that exists with the current runway separation is in addressing security concerns. The current site: (1) provides for limited standoff distance between auto parking and the terminal building frontage; and (2) requires the need to place the access roadway under the terminal.

Therefore, in order to obtain the necessary development envelope to accommodate a terminal that will meet long-term demand, and allow for other support facility development, the relocation of one of the runways was recommended. Further

analysis of the feasibility of moving one of the runways, found that relocating Runway 10R/28L to the south was the best option for meeting this goal.

In addition to the three primary needs, two secondary needs have been identified:

THE NEED TO PROVIDE SUFFICIENT ANCILLARY FACILITIES AND ROADWAY INFRASTRUCTURE TO SUPPORT THE PROJECTED INCREASE IN AIR TRANSPORTATION DEMAND

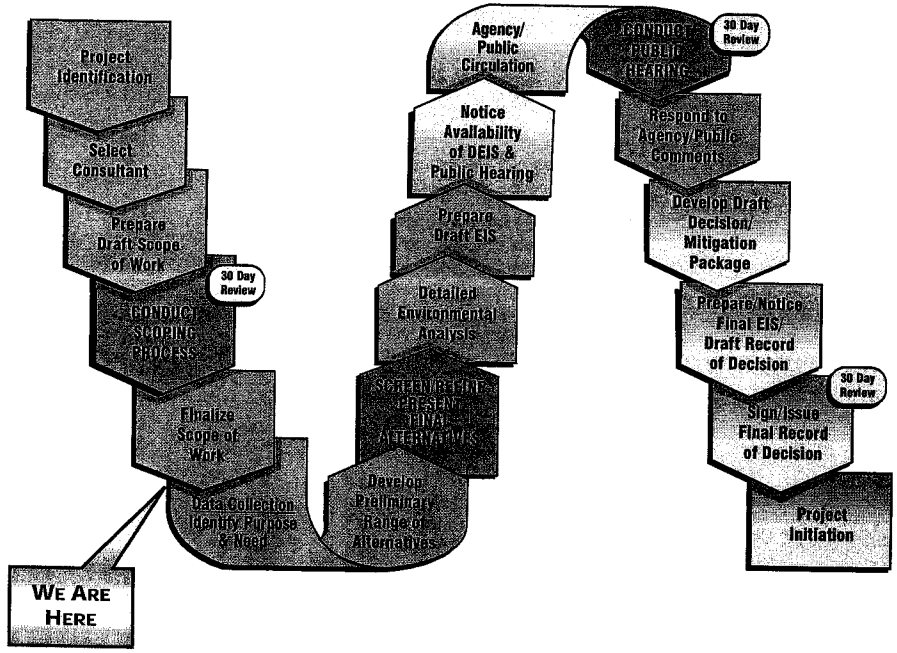
Development of new terminal facilities at CMH will result in the need for the construction of additional auto parking and the relocation/construction of roadways within the terminal area. Maintaining the parking facilities within the terminal development envelope eliminates the need for remote parking and its associated additional property acquisition, as well as enhances passenger convenience by allowing the parking to be near the terminal. Likewise, the roadway infrastructure providing access to the terminal area and parking will need to be relocated or newly constructed to support a new terminal.

THE NEED TO INCORPORATE 14 CFR PART 150 NOISE ABATEMENT AND LAND USE MITIGATION RECOMMENDATIONS (IF NECESSARY)

The proposed project may result in increased noise levels for communities adjacent to the airport. In response to that potential, the CRAA is concurrently undertaking a Part 150 Noise Compatibility Study Update to address noise and land use incompatibilities. Implementation of the noise abatement air traffic actions and associated land use mitigation would reduce and/or eliminate existing incompatible land use impacts and prevent new ones being established around the airport. Noise abatement air traffic actions and land use mitigation associated with the proposed project will be addressed in the ongoing CMH FAR Part 150 Study, as appropriate.

II. INTRODUCTION TO THE SCOPING PROCESS

The environmental documentation will be prepared to comply with the requirements of the National Environmental Policy Act on 1969 (NEPA) as implemented in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions.*



The scoping process is the initial step in the preparation of the EIS. The scoping process is "an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action." Therefore, the scoping process will identify:

- Range of actions (project, procedural changes)
- Alternatives – those to be rigorously explored and evaluated and those that may be eliminated
- Range of environmental impacts

The scoping process will determine the scope and significant issues to be analyzed in depth.

- Actions
  - Dependent/Independent
  - Cumulative
- Alternatives
  - No-Action
  - Alternative Expansion of Airport Facilities
  - Alternative to Noise Abatement Procedures
- Impacts
  - Direct
  - Indirect
  - Cumulative

The scoping process will identify and eliminate from detailed study the issues which are not significant or which have been covered by prior documentation.

The FAA issued a Notice of Intent (NOI) to prepare an Environmental Impact Statement in the Federal Register on May 1, 2006.

The FAA requests that all comments be formalized in written correspondence by July 31, 2006 to:

Ms. Katherine S. Jones
Federal Aviation Administration,
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174

Telephone: (734) 229-2958
Fax: (734) 229-2950
Email: CMHEIS@faa.gov

III. SUMMARY: EIS SCOPE OF SERVICES

The EIS Scope of Services will be performed by Landrum & Brown, Incorporated, and its sub-consultants (L&B Team) for the FAA as the lead Federal agency:

- Landrum & Brown Incorporated (L&B)
- Aerofinity Incorporated
- ASC Group Incorporated
- Gresham, Smith and Partners

AGENCY COORDINATION and COMMENT AT KEY PROJECT MILESTONES

Agency coordination will formally occur with the Federal, state, and local agencies at key milestones in the EIS process:

- **Scope of Services for the EIS**

  Obtain agency comments on the overall proposed Scope of Services to assist in the development and refinement of tasks.

- **Purpose and Need and Alternatives Analysis**

  The Purpose and Need for the Proposed Project will be developed using planning studies prepared by the Columbus Regional Airport Authority (CRAA) and with input from, and coordination with, the FAA and the CRAA to identify current needs as well as those needs that would arise from forecasted activity levels during a reasonably foreseeable timeframe identified for discussion in the EIS. The Draft Purpose and Need statement(s) and the methodologies used will be presented to the agencies for review, discussion, and input. The Draft Purpose and Need statement(s) may be revised based on the outcome of coordination with the agencies.

  The range of reasonable and practical alternatives to fulfill the project Purpose and Need will be developed and presented to the agencies for review and comment. (The discussion of the range of alternatives is presented more fully in Section V. of this outline.)

- **Results of Key Environmental Studies/Mitigation**

  Agencies will be informed as to the findings of natural and cultural resources surveys, air quality and noise modeling methodologies and results. Any mitigation necessary for this project will be coordinated with the appropriate agencies to comply with Federal, state, and local regulations and to identify suitable mitigation strategies.

- **Development of the Draft EIS**

  The status of the development of the Draft EIS, the data, analysis, findings, and mitigation recommendations will be presented to the agencies for review, comment, and input.

IV. SPONSOR'S PROPOSED PROJECT

SPONSOR'S IDENTIFIED GENERAL GOALS

- CRAA seeks to continue to expand CMH's role as a major domestic passenger air hub through enhanced passenger service,
- CRAA seeks to balance CMH in terms of airfield and terminal capacity,
- CRAA seeks to phase these projects in a way that will take advantage of available funding, while being flexible enough to accommodate growth that may occur sooner than forecasted,
- CRAA seeks to strengthen and enhance the city and regional tax base and employment by developing a highly desirable facility for airline and aircraft operators, and
- CRAA seeks to accomplish these goals in a manner that preserves the viability and character of its neighboring communities

* * * * *

SPONSOR'S PROPOSED PROJECT

- Construction of a replacement runway, 10,113 feet long, located approximately 702 feet south of the existing Runway 10R/28L
- Construction of additional taxiways to support the replacement runway
- Proposed terminal development (defined as a development area that will encompass Phase I and II of the CRAA terminal development program and the number of gates, approximate square footage of the structure, number of levels and if any are underground, approximate curb frontage, and the number of passengers that the terminal would accommodate)
- Necessary Navigational Aids (NAVAIDS) to obtain a CAT II approach
- Proposed aviation-related development
- Associated roadway relocations and construction
- Parking improvements (including both surface lots and parking garage)
- Property acquisition and relocation of residences, businesses, and farms as necessary
- Development of air traffic operational procedures for the replacement runway
- Proposed Part 150 noise abatement actions to be implemented upon receipt of the Record of Approval

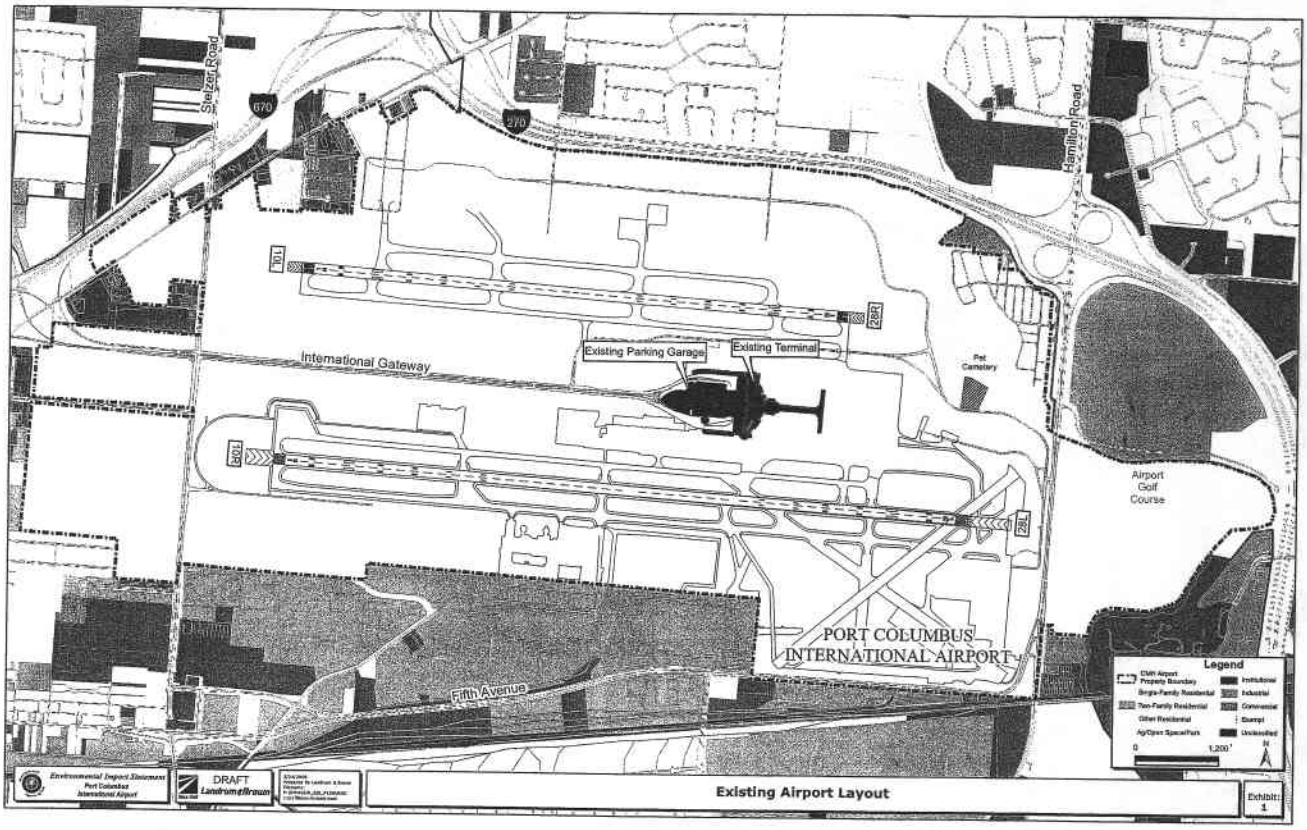
The existing airfield layout is depicted on **Exhibit 1**, *Existing Airport Layout*. The proposed relocated runway and terminal expansion proposed by CRAA is depicted on **Exhibit 2**, *Sponsor's Proposed Project*.

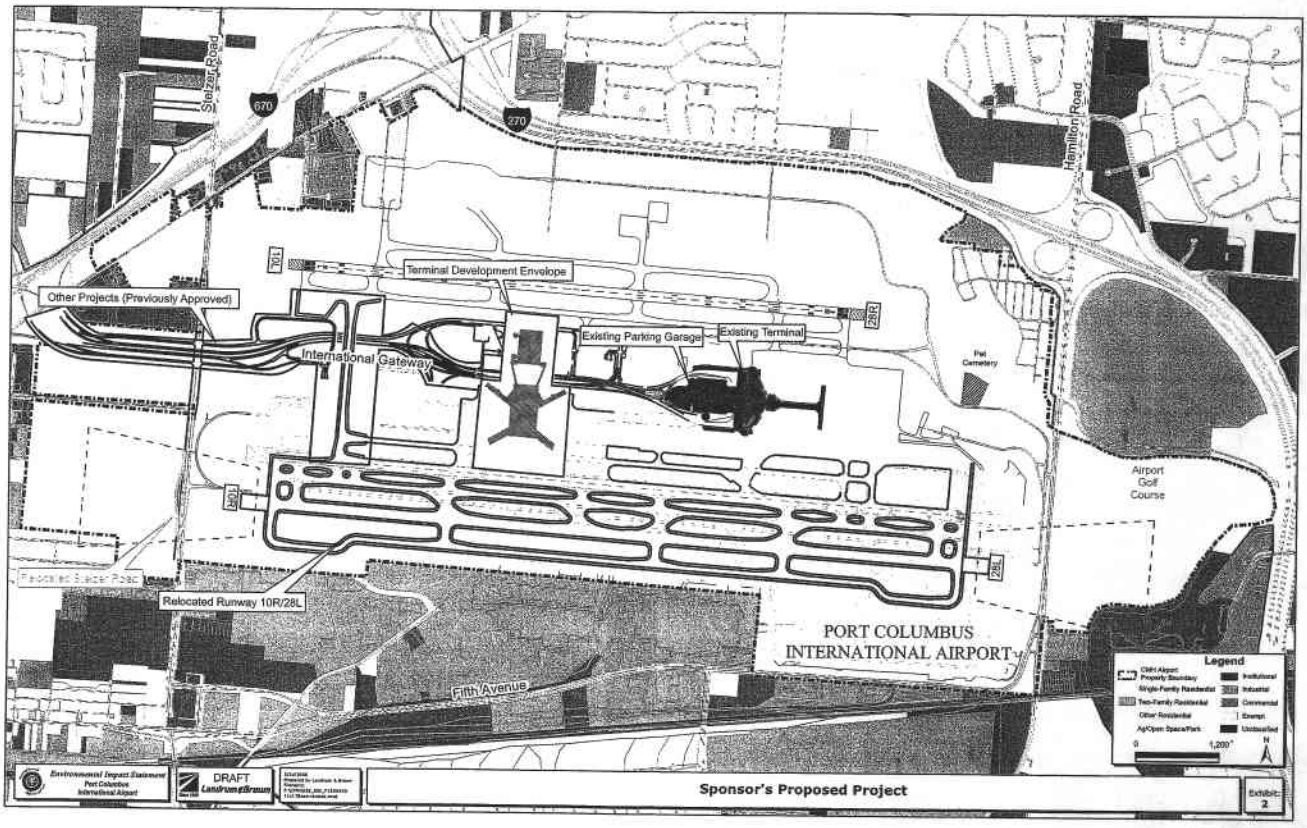
DEVELOPMENT OF STUDY AREA BOUNDARIES

For the purposes of this EIS two study areas have been developed illustrating the airport property and surrounding communities. Exhibits were created using digital mapping and Geographic Information System (GIS) and show these study areas with existing political jurisdictions, noise-sensitive land uses, compatible land uses, major and minor streets and roadways, and major physical, geographic, and natural features, along with selected place names, road names, and names of geographic features.

The General Study Area (GSA), as shown on **Exhibit 3**, *General Study Area*, covers a broad area so that the potential impacts due to the Proposed Project and its alternatives can be adequately assessed, in particular for the assessment of potential noise impacts. The GSA was developed using a composite of previous airport noise contours (out to the 60 DNL) and current and anticipated aircraft flight paths. A substantial buffer area was then added to allow for any increase in the size of the future noise contour. The GSA Area boundary lines were squared off and follow roadways where available.

Exhibit 4, *Detailed Study Area*, is smaller than the GSA to accommodate the more detailed analysis of construction and development-related impacts that would result from the Proposed Project and its alternatives. The alternatives used to help delineate the Detailed Study Area (DSA) boundary were based on the areas where it was anticipated that direct impacts may occur.


Stelzer Road
Hamilton Road
670
270
10L
28R
Existing Parking Garage
Existing Terminal
International Gateway
Pet Cemetery
10R
Airport Golf Course
28L
PORT COLUMBUS INTERNATIONAL AIRPORT
Fifth Avenue
Legend
CMH Airport Property Boundary
Single-Family Residential
Two-Family Residential
Other Residential
Ag/Open Space/Park
Institutional
Industrial
Commercial
Exempt
Unclassified
0
1,200'
N
Environmental Impact Statement Port Columbus International Airport
DRAFT
Landrum&Brown
Existing Airport Layout
Exhibit: 1


Stelzer Road
Hamilton Road
670
270
10L
28R
Terminal Development Envelope
Other Projects (Previously Approved)
Existing Parking Garage
Existing Terminal
International Gateway
Pet Cemetery
10R
Airport Golf Course
28L
Relocated Runway 10R/28L
PORT COLUMBUS INTERNATIONAL AIRPORT
Fifth Avenue
Legend
CMH Airport Property Boundary
Single-Family Residential
Two-Family Residential
Other Residential
Ag/Open Space/Park
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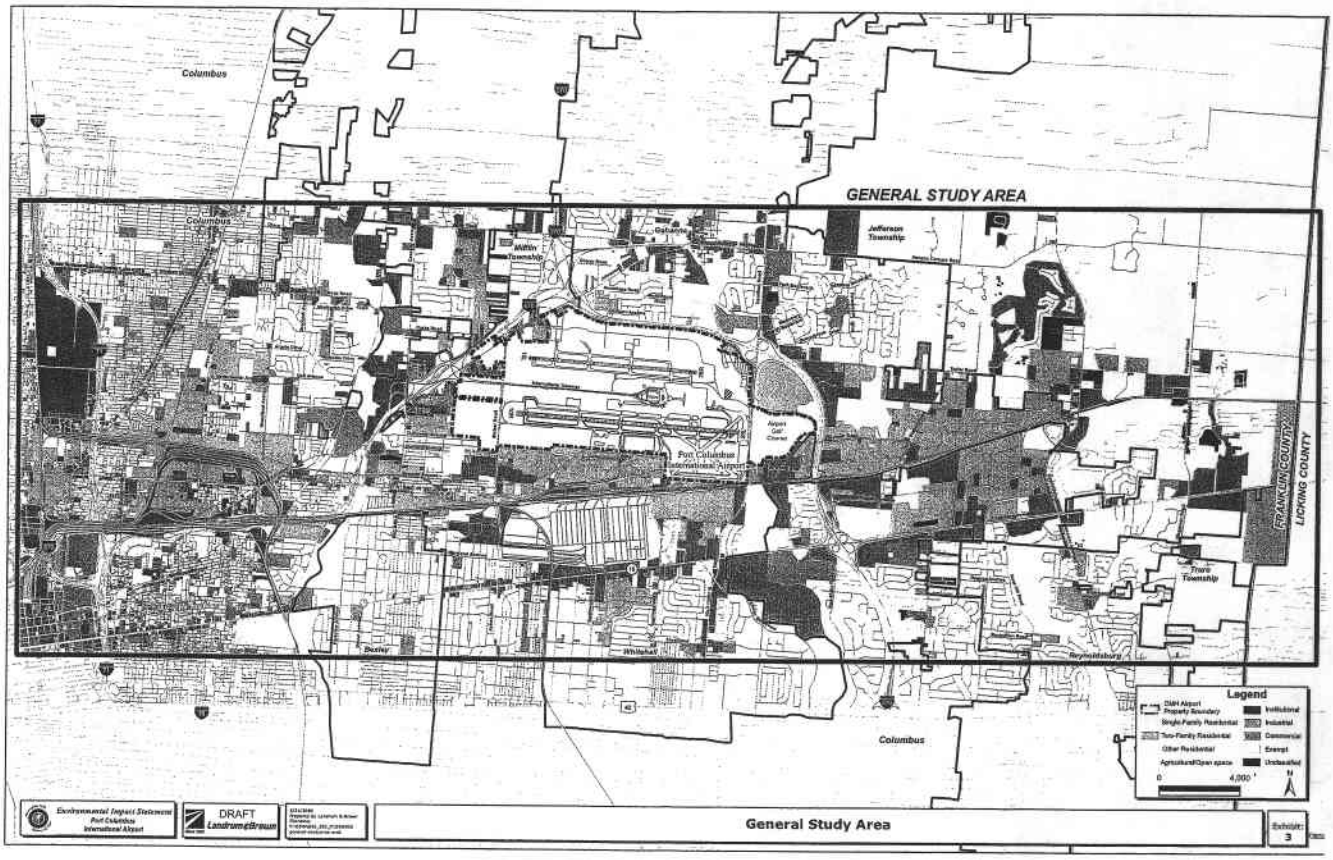
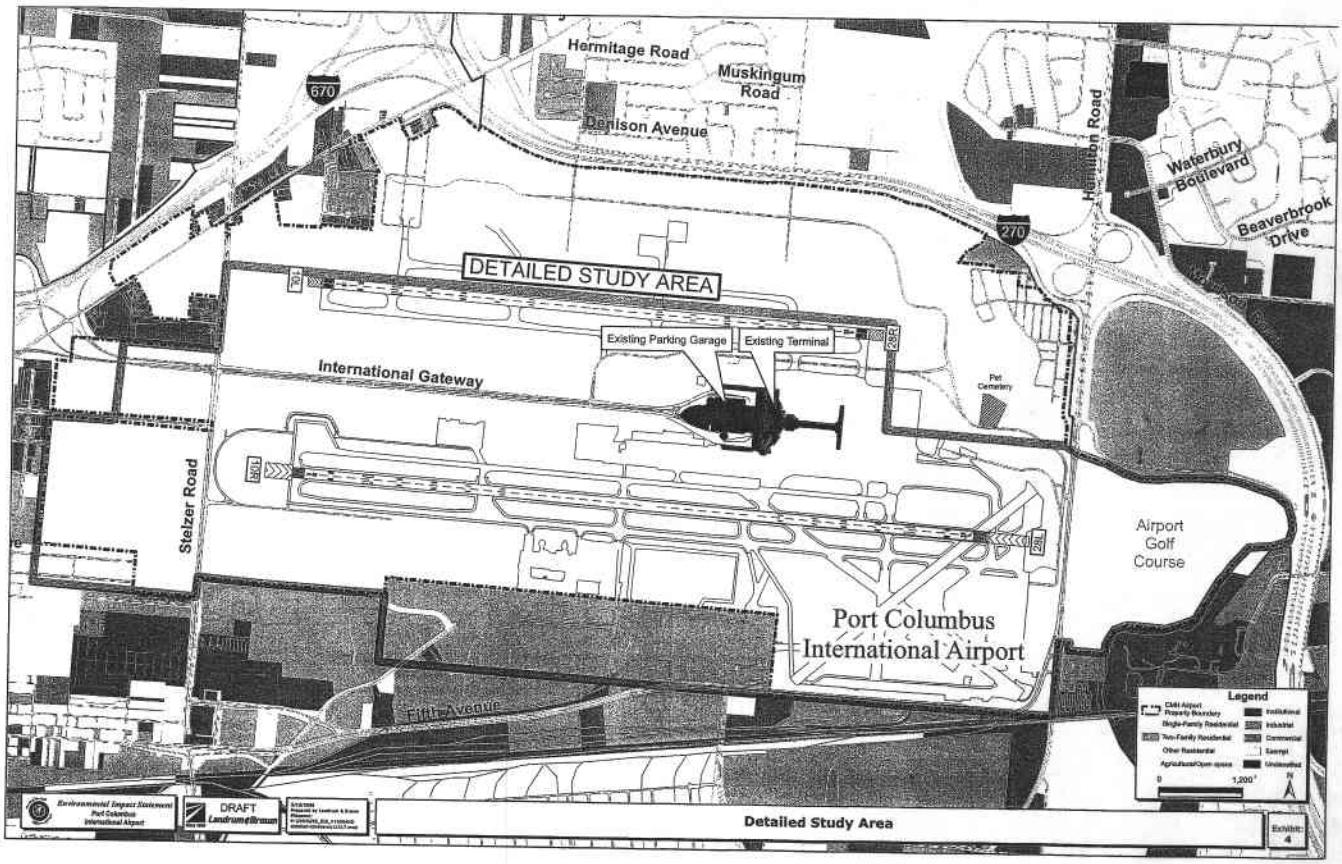
0
1,200'
N
Environmental Impact Statement Port Columbus International Airport
DRAFT
Landrum&Brown
Sponsor's Proposed Project
Exhibit: 2


GENERAL STUDY AREA
Columbus
Jefferson Township
Port Columbus International Airport
Airport Golf Course
FRANKLIN COUNTY
LICKING COUNTY
Truro Township
Reynoldsburg
Whitehall
Legend
Institutional
Industrial
Commercial
Exempt
Agricultural/Open space
Environmental Impact Statement Port Columbus International Airport
DRAFT
Landrum&Brown
General Study Area
Exhibit: 3


Hermitage Road
Muskingum Road
Denison Avenue
670
270
Hamilton Road
Waterbury Boulevard
Beaverbrook Drive
DETAILED STUDY AREA
Existing Parking Garage
Existing Terminal
International Gateway
Pet Cemetery
Stelzer Road
Airport Golf Course
Port Columbus International Airport
Fifth Avenue
Legend
Institutional
Industrial
Commercial
Exempt
Environmental Impact Statement Port Columbus International Airport
DRAFT
Landrum&Brown
Detailed Study Area
Exhibit: 4

V. RANGE OF ALTERNATIVES

In addition to the Sponsor's Proposed Project, the EIS will evaluate a comprehensive range of alternatives. This is necessary to ensure that other alternatives that satisfy the project purpose and need, while having a less detrimental effect on the environment, have not been prematurely dismissed from consideration. The evaluation of these alternatives will be subject to a three-phased approach:

1. Identify a comprehensive range of alternatives.

2. Conduct a qualitative evaluation of all alternatives and define a short list of alternatives to be considered for further evaluation based on their compliance with the project's purpose and need.

3. Perform detailed evaluation of the short listed alternatives to consider operational, financial, constructability, and environmental impacts.

The comprehensive range of alternatives will consider:

- **No Action/No Build**: This alternative would include maintaining the existing terminal area, runways, taxiways, operating procedures, and navigation aids. In addition to serving as an alternative for further consideration, the do nothing alternative also serves as a baseline for evaluating other alternatives.
- **Reconfiguration of the airfield:** Alternatives that would realign, extend, and or shorten existing runways and/or taxiways would be considered. Development of new runway and/or taxiway components also are considered to be a reconfiguration of the airfield.
- **Operational procedure modifications:** Operational changes may include, but are not limited to, preferential runway use, revision of aircraft taxi routes, and/or instituting new air traffic control (flight) procedures. Allocating demand to other nearby airports serving the region will also be assessed.
- **Development of alternative airports:** Other potential sites to develop a new or replacement airport to serve the Columbus Region will be considered.
- **Technology:** This will include an assessment of existing and emerging technologies that could affect aviation demand such as teleconferencing and video conferencing.

This comprehensive range of alternatives will be subjected to qualitative evaluation techniques that will serve to identify a short-list of alternatives to be considered for more detailed analysis. These evaluations will focus on the ability of the alternatives to satisfy the project's purpose and need. The Scope of Services

provides for a short-list of alternatives that will be carried forward in the analysis of Environmental Consequences. Those alternatives will include:

- 2006 Baseline Condition
- Alternative 1: 2012 No-Action
- Alternative 2: 2012 Alternative Proposed Runway Alternative
  - Air Traffic Option A: With the Part 150 Actions
  - Air Traffic Option B: Without the Part 150 Actions
- Alternative 3: 2018 No-Action
- Alternative 4: 2018 Proposed Action Alternative
  - Air Traffic Option A: With the Part 150 Actions
  - Air Traffic Option B: Without the Part 150 Actions
- Alternative 5: 2018 Proposed Runway Alternative with Expansion of Existing Terminal
  - Air Traffic Option A: With the Part 150 Actions
  - Air Traffic Option B: Without the Part 150 Actions

Refinement of Alternatives: In preparation for detailed environmental evaluation, refinement of the alternatives may include preliminary engineering to establish longitudinal and transverse gradients, drainage features, and temporary construction areas/easements. This level of detail provides information on implementation and constructability, operational feasibility, and the feasibility and reality of obtaining and applying for environmental permits (i.e., local, state, Federal) for construction.

Preliminary Design of Airfield Components: This effort involves engineering studies to advance alternatives from the conceptual stage through preliminary engineering. This effort will be used to develop:

- Runway geometrics and horizontal and vertical alignments
- Runway and taxiway construction zone (extents of disturbance)
- Temporary construction easements
- Drainage facilities and easements and their impacts
- Necessary relocations on airport property
- Necessary property acquisitions and relocations
- Other necessary relocations
- Impacts on airport operations during construction
- Constructability analysis
- Construction cost estimates of each alternatives

VI. ASSESSING ENVIRONMENTAL IMPACTS

In accordance with FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, the EIS shall consist of the following elements:

AIR QUALITY

National Ambient AQ Standards; SIP/TIP; Status
Air Quality Assessment; Violation/ Severity/ Delay
Modeling; Disclosure
Conformity Rules
General and Transportation Conformities
Coordination and Consultation
Summary of NEPA and CAA Findings and Determinations

NOISE AND COMPATIBLE LAND USES

Airport Noise
Land-Use Compatibility
Airport Noise and Access Restrictions
Determination of Consistency with Local Planning

PUBLIC PROPERTIES/ RESOURCES

Section 106 Historical Preservation
Architectural, Archeological, and Cultural Resources
Section 303(c) Properties/Resources

WATER RESOURCES

Water quality
Wetlands
Floodplains and Floodways
Coastal Resources [Coastal Barriers and Coastal Zone Management]
Wild and Scenic Rivers

BIOLOGICAL AND NATURAL RESOURCES

Fish, Wildlife, Plants, and Habitat
Essential Fish Habitat
Farmlands
Natural Resources

HAZARDOUS AND WASTE MATERIALS

Hazardous Waste
Solid Waste
Pollution Prevention

SOCIAL AND COMMUNITY RESOURCES

Socioeconomic; Environmental Justice; and Children's Environmental Health and Safety Risks
Secondary, Induced, and Infrastructure
Light Emissions and Visual
Energy Supply
Sustainable Design & Development
Construction

- From an initial qualitative evaluation, it is anticipated that Noise, Land Use, Social Impacts, and Historic and Archaeological Sites, USC Section 303(c) properties are considered to be key issues.
- Mitigation measures will be developed for adverse impacts created by the proposed actions.
- In accordance with Executive Order 12898, the EIS will address environmental justice issues to ensure that minority and low-income communities would not be subject to disproportionately high and adverse environmental effects.

VII. CUMULATIVE IMPACTS ANALYSIS

The discussion and disclosure of Cumulative Impacts will be provided in a separate Chapter of the EIS, not a section in the Environmental Consequences.

- Identification of pertinent past, present, and foreseeable future actions for which an accounting is required [including those despite prior environmental study and Federal, non-Federal, and private actions].
- Identification of ecological and other resources affected [including natural ecosystem and human community - socioeconomic resources, human health, recreation, quality of life issues, and cultural and historical resources].
- Baseline for incremental increases in adverse effects [default = state of nature without human intervention].
- Relationship to effects found under the Affected Environment.
- Relationship to Alternatives Analysis.
- Comparative quantitative and qualitative analyses [including ecosystem integrity, bio-diversity, and sustainable development].

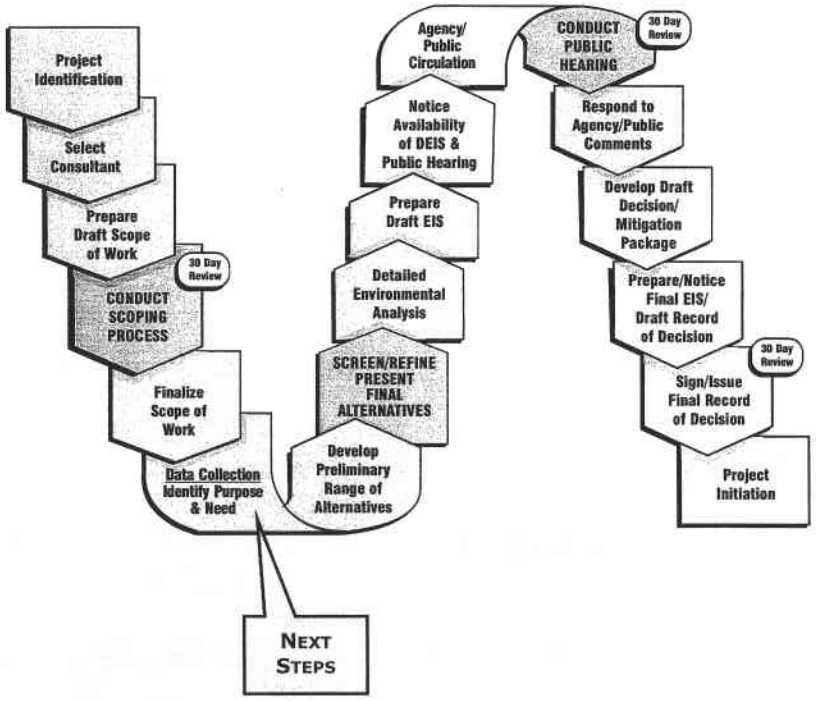
VIII. OTHER PROJECTS OR ENVIRONMENTAL STUDIES

Other projects or environmental studies that are planned or currently underway at the Port Columbus International Airport. This list will continue to be updated as information about new projects and studies are identified.

PROJECT	AGENCY
Crossover Taxiway Environmental approval previously obtained	Columbus Regional Airport Authority
Stelzer Road – International Gateway Interchange Environmental approval previously obtained	Columbus Regional Airport Authority
FAR Part 150 Study Update FAR Part 150 Study Update for Port Columbus International Airport	Columbus Regional Airport Authority

IX. NEXT STEPS IN THE EIS PROCESS

The Environmental Impact Statement is a Federal process that seeks to disclose any environmental effects of proposed Federal actions, such as approval and funding of airport improvements. This process is also used to obtain all necessary environmental permits required by Federal and state agencies for projects. The illustration below shows the general process of preparing and coordinating an EIS.



X. EIS SCHEDULE

The project schedule (next page) shows that the DRAFT EIS document will be produced in approximately 20 months from the issuance of the FAA Notice of Intent to Prepare an EIS. There are, however, project-related items outside the control of the Project Team, such as FAA and CRAA review(s) of preliminary documentation, additional studies/surveys that may be required for regulatory agency approval or for permitting or mitigation, or the extent of public/agency comments for which responses need to be prepared.

The schedule will be monitored throughout the study and coordinated with appropriate parties. The project schedule is attached. It will be revised and updated when necessary to remain current with the actual pace of the analysis, and agency coordination and concurrence.

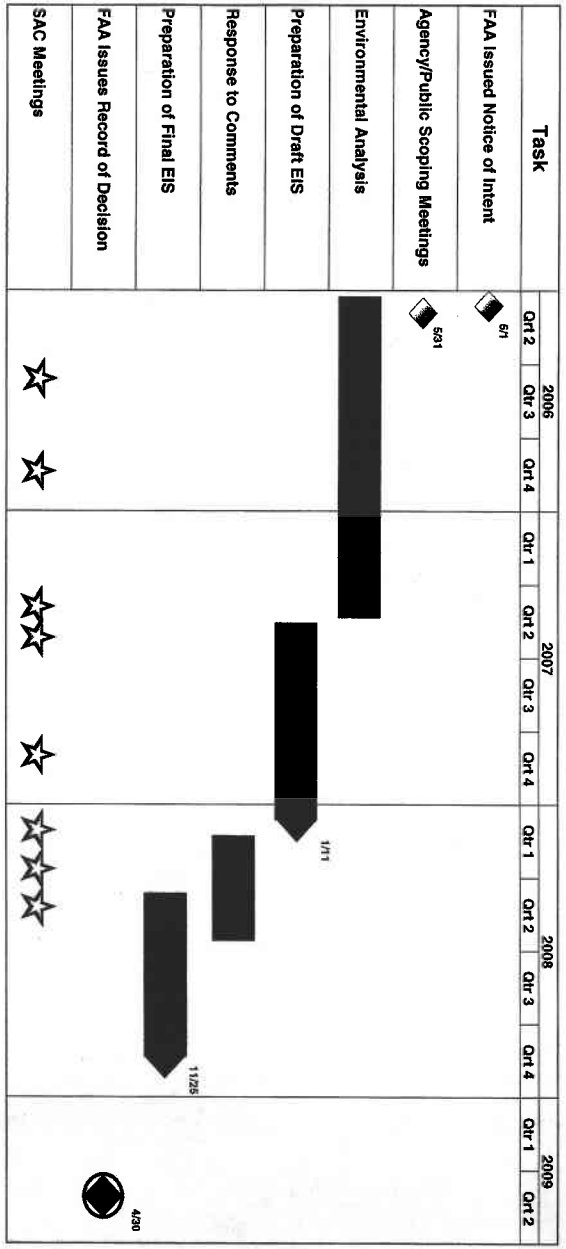
- 20 months to DRAFT after issuance of NOI
- MILESTONE meetings for concurrence with Agencies
- Mitigation / Permitting Activities
- Public Hearing
- RECORD OF DECISION expected – April 2009

XI. OPPORTUNITY TO COMMENT ON THE EIS

Written comments and/or questions about the EIS should be mailed to:

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174.

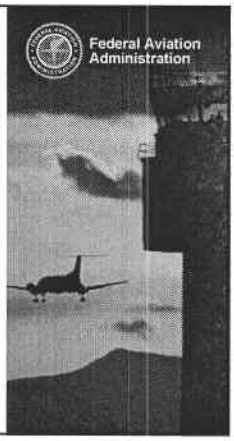
Telephone: (734) 229-2958
Fax: (734) 229-2950
Email: CMHEIS@faa.gov
Project Website: www.airportsites.net/cmh-eis



Study Advisory Committee Meeting

July 11, 2006
10:00 a.m. – 11:00 a.m.
Environmental Impact Statement
Port Columbus International Airport

Presented to: Study Advisory Committee
By: FAA Consultant, Landrum & Brown
Date: July 11, 2006



Agenda

I. History, Background, and Purpose and Need
II. Introduction to the Scoping Process
III. Summary: EIS Scope of Services
IV. Sponsor's Proposed Project
V. Range of Alternatives
VI. Assessing Environmental Impacts
VII. Cumulative Impacts Analysis
VIII. Other Projects or Environmental Studies
IX. Next Steps in the EIS Process
X. EIS Schedule
XI. Opportunity to Comment on the EIS

Got Questions?

- We have reserved time at the end for questions
- However, if you have a question about something that was said, please feel free to raise your hand and ask
- Non-Committee Members – out of respect for the committee, please hold your questions until the end of the presentation or during the break

Why are we Here?

- CRAA has proposed a development project that includes:
  - Runway relocation
  - New passenger terminal
  - Other support facilities
- Before that project can be implemented, the FAA is required to prepare an Environmental Impact Statement
- Because this project has the potential to significantly change the noise levels over some residents, the CRAA is voluntarily preparing a Part 150 Study Update

Differences between an EIS and a Part 150 Study

- An EIS is …
  - A document that discloses the potential environmental impacts of a specific proposed project
  - A document upon which the FAA will make a decision about the proposed project – to either approve or disapprove it on environmental grounds
  - A document which is guided by NEPA and managed by the FAA
- An EIS is not …
  - A study of previous projects
  - Unlimited in terms of its scope
    - NEPA has guidelines for thresholds of impact and those will be adhered to

Differences between an EIS and a Part 150 Study

- A Part 150 is …
  - A planning document that focuses solely on the issue of aircraft noise and compatible land use
  - A public oriented process that encourages community input into the recommendations
  - Required to follow FAA guidelines, but is managed by the CRAA
- A Part 150 is not …
  - Required by the FAA
  - Unlimited in terms of its scope/process
    - FAR Part 150 has guidelines for thresholds of impact and those will be adhered to

I. History, Background, and Purpose and Need

History and Background

1958 – Existing terminal at Port Columbus International Airport opened.

1989 – The South Concourse (Concourse A) opened.

1995 – The North Concourse (Concourse C) opened and was extended in 2002.

2000 – The Columbus Regional Airport Authority (CRAA) completed an Airport Master Plan Update (AMPU), which recommended the need for a new midfield terminal, based on the forecast of passengers.

I. History, Background, and Purpose and Need

History and Background

2001 – CRAA initiates a terminal study in response to continued passenger growth and revised security requirements that were instituted after September 11, 2001.

2003 – Peer Review recommends shifting Runway 10R/28L south to obtain a larger envelope for terminal development.

2003 – CRAA Board accepted recommendation and initiated Airfield Planning and Environmental Overview studies to analyze the concept further.

I. History, Background, and Purpose and Need

History and Background

2003 – CRAA defers full rehabilitation of Runway 10R/28L in anticipation of relocation projects.

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I. History, Background, and Purpose and Need

What's Happening Now?

May 2006 – Federal Aviation Administration (FAA) issues Notice of Intent to Prepare an EIS for the CRAA Proposed Project.

May/June 2006 – FAA conducts Agency and Public Scoping Meetings for the EIS.

July 2006 – FAA conducts Public Information Workshops for the EIS

I. History, Background, and Purpose and Need

Purpose and Need

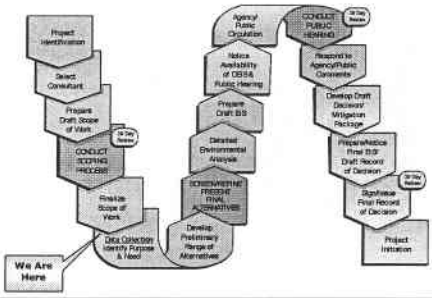
Primary Needs

- The need to rehabilitate Runway 10R/28L
- The need to provide long-term airfield capacity, delay reduction during peak operating periods, and airfield efficiency
- The need to provide sufficient terminal capacity to accommodate projected passenger levels

Secondary Needs

- The need to provide sufficient ancillary facilities and roadway infrastructure to support the projected increase in air transportation demand
- The need to incorporate 14 CFR Part 150 noise abatement and land use recommendations (if necessary)

II. Introduction to the Scoping Process



II. Introduction to the Scoping Process

ROLE OF THE STUDY ADVISORY COMMITTEE

- Sounding Board
- Link to the Community
- Reviewer
- Aid to Implementation

II. Introduction to the Scoping Process

FEDERAL: REGULATORY AGENCIES

Federal Department of Transportation
Federal Emergency Management Agency
Federal Highway Administration
Federal Railroad Administration
National Park Service
U.S. Army Corps of Engineers
U.S. Department of Agriculture
U.S. Department of Housing and Urban Development
U.S. Department of Interior
U.S. Environmental Protection Agency
U.S. Fish and Wildlife Service
National Association of Tribal Historic Preservation Office

II. Introduction to the Scoping Process

STATE: REGULATORY AGENCIES

Ohio Environmental Protection Agency
Ohio Department of Transportation - Aviation
Ohio Department of Natural Resources
Ohio Department of Development
Ohio Historic Preservation Office

LOCAL AGENCIES

City of Columbus
Mid-Ohio Regional Planning Commission

III. Summary EIS Scope Of Services

- **FAA is the lead Federal agency**
- **Scope of Services prepared by Landrum & Brown and sub-consultants (L&B Team)**
  - Landrum & Brown, Incorporated
  - Aerofinity, Incorporated
  - Gresham, Smith and Partners
  - ASC Group, Incorporated

III. Summary EIS Scope Of Services

Agency coordination will formally occur with the Federal, state, and local agencies at key milestones in the EIS process:

- Scope of Services for the EIS
- Purpose and Need and Alternatives Analysis
- Results of Key Environmental Studies/Mitigation
- Development of the Draft EIS

IV. Sponsor's Proposed Project

Sponsor's Identified General Goals

CRAA seeks to:

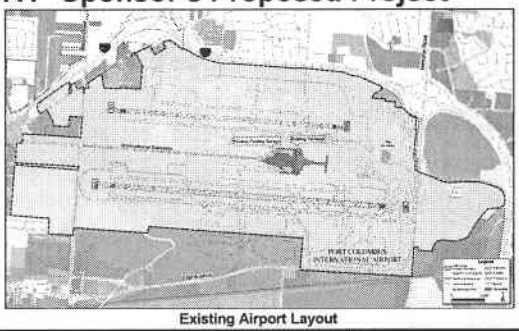
- continue to expand CMH as a major passenger air hub
- balance airfield and terminal capacity
- phase project schedules to maximize funding while ensuring flexibility to accommodate growth
- accomplish goals in a manner that preserves viability and character of neighboring communities

IV. Sponsor's Proposed Project

Sponsor's Proposed Project

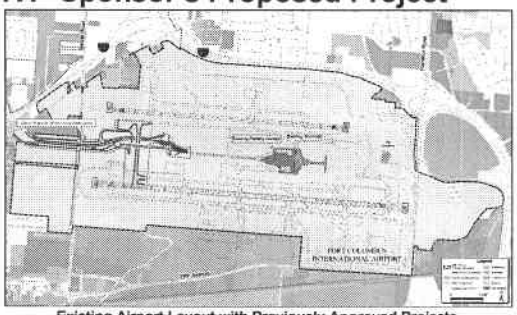
- Construction of a replacement runway, 10,113 ft. long, located approximately 702 ft. south of existing Runway 10R/28L
- Construction of additional taxiways to support replacement runway
- Proposed terminal development to be completed in phases
- Necessary Navigational Aids (NAVAIDS) to obtain a CATII approach
- Proposed Aviation Related Developments
- Associated Roadway Relocation and Construction
- Parking Improvements (including surface lots and parking garages)
- Property Acquisition and Relocation of Residences
- Development of Air Traffic Operational Procedures for the Replacement Runway
- Proposed Part 150 Noise Abatement Actions

IV. Sponsor's Proposed Project



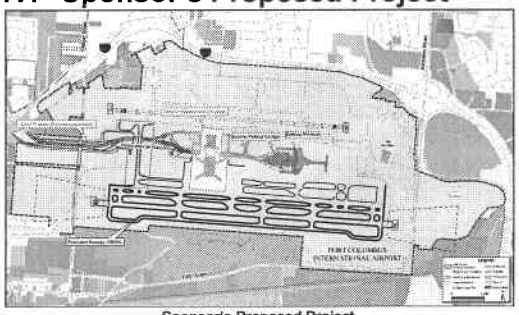
Existing Airport Layout

IV. Sponsor's Proposed Project



Existing Airport Layout with Previously Approved Projects

IV. Sponsor's Proposed Project



Sponsor's Proposed Project

IV. Sponsor's Proposed Project

EIS for the Sponsor's Proposed Project

- The proposed project would accommodate forecasted traffic and enplanements through the year 2018
- Analysis Years:
  - Existing conditions (2006/7 Baseline)
  - Future 2012 forecast conditions (opening year of the replacement runway)
  - Future forecast conditions five years after the runway becomes operational and terminal development has begun, 2018

V. Range of Alternatives

Three Phased Approach

- Identify comprehensive range of alternatives
- Define a short-list of alternatives
- Detailed analysis of short-listed alternatives

Potential Range of Alternatives

- On-site alternatives
- Off-site alternatives
- No-action alternatives

V. Range of Alternatives

On-Site Alternatives

- Develop alternatives (realign, extend and/or shorten existing runways and/or taxiways; new runway development)
- Operational Procedures
- Other technologies (reduce separation between aircraft, multi–lateration based Precision Runway Monitoring, and Vertical and/or Short Take-off and Landing)
- Activity or demand management alternatives

V. Range of Alternatives

Off-Site Alternatives

- Other potential sites to develop a new or replacement airport to serve the Columbus Region will be considered, including the use of existing airports
- Other modes of transportation and/or telecommunications (including private automobiles, rail technology, mass transit, and video conferencing)

V. Range of Alternatives

No-Action Alternatives

- A requirement of the National Environmental Policy Act (NEPA)
- Maintain existing terminal, runways, taxiway, and navigational aids.
- Serves as a baseline for evaluating other alternatives

VI. Assessing Environmental Impacts

Regulatory Background

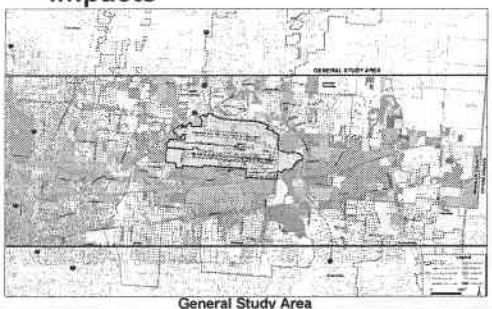
The environmental documentation will be prepared to comply with the requirements of the National Environmental Policy Act on 1969 (NEPA) as implemented in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

VI. Assessing Environmental Impacts

Definition of General Study Area

- Composite of previous airport noise contours (out to the 60 DNL).
- Provided buffer area for the potential growth in the 60 DNL noise contour.
- Squared off boundary lines.

VI. Assessing Environmental Impacts



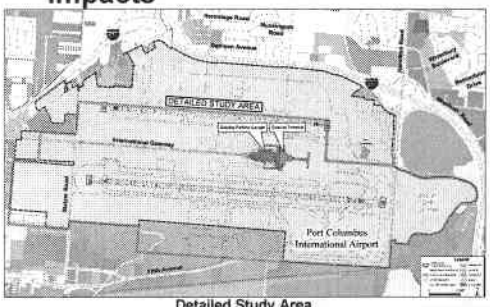
General Study Area

VI. Assessing Environmental Impacts

Definition of Detailed Study Area

- Area likely to receive direct impacts
- Provided buffer area for analysis of alternatives.
- Squared off boundary lines.

VI. Assessing Environmental Impacts



Detailed Study Area

VI. Assessing Environmental Impacts

Air Quality

- Agency Coordination
- Evaluating Clean Air Act General Conformity Regulations
- Conduct NAAQS Assessment

EDMS

- Emissions inventory
- Dispersion analysis

- CAL3QHC
- MOBILE
- NONROAD

VI. Assessing Environmental Impacts

Noise and Compatible Land Uses

- Airport Noise
  - Generate noise contours showing Day-Night Sound Level (DNL) using latest version of Integrated Noise Model (INM)
- Land Use Compatibility
  - Identify noise-sensitive facilities
- Determination of Consistency with Local Planning
  - Generate noise contours showing Day-Night Sound Level (DNL) using latest version of Integrated Noise Model (INM)
- Preparation of concurrent Part 150 Noise Compatibility Study

VI. Assessing Environmental Impacts

Public Properties/Resources

Identify cultural resources in the Detailed Study Area
and
Consult as necessary, with the State Historic Preservation Officer

- Section 106 Historical Preservation
- Architectural, Archaeological, and Cultural Resources
- Section 303(c) Properties/Resources

VI. Assessing Environmental Impacts

Social and Community Resources

- Socioeconomic
- Environmental Justice
- Children's Environmental Health and Safety Risks
- Secondary, Induced, and Infrastructure
- Light Emissions and Visual Impacts
- Energy Supply
- Sustainable Design and Development
- Construction Impacts

VI. Assessing Environmental Impacts

Water Resources

- Determine existing surface water and groundwater quality
- Identify impacts to storm water management
- Coordinate with appropriate local, state, and Federal agencies to identify permit requirements
  - Water Quality
  - Wetlands
  - Floodplains and Floodways

VI. Assessing Environmental Impacts

Biological and Natural Resources

- Fish, wildlife, plants, and habitat
- Farmlands
- Natural Resources

VI. Assessing Environmental Impacts

Hazardous and Waste Materials

- Hazardous Waste
- Solid Waste
- Pollution Prevention

VII. Cumulative Impact Analysis

- Identification of pertinent past, present and foreseeable future actions for which an accounting is required.

  [*including those despite prior environmental study and Federal, non-Federal, and private actions*]
- Identification of ecological and other resources affected.

  [*including natural ecosystem and human community—socioeconomic resources, human health, recreation, quality of life issues, and cultural and historical resources*]

VII. Cumulative Impact Analysis

- Baseline for incremental increases in adverse affects.
- Relationship to effects found under the Affected Environment.
- Relationship to the Alternatives Analysis.
- Comparative quantitative and qualitative analyses.

  [*including ecosystem integrity, bio-diversity, and sustainable development*].

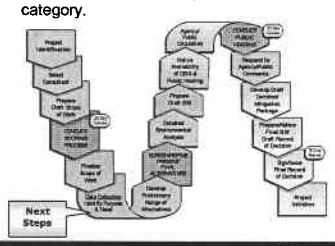
VIII. Other Projects or Environmental Studies

PROJECT	AGENCY
Crossover Taxiway Environmental approval previously obtained	Columbus Regional Airport Authority
Stelzer Road – International Gateway Interchange Environmental approval previously obtained	Columbus Regional Airport Authority
FAR Part 150 Study Update FAR Part 150 Study Update for Port Columbus International Airport	Columbus Regional Airport Authority

IX. Next Steps in the EIS Process

What's Next for the EIS?

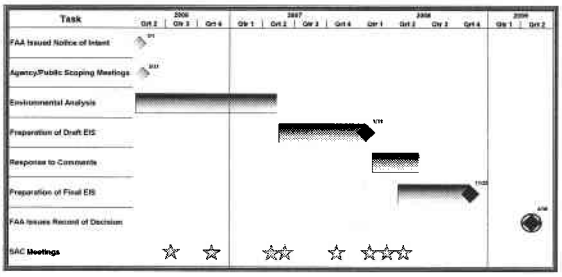
- Data collection and analysis for each environmental category.



X. EIS Schedule

- 20 months to DRAFT EIS after issuance of NOI
- MILESTONE meetings for concurrence with Agencies
- Mitigation / Permitting Activities
- Public Hearing
- RECORD OF DECISION expected – April 2009

X. EIS Schedule



XI. Opportunity to Comment on the EIS

Written comments and/or questions should be mailed to:

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174.

Telephone: (734) 229-2958
Fax: (734) 229-2950
Email: CMHEIS@faa.gov

Project Website: www.airportsites.net/cmh-eis

aerofinity
Airport Planning Beyond the Ordinary

September 7, 2006

Name
Title
Company
Address
City, State, Zip Code

RE: Port Columbus International Airport
EIS and Part 150 Noise Compatibility Study Update
SAC and PAC Meeting Minutes

Dear Name:

Enclosed are meeting minutes for the July 11, 2006 Study Advisory Committee (SAC) and Planning Advisory Committee (PAC) meetings for the Port Columbus International Airport Environmental Impact Statement (EIS) and Part 150 Noise Compatibility Study Update.

For those who were unable to attend, we are also sending a copy of the handouts that were given at each of the meetings.

As always, we appreciate your interest in Port Columbus International Airport and thank you for your participation in these studies. The next SAC and PAC meeting is scheduled for December 5, 2006. A meeting reminder and agenda will be sent in advance of the meeting.

Sincerely,

Melanie K. DePoy

Melanie K. DePoy
Managing Principal

51 South New Jersey St.
Indianapolis, IN 46204
317.955.8395 Phone
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51 S. New Jersey St., 2nd Floor
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MEETING MEMO

MEETING Federal Aviation Administration
Environmental Impact Statement
Port Columbus International Airport
Study Advisory Committee – Meeting 1

MEETING DATE July 11, 2006

ATTENDING

A meeting attendance list is attached.

DISCUSSION SUMMARY

The first Study Advisory Committee (SAC) meeting for the Environmental Impact Statement (EIS) was opened by Katy Jones, Project Manager for the Federal Aviation Administration. Ms. Jones explained that the EIS is being conducted by the Federal Aviation Administration as the independent reviewer of the environmental impacts of the projects that are being proposed for construction by the Columbus Regional Airport Authority (CRAA.)

She recognized Dave Wall, Capital Program Manager for the CRAA, who welcomed participants and thanked them for their participation. Ms. Jones then made comments about the EIS process and introduced Rob Adams, Project Manager for Landrum & Brown, the consulting firm contracted by the FAA and the CRAA to conduct the EIS. Mr. Adams introduced the other members of the consulting team including: Sarah Potter of Landrum & Brown; Melanie DePoy and Stacy Pollert of Aerofinity. He explained that two other firms, Gresham, Smith & Partners and ASC are also team members assisting Landrum & Brown in conducting the EIS. Mr. Adams asked the meeting participants to introduce themselves. He noted that three guests were also in attendance because of their interest in the Ohio State University Airport.

Mr. Adams continued the meeting by explaining that the SAC meeting would be immediately followed by a Planning Advisory Committee (PAC) meeting for the Part 150 Noise Compatibility (Part 150) that is being simultaneously conducted with the EIS. He explained that because the projects being proposed for

construction by the CRAA have the potential to significantly change the airport's noise levels; therefore, they have chosen to also update the Part 150 Noise Compatibility Program (Part 150.)

Project History

Mr. Adams began the formal presentation by reviewing the history of developments that have culminated in the need to conduct the EIS. In 2000, the CRAA completed an Airport Master Plan update that recommended, based upon the forecast of passengers, a new midfield passenger terminal. In 2001, the CRAA instituted a terminal study to assess the impacts of continued passenger growth and revised security requirements that were instituted after September 11, 2001.

In 2003, the CRAA initiated a Peer Review to revisit the recommendations of the 2000 Master Plan Update which included the recommendation for a third parallel runway. Instead of constructing the third parallel runway, the Peer Review recommended shifting the south parallel runway (Runway 10R/28L) further south to obtain a larger envelope for terminal development. He noted that one of the reasons this alternative was considered was because Runway 10R/28L was due for a total reconstruction. In anticipation of its relocation, full rehabilitation was deferred and a maintenance overlay was completed. Mr. Adams detailed subsequent studies that confirmed shifting the runway to the south (702 feet) as the most viable alternative. An Environmental Overview conducted in 2005 recommended the preparation of an EIS due to the potential for significant noise impacts.

The EIS was initiated in May 2006 when the FAA issued a Notice of Intent to Prepare an EIS for CRAA, in the Federal Register. Meetings with Federal, state and local agencies and public scoping meetings were held in May/June 2006 to further refine the issues associated with the EIS.

EIS/EIS Process

Following the historical background, Mr. Adams explained the EIS process. He stated that an EIS is conducted by the FAA as the federal agency responsible for ensuring that airport development projects, such as those proposed by the CRAA for CMH, are in compliance with environmental regulations. The potential environmental impacts of the proposed development will be assessed in accordance with the National Environmental Policy Act of 1969 (NEPA.) He provided a graphic illustration of the steps in the EIS process and explained that the study is in the phase where the Scope of Work has been finalized and the Data Collection and identification of the Purpose and Need for the project are in progress.

He noted that evaluation of the airport operations and its current facilities over the last five years has identified some issues which could affect the ability of the airport to maintain its critical airport function in the future. These issues include: the need to rehabilitate Runway 10R/28L; the need to provide long-term airfield capacity, reduce delays during peak operating periods and airfield efficiency.

In addition to the primary issues identified above, two secondary needs have also been identified. These include the need to provide sufficient ancillary facilities and roadway infrastructure to support the project increase in air transportation demand and the need to incorporate 14 CFR Part 150 Noise Abatement and Land Use Mitigation recommendations, if necessary. These issues have been identified as the Purpose and Need for the proposed project.

SAC Role

Mr. Adams explained that the role of the SAC was to be a sounding board for the proposed development and to provide a link to the community. One of the important elements of the EIS is to engage the public in the discussion of the proposed developments and to make them aware of the potential environmental impacts. One of the ways this is accomplished is for the SAC members to pass the information provided at the meetings to other members of the public. The SAC will also review and provide comments on the draft and final documents. In addition to the SAC, documents will also be reviewed by Federal, state and local agencies.

Sponsor's Proposed Project

The meeting continued with an overview of the proposed projects and the CRAA's goals for the project. He also provided more detail about the proposed projects. The replacement runway will be 10,113 feet long, approximately 702 feet south of its current location. Additional taxiways will be constructed to support the replacement runway. Terminal development will be completed in phases. As a part of the EIS, the terminal will be addressed as a development area. Analysis will include approximate square footage, number of gates, levels above and below ground, approximate curb frontage, and number of passengers the terminal would accommodate.

Also under consideration will be the necessary navigational aids to support a CAT II approach, associated roadway relocations, parking improvements, property acquisition to support the proposed developments, development of air traffic operational procedures for the replacement runway and proposed Part 150 noise abatement actions.

Mr. Adams reviewed the General Study Area and the Detailed Study Area. He explained that the General Study Area was developed using a composite of previous noise contours (out to 60 DNL) and the current and anticipated flight paths. He noted that a substantial buffer had been added to allow for any increase in the size of the future noise contour. The area was then squared off to follow roadways where practical. The Detailed Study Area is smaller and includes the area where it is anticipated that direct impacts may occur.

It was noted that the crossover taxiway, parking lot improvements and the Stelzer Road improvements had been previously approved under other environmental reviews.

Range of Alternatives

Mr. Adams noted that the CRAA has developed the projects that best meet their objectives. As a part of the EIS it is important to look at other ways the projects could be developed that might result in less environmental impact. A three-phased approach is used to review the projects. First, a range of alternatives is developed. Second, a short-list of the alternatives will be identified based upon the alternatives that are most reasonable and feasible. Finally, a detailed analysis of the short-list will be conducted.

The range of alternatives to consider will include analysis of the following:

- No Action/No Build
- Reconfiguration of the airfield
- Operational procedure modification

- Development of alternative airports
- Technology solutions

Definitions of the ranges of alternatives were provided in the handout.

Assessing Environmental Impacts

The EIS will be conducted in accordance with FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. It was explained that the following elements will be reviewed:

- Air Quality
- Noise and Compatible Land Uses
- Public Properties/Resources
- Water Resources
- Biological and Natural Resources
- Hazardous and Waste Materials
- Social and Community Resources

More detail of the analysis of these elements is provided in the handout. Mr. Adams stated that from preliminary qualitative evaluation, it is anticipated that Noise, Land Use, Social Impacts, Historic and Archaeological Sites, and USC Section 303(c) properties are considered to be key issues. Mitigation measures will be developed for adverse impacts created by the proposed actions. The EIS will address environmental justice issues to ensure that minority and low-income communities would not be subject to disproportionately high and adverse environmental effects,

It was explained that Cumulative Impacts would be provided in a separate chapter of the EIS. Cumulative Impacts are those past, present or future actions (generally five years beyond build-out) which may be applicable or pertinent to the proposed development. In other words, projects that on their own would not have a significant impact but when coupled with other projects could have a significant impact. Typically, wetlands or biological resources are environmental consequences where there may be Cumulative Impacts.

Next Steps

The next steps in the EIS process are to complete the data collection and finalize the Purpose and Need for FAA approval.

EIS Schedule

The EIS is anticipated to take three years to complete. The draft EIS is anticipated to be completed within 20 months from the FAA's issuance of the Notice-of-Intent. The Record of Decision on the EIS is anticipated to be issued by the FAA in April 2009. During the course of the study process, eight SAC meetings are scheduled. The next SAC meeting is anticipated in December 2006.

EIS Comment

The EIS is a study conducted by the Federal Aviation Administration. Comments on the EIS should be sent to:

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, MI 48174

Telephone: (734) 229-2958
Fax: (734) 229-2950
Email; CMHEIS@faa.gov

It was noted that there is a project website dedicated to this project. It can be accessed at: www.airportsites.net/cmh-eis.

Federal Aviation Administration
Environmental Impact Statement, Port Columbus International Airport
Study Advisory Committee Attendance
Tuesday, July 15, 2008

Name	Representing/Title	Address	Phone/E-mail
Bonnnie Gard	City of Gahanna	200 South Hamilton Gahanna, OH 43230	(614) 342-4015 bonnie.gard@gahanna.gov
Cathy Gaslin	Northwest/Mesaba	P.O. Box 186 Lockbourne, OH 43137	(614) 239-4313 catherine.gaslin@nwa.com
Chris Gawronski	Mid-Ohio Regional Planning Comm. Principal Planner	285 E. Main Street Columbus, OH 43215	(614) 233-4166 cgawronski@morpc.org
Bruce Gibson	Federal Aviation Administration CMH ATCT	4277 International Gateway Columbus, OH 43219	(614) 338-4092 bruce.gibson@faa.gov
Grisetta Griffin	Brittany Hills Civic Association	2463 Peekskill Drive Columbus, OH 43219	(614) 471-3947 ggriffi1@columbus.rr.com
Lucas Haire	City of Reynoldsburg Planning Administrator	7232 E. Main St. Reynoldsburg, OH 43068	(614) 322-6829 lhaire@ci.reynoldsburg.oh.us
Katherine Jones	Federal Aviation Administration Environmental Specialist Detroit Airports District Office	11677 S. Wayne Rd Romulus, MI 48174	(734) 229-2958
Robert Lawier	Mid-Ohio Regional Planning Comm. Director of Transportation	285 E. Main Street Columbus, OH 43215	(614) 233-4160 rlawler@morpc.org
Chris Lenfest	Port Columbus Int'l. Airport ATCT Manager	4277 International Gateway Columbus, OH 43219	(614) 338-4030 chris.lenfest@faa.gov
Dr. Harold E. McDaniel	St. Mary's Civic Association President	979 Wellington Blvd. Columbus, OH 43219	(614) 252-7782 hmcdaniel@columbus.rr.com
Bethany Miller	City of Gahanna	200 South Hamilton Gahanna, OH 43230	(614) 342-4015
Don Peters	Columbus Flight Watch	40 Massey Drive Westerville, OH 43081	(614) 890-1062 DonPeters@columbus.rr.com
Devayani Puranik	City of Columbus Planner	109 N. Front Street Columbus, OH 43215	(616) 665-0663
Elwood Rayford	Northeast Area Commission Chair	2776 Yorkcliff Rd. Columbus, OH 43219	(614) 475-1448 larfull@sbcglobal.net
Matthew Shad	City of Whitehall Development Director	360 S. Yearling Road Whitehall, OH 43213	(614) 338-3103 development@cityofwhitehall.com
Richard G. Smith III	NetJets Executive Vice President	4111 Bridgeway Avenue Columbus, OH 43219	(614) 239-5518 rsmith@netjets.com
Bill Tylka	Million Air	4130 East Fifth Avenue Columbus, OH 43219	(614) 238-3900 billtylka@millionair-cmh.com
Observers			
Scott Whitlock	City of Worthington	6081 Olentangy River Road Worthington, OH 43085	whitlsc@aol.com
Kimberly Nixon-Bell	WOOSE	6077 Olentangy River Road Worthington, OH 43085	kim@nixonbell.com
Dennis S. Herman	WOOSE	198 Caren Ave. Worthington, OH 43085	(614) 430-0403 dsh@dsh.org
Columbus Regional Airport Authority Staff			
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Mark Kelby	Airport Planner	"	(614) 239-5014
Bernie Meleski	Director, Planning & Development	"	(614) 239-4042
Dave Wall	Capital Program Manager	"	(614) 239-4063
Stacey Heaton	Airport Planner		
Consulting Team			
Rob Adams	Landrum & Brown	11279 Cornell Park Drive Cincinnati, OH 45242	(513) 530-1201
Sarah Potter	Landrum & Brown		(513) 530-1233
Melanie DePoy	Aerofinity, Inc.	51 S. New Jersey Street Indianapolis, IN 46204	(317) 955-8395 Ext. 304
Stacy Pollert	Aerofinity, Inc.		(317) 955-8395 Ext. 306

PORT COLUMBUS INTERNATIONAL AIRPORT
ENVIRONMENTAL IMPACT STATEMENT

U.S. Department of Transportation
Federal Aviation Administration

Federal Aviation Administration
STUDY ADVISORY COMMITTEE

July 11, 2006
10:00 a.m. to 11:00 a.m.

AGENDA

WELCOME/INTRODUCTIONS

I. Overview of Projects at Port Columbus International Airport

II. What is an EIS?/Introduction to the EIS Process

III. Role of the SAC

IV. Sponsor's Proposed Project

V. Range of Alternatives

VI. Assessing Environmental Impacts

VII. Cumulative Impacts Analysis

VIII. Next Steps in the EIS Process

IX. EIS Schedule

X. Opportunity to comment on the EIS

* * * * *

AGENCY CONTACT: Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road,Suite 107
Romulus, Michigan 48174

Telephone: (734) 229-2958

Environmental Impact Statement

Port Columbus International Airport

Public Workshops

July 11 and July 12, 2006

What is the Purpose of Tonight's Public Meeting?

Tonight's workshop is the second of multiple opportunities that the public will be invited to provide comments on the preparation of an Environmental Impact Statement (EIS) for proposed improvements to Port Columbus International Airport (CMH.) The proposed improvements include the construction of a replacement for the airport's south runway (Runway 10R/28L), and a new passenger terminal. Detailed information about the proposed improvements will be presented at tonight's meeting.

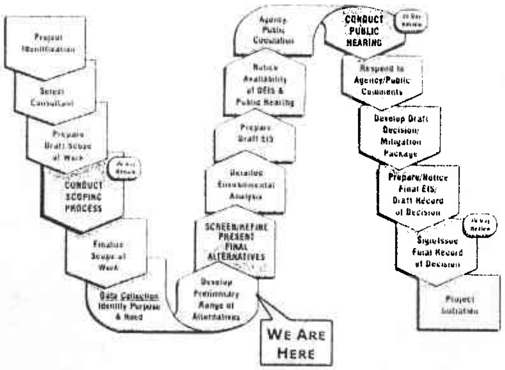
The purpose of tonight's workshop is to receive public comment on the Purpose and Need for the project, and the evaluation of the alternatives that are being considered. Findings on noise impacts anticipated as a result of the proposed project and potential mitigation measures will also be presented.

The EIS Process

An EIS is conducted by the FAA as the federal agency responsible for ensuring that airport development projects, such as those proposed by the Columbus Regional Airport Authority (CRAA) for CMH, are in compliance with environmental regulations. The potential environmental impacts of the proposed development are assessed in accordance with the National Environmental Policy Act of 1969 (NEPA.) The NEPA process encompasses a body of federal laws that are intended to protect the nation's environment.

In addition to the public comments, input on the proposed development is also sought from local, state and federal agencies. A meeting was held with these agencies on May 31, 2006. They will continue to provide comment on the EIS as the study progresses.

The following illustration graphically shows the EIS process.



How was the Need for the Proposed Development Projects Identified?

In 2000, the CRAA completed an Airport Master Plan Update. Based upon the number of passengers forecast to use the terminal over the next twenty years, the Master Plan Update identified the need for a new passenger terminal. In the five years since completion of the Master Plan Update, the CRAA has completed a series of studies to determine the most effective plan to accommodate the construction of the new passenger terminal. The studies are summarized below.

2001	CRAA initiates terminal study in response to continued passenger growth and revised security requirements that were instituted after September 11, 2001
2003	Peer Review recommends shifting Runway 10R/28L south to obtain a larger space between the runways for terminal development
2003	CRAA Board accepts recommendation and initiates Airfield Planning and Environmental Overview studies to analyze the concept further
2003	CRAA defers full rehabilitation of Runway 10R/28L in anticipation of relocation project
2005	Airfield Planning Study recommends Runway 10R/28L be relocated 702 feet south of existing Runway 10R/28L
2005	Environmental Overview Study analyzes potential environmental impacts and recommends that an Environmental Impact Statement be prepared due to the likelihood of significant noise impacts

Why are the proposed development projects needed?

CMH is an essential transportation resource, centrally located in Ohio, and serves as the primary air transportation facility for most of central Ohio. As a result of the evaluation of the airport operations and facilities conducted over the last five years, three major issues were identified which could affect the ability of the airport to maintain its critical airport function in the future.

Through careful evaluation of airport operations and facilities at CMH, three primary needs have been identified.

The need to rehabilitate Runway 10R/28L

The CRAA initiated pavement evaluation and design studies for Runway 10R/28L in 2000. Based on visual inspection of the pavement condition and associated engineering evaluations, the studies provided recommendations to improve the serviceability of the runway. Some areas of the runway were determined to be in need of full depth structural repair.

The CRAA examined two options: rebuild Runway 10R/28L at the same location or build a replacement runway. Reconstruction of Runway 10R/28L will involve a lengthy closure time during which the airport would have to operate with one runway (10L/28R), a constrained capacity and high noise impact situation. At the end of this construction period, the airport will return to its current conditions in terms of airfield capacity and development envelope between the two runways.

The CRAA, recognizing the possibility of the relocation of this runway, decided alternatively to move forward with a short-term runway overlay project (thinner overlay with less asphalt) and to defer larger pavement investments (thicker overlay with more structural value) to a future, more optimum location on the airfield. Furthermore, construction of a replacement runway at a different location would allow the airfield to operate normally during the construction period.

The need to provide long-term airfield capacity, delay reduction during peak operating periods, and airfield efficiency

The primary factors that dictate a runway system's ability to accommodate overall levels of traffic, or peak hour traffic include the length of the runways, the orientation and separation of the runways, the navigational instrumentation on each runway end, and the remainder of the airfield infrastructure (taxiways, hold pads, etc.). The CRAA has identified that relocating Runway 10R/28L would provide a larger terminal development envelope and would increase peak period operating capacity.

The need to provide sufficient terminal capacity to accommodate projected passenger levels

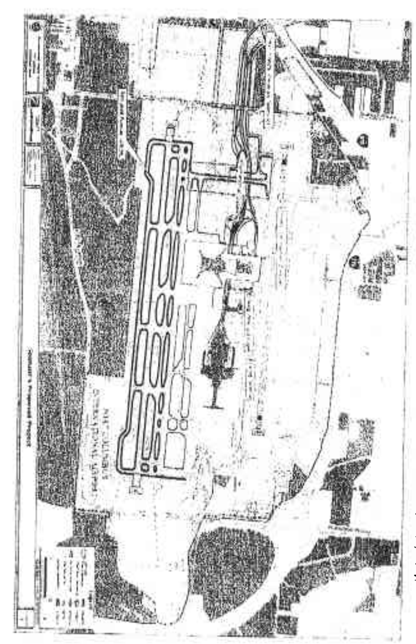
The most recent passenger forecasts for CMH predict continued steady growth in terms of passengers and operations for the next 20 years. The CRAA studied a number of possibilities for meeting this demand. An analysis of the existing terminal facilities at CMH found that it cannot efficiently accommodate future passenger demand beyond five million annual enplaned passengers. The limitations of the existing terminal include the lack of necessary baggage make-up areas, the lack of adequate space to provide security screening, and a lack of aircraft gates to meet long-term demand. Current forecasts indicate that with continued steady growth, CMH will exceed five million enplaned passengers in 2018. Therefore, in order to meet the projected long-term passenger demand, the development of a new passenger terminal facility will be required.

What are the advantages of relocating the runway?

Study of options for developing a new terminal found that with the current runway separation, it is virtually impossible to develop a terminal large enough to meet long-term demand and accommodate the necessary roadways, parking and other support functions. Another disadvantage of the development envelope that exists with the current runway separation is in addressing security concerns. The current site: (1) provides for limited standoff distance between auto parking and the terminal building frontage; and (2) requires the need to place the access roadway under the terminal.

Therefore, in order to obtain the necessary development envelope to accommodate a terminal that will meet long-term demand and allow for other support facility development, the relocation of one of the runways was recommended. Further analysis of the feasibility of moving one of the runways found that relocating Runway 10R/28L to the south was the best option for meeting this goal.

The illustration below shows the development concept.



Projects being considered in the EIS

The runway relocation and the terminal development are the primary projects that are being reviewed in the EIS. In order to accomplish these two projects there will also be the need to complete other projects that will support the two facilities. The list below includes all of the projects being assessed in the EIS.

- Construction of a replacement runway, 10,113 feet long, located 702 feet south of the existing Runway 10R/28L
- Construction of additional taxiways to support the replacement runway
- Proposed terminal development (defined as a development area that will encompass Phase I and II of the CRAA terminal development program; examining the number of gates; approximate square footage of the structure, number of levels, and if any are underground; approximate curb frontage; and the number of passengers that the terminal would accommodate
- Necessary Navigational Aids (NAVAIDS) to obtain a CAT II approach
- Proposed aviation-related development
- Associated roadway relocations and construction
- Parking improvements (including both surface lots and parking garage)
- Property acquisition and relocation of residences, businesses, and farms, as necessary
- Development of air traffic operational procedures for the replacement runway
- Proposed noise abatement actions (to be assessed in a separate Part 150 Noise Compatibility Study)

What environmental impacts are being considered?

The EIS is being prepared by the FAA to comply with the requirements of NEPA as implemented by FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) implementation instructions for airport actions. In accordance with these orders the environmental impacts of the proposed development projects will consider the following.

Environmental Consequences

- Air Quality
- Noise and Compatible Land Uses
- Public Properties/Resources (historic properties, architectural, archaeological, and cultural resources, USC Section 303 properties - parks or recreational areas)
- Water Resources (water quality, wetlands, floodplains and floodways, coastal resources, wild and scenic rivers)
- Biological and Natural Resources (fish, wildlife, plants, and habitat, farmlands, natural resources)
- Hazardous and Waste Materials (hazardous waste, solid waste, pollution prevention)
- Social and Community Resources (socioeconomic impacts, environmental justice, children's environmental health and safety risks, light emissions, energy supply, sustainable design and development, construction impacts)

From an initial qualitative evaluation, it is anticipated that Noise, Land Use, Social Impacts, and Historic and Archaeological Sites and USC Section 303(c) Properties are considered to be key issues.

The EIS will specifically review minority and low-income communities to ensure that they are not subject to disproportionately high and adverse environmental effects. Mitigation measures will be developed for adverse impacts created by the proposed actions.

Cumulative impacts

Any other past, present or reasonably foreseeable future actions which may be applicable or pertinent to the proposed development will also be addressed. The proposed development's relationship to other plans, directives and goals of the Columbus area will be studied. The cumulative impacts of all the proposed improvements, when combined with the existing and reasonably foreseeable future (generally five years beyond build-out) projects within the area will be considered.

The Project Team

The FAA has selected the consulting firm of Landrum & Brown to complete the EIS. Landrum & Brown is a nationally-recognized airport planning firm that has conducted similar environmental studies at airports throughout the country. Landrum & Brown will be assisted by three other firms to complete portions of the study process. This team of consultants is responsible for conducting the technical work for the preparation of the EIS.

The Scope of Work to be performed by the consulting team, and information about the study process will be available throughout the study on the FAA project website listed at the end of this handout.

Members of the consulting team are available at tonight's public meeting to answer questions and provide information about the study process.

Next Steps

The EIS is a federal process that seeks to disclose any environmental effects of proposed federal actions, such as approval and funding of airport improvements. This process is also used to obtain all necessary environmental permits required by federal and state agencies prior to construction.

The FAA issued its Notice of Intent (NOI) to prepare an EIS in the Federal Register on May 1, 2006. It is anticipated that it will take approximately three years to complete the full study process with the FAA anticipated to issue its Record of Decision in April 2009. A draft of the EIS is anticipated to be available in approximately 20 months.

It should be noted that there are project-related items outside the control of the Project Team. Therefore, changes in the project schedule could occur as the study progresses. The schedule will be monitored throughout the study and coordinated with appropriate parties. It will be revised and updated when necessary to remain current with the actual pace of the analysis, and agency coordination and concurrence.

How can I Comment on the EIS Scope of Work?

Tonight is the second of multiple times that the public will be asked to provide comments to the FAA on the EIS. Public comments are important to assist the FAA in making decisions about the proposed development projects at CMH.

The FAA welcomes written comments on the environmental analysis. Written comments may be submitted tonight on the comment forms found in the workshop area. If you prefer, you may submit comments until the close of business on July 31, 2006 to:

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174

Fax: (734) 229-2950 or submit them via e-mail at CMHEIS@faa.gov
Project website: www.airportsites.net/cmh-eis

PORT COLUMBUS INTERNATIONAL AIRPORT

ENVIRONMENTAL IMPACT STATEMENT

Study Advisory Committee
Discussion Outline

July 11, 2006
10:00 a.m. – 11:00 a.m.

Emergency Operations Center

Port Columbus International Airport
Columbus, Ohio

I. HISTORY, BACKGROUND, AND PURPOSE AND NEED

Proposed Replacement Runway and Terminal Expansion at CMH

WHERE DID THIS ALL BEGIN?

1958	Existing Terminal at Port Columbus International Airport opened.
1989	The South Concourse (Concourse A) opened.
1995	The North Concourse (Concourse C) opened and was extended in 2002.
2000	The Columbus Regional Airport Authority (CRAA) completed an Airport Master Plan Update (AMPU), recommends the need for a new midfield terminal, based on the forecast of passengers.

WHAT'S HAPPENED?

2001	CRAA initiates terminal study in response to continued passenger growth and revised security requirements that were instituted after September 11, 2001.
2003	Peer Review recommends shifting Runway 10R/28L south to obtain a larger envelope for terminal development.
2003	CRAA Board accepted recommendation and initiated Airfield Planning and Environmental Overview studies to analyze the concept further.
2003	CRAA defers full rehabilitation of Runway 10R/28L in anticipation of relocation project.
2005	Airfield Planning Study recommended Runway 10R/28L be relocated at least 700 feet south of existing Runway 10R/28L.
2005	Environmental Overview Study analyzed potential environmental impacts and recommended that an Environmental Impact Statement (EIS) be prepared due to the likelihood of significant noise impacts.

WHAT'S HAPPENING NOW?

December 2005	CRAA provides definition of Proposed Project and airport objectives to Federal Aviation Administration (FAA).
May 2006	FAA issues Notice of Intent to Prepare an EIS for the CRAA Proposed Project.
May/June 2006	FAA conducts Agency and Public Scoping Meetings for EIS.
July 2006	FAA conducts Public Information Workshops for EIS.

Preliminary Understanding of Purpose and Need

Port Columbus International Airport (CMH) is an essential transportation resource, centrally located in Ohio, and serves as the primary air transportation facility for most of central Ohio. As a result of the evaluation of the airport operations and facilities conducted over the last five years, three major issues were identified which could affect the ability of the airport to maintain its critical airport function in the future.

Through careful evaluation of airport operations and facilities at Port Columbus International Airport (CMH), three primary needs have been identified:

THE NEED TO REHABILITATE RUNWAY 10R/28L

The CRAA initiated pavement evaluation and design studies for Runway 10R/28L in 2000. Based on visual inspection of the pavement condition and associated engineering evaluations, the studies provided recommendations to improve the serviceability of the runway. Some areas of the runway were determined to be in need of full depth/structural repair.

The CRAA examined two options: rebuild Runway 10R/28L at the same location or build a replacement runway. Reconstruction of Runway 10R/28L will involve a lengthy closure time in which the airport would have to operate with one runway (10L/28R), a capacity constrained and high noise impact situation. At the end of this construction period, the airport will return to its current conditions in terms of airfield capacity and development envelope between the two runways.

The CRAA, recognizing the possibility of the relocation of this runway, decided alternatively to move forward with a short-term runway overlay project (thinner overlay with less asphalt) and to defer larger pavement investments (thicker overlay with more structural value) to a future, more optimum location on the airfield. Furthermore, construction of a replacement runway at a different location would allow the airfield to operate normally during the construction period.

THE NEED TO PROVIDE LONG-TERM AIRFIELD CAPACITY, DELAY REDUCTION DURING PEAK OPERATING PERIODS, AND AIRFIELD EFFICIENCY

The primary factors that dictate a runway system's ability to accommodate overall levels of traffic or peak hour traffic include the length of the runways, the orientation and separation of the runways, the navigational instrumentation on each runway end, and the remainder of the airfield infrastructure (taxiways, hold pads, etc.).

The CRAA has identified that relocating Runway 10R/28L would provide a larger terminal development envelope and would increase peak period operating capacity. A study determined that a runway with a minimum length of 10,100 feet, relocated to the south of existing Runway 10R/28L by at least 700 feet, with the capability of obtaining Category II approaches, and other supporting airfield improvements would be necessary to maintain and in some cases would enhance the ability of the airport to accommodate long-term and peak period aviation demand. Due to the condition of the proposed runway site, the Sponsors Proposed Project (defined in Section IV) is 702 feet south of existing Runway 10R/28L and is a length of 10,113 feet. In order to obtain Category II approaches on Runway 10R/28L, additional navigational aides would be required.

THE NEED TO PROVIDE SUFFICIENT TERMINAL CAPACITY TO ACCOMMODATE PROJECTED PASSENGER LEVELS

The most recent passenger forecasts for CMH predict continued steady growth in terms of passengers and operations for the next 20 years. The CRAA studied a number of possibilities for meeting this demand. An analysis of the existing terminal facilities at CMH found that it can not efficiently accommodate future passenger demand beyond five million annual enplaned passengers (5 MAEP). The limitations of the existing terminal include the lack of necessary baggage make up areas, the lack of adequate space to provide security screening, and a lack of aircraft gates to meet long-term demand. Current forecasts indicate that with continued steady growth, CMH will exceed 5 MAEP in 2018. Therefore, in order to meet the projected long-term passenger demand, the development of a new terminal facility will be required.

Study of new terminal concepts found that with the current runway separation (2,800 feet), it is virtually impossible to develop a terminal large enough to meet long-term demand and accommodate the necessary roadways, parking, and other support functions. Another disadvantage of the development envelope that exists with the current runway separation is in addressing security concerns. The current site: (1) provides for limited standoff distance between auto parking and the terminal building frontage; and (2) requires the need to place the access roadway under the terminal.

Therefore, in order to obtain the necessary development envelope to accommodate a terminal that will meet long-term demand, and allow for other support facility development, the relocation of one of the runways was recommended. Further

analysis of the feasibility of moving one of the runways, found that relocating Runway 10R/28L to the south was the best option for meeting this goal.

In addition to the three primary needs, two secondary needs have been identified:

THE NEED TO PROVIDE SUFFICIENT ANCILLARY FACILITIES AND ROADWAY INFRASTRUCTURE TO SUPPORT THE PROJECTED INCREASE IN AIR TRANSPORTATION DEMAND

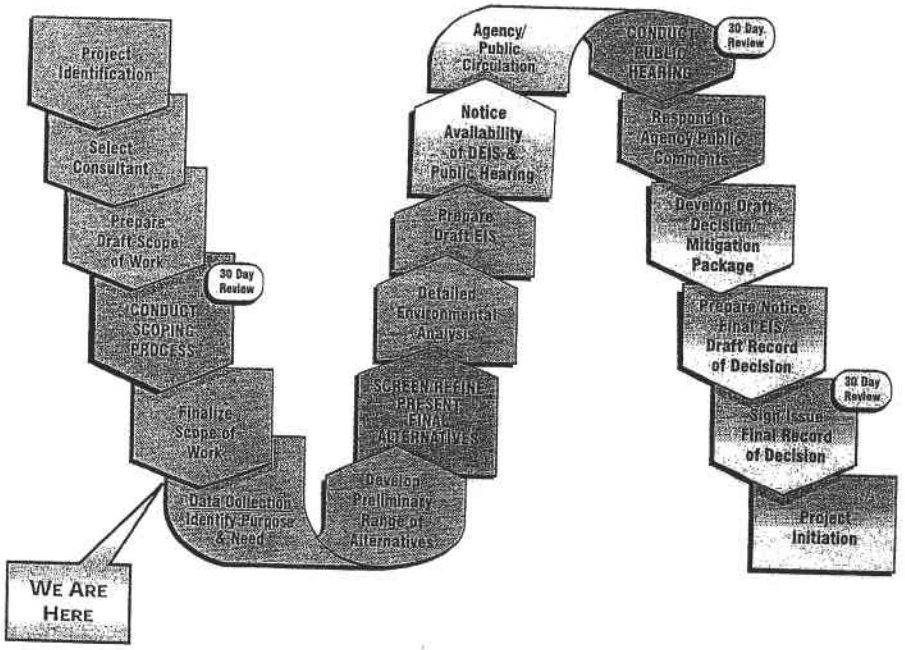
Development of new terminal facilities at CMH will result in the need for the construction of additional auto parking and the relocation/construction of roadways within the terminal area. Maintaining the parking facilities within the terminal development envelope eliminates the need for remote parking and its associated additional property acquisition, as well as enhances passenger convenience by allowing the parking to be near the terminal. Likewise, the roadway infrastructure providing access to the terminal area and parking will need to be relocated or newly constructed to support a new terminal.

THE NEED TO INCORPORATE 14 CFR PART 150 NOISE ABATEMENT AND LAND USE MITIGATION RECOMMENDATIONS (IF NECESSARY)

The proposed project may result in increased noise levels for communities adjacent to the airport. In response to that potential, the CRAA is concurrently undertaking a Part 150 Noise Compatibility Study Update to address noise and land use incompatibilities. Implementation of the noise abatement air traffic actions and associated land use mitigation would reduce and/or eliminate existing incompatible land use impacts and prevent new ones being established around the airport. Noise abatement air traffic actions and land use mitigation associated with the proposed project will be addressed in the ongoing CMH FAR Part 150 Study, as appropriate.

II. INTRODUCTION TO THE SCOPING PROCESS

The environmental documentation will be prepared to comply with the requirements of the National Environmental Policy Act on 1969 (NEPA) as implemented in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions.*



The scoping process is the initial step in the preparation of the EIS. The scoping process is "an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action." Therefore, the scoping process will identify:

- Range of actions (project, procedural changes)
- Alternatives – those to be rigorously explored and evaluated and those that may be eliminated
- Range of environmental impacts

The scoping process will determine the scope and significant issues to be analyzed in depth.

- Actions
  - Dependent/Independent
  - Cumulative
- Alternatives
  - No-Action
  - Alternative Expansion of Airport Facilities
  - Alternative to Noise Abatement Procedures
- Impacts
  - Direct
  - Indirect
  - Cumulative

The scoping process will identify and eliminate from detailed study the issues which are not significant or which have been covered by prior documentation.

The FAA issued a Notice of Intent (NOI) to prepare an Environmental Impact Statement in the Federal Register on May 1, 2006.

The FAA requests that all comments be formalized in written correspondence by July 31, 2006 to:

Ms. Katherine S. Jones
Federal Aviation Administration,
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174

Telephone: (734) 229-2958
Fax: (734) 229-2950
Email: CMHEIS@faa.gov

III. SUMMARY: EIS SCOPE OF SERVICES

The EIS Scope of Services will be performed by Landrum & Brown, Incorporated, and its sub-consultants (L&B Team) for the FAA as the lead Federal agency:

- Landrum & Brown Incorporated (L&B)
- Aerofinity Incorporated
- ASC Group Incorporated
- Gresham, Smith and Partners

AGENCY COORDINATION and COMMENT AT KEY PROJECT MILESTONES

Agency coordination will formally occur with the Federal, state, and local agencies at key milestones in the EIS process:

- **Scope of Services for the EIS**

  Obtain agency comments on the overall proposed Scope of Services to assist in the development and refinement of tasks.

- **Purpose and Need and Alternatives Analysis**

  The Purpose and Need for the Proposed Project will be developed using planning studies prepared by the Columbus Regional Airport Authority (CRAA) and with input from, and coordination with, the FAA and the CRAA to identify current needs as well as those needs that would arise from forecasted activity levels during a reasonably foreseeable timeframe identified for discussion in the EIS. The Draft Purpose and Need statement(s) and the methodologies used will be presented to the agencies for review, discussion, and input. The Draft Purpose and Need statement(s) may be revised based on the outcome of coordination with the agencies.

  The range of reasonable and practical alternatives to fulfill the project Purpose and Need will be developed and presented to the agencies for review and comment. (The discussion of the range of alternatives is presented more fully in Section V. of this outline.)

- **Results of Key Environmental Studies/Mitigation**

  Agencies will be informed as to the findings of natural and cultural resources surveys, air quality and noise modeling methodologies and results. Any mitigation necessary for this project will be coordinated with the appropriate agencies to comply with Federal, state, and local regulations and to identify suitable mitigation strategies.

- **Development of the Draft EIS**

  The status of the development of the Draft EIS, the data, analysis, findings, and mitigation recommendations will be presented to the agencies for review, comment, and input.

IV. SPONSOR'S PROPOSED PROJECT

SPONSOR'S IDENTIFIED GENERAL GOALS

- CRAA seeks to continue to expand CMH's role as a major domestic passenger air hub through enhanced passenger service,
- CRAA seeks to balance CMH in terms of airfield and terminal capacity,
- CRAA seeks to phase these projects in a way that will take advantage of available funding, while being flexible enough to accommodate growth that may occur sooner than forecasted,
- CRAA seeks to strengthen and enhance the city and regional tax base and employment by developing a highly desirable facility for airline and aircraft operators, and
- CRAA seeks to accomplish these goals in a manner that preserves the viability and character of its neighboring communities

* * * * *

SPONSOR'S PROPOSED PROJECT

- Construction of a replacement runway, 10,113 feet long, located approximately 702 feet south of the existing Runway 10R/28L
- Construction of additional taxiways to support the replacement runway
- Proposed terminal development (defined as a development area that will encompass Phase I and II of the CRAA terminal development program and the number of gates, approximate square footage of the structure, number of levels and if any are underground, approximate curb frontage, and the number of passengers that the terminal would accommodate)
- Necessary Navigational Aids (NAVAIDS) to obtain a CAT II approach
- Proposed aviation-related development
- Associated roadway relocations and construction
- Parking improvements (including both surface lots and parking garage)
- Property acquisition and relocation of residences, businesses, and farms as necessary
- Development of air traffic operational procedures for the replacement runway
- Proposed Part 150 noise abatement actions to be implemented upon receipt of the Record of Approval

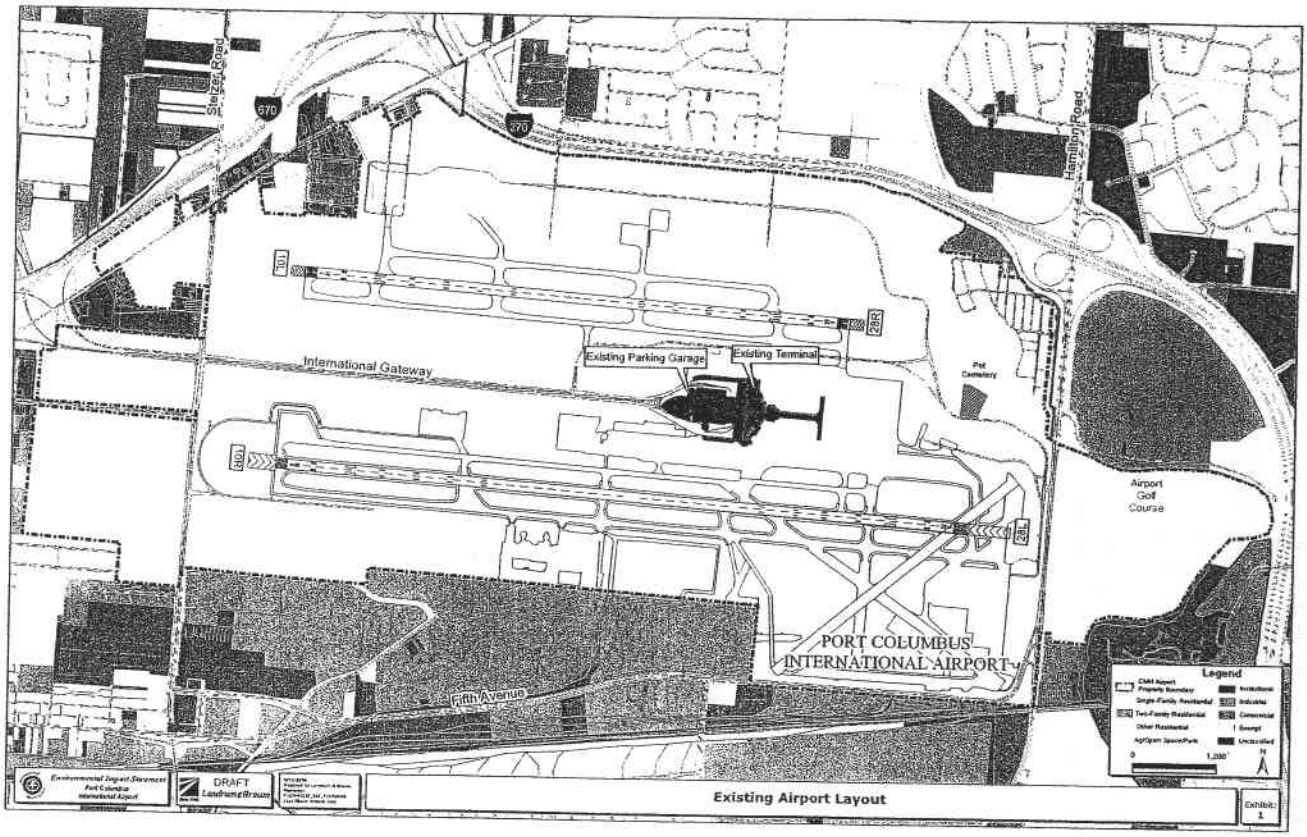
The existing airfield layout is depicted on **Exhibit 1**, *Existing Airport Layout*. The proposed relocated runway and terminal expansion proposed by CRAA is depicted on **Exhibit 2**, *Sponsor's Proposed Project.*

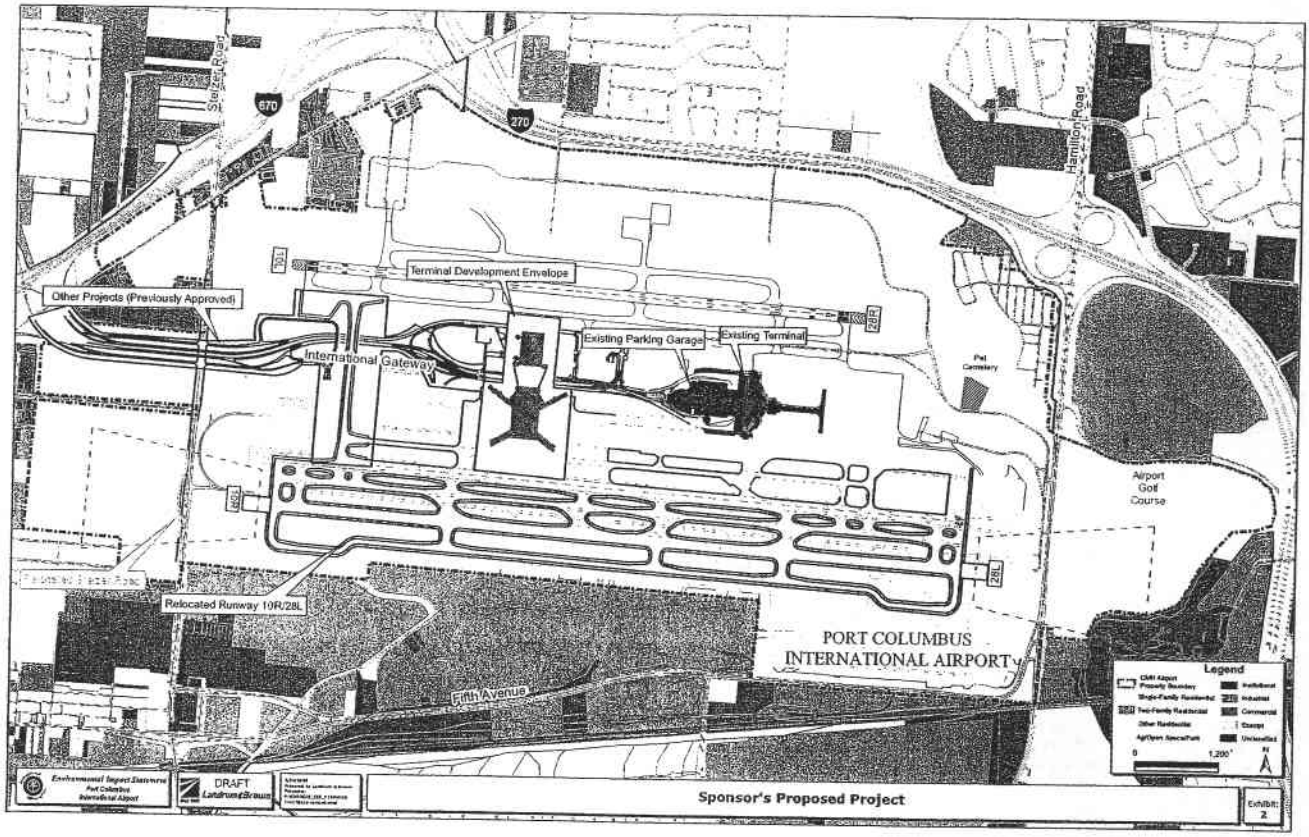
DEVELOPMENT OF STUDY AREA BOUNDARIES

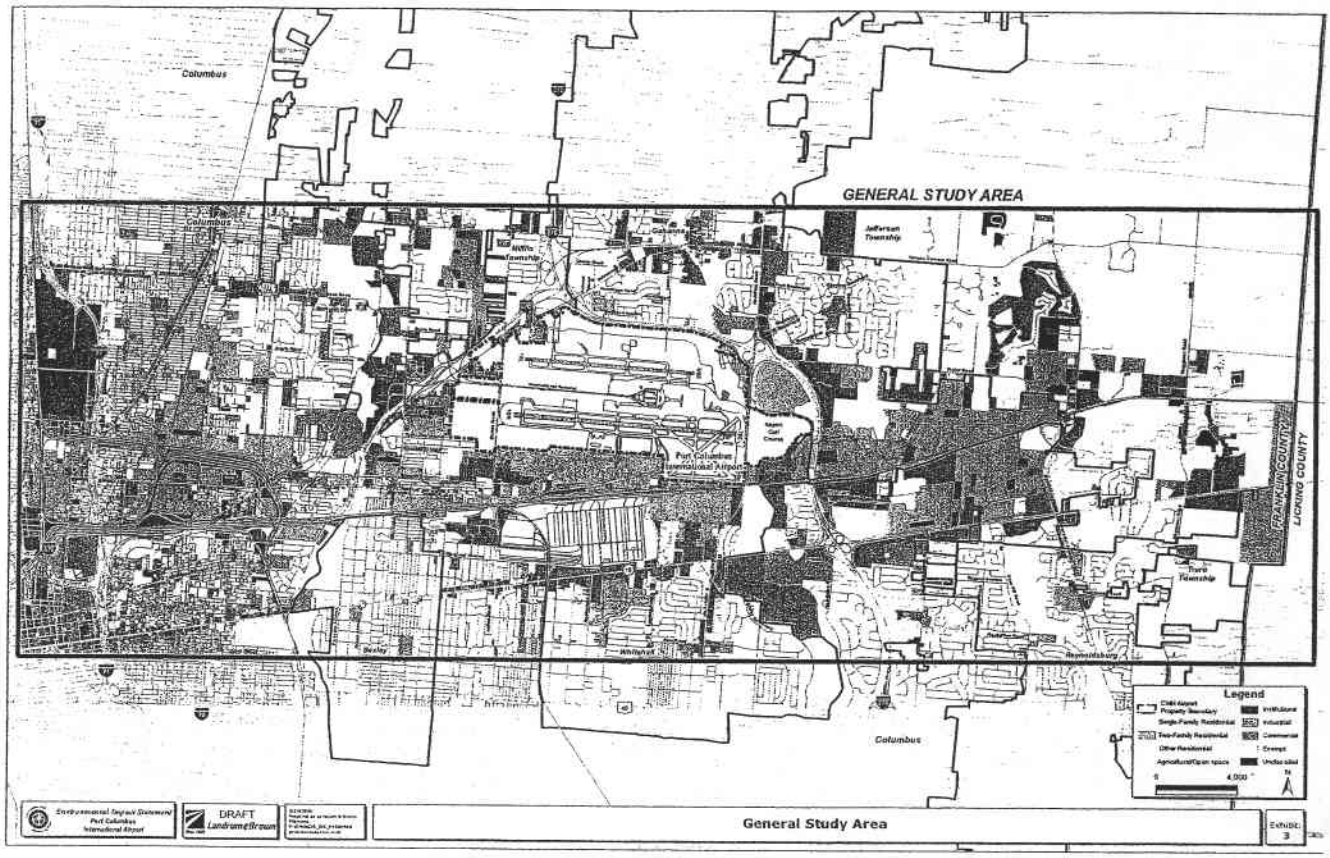
For the purposes of this EIS two study areas have been developed illustrating the airport property and surrounding communities. Exhibits were created using digital mapping and Geographic Information System (GIS) and show these study areas with existing political jurisdictions, noise-sensitive land uses, compatible land uses, major and minor streets and roadways, and major physical, geographic, and natural features, along with selected place names, road names, and names of geographic features.

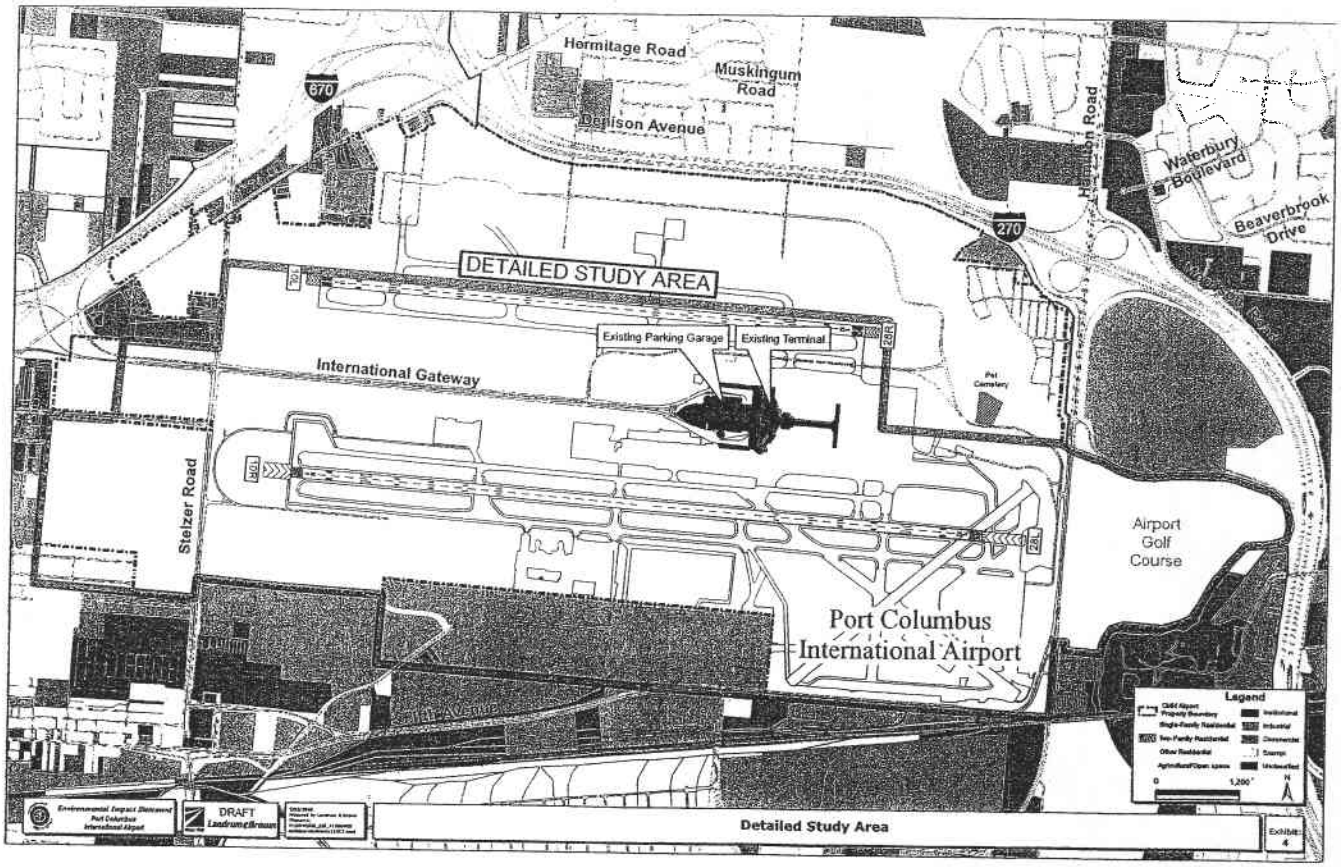
The General Study Area (GSA), as shown on **Exhibit 3**, *General Study Area*, covers a broad area so that the potential impacts due to the Proposed Project and its alternatives can be adequately assessed, in particular for the assessment of potential noise impacts. The GSA was developed using a composite of previous airport noise contours (out to the 60 DNL) and current and anticipated aircraft flight paths. A substantial buffer area was then added to allow for any increase in the size of the future noise contour. The GSA Area boundary lines were squared off and follow roadways where available.

Exhibit 4, *Detailed Study Area*, is smaller than the GSA to accommodate the more detailed analysis of construction and development-related impacts that would result from the Proposed Project and its alternatives. The alternatives used to help delineate the Detailed Study Area (DSA) boundary were based on the areas where it was anticipated that direct impacts may occur.


Stelzer Road
670
270
Hamilton Road
10L
28R
International Gateway
Existing Parking Garage
Existing Terminal
Pet Cemetery
10R
28L
Airport Golf Course
PORT COLUMBUS INTERNATIONAL AIRPORT
Fifth Avenue
Legend
DRAFT
Existing Airport Layout
Exhibit 1


Stelzer Road
670
270
Hamilton Road
Terminal Development Envelope
Other Projects (Previously Approved)
International Gateway
Existing Parking Garage
Existing Terminal
28R
Pet Cemetery
Airport Golf Course
28L
Relocated Runway 10R/28L
PORT COLUMBUS INTERNATIONAL AIRPORT
Fifth Avenue
Legend
DRAFT
Sponsor's Proposed Project
Exhibit 2


GENERAL STUDY AREA
Columbus
Port Columbus International Airport
FRANKLIN COUNTY
LICKING COUNTY
Legend
DRAFT
General Study Area
Exhibit 3


Hermitage Road
Muskingum Road
Denison Avenue
670
270
DETAILED STUDY AREA
Existing Parking Garage
Existing Terminal
International Gateway
Stelzer Road
Hamilton Road
Waterbury Boulevard
Beaverbrook Drive
Airport Golf Course
Port Columbus International Airport
Legend
DRAFT
Detailed Study Area
Exhibit 4

V. RANGE OF ALTERNATIVES

In addition to the Sponsor's Proposed Project, the EIS will evaluate a comprehensive range of alternatives. This is necessary to ensure that other alternatives that satisfy the project purpose and need, while having a less detrimental effect on the environment, have not been prematurely dismissed from consideration. The evaluation of these alternatives will be subject to a three-phased approach:

1. Identify a comprehensive range of alternatives.
2. Conduct a qualitative evaluation of all alternatives and define a short list of alternatives to be considered for further evaluation based on their compliance with the project's purpose and need.
3. Perform detailed evaluation of the short listed alternatives to consider operational, financial, constructability, and environmental impacts.

The comprehensive range of alternatives will consider:

- **No Action/No Build**: This alternative would include maintaining the existing terminal area, runways, taxiways, operating procedures, and navigation aids. In addition to serving as an alternative for further consideration, the do nothing alternative also serves as a baseline for evaluating other alternatives.
- **Reconfiguration of the airfield:** Alternatives that would realign, extend, and or shorten existing runways and/or taxiways would be considered. Development of new runway and/or taxiway components also are considered to be a reconfiguration of the airfield.
- **Operational procedure modifications:** Operational changes may include, but are not limited to, preferential runway use, revision of aircraft taxi routes, and/or instituting new air traffic control (flight) procedures. Allocating demand to other nearby airports serving the region will also be assessed.
- **Development of alternative airports:** Other potential sites to develop a new or replacement airport to serve the Columbus Region will be considered.
- **Technology:** This will include an assessment of existing and emerging technologies that could affect aviation demand such as teleconferencing and video conferencing.

This comprehensive range of alternatives will be subjected to qualitative evaluation techniques that will serve to identify a short-list of alternatives to be considered for more detailed analysis. These evaluations will focus on the ability of the alternatives to satisfy the project's purpose and need. The Scope of Services

provides for a short-list of alternatives that will be carried forward in the analysis of Environmental Consequences. Those alternatives will include:

- 2006 Baseline Condition
- Alternative 1: 2012 No-Action
- Alternative 2: 2012 Alternative Proposed Runway Alternative
  - Air Traffic Option A: With the Part 150 Actions
  - Air Traffic Option B: Without the Part 150 Actions
- Alternative 3: 2018 No-Action
- Alternative 4: 2018 Proposed Action Alternative
  - Air Traffic Option A: With the Part 150 Actions
  - Air Traffic Option B: Without the Part 150 Actions
- Alternative 5: 2018 Proposed Runway Alternative with Expansion of Existing Terminal
  - Air Traffic Option A: With the Part 150 Actions
  - Air Traffic Option B: Without the Part 150 Actions

Refinement of Alternatives: In preparation for detailed environmental evaluation, refinement of the alternatives may include preliminary engineering to establish longitudinal and transverse gradients, drainage features, and temporary construction areas/easements. This level of detail provides information on implementation and constructability, operational feasibility, and the feasibility and reality of obtaining and applying for environmental permits (i.e., local, state, Federal) for construction.

Preliminary Design of Airfield Components: This effort involves engineering studies to advance alternatives from the conceptual stage through preliminary engineering. This effort will be used to develop:

- Runway geometrics and horizontal and vertical alignments
- Runway and taxiway construction zone (extents of disturbance)
- Temporary construction easements
- Drainage facilities and easements and their impacts
- Necessary relocations on airport property
- Necessary property acquisitions and relocations
- Other necessary relocations
- Impacts on airport operations during construction
- Constructability analysis
- Construction cost estimates of each alternatives

VI. ASSESSING ENVIRONMENTAL IMPACTS

In accordance with FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, the EIS shall consist of the following elements:

AIR QUALITY

National Ambient AQ Standards; SIP/TIP; Status
Air Quality Assessment; Violation/ Severity/ Delay
Modeling; Disclosure
Conformity Rules
General and Transportation Conformities
Coordination and Consultation
Summary of NEPA and CAA Findings and Determinations

NOISE AND COMPATIBLE LAND USES

Airport Noise
Land-Use Compatibility
Airport Noise and Access Restrictions
Determination of Consistency with Local Planning

PUBLIC PROPERTIES/ RESOURCES

Section 106 Historical Preservation
Architectural, Archeological, and Cultural Resources
Section 303(c) Properties/Resources

WATER RESOURCES

Water quality
Wetlands
Floodplains and Floodways
Coastal Resources [Coastal Barriers and Coastal Zone Management]
Wild and Scenic Rivers

BIOLOGICAL AND NATURAL RESOURCES

Fish, Wildlife, Plants, and Habitat
Essential Fish Habitat
Farmlands
Natural Resources

HAZARDOUS AND WASTE MATERIALS

Hazardous Waste
Solid Waste
Pollution Prevention

SOCIAL AND COMMUNITY RESOURCES

Socioeconomic; Environmental Justice; and Children's Environmental Health and Safety Risks
Secondary, Induced, and Infrastructure
Light Emissions and Visual
Energy Supply
Sustainable Design & Development
Construction

- From an initial qualitative evaluation, it is anticipated that Noise, Land Use, Social Impacts, and Historic and Archaeological Sites, USC Section 303(c) properties are considered to be key issues.
- Mitigation measures will be developed for adverse impacts created by the proposed actions.
- In accordance with Executive Order 12898, the EIS will address environmental justice issues to ensure that minority and low-income communities would not be subject to disproportionately high and adverse environmental effects.

VII. CUMULATIVE IMPACTS ANALYSIS

The discussion and disclosure of Cumulative Impacts will be provided in a separate Chapter of the EIS, not a section in the Environmental Consequences.

- Identification of pertinent past, present, and foreseeable future actions for which an accounting is required [including those despite prior environmental study and Federal, non-Federal, and private actions].
- Identification of ecological and other resources affected [including natural ecosystem and human community - socioeconomic resources, human health, recreation, quality of life issues, and cultural and historical resources].
- Baseline for incremental increases in adverse effects [default = state of nature without human intervention].
- Relationship to effects found under the Affected Environment.
- Relationship to Alternatives Analysis.
- Comparative quantitative and qualitative analyses [including ecosystem integrity, bio-diversity, and sustainable development].

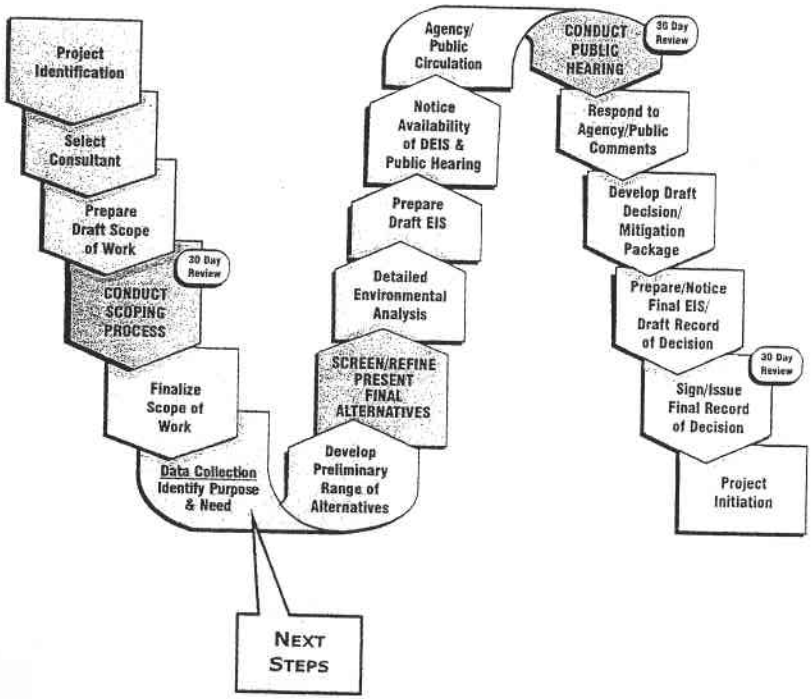
VIII. OTHER PROJECTS OR ENVIRONMENTAL STUDIES

Other projects or environmental studies that are planned or currently underway at the Port Columbus International Airport. This list will continue to be updated as information about new projects and studies are identified.

PROJECT	AGENCY
Crossover Taxiway Environmental approval previously obtained	Columbus Regional Airport Authority
Stelzer Road – International Gateway Interchange Environmental approval previously obtained	Columbus Regional Airport Authority
FAR Part 150 Study Update FAR Part 150 Study Update for Port Columbus International Airport	Columbus Regional Airport Authority

IX. NEXT STEPS IN THE EIS PROCESS

The Environmental Impact Statement is a Federal process that seeks to disclose any environmental effects of proposed Federal actions, such as approval and funding of airport improvements. This process is also used to obtain all necessary environmental permits required by Federal and state agencies for projects. The illustration below shows the general process of preparing and coordinating an EIS.

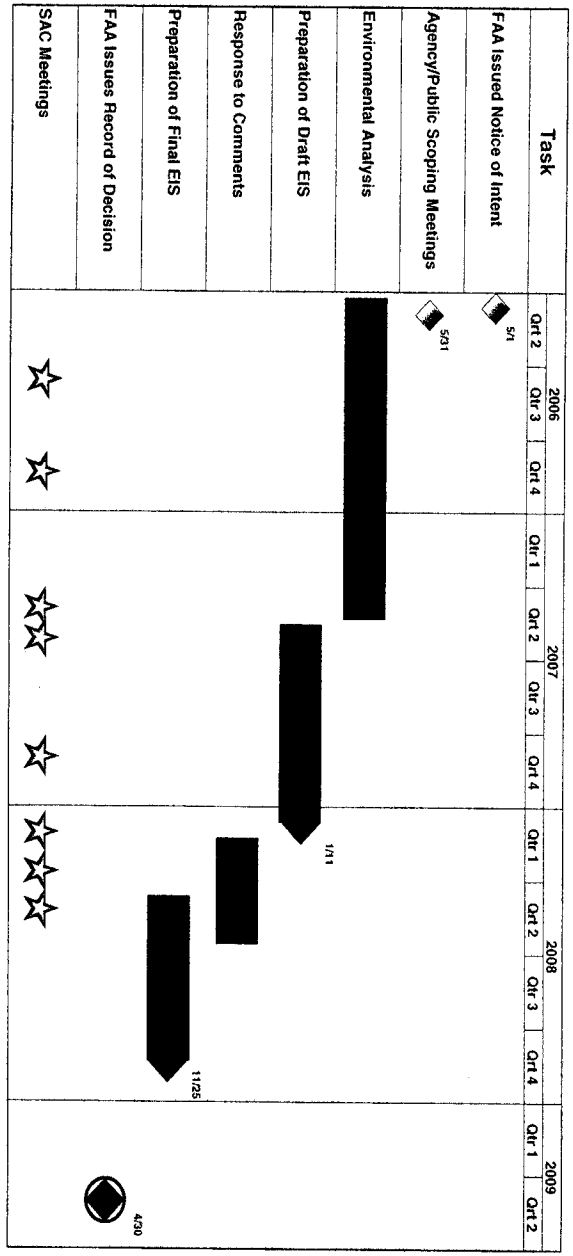


X. EIS SCHEDULE

The project schedule (next page) shows that the DRAFT EIS document will be produced in approximately 20 months from the issuance of the FAA Notice of Intent to Prepare an EIS. There are, however, project-related items outside the control of the Project Team, such as FAA and CRAA review(s) of preliminary documentation, additional studies/surveys that may be required for regulatory agency approval or for permitting or mitigation, or the extent of public/agency comments for which responses need to be prepared.

The schedule will be monitored throughout the study and coordinated with appropriate parties. The project schedule is attached. It will be revised and updated when necessary to remain current with the actual pace of the analysis, and agency coordination and concurrence.

- 20 months to DRAFT after issuance of NOI
- MILESTONE meetings for concurrence with Agencies
- Mitigation / Permitting Activities
- Public Hearing
- RECORD OF DECISION expected - April 2009



XI. OPPORTUNITY TO COMMENT ON THE EIS

Written comments and/or questions about the EIS should be mailed to:

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174.

Telephone: (734) 229-2958
Fax: (734) 229-2950
Email: CMHEIS@faa.gov
Project Website: www.airportsites.net/cmh-eis

9/7/06 SAC Non-Attendees Distribution List

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Transportation Administrator
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Columbus, OH 43215

Golf Course – Recreation
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200 Greenlawn Ave.
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Mr. Tom Russell
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Mr. Jimmie Moreland III, Chair
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Mr. Bryan Levandusky, Manager
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Public Service Director
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OSU Airport
2160 West Case Road
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Long Range Planning Manager
City of Columbus
109 N. Front Street, Second Floor
Columbus, OH 43215

aerofinity

Airport Planning Beyond the Ordinary

September 7, 2006

Name
Title
Company
Address
City, State, Zip Code

RE: Port Columbus International Airport
EIS and Part 150 Noise Compatibility Study Update
SAC and PAC Meeting Minutes

Dear Name:

Enclosed are meeting minutes for the July 11, 2006 Study Advisory Committee (SAC) and Planning Advisory Committee (PAC) meetings for the Port Columbus International Airport Environmental Impact Statement (EIS) and Part 150 Noise Compatibility Study Update.

For those who were unable to attend, we are also sending a copy of the handouts that were given at each of the meetings.

As always, we appreciate your interest in Port Columbus International Airport and thank you for your participation in these studies. The next SAC and PAC meeting is scheduled for December 5, 2006. A meeting reminder and agenda will be sent in advance of the meeting.

Sincerely,

Melanie K. DePoy

Melanie K. DePoy
Managing Principal

51 South New Jersey St.
Indianapolis, IN 46204
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317.955.8479 Fax

51 S. New Jersey St., 2nd Floor
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317.955.8395 317.955.8479 FAX

MEETING MEMO

MEETING

Federal Aviation Administration
Environmental Impact Statement
Port Columbus International Airport
Study Advisory Committee – Meeting 1

MEETING DATE

July 11, 2006

ATTENDING

A meeting attendance list is attached.

DISCUSSION SUMMARY

The first Study Advisory Committee (SAC) meeting for the Environmental Impact Statement (EIS) was opened by Katy Jones, Project Manager for the Federal Aviation Administration. Ms. Jones explained that the EIS is being conducted by the Federal Aviation Administration as the independent reviewer of the environmental impacts of the projects that are being proposed for construction by the Columbus Regional Airport Authority (CRAA.)

She recognized Dave Wall, Capital Program Manager for the CRAA, who welcomed participants and thanked them for their participation. Ms. Jones then made comments about the EIS process and introduced Rob Adams, Project Manager for Landrum & Brown, the consulting firm contracted by the FAA and the CRAA to conduct the EIS. Mr. Adams introduced the other members of the consulting team including: Sarah Potter of Landrum & Brown; Melanie DePoy and Stacy Pollert of Aerofinity. He explained that two other firms, Gresham, Smith & Partners and ASC are also team members assisting Landrum & Brown in conducting the EIS. Mr. Adams asked the meeting participants to introduce themselves. He noted that three guests were also in attendance because of their interest in the Ohio State University Airport.

Mr. Adams continued the meeting by explaining that the SAC meeting would be immediately followed by a Planning Advisory Committee (PAC) meeting for the Part 150 Noise Compatibility (Part 150) that is being simultaneously conducted with the EIS. He explained that because the projects being proposed for construction by the CRAA have the potential to significantly change the airport's noise levels; therefore, they have chosen to also update the Part 150 Noise Compatibility Program (Part 150.)

Project History

Mr. Adams began the formal presentation by reviewing the history of developments that have culminated in the need to conduct the EIS. In 2000, the CRAA completed an Airport Master Plan update that recommended, based upon the forecast of passengers, a new midfield passenger terminal. In 2001, the CRAA instituted a terminal study to assess the impacts of continued passenger growth and revised security requirements that were instituted after September 11, 2001.

In 2003, the CRAA initiated a Peer Review to revisit the recommendations of the 2000 Master Plan Update which included the recommendation for a third parallel runway. Instead of constructing the third parallel runway, the Peer Review recommended shifting the south parallel runway (Runway 10R/28L) further south to obtain a larger envelope for terminal development. He noted that one of the reasons this alternative was considered was because Runway 10R/28L was due for a total reconstruction. In anticipation of its relocation, full rehabilitation was deferred and a maintenance overlay was completed. Mr. Adams detailed subsequent studies that confirmed shifting the runway to the south (702 feet) as the most viable alternative. An Environmental Overview conducted in 2005 recommended the preparation of an EIS due to the potential for significant noise impacts.

The EIS was initiated in May 2006 when the FAA issued a Notice of Intent to Prepare an EIS for CRAA, in the Federal Register. Meetings with Federal, state and local agencies and public scoping meetings were held in May/June 2006 to further refine the issues associated with the EIS.

EIS/EIS Process

Following the historical background, Mr. Adams explained the EIS process. He stated that an EIS is conducted by the FAA as the federal agency responsible for ensuring that airport development projects, such as those proposed by the CRAA for CMH, are in compliance with environmental regulations. The potential environmental impacts of the proposed development will be assessed in accordance with the National Environmental Policy Act of 1969 (NEPA.) He provided a graphic illustration of the steps in the EIS process and explained that the study is in the phase where the Scope of Work has been finalized and the Data Collection and identification of the Purpose and Need for the project are in progress.

He noted that evaluation of the airport operations and its current facilities over the last five years has identified some issues which could affect the ability of the airport to maintain its critical airport function in the future. These issues include: the need to rehabilitate Runway 10R/28L; the need to provide long-term airfield capacity, reduce delays during peak operating periods and airfield efficiency.

In addition to the primary issues identified above, two secondary needs have also been identified. These include the need to provide sufficient ancillary facilities and roadway infrastructure to support the project increase in air transportation demand and the need to incorporate 14 CFR Part 150 Noise Abatement and Land Use Mitigation recommendations, if necessary. These issues have been identified as the Purpose and Need for the proposed project.

SAC Role

Mr. Adams explained that the role of the SAC was to be a sounding board for the proposed development and to provide a link to the community. One of the important elements of the EIS is to engage the public in the discussion of the proposed developments and to make them aware of the potential environmental impacts. One of the ways this is accomplished is for the SAC members to pass the information provided at the meetings to other members of the public. The SAC will also review and provide comments on the draft and final documents. In addition to the SAC, documents will also be reviewed by Federal, state and local agencies.

Sponsor's Proposed Project

The meeting continued with an overview of the proposed projects and the CRAA's goals for the project. He also provided more detail about the proposed projects. The replacement runway will be 10,113 feet long, approximately 702 feet south of its current location. Additional taxiways will be constructed to support the replacement runway. Terminal development will be completed in phases. As a part of the EIS, the terminal will be addressed as a development area. Analysis will include approximate square footage, number of gates, levels above and below ground, approximate curb frontage, and number of passengers the terminal would accommodate.

Also under consideration will be the necessary navigational aids to support a CAT II approach, associated roadway relocations, parking improvements, property acquisition to support the proposed developments, development of air traffic operational procedures for the replacement runway and proposed Part 150 noise abatement actions.

Mr. Adams reviewed the General Study Area and the Detailed Study Area. He explained that the General Study Area was developed using a composite of previous noise contours (out to 60 DNL) and the current and anticipated flight paths. He noted that a substantial buffer had been added to allow for any increase in the size of the future noise contour. The area was then squared off to follow roadways where practical. The Detailed Study Area is smaller and includes the area where it is anticipated that direct impacts may occur.

It was noted that the crossover taxiway, parking lot improvements and the Stelzer Road improvements had been previously approved under other environmental reviews.

Range of Alternatives

Mr. Adams noted that the CRAA has developed the projects that best meet their objectives. As a part of the EIS it is important to look at other ways the projects could be developed that might result in less environmental impact. A three-phased approach is used to review the projects. First, a range of alternatives is developed. Second, a short-list of the alternatives will be identified based upon the alternatives that are most reasonable and feasible. Finally, a detailed analysis of the short-list will be conducted.

The range of alternatives to consider will include analysis of the following:

- No Action/No Build
- Reconfiguration of the airfield
- Operational procedure modification

- Development of alternative airports
- Technology solutions

Definitions of the ranges of alternatives were provided in the handout.

Assessing Environmental Impacts

The EIS will be conducted in accordance with FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. It was explained that the following elements will be reviewed:

- Air Quality
- Noise and Compatible Land Uses
- Public Properties/Resources
- Water Resources
- Biological and Natural Resources
- Hazardous and Waste Materials
- Social and Community Resources

More detail of the analysis of these elements is provided in the handout. Mr. Adams stated that from preliminary qualitative evaluation, it is anticipated that Noise, Land Use, Social Impacts, Historic and Archaeological Sites, and USC Section 303(c) properties are considered to be key issues. Mitigation measures will be developed for adverse impacts created by the proposed actions. The EIS will address environmental justice issues to ensure that minority and low-income communities would not be subject to disproportionately high and adverse environmental effects.

It was explained that Cumulative Impacts would be provided in a separate chapter of the EIS. Cumulative Impacts are those past, present or future actions (generally five years beyond build-out) which may be applicable or pertinent to the proposed development. In other words, projects that on their own would not have a significant impact but when coupled with other projects could have a significant impact. Typically, wetlands or biological resources are environmental consequences where there may be Cumulative Impacts.

Next Steps

The next steps in the EIS process are to complete the data collection and finalize the Purpose and Need for FAA approval.

EIS Schedule

The EIS is anticipated to take three years to complete. The draft EIS is anticipated to be completed within 20 months from the FAA's issuance of the Notice-of-Intent. The Record of Decision on the EIS is anticipated to be issued by the FAA in April 2009. During the course of the study process, eight SAC meetings are scheduled. The next SAC meeting is anticipated in December 2006.

EIS Comment

The EIS is a study conducted by the Federal Aviation Administration. Comments on the EIS should be sent to:

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, MI 48174

Telephone: (734) 229-2958
Fax: (734) 229-2950
Email: CMHEIS@faa.gov

It was noted that there is a project website dedicated to this project. It can be accessed at: www.airportsites.net/cmh-eis.

Federal Aviation Administration
Environmental Impact Statement - Port Columbus International Airport
Study Advisory Committee Attendance
Tuesday, July 11, 2006

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Bonnnie Gard	City of Gahanna	200 South Hamilton Gahanna, OH 43230	(614) 342-4015 bonnie.gard@gahanna.gov
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Stacey Heaton	Airport Planner	"	
Consulting Team			
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Sarah Potter	Landrum & Brown	Cincinnati, OH 45242	(513) 530-1233
Melanie DePoy	Aerofinity, Inc.	51 S. New Jersey Street	(317) 955-8395 Ext. 304
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9/7/06 SAC Attendees Distribution List

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Study Advisory Committee Meeting #2
December 5, 2006

Invitation Letter
Invitation Letter Distribution List
Meeting Registration
Presentation
Non-Attendee Post-Meeting Mailing
Non-Attendee Post-Meeting Mailing Distribution List
Attendee Post-Meeting Mailing
Attendee Post-Meeting Mailing Distribution List

COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

U.S. Department of Transportation
Federal Aviation Administration

November 3, 2006

Name
Title
Company
Address
City, State Zip

RE: Port Columbus International Airport
Environmental Impact Statement and Part 150 Noise Compatibility Study Update
Study Advisory Committee and Planning Advisory Committee Meetings

Dear Name:

Please mark your calendar for the second meeting of the Planning Advisory Committee and the Study Advisory Committee meetings for the Port Columbus International Airport Environmental Impact Statement and Part 150 Noise Compatibility Study Update. The meeting(s) are scheduled for:

Tuesday, December 5, 2006
Port Columbus International Airport
Emergency Operations Center

An agenda for the two meetings is enclosed with this letter. The SAC will meet from **10:00 a.m. to 10:50 a.m.** There will be a short break and the PAC will meet from **11:00 a.m. to 1:00 p.m.**

The Emergency Operations Center is located on the second level of the airport terminal. It can be accessed by an elevator located adjacent to the food court. There will be signage near this elevator directing you to the committee meetings. Please bring your parking ticket to the meeting with you for validation.

Our meeting(s) will end promptly at 1:00 p.m. We appreciate your interest in Port Columbus International Airport and your participation in these studies. Please confirm your attendance by responding to Melanie DePoy of Aerofinity, Inc by Monday, November 27, 2006. Melanie may be reached by phone at (317) 955-8395 ext. 304 or e-mail at mdepoy@aerofinity.com.

Sincerely,

Katherine S. Jones

Katherine S. Jones
Community Planner
Federal Aviation Administration

Sincerely,

Elaine Roberts

Elaine Roberts, A.A.E.
President & CEO
Columbus Regional Airport Authority

PORT COLUMBUS INTERNATIONAL AIRPORT
PART 150 NOISE COMPATIBILITY STUDY UPDATE

Columbus Regional Airport Authority
PLANNING ADVISORY COMMITTEE

December 5, 2006
11:00 a.m. to 1:00 p.m.

AGENDA

WELCOME

I. What is a Part 150?/Part 150 Process

II. How the Part 150 fits into the EIS Process

III. Existing Conditions Contours

V. Future Conditions Contours

VI. Noise Abatement, Land Use, and Program Implementation Alternatives Breakout Sessions

VII. Next Steps

VIII. Part 150 Schedule

11/3/06 SAC Distribution List

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Mr. Felix Scuilli, Manager
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Development Department and Zoning Enforcement
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Dr. Gene Harris, Superintendent
City of Columbus Schools
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Columbus, OH 43215

Mr. Alan Harding
Columbus Flight Watch
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Columbus Regional Airport Authority
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Ms. Stacey Heaton
Columbus Regional Airport Authority
Port Columbus International Airport
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Mr. Elwood Rayford, Chair
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Mr. Chris Lenfest, Manager
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Mr. Bernie Meleski
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Mr. Dave Clawson
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Port Columbus International Airport
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Ms. Grisetta Griffin
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Ms. Devayani D. Puranik
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Ms. Bonnie Gard, Zoning Administrator
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Gahanna, OH 43230

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Mr. Tom Russell
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Port Columbus International Airport
Environmental Impact Statement - FAR Part 150 Noise Compatibility Study
Study Advisory Committee [redacted]
December 5, 2006

Attendance Sign-In	Name	Address	Phone/E-mail
Industry Groups			
	Air Transport Association Thomas J. Browne	1301 Pennsylvania Ave., NW-Suite 100 Washington, DC 20004-1707	
	Airline Pilots Association Bill Cumbow	262 McKenna Creek Drive Gahanna, OH 43230	(614) 337-8864
	AOPA Airports Division	421 Aviation Way Frederick, MD 21701	
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	Lane Aviation Corporation Ron Moodespaugh	4389 International Gateway Columbus, OH 43219	(614) 237-3747 x157 moodespaugh@laneaviation.com
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for	**Ohio EPA** Bob Hodanbosi	122 S. Front St. Columbus, OH 43216-1049	(614) 644-2270 bob.hodanbosi@epa.state.oh.us

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	Columbus Flight Watch Don Peters	40 Massey Drive Westerville, OH 43081	(614) 890-1062 donpeters@columbus.rr.com
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	Columbus Regional Airport Authority		
	Dave Clawson	4600 International Gateway Columbus, OH 43219	
	Stacey Heaton	"	
	Mark Kelby	"	
	Bernie Meleski	"	
	Dave Wall	"	
	Angela Newland		

Additional Attendees

PLEASE PRINT

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Bethany J. Miller	Gahanna	200 S Hamilton	342-4015
C. L. Ferrari			
[illegible]	Douglas E Hammon	OSU Airport	
Cecilia Lammers	CECILIA LAMMERS	" "	
[illegible]	BRAD DAVIDSON	FAA-ADO-DETROIT	734-229-2900

Study Advisory Committee Meeting

December 5, 2006
10:00 a.m. – 11:00 a.m.
Environmental Impact Statement
Port Columbus International Airport

Presented to: Study Advisory Committee
By: FAA Consultant, Landrum & Brown
Date: December 5, 2006

Agenda

I. Where are we in the EIS Process?
II. Sponsor's Proposed Project
III. Preliminary Alternatives
IV. Preliminary Environmental Impacts
V. Next Steps in the EIS Process
VI. Opportunity to Comment on the EIS

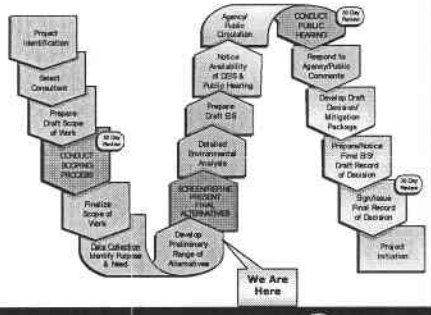
Got Questions?

- We have reserved time at the end for questions
- However, if you have a question about something that was said, please feel free to raise your hand and ask
- Non-Committee Members – out of respect for the committee, please hold your questions until the end of the presentation or during the break

Why are we Here?

- Columbus Regional Airport Authority (CRAA) has proposed a development project that includes:
  - Runway relocation
  - New passenger terminal
  - Other support facilities
- Before that project can be implemented, the FAA will prepare an Environmental Impact Statement
- Because this project has the potential to significantly change the noise levels over some residents, the CRAA is preparing a Part 150 Study Update

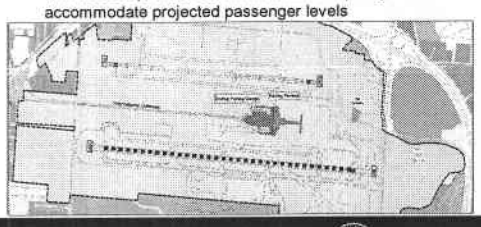
I. Where are we in the EIS Process?



II. Sponsor's Proposed Project

Long-Term Needs of the Port Columbus Int'l Airport

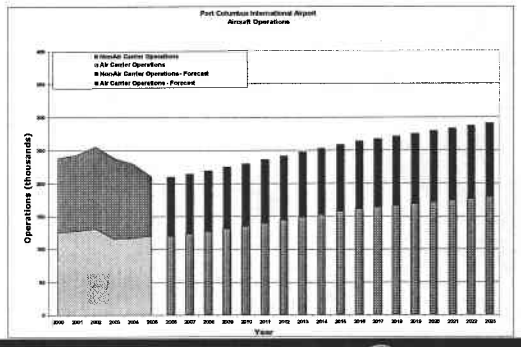
- The need to rehabilitate Runway 10R/28L
- The need to provide long-term airfield capacity, delay reduction during peak operating periods, and airfield efficiency
- The need to provide sufficient terminal capacity to accommodate projected passenger levels



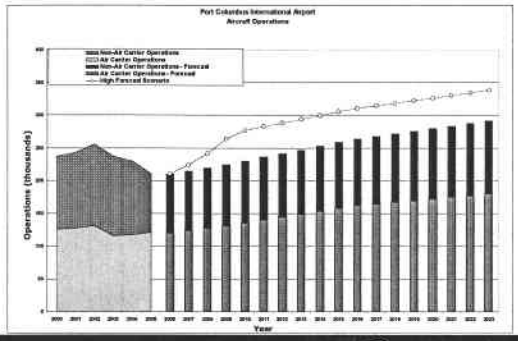
II. Sponsor's Proposed Project

- Forecast of passengers and operations was prepared for this EIS
  - 2012 (the opening year of the runway)
  - 2018 (future out-year)
- Two operating scenarios are presented in the forecast
  - Base Case Scenario: Includes projected growth at the airport using the best available data related to national and local trends in aviation. For 2012:
    - 4,215,000 enplaned passengers (25% increase over current levels)
    - 241,600 annual operations (15% increase over current levels)
  - High Growth Scenario: Represents the Base Case Scenario plus additional growth brought on by the operation of a low-cost carrier (e.g., Skybus). For 2012:
    - 6,848,000 enplaned passengers (103% increase over current levels)
    - 288,400 operations (37% increase over current levels)

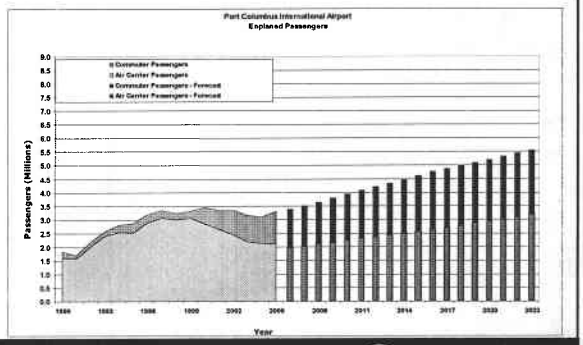
II. Sponsor's Proposed Project



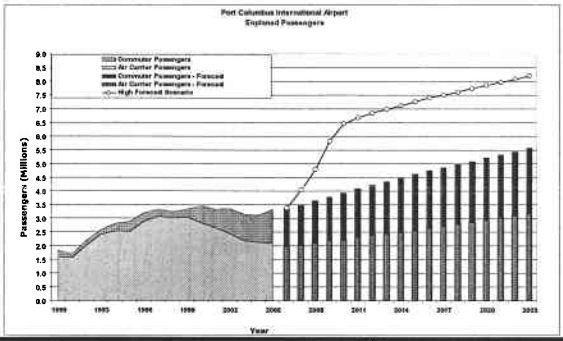
II. Sponsor's Proposed Project



II. Sponsor's Proposed Project



II. Sponsor's Proposed Project



II. Sponsor's Proposed Project

Sponsor's Identified General Goals

CRAA seeks to:

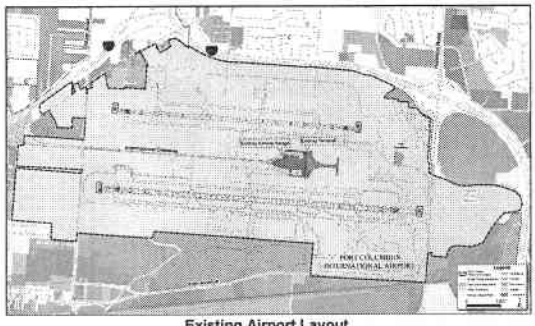
- Continue to expand CMH as a major passenger air hub
- Balance airfield and terminal capacity
- Phase project schedules to maximize funding while ensuring flexibility to accommodate growth
- Accomplish goals in a manner that preserves viability and character of neighboring communities

II. Sponsor's Proposed Project

Sponsor's Proposed Project

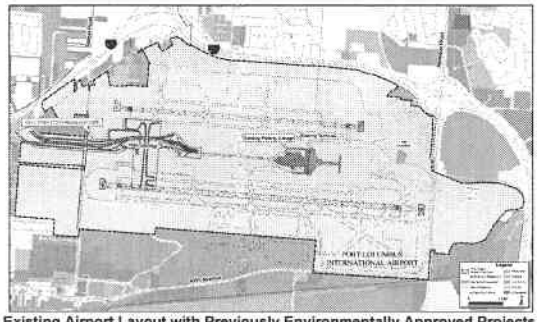
- Construction of a replacement runway, 10,113 ft. long, located approximately 702 ft. south of existing Runway 10R/28L
- Construction of additional taxiways to support replacement runway
- Proposed terminal development to be completed in phases
- Necessary Navigational Aids (NAVAIDS) to obtain a CATII approach
- Proposed aviation related developments
- Associated roadway relocation and construction
- Parking improvements (including surface lots and parking garages)
- Property acquisition and relocation of residences
- Development of FAA Air Traffic operational procedures for the replacement runway
- Proposed Part 150 noise abatement actions

II. Sponsor's Proposed Project



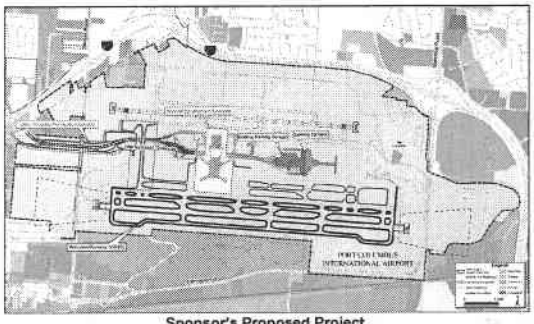
Existing Airport Layout

II. Sponsor's Proposed Project



Existing Airport Layout with Previously Environmentally Approved Projects

II. Sponsor's Proposed Project



Sponsor's Proposed Project

III. Preliminary Review of Runway Alternatives

Three Phased Approach

- Identify comprehensive range of alternatives
- Evaluate and define a short-list of alternatives
  - Environmental
  - Operational
  - Cost
- Detailed analysis of short-listed alternatives

Potential Range of Alternatives

- On-site alternatives
- Off-site alternatives
- No-action alternatives

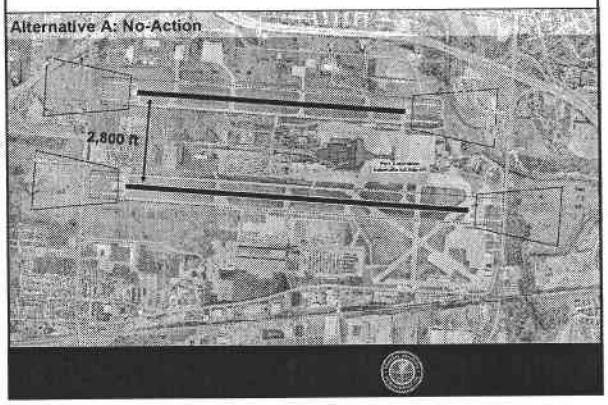
III. Preliminary Review of Runway Alternatives

On-Site Runway Alternatives

- Develop alternatives (realign, extend and/or shorten existing runways and/or taxiways; new runway development)
- Operational Procedures
- Other technologies (reduce separation between aircraft, multi-lateration based Precision Runway Monitoring, and Vertical and/or Short Take-off and Landing)
- Activity or demand management alternatives

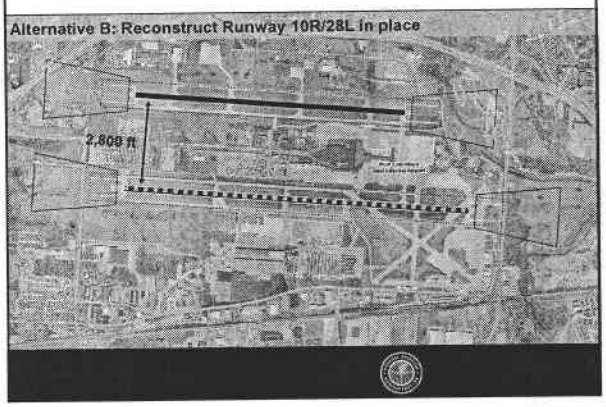
III. Preliminary Review of Runway Alternatives

Alternative A: No-Action



III. Preliminary Review of Runway Alternatives

Alternative B: Reconstruct Runway 10R/28L in place



III. Preliminary Review of Runway Alternatives

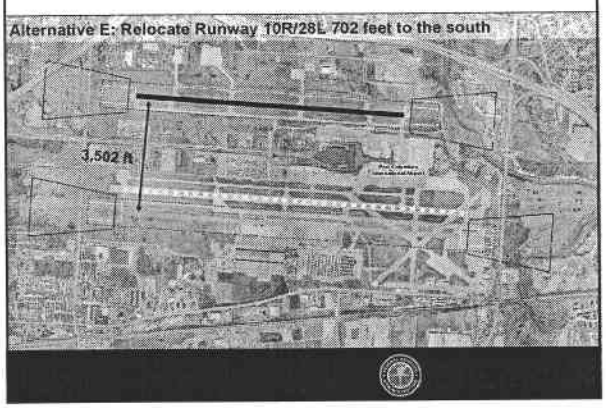
Alternative C: Relocate Runway 10R/28L 1,500 feet to the south

III. Preliminary Review of Runway Alternatives

Alternative D: Relocate Runway 10R/28L 800 feet to the south

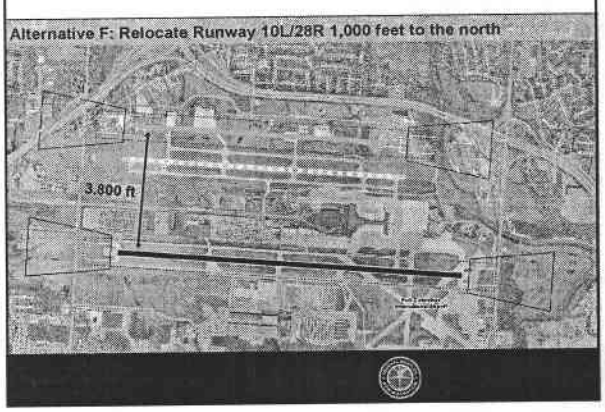
III. Preliminary Review of Runway Alternatives

Alternative E: Relocate Runway 10R/28L 702 feet to the south



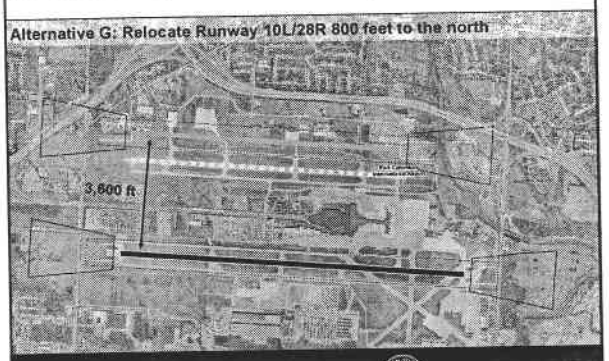
III. Preliminary Review of Runway Alternatives

Alternative F: Relocate Runway 10L/28R 1,000 feet to the north



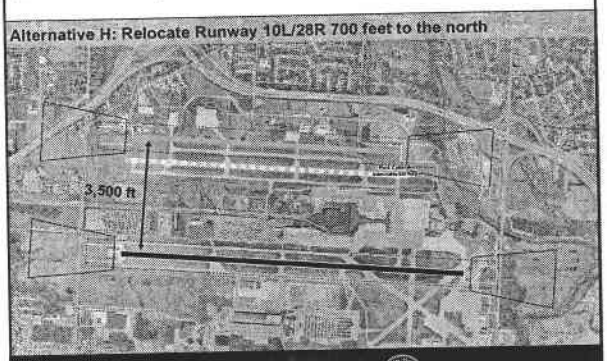
III. Preliminary Review of Runway Alternatives

Alternative G: Relocate Runway 10L/28R 800 feet to the north



III. Preliminary Review of Runway Alternatives

Alternative H: Relocate Runway 10L/28R 700 feet to the north



III. Preliminary Review of Runway Alternatives

Alternative/Description	Does it Meet the Airport's Needs? Rehabilitation of Runway 10R/28L	Additional Long Term Capacity	Sufficient Terminal Envelope	Positives [Environmental/Operational/Cost]	Negatives [Environmental/Operational/Cost]
Alternative A: No-Action	no	no	no	No physical impacts No project costs	One runway airport Loss of revenue
Alternative B: Maintain Existing Runway Locations and Alignments	yes	no	no	Minimal physical impacts	Does not address needs of the airport Wasted effort/cost Loss of revenue Operational impacts during construction
Alternative C: Shift Runway 10R/28L to the south by 1,500 feet	yes	yes	yes	Addresses all needs Simultaneous arrivals without additional equipment Maintains operations during construction	Noise impacts Major impacts to area businesses Removes > 75 homes Major historic impacts
Alternative D: Shift Runway 10R/28L to the south by 800 feet	yes	yes	yes	Addresses all needs Simultaneous arrivals with additional equipment Maintains operations during construction	Noise impacts Airport Golf Course Removes >40 homes Historic impacts

III. Preliminary Review of Runway Alternatives

Alternative/Description	Does it Meet the Airport's Needs? Rehabilitation of Runway 10R/28L	Additional Long Term Capacity	Sufficient Terminal Envelope	Positives [Environmental/Operational/Cost]	Negatives [Environmental/Operational/Cost]
Alternative E: Shift Runway 10R/28L to the south by 700 feet (Sponsor's Proposed Project)	yes	yes	yes	Addresses all needs Simultaneous arrivals with additional equipment Maintains operations during construction	Noise impacts Airport Golf Course Removes > 30 homes
Alternative F: Shift Runway 10L/28R to the north by 1,000 feet and rehab runway 10R/28L in place	yes	yes	yes	Addresses all needs Simultaneous arrivals with additional equipment	Noise impacts Impacts hangars and businesses to the north Big Walnut Creek Road Relocations Building two new runways
Alternative G: Shift Runway 10L/28R to the north by 800 feet and rehab runway 10R/28L in place	yes	yes	yes	Addresses all needs Simultaneous arrivals with additional equipment	Noise impacts Impacts hangars and businesses to the north Big Walnut Creek Road Relocations Building two new runways
Alternative H: Shift Runway 10L/28R to the north by 700 feet and rehab runway 10R/28L in place	yes	yes	yes	Addresses all needs Simultaneous arrivals with additional equipment	Noise impacts Impacts hangars and businesses to the north Big Walnut Creek Road Relocations Building two new runways

IV. Preliminary Environmental Impacts

Regulatory Background

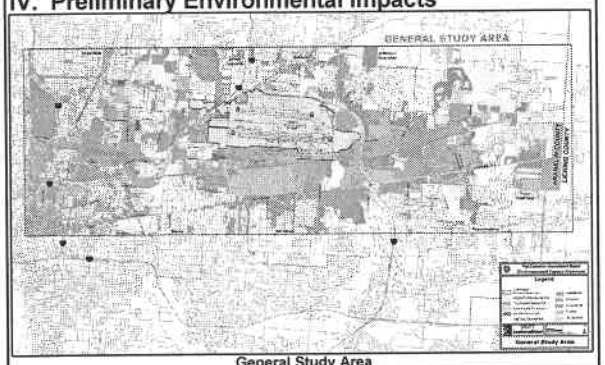
The environmental documentation will be prepared to comply with the requirements of the National Environmental Policy Act on 1969 (NEPA) as implemented in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions.*

IV. Preliminary Environmental Impacts

Definition of General Study Area

- Composite of previous airport noise contours (out to the 60 DNL).
- Provided buffer area for the potential growth in the 60 DNL noise contour.
- Squared off boundary lines.

IV. Preliminary Environmental Impacts



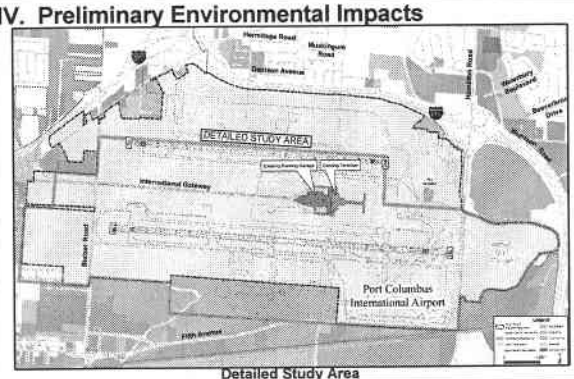
General Study Area

IV. Preliminary Environmental Impacts

Definition of Detailed Study Area

- Area likely to receive direct impacts
- Provided buffer area for analysis of alternatives
- Squared off boundary lines.

IV. Preliminary Environmental Impacts



Detailed Study Area

IV. Preliminary Environmental Impacts - *Noise*

Noise and Compatible Land Uses

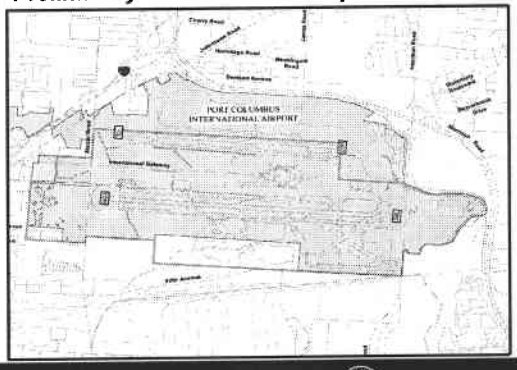
- Prepared noise contours for Existing (2006) Baseline and Future (2012) No-Action conditions
- Prepared preliminary impacts
  - 14 homes within the 65 DNL of Existing (2006) contour
  - 631 homes within the 65 DNL of Future (2012) No-Action
- Prepared noise contour for Future (2012) No-Action (High Forecast Scenario)
- Prepared preliminary impacts
  - 1,296 homes within the 65 DNL of Existing (2006) contour
- More information on the noise impacts in the Part 150 Noise Compatibility Study PAC meeting

IV. Preliminary Environmental Impacts - *Wetlands*

Wetlands

- Field surveys of wetlands and streams completed in August 2006
- In the process of scheduling a meeting with the US Army Corps of Engineers
- Preliminary impact assessment of Sponsor's Proposed Project
  - ~0.75 acres of direct impacts to wetlands
  - 592 feet of direct impacts to streams
  - No anticipated impacts to ponds

IV. Preliminary Environmental Impacts - *Wetlands*

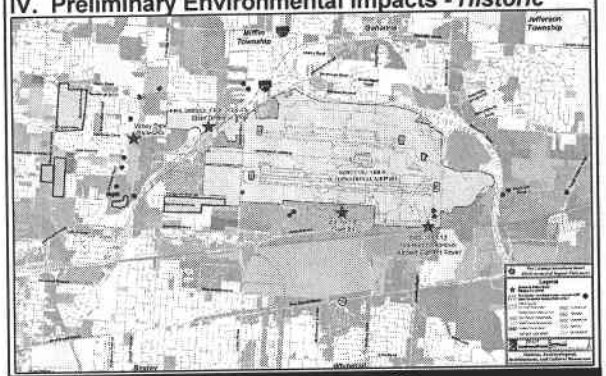


IV. Preliminary Environmental Impacts - *Historic*

Historic, Archaeological, Architectural, and Cultural Resources

- Research and field surveys of historic resources completed in August 2006 (coordinating findings with Ohio State Historic Preservation Office)
- Preliminary review of the project area found:
  - 7 archaeological sites in project area (none significant)
  - 43 historic sites in project area
  - 3 are on NRHP (Original Passenger Terminal, Elam Drake Residence, Valley Dale Ballroom)
  - 1 is eligible for the NRHP as a district (AF Plant 85)

IV. Preliminary Environmental Impacts - *Historic*



IV. Preliminary Environmental Impacts – *Biotic/T&E*

Biotic Communities/Threatened and Endangered Species

- Field surveys of Biotic Communities/Threatened and Endangered Species completed in August 2006
- Survey catalogued existing plants and animals, as well as potential habitats for T&E species
- Preliminary assessment found:
  - No T&E species have been documented within 1 mile of project area (Record search and field survey)
  - Potential habitat for T&E species does exist within project area

IV. Preliminary Environmental Impacts – *Biotic/T&E*

Federal and State Threatened and Endangered Species

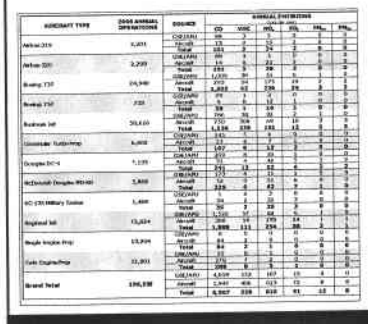
Scientific Name	Common Name	Federal Status	Ohio Status	Habitat	Potential Habitat Present in the Project Area
Cyclonaias tuberculata	Northern riffleshell mussel	E	E	Large streams and small rivers in the fine sand of riffle area	Yes. Big Walnut Creek contains suitable habitat for this species, but the species has not been documented within 1 mile of the project area (Appendix A: ODNR 2006)
Myotis sodalis	Indiana Bat	E	E	Maternity roosts in small stream corridors with well developed forest canopy, upland forests	Yes. Several foraging areas as well as potential roost trees are located in wooded areas and along Big Walnut Creek, but the species has not been documented within 1 mile of the project area (Appendix A: ODNR 2006)
Alasmidonta marginata	Elktoe mussel (fed)	E	E	Streams office of moderate flow over sandy gravel bottom	Yes. Big Walnut Creek contains suitable habitat for this species, but the species has not been documented within 1 mile of the project area (Appendix A: ODNR 2006)
Pleurobema clava	Clubshell mussel	E	E	Coarse sand and gravel areas of runs and riffles within streams and small rivers	Yes. Big Walnut Creek contains suitable habitat for this species, but the species has not been documented within 1 mile of the project area (Appendix A: ODNR 2006)
Villosa fabalis	Rayed bean mussel	C	E	Small, shallow rivers, in and near riffles where it is buried deep in sand and/or gravel, often near aquatic vegetation. The rayed bean mussel is also found in slow flowing rivers, and along the shallow, wave-swept shores of lakes	Yes. Big Walnut Creek contains suitable habitat for this species, but the species has not been documented within 1 mile of the project area (Appendix A: ODNR 2006)

E = endangered, C = candidate species. The Scioto madtom is considered extinct.

IV. Preliminary Environmental Impacts – *Air Quality*

- Franklin County – non-attainment for ozone and fine particulate matter ($PM_{2.5}$) emissions requiring a General Conformity Evaluation under the Clean Air Act
- Next Steps:
  - Prepare remaining emissions inventories using annual average temperature and annual average mixing height
  - Prepare construction emissions inventory
  - Five years of on-site meteorology data used for the dispersion analysis
  - Conduct dispersion analysis using EDMS
  - Develop background concentrations for determination of "design" concentrations for comparison to the NAAQs

IV. Preliminary Environmental Impacts – *Air Quality*



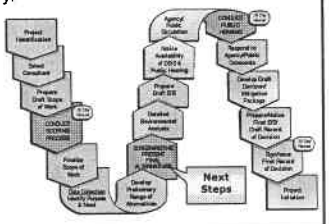
- Stationary source/GSE inventory conducted July 2006
- 57% of total emissions from regional/business jets
- 22% of total emissions from B737 operations
- CO is most prominent pollutant (80%) – most from GSE
- NOx, VOC, and PM primarily due to aircraft
- Mobile sources add to CO and NOx

V. Next Steps in the EIS Process

What's Next for the EIS?

- Continue data collection and analysis for each environmental category.
- Refine Alternatives
- Next SAC Meeting:

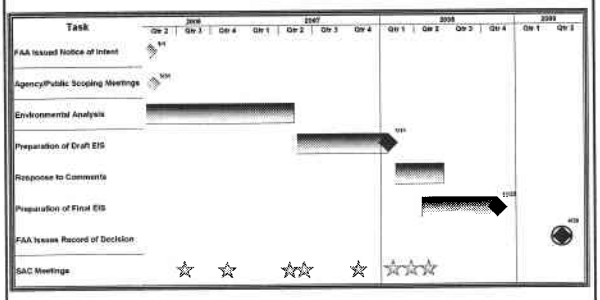
  April 2007



V. Next Steps in the EIS Process

- 20 months to DRAFT EIS after issuance of NOI
- MILESTONE meetings for concurrence with Agencies
- Mitigation / Permitting Activities
- Public Hearing
- RECORD OF DECISION expected – April 2009

V. Next Steps in the EIS Process



VI. Opportunity to Comment on the EIS

Written comments and/or questions should be mailed to:

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174.

Telephone: (734) 229-2958
Fax: (734) 229-2950
Email: CMHEIS@faa.gov

Project Website: www.airportsites.net/cmh-eis

aerofinity

Airport Planning Beyond the Ordinary

December 21, 2006

Name
Title
Company
Address
City, State Zip

RE: Port Columbus International Airport
Environmental Impact Statement
Study Advisory Committee Meeting Minutes

Dear Name:

Enclosed are meeting minutes for the December 5, 2006 Study Advisory Committee (SAC) meeting for the Port Columbus International Airport Environmental Impact Statement (EIS).

For those who were unable to attend, we are also sending a copy of the handout that was given at the meeting.

As always, we appreciate your interest in Port Columbus International Airport and thank you for your participation in these studies. The next SAC meeting is anticipated to occur in April, 2007. A meeting reminder and agenda will be sent in advance of the meeting.

Sincerely,

Melanie K. DePoy
Managing Principal

51 South New Jersey St.
Indianapolis, IN 46204
317.955.8395 Phone
317.955.8479 Fax

51 S. New Jersey St., 2nd Floor
Indianapolis, IN 46204
317.955.8395 317.955.8479 FAX

MEETING MEMO

MEETING	Federal Aviation Administration Environmental Impact Statement Port Columbus International Airport Study Advisory Committee – Meeting 2
MEETING DATE	December 5, 2006

ATTENDING

A meeting attendance list is attached.

DISCUSSION SUMMARY

The second Study Advisory Committee (SAC) meeting for the Environmental Impact Statement (EIS) was opened by Rob Adams of Landrum & Brown, the consulting firm conducting the study on behalf of the Federal Aviation Administration. Mr. Adams welcomed participants and introduced Katy Jones, Project Manager for the Federal Aviation Administration (FAA).

Ms. Jones thanked Committee members for their participation and explained that the EIS is being conducted by the Federal Aviation Administration as the independent reviewer of the environmental impacts of the projects that are being proposed for construction by the Columbus Regional Airport Authority (CRAA). She introduced Dave Wall, Capital Program Manager for the CRAA, who welcomed participants and thanked them for their participation.

Mr. Adams asked the meeting participants to introduce themselves. He explained that the SAC meeting would be immediately followed by a Planning Advisory Committee (PAC) meeting for the Part 150 Noise Compatibility (Part 150) that is being simultaneously conducted with the EIS.

Sponsor's Proposed Project

Mr. Adams reminded participants that the CRAA has proposed a redevelopment program that includes the relocation of the airport's south runway, development of a new passenger terminal and other support facilities. He explained that before the project can be implemented, the FAA must prepare an EIS. He reviewed the EIS process stating that the study is currently in the stage where alternatives are being

reviewed that would accomplish the same purpose for the proposed project as those proposed by the CRAA. This phase of the study has specifically focused on alternatives to the runway relocation.

Mr. Adams reviewed the CRAA's proposed projects. He stated that the airport's south runway is in need of a full rehabilitation. The rehabilitation would require that the runway be completely removed and rebuilt within the next seven - nine years. Relocation of the runway during the rehabilitation would provide additional long-term capacity, reduce delays during peak operating periods and create a more efficient airfield. He further explained that the existing terminal has operating limitations in terms of the number of passengers that can be processed. The new terminal complex would be built in phases as needed to accommodate projected passenger levels.

Mr. Adams explained that two forecasts of demand have been prepared. One is the base case which is considers natural growth projected to occur at CMH based upon what is known about the airport today, and what is believed will happen in the industry on a national basis. A second forecast is a high growth scenario which reflects the potential for greater growth in passengers and operations dependent upon the addition of SkyBus, a start-up low-cost, or ultra low-cost carrier anticipated to begin operations at CMH. Both forecasts were prepared for the years 2012, which is anticipated to be the opening year for the new runway, and 2018, as a future out-year. Mr. Adams reviewed both forecast scenarios in terms of the number of aircraft operations and passengers.

David Whitaker, *Vice President, Business Development and Communications*, presented some background information on SkyBus. He stated that the CRAA has been talking with SkyBus for over four years. The SkyBus President was a former executive with Southwest Airlines. To date SkyBus has raised approximately $100 million dollars toward start-up. Approximately $20 million of this money has been raised from local investors.

The CRAA and SkyBus have entered into a use and lease agreement and SkyBus has applied for an operating certificate. They are currently anticipated to start service in 2007. They will be ground loading, using two sets of stairs. Initial service is anticipated to include 10-12 destinations with 18-20 flights anticipated by the end of 2007. SkyBus will use Airbus 319 aircraft. These aircraft will initially be leased from Airbus with eventual plans to purchase up to 65 aircraft. Initial target markets will include cities where there is currently demand but no non-stop service.

Mr. Adams continued the meeting with a detailed review of all the CRAA's proposed projects. He noted that the interchange at Stelzer Road and International Gateway had been previously environmentally reviewed and is not being considered as a part of this EIS. He further noted that a crossover taxiway is currently under construction on the west end of the airport. This taxiway has also been previously environmentally reviewed.

Preliminary Review of Runway Alternatives
Mr. Adams explained that the Airport Authority has presented the FAA its plan for the development of the proposed project. The FAA's role in the EIS process is to independently review other options to meet the needed improvements and to review the environmental impacts of each of the viable alternatives.

A three-phased approach is used to screen alternatives. First is to identify all of the potential alternatives to meet the projected need, second is to evaluate and refine the alternatives to a short-list of those that are considered most viable. Alternatives that are identified in the first two phases of the process are carried

through the study process for a detailed review along with the CRAA's proposed project. These alternatives undergo detailed review from an environmental, operational and cost perspective. Mr. Adams then presented ten alternatives for the runway development that are being reviewed. The pros and cons of each alternative were presented as detailed in the handout provided at the meeting.

Mr. Adams reviewed a matrix that is used to assess each alternative. He explained that each alternative is screened to determine if it meets the airport's need to rehabilitate Runway 10R/28L, provide additional long-term capacity and create a sufficient envelope for terminal development.

Preliminary Environmental Impacts
Mr. Adams explained that the EIS is prepared according to the requirements of the National Environmental Policy Act of 1969 (NEPA) as implemented in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions.*

Two study areas have been identified for the environmental review. The first is the general study area which includes an area 4-5 miles east and west of the airport and 2-3 miles north and south. It represents a composite of previous airport noise contours (out to the 60 DNL) which have been squared off to represent boundary lines. The detailed study area is where more direct environmental impacts are likely to occur and therefore more detailed analysis will be conducted in this area.

Preliminary review of the following has been completed:

- Noise and Compatible Land Uses
- Wetlands
- Historic, Archaeological, Architectural, and Cultural Resources
- Biotic Communities/Threatened and Endangered Species
- Air Quality

Mr. Adams detailed the preliminary results of each of these analyses. Several questions were raised by committee members following the presentation as follows:

- There was a question about the need for simultaneous arrivals.
  - Rob Adams responded that the ability to conduct simultaneous arrivals is critical now during some peak operating periods but will become more critical after approximately 2018.
- There was some concern expressed about the impacts that the proposed development would have to the stormwater quality downstream in the Whitehall area which is located downstream of the airport.
  - Rob Adams responded that stormwater impacts would be considered as a part of the EIS analysis. He further noted that the study team is still in need of a copy of the Stormwater Plan for the City of Whitehall.
- Representatives of Gahanna expressed some concern over the noise impacts to their area based upon the alternatives being considered for development of the replacement runway on the north side of the airport. They also asked if there was any new aircraft technology that would be coming on line that would decrease noise impacts.
  - Rob Adams responded that if a replacement runway were developed on the north side of the airport that it would be shorter than the runway alternatives being considered to the south. He further explained that aircraft meeting what are known as Stage 2 and weighing less than

75,000 pounds were required to be phased out of the aircraft fleets at the end of 1999. At present, there is no plan to require a similar phase out of Stage 3 aircraft. However, he noted that any new type of aircraft that is manufactured must meet Stage 4 requirements. He stressed that this would only apply to any new type of aircraft, not the manufacturing of aircraft types that are currently flying.

- A question was raised as to the required runway lengths and the timing for rehabilitating Runway 10L/28R.
  - Rob Adams responded that regardless of which runway was replaced (the existing north or south runway); each one would be the same length that it is today. No runway extensions are being proposed.
  - Angela Newland, CRAA Vice President of Engineering and Construction, responded that Runway 10L/28R would require rehabilitation in approximately 2011-2012.
- There was a question about whether or not any alternatives were being considered that would look at Sawyer Road coming directly off of Hamilton Road.
  - Rob Adams responded that this roadway relocation was not being considered as a part of the scope of study in this EIS.

Next Steps

The next steps in the EIS process are to continue data collection and analysis for each of the environmental categories and to continue refinement of the alternatives. It is anticipated that the next SAC meeting will occur in April 2007. Meeting participants will be notified in advance of the next meeting. Mr. Adams noted that Public Workshops on the EIS and Part 150 study processes are being held on December 5th and 6th and gave details of the meetings. Mr. Adams closed the meeting with a review of the EIS study schedule. He noted that a draft EIS is anticipated to be published 20 months after the issuance of the publication of the Notice of Intent and a Record of Decision (ROD) is anticipated from the FAA in April 2009.

Opportunity to Comment on the EIS

It was noted that in addition to oral comments received at today's meeting, comments can also be submitted to:

Ms. Katherine S. Jones
Federal Aviation Administration
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174
Telephone: (734) 229-2958
Fax: (734) 229-2950
E-mail: CMHEIS@faa.gov

Project Website: www.airportsites.net/cmh-eis

Port Columbus International Airport
FAR Part 150 Noise Compatibility Study
Study Advisory Committee Attendance
Tuesday, December 5, 2006

Name	Representing/Title	Address	Phone/E-mail
John A. Brandt	City of Reynoldsburg Development Director	7232 E. Main Street Reynoldsburg, OH 43068	(614) 322-6807 jbrandt@ci.reynoldsburg.oh.us
Kevin Costello	JetBlue Airways	118-29 Queens Blvd. Forest Hills, NY 11375	(718) 709-3349 kevin.costello@jetblue.com
Brad Davidson	Federal Aviation Administration Detroit Airports District Office	11677 S. Wayne Road Romulus, MI 48174	(734) 229-2900
Cathy Ferrari	The Ohio State University Airport	2160 West Case Road Columbus, OH 43235-2526	(614) 292-5823 cferrari@osuairport.org
Bonnie Gard	City of Gahanna	200 South Hamilton Gahanna, OH 43230	bonnie.gard@gahanna.gov
Chris Gawronski	MORPC Principal Planner	285 E. Main St. Columbus, OH 43215	cgawronski@morpc.org (614) 233-4166
Bruce Gibson	Federal Aviation Administration CMH ATCT	4277 International Gateway Columbus, OH 43219	(614) 338-4092 Bruce.Gibson@FAA.Gov
Griselta Griffin	Brittany Hills Civic Association	2463 Peekskill Drive Columbus, OH 43219	(614) 471-3947 ggriffi1@columbus.rr.com
Doug Hammon	The Ohio State University Airport	2160 West Case Road Columbus, OH 43235-2526	(614) 292-5460 dhammon@osuairport.com
Al Harler	Friends of Big Walnut Creek	116 Mill Street Gahanna, OH 43230	(614) 855-1495
Sarah Hedlund	Ohio EPA	122 S. Front St. Columbus, OH 43216-1049	
Matthew Huffman	City of Gahanna Planner	200 South Hamilton Gahanna, OH 43230	(614) 342-4015
Katherine Jones	Federal Aviation Administration Detroit Airports District Office	11677 S. Wayne Road Romulus, MI 48174	(734) 229-2958
Cecilia Lammers	The Ohio State University Airport	2160 West Case Road Columbus, OH 43235-2526	
Bruce Langner	City of Bexley Development Director	2242 E. Main St. Bexley, OH 43209	(614) 235-8694
Terri Leist	Columbus Parks and Recreation Assistant Director/Interim Golf Admin.	90 West Broad Street Columbus, OH 43215	(614) 645-5420 tsleist@columbus.gov
Chris Lenfest	Federal Aviation Administration CMH ATCT - Manager	4277 International Gateway Columbus, OH 43219	Chris.Lenfest@faa.gov
Frank Martino	American/American Eagle General Manager	4600 International Gateway Columbus, OH 43219	(614) 239-4245 Frank.Martino@aa.com
Alan McKnight	Columbus Parks and Recreation Director	200 Greenlawn Ave. Columbus, OH 43223	(614) 545-3310 admcknight@columbus.gov
Bethany Miller	City of Gahanna	200 South Hamilton Gahanna, OH 43230	(614) 342-4015
Susann Moeller	Friends of Big Walnut Creek Watershed Coordinator	116 Mill Street Gahanna, OH 43230	(614) 470-9699 FOBWC-ECOSCAPES@columbus.rr.com
Lynn Ochsendorf	City of Whitehall Mayor	360 S. Yearling Road Whitehall, OH 43213	(614) 338-3106 mayorochsendorf@cityofwhitehall.com
Al Peters	Net Jets	4111 Bridgeway Avenue Columbus, OH 43219	
Don Peters	Columbus Flight Watch	40 Massey Drive Westerville, OH 43081	(614) 890-1062 donpeters@columbus.rr.com
Devayani Puranik	City of Columbus Senior Planner	109 N. Front Street Columbus, OH 43215	(614) 645-0663 ddpuranik@columbus.gov
Elwood Rayford	Northeast Area Commission Chair	2776 Yorkcliff Rd. Columbus, OH 43219	(614) 475-1448 jarfull@sbcglobal.net
Tom Russell	City of Columbus Division of Water Quality	910 Dublin Road Columbus, OH 43215	(614) 645-6311 tarussell@columbus.gov
Matthew Shad	City of Whitehall Development Director	360 S. Yearling Road Whitehall, OH 43213	(614) 338-3103 development@cityofwhitehall.com
Steve Vargo	City of Columbus Schools	270 East State Street Columbus, OH 43215	
Sadicka White	City of Gahanna Director of Development	200 South Hamilton Gahanna, OH 43230	(614) 342-4015 sadicka.white@gahanna.gov
Columbus Regional Airport Authority Staff			
Dave Clawson	Airport Planner	4600 International Gateway Columbus, OH 43219	(614) 239-5059
Stacey Heaton	Airport Planner	"	
Bernie Meleski	Director, Planning & Development	"	(614) 239-4042
Angela Newland	V.P. Engineering and Construction	"	
Dave Wall	Capital Program Manager	"	(614) 239-4063
Consulting Team			
Rob Adams	Landrum & Brown	11279 Cornell Park Drive	(513) 530-1201
Sarah Potter	Landrum & Brown	Cincinnati, OH 45242	(513) 530-5333
Melanie DePoy	Aerofinity, Inc.	51 S. New Jersey Street	(317) 955-8395 Ext. 304
Dave Fleet	Aerofinity, Inc.	Indianapolis, IN 46204	(317) 955-8395 Ext. 307

Study Advisory Committee Meeting

December 5, 2006
10:00 a.m. – 11:00 a.m.
Environmental Impact Statement
Port Columbus International Airport

Presented to: Study Advisory Committee
By: FAA Consultant, Landrum & Brown
Date: December 5, 2006

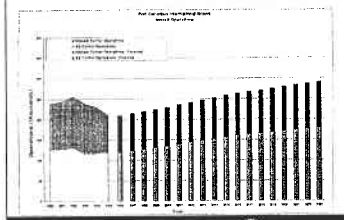
Agenda

I. Where are we in the EIS Process?
II. Sponsor's Proposed Project
III. Preliminary Alternatives
IV. Preliminary Environmental Impacts
V. Next Steps in the EIS Process
VI. Opportunity to Comment on the EIS

II. Sponsor's Proposed Project

- Forecast of passengers and operations was prepared for this EIS
  - 2012 (the opening year of the runway)
  - 2018 (future out-year)
- Two operating scenarios are presented in the forecast
  - Base Case Scenario: Includes projected growth at the airport using the best available data related to national and local trends in aviation. For 2012:
    - 4,215,000 enplaned passengers (25% increase over current levels)
    - 241,400 annual operations (15% increase over current levels)
  - High Growth Scenario: Represents the Base Case Scenario plus additional growth brought on by the operation of a low-cost carrier (e.g. Skybus). For 2012
    - 6,848,000 enplaned passengers (103% increase over current levels)
    - 288,600 operations (37% increase over current levels)

II. Sponsor's Proposed Project



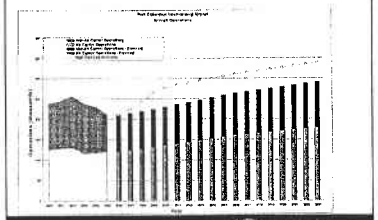
Got Questions?

- We have reserved time at the end for questions
- However, if you have a question about something that was said, please feel free to raise your hand and ask
- Non-Committee Members – out of respect for the committee, please hold your questions until the end of the presentation or during the break

Why are we Here?

- Columbus Regional Airport Authority (CRAA) has proposed a development project that includes:
  - Runway relocation
  - New passenger terminal
  - Other support facilities
- Before that project can be implemented, the FAA will prepare an Environmental Impact Statement
- Because this project has the potential to significantly change the noise levels over some residents, the CRAA is preparing a Part 150 Study Update

II. Sponsor's Proposed Project



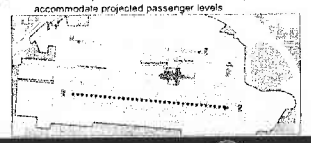
II. Sponsor's Proposed Project

I. Where are we in the EIS Process?

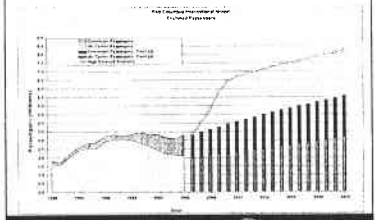
II. Sponsor's Proposed Project

Long-Term Needs of the Port Columbus Int'l Airport

- The need to rehabilitate Runway 10R/28L
- The need to provide long-term airfield capacity, delay reduction during peak operating periods, and airfield efficiency
- The need to provide sufficient terminal capacity to accommodate projected passenger levels



II. Sponsor's Proposed Project



II. Sponsor's Proposed Project

Sponsor's Identified General Goals

CRAA seeks to:

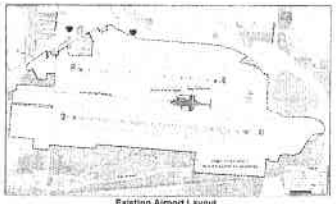
- Continue to expand CMH as a major passenger air hub
- Balance airfield and terminal capacity
- Phase project schedules to maximize funding while ensuring flexibility to accommodate growth
- Accomplish goals in a manner that preserves viability and character of neighboring communities

II. Sponsor's Proposed Project

Sponsor's Proposed Project

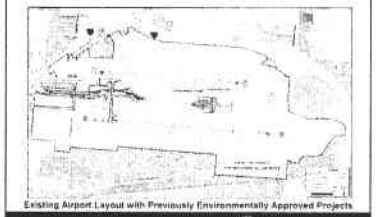
- Construction of a replacement runway, 10,113 ft. long, located approximately 702 ft. south of existing Runway 10R/28L
- Construction of additional taxiways to support replacement runway
- Proposed terminal development to be completed in phases
- Necessary Navigational Aids (NAVAIDS) to obtain a CAT II approach
- Proposed aviation related developments
- Associated roadway relocation and construction
- Parking improvements (including surface lots and parking garages)
- Property acquisition and relocation of residences
- Development of FAA Air Traffic operational procedures for the replacement runway
- Proposed Part 150 noise abatement actions

II. Sponsor's Proposed Project



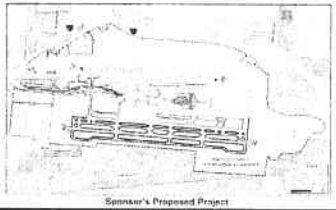
Existing Airport Layout

II. Sponsor's Proposed Project



Existing Airport Layout with Previously Environmentally Approved Projects

II. Sponsor's Proposed Project



Sponsor's Proposed Project

III. Preliminary Review of Runway Alternatives

Three Phased Approach

- Identify comprehensive range of alternatives
- Evaluate and define a short-list of alternatives
  - Environmental
  - Operational
  - Cost
- Detailed analysis of short-listed alternatives

Potential Range of Alternatives

- On-site alternatives
- Off-site alternatives
- No-action alternatives

III. Preliminary Review of Runway Alternatives

On-Site Runway Alternatives

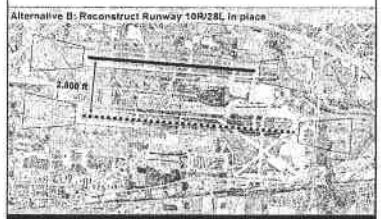
- Develop alternatives (realign, extend and/or shorten existing runways and/or taxiways, new runway development)
- Operational Procedures
- Other technologies (reduce separation between aircraft, multi-lateration based Precision Runway Monitoring, and Vertical and/or Short Take-off and Landing)
- Activity or demand management alternatives

III. Preliminary Review of Runway Alternatives

Alternative A: No-Action

III. Preliminary Review of Runway Alternatives

Alternative B: Reconstruct Runway 10R/28L in place



III. Preliminary Review of Runway Alternatives

Alternative C: Relocate Runway 10R/28L 1,500 feet to the south

III. Preliminary Review of Runway Alternatives

Alternative D: Relocate Runway 10R/28L 800 feet to the south

III. Preliminary Review of Runway Alternatives

Alternative E: Relocate Runway 10R/28L 702 feet to the south

III. Preliminary Review of Runway Alternatives

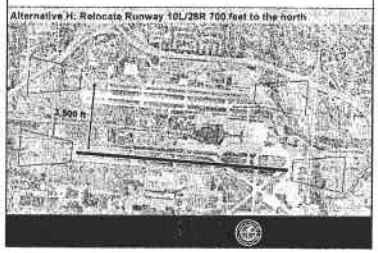
Alternative F: Relocate Runway 10L/28R 1,000 feet to the north

III. Preliminary Review of Runway Alternatives

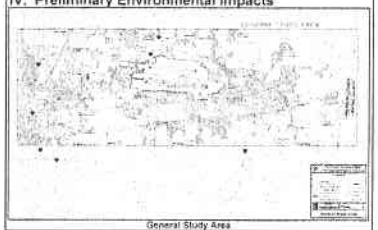
Alternative G: Relocate Runway 10L/28R 800 feet to the north

III. Preliminary Review of Runway Alternatives

Alternative H: Relocate Runway 10L/28R 700 feet to the north



IV. Preliminary Environmental Impacts



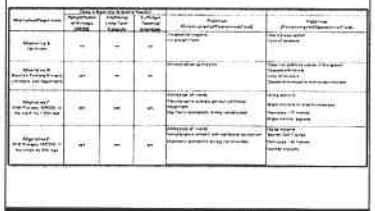
General Study Area

IV. Preliminary Environmental Impacts

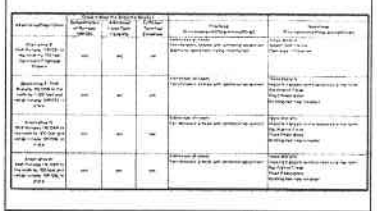
Definition of Detailed Study Area

- Area likely to receive direct impacts
- Provided buffer area for analysis of alternatives
- Squared off boundary lines

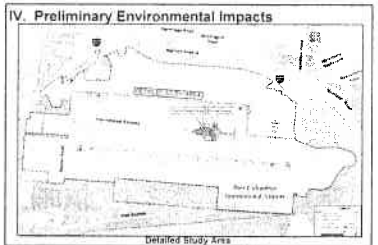
III. Preliminary Review of Runway Alternatives



III. Preliminary Review of Runway Alternatives



IV. Preliminary Environmental Impacts



Detailed Study Area

IV. Preliminary Environmental Impacts - *Noise*

Noise and Compatible Land Uses

- Prepared noise contours for Existing (2006) Baseline and Future (2012) No-Action conditions
- Prepared preliminary impacts
  - 14 homes within the 65 DNL of Existing (2006) contour
  - 631 homes within the 65 DNL of Future (2012) No-Action
- Prepared noise contour for Future (2012) No-Action (High Forecast Scenario)
- Prepared preliminary impacts
  - 1,206 homes within the 65 DNL of Existing (2006) contour
- More information on the noise impacts in the Part 150 Noise Compatibility Study PAC meeting

IV. Preliminary Environmental Impacts

Regulatory Background

The environmental documentation will be prepared to comply with the requirements of the National Environmental Policy Act on 1969 (NEPA) as implemented in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

IV. Preliminary Environmental Impacts

Definition of General Study Area

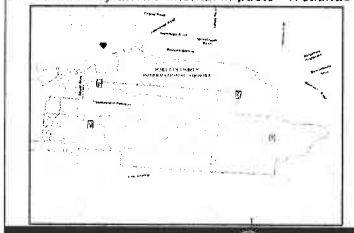
- Composite of previous airport noise contours (out to the 60 DNL).
- Provided buffer area for the potential growth in the 60 DNL noise contour.
- Squared off boundary lines.

IV. Preliminary Environmental Impacts - *Wetlands*

Wetlands

- Field surveys of wetlands and streams completed in August 2006
- In the process of scheduling a meeting with the US Army Corps of Engineers
- Preliminary impact assessment of Sponsor's Proposed Project
  - ~0.75 acres of direct impacts to wetlands
  - 502 feet of direct impacts to streams
  - No anticipated impacts to ponds

IV. Preliminary Environmental Impacts - *Wetlands*



IV. Preliminary Environmental Impacts - *Historic*

Historic, Archaeological, Architectural, and Cultural Resources

- Research and field surveys of historic resources completed in August 2006 (coordinating findings with Ohio State Historic Preservation Office)
- Preliminary review of the project area found
  - 7 archaeological sites in project area (none significant)
  - 43 historic sites in project area
  - 3 are on NRHP (Original Passenger Terminal, Elam Drake Residence, Valley Dale Ballroom)
  - 1 is eligible for the NRHP as a district (AF Plant 85)

IV. Preliminary Environmental Impacts - *Historic*

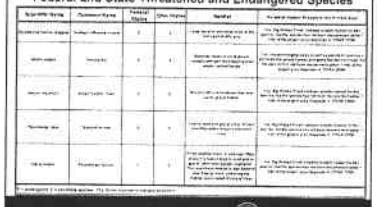
IV. Preliminary Environmental Impacts – *Biotic/T&E*

Biotic Communities/Threatened and Endangered Species

- Field surveys of Biotic Communities/Threatened and Endangered Species completed in August 2006
- Survey catalogued existing plants and animals, as well as potential habitats for T&E species
- Preliminary assessment found
  - No T&E species have been documented within 1 mile of project area (Record search and field survey)
  - Potential habitat for T&E species does exist within project area

IV. Preliminary Environmental Impacts – *Biotic/T&E*

Federal and State Threatened and Endangered Species



IV. Preliminary Environmental Impacts – *Air Quality*

- Franklin County – non-attainment for ozone and fine particulate matter ($PM_{2.5}$) emissions requiring a General Conformity Evaluation under the Clean Air Act
- Next Steps
  - Prepare remaining emissions inventories using annual average temperature and annual average mixing height
  - Prepare construction emissions inventory
  - Five years of on-site meteorology data used for the dispersion analysis
  - Conduct dispersion analysis using EDMS
  - Develop background concentrations for determination of "design" concentrations for comparison to the NAAQs

IV. Preliminary Environmental Impacts – *Air Quality*

- Stationary source/GSE inventory conducted July 2006
- 57% of total emissions from regional/business jets
- 22% of total emissions from B737 operations
- CO is most prominent pollutant (80%) – most from GSE
- NOx, VOC, and PM primarily due to aircraft
- Mobile sources add to CO and NOx

V. Next Steps in the EIS Process

What's Next for the EIS?

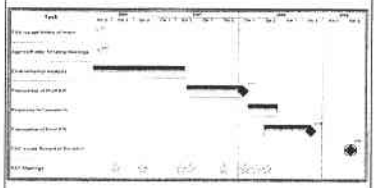
- Continue data collection and analysis for each environmental category
- Refine Alternatives
- Next SAC Meeting:

  April 2007

V. Next Steps in the EIS Process

- 20 months to DRAFT EIS after issuance of NOI
- MILESTONE meetings for concurrence with Agencies
- Mitigation / Permitting Activities
- Public Hearing
- RECORD OF DECISION expected – April 2009

V. Next Steps in the EIS Process



VI. Opportunity to Comment on the EIS

Written comments and/or questions should be mailed to:

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Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174

Telephone: (734) 229-2958
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Project Website: www.airportsites.net/cmh-eis

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Sandy Dicocco, Manager
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Mr. Felix Scuilli, Manager
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Columbus, OH 43219

Mr. Jeff Lischak, Regional Manager
Chautauqua Airlines
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East Columbus Community Center
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Columbus, OH 43219

Mr. Jimmie Moreland III, Chair
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Columbus, OH 43219

Dr. Harold E. McDaniel, President
St. Mary's Civic Association
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Columbus, OH 43219

Mr. Robert Lawler, Director of Transportation
MORPC
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Columbus, OH 43215

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Bexley, OH 43209

Mr. Charles McCroskey, Zoning Administrator
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Blacklick, OH 43004

Ms. Dorothy Pritchard, Service Director
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Bexley, OH 43209

Mr. Raymond Ogden, Public Service Director
City of Whitehall Planning Commission
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Whitehall, OH 43213

Mr. Lucas Haire, Planning Administrator
City of Reynoldsburg
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Reynoldsburg, OH 43068

Mr. Lee Brown
Development Department and Zoning Enforcement
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Columbus, OH 43215

Dr. Gene Harris, Superintendent
City of Columbus Schools
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Columbus, OH 43215

Mr. Alan Harding
Columbus Flight Watch
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12/21/06 SAC Non-Attendee Distribution List

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Ohio Environmental Protection Agency
Air Quality
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Columbus, OH 43216-1049

Mr. Vince Papsidero, Planning Administrator
City of Columbus
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Columbus, OH 43215

Golf Course – Recreation
City of Columbus
200 Greenlawn Ave.
Columbus, OH 43215

aerofinity

Airport Planning Beyond the Ordinary

December 21, 2006

Name
Title
Company
Address
City, State Zip

RE: Port Columbus International Airport
Environmental Impact Statement
Study Advisory Committee Meeting Minutes

Dear Name:

Enclosed are meeting minutes for the December 5, 2006 Study Advisory Committee (SAC) meeting for the Port Columbus International Airport Environmental Impact Statement (EIS).

For those who were unable to attend, we are also sending a copy of the handout that was given at the meeting.

As always, we appreciate your interest in Port Columbus International Airport and thank you for your participation in these studies. The next SAC meeting is anticipated to occur in April, 2007. A meeting reminder and agenda will be sent in advance of the meeting.

Sincerely,

Melanie K. DePoy
Managing Principal

51 South New Jersey St.
Indianapolis, IN 46204
317.955.8395 Phone
317.955.8479 Fax

51 S. New Jersey St., 2nd Floor
Indianapolis, IN 46204
317.955.8395 317.955.8479 FAX

MEETING MEMO

MEETING	Federal Aviation Administration Environmental Impact Statement Port Columbus International Airport Study Advisory Committee – Meeting 2
MEETING DATE	December 5, 2006

ATTENDING

A meeting attendance list is attached.

DISCUSSION SUMMARY

The second Study Advisory Committee (SAC) meeting for the Environmental Impact Statement (EIS) was opened by Rob Adams of Landrum & Brown, the consulting firm conducting the study on behalf of the Federal Aviation Administration. Mr. Adams welcomed participants and introduced Katy Jones, Project Manager for the Federal Aviation Administration (FAA).

Ms. Jones thanked Committee members for their participation and explained that the EIS is being conducted by the Federal Aviation Administration as the independent reviewer of the environmental impacts of the projects that are being proposed for construction by the Columbus Regional Airport Authority (CRAA). She introduced Dave Wall, Capital Program Manager for the CRAA, who welcomed participants and thanked them for their participation.

Mr. Adams asked the meeting participants to introduce themselves. He explained that the SAC meeting would be immediately followed by a Planning Advisory Committee (PAC) meeting for the Part 150 Noise Compatibility (Part 150) that is being simultaneously conducted with the EIS.

Sponsor's Proposed Project

Mr. Adams reminded participants that the CRAA has proposed a redevelopment program that includes the relocation of the airport's south runway, development of a new passenger terminal and other support facilities. He explained that before the project can be implemented, the FAA must prepare an EIS. He reviewed the EIS process stating that the study is currently in the stage where alternatives are being

reviewed that would accomplish the same purpose for the proposed project as those proposed by the CRAA. This phase of the study has specifically focused on alternatives to the runway relocation.

Mr. Adams reviewed the CRAA's proposed projects. He stated that the airport's south runway is in need of a full rehabilitation. The rehabilitation would require that the runway be completely removed and rebuilt within the next seven - nine years. Relocation of the runway during the rehabilitation would provide additional long-term capacity, reduce delays during peak operating periods and create a more efficient airfield. He further explained that the existing terminal has operating limitations in terms of the number of passengers that can be processed. The new terminal complex would be built in phases as needed to accommodate projected passenger levels.

Mr. Adams explained that two forecasts of demand have been prepared. One is the base case which is considers natural growth projected to occur at CMH based upon what is known about the airport today, and what is believed will happen in the industry on a national basis. A second forecast is a high growth scenario which reflects the potential for greater growth in passengers and operations dependent upon the addition of SkyBus, a start-up low-cost, or ultra low-cost carrier anticipated to begin operations at CMH. Both forecasts were prepared for the years 2012, which is anticipated to be the opening year for the new runway, and 2018, as a future out-year. Mr. Adams reviewed both forecast scenarios in terms of the number of aircraft operations and passengers.

David Whitaker, *Vice President, Business Development and Communications*, presented some background information on SkyBus. He stated that the CRAA has been talking with SkyBus for over four years. The SkyBus President was a former executive with Southwest Airlines. To date SkyBus has raised approximately $100 million dollars toward start-up. Approximately $20 million of this money has been raised from local investors.

The CRAA and SkyBus have entered into a use and lease agreement and SkyBus has applied for an operating certificate. They are currently anticipated to start service in 2007. They will be ground loading, using two sets of stairs. Initial service is anticipated to include 10-12 destinations with 18-20 flights anticipated by the end of 2007. SkyBus will use Airbus 319 aircraft. These aircraft will initially be leased from Airbus with eventual plans to purchase up to 65 aircraft. Initial target markets will include cities where there is currently demand but no non-stop service.

Mr. Adams continued the meeting with a detailed review of all the CRAA's proposed projects. He noted that the interchange at Stelzer Road and International Gateway had been previously environmentally reviewed and is not being considered as a part of this EIS. He further noted that a crossover taxiway is currently under construction on the west end of the airport. This taxiway has also been previously environmentally reviewed.

Preliminary Review of Runway Alternatives

Mr. Adams explained that the Airport Authority has presented the FAA its plan for the development of the proposed project. The FAA's role in the EIS process is to independently review other options to meet the needed improvements and to review the environmental impacts of each of the viable alternatives.

A three-phased approach is used to screen alternatives. First is to identify all of the potential alternatives to meet the projected need, second is to evaluate and refine the alternatives to a short-list of those that are considered most viable. Alternatives that are identified in the first two phases of the process are carried

through the study process for a detailed review along with the CRAA's proposed project. These alternatives undergo detailed review from an environmental, operational and cost perspective. Mr. Adams then presented ten alternatives for the runway development that are being reviewed. The pros and cons of each alternative were presented as detailed in the handout provided at the meeting.

Mr. Adams reviewed a matrix that is used to assess each alternative. He explained that each alternative is screened to determine if it meets the airport's need to rehabilitate Runway 10R/28L, provide additional long-term capacity and create a sufficient envelope for terminal development.

Preliminary Environmental Impacts

Mr. Adams explained that the EIS is prepared according to the requirements of the National Environmental Policy Act of 1969 (NEPA) as implemented in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions.*

Two study areas have been identified for the environmental review. The first is the general study area which includes an area 4-5 miles east and west of the airport and 2-3 miles north and south. It represents a composite of previous airport noise contours (out to the 60 DNL) which have been squared off to represent boundary lines. The detailed study area is where more direct environmental impacts are likely to occur and therefore more detailed analysis will be conducted in this area.

Preliminary review of the following has been completed:

- Noise and Compatible Land Uses
- Wetlands
- Historic, Archaeological, Architectural, and Cultural Resources
- Biotic Communities/Threatened and Endangered Species
- Air Quality

Mr. Adams detailed the preliminary results of each of these analyses, Several questions were raised by committee members following the presentation as follows:

- There was a question about the need for simultaneous arrivals.
  - Rob Adams responded that the ability to conduct simultaneous arrivals is critical now during some peak operating periods but will become more critical after approximately 2018.
- There was some concern expressed about the impacts that the proposed development would have to the stormwater quality downstream in the Whitehall area which is located downstream of the airport.
  - Rob Adams responded that stormwater impacts would be considered as a part of the EIS analysis. He further noted that the study team is still in need of a copy of the Stormwater Plan for the City of Whitehall.
- Representatives of Gahanna expressed some concern over the noise impacts to their area based upon the alternatives being considered for development of the replacement runway on the north side of the airport. They also asked if there was any new aircraft technology that would be coming on line that would decrease noise impacts.
  - Rob Adams responded that if a replacement runway were developed on the north side of the airport that it would be shorter than the runway alternatives being considered to the south. He further explained that aircraft meeting what are known as Stage 2 and welghing less than

75,000 pounds were required to be phased out of the aircraft fleets at the end of 1999. At present, there is no plan to require a similar phase out of Stage 3 aircraft. However, he noted that any new type of aircraft that is manufactured must meet Stage 4 requirements. He stressed that this would only apply to any new type of aircraft, not the manufacturing of aircraft types that are currently flying.

- A question was raised as to the required runway lengths and the timing for rehabilitating Runway 10L/28R.
  - Rob Adams responded that regardless of which runway was replaced (the existing north or south runway); each one would be the same length that it is today. No runway extensions are being proposed.
  - Angela Newland, CRAA Vice President of Engineering and Construction, responded that Runway 10L/28R would require rehabilitation in approximately 2011-2012.
- There was a question about whether or not any alternatives were being considered that would look at Sawyer Road coming directly off of Hamilton Road.
  - Rob Adams responded that this roadway relocation was not being considered as a part of the scope of study in this EIS.

Next Steps

The next steps in the EIS process are to continue data collection and analysis for each of the environmental categories and to continue refinement of the alternatives. It is anticipated that the next SAC meeting will occur in April 2007. Meeting participants will be notified in advance of the next meeting. Mr. Adams noted that Public Workshops on the EIS and Part 150 study processes are being held on December 5th and 6th and gave details of the meetings. Mr. Adams closed the meeting with a review of the EIS study schedule. He noted that a draft EIS is anticipated to be published 20 months after the issuance of the publication of the Notice of Intent and a Record of Decision (ROD) is anticipated from the FAA in April 2009.

Opportunity to Comment on the EIS

It was noted that in addition to oral comments received at today's meeting, comments can also be submitted to:

Ms. Katherine S. Jones
Federal Aviation Administration
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174
Telephone: (734) 229-2958
Fax: (734) 229-2950
E-mail: CMHEIS@faa.gov

Project Website: www.airportsites.net/cmh-eis

Port Columbus International Airport
FAR Part 150 Noise Compatibility Study
Study Advisory Committee Attendance
Tuesday, December 5, 2006

Name	Representing/Title	Address	Phone/E-mail
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Stacey Healon	Airport Planner	"	
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Angela Newland	V.P. Engineering and Construction	"	
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Sarah Potter	Landrum & Brown		
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12/21/06 SAC Attendee Distribution List

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Ms. Devayani D. Puranik
Senior Planner
109 N. Front Street
Columbus, OH 43215

Mr. Matthew Shad, Development Director
City of Whitehall
360 S. Yearling Road
Whitehall, OH 43213

Ms. Bonnie Gard, Zoning Administrator
City of Gahanna
200 South Hamilton
Gahanna, OH 43230

Mr. John Brandt
City of Reynoldsburg
7232 E. Main Street
Reynoldsburg, OH 43068

Mr. Chris Gawronski, Senior Planner
MORPC
285 E. Main St.
Columbus, OH 4321

Sadicka White, Director of Development
City of Gahanna
200 South Hamilton
Gahanna, OH 43230

12/21/06 SAC Attendee Distribution List

Mr. Matthew Huffman, Planner
City of Gahanna
200 South Hamilton
Gahanna, OH 43230

Mr. Bruce Gibson
FAA CMH ATCT
4277 International Gateway
Columbus, OH 43219

The Honorable Lynn Ochsendorf, Mayor
City of Whitehall
360 S. Yearling Road
Whitehall, OH 43213

Mr. Kevin Costello
JetBlue Airways
118-29 Queens Blvd.
Forest Hills, NY 11375

Ms. Cathy Ferrari
Ohio State University
2160 West Case Road
Columbus, OH 43235

Mr. Brad Davidson
Federal Aviation Administration – Detroit ADO
11677 S. Wayne Road
Romulus, MI 48174

Ms. Sarah Hedlund
Ohio Environmental Protection Agency
122 S. Front Street
Columbus, OH 43216

Mr. Alan McKnight, Director
Columbus Parks and Recreation
200 Greenlawn Avenue
Columbus, OH 43223

Mr. Doug Hammon
The Ohio State University Airport
2160 West Case Road
Columbus, OH 43235

Ms. Cecilia Lammers
Ohio State University Airport
2160 West Case Road
Columbus, OH 43235

Mr. Bruce Langner, Development Director
City of Bexley
2242 E. Main St.
Bexley, OH 43209

Ms. Bethany Miller
City of Gahanna
200 South Hamilton
Gahanna, OH 43230

Mr. Al Peters
Net Jets
4111 Bridgeway Avenue
Columbus, OH 43219

Mr. Steve Vargo
City of Columbus Schools
270 East State Street
Columbus, OH 43215

Mr. Tom Russell
Division of Water Quality
City of Columbus
910 Dublin Road
Columbus, OH 43215

Mr. Al Harter
Friends of Big Walnut Creek
116 Mill Street
Gahanna, OH 43230

Ms. Susan Moeller
Friends of Big Walnut Creek
116 Mill Street
Gahanna, OH 43230

Terri Leist
Assistant Director/Interim Golf Administrator
Columbus Parks and Recreation
90 West Broad Street
Columbus, OH 43215

Study Advisory Committee Meeting #3
April 24, 2007

Invitation Letter
Invitation Letter Distribution List
Meeting Registration
Presentation
Non-Attendee Post-Meeting Mailing
SAC Members Post-Meeting Mailing
SAC Members Post-Meeting Mailing Distribution List

COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

U.S. Department of Transportation
Federal Aviation Administration

March 23, 2007

Name
Address
Address
Address

RE: Port Columbus International Airport
Environmental Impact Statement
Study Advisory Committee Meeting

Dear Name:

Please mark your calendar for the third meeting of the Study Advisory Committee for the Port Columbus International Airport Environmental Impact Statement. The meeting is scheduled for:

Tuesday, April 24, 2007
10:00 a.m. – 11:00 a.m.
Concourse Hotel and Conference Center
Meeting Rooms: Logan A&B
4300 International Gateway
Columbus, OH 43219

Please note the meeting will be held at the Concourse Hotel, which is located immediately adjacent to Port Columbus International Airport. Free parking is provided adjacent to the hotel.

An agenda for the meeting is enclosed with this letter along with a summary of the Purpose and Need for the EIS. In addition, a summary of the alternatives will be mailed to you approximately two weeks prior to the SAC meeting. Please review both of these items for questions or comments that can be discussed at the SAC meeting.

Also enclosed is a flyer with details of the Public Information Workshops that will be held on April 24th and 25th. Please use the flyer to let others who may be interested in the proposed airport development know about the Public Information Workshops. If you would like an electronic version of the flyer, please contact Melanie DePoy at the e-mail address below.

Our meeting will end promptly at 11:00 a.m. We appreciate your interest in Port Columbus International Airport and your participation in this study. Please confirm your attendance by responding to Melanie DePoy of Aerofinity, Inc. by Monday, April 16, 2007. Melanie may be reached by phone at (317) 955-8395 ext. 304 or e-mail at mdepoy@aerofinity.com.

Sincerely,

Katherine S. Jones

Katherine S. Jones
Community Planner
Federal Aviation Administration

Sincerely,

Elaine Roberts

Elaine Roberts, A.A.E.
President & CEO
Columbus Regional Airport Authority

COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

U.S. Department of Transportation
Federal Aviation Administration

Name
Address
Address
Address

RE: Port Columbus International Airport
Part 150 Noise Compatibility Study Update and Environmental Impact Statement
Planning Advisory Committee and Study Advisory Committee

Dear Name:

Enclosed are meeting minutes for the March 13, 2007 Planning Advisory Committee (PAC) for the Port Columbus International Airport Part 150 Noise Compatibility Study Update (Part 150). For those who were unable to attend, a copy of the handout provided at the meeting is also enclosed.

The next meeting of the PAC will be held on the same day as the Study Advisory Committee (SAC) for the Environmental Impact Statement that is being concurrently conducted by the Federal Aviation Administration. The PAC and SAC meetings will be held on:

Tuesday, April 24, 2007
Concourse Hotel and Conference Center
Meeting Rooms: Logan A&B
4300 International Gateway
Columbus, OH 43219

Please note the meeting will be held at the Concourse Hotel, which is located immediately adjacent to Port Columbus International Airport. Free parking is provided adjacent to the hotel. The SAC will meet from **10:00 a.m. to 11:00 a.m.** There will be a short break and the PAC will meet from **11:00 a.m. to 1:00 p.m.** The meetings will end promptly at 1:00 p.m. Lunch will not be served but coffee and cookies will be available throughout the morning.

An agenda for the meeting is enclosed with this letter along with a summary of the Purpose and Need for the EIS. In addition, a summary of the alternatives will be mailed to you approximately two weeks prior to the SAC meeting. Please review both of these items for questions or comments that can be discussed at the SAC meeting.

Also enclosed is a flyer with details of the Public Information Workshops that will be held on April 24th and 25th. Please use the flyer to let others who may be interested in the proposed airport development know about the Public Information Workshops. If you would like an electronic version of the flyer, please contact Melanie DePoy at the e-mail address below.

As always, we appreciate your interest in Port Columbus International Airport and your participation in these studies. Please let us know if you are able to attend the April 24th meetings by responding to Melanie DePoy of Aerofinity, Inc, by Monday, April 16, 2007. Melanie may be reached by phone at (317) 955-8395 ext. 304 or e-mail at mdepoy@aerofinity.com.

Sincerely,

Katherine S. Jones
Community Planner
Federal Aviation Administration

Sincerely,

Elaine Roberts

Elaine Roberts, A.A.E.
President & CEO
Columbus Regional Airport Authority

PORT COLUMBUS INTERNATIONAL AIRPORT
ENVIRONMENTAL IMPACT STATEMENT

U.S. Department of Transportation
Federal Aviation Administration

Federal Aviation Administration
STUDY ADVISORY COMMITTEE

April 24, 2007
10:00 a.m. to 11:00 a.m.
Concourse Hotel and Conference Center

AGENDA

WELCOME/INTRODUCTIONS

I. Where are we in the EIS Process?

II. Sponsor's Proposed Project

III. Purpose and Need

IV. Alternatives Considered

V. Next Steps in the EIS Process

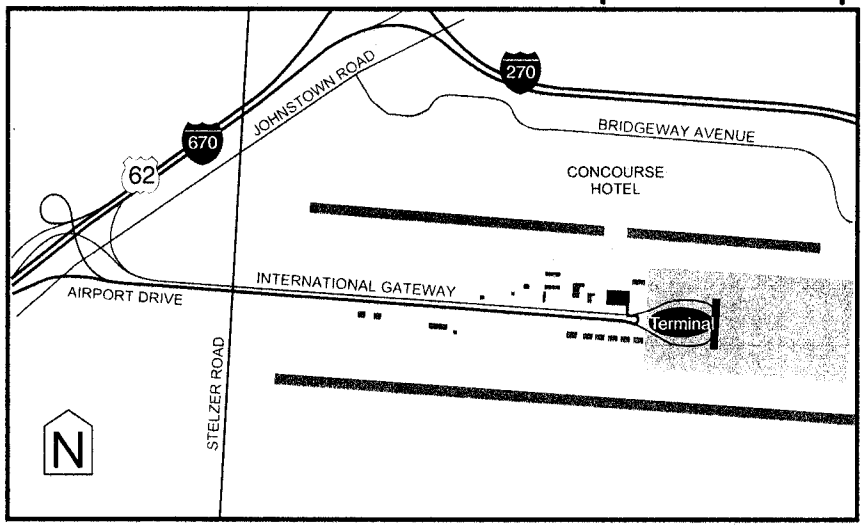
VI. Opportunity to comment on the EIS

* * * * *

AGENCY CONTACT: Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road,Suite 107
Romulus, Michigan 48174

Telephone: (734) 229-2958
Email: CMHEIS@faa.gov

Port Columbus International Airport Area Map



Concourse Hotel & Conference Center
4300 International Gateway
Columbus, OH 43219

(614) 237-2515

Public Workshops

on Environmental Study and Part 150 Noise Study concerning Proposed Expansion at

Port Columbus International Airport

The meetings will be held at:

New Location

Oakland Park at
Brentnell Elementary School
1270 Brentnell Avenue
Columbus, OH

Tuesday, April 24, 2007
5 p.m. - 8 p.m.

Whitehall Community Park
Activities Center
402 North Hamilton Road
Whitehall, OH

Wednesday, April 25, 2007
5 p.m. - 8 p.m.

*For more information about the **EIS** contact:*

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road
Suite 107
Romulus, MI 48174

Telephone: (734) 229-2958
Email: CMHEIS@faa.gov

Project Website:
www.airportsites.net/cmh-eis

*For more information about the **Part 150** contact:*

Mr. David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority
4600 International Gateway
Columbus, OH 43219

Telephone: (614) 239-4063
Email: dwall@ColumbusAirports.com

Project Website:
www.columbusairports.com/noise/

The same information will be presented at both meetings. No formal presentations are planned – stop in anytime.

CHAPTER TWO
PURPOSE & NEED

Port Columbus International Airport (CMH) is owned and operated by the Columbus Regional Airport Authority (CRAA). CMH, located in Franklin County, Ohio, provides commercial air service for the Columbus region and Central Ohio. The CRAA continuously undertakes planning efforts designed to meet passenger and facility demand well into the 21st Century. To address the changing aviation needs at the airport, the CRAA prepared the 1999 Master Plan Update[1] study, which identified numerous facility upgrades that may be required to maintain CMH's ability to meet and exceed requirements and expectations. The study identified the need to evaluate the possibility of either expanding the existing passenger terminal or developing a new expanded terminal complex.

The CRAA conducted a terminal planning study between 2002 and 2004 to provide more information on the size, location, and layout of terminal improvements. Through the process of evaluating various terminal options, the relocation of existing Runway 10R/28L was identified as an alternative which may provide both airfield capacity enhancements and additional space for terminal development. In 2000, the CRAA identified the need to reconstruct runway 10R/28L due to severe deterioration of the runway surface. Progress on this reconstruction was halted until the optimum location of the runway was determined based on the findings of the terminal planning study.

The CRAA commenced two studies to evaluate the potential relocation of Runway 10R/28L. The first study[2] determined the optimum location and length of a relocated runway that culminated in the development of a revised Airport Layout Plan. Unconditional approval is one of the Federal actions in this EIS. The second study[3] evaluated the potential impacts of the proposed runway location in order to determine the level of environmental processing that would be required through NEPA. This second study identified the likelihood of significant environmental impacts occurring as a result of the proposed improvements and recommended the preparation of an EIS. The Federal purpose and need for FAA actions and the time frame for these actions are discussed below.

2.1 Purpose and Need for FAA Actions

The FAA prepared this EIS, in accordance with the provisions of CEQ 1506.2 which directs Federal agencies to cooperate with state and local agencies "to the fullest extent possible" to reduce duplication between NEPA and comparable state and local requirements. In addition, this EIS will satisfy the requirements of the US

[1] *Master Plan Update - Port Columbus International Airport, Final*, April 1999, prepared by Leigh Fisher Associates.

[2] *Airfield Planning Report Associated with Replacement of Runway 10R/28L at the Port Columbus International Airport*, February 2006, prepared by URS.

[3] *Environmental Overview - Replacement Runway 10R/28L at Port Columbus International Airport*, March 2006, prepared by Landrum & Brown, Inc.

Army Corps of Engineers Section 404 process for impacts to waters of the United States, as well as Section 106 consultation for impacts to historic structures. The proposed FAA actions, which are the subject of this EIS, respond to the need for the proposed development at CMH. The requested actions are specifically linked to the requirements for a replacement parallel runway and supporting infrastructure.

The proposed Federal action, which is the subject of this EIS, has as its primary purpose meeting the following need:

- To reconstruct Runway 10R/28L

Additional needs include:

- To provide long-term airfield capacity and delay reduction during peak operating periods;
- To provide sufficient terminal capacity to accommodate projected passenger levels;
- To provide sufficient ancillary facilities to support the projected increase in air transportation demand; and
- To enhance the human environment by reducing noise impacts on the surrounding communities.

The following paragraphs provide a summary discussion of the needs to remedy the airport issues identified above. Each need statement is shown in ***bold italics***.

THE NEED TO RECONSTRUCT RUNWAY 10R/28L

As part of the CRAA's continuing pavement management planning, pavement evaluation and design studies for Runway 10R/28L were initiated in 2000. Based on visual inspection of the pavement condition and associated engineering evaluations, the studies provided recommendations to improve the serviceability of the runway. Some areas of the runway were determined to be in need of full depth/structural repair. The recent overlay project will allow the life of the runway pavement to extend through 2012, at which time the runway will require reconstruction.

THE NEED TO PROVIDE LONG-TERM AIRFIELD CAPACITY, DELAY REDUCTION DURING PEAK OPERATING PERIODS, AND AIRFIELD EFFICIENCY

The primary factors that dictate a runway system's ability to accommodate overall levels of traffic or peak hour traffic include the length of the runways, the orientation and separation of the runways, the navigational instrumentation on each runway end, and the remainder of the airfield infrastructure (taxiways, hold pads, etc.).

The CRAA has identified the need to reconstruct Runway 10R/28L. A study was initiated to determine a minimum runway length, the optimum runway separation, the necessary navigational instrumentation, and other airfield improvements that would be necessary to maintain and in some cases enhance the ability of the airport to accommodate long-term and peak period aviation demand. The needs assessment for each of these is described below:

Runway Length

Runway length requirements for the replacement runway were determined through a combination of methodologies including FAA "Airport Design" Computer Program – version 4.2, Aircraft Manufacturers' Airport Compatibility Manuals, and Aircraft Takeoff Performance Tables. The analysis resulted in a recommended runway length of approximately 10,250 feet, which is the same as the existing Runway 10R/28L.

Additional analysis was conducted to determine the most appropriate location of each runway end threshold. Based on the results of this analysis, the most appropriate location for the runway thresholds was identified. This resulted in an overall length of 10,113 feet for the replacement runway, which is 137 feet shorter than the existing Runway 10R/28L.

Runway Separation

Currently, the airport has two runways that are separated by 2,800 feet. This separation allows the two runways to operate "independently" (simultaneous arrivals and departures) during Visual conditions. However, the existing airfield loses the ability to perform simultaneous arrivals during Instrument conditions. These conditions are taken into account when calculating the Annual Service Volume (ASV), which is the theoretical limit of the number of annual operations an airfield can efficiently accommodate. At CMH, with the existing airfield, the ASV is approximately 370,000 to 410,000 annual operations.

FAA's AC 5090.3C, *Field Formulation of the National Plan of Integrated Airport Systems, Table 3-2,* specifies that when an airport's annual operations approach 100 percent ASV, the construction of additional airfield enhancement projects should be underway. In addition, the airport sponsor should initiate planning studies to evaluate means of increasing airfield capacity when annual operations approach 60 to 75 percent of the calculated ASV. The existing airfield reached 56 to 62 percent of the estimated ASV in 2006. The forecast of activity for CMH includes two scenarios, Base-Growth and High-Growth. By 2013, the existing CMH airfield configuration is projected to reach 67 to 74 percent of ASV under the Base-Growth conditions and 70 to 78 percent ASV under the High-Growth conditions. Both forecast scenarios project continued growth in operations for the airport and as a result the percentage of ASV would continue to increase. Based on this analysis, it can be demonstrated that a long-term need exists for additional airfield capacity.

In addition to applying the handbook methodology, an airfield delay analysis was completed to further analyze the long-term needs during peak operating periods. The analysis was conducted using the FAA Airport and Airspace Simulation Model, SIMMOD. Simulations were conducted with aircraft traffic flowing to the east for both visual and instrument flight rules.

Table 2-1 summarizes the daily Visual Flight Rules (VFR) and Instrument Flight Rules (IFR) average arrival and departure delays for the existing airfield for both the 2023 Base-Growth and High-Growth scenarios in the forecast. The VFR and IFR

daily average arrival and departure delays for the existing runway layout at the 2023 Base-Growth demand level are within acceptable National Plan of Integrated Airport Systems (NPIAS) limits.

For the 2023 High-Growth demand level, the VFR and IFR average arrival delay are slightly higher than the Base-Growth conditions due to the increase in operating levels. However, the IFR average departure delay increases significantly (by over 60 minutes) over the Base-Growth conditions. This increase is due to a combination of increased operations and the anticipated peaking of departures in the morning and afternoon timeframes. Based on this analysis, it can be determined that if growth occurs quicker than described in the Base-Growth scenario, there will be a need for additional IFR departure capacity/delay reduction.

TABLE 2-1
COMPARISON OF DAILY VFR AND IFR AVERAGE ARRIVAL & DEPARTURE TIMES – EXISTING AIRFIELD
Port Columbus International Airport

2023 BASE-GROWTH DEMAND

BASE GROWTH DEMAND SCENARIO		AVERAGE ARRIVAL TIME (IN MINUTES)			AVERAGE DEPARTURE TIME (IN MINUTES)	
		AIR DELAY	GROUND DELAY	GROUND TAXI	GROUND + QUEUE DELAY	GROUND TAXI
VFR	Existing Airfield	0.6	0.0	3.8	1.3	8.6
IFR	Existing Airfield	0.8	0.0	3.9	7.6	9.0

2023 HIGH-GROWTH DEMAND

HIGH GROWTH DEMAND SCENARIO		AVERAGE ARRIVAL TIME (IN MINUTES)			AVERAGE DEPARTURE TIME (IN MINUTES)	
		AIR DELAY	GROUND DELAY	GROUND TAXI	GROUND + QUEUE DELAY	GROUND TAXI
VFR	Existing Airfield	0.9	0.0	4.0	3.0	9.2
IFR	Existing Airfield	1.1	0.5	4.1	>60	9.6

Source: *Results of SIMMOD Analysis for the Port Columbus International Airport Airside Capacity Analysis*, TransSolutions, January 2005

Navigational Instrumentation

The airport currently has CAT I instrument approaches on Runways 10R and 10L. Although CMH does not presently support CAT II/III instrument approaches, maintaining the capability to do so in the future was deemed an important operational objective by the CRAA and the FAA Airport Traffic Control Tower (ATCT) as the planning for this runway was occurring. Computer modeling was performed and determined a 700-foot southern relocation of Runway 10R/28L would allow CAT II/III instrument approaches to occur to the Runway 10R end.

Other Airfield Improvements

Currently, Runway 10R/28L has a full-length parallel taxiway on both the north and south sides of the runway. The optimum taxiway layout from an efficiency perspective is to have a dual parallel taxiway system on the north side of Runway 10R/28L. This would allow free flow of traffic to and from the terminal area and the runway ends. To the south of Runway 10R/28L a full length single taxiway is needed to provide access to airport users located in the south airfield area.

THE NEED TO PROVIDE SUFFICIENT TERMINAL CAPACITY TO ACCOMMODATE PROJECTED PASSENGER LEVELS

The existing passenger terminal facilities were analyzed to estimate when the terminal would exceed its current capacity[4]. The results of the modeling determined the capacity of the existing terminal by increasing the number of passengers within the peak hour until demand exceeded the available capacity of the various terminal elements. This peak hour passenger volume was converted into an annual passenger volume using the peak hour/average day/peak month mathematical relationship. The annual passenger volume was then compared to the projection of annual enplanements in order to associate this level of activity to a specific year in the forecast. The major terminal components that were examined included the following:

- Ticketing Lobby
- Security Screening Checkpoints
- Baggage Claim Hall
- Inbound/Outbound Baggage
- Passenger Holdrooms
- Gates and Aircraft Parking Apron
- Major Vertical Circulation elements
- Restrooms
- Arrival and Departure Curbs
- Meeter/Greeter Areas

The capacity analysis determined that the existing terminal, as presently configured, is beginning to experience losses in Level of Service (LOS) at some key passenger-processing functions. The capacity of each of these processing components was identified and a time frame established for when each of these functions would reach that capacity. Some of the individual terminal components can accommodate activity levels beyond 5 Million Annual Enplaned Passengers (5 MAEP) with modification, however others cannot. The primary limiting components in the existing terminal are the Outbound Baggage Systems, followed by the Baggage Claim Hall and the Security Screening Checkpoints. For these functions,

[4] Port Columbus International Airport – Capital Improvement Program, June 2005, prepared by The Program Management Team.

the ability to expand much beyond their current capacity is extremely limited. The existing terminal cannot efficiently accommodate activity levels beyond 5 MAEP and the ability to modify the existing terminal is extremely limited or impossible in some cases given the existence of other airport facilities.

The CRAA studied the possibilities for meeting this demand by expanding the existing terminal and found that it would require the development of a new terminal facility; as the existing terminal cannot be expanded to accommodate the projected long-term demand. Additional study of new terminal concepts identified the need for a development envelope that is sufficiently large enough to accommodate a terminal that will meet long-term demand, allow for other support facility development, and maintain airfield operational flexibility and efficiency.

THE NEED TO PROVIDE SUFFICIENT ANCILLARY FACILITIES TO SUPPORT THE PROJECTED INCREASE IN AIR TRANSPORTATION DEMAND

The ancillary facilities needed to support the potential increase in air transportation demand include the addition of an auto parking garage, development of access roadways to support the new terminal and parking garage, the relocation of the airport's perimeter road in the south airfield, and future development of presently undeveloped areas (relocation of support facilities and hangars). The CRAA's analysis of the existing capacity and projected demand for parking facilities was based on the following assumptions:

- Existing demand for public parking spaces was increased at the same rate as forecast origination and destination (O&D) enplanements to determine future need for public parking.
- The total number of required public parking spaces was increased by 15 percent to minimize the amount of time required to find a parking space.
- Parking demand was allocated according to the current utilization percentages for each of the parking facilities.

Currently, there are approximately 12,000 parking spaces available at CMH. Based on the CRAA's analysis of parking demand by passengers and employees, CMH will require approximately 2,700 to 4,000[5] additional parking spaces by 2018 for public on-airport short-term/long-term and airport/rental car employee spaces. A majority of these spaces will require direct access to the new passenger terminal.

THE NEED TO ENHANCE THE HUMAN ENVIRONMENT BY REDUCING NOISE IMPACTS ON THE SURROUNDING COMMUNITIES

Implementation of the measures associated with the development program recommended in the ongoing 49 CFR Part 150 Noise Compatibility Study Update would abate and mitigate the impacts of aircraft noise for both the existing and projected future conditions. The new or modified air traffic measures would change the operating system of the airfield to reduce delay and increase capacity while

[5] The range of required parking is a function of the two forecast levels, Base-Growth and High-Growth, which are described in the Forecast of Activity for Port Columbus International Airport.

providing a means to minimize noise impacts on the surrounding communities. Residential structures newly impacted by the 65 DNL noise contour would be eligible for mitigation under the 49 CFR Part 150 Noise Compatibility Study Update.

Sound insulation under environmental mitigation would be offered to residential structures newly impacted by the 65 DNL noise contour, and to residential structures experiencing a 1.5 dB increase in noise in the 65 DNL noise contour because of the project. Those residential structures experiencing a 3 dB increase in noise between the 60 and 65 DNL noise contours would also be eligible for sound insulation after all of the areas within the 65 DNL noise contour have been offered mitigation.

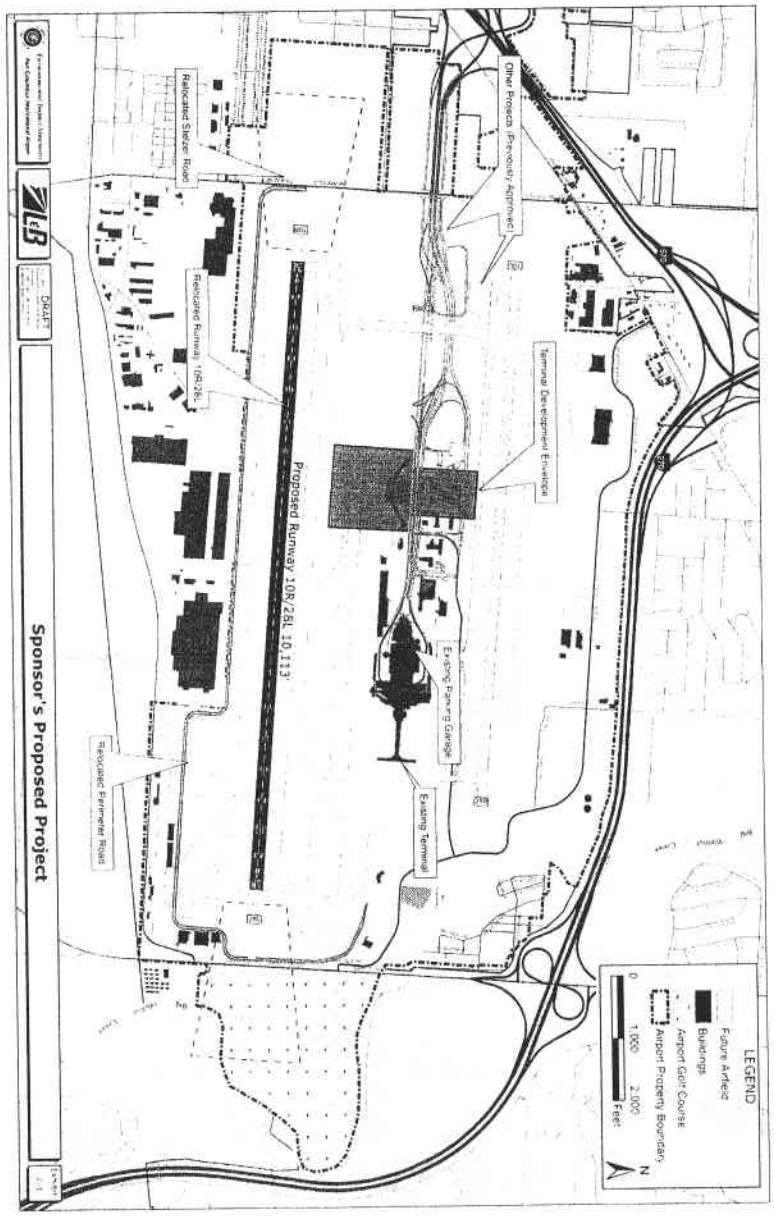
2.2 Development Projects

The CRAA's planning studies and the ongoing Part 150 Study Update identified or will identify the following projects as having their purpose of meeting the identified needs. This section provides a discussion of those projects (shown in ***bold italics***), as well as the year the project is anticipated to be completed. See **Exhibit 2-1** for a map of development projects.

2.2.1 Airfield Development

Construct a replacement 10,113-foot runway, parallel to and 702 feet south of existing Runway 10R/28L (2012)

A new 10,113-foot runway, located 702 feet south of the existing Runway 10R/28L is proposed to replace the existing 10,250-foot Runway 10R/28L. Replacing existing Runway 10R/28L with the proposed runway would achieve the goal of reconstructing the runway. In addition, by relocating the runway 702 feet to the south, the airport would gain additional airfield capacity, a larger terminal development envelope, and would not be reduced in capacity during construction. The additional airfield capacity and larger terminal development envelope would be achieved by increasing the separation between the two runways. With the proposed relocation of the runway, the airport would be able to maintain operations as it does today with minimal need to close Runway 10R/28L.



Construct parallel taxiways to support the relocation of Runway 10R/28L (2012)

In order to provide aircraft the necessary taxiway infrastructure to efficiently utilize the relocated runway and new passenger terminal, three new parallel taxiways would be constructed. The southern most taxiway located north of Runway 10R/28L would be separated by 400 feet from the proposed runway centerline. The existing Runway 10R/28L would be converted into the northernmost taxiway and would be separated by 241 feet from the southern taxiway (641 feet from the proposed runway centerline). High-speed taxiway exits would be provided on the north side of the proposed runway. To the south of Runway 10R/28L, a parallel taxiway would be separated by 400 feet from the proposed runway centerline for the majority of the runway length. The separation would be increased to 610 feet for the last 1,100 feet from both runway ends, due to NAVAID critical area criteria.

2.2.2 Passenger Terminal Development

Construct a new passenger terminal and apron in the midfield area (2018)

To meet future aircraft parking and passenger processing requirements, a new midfield terminal complex would be constructed. Three structures and automobile parking lots located along the south side of International Gateway would be demolished in preparation for construction of the new midfield terminal. The first phase of a new terminal core and passenger processing units, with approximately 10 aircraft parking gates, would then be constructed. In addition, a new terminal apron area (approximately 1.3 million square feet) located south of the proposed midfield terminal would be constructed to accommodate aircraft parking and movement.

A new automobile parking garage would be constructed north of the proposed midfield terminal to accommodate the increased passenger levels, and would provide approximately 2,700 short-term parking spaces. New automobile parking lots would be constructed on airport owned property to replace the parking lots that will be demolished for the proposed midfield terminal. This 45-acre area would accommodate approximately 6,600 long-term parking spaces. Because of the new terminal and parking garage, the internal loop roadway system will have to be modified to provide access to the new facilities. Most of the loop roadway system has been planned and environmentally reviewed as part of other development projects at CMH. This EIS will assess only those portions that have not been previously environmentally approved and are required for this project.

2.2.3 Other On-Airport Development Projects

Relocate Airport Perimeter Road (2012)

The Airport Perimeter Road will be relocated as part of the project to a more southerly position. There will be no land acquisition or facility modification required for this relocation.

Site select, purchase, install, and flight check all necessary navigational aids and lighting to support the proposed development. (2012)

The proposed project includes upgrading Runway 28L to a CAT I approach and Runway 10R to a CAT II/III approach. This would require the installation of new navigational aids and lighting systems. Site selection, purchase, installations, and flight checking of the equipment would be necessary.

Implementation of necessary air traffic control procedures to support the proposed development. (2012)

The proposed runway development would require development of arrival and departure procedures to and from the proposed runway. The flight procedures would be coordinated with the Part 150 study to identify options for reducing noise impacts.

Implementation of ancillary facilities to support the proposed development. (2012/2018)

The proposed runway development would require the expansion of the central utility plant, aircraft fueling system, airside-landside drainage system, and the glycol collection and treatment system. In addition, a number of utility corridors in the project area would need to be relocated.

2.2.4 Other Off-Airport Development Projects

Acquire and demolish approximately 40 homes located on 13th Avenue in the City of Columbus. (2012)

The proposed runway development would require the acquisition of off-airport property for the relocated Runway Protection Zone (RPZ) areas both east and west of the airport. In addition, land acquisition or easements would be required for the relocation of the outer markers for the relocated runway.

Reconfigure Airport Golf Course to accommodate new landing lights on the east side of the airport. (2012)

The proposed development would require new landing lights on the east end of Runway 10L/28R in the Airport Golf Course. This would require 12 of the 18 holes at the Airport Golf Course to be reconfigured or reconstructed to allow for golfers to play around the new light lane. At least nine holes would be playable during the reconfiguration or reconstruction of the Airport Golf Course.

Relocate a portion of Stelzer Road to the west to accommodate landing light locations (2012)

A portion of Stelzer Road, south of the intersection with International Gateway would be relocated for the project. The location and safety requirements of the navigation landing lights will require that the road be moved approximately 100 feet to the west of its current location for a length of approximately 0.25 miles.

Remove non-functioning control tower from the top of Building 7 of the International Air Center. (2012)

A portion of the Air Force Plant 85 (now known as the International Air Center) will occur to remove signal interference with the CAT II navigation system. Air Force Plant 85 has been identified as an Eligible property for the National Register of Historic Places. The portion of the Air Force Plant 85 that would be removed is a non-functioning control tower that is located on top of Building 7.

2.2.5 Implementation of Proposed Noise Abatement and Associated Land Use Mitigation Measures Proposed in this EIS and the Updated Noise Compatibility Program (TBD)

The CRAA is currently preparing a 49 CFR Part 150 Noise Compatibility Study Update to address the current and future noise conditions within the airport environs. The Part 150 Update will include an analysis of the potential noise and land use impacts resulting from the proposed development of relocating Runway 10R/28L to the south. The noise abatement and land use mitigation recommendations from the Part 150 Study Update will be included in the EIS.

2.3 Federal Actions

Several Federal actions are directly or indirectly proposed to occur. The CRAA will request Federal actions related to the following issues:

- Unconditional approval of the Airport Layout Plan (ALP);
- Federal environmental approval necessary to proceed with processing of Federal funding for those development items qualifying under the Airport and Airway Improvement Act as amended, or an approval to use Passenger Facility Charges (PFC);
- Development of air traffic control and airspace management procedures designed to affect the safe and efficient movement of air traffic to and from the proposed runway development. Such actions will include, but are not limited to, the establishment or modification of flight procedures and the installation and/or relocation of navigational aids associated with the proposed runway development;
- Implementation of the approved noise abatement air traffic actions. (Acceptability of the approved noise abatement air traffic actions and associated land use compatibility actions will be addressed under the Part 150 Study Update.)

The EIS will constitute the environmental review of the proposed development depicted on the ALP and for the implementation of the approved noise abatement air traffic actions. The proposed development projects under consideration in this EIS are planned to allow the airport to accommodate aviation traffic and passenger demand through 2023 and beyond. To complete the necessary development, the CRAA would phase the development of facilities between now and 2023, in accordance with demand and availability of funding.

2.4 Time Frame for Federal Actions

The FAA issued a *Federal Register* Notice in May 2006, announcing its intent to prepare an Environmental Impact Statement for the proposed improvements at CMH. A public and agency scoping meeting was conducted on May 31, 2006. Review of the Noise Compatibility Program for purposes of 49 CFR Part 150 is being addressed separately.

The FAA prepared this EIS for the proposed development and implementation of the recommendation of the updated Noise Compatibility Plan. The EIS was prepared to evaluate the impact of the proposed development and its alternatives on the environment. The EIS constitutes the environmental review of the proposed development depicted on the Airport Layout Plan (ALP) and for the implementation of the noise abatement measures and strategies contained within this document.

The proposed Federal actions under consideration in this EIS are planned to allow the airport to continue to accommodate aviation traffic and passenger growth in the future. To complete the necessary actions, the CRAA will phase the implementation of facilities and mitigation in accordance with demand and availability of funding.

Once the FAA issues a Record of Decision (ROD), formally approving the project, the first projects to be undertaken by the CRAA would be the implementation of noise abatement and land use mitigation measures that are not dependent upon the new airfield reconfiguration. Concurrently, final design for the proposed airfield would be completed and construction would begin on the replacement runway and taxiways. The proposed runway would be commissioned as Runway 10R/28L and at the same time existing Runway 10R/28L would be decommissioned. At that point, flight operations would begin using the replacement runway instead of the existing runway. Final air traffic changes (standard and noise abatement) would be implemented consistent with the proposals identified in this EIS. Work would then begin on converting the existing Runway 10R/28L into a taxiway to support the rest of the airfield. After airfield construction is completed, final architecture and design would be completed for the proposed passenger terminal and parking garage. Construction on the proposed passenger terminal and parking garage would commence by first clearing the site of any existing structures or facilities. The program would end with the completion and opening of the proposed passenger terminal and parking garage.

2.5 Independent Utility of Other Airport Development Projects

In addition to the proposed development and Part 150 noise abatement measures, several improvement projects are currently underway. These include:

- Stelzer Road/International Gateway Re-Alignment - To be added.
- Crossover Taxiway Project - To be added.
- Consolidated Rental Car Facility - To be added.
- City of Gahanna Hike/Bike Path Extension - To be added.
- Addition of Terminal Switchback Ramp - To be added.
- Airport Loop Roadway Project - To be added.

These projects are not dependent or interdependent upon the approval of the Federal actions being requested in this EIS. As such, these projects will occur regardless of the proposed action and are therefore included within the Baseline (No-Action/No-Build) Alternative as well as each development alternative.

P:\CMH\2006 EIS\DOCUMENT\PURPOSE AND NEED\SUMMARY OF PURPOSE AND NEED.DOC

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Port Columbus International Airport
Environmental Impact Statement
Study Advisory Committee
April 24 and April 25

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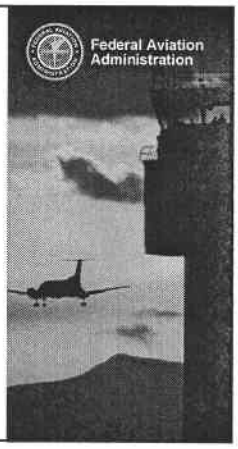
WOOSE

WOOSE WORTHINGTON

Study Advisory Committee Meeting

April 24, 2007
10:00 a.m. – 11:00 a.m.
Environmental Impact Statement
Port Columbus International Airport

Presented to: Study Advisory Committee
By: FAA Consultant, Landrum & Brown
Date: April 24, 2007



Agenda

I. Where are we in the EIS Process?
II. Purpose and Need
III. Sponsor's Proposed Project
IV. Preliminary Alternatives (including Sponsor's Proposed Project)
V. Next Steps in the EIS Process
VI. Opportunity to Comment on the EIS

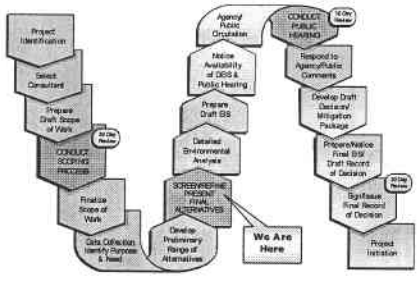
Got Questions?

- We have reserved time at the end for questions
- However, if you have a question about something that was said, please feel free to raise your hand and ask
- Non-Committee Members – out of respect for the committee, please hold your questions until the end of the presentation or during the break

Why are we Here?

- Columbus Regional Airport Authority (CRAA) has proposed a development project that includes:
  - Runway relocation
  - New passenger terminal
  - Other support facilities
- Before that project can be implemented, the FAA will prepare an Environmental Impact Statement
- Because this project has the potential to significantly change the noise levels over some residents, the CRAA is preparing a Part 150 Study Update

I. Where are we in the EIS Process?



II. Purpose and Need

What is a Purpose and Need Statement?

- Statement of the need(s) for the project
  - Typically are contained in concise statements that are easy to understand
  - Include some indication of when the need exists (timeframe)
- Statement of the purpose(s) for the Sponsor's Proposed Project
  - identifies the individual elements of the Sponsor's Proposed Project and how each satisfies the stated needs
- Basis upon which alternatives to the Sponsor's Proposed Project are evaluated
  - Alternatives that do not meet the Purpose and Need are excluded from further evaluation

II. Purpose and Need

Primary need of the airport includes:

- The need to reconstruct Runway 10R/28L
  - Some areas of the runway are in need of full depth reconstruction
  - CRAA recently overlaid the runway which extends the life to 2010

Additional needs of the airport include:

- The need to provide long-term airfield capacity, delay reduction during peak operating periods, and airfield efficiency
  - Forecasts of activity indicate that unreasonable delay levels for certain conditions will occur by 2023
  - Factors that impact delay/capacity include runway length, the separation of runways, navigational instrumentation, and other airfield infrastructure (taxiways, hold pads, etc.)

II. Purpose and Need

Additional needs of the airport include:

- The need to provide long-term airfield capacity, delay reduction during peak operating periods, and airfield efficiency (continued)
  - Runway Length: Analysis of runway length found that based on the projected fleet and destinations, the airport needs a runway that is approximately 10,125 feet long
  - Separation of Runways: FAA ATCT guidelines indicate that the runway separation required for simultaneous arrivals is 4,300 feet or 3,500 feet with advanced radar system
    - Currently the runways are separated by 2,800 feet
    - Additional runway separation (3,500 feet or more) would increase capacity/reduce delay due to the ability to land two aircraft at the same time
  - Navigational Instrumentation and other Airfield Infrastructure: The primary means for reducing delay/increasing capacity in this area is the ability to maintain operation during bad weather conditions (CATII/III Instrument Meteorological Conditions)

II. Purpose and Need

Additional needs of the airport include:

- The need to provide sufficient terminal capacity to accommodate projected passenger levels
  - Factors that impact terminal capacity include anticipated passenger levels and development envelope
    - The existing terminal will not effectively handle levels above 5 Million Annual Enplaned Passengers (5MAEP) which is expected by 2018
    - When planning for future passenger levels, any solution must be able to accommodate 9MAEP
    - When planning for 9MAEP, it is preferable to have a single terminal versus multiple terminals due to passenger efficiencies and other economies of scale (security, heating/cooling, etc)
    - Therefore, any solution must include a development envelope that is sufficiently large enough to have a single structure that can accommodate 9MAEP

II. Purpose and Need

Additional needs of the airport include:

- The need to provide ancillary and support facilities
  - Additional automobile parking
  - Service roads/facilities
  - Extension/expansion of utility infrastructure
  - Enhance storm water and glycol collection facilities
- The need to enhance the human environment by reducing noise
  - CRAA is currently preparing an update to the CMH Part 150 Study to address noise impacts
  - Recommendations for noise abatement and land use mitigation take into account the proposed relocation of Runway 10R/28L
  - Recommendations should be complete by Fall 2007

III. Sponsor's Proposed Project

CRAA Conducted Studies to Address the Needs:

- 1999 Master Plan
  - First study to identify the need for increased terminal capacity
  - Working under pre-9/11 security requirements
  - Airline/aviation industry has changed dramatically since 9/11
- 2001 CRAA initiated Terminal Study to address new security requirements and changes in industry
  - Developed terminal program
  - Identified the need for a single terminal
  - Recommended relocation of Runway 10R/28L to provide sufficient terminal development envelope
- 2005 CRAA completes Airfield Planning Study which analyzed the runway relocation in detail (length, separation, etc.)
  - Recommended shifting Runway 10R/28L 702 feet south
  - Based on runway length assessment and physical constraints of the site, recommended a runway length of 10,113 feet

III. Sponsor's Proposed Project

CRAA Conducted Studies to Address the Needs:

- 2005 CRAA completes an Environmental Overview Study which analyzed the potential environmental impacts of proposed relocation
  - Identified the likelihood of *significant* noise impacts (increase of 1.5 DNL over a noise-sensitive land use)
  - Recommended that an EIS be prepared to fully analyze the range of potential environmental impacts

III. Sponsor's Proposed Project

CRAA Conducted Studies to Address the Needs:

- From all of these studies, the CRAA identified the following goals for the project:
  - Continue to expand CMH as a major passenger air hub
  - Balance airfield and terminal capacity
  - Phase project schedules to maximize funding while ensuring flexibility to accommodate growth
  - Accomplish goals in a manner that preserves viability and character of neighboring communities

III. Sponsor's Proposed Project

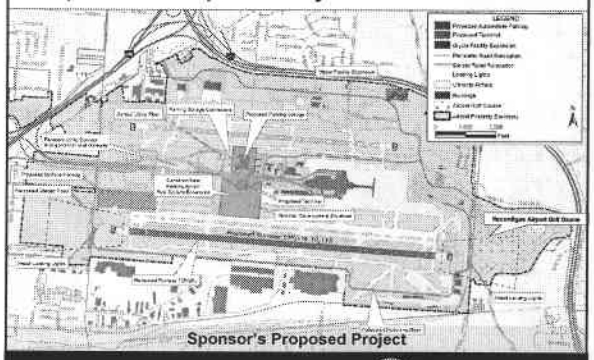
Sponsor's Proposed Project

- Construction of a replacement runway, 10,113 ft. long, located approximately 702 ft. south of existing Runway 10R/28L
- Construction of additional taxiways to support replacement runway
- Proposed terminal development to be completed in phases
- Necessary Navigational Aids (NAVAIDS) to obtain a CATII approach
- Proposed aviation related developments
- Associated roadway relocation and construction
- Parking improvements (including surface lots and parking garages)
- Property acquisition and relocation of residences
- Development of FAA Air Traffic operational procedures for the replacement runway
- Proposed Part 150 noise abatement and land use mitigation actions

III. Sponsor's Proposed Project

Existing Airport Layout

III. Sponsor's Proposed Project



Sponsor's Proposed Project

IV. Preliminary Review of Alternatives

Three Phased Approach

- Identify comprehensive range of alternatives *to the Sponsor's Proposed Project*
- Evaluate and define a short-list of alternatives
  - Environmental
  - Operational
  - Cost
- Detailed analysis of short-listed alternatives

Potential Range of Alternatives

- No-Action alternative
- Off-site alternatives
- On-site alternatives

IV. Preliminary Review Alternatives

No-Action Alternative

- Includes no changes to the existing airport (runways, taxiways, terminal, etc.)
- Would not meet the Purpose and Need for the project
- Must be carried forward in accordance with NEPA guidelines
- Will be used as the baseline upon which all other alternatives are evaluated for environmental impacts

IV. Preliminary Review Alternatives

Off-Site Alternatives:

- Includes use of other airports, other modes of transportation, and telecommunications
- Use of other Airports: Analyzes the feasibility of moving air traffic to another airport in the area in an effort to meet the needs
  - Identified four airports (Dayton International, Rickenbacker International, Bolton Field, and Ohio State University Airports)
  - Dayton is the only one that currently has scheduled passenger service and the associated passenger handling facilities - *would require expansion*
  - However, Dayton is located 90 miles from Columbus – *unreasonable to assume large migration from CMH to DAY*
  - Rickenbacker has some of the facilities (long runways and charter terminal) to accommodate passenger activity – *would require major expansion of passenger and parking facilities*
  - Neither TZR nor OSU have runway length or passenger handling capabilities

IV. Preliminary Review Alternatives

Off-Site Alternatives:

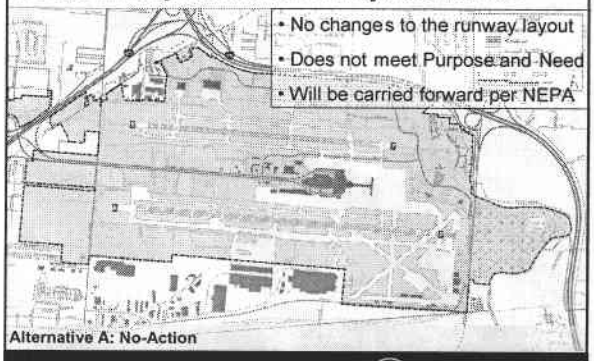
- Other Modes of Transportation: Analyzes the feasibility of using other modes of transportation in an effort to meet the needs
  - Top destinations from CMH are greater than 500 miles, which is generally considered the decision distance between driving/flying
  - High speed rail systems have been planned that include Columbus as a destination/origin
  - The plans for most of the systems include linking major populated areas in Ohio, Indiana, Illinois, and Pennsylvania – *most of the top destinations from CMH would not be served by the planned systems*
  - At this point, funding for these systems has not been identified
- Telecommunication: Analyzes new telecommuting technology as an alternative to air travel
  - Predictions of the reduction in the need for travel have not occurred
  - Generally is used to supplement the conduct of business

IV. Preliminary Review Alternatives

On-Site Alternatives – Runway Development:

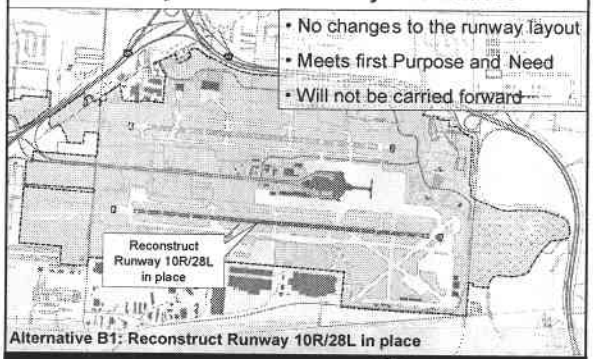
- FAA developed and evaluated runway alternatives to meet the purpose and need
- Evaluation criteria includes:
  - **Ability to meet the purpose and need**
  - Operational considerations
  - Environmental considerations
  - Cost considerations
- Alternatives are either carried forward for further evaluation of environmental impacts in the EIS or removed from further evaluation:
  - Based on the evaluation criteria
  - Reasons for/against are documented in the EIS

IV. Preliminary Review of Runway Alternatives



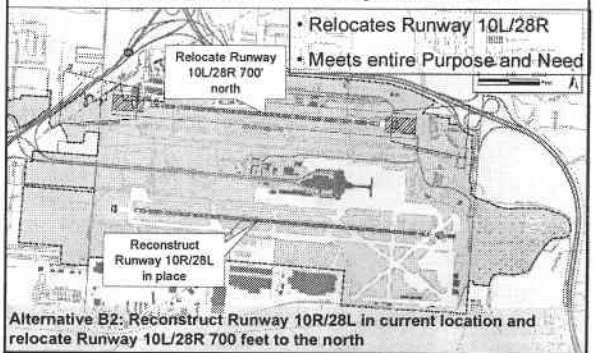
Alternative A: No-Action

IV. Preliminary Review of Runway Alternatives



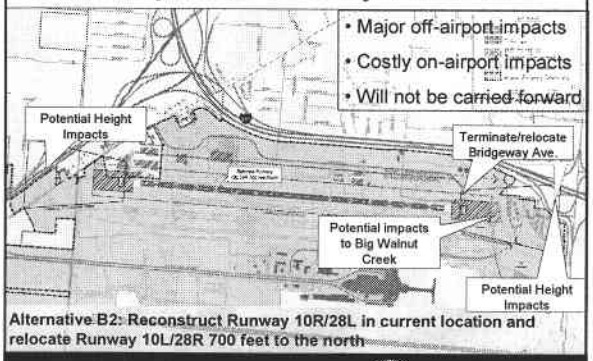
Alternative B1: Reconstruct Runway 10R/28L in place

IV. Preliminary Review of Runway Alternatives



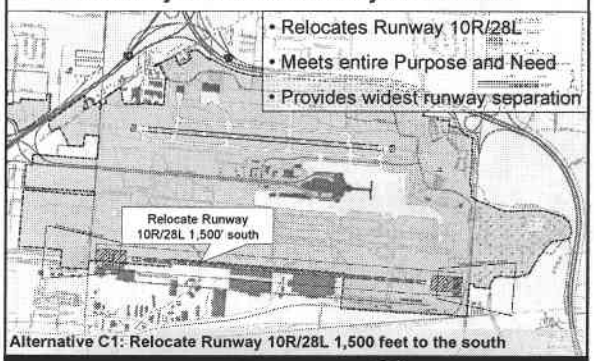
Alternative B2: Reconstruct Runway 10R/28L in current location and relocate Runway 10L/28R 700 feet to the north

IV. Preliminary Review of Runway Alternatives



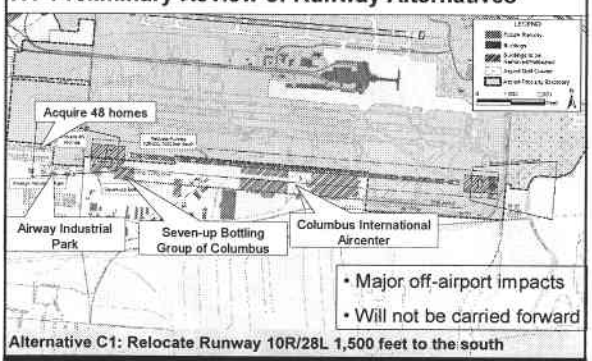
Alternative B2: Reconstruct Runway 10R/28L in current location and relocate Runway 10L/28R 700 feet to the north

IV. Preliminary Review of Runway Alternatives



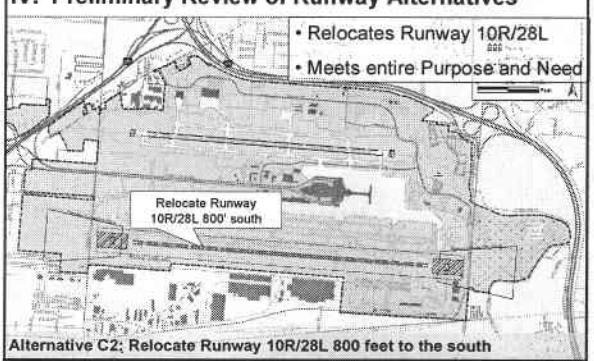
Alternative C1: Relocate Runway 10R/28L 1,500 feet to the south

IV. Preliminary Review of Runway Alternatives



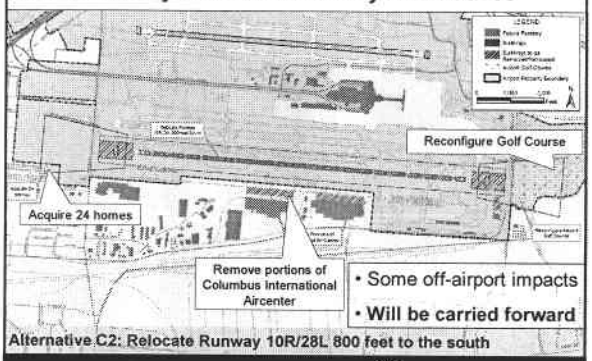
Alternative C1: Relocate Runway 10R/28L 1,500 feet to the south

IV. Preliminary Review of Runway Alternatives



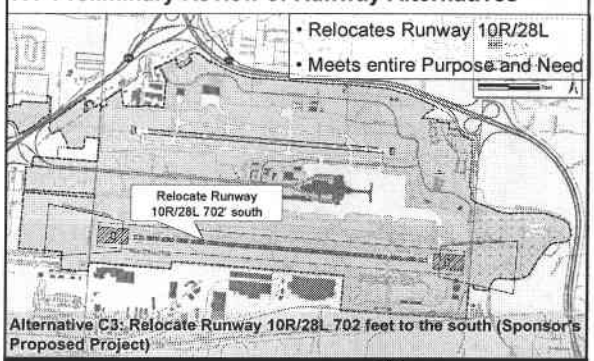
Alternative C2: Relocate Runway 10R/28L 800 feet to the south

IV. Preliminary Review of Runway Alternatives



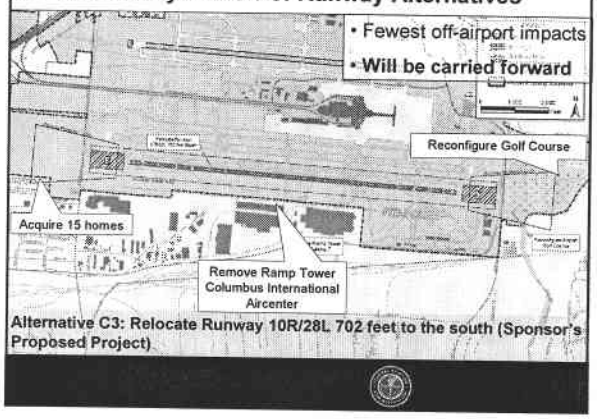
Alternative C2: Relocate Runway 10R/28L 800 feet to the south

IV. Preliminary Review of Runway Alternatives



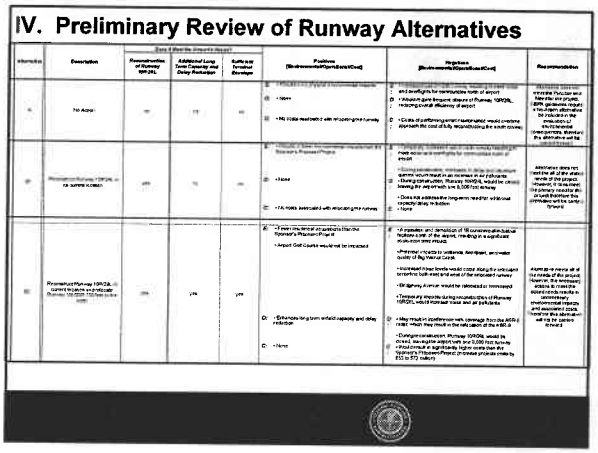
Alternative C3: Relocate Runway 10R/28L 702 feet to the south (Sponsor's Proposed Project)

IV. Preliminary Review of Runway Alternatives

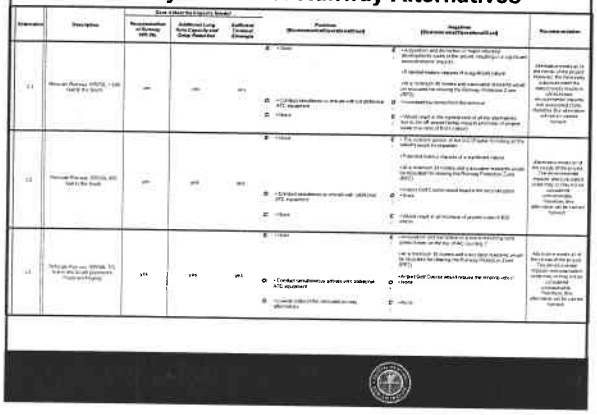


Alternative C3: Relocate Runway 10R/28L 702 feet to the south (Sponsor's Proposed Project)

IV. Preliminary Review of Runway Alternatives



IV. Preliminary Review of Runway Alternatives

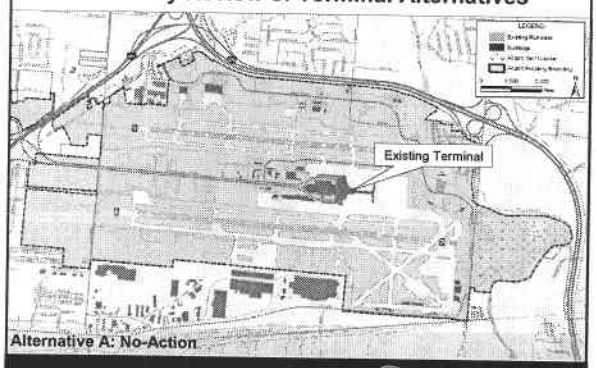


IV. Preliminary Review of Terminal Alternatives

On-Site Alternatives – Terminal Development:

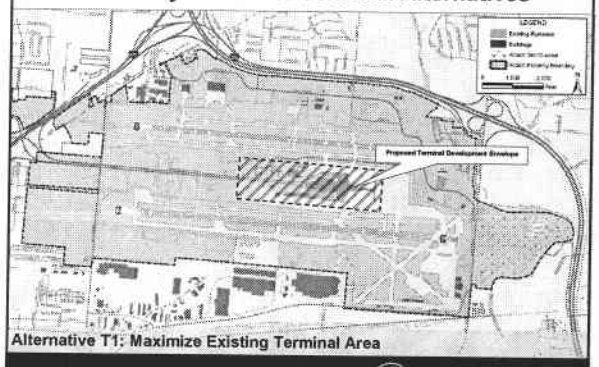
- FAA conducted independent review of terminal development envelope alternatives to meet the purpose and need
- Evaluation criteria includes:
  - **Ability to meet the purpose and need (primarily size of envelope)**
- Alternatives are either carried forward for further evaluation of environmental impacts in the EIS or removed from further evaluation:
  - Based on the evaluation criteria
  - Reasons for/against are documented in the EIS

IV. Preliminary Review of Terminal Alternatives



Alternative A: No-Action

IV. Preliminary Review of Terminal Alternatives



Alternative T1: Maximize Existing Terminal Area

IV. Preliminary Review of Terminal Alternatives

Alternative T2: Midfield Terminal Area – South Airfield (Sponsor's Proposed Project)

IV. Preliminary Review of Terminal Alternatives

Alternative T3: Midfield Terminal Area – North Airfield

IV. Preliminary Review of Alternatives

Summary of Alternatives Carried Forward for Further Evaluation in the EIS:

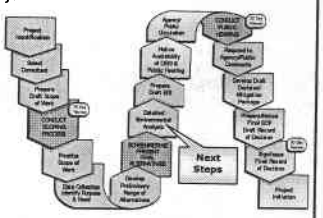
- Runway Development Alternatives
  - Alternative C2: Relocate Runway 10R/28L 800 feet south
  - Alternative C3: Relocate Runway 10R/28L 702 feet south (Sponsor's Proposed Project)
- Terminal Development Alternatives
  - Alternative T2: Midfield Terminal Area – South Airfield (Sponsor's Proposed Project)
- No Action Alternative
  - Alternative A: No Action (runway and terminal)

V. Next Steps in the EIS Process

What's Next for the EIS?

- Continue data collection and analysis for each environmental category.
- Refine Alternatives
- Next SAC Meeting:

  Late Summer 2007



V. Next Steps in the EIS Process

- 20 months to DRAFT EIS after issuance of NOI
- MILESTONE meetings for concurrence with Agencies
- Mitigation / Permitting Activities
- Public Hearing
- RECORD OF DECISION expected – April 2009

VI. Opportunity to Comment on the EIS

Written comments and/or questions should be mailed by May 25th to:

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174.

Telephone: (734) 229-2958
Fax: (734) 229-2950
Email: CMHEIS@faa.gov

Project Website: www.airportsites.net/cmh-eis

aerofinity

Airport Planning Beyond the Ordinary

May 11, 2007

Name
Title
Company
Address
City, State Zip

RE: Port Columbus International Airport
Environmental Impact Statement
Study Advisory Committee Meeting Follow-up

Dear Name:

Enclosed in follow-up to the April 24, 2007 Study Advisory Committee (SAC) meeting for the Port Columbus International Airport Environmental Impact Statement (EIS) is the Alternatives Chapter and the presentation handout.

The Federal Aviation Administration (FAA) has requested comments on the EIS Purpose and Need and Alternatives Chapters by June 8, 2007. Comments on these chapters should be sent to:

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, MI 48174
Telephone: (734) 229-2958
Fax: (734) 229-2950
Email: CMHEIS@faa.gov

Copies of the EIS Purpose and Need Chapter were mailed with the invitation to the April 24, 2007 SAC meeting. If members of the SAC Committee did not receive a copy, or need a duplicate copy, please contact Melanie DePoy at 317.955.8395 ext. 304 or via email at mdepoy@aerofinity.com and a duplicate copy will be sent to you.

As always, we appreciate your interest in Port Columbus International Airport and thank you for your participation in these studies. The next SAC meeting is anticipated to occur in late summer/early fall 2007. As in the past, a meeting announcement will be sent to you approximately one month in advance of the meeting date.

Sincerely,

Melanie K. DePoy
Managing Principal

51 South New Jersey St.
Indianapolis, IN 46204
317.955.8395 Phone
317.955.8479 Fax

CHAPTER THREE
ALTERNATIVES

3. INTRODUCTION AND BACKGROUND

The Council on Environmental Quality (CEQ) regulations, implementing the National Environmental Policy Act (NEPA), states that alternatives are the heart of the Environmental Impact Statement (EIS). Those regulations require that the Federal decision-maker perform the following tasks:

- Assess and objectively evaluate all ***reasonable*** alternatives, including alternatives not within the jurisdiction of the Federal agency; and for alternatives which were eliminated from the detailed study, briefly discuss the reasons for their having been eliminated; and
- Disclose the potential environmental consequences for each alternative, including a No Action alternative and the airport sponsor's preferred alternative, so that reviewers may evaluate their comparative merits.

Federal guidelines, as set forth in NEPA concerning the environmental review process, require that all reasonable, feasible, prudent, and practicable alternatives that might accomplish the objectives of a proposed project be identified and evaluated. Therefore, in compliance with NEPA[1] and other special purpose environmental laws, the Federal Aviation Administration (FAA) independently reviews and analyzes those alternatives that could achieve the established purpose and need for the project.

Reasonable alternatives include those that are practicable or feasible from the technical and economic standpoint.[2] Therefore, according to CEQ Section 1502.14(c), the FAA, as the lead agency, has a responsibility to explore and objectively evaluate all prudent, feasible, reasonable, and practicable alternatives, including those beyond the agency's jurisdiction.

The examination of alternatives serves to establish the conclusion that an alternative, which addresses the project purpose and need and might enhance environmental quality (or have a less detrimental effect), has not been inappropriately dismissed from consideration. This chapter describes the process of identifying and evaluating alternatives for meeting the established purpose and need for the proposed project.

[1] NEPA alternatives evaluation: National Environmental Policy Act of 1969 (NEPA) 40 CFR Part 1502, *Environmental Impact Statement,* Section 1502.14.
[2] 46 Federal Register 18026, Memorandum: *Forty Most Asked Questions Concerning CEQ's National Environmental Policy Act Regulations*, March 16, 1981.

3.1. RANGE OF ALTERNATIVES

The analysis of EIS alternatives is an independent examination by the FAA of all alternatives that could reasonably meet the identified purpose and need for the Sponsor's Proposed Project as described in detail in Chapter Two, *Purpose and Need.* The alternatives that the FAA considered in this analysis are grouped into eight categories including two off-site and five on-site alternatives, and a No Action alternative.

Off-Site Alternatives

1. **Use of Other Airports/Regional Management Alternatives** – These alternatives would entail the transfer of the projected aircraft operations from Port Columbus International Airport (CMH) to other airports within the region. This would be used to reduce operational demand at CMH and reduce the need for additional terminal capacity.
2. **Other Modes of Transportation and/or Telecommunications** – These alternatives entail the use of other modes of transportation or communication technology (e.g., trucks, trains, rail, and telecommunications/video-conferencing), which could be used to reduce operational demand at CMH and reduce the need for additional passenger terminal capacity.

On-Site Alternatives

3. **Non-Runway/Terminal Development Alternatives** – These alternatives are designed to meet the need for additional capacity through physical airfield enhancements other than runway and terminal development that would satisfy all or a portion of the established purpose and need. Among the projects considered are the new construction, extension, and/or expansion of taxiways, runway exits, hold pads, and the reconstruction/expansion of the existing passenger terminal.
4. **Other Technologies** – A number of technologies exist or are being developed that may ultimately reduce aircraft delay during poor weather. The goal of these technological opportunities is to increase capacity by aiding aircraft movement on approach, on the ground, and during departure. In addition, there are operational/air traffic procedural concepts that aim to make improvements through non-technological methods to postpone the need for physical improvements.
5. **Activity or Demand-Management Alternatives** – These alternatives consist of establishing guidelines and policies that attempt to balance aircraft operations with available airport capacity. This balance would be accomplished through measures such as pricing or regulatory actions implemented by the airport sponsor, that discourage or prevent airlines from scheduling flights during periods of limited capacity.

6. **Runway Development Alternatives** – The range of proposed development alternatives to expand the existing airfield includes those identified on the CMH Airport Layout Plan (ALP) drawings,[3] those projects defined in the FAA letter to the Columbus Regional Airport Authority (CRAA), dated March 20, 2007,[4] and those development alternatives independently identified by FAA.
7. **Passenger Terminal Alternatives –** The range of proposed development alternatives to develop additional passenger terminal facilities include those identified on the CMH ALP and those development alternatives identified in CMH planning studies.

No Action Alternative

As a requirement of NEPA, a No Action alternative must be carried forward in the assessment of environmental impacts.[5] To satisfy the intent of NEPA, 5050.4B, and other special purpose environmental laws, the No Action Alternative is carried forward in the analysis of environmental consequences provided in Chapter Five, *Environmental Consequences*. With a No Action Alternative, the airfield would remain as it is today, with no additional runways or improvements to any existing runways, no expansion of existing or development of new passenger terminal facilities, and no new air traffic actions. Although not always reasonable, feasible, prudent, or practicable, the No Action Alternative is a potential alternative under NEPA and serves as the baseline for the assessment of future conditions/impacts.

3.2. OFF-SITE ALTERNATIVES

This section evaluates the use of other means of transportation, including the use of other airports, highway, rail, and telecommunications technology to satisfy the purpose and need for this project. Each of the means of transportation or transportation replacement will be evaluated against the purpose and need of the proposed project to reconstruct Runway 10R/28L; provide long-term airfield capacity, delay reduction during peak operating periods, and airfield efficiency; and to provide sufficient terminal capacity to accommodate projected passenger levels.

3.2.1 Use of Other Airports

Airports across the country function as an inter-related system. To coordinate and fund this system, the FAA developed the National Plan of Integrated Airport Systems (NPIAS), a system of 3,344 of the nation's 5,280 aviation facilities that are

[3] Port Columbus International Airport Revised Airport Layout Plan (ALP), conditionally approved by FAA in August 1999, including the partial revision approved on 2/23/06.

[4] Letter from Irene Porter, Manager, FAA Detroit ADO, to Elaine Roberts, CEO, Columbus Regional Airport Authority; Subject: Port Columbus International Airport Environmental Impact Statement dated March 20, 2007.

[5] FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects*, April 28, 2006, Chapter 10, Section 1001. EIS PURPOSE. 40 CFR 1502.1 states the primary purpose of an EIS is to be an "action-forcing tool" to ensure Federal government programs and actions meet NEPA's goals and policies. The EIS allows the agency to take a "hard look" at the environmental impacts of the No Action, the proposed action, and its reasonable alternatives.

open to the public. Including CMH, there are seven primary service airports located within 180 miles of Columbus, Ohio. Six are in Ohio and another airport (Cincinnati/Northern Kentucky International Airport) is located in Northern Kentucky.

For CMH, the Airport Service Area (ASA) extends approximately 90 miles from the airport.[6] Only Dayton International Airport (DAY) is located within 90 miles of CMH. Therefore, DAY is the only primary service airport in the region that could feasibly accommodate some or all of the activity currently occurring at CMH. In addition to DAY, three airports in the Columbus metropolitan area are designated as reliever airports to CMH. These airports include Rickenbacker International Airport (LCK), Bolton Field Airport (TZR), and The Ohio State University Airport (OSU). These airports are all less than 20 nautical miles from CMH.

The ability to use another airport to address purpose and need is largely based on the potential for that airport to reduce or eliminate the current and projected aircraft operations on Runway 10R/28L at CMH. DAY, LCK, TZR, and OSU would require a major expansion of passenger handling facilities to accommodate any significant increase in passengers. CMH currently serves nearly 3.5 million enplaned passengers annually at 38 aircraft gates. This is almost three times the number of passengers at DAY, the airport with the largest terminal located in the ASA, and over 1.5 times the number of aircraft gates that are available at DAY. Expansion of terminal facilities would include additional aircraft gates, security screening capabilities, baggage handling facilities, and automobile parking. Additionally, the runways at TZR and OSU are not long enough to accommodate regional jet and large jet passenger operations. Because these airports cannot reasonably be used to divert aircraft operations/passengers from CMH, Runway 10R/28L would still need to be reconstructed.

This alternative does not meet the following purpose and need statements: the need to reconstruct Runway 10R/28L; the need to provide long-term capacity and delay reduction during peak periods; the need to provide sufficient terminal capacity to accommodate projected passenger levels; the need to provide sufficient ancillary facilities to support the projected increase in air transportation demand; and the need to enhance the human environment by reducing noise impacts on the surrounding communities. Based on this information using DAY, LCK, TZR, or OSU to address the needs of CMH is not a reasonable, feasible, prudent, or practicable alternative to the Sponsor's Proposed Project and will not be carried forward for more detailed environmental analysis.

3.2.2 Other Modes of Transportation and/or Telecommunications

Other modes of transportation or communication that were considered include: highway, conventional and high-speed rail, and telecommunications. These modes or alternatives to transportation were considered for their potential to meet the purpose and need of the proposed development at CMH.

[6] Telephone conversation between consultant and John Malabad, Manager – Business Development, Columbus Regional Airport Authority staff. September 13, 2006.

3.2.2.1 Highway

The Columbus area is served by a very well developed interstate system making highway travel a potential alternative to air travel. A review of the top ten market destinations from CMH shows that passengers traveling to seven out of the top ten markets begin or end their trips more than 250 air miles, or 500 road miles, from the airport. **Table 3-1** shows a comparison of the air and road miles for the top ten CMH markets.

Table 3-1
COMPARISON OF AIR AND ROAD MILES – TOP 10 CMH MARKETS
Port Columbus International Airport

RANK	CITY NAME	AIR MILES	ROAD MILES
1	Las Vegas	1,534.0	2,093
2	Chicago (Midway)	**245.1**	**361**
3	Orlando (Int'l)	698.5	951
4	Chicago (O'Hare)	256.2	**378**
5	New York (LGA)	414.6	557
6	Tampa	721.6	1,029
7	Phoenix (Sky Harbor)	1,447.6	1,927
8	Baltimore/Washington	291.9	**420**
9	Los Angeles	1,728.9	2,266
10	Atlanta (Hartsfield)	388.7	571

Source: Online search at www.AirNav.com. Air miles retrieved September 2006. Online search at www.mapblast.com for driving directions from Columbus, OH. Road miles retrieved September 13, 2006.

The exceptions to this are Chicago Midway (#2 market), air and road miles; Chicago O'Hare (#4 market); and Baltimore/Washington International Airport (#8 market). Although Chicago Midway, Chicago O'Hare, and Baltimore/Washington airports are located less than 500 miles from CMH, it is likely that many passengers are flying to these destinations to take advantage of multiple options for connecting service available from these cities. Therefore, although these passengers might have an initial destination of less than 500 miles, their final destination may be beyond 500 miles.

Beyond 500 miles (approximately ten hours, or a one-day drive time – estimated by traveling 60 miles per hour with a one-hour stop), highway travel becomes less desirable, especially for business travelers who are typically more time sensitive. The same 500 miles by air would take approximately one and one-half hours flying time plus approximately two hours for check-in, security screening, and baggage claim, for a total of approximately three and one-half hours, not including driving time to and from the airport.

Driving may be a viable alternative to flying for passengers whose destination is actually Chicago, IL, or Baltimore, MD. However, there are no indications that a significant increase in the use of highways for these destinations is occurring or is even likely. In fact, being in the top ten destinations of CMH indicates that flying to these destinations is a valid and preferable option.

This alternative does not meet the following purpose and need statements: the need to reconstruct Runway 10R/28L; the need to provide long-term capacity and delay reduction during peak periods; the need to provide sufficient terminal capacity to accommodate projected passenger levels; the need to provide sufficient ancillary facilities to support the projected increase in air transportation demand; and the need to enhance the human environment by reducing noise impacts on the surrounding communities. Therefore, the use of highways as a means to address the needs at CMH is not a reasonable, feasible, prudent, or practicable alternative to the Sponsor's Proposed Project and will not be carried forward for more detailed environmental analysis.

3.2.2.2 Conventional and High-Speed Rail

The use of rail as an alternative to air travel is examined below.

Conventional Rail

Amtrak primarily serves conventional rail travel in the U.S. A review of Amtrak service finds that Amtrak does not provide service to/from Columbus, OH.[7] The closest Amtrak stations are located in Cincinnati and Elyria, OH. The Cincinnati and Elyria stations are 101 and 127 miles from Columbus, respectively. Given that the typical traveler who uses CMH lives within 90 miles of the airport, the lack of passenger rail service in close proximity makes it an unacceptable alternative to air travel.

High-Speed Rail

The Ohio Rail Development Commission (ORDC) is studying the potential for developing passenger rail service in the State of Ohio. The *Ohio & Lake Erie Regional Rail Ohio Hub Study* (Ohio Hub Study) prepared in October 2004[8] notes that the ORDC and the Ohio Department of Transportation have recognized the potential for intercity passenger rail service, and as a result have completed a feasibility study of a regional rail system. The study goal was to determine the financial and economic feasibility of developing a system serving four intercity travel corridors with a central hub in Cleveland.

[7] Amtrak. http:www.amtrak.com/html/stations_OH.html. Retrieved August 30, 2006.
[8] Executive Summary. *The Ohio & Lake Erie Regional Rail Ohio Hub Study*. Transportation Economics & Managements Systems, Inc. and HNTB, Inc. October 2004. Retrieved September 20, 2006.

The Ohio Rail Development Commission[9] indicates that the development of the rail service is not seen as a competing mode of transportation with the Ohio airports. Rather, it is thought to be complementary service to the airports because it has the potential to enhance the airport catchment areas, as there is little short-haul air service between the city pairs to be served by the rail.

A Federal funding program and a Federal/State partnership will be required to make the Ohio Hub rail investment program possible. However, once approved and funding is secured, the detailed planning, design, and construction of the Ohio Hub will be completed in phases over a six to nine-year period. No date for the development of the first leg of the rail corridor will be set until after the two-year environmental and project development review is complete. Initial service is anticipated to be two trains per day in each direction, and is said to potentially be operational within two to three years of initial construction. Service levels at full build-out would be at speeds up to 110 miles per hour with six to eight trains per day in each corridor.[10]

This alternative does not meet the following purpose and need statements: the need to reconstruct Runway 10R/28L; the need to provide long-term capacity and delay reduction during peak periods; the need to provide sufficient terminal capacity to accommodate projected passenger levels; the need to provide sufficient ancillary facilities to support the projected increase in air transportation demand; and the need to enhance the human environment by reducing noise impacts on the surrounding communities. While high-speed rail is planned for this section of Ohio, at some point in the future a high-speed rail system is still a distant prospect with no secure financing. Therefore, it is not a prudent, reasonable, feasible, or practicable alternative to the Sponsor's Proposed Project and will not be carried forward for more detailed environmental analysis. In addition, the high-speed rail is not anticipated to directly serve any of the Top 10 markets. While high-speed rail may reduce the demand for air travel by a small amount, it would not replace the need for air travel.

3.2.2.3 Telecommunications

The potential for telecommunications to affect the need for business travel has been studied since the two-way video-conferencing technology became available on the commercial market in the 1980s. Constantly emerging technology continues to improve the availability, affordability, reliability, and speed of voice and data communication. Continued technological advances and the widespread installation of fiber optics and other communications technology will continue to make telecommunication alternatives more widely available.

[9] Telephone conversation with consultant and Stuart Nicholson, Public Information Officer, Ohio Rail Development Commission. September 18, 2006.
[10] The Ohio Hub *Moving the Economy*. Ohio Rail Development Commission. Received from the Ohio Rail Development Commission via e-mail. September 20, 2006.

Evidence indicates that the use of telecommunications and video-conferencing may be increasing to satisfy business needs, but there is no indication that it will satisfy all business needs and thereby reduce the need for travel. It may complement or supplement travel, but is not seen as a substitute by a majority of the public for business travel. In addition, the impact of improvements in the communication field will have little or no impact on the leisure travel market.

This alternative does not meet the following purpose and need statements: the need to reconstruct Runway 10R/28L; the need to provide long-term capacity and delay reduction during peak periods; the need to provide sufficient terminal capacity to accommodate projected passenger levels; the need to provide sufficient ancillary facilities to support the projected increase in air transportation demand; and the need to enhance the human environment by reducing noise impacts on the surrounding communities. While communication technology may reduce the demand for air travel by a small amount, it would not replace the need for air travel. Therefore, telecommunication technology is not a prudent, reasonable, feasible, or practicable alternative to the Sponsor's Proposed Project and will not be carried forward for more detailed environmental analysis.

3.3 ON-SITE ALTERNATIVES

3.3.1 Non-Runway Development Alternatives

Additional airfield improvement alternatives to improve airfield geometry were reviewed to determine their potential to reduce the need for reconstructing Runway 10R/28L and for providing long-term airfield and terminal capacity at CMH. These types of improvements include taxiways, runway exits, aircraft hold pads, and revised taxiway flow directions. Airfield improvements that have the potential to reduce the stated purpose and need are listed below:

- Construct High-Speed Exits On Runway 10R/28L
- Construct High-Speed Exits On Runway 10L/28R
- Construct Dual Crossover Taxiway

Construct High-Speed Exits on Runway 10R/28L - The development of two new high-speed exits on the north side of Runway 10R/28L would help to reduce runway occupancy times during arrival operations. These two exits would be used by most of the aircraft at the airport and would provide a negligible increase in runway capacity. By reducing the runway occupancy time, the physical impact on the runway would also be reduced by a small amount. The construction of high-speed exits would not, however, address the need for additional terminal capacity. Therefore, while high-speed runway exits would reduce runway occupancy time and provide a minimal reduction in delay, it would not meet the need to reconstruct Runway 10R/28L.

Construct High Speed Exits on Runway 10L/28R - The development of two new high-speed exits on the south side of Runway 10L/28R would help to reduce runway occupancy times during arrival operations. These two exits would be used

by most of the aircraft at the airport and would provide a minimal increase in runway capacity. The construction of high-speed exits on Runway 10L/28R would not, however, address the needs for reconstructing Runway 10R/28L or for additional terminal capacity. Therefore, while high-speed runway exits would reduce runway occupancy time and provide a minimal reduction in delay, it would not meet the need to reconstruct Runway 10R/28L.

Construct Dual Crossover Taxiways - Independent of the Runway 10R/28L project, the CRAA is currently in the process of constructing a single crossover taxiway on the west side of the airport between Runways 10R/28L and 10L/28R. The ultimate plan for this project is to create a dual crossover taxiway that will allow aircraft to cross the airfield in both directions at the same time. This project will increase efficiency of ground movements and reduce overall delays by providing better circulation on the airfield. However, this project will not reduce the need to reconstruct Runway 10R/28L or for additional terminal capacity.

The non-runway development projects, while adding flexibility, reducing runway occupancy time, and offering some minimal delay reduction, would not reduce the need for reconstructing Runway 10R/28L because it does not reduce the operational need for Runway 10R/28L. These development projects would also not provide for an expanded terminal envelope. Therefore, it is not a prudent, reasonable, feasible, or practicable alternative to the Sponsor's Proposed Project and will not be carried forward for more detailed environmental analysis.

3.3.2 Other Technologies

Technological opportunities and resources were reviewed to determine their potential to reduce the need for reconstructing Runway 10R/28L and for providing long-term airfield and terminal capacity at CMH. The *FAA 2003 Aviation Capacity Enhancement Plan* provided detailed summaries of technologies currently being evaluated by the FAA to reduce delay.[11] These procedures result in more efficient operations in the enroute, arrival, and departure phases of flight, and ultimately give pilots more flexibility in determining their route, altitude, speed, departure, and landing times. Although less expensive and time-consuming than other capacity-enhancing solutions such as building new runways, the development and implementation of new flight procedures is a complex process. Of the various options listed in the *FAA 2003 Aviation Capacity Enhancement Plan*, only the use of Precision Runway Monitoring (PRM) technology had the potential to address the needs for this project.

Precision Runway Monitoring System (PRM) - During periods of low visibility, simultaneous approaches to parallel runways separated by less than 4,300 feet are not permitted with conventional airport surveillance radar. For parallel runways separated by 3,400 feet to 4,300 feet, two arrival streams can be maintained but operations are limited to parallel dependent instrument approaches using 1.5 mile staggered separation. The two existing east-west parallel runways at CMH,

[11] FAA, *2003 Aviation Capacity Enhancement Plan.*

Runways 10R/28L and 10L/28R, have a lateral separation of 2,800 feet. To help reduce the negative effect of weather on arrival capacity, the FAA has developed the PRM.[12] Currently, PRM technology is not being used at CMH.

The second drawback to limiting the use of Runway 10R/28L is that it does not remove the need to completely reconstruct the runway. The only way to address the need completely would be to either reconstruct the runway or close the runway. The latter would have negative consequences for the ability of the airport to accommodate aircraft activity with a much shorter runway and would ultimately accelerate the need to undertake repairs to the north runway.

The other technology initiatives, while adding flexibility, reducing runway occupancy time, and offering some minimal delay reduction, would not reduce the need for reconstructing Runway 10R/28L because it does not reduce the operational need for Runway 10R/28L. These development projects would also not provide for an expanded terminal envelope. Therefore, it is not a prudent, reasonable, feasible, or practicable alternative on its own to the Sponsor's Proposed Project and will not be carried forward for more detailed environmental analysis.

3.3.3 Activity or Demand-Management Alternatives

The primary objective of demand-management alternatives is to manage the efficient use of existing airport facilities through measures such as runway use priorities, peak-pricing, or regulatory actions implemented by the airport sponsor. Demand-management measures do not necessarily increase airport capacity or reduce delay. For this EIS, only a runway use priority would have the potential to address the need for reconstructing Runway 10R/28L.

Runway Use Priorities - The need to reconstruct Runway 10R/28L is in large part a function of the number of arrivals and departures that use the runway. At this time, the runway's useful life is expected to extend to 2009/2010. Therefore, a policy to significantly reduce flights on Runway 10R/28L would extend the life of the runway surface. For example, if the runway were to receive half of the current arrivals and departures, the remaining life of the runway pavement would be extended by some amount of time. It is difficult to determine the precise relationship between number of operations and life span of the surface, because the surface erodes due to a combination of use by aircraft and exposure to the elements. At some point, even with few or no flights, the runway pavement material will begin to erode due to weather exposure. The drawbacks of this alternative are listed below.

The first drawback is that Runway 10R/28L is currently the preferred runway by a majority of the flights. The reasons for this are that Runway 10R/28L is the longest runway at CMH and as such, is the preferred runway by pilots of large jet aircraft. Large jet aircraft are the heavier aircraft and consequently result in the greatest

[12] *Precision Runway Monitor (PRM) Training.* Internet web site: http://www.faa.gov/education_research/ training/prm/ Updated: 11:53 am ET June 16, 2005.

impact to the surface of the runway. In addition, airlines with gates located on the south side of the passenger terminal (representing approximately 63 percent of the large jet operations at the airport) prefer the south runway as well, due to reduced taxi times.

The second drawback to limiting the use of Runway 10R/28L is that it does not completely remove the need to reconstruct the runway. The only way to address the need completely would be to either reconstruct the runway or close the runway. The latter would have negative consequences for the ability of the airport to accommodate aircraft activity with a much shorter runway and would ultimately accelerate the need to undertake repairs to the north runway.

The final drawback to implementing a runway use priority alternative is that it does not address the need for additional long-term airfield and terminal capacity. In fact, by limiting the airport to a single runway or limiting the operations on Runway 10R/28L, an increase in delay is likely to occur.

The demand management initiatives cannot be implemented in time to be effective due to completion of the EIS in 2009. These initiatives would also not provide for an expanded terminal development envelope. Therefore, it is not a prudent, reasonable, feasible, or practicable alternative to the Sponsor's Proposed Project and will not be carried forward for more detailed environmental analysis.

3.3.4 Runway Development Alternatives

A total of five runway development alternatives were identified for evaluation (plus the No Action Alternative). These alternatives were further screened to determine if they could substantially meet the stated purpose and need to reconstruct Runway 10R/28L, to provide additional long-term airfield delay reduction, and to provide additional terminal capacity through an expanded terminal envelope. Additional considerations included significant operational drawbacks, significant environmental drawbacks, and significant costs. Alternatives were eliminated from further evaluation if they failed to meet the purpose and need or if additional considerations made the alternative unreasonable.

For the purposes of evaluating the range of runway development alternatives, the alternatives were grouped into categories by "like" design attributes. The following presents the initial runway development alternatives.

Alternative A: No Action

Alternative A is identified as the No Action Alternative in this EIS. This alternative assumes that Runway 10R/28L is maintained in place without the full reconstruction recommended by the CRAA's pavement management report.[13] Instead of the full reconstruction, the runway would continue to undergo smaller overlays and localized reconstruction of portions of the runway. This approach, while feasible for some amount of time, results in increased cost in terms of conducting frequent

[13] *Preliminary Engineering Report, Runway 10R/28L & Taxiway C Rehabilitation and Reconstruction Analysis*, CRAA, April 2001

maintenance activities and the frequent closure of Runway 10R/28L to perform the maintenance. The increased closures for maintenance repairs will increase delay and reduce the capacity of the airfield.

No other actions, such as the development of a new passenger terminal, are included in the No Action. **Exhibit 3-1, *Alternative A: No Action,*** shows the airport layout for Alternative A: No Action.

3.3.4.1 Alternatives B1 and B2: Reconstruct Runway 10R/28L in current location

Two alternatives were identified for the reconstruction of Runway 10R/28L in its current location.

Alternative B1: Reconstruct Runway 10R/28L in current location

Alternative B1 includes the full reconstruction of Runway 10R/28L in its current location. **Exhibit 3-2, *Alternative B1 Layout,*** illustrates the runway layout for Alternative B1. The following summarizes the elements of Alternative B1.

Runway Development

Alternative B1 includes a 10,125-foot replacement runway in the same location as existing Runway 10R/28L. The airport would maintain Runway 10L/28R (north runway) in its present location and length.

Taxiway Development

No new taxiways would be constructed as part of Alternative B1.

Ancillary Development

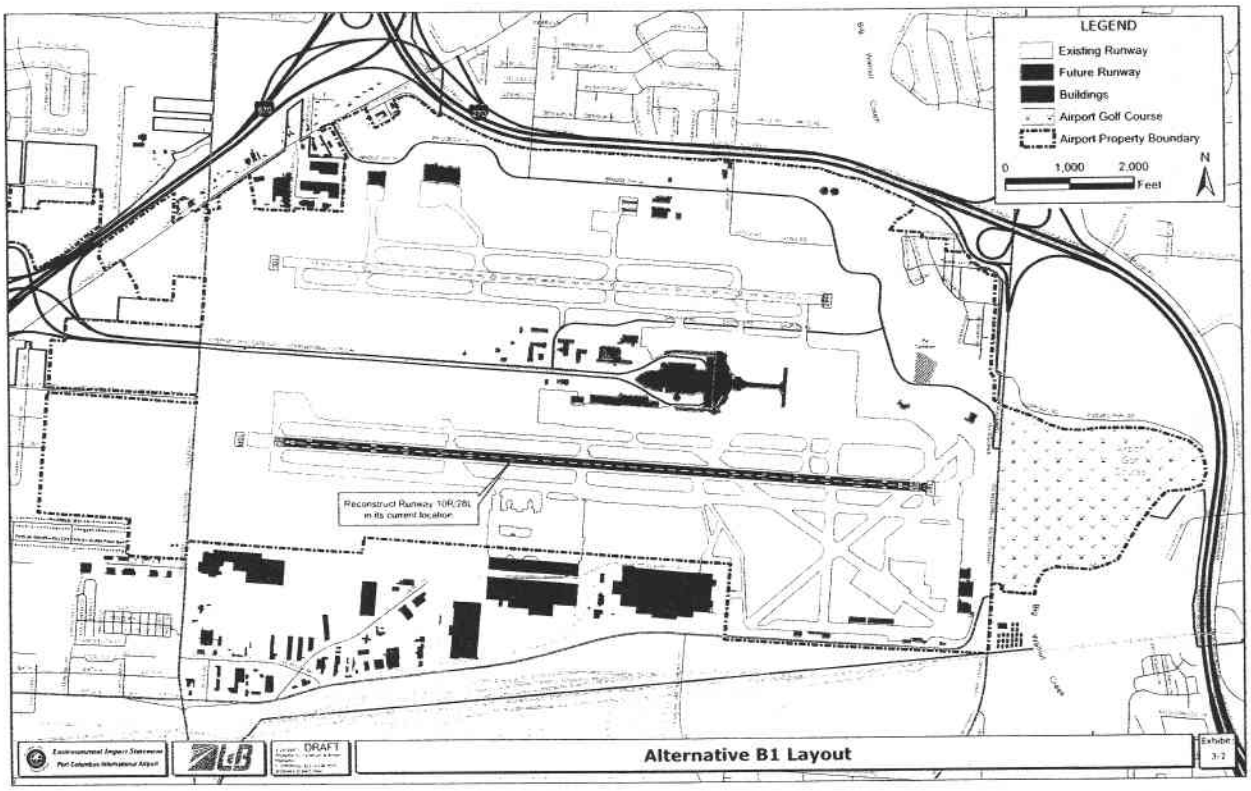
No other infrastructure would be constructed as part of Alternative B1.

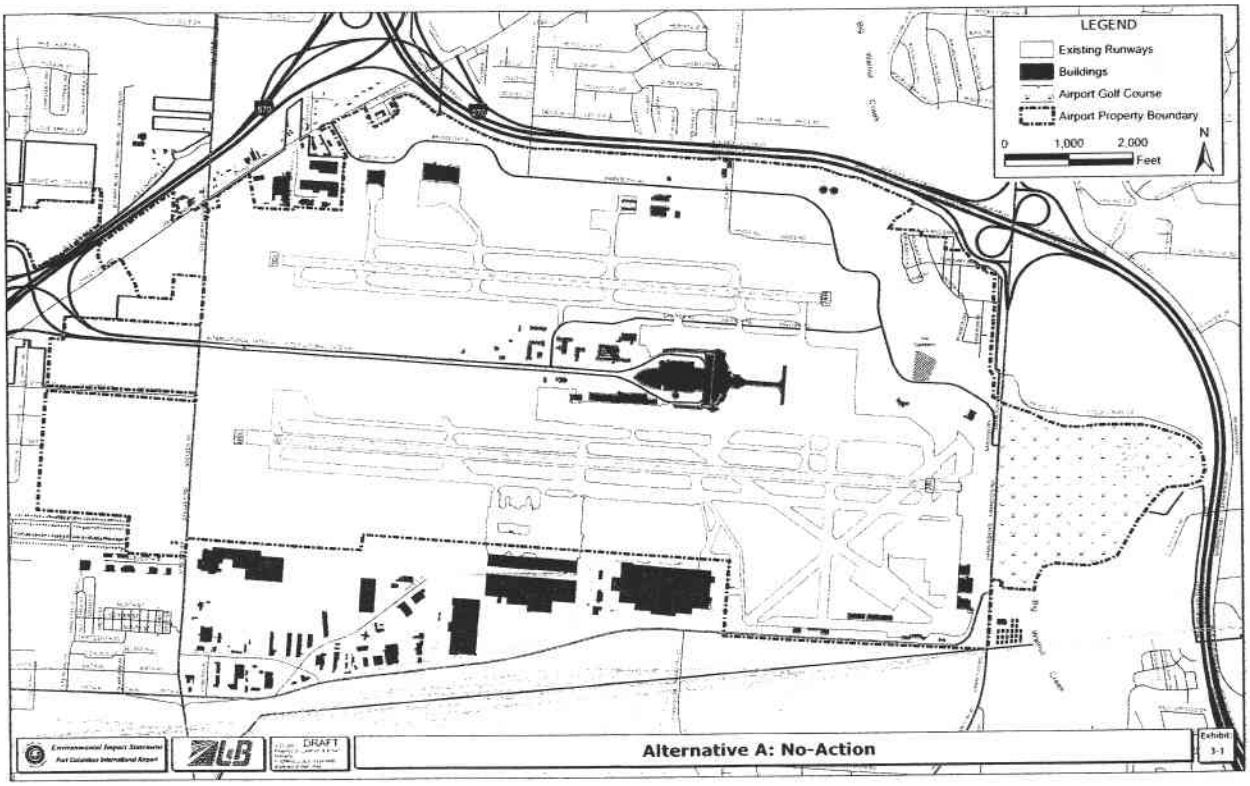
Impacts to Existing Facilities

No existing structures would need to be acquired or demolished under this alternative.

Alternative B2: Reconstruct Runway 10R/28L in current location and relocate Runway 10L/28R 700 feet to the north

Alternative B2 includes the full reconstruction of Runway 10R/28L in its current location, as well as a relocation of Runway 10L/28R, 700 feet to the north to allow for an expanded terminal development envelope. **Exhibit 3-3, *Alternative B2 Layout,*** illustrates the location of the runways for Alternative B2. The following summarizes the elements of Alternative B2.


LEGEND
Existing Runway
Future Runway
Buildings
Airport Golf Course
Airport Property Boundary
0
1,000
2,000
Feet
N
Reconstruct Runway 10R/28L
in its current location
DRAFT
Alternative B1 Layout
Exhibit
3-2


LEGEND
Existing Runways
Buildings
Airport Golf Course
Airport Property Boundary
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1,000
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Feet
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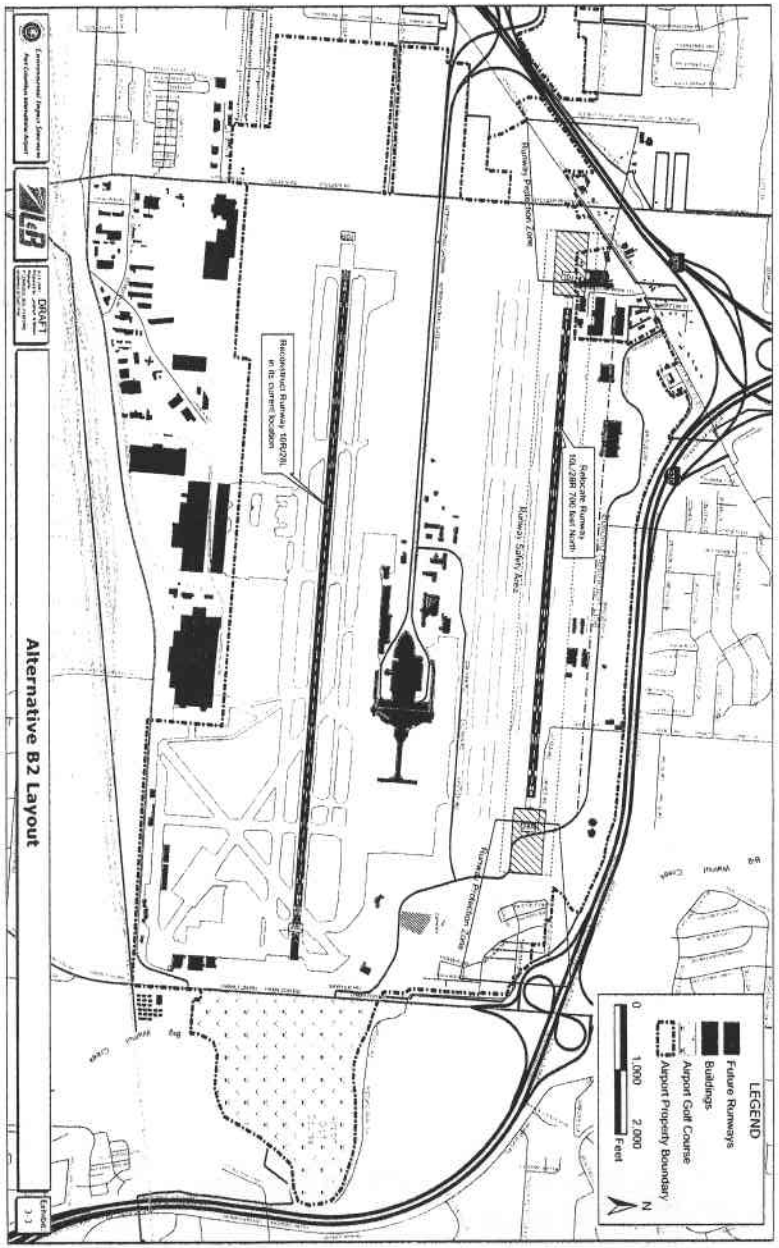
DRAFT
Alternative A: No-Action
Exhibit
3-1



Runway Development

Alternative B2 includes a 10,125-foot replacement runway in the same location as existing Runway 10R/28L. Because the CRAA would be reconstructing the runway in place, the length would be maintained at 10,125 feet to avoid impacting navigational aids (NAVAIDs). Runway 10L/28R (north runway) would be relocated 700 feet to the north and maintained at its present length of 8,000 feet.

Taxiway Development

Two new taxiways would be constructed on either side of the relocated Runway 10L/28R to support aircraft movement to/from the runway. The current north/south taxiways and the crossover taxiway (currently under construction) would be extended to the north to connect to the relocated runway. In addition, high-speed exits would be constructed to serve aircraft landing on relocated Runway 10L/28R.

Ancillary Development

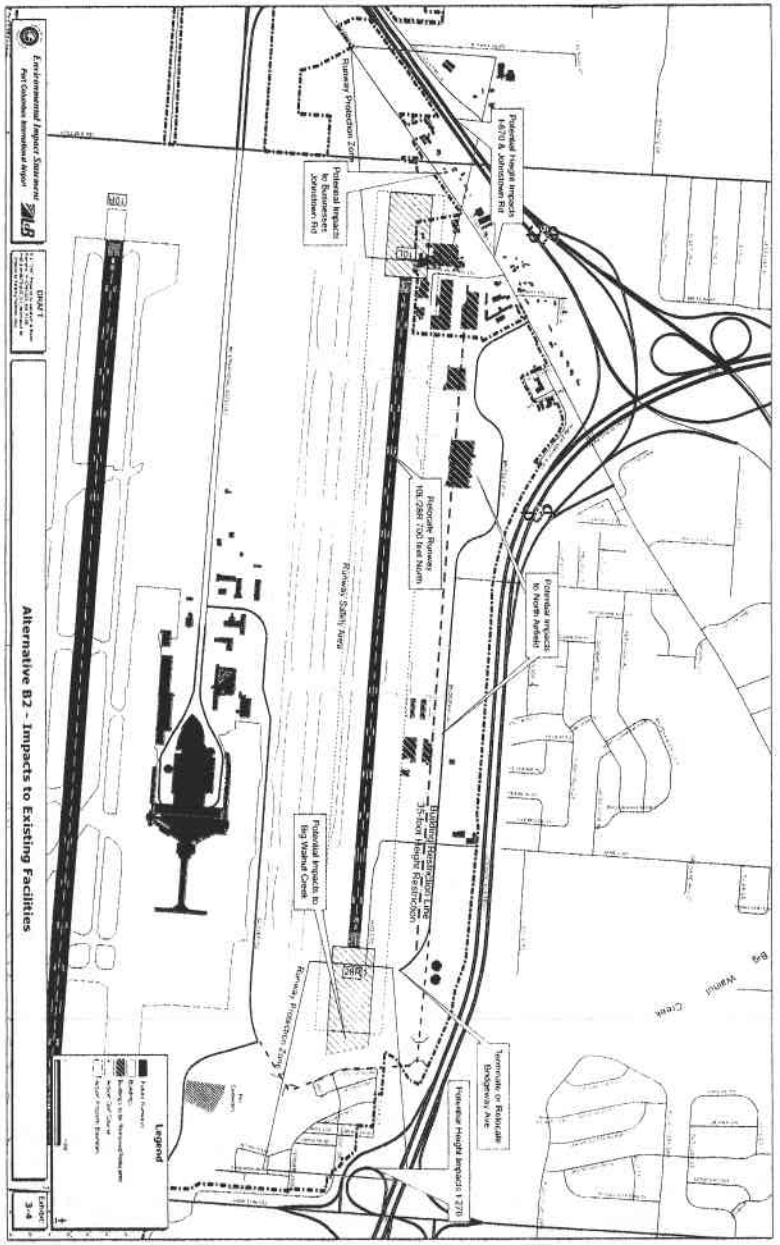
Other infrastructure would have to be constructed to support the relocated runway. This would include the siting and installation of NAVAIDs to allow for operations under Instrument Flight Rule (IFR) conditions, such as landing lights and centerline lighting.

Impacts to Existing Facilities

Alternative B2 would result in a number of impacts to existing facilities. These impacts are listed below and are shown on **Exhibit 3-4, *Alternative B2 – Impacts to Existing Facilities.***

Bridgeway Avenue: Relocating Runway 10L/28R 700 feet to the north would require Bridgeway Avenue be either terminated or rerouted across Big Walnut Creek near the east end of the runway. This is due to the lack of space between the Runway Safety Area (RSA) and Big Walnut Creek on the east end of the runway. Termination or relocation of Bridgeway Avenue would cost between $1 Million (if terminating Bridgeway Avenue) and $20 Million (for construction of two bridges over Big Walnut Creek to relocate Bridgeway Avenue).

North Airfield Development: The relocation of Runway 10L/28R would require the removal of a number of existing facilities on the north side of the airport. The remaining land in the north airfield would allow a relatively small development to replace existing facilities due to height limitations. There would be sites located on the southeast and southwest corners of the airport where it would be possible to relocate the north airfield tenants. However, these are the last relatively large



development areas with airfield access on the airport, reducing the ability of the CRAA to accommodate future hangar demand. The existing facilities that would be impacted with their estimated costs[14] to purchase include:

- Remove/relocate Nationwide Insurance hangar (estimated cost: $4 Million).
- Remove/relocate NetJets hangar (estimated cost: $10 Million)
- Relocate existing 85,000-square foot airport maintenance facilities adjacent to Bridgeway Avenue (estimated cost: $5 Million)
- Remove two T-hangars and 13,275 square yards of general aviation apron adjacent to the hangars (estimated cost: $4 Million)
- Remove North Airfield Run-up Barrier (estimated demolition cost: $25,000)[15]
- Remove North Airfield Fuel Farm (estimated demolition cost: $25,000)
- Remove Director's Residence (estimated demolition cost: $25,000)

Businesses near Intersection of Stelzer and Johnstown Roads: The relocation of Runway 10L/28R would require the removal and/or relocation of 18 existing commercial/industrial businesses near the intersection of Stelzer and Johnstown Roads. Together, the value of the land and the structures is estimated to be approximately $18 million according to the Franklin County Assessor's office.[16] This does not include the cost of relocation or the demolition of the structures.

Land Acquisition for Runway Protection Zone: The relocation of Runway 10L/28R to the north would require the purchase of two businesses northwest of I-670 for clearing the Runway Protection Zone (RPZ). The estimated cost to purchase these properties is $350,000,[17] not including relocation and demolition costs.

3.3.4.2 Alternatives C1 through C3: Relocation of Runway 10R/28L

Three alternatives were identified for the redevelopment of existing Runway 10R/28L. Alternatives C1 through C3 include the relocation of Runway 10R/28L at various offset distances from its current location.

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[14] Estimated cost of structures is based on the Franklin County Auditor tax assessment data as of February 12, 2007. The fair market value of these structure, which is what it would cost to purchase the structure, is typically higher than the value provided for tax purposes. This cost does not include costs for relocating businesses or for demolition of the structures.

[15] Estimated costs provided by CRAA, April 18, 2007.

[16] Estimated cost of structures is based on the Franklin County Auditor tax assessment data as of February 12, 2007. The fair market value of these structures, which is what it would cost to purchase the structures, is typically higher than the value provided for tax purposes. This cost does not include costs for relocating businesses or for demolition of the structures.

[17] Estimated cost of structures/land is based on the Franklin County Auditor tax assessment data as of February 12, 2007. The fair market value of these structures, which is what it would cost to purchase the structures, is typically higher than the value provided for tax purposes. This cost does not include costs for relocating businesses or for demolition of the structures.

Alternative C1: Relocate Runway 10R/28L 1,500 feet to the South – Alternative C1 includes the relocation of Runway 10R/28L 1,500 feet to the south of its current location. **Exhibit 3-5, *Alternative C1 Layout,*** illustrates the location of the runways for Alternative C1. The following summarizes the elements of Alternative C1. This alternative was selected for review because a 1,500-foot runway relocation achieves 4,300 feet of separation between the two runways, which allows for dual simultaneous operations during IFR conditions without additional Air Traffic Control (ATC) equipment.

Runway Development

Alternative C1 includes a 10,113-foot replacement runway, located 1,500 feet south and parallel to the existing Runway 10R/28L. The airport would maintain Runway 10L/28R (north runway) in its present location and length.

Runway length requirements for the replacement runway were determined through a combination of methodologies including FAA "Airport Design" Computer Program - version 4.2, Aircraft Manufacturers' Airport Compatibility Manuals, and Aircraft Takeoff Performance Tables. The analysis resulted in a recommended runway length of approximately 10,125 feet, which is the same as the existing Runway 10R/28L.

Additional analysis was conducted to determine the most appropriate location of each runway end threshold. Based on the results of this analysis, the most appropriate location for the runway thresholds was identified. This resulted in an overall length of 10,113 feet for the replacement runway, which is 12 feet shorter than the existing Runway 10R/28L.

Taxiway Development

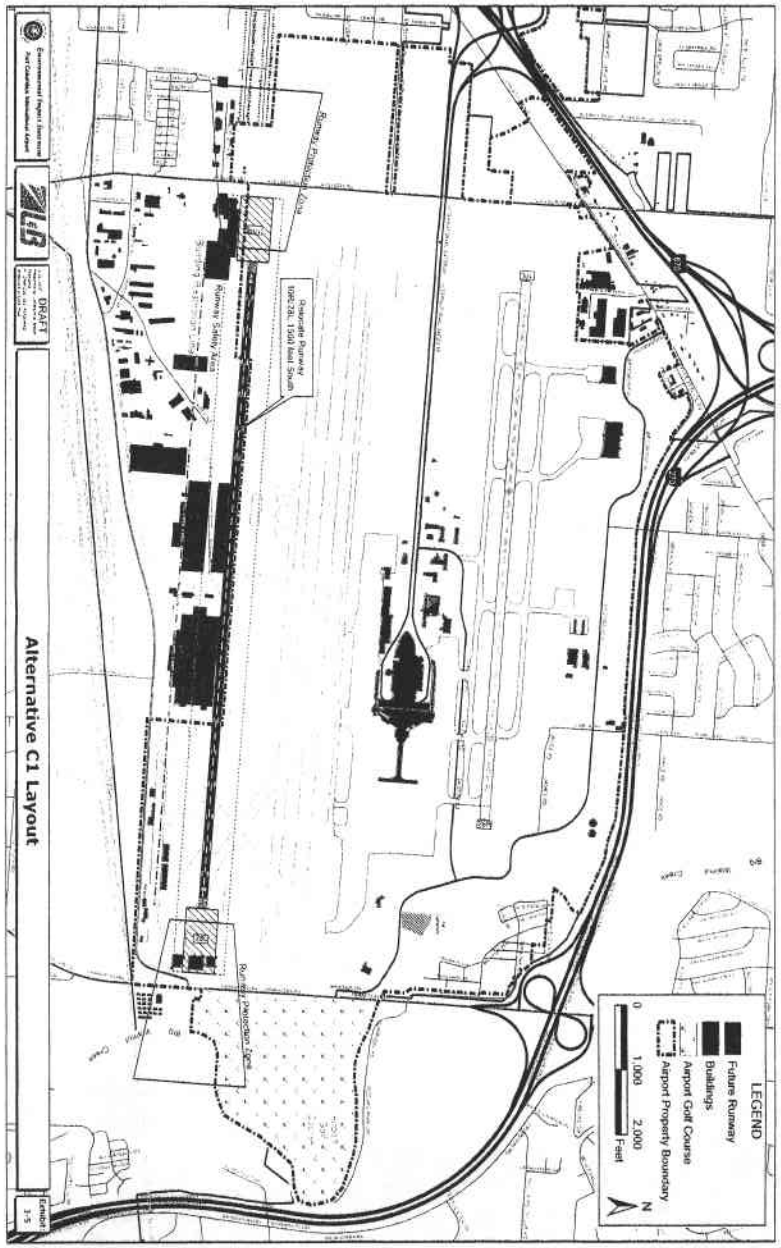
Two new parallel taxiways, located on the north side of the proposed runway would be constructed to support and provide aircraft access to and from the proposed runway. Existing taxiways and the crossover taxiway (currently being constructed) would be extended south to meet the new parallel taxiways and proposed runway. In addition, high-speed exits would be constructed to serve aircraft landing on relocated Runway 10R/28L.

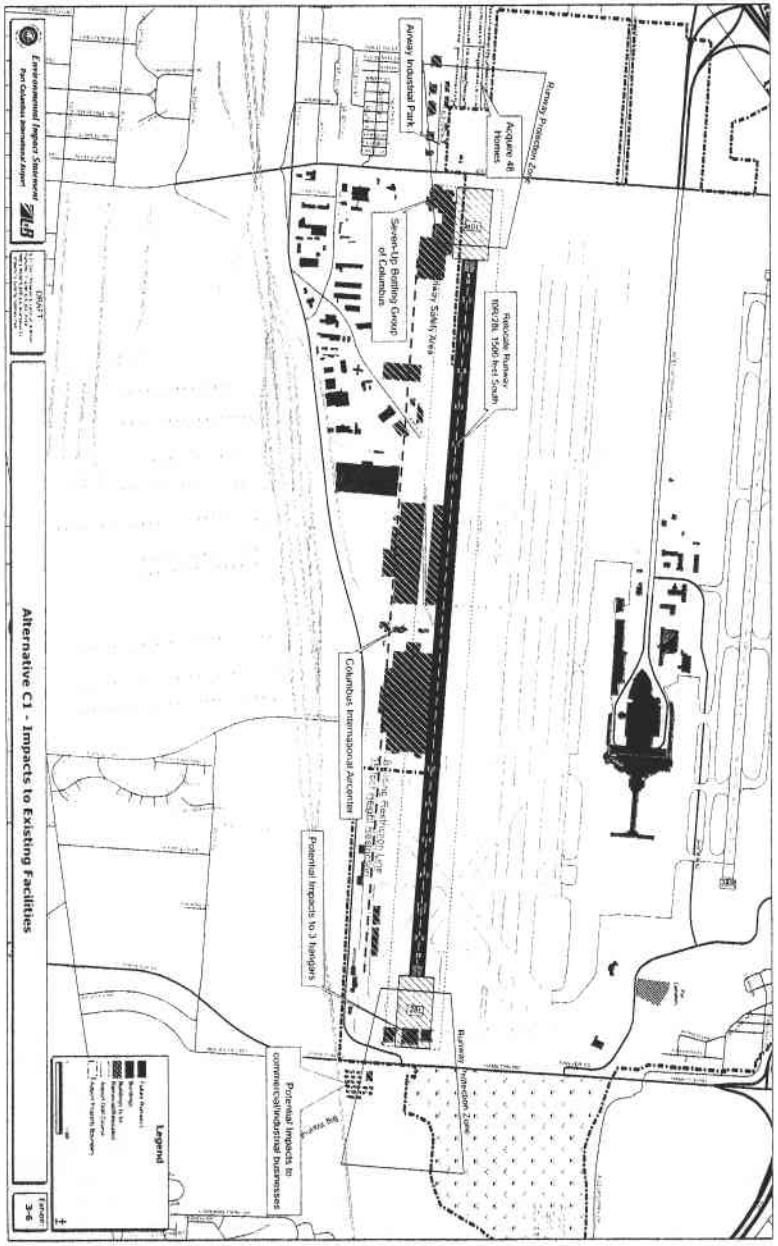
Ancillary Development

Other infrastructure would have to be constructed to support the relocated runway. This would include the relocation of the airport perimeter road on the south side of the airport and the siting and installation of navigational aids such as landing lights and centerline lighting.

Impacts to Existing Facilities

Alternative C1 would result in a number of impacts to existing facilities. These impacts are listed below and shown on **Exhibit 3-6, *Alternative C-1 – Impacts to Existing Facilities*.**





Columbus International Aircenter: The development south of the airport known as Columbus International Aircenter (CIAC) would have to be acquired and demolished for this alternative. The acquisition of the CIAC would cost in excess of $100 million based on recent estimates. Without additional property acquisition, it would be impossible to replace the entire facility on the airport.

Seven-Up Bottling Group of Columbus: The Seven-Up Bottling Group of Columbus facility located to the south of the airport along Stelzer Road would have to be acquired and demolished for this alternative. The acquisition of the Seven-Up Bottling Group of Columbus facility would cost in excess of $50 million based on recent estimates.

Airway Industrial Park: The relocated RPZ on the west end of Runway 10R/28L would require the purchase and removal of the Airway Industrial Park located at Eleventh Avenue and Stelzer Road. The cost of these structures and land is estimated to be $3 Million.[18]

South Airfield Facilities: Three aircraft hangars and potentially the original airport passenger terminal, which is listed on the National Register of Historic Places (NRHP), would have to be removed for the construction of this alternative. The cost of removing the hangars is estimated to be $1 Million. Additional cost would be anticipated for the collection and curation of artifacts from the historic terminal if it were necessary to remove it.

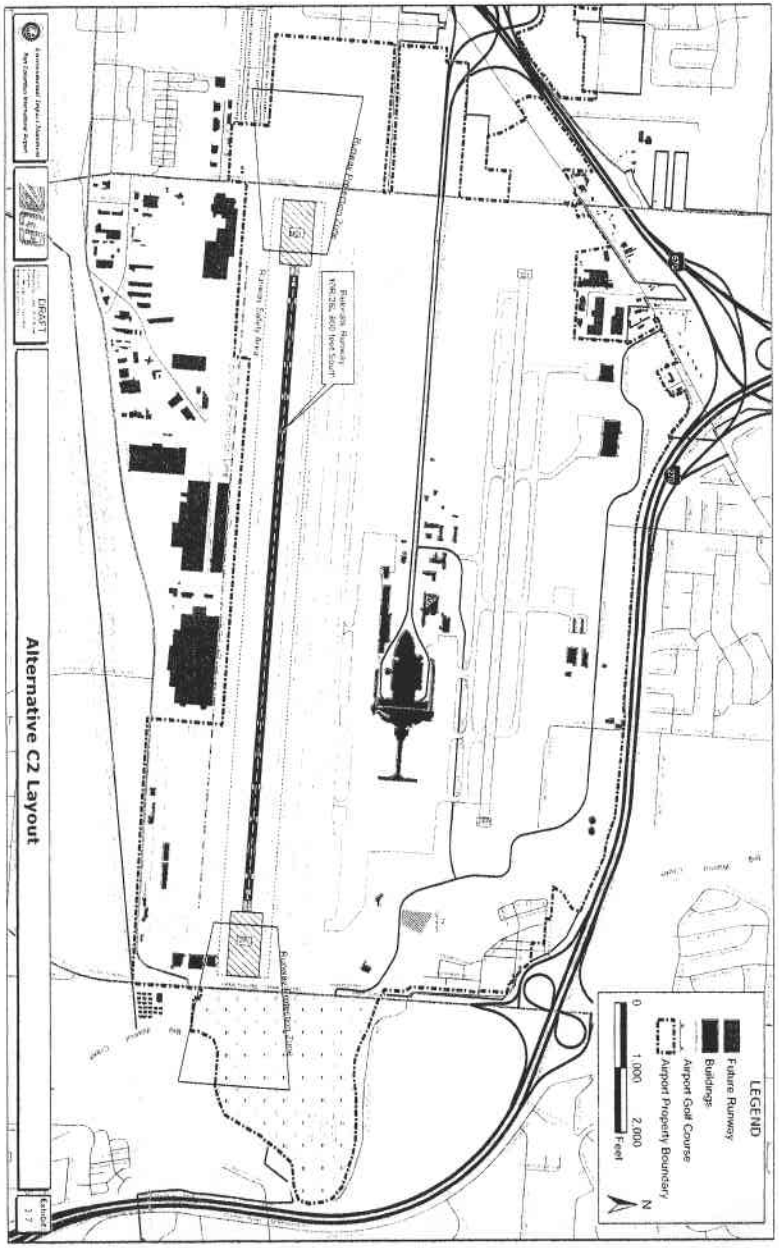
Residential Land Acquisition: At a minimum, 48 homes located in the relocated RPZ would be acquired and removed for Alternative C1. The cost of acquiring these homes and relocating the residents is estimated to be $6 Million to $7 Million. It is possible, that in an effort to maintain neighborhood continuity, additional homes could be included in the relocation. If that is offered, the cost for residential land acquisition would increase proportionate to the number of homes acquired.

Businesses along Hamilton Road on the Southeast Corner of the Airport: Three commercial/industrial businesses located east of Hamilton Road near the southeast corner of the airport would be acquired, relocated, and structures demolished due to this alternative. The estimated cost of acquiring the property is $2.3 Million,[19] which does not include relocation or demolition costs.

Alternative C2: Relocate Runway 10R/28L 800 feet to the South – Alternative C2 includes the relocation of Runway 10R/28L 800 feet to the south of its current location. **Exhibit 3-7, *Alternative C2 Layout,*** illustrates the location of the runways for Alternative C2. The following summarizes the elements of

[18] Estimated cost of structures is based on the Franklin County Auditor tax assessment data as of February 2007. The fair market value of these structures, which is what it would cost to purchase the structures, is typically higher than the value provided for tax purposes. This cost does not include costs for relocating businesses or for demolition of the structures.

[19] Estimated cost of structures is based on the Franklin County Auditor tax assessment data as of February 2007. The fair market value of these structures, which is what it would cost to purchase the structures, is typically higher than the value provided for tax purposes. This cost does not include costs for relocating businesses or for demolition of the structures.



Alternative C2. This alternative was selected for review because the 1999 Master Plan included a third parallel runway located 800 feet south of the existing Runway 10R/28L and the Terminal Study used this separation as a starting point for developing the terminal program criteria.

Runway Development

Alternative C2 includes a 10,113-foot replacement runway, located 800 feet south and parallel to the existing Runway 10R/28L. Dual simultaneous arrivals would require the installation of PRM technology. The airport would maintain Runway 10L/28R (north runway) in its present location and length.

Taxiway Development

Three new parallel taxiways, two[20] located on the north side of the proposed runway and one on the south side of the proposed runway, would be constructed to support and provide aircraft access to and from the proposed runway. Existing taxiways and the crossover taxiway (currently being constructed) would be extended south to meet the new parallel taxiways and proposed runway. In addition, high-speed exits would be constructed to serve aircraft landing on relocated Runway 10R/28L.

Ancillary Development

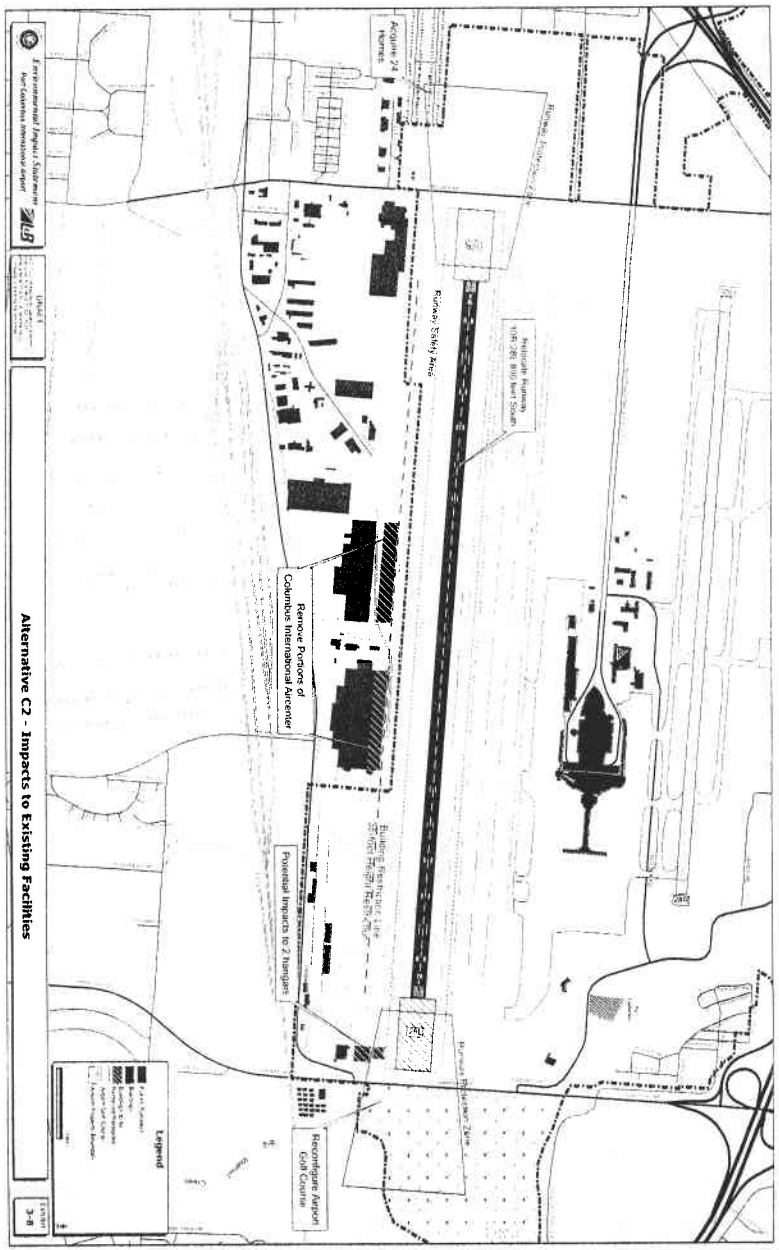
Other infrastructure would have to be constructed to support the relocated runway. This would include the relocation of the airport perimeter road on the south side of the airport and the siting and installation of NAVAIDs such as landing lights and centerline lights.

Impacts to Existing Facilities

Alternative C2 would result in a number of impacts to existing facilities. These impacts are listed below and shown on **Exhibit 3-8, *Alternative C2 – Impacts to Existing Facilities.***

Columbus International Aircenter: Portions of the CIAC would have to be acquired and removed for height restrictions. Removal of these portions of the CIAC would also allow the installation of a CAT II/III Instrument Landing System (ILS) on the east end of the runway. The acquisition and removal of portions of the CIAC would cost in excess of $25 Million. The tenants of the portion of the CIAC that would be removed could potentially be relocated to the area at the southeast corner of the airport. In addition, there are remnants of small structures that were associated with the Air Force Plant 85, which is the original name for the CIAC, that would have to be removed.

[20] The existing Runway 10R/28L pavement would be converted to become the northernmost parallel taxiway, north of the relocated runway.



South Airfield Facilities: Two aircraft hangars would have to be removed for the construction of this alternative. The cost of removing these facilities is estimated to be $500,000.

Residential Land Acquisition: At a minimum, 24 homes located in the relocated RPZ would be acquired and removed for Alternative C2. The cost of acquiring these homes and relocating the residents is estimated to be $3 Million to $4 Million. It is possible, that in an effort to maintain neighborhood continuity, additional homes could be included in the relocation. If that is offered, the cost for residential land acquisition would increase proportionate to the number of homes acquired.

Airport Golf Course: The Airport Golf Course located east of the airport would be reconfigured as a result of relocating the runway 800 feet to the south. The approach lighting system, which currently is located in the golf course would be shifted 800 feet to the south and cause at least nine holes to be reconfigured. It is estimated that it will cost $2 Million to reconfigure the golf course. During re-construction of the course, a minimum of nine holes would remain open. Because the Airport Golf Course is a public recreation facility, a Department of Transportation Section 303(c) evaluation would need to be completed.

Alternative C3: Relocate Runway 10R/28L 702 feet to the South (Sponsor's Proposed Project) – Alternative C3 includes the relocation of Runway 10R/28L 702 feet to the south of its current location. **Exhibit 3-9, *Alternative C3 Layout***, illustrates the location of the runways for Alternative C3. The following summarizes the elements of Alternative C3.

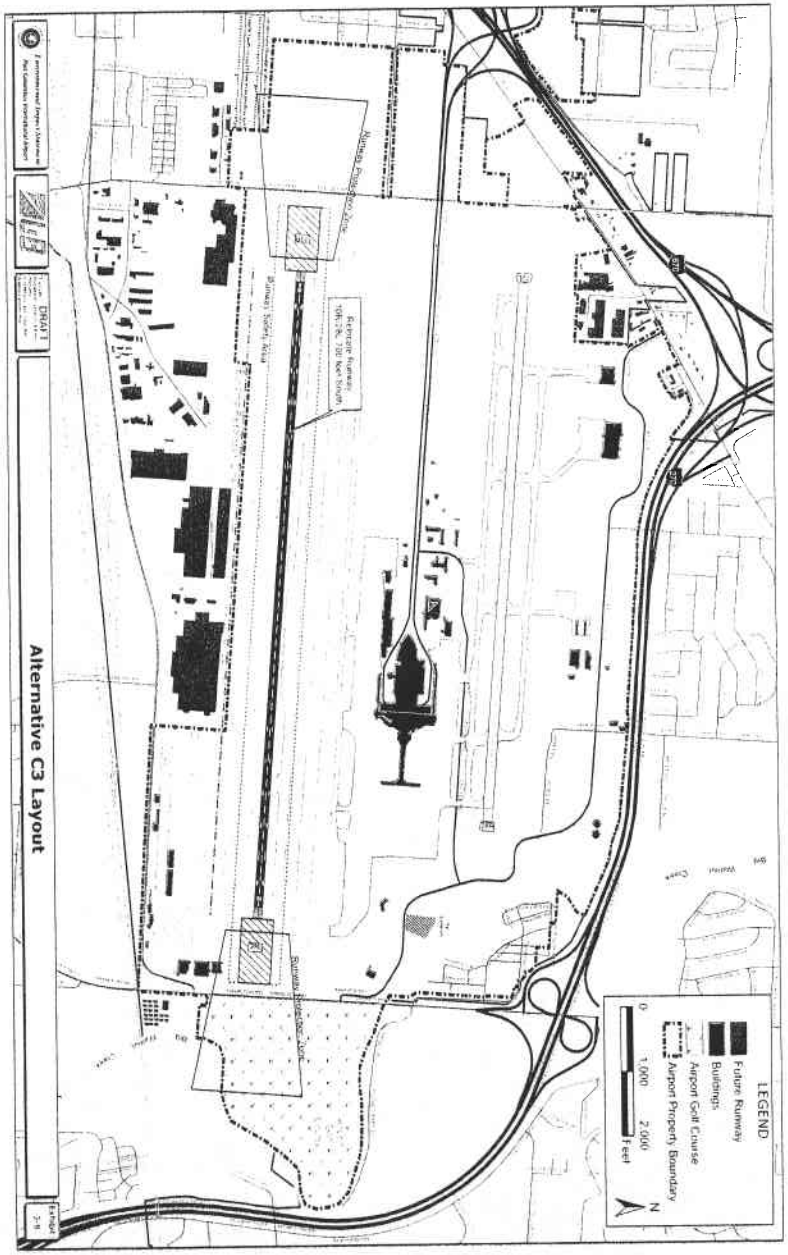
Runway Development

Alternative C3 includes a 10,113-foot replacement runway, located 702 feet south and parallel to the existing Runway 10R/28L. The distance of 702 feet was chosen because it provided enough distance between the runways to offer a sufficiently large terminal development envelope, and at the same time allowed for a CAT II/III approach to be obtained on the Runway 10R end. Additional considerations included the reduction of impacts to existing facilities as compared to Alternative C1 and C2. Dual simultaneous arrivals would require the installation of PRM technology. The airport would maintain Runway 10L/28R (north runway) in its present location and length.

Taxiway Development

Three new parallel taxiways, two[21] located on the north side of the proposed runway and another located south of the proposed runway, would be constructed to support and provide aircraft access to and from the proposed runway. Existing taxiways and the crossover taxiway (currently being constructed) would be extended south to meet the new parallel taxiways and proposed runway. In addition, high-speed exits would be constructed to serve aircraft landing on relocated Runway 10R/28L.

[21] The existing Runway 10R/28L pavement would be converted to become the northernmost parallel taxiway, north of the relocated runway.



Ancillary Development

Other infrastructure would have to be constructed to support the relocated runway. This would include the relocation of the airport perimeter road on the south side of the airport and the siting and installation of NAVAIDs, such as landing lights and centerline lighting.

Impacts to Existing Facilities

Alternative C3 would result in a number of impacts to existing facilities. These impacts are listed below and shown on **Exhibit 3-10, *Alternative C3 – Impacts to Existing Facilities.***

Columbus International Aircenter: A small portion of the CIAC would have to be acquired and to allow the installation of a CAT II/III ILS on the east end of the runway. This portion of the CIAC is a non-functioning ramp control tower on the top of Building 7. The acquisition and removal of portions of the CIAC would cost approximately $63,000. However, if a CAT II/III ILS was not installed, the structure would not need to be removed. In addition, there are remnants of small structures that were associated with the Air Force Plant 85, which is the original name for the CIAC that would have to be removed.

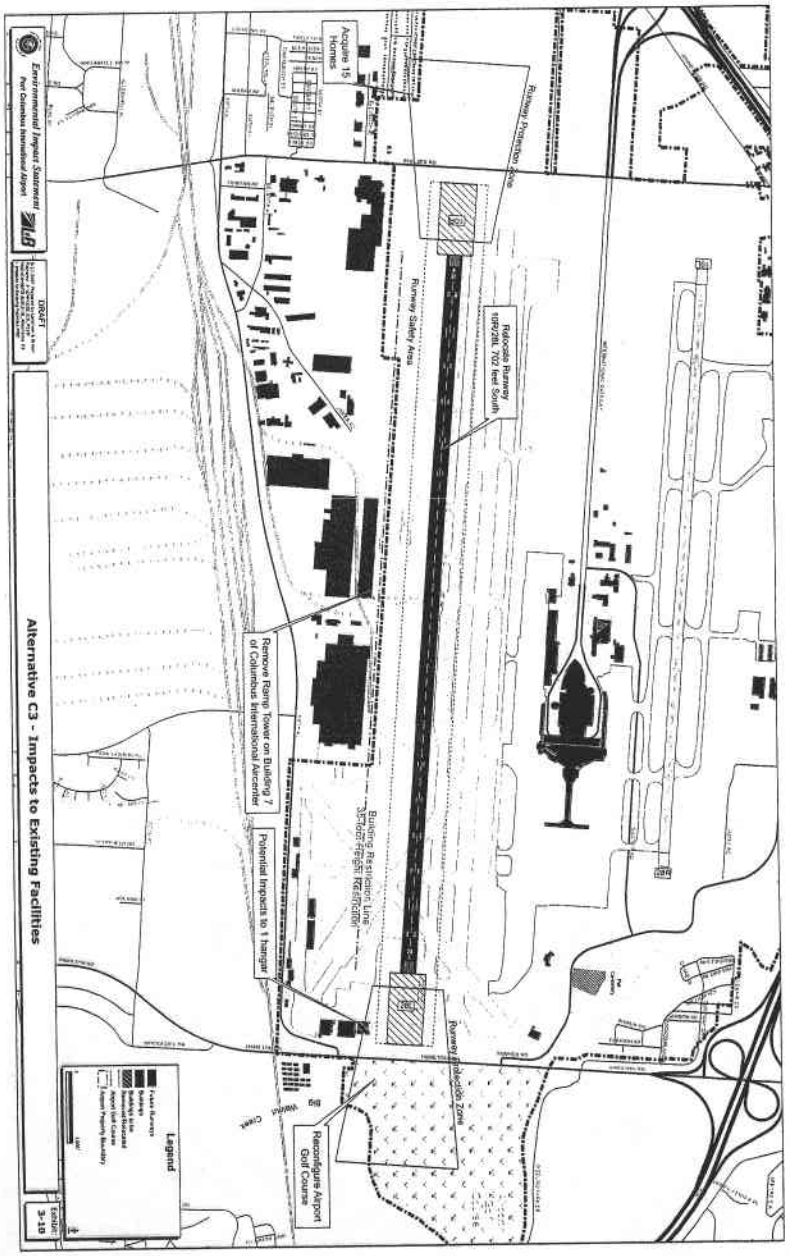
South Airfield Facilities: One aircraft hangar would have to be demolished for the construction of this alternative. The cost of demolishing this facility is estimated to be $382,000. The tenants of this hangar could be relocated to other areas of the airport.

Residential Land Acquisition: At a minimum, 15 homes located in the relocated RPZ would be acquired and removed for Alternative C3. The cost of acquiring these homes and relocating the residents is estimated to be $2 Million to $3 Million. It is possible, that in an effort to maintain neighborhood continuity, additional homes could be offered relocation. If that is offered, the cost for residential land acquisition would increase proportionate to the number of homes acquired.

Airport Golf Course: The Airport Golf Course located east of the airport would be reconfigured as a result of relocating the runway 700 feet to the south. The approach lighting system, which currently is located in the golf course would be shifted 700 feet to the south and cause at least nine holes to be reconfigured. It is estimated that it will cost $2 Million to reconfigure the golf course. During re-construction of the course, a minimum of nine holes would remain open. Because the Airport Golf Course is a public recreation facility, a Department of Transportation Section 303 (c) evaluation would need to be completed.

3.3.5 Runway Development Alternatives Screening Results

The runway development alternatives described above were evaluated for their ability to meet the stated purpose and need and for a number of additional considerations. The need statements are discussed in detail in Chapter Two, *Purpose and Need*, and summarized below:



The primary need for the project is the ***reconstruction of Runway 10R/28L***. A study of the runway pavement condition found that large portions of the runway are in a state of deterioration that will require full reconstruction. The CRAA overlaid the runway in 2004, which will last through 2009/2010 depending on the use of the runway. Because the EIS will extend into 2009, the alternatives that suggest reducing operations as a means of reducing the need for reconstructing Runway 10R/28L could not be implemented in time to be effective. A minimum runway length of 10,113 feet was identified to adequately serve the aircraft fleet mix projection for both 2012 and 2018. A runway exceeding this length would allow aircraft operators to increase departure stage lengths (distance to destination) without restricting payload. However, based on the most recent forecasts and discussions with the airlines operating at CMH, a longer runway is not necessary to meet expected operational demand.

Reduction of long-term airfield delay is based on the need to minimize delay at CMH in the future. The most recent forecasts and analysis of delay at the airport indicates that aircraft delay is not a major problem at this time. However, as the airport approaches operating levels currently forecast for 2023, an increase in delay is anticipated. Given that activity can occur sooner than forecast, it is appropriate to plan for ways to reduce delay, particularly if other projects with long-term implications to the layout of the airfield are being considered. One of the primary factors that limits the capacity of parallel runway systems is the spacing between the runways. Other ways to enhance capacity include airfield geometry improvements and various types of navigational aids as appropriate.

Providing additional terminal capacity through an expanded development envelope considers the ability of an alternative to offer a terminal development envelope that is adequately sized and geographically positioned in a way that meets the need for an appropriate terminal development envelope. The analysis of the current passenger terminal indicates that a new or additional terminal will be required to meet passenger demand at or above 5 million annual enplaned passengers (5 MAEP). Forecasts of passenger activity indicate that the airport will reach that level by 2018 or sooner if activity levels increase quicker than expected. The ability for the CRAA to develop a replacement or additional terminal with the capability to handle more than 5 MAEP is critical to the long-term viability and growth of the airport and the region. Considerations in this criteria include overall size of development envelope, shape of development envelope, location of envelope, and integration with other long-term plans for the airport. An assessment of terminal development options and the required runway separations found that a separation between 3,400 and 3,600 feet was necessary to meet the design criteria.

Additional considerations were identified that would, if of a significant nature, automatically eliminate an alternative from further consideration. These considerations are associated with direct impacts on existing facilities that would result in substantial redevelopment or inhibit development or maintenance of existing transportation infrastructure.

- **Operational Considerations:** Any alternative that limits the ability of the airport to function now or in the future will be automatically rejected.
- **Environmental Considerations:** Any alternative with significant impacts beyond those of the Sponsor's Proposed Project will be automatically rejected. Environmental impacts equal to, but impacting different resources, will be considered on a case-by-case basis to determine the feasibility of implementation.
- **Cost Considerations:** Any alternative that includes costs significantly greater than the Sponsor's Proposed Project will be automatically rejected. This will particularly apply to alternatives that suggest facilities beyond the stated purpose and need. However, if a quantifiable benefit that offsets the additional cost is identified, then the alternative may be considered.

The screening results for each of the alternatives is provided below.

3.3.5.1 Alternative A: No Action

Alternative A is identified as the No Action Alternative in this EIS. This alternative assumes that Runway 10R/28L is maintained in place without the full reconstruction recommended by the CRAA's pavement management report. Instead of the full reconstruction, the runway would continue to undergo smaller overlays and localized reconstruction of portions of the runway.

Ability to Meet Purpose and Need

Because Alternative A includes no actions, it would not address the stated purpose and need for the airport.

Additional Considerations

Operational Considerations: As discussed above, Alternative A requires that the runway would undergo smaller overlays and localized reconstruction of portions of the runway beginning in 2009. This will result in frequent maintenance activities and the frequent closure of Runway 10R/28L to perform the maintenance, which will increase delay. From an operational perspective, runway closures reduce the overall efficiency and consistency of airport operations.

Environmental Considerations: This alternative would result in the fewest environmental impacts of all of the alternatives due to no significant or major construction activities occurring. However, it does not mean that there are no negative environmental impacts. With the runway requiring more closures for maintenance reasons, there would be increased use of Runway 10L/28R, which would result in increased noise due to overflights of the communities located near the north runway. These additional noise impacts would be a direct result of not reconstructing Runway 10R/28L. In addition, having only one runway would increase delay and departure queue times, which would result in an increase in air pollutant emissions.

Cost Considerations: This alternative would result in the lowest cost of all the alternatives due to no major construction activities. However, over time, the cost of performing smaller maintenance activities would begin to approach the cost of fully reconstructing the runway.

Results

Alternative A does not meet the stated purpose and need for the project. However, because NEPA guidelines require that a No Action alternative be included in the evaluation of environmental consequences, this alternative will be carried forward for more detailed analysis and as a baseline comparison.

3.3.5.2 Alternative B1: Reconstruct Runway 10R/28L in its current location

Alternative B1 includes the full reconstruction of Runway 10R/28L in its current location.

Ability to Meet Purpose and Need

Alternative B1 would meet the primary need of reconstructing Runway 10R/28L. It would not address the secondary needs for long-term delay reduction and an expanded terminal development envelope due to the runway separation remaining at 2,800 feet.

Additional Considerations

Operational Considerations: There are two operational drawbacks to this alternative. The first is that during the reconstruction, Runway 10R/28L would be closed, leaving the airport with one 8,000-foot runway (10L/28R). This limits operational efficiency during peak operating periods. The second operational drawback is that this alternative does not allow for CAT II/III instrumentation to address the long-term need for additional capacity/delay reduction. The latest forecast of operations at CMH indicate that as operating levels reach those projected for 2023, delay reduction will be necessary.

Environmental Considerations: This alternative would result in few environmental impacts due to the construction activities occurring primarily where the existing runway is located. There would be some temporary negative environmental impacts that would occur during construction. With Runway 10R/28L being closed during the reconstruction, there would be increased noise and overflights for the communities located near the north runway. In addition, having only one runway would increase delay and departure queue times, which would result in an increase in air pollutant emissions.

Cost Considerations: The runway development portion of the Sponsor's Proposed Project is estimated to cost $155 Million. Alternative B1 is estimated to cost approximately $25 Million, a reduction of $130 Million due to reconstructing the

runway in the same location. This alternative would result in lower costs than the Sponsor's Proposed Project due to reconstruction of the runway in the same location.

Results

Alternative B1 does not meet the following purpose and need statements: the need to provide long-term capacity and delay reduction during peak periods; the need to provide sufficient terminal capacity to accommodate projected passenger levels; the need to provide sufficient ancillary facilities to support the projected increase in air transportation demand; and the need to enhance the human environment by reducing noise impacts on the surrounding communities. Therefore, it is not a prudent, reasonable, feasible, or practicable alternative to the Sponsor's Proposed Project and will not be carried forward for more detailed environmental analysis.

3.3.5.3 Alternative B2: Reconstruct Runway 10R/28L In Current Location and Relocate Runway 10L/28R 700 Feet To The North

Alternative B2 includes the full reconstruction of Runway 10R/28L in its current location and the relocation Runway 10L/28R 700 feet to the north to allow for an expanded terminal development envelope.

Ability to Meet Purpose and Need

Alternative B2 would meet the primary need of reconstructing Runway 10R/28L. It also would address the secondary needs for long-term delay reduction and an expanded terminal development envelope due to the runway separation increasing to 3,500 feet.

Additional Considerations

Operational Considerations: An operational drawback to this alternative is that during reconstruction of Runway 10R/28L, it would be closed, leaving the airport with one 8,000-foot runway (10L/28R). This would limit operational efficiency during peak operating periods. Another drawback is that it would not be possible to obtain a CAT II/III approach due to the height of the Air Traffic Control Tower in proximity to the existing Runway 10R/28L.

Environmental Considerations: As discussed above, this alternative would require the acquisition and demolition of a number of commercial/industrial facilities north of the airport. This would be considered a significant socioeconomic impact as there would be no guarantee that the businesses would or could relocate in the same general area, therefore resulting in a possible loss of jobs for the area. There are also a limited number of areas where on-airport facilities that would be impacted by this alternative could be relocated.

In addition, it is likely that this alternative would require the construction of a retaining wall on the east end of the RSA for Runway 28L. The retaining wall would be constructed near Big Walnut Creek resulting in potential impacts to the floodplain and increasing water quality impacts to Big Walnut Creek due to

increased impervious surface. There are 1.33 acres of wetlands located in the north airfield that would be impacted by the relocation of Runway 10L/28R. Increased noise levels and overflights would occur along the relocated centerline both east and west of the relocated north runway.

Bridgeway Avenue would either be terminated or relocated across Big Walnut Creek with two crossings. A termination of Bridgeway Avenue would result in the loss of an important east-west traffic route through the airport, including automobile access to the north airfield and would eliminate a segment of the airport's perimeter road system. If Bridgeway Avenue was relocated, it would require two bridge crossings of Big Walnut Creek. This would result in potential adverse impacts to Big Walnut Creek and the adjacent floodplain.

There would be temporary negative environmental impacts that would occur during construction. With Runway 10R/28L being closed during the reconstruction, there would be increased noise and overflights for the communities located near the north runway. In addition, having only one runway would increase delay and departure queue times, which would result in an increase in air pollutant emissions. Long-term negative impacts would include the likelihood that there would be additional homes requiring sound insulation north of the airport due to the relocation of Runway 10L/28R.

Positive environmental considerations as compared to the Sponsor's Proposed Project include fewer residential acquisitions and the Airport Golf Course would not be impacted.

Cost Considerations: This alternative would result in costs significantly higher than the Sponsor's Proposed Project due to the additional expense of relocating Runway 10L/28R, as well as reconstructing Runway 10R/28L (additional $25 Million in construction costs). In addition, the impacts to existing facilities would increase the cost of the project by a minimum of $32 Million taking into account the cost savings gained by not acquiring the 15 residences ($2 Million) and reconfiguring the Airport Golf Course ($2 Million). Together, Alternative B2 would increase the project costs by $53 Million to $72 Million,[22] which is a 35 to 47 percent increase over the cost of the runway project in the Sponsor's Proposed Project ($155 Million).

Results

Alternative B2 meets the majority of the stated needs for the project. However, the necessary actions to meet the stated needs results in unnecessary environmental impacts and associated costs. Therefore, it is not reasonable to carry this alternative forward for further evaluation.

[22] Estimated cost of structures is based on the Franklin County Auditor tax assessment data as of February 12, 2007. The fair market value of these structure, which is what it would cost to purchase the structure, is typically higher than the value provided for tax purposes. This cost does not include costs for relocating businesses or for demolition of the structures.

3.3.5.4 Alternative C1: Relocate Runway 10R/28L 1,500 feet to the South

Alternative C1 includes the relocation of Runway 10R/28L 1,500 feet to the south of and parallel to the current location of Runway 10R/28L.

Ability to Meet Purpose and Need

Alternative C1 would meet the primary need of reconstructing Runway 10R/28L. It also would meet and exceed the secondary needs for long-term delay reduction and an expanded terminal development envelope. The resulting runway separation of 4,300 feet will meet the distance required for simultaneous operations even under IFR conditions and allow for CAT II/III operations, however, it is larger than necessary to provide delay reduction and an expanded terminal development envelope when coupled with additional NAVAIDs or ATC equipment.

Additional Considerations

Operational Considerations: The primary operational drawback to this alternative is that taxi times from the terminal area and the north airfield would be the greatest of all the alternatives. The resulting runway separation of 4,300 feet would offer the ability to conduct simultaneous arrivals without the installation of additional ATC equipment.

Environmental Considerations: This alternative would result in the greatest environmental impacts due to the relocation of the runway 1,500 feet to the south of the existing runway. As discussed above, this alternative would require the acquisition and demolition of major industrial developments south of the airport (Columbus International Aircenter, Seven-Up Bottling Group of Columbus, and Airway Industrial Park). This would be considered a significant socioeconomic impact as there would be no guarantee that the businesses would relocate in the same general area. In addition, the CIAC (Eligible for listing on the NRHP as Air Force Plant 85) would be removed. Additional study would be required to determine if the original terminal building, which is listed on the NRHP, would be impacted by this alternative. At a minimum, 48 homes and the associated residents would be relocated for clearing the RPZ.

Cost Considerations: This alternative would result in the highest costs of all the alternatives due to the off-airport facility impacts discussed above. An estimate of the costs above the Sponsor's Proposed Project for removing these facilities is in excess of $167 Million, which is a 108 percent increase over the runway project included with the Sponsor's Proposed Project.

Results

Alternative C1 meets all of the stated purpose and need for the project. However, this alternative results in unnecessary environmental impacts and associated costs. Therefore, it is not reasonable to carry this alternative forward for further evaluation.

3.3.5.5 Alternative C2: Relocate Runway 10R/28L 800 Feet to the South

Alternative C2 includes the relocation of Runway 10R/28L 800 feet to the south of, and parallel to the current location of Runway 10R/28L.

Ability to Meet Purpose and Need

Alternative C2 would meet the primary need of reconstructing Runway 10R/28L. It also would meet the secondary needs for long-term delay reduction with additional NAVAIDs or ATC equipment and an expanded terminal development envelope.

Additional Considerations

Operational Considerations: The resulting runway separation of 3,600 feet would offer the ability to conduct simultaneous arrivals with the installation of additional ATC equipment.

Environmental Considerations: This alternative would result in environmental impacts due to the relocation of the runway 800 feet to the south of the existing runway. As discussed above, this alternative would require the acquisition and demolition of the northern portion of the CIAC. This would be considered a significant socioeconomic impact as it would be a major reduction in the size of the building. In addition, potential historic impacts include removal of portions of the CIAC, which is eligible for listing on the NRHP as Air Force Plant 85. At a minimum, 24 homes and the associated residents would be relocated for clearing the RPZ. The Airport Golf Course, located east of the airport would require reconstruction of at least nine holes due to the relocation of the approach lighting system for Runway 10R/28L. Impacts to golf courses may be a Section 303(c) impact.

Cost Considerations: Alternative C2 is estimated to cost $185 Million, which is $30 Million more than the Sponsor's Proposed Project ($155 Million).

Results

Alternative C2 meets all of the stated needs for the project. There are increased environmental impacts and costs associated with the project as compared to the Sponsor's Proposed Project. These impacts and costs are in a range that may or may not be considered unreasonable. In an effort to conduct a review of all alternatives that may be reasonable this alternative is carried forward for further evaluation.

3.3.5.6 Alternative C3: Relocate Runway 10R/28L 702 Feet to the South (Sponsor's Proposed Project)

Alternative C3 (Sponsor's Proposed Project) includes the relocation of Runway 10R/28L 702 feet to the south of and parallel to the current location of Runway 10R/28L.

Ability to Meet Purpose and Need

Alternative C3 would meet the primary need of reconstructing Runway 10R/28L. It also would meet the secondary needs for long-term delay reduction with additional NAVAIDs or ATC equipment and an expanded terminal development envelope.

Additional Considerations

Operational Considerations: The resulting runway separation of 3,502 feet would offer the ability to conduct simultaneous arrivals with the installation of additional ATC equipment.

Environmental Considerations: This alternative would result in environmental impacts due to the relocation of the runway 702 feet to the south of the existing runway. As discussed above, this alternative would require the acquisition and demolition of a non-functioning ramp control tower on the top of the CIAC Building 7. Because the CIAC is eligible for listing on the NRHP as Air Force Plant 85, coordination of this action would be with the State Historic Preservation Office. Approximately 15 homes and the associated residents would be relocated for clearing the RPZ. The Airport Golf Course, located east of the airport would require reconstruction of at least nine holes, due to the relocation of the approach lighting system for Runway 10R/28L. Impacts to golf courses may be a potential Section 303(c) impact.

Cost Considerations: This alternative has the lowest cost of the runway relocation alternatives.

Results

Alternative C3 is the Sponsor's Proposed Project and meets all of the stated needs for the project. Therefore, this alternative is carried forward for further evaluation.

3.3.5.7 Runway Alternative Screening Summary

Based on the analysis presented above, the following alternatives are carried forward for further evaluation:

1. Alternative A: No Action
2. Alternative C2: Relocate Runway 10R/28L 800 feet to the south
3. Alternative C3: Relocate Runway 10R/28L 702 feet to the south (Sponsor's Proposed Project)

3.3.6 Terminal Development Alternatives

In 1999, the CRAA commissioned a Master Plan Update to address rapid growth at CMH. A number of recommendations emerged from the Master Plan Update, one of which was a new terminal to address the increasing passenger traffic anticipated

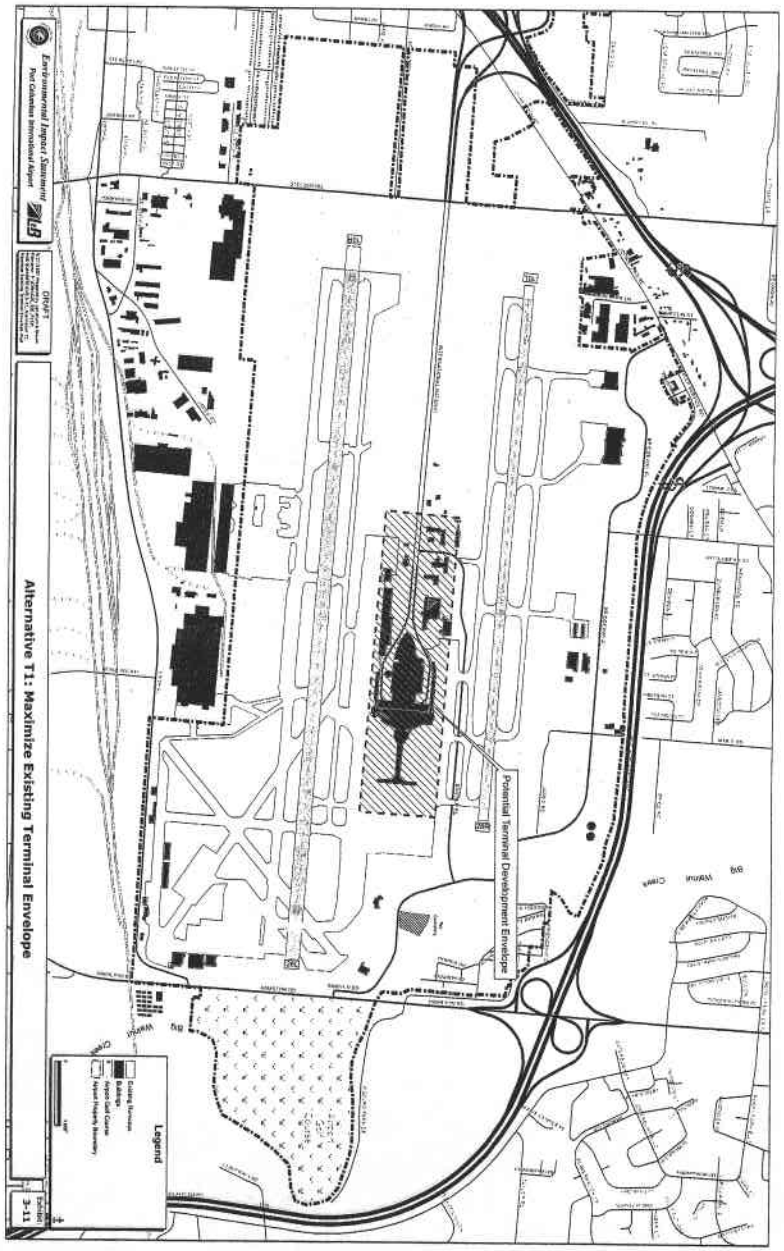
over the next 20 years. The new terminal would be in addition to the existing terminal and was to be developed west of the existing terminal along International Gateway.[23]

After the events of September 11, 2001, terminal design criteria were modified to reflect updated security requirements. At the same time, increased use of regional jet aircraft and the merging of various airlines were redefining changes in the aviation industry. As a response to these events, in November 2001 the CRAA initiated a terminal program definition study (Program Management Airport Development Plan or PMADP) to define the requirements for a terminal to serve the needs of the airport for the next 30 years. In addition, the PMADP was tasked with confirming the assumptions in the 1999 Master Plan Update.[24] Among other tasks, this study updated the forecasts of aircraft and passenger activity, developed terminal design criteria, evaluated the existing terminal, reviewed the potential terminal development envelopes, and explored alternative terminal development options. The analysis and findings of alternative terminal development options included in the PMADP are hereby incorporated into this EIS.

Terminal design criteria were developed to estimate overall space requirements for the anticipated activity levels, typical passenger characteristics, and industry planning and design standards. For CMH, the following criteria were identified:

- The ultimate terminal program should be a single terminal. The first phases may require a two terminal operation, but the goal of the program will be to consolidate all operations at the new terminal in later phases.
- Enhance passenger convenience by minimizing walking distances, offering state of the art concession areas, and providing the other necessary functions, such as restrooms, security halls, and baggage systems.
- Develop a terminal program that will not require an Automated People Mover (APM).
- The ultimate terminal will be designed to accommodate 9 MAEP. First phases will be designed to provide capacity beyond 5 MAEP, which is the functional limit of the existing terminal.
- The ultimate terminal will include 75 gates. The first phase, which is being assessed in this EIS will include ten gates, with more gates added as passenger levels increase.
- Parking garages adjacent to the new terminal that will accommodate approximately 8,000 cars, broken into three sections that can be constructed as necessary. The first phase of the terminal development would require one of the three sections of the parking garage with approximately 2,700 spaces.

[23] 1999 Master Plan Update, 1999, Columbus Airport Authority.
[24] Port Columbus International Airport, Program Summary Document, 2005, The Program Management Team.



The PMADP identified a number of terminal layout options to address the future needs of the airport. However, for the evaluation of environmental impacts in this EIS, the specific layout of the terminal is not as important as the terminal development envelope, the number of gates, the approximate square footage of the building, and the anticipated number of passengers. Therefore, this EIS will assess the ground disturbance impacts (archaeological, wetlands, etc) for the development envelope of the ultimate terminal (75-gate terminal). Additional environmental analysis for the non-ground disturbance impacts (air quality, noise, etc) would be necessary when the total number of gates at the airport exceeds 48 gates. The first phase of the terminal development would include a total of 48 gates at the airport (ten new plus 38 existing).

Based on the PMADP and an independent review by the FAA, four alternative terminal development envelopes were identified for evaluation in this EIS (including the No Action Alternative). These alternatives were evaluated for their ability to meet forecasted passenger demand and to function within the runway alternatives that were identified for further evaluation.

3.3.6.1 Alternative A: No Action

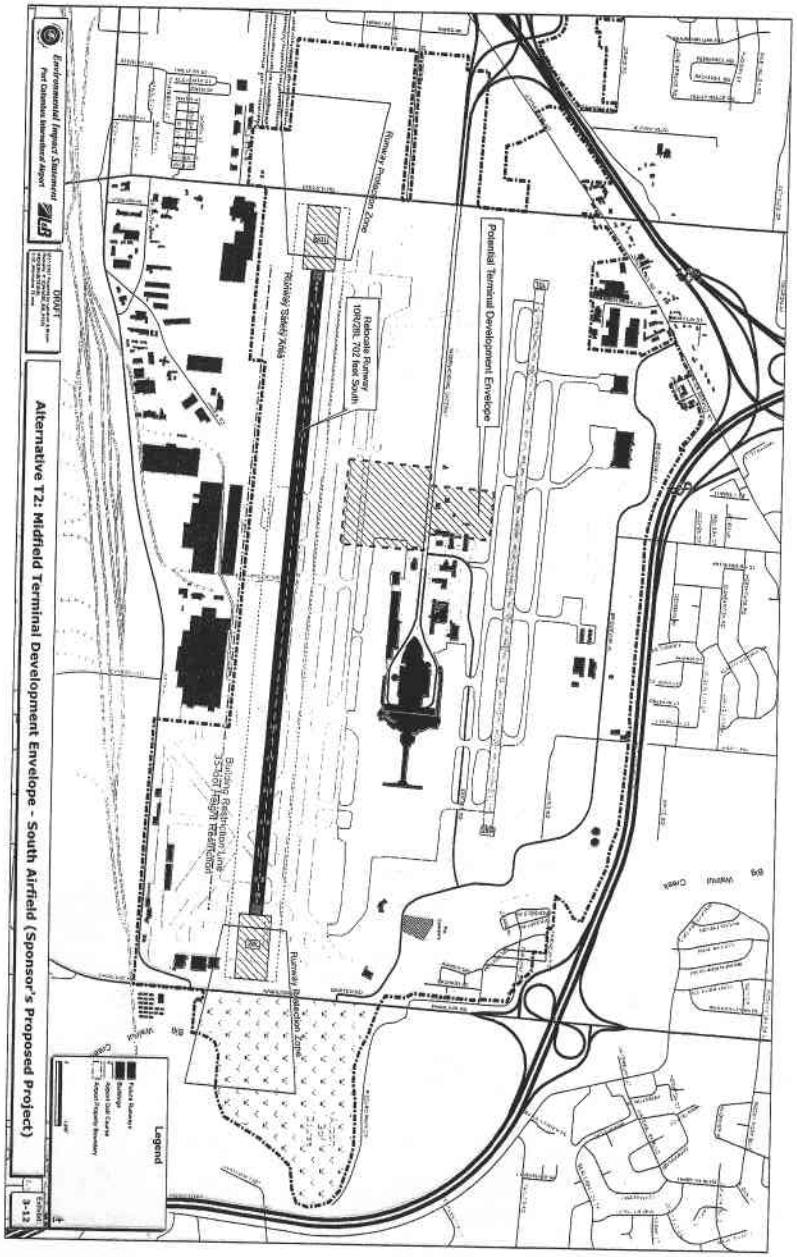
Alternative A is identified as the No Action Alternative in this EIS. This alternative assumes that no efforts are made to increase terminal capacity either at the existing terminal or at a different location. Alternative A does not meet the stated purpose and need for the project. However, because NEPA guidelines require that a No Action alternative be included in the evaluation of environmental consequences, this alternative will be carried forward for more detailed analysis.

3.3.6.2 Alternative T1: Expand Existing Terminal

Alternative T1 includes the expansion of the existing passenger terminal to accommodate forecasted demand. **Exhibit 3-11** illustrates the area available for expanding the existing terminal. The PMADP analyzed the feasibility of the existing terminal meeting future demand.

The analysis concluded that the existing terminal in its current configuration is currently experiencing reduced level of service and cannot accommodate activity associated with 5 MAEP. However, with some modifications, the existing terminal could accommodate 5 MAEP. One of the design criteria established for the CMH terminal program is the ability to accommodate passenger levels of 9 MAEP with approximately 75 aircraft gates in a single terminal.

Both the 1999 Master Plan Update and the PMADP assessed potential alternatives for expanding the existing terminal to meet future demand. The 1999 Master Plan Update evaluated a concept that extended Concourses A and C, which are located north and south of the terminal core, towards the west. The PMADP evaluated another alternative that would construct an additional terminal that would be linked to the existing terminal with an APM.



Both of these options fail to meet all of the design criteria identified above. The first option, developed in the 1999 Master Plan Update would require excessively long walking distances or the use of an APM. The second option would require the use of an APM to link the two terminals. Therefore, Alternative T1 will not be carried forward for further evaluation.

3.3.6.3 Alternative T2: Utilize Midfield Terminal Development Envelope – South Airfield (Sponsor's Proposed Project)

Alternative T2 includes the development of new terminal facilities in the midfield area, with aircraft access from the south airfield. **Exhibit 3-12** illustrates the terminal development envelope for Alternative T2. This terminal development alternative is compatible with runway development Alternatives C1, C2, and C3 due to their inclusion of a relocation of Runway 10R/28L to the south. As such, this alternative would allow for future expansion of the terminal to accommodate growth. Therefore, Alternative T2 will be carried forward for further evaluation.

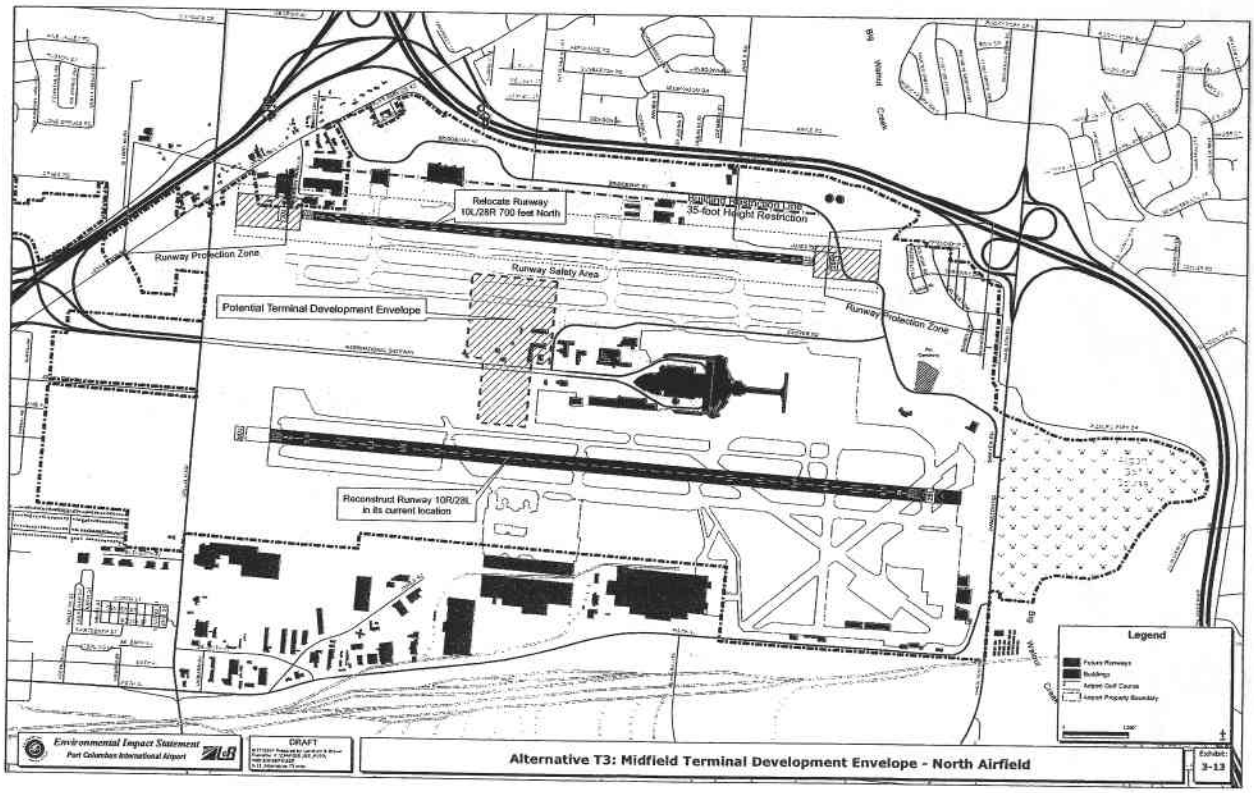
3.3.6.4 Alternative T3: Utilize Midfield Terminal Development Envelope – North Airfield

Alternative T3 includes the development of new terminal facilities in the midfield area, with aircraft access from the north airfield. **Exhibit 3-13** illustrates the terminal development envelope for Alternative T3. As shown on the exhibit, the apron area required for the terminal would extend north of Taxiway E and would restrict future expansion of the terminal. In order to avoid this restriction, this terminal development alternative would require the relocation of Runway 10L/28R to the north by at least 700 feet. This runway layout is included in Runway Alternative B2, but due to the operational, environmental, and cost factors, runway Alternative B2 is not being carried forward for further evaluation. As such, terminal development Alternative T3 is not a feasible or reasonable option. Therefore, Alternative T3 will not be carried forward for further evaluation.

3.3.6.5 Terminal Alternative Screening Summary

Based on the analysis presented above, the following terminal alternatives are carried forward for further evaluation:

1. Alternative A: No Action
2. Alternative T2: Utilize Midfield Terminal Development Envelope – South Airfield (Sponsor's Proposed Project)


Relocate Runway
10L/28R 700 feet North
Runway Protection Zone
Runway Safety Area
Potential Terminal Development Envelope
Runway Protection Zone
Reconstruct Runway 10R/28L
in its current location
Legend
Environmental Impact Statement
Port Columbus International Airport
DRAFT
Alternative T3: Midfield Terminal Development Envelope - North Airfield
Exhibit:
3-13

Study Advisory Committee Meeting

April 24, 2007
10:00 a.m. – 11:00 a.m.
Environmental Impact Statement
Port Columbus International Airport

Presented to: Study Advisory Committee
By: FAA Consultant, Landrum & Brown
Date: April 24, 2007

Agenda

I. Where are we in the EIS Process?
II. Purpose and Need
III. Sponsor's Proposed Project
IV. Preliminary Alternatives (including Sponsor's Proposed Project)
V. Next Steps in the EIS Process
VI. Opportunity to Comment on the EIS

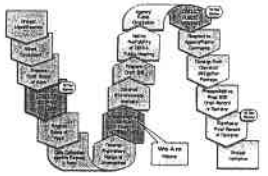
Got Questions?

- We have reserved time at the end for questions
- However, if you have a question about something that was said, please feel free to raise your hand and ask
- Non-Committee Members – out of respect for the committee, please hold your questions until the end of the presentation or during the break

Why are we Here?

- Columbus Regional Airport Authority (CRAA) has proposed a development project that includes
  - Runway relocation
  - New passenger terminal
  - Other support facilities
- Before that project can be implemented, the FAA will prepare an Environmental Impact Statement
- Because this project has the potential to significantly change the noise levels over some residents, the CRAA is preparing a Part 150 Study Update

I. Where are we in the EIS Process?



II. Purpose and Need

What is a Purpose and Need Statement?

- Statement of the need(s) for the project
  - Typically are contained in concise statements that are easy to understand
  - Include some indication of when the need exists (timeframe)
- Statement of the purpose(s) for the Sponsor's Proposed Project
  - Identifies the individual elements of the Sponsor's Proposed Project and how each satisfies the stated needs
- Basis upon which alternatives to the Sponsor's Proposed Project are evaluated
  - Alternatives that do not meet the Purpose and Need are excluded from further evaluation

II. Purpose and Need

Primary need of the airport includes:

- The need to reconstruct Runway 10R/28L
  - Some areas of the runway are in need of full depth reconstruction
  - CRAA recently overlaid the runway which extends the life to 2010

Additional needs of the airport include:

- The need to provide long-term airfield capacity, delay reduction during peak operating periods, and airfield efficiency
  - Forecasts of activity indicate that unreasonable delay levels for certain conditions will occur by 2023
  - Factors that impact delay/capacity include runway length, the separation of runways, navigational instrumentation, and other airfield infrastructure (taxiways, hold pads, etc.)

II. Purpose and Need

Additional needs of the airport include:

- The need to provide long-term airfield capacity, delay reduction during peak operating periods, and airfield efficiency (continued)
  - Runway Length. Analysis of runway length found that based on the projected fleet and destinations, the airport needs a runway that is approximately 10,125 feet long
  - Separation of Runways. FAA ATCT guidelines indicate that the runway separation required for simultaneous arrivals is 4,300 feet or 3,500 feet with advanced radar system
    - Currently the runways are separated by 2,800 feet
    - Additional runway separation (3,500 feet or more) would increase capacity/reduce delay due to the ability to land two aircraft at the same time
  - Navigational Instrumentation and other Airfield Infrastructure. The primary means for reducing delay/increasing capacity in this area is the ability to maintain operation during bad weather conditions (CAT I/II/III Instrument Meteorological Conditions)

II. Purpose and Need

Additional needs of the airport include:

- The need to provide sufficient terminal capacity to accommodate projected passenger levels
  - Factors that impact terminal capacity include anticipated passenger levels and development envelope
    - The existing terminal will not effectively handle levels above 5 Million Annual Enplaned Passengers (5MAEP) which is expected by 2018
    - When planning for future passenger levels, any solution must be able to accommodate 9MAEP
    - When planning for 9MAEP, it is preferable to have a single terminal versus multiple terminals due to passenger efficiencies and other economies of scale (security, heating/cooling, etc)
    - Therefore, any solution must include a development envelope that is sufficiently large enough to have a single structure that can accommodate 9MAEP

II. Purpose and Need

Additional needs of the airport include:

- The need to provide ancillary and support facilities
  - Additional automobile parking
  - Service roads/facilities
  - Extension/expansion of utility infrastructure
  - Enhance storm water and glycol collection facilities
- The need to enhance the human environment by reducing noise
  - CRAA is currently preparing an update to the CMH Part 150 Study to address noise impacts
  - Recommendations for noise abatement and land use mitigation take into account the proposed relocation of Runway 10R/28L
  - Recommendations should be complete by Fall 2007

III. Sponsor's Proposed Project

CRAA Conducted Studies to Address the Needs:

- 1999 Master Plan
  - First study to identify the need for increased terminal capacity
  - Working under pre-9/11 security requirements
  - Airline/aviation industry has changed dramatically since 9/11
- 2001 CRAA initiated Terminal Study to address new security requirements and changes in industry
  - Developed terminal program
  - Identified the need for a single terminal
  - Recommended relocation of Runway 10R/28L to provide sufficient terminal development envelope
- 2005 CRAA completes Airfield Planning Study which analyzed the runway relocation in detail (length, separation, etc.)
  - Recommended shifting Runway 10R/28L 702 feet south
  - Based on runway length assessment and physical constraints of the site, recommended a runway length of 10,113 feet

III. Sponsor's Proposed Project

CRAA Conducted Studies to Address the Needs:

- 2005 CRAA completes an Environmental Overview Study which analyzed the potential environmental impacts of proposed relocation
  - Identified the likelihood of *significant* noise impacts (increase of 1.5 DNL over a noise-sensitive land use)
  - Recommended that an EIS be prepared to fully analyze the range of potential environmental impacts

III. Sponsor's Proposed Project

CRAA Conducted Studies to Address the Needs:

- From all of these studies, the CRAA identified the following goals for the project:
  - Continue to expand CMH as a major passenger air hub
  - Balance airfield and terminal capacity
  - Phase project schedules to maximize funding while ensuring flexibility to accommodate growth
  - Accomplish goals in a manner that preserves viability and character of neighboring communities

III. Sponsor's Proposed Project

Sponsor's Proposed Project

- Construction of a replacement runway, 10,113 ft. long, located approximately 702 ft. south of existing Runway 10R/28L
- Construction of additional taxiways to support replacement runway
- Proposed terminal development to be completed in phases
- Necessary Navigational Aids (NAVAIDS) to obtain a CATII approach
- Proposed aviation related developments
- Associated roadway relocation and construction
- Parking improvements (including surface lots and parking garages)
- Property acquisition and relocation of residences
- Development of FAA Air Traffic operational procedures for the replacement runway
- Proposed Part 150 noise abatement and land use mitigation actions

III. Sponsor's Proposed Project

Existing Airport Layout

III. Sponsor's Proposed Project

Sponsor's Proposed Project

IV. Preliminary Review of Alternatives

Three Phased Approach

- Identify comprehensive range of alternatives *to the Sponsor's Proposed Project*
- Evaluate and define a short-list of alternatives
  - Environmental
  - Operational
  - Cost
- Detailed analysis of short-listed alternatives

Potential Range of Alternatives

- No-Action alternative
- Off-site alternatives
- On-site alternatives

IV. Preliminary Review Alternatives

No-Action Alternative

- Includes no changes to the existing airport (runways, taxiways, terminal, etc.)
- Would not meet the Purpose and Need for the project
- Must be carried forward in accordance with NEPA guidelines
- Will be used as the baseline upon which **all** other alternatives are evaluated for environmental impacts

IV. Preliminary Review Alternatives

Off-Site Alternatives:

- Includes use of other airports, other modes of transportation, and telecommunications
- Use of other Airports: Analyzes the feasibility of moving air traffic to another airport in the area in an effort to meet the needs
  - Identified four airports (Dayton International, Rickenbacker International, Bolton Field, and Ohio State University Airports)
  - Dayton is the only one that currently has scheduled passenger service and the associated passenger handling facilities - *would require expansion*
  - However, Dayton is located 90 miles from Columbus – *unreasonable to assume large migration from CMH to DAY*
  - Rickenbacker has some of the facilities (long runways and charter terminal) to accommodate passenger activity – *would require major expansion of passenger and parking facilities*
  - Neither TZR nor OSU have runway length or passenger handling capabilities

IV. Preliminary Review Alternatives

Off-Site Alternatives:

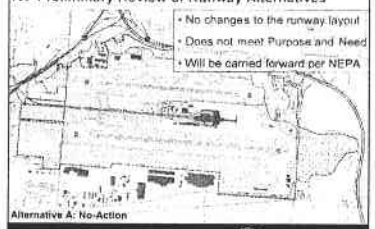
- Other Modes of Transportation: Analyzes the feasibility of using other modes of transportation in an effort to meet the needs
  - Top destinations from CMH are greater than 500 miles, which is generally considered the decision distance between driving/flying
  - High speed rail systems have been planned that include Columbus as a destination/origin
  - The plans for most of the systems include linking major populated areas in Ohio, Indiana, Illinois, and Pennsylvania – *most of the top destinations from CMH would not be served by the planned systems*
  - At this point, funding for these systems has not been identified
- Telecommunication: Analyzes new telecommuting technology as an alternative to air travel
  - Predictions of the reduction in the need for travel have not occurred
  - Generally is used to supplement the conduct of business

IV. Preliminary Review Alternatives

On-Site Alternatives – Runway Development:

- FAA developed and evaluated runway alternatives to meet the purpose and need
- Evaluation criteria includes:
  - Ability to meet the purpose and need
  - Operational considerations
  - Environmental considerations
  - Cost considerations
- Alternatives are either carried forward for further evaluation of environmental impacts in the EIS or removed from further evaluation
  - Based on the evaluation criteria
  - Reasons for/against are documented in the EIS

IV. Preliminary Review of Runway Alternatives



Alternative A: No-Action

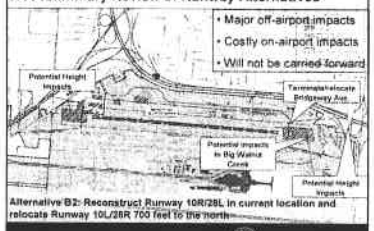
IV. Preliminary Review of Runway Alternatives

Alternative B1: Reconstruct Runway 10R/28L in place.

IV. Preliminary Review of Runway Alternatives

Alternative B2: Reconstruct Runway 10R/28L in current location and relocate Runway 10L/28R 700 feet to the north

IV. Preliminary Review of Runway Alternatives

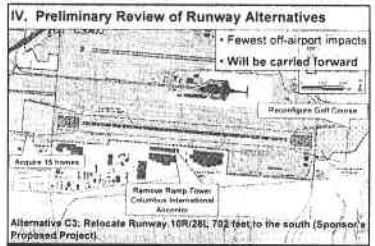


Alternative B2: Reconstruct Runway 10R/28L in current location and relocate Runway 10L/28R 700 feet to the north

IV. Preliminary Review of Runway Alternatives

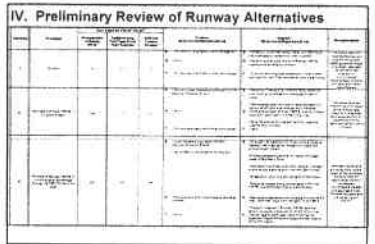
Alternative C1: Relocate Runway 10R/28L 1,500 feet to the south

IV. Preliminary Review of Runway Alternatives

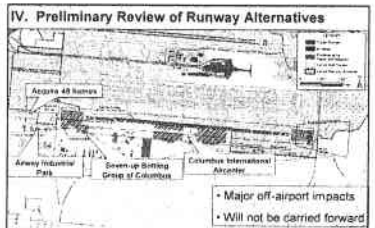


Alternative C3: Relocate Runway 10R/28L 702 feet to the south (Sponsor's Proposed Project)

IV. Preliminary Review of Runway Alternatives



IV. Preliminary Review of Runway Alternatives

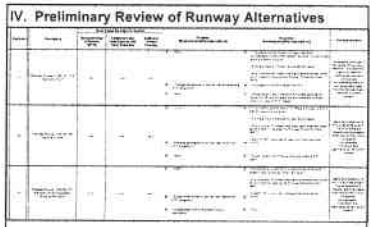


Alternative C1: Relocate Runway 10R/28L 1,800 feet to the south

IV. Preliminary Review of Runway Alternatives

Alternative C2: Relocate Runway 10R/28L 800 feet to the south

IV. Preliminary Review of Runway Alternatives



IV. Preliminary Review of Terminal Alternatives

<u>On-Site Alternatives – Terminal Development:</u>

- FAA conducted independent review of terminal development envelope alternatives to meet the purpose and need
- Evaluation criteria includes:
  - Ability to meet the purpose and need (primarily size of envelope)
- Alternatives are either carried forward for further evaluation of environmental impacts in the EIS or removed from further evaluation
  - Based on the evaluation criteria
  - Reasons for/against are documented in the EIS

IV. Preliminary Review of Runway Alternatives

Alternative C2: Relocate Runway 10R/28L 800 feet to the south

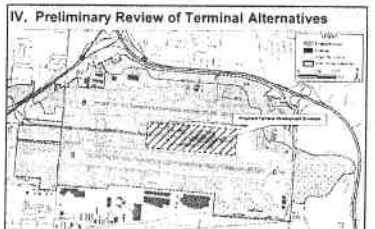
IV. Preliminary Review of Runway Alternatives

Alternative C3: Relocate Runway 10R/28L 702 feet to the south (Sponsor's Proposed Project)

IV. Preliminary Review of Terminal Alternatives

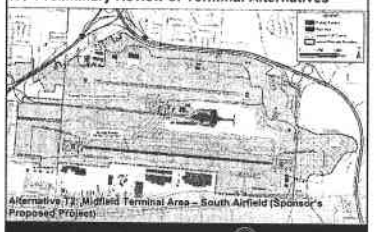
Alternative A: No-Action

IV. Preliminary Review of Terminal Alternatives



Alternative T1: Maximize Existing Terminal Area

IV. Preliminary Review of Terminal Alternatives



Alternative T2: Midfield Terminal Area – South Airfield (Sponsor's Proposed Project)

IV. Preliminary Review of Terminal Alternatives

Alternative T3: Midfield Terminal Area – North Airfield

IV. Preliminary Review of Alternatives

Summary of Alternatives Carried Forward for Further Evaluation in the EIS:

- Runway Development Alternatives
  - Alternative C2: Relocate Runway 10R/28L 800 feet south
  - Alternative C3: Relocate Runway 10R/28L 702 feet south (Sponsor's Proposed Project)
- Terminal Development Alternatives
  - Alternative T2: Midfield Terminal Area – South Airfield (Sponsor's Proposed Project)
- No Action Alternative
  - Alternative A: No Action (runway and terminal)

V. Next Steps in the EIS Process

What's Next for the EIS?

- Continue data collection and analysis for each environmental category
- Refine Alternatives
- Next SAC Meeting:

  Late Summer 2007

V. Next Steps in the EIS Process

- 20 months to DRAFT EIS after issuance of NOI
- MILESTONE meetings for concurrence with Agencies
- Mitigation / Permitting Activities
- Public Hearing
- RECORD OF DECISION expected – April 2009

VI. Opportunity to Comment on the EIS

Written comments and/or questions should be mailed by May 25th to:

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174

Telephone: (734) 229-2958
Fax: (734) 229-2950
Email: CMHEIS@faa.gov

Project Website: www.airportsites.net/cmh-eis

aerofinity

Airport Planning Beyond the Ordinary

May 29, 2007

Name
Title
Company
Address
City, State Zip

RE: Port Columbus International Airport
Environmental Impact Statement
Study Advisory Committee Meeting Minutes

Dear Name:

Enclosed are minutes for the April 24, 2007 Study Advisory Committee (SAC) meeting for the Port Columbus International Airport Environmental Impact Statement (EIS).

As a reminder, the Federal Aviation Administration (FAA) has requested comments on the EIS Purpose and Need and Alternatives Chapters by June 8, 2007. Comments on these chapters should be sent to:

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, MI 48174
Telephone: (734) 229-2958
Fax: (734) 229-2950
Email: CMHEIS@faa.gov

If members of the SAC Committee did not receive a copy, or need a duplicate copy of the Purpose and Need and Alternatives Chapters, please contact Melanie DePoy at 317.955.8395 ext. 304 or via email at mdepoy@aerofinity.com and a duplicate copy will be sent to you.

As always, we appreciate your interest in Port Columbus International Airport and thank you for your participation in these studies. The next SAC meeting is anticipated to occur in late summer 2007. As in the past, a meeting announcement will be sent to you approximately one month in advance of the meeting date.

Sincerely,

Melanie K. DePoy
Managing Principal

51 South New Jersey St.
Indianapolis, IN 46204
317.955.8395 Phone
317.955.8479 Fax

COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

May 29, 2007

Name
Title
Company
Address
City, State Zip

RE: Port Columbus International Airport
Part 150 Noise Compatibility Study Update
Planning Advisory Committee

Dear Name:

Enclosed are minutes for the April 24, 2007 Study Advisory Committee (SAC) and Planning Advisory Committee (PAC) meetings for the Port Columbus International Airport Environmental Impact Statement (EIS) and Part 150 Noise Compatibility Study Update (Part 150). For those who did not attend, the PAC meeting handout is also enclosed.

The next meeting of the **Planning Advisory Committee** for the Port Columbus International Airport Part 150 Noise Compatibility Study Update will be held on :

Wednesday, June 27, 2007, 1:00 p.m. – 3:00 p.m.
Concourse Hotel and Conference Center
4300 International Gateway
Columbus, OH 43219

The Concourse Hotel is located immediately adjacent to Port Columbus International Airport. Free parking is provided adjacent to the hotel. The meeting will end promptly at 3:00 p.m. An agenda for the meeting is enclosed with this letter.

As always, we appreciate your interest in Port Columbus International Airport and your participation in these studies. Please let us know if you are able to attend the June 27th meeting by responding to Melanie DePoy of Aerofinity, Inc. by Monday, June 18, 2007. Melanie may be reached by phone at (317) 955-8395 ext. 304 or e-mail at mdepoy@aerofinity.com.

Sincerely,

Elaine Roberts

Elaine Roberts, A.A.E.
President and CEO
Columbus Regional Airport Authority

51 S. New Jersey St., 2nd Floor
Indianapolis, IN 46204
317.955.8395 317.955.8479 FAX

MEETING MEMO

MEETING	Federal Aviation Administration Environmental Impact Statement Port Columbus International Airport Study Advisory Committee – Meeting 3
MEETING DATE	April 24, 2007

ATTENDING

A meeting attendance list is attached.

DISCUSSION SUMMARY

The third Study Advisory Committee (SAC) meeting for the Environmental Impact Statement (EIS) was opened by Rob Adams of Landrum & Brown, the consulting firm conducting the study on behalf of the Federal Aviation Administration. Mr. Adams welcomed participants and introduced Katy Jones, Project Manager for the Federal Aviation Administration (FAA). Mr. Adams explained that the SAC meeting would be immediately followed by a Planning Advisory Committee (PAC) meeting for the Part 150 Noise Compatibility (Part 150) that is being simultaneously conducted with the EIS.

EIS Process

Mr. Adams briefly reviewed the projects proposed by the Columbus Regional Airport Authority (CRAA). These projects include the relocation of the airport's south runway, development of a new passenger terminal and other support facilities. He explained that before any work can begin on the proposed projects, the FAA must conduct an environmental review. In this case, because the relocated runway has the potential to result in significant changes in noise levels, the FAA is conducting an EIS which is the most detailed level of environmental review. In an EIS, the FAA reviews the development projects proposed by the CRAA as well as other alternatives to the project that would accomplish the same outcome. The result of this review is to determine if there is another alternative that would result in less environmental impact.

Mr. Adams reviewed the EIS process stating that at the last meeting, the preliminary alternatives for the proposed development projects were presented. Since that time, these alternatives have been reviewed in greater detail to determine which of the alternatives meet the purpose and need and are reasonable,

feasible, practicable, and prudent. Those that meet these criteria will be carried forward for detailed environmental review.

Purpose and Need

Mr. Adams continued the meeting by explaining the process to develop the Purpose and Need Statement for the EIS. The Purpose and Need Statement is simply a concise, easily understood statement of why the projects are being proposed, some indication of the timeframe for the development of the project and states how each element of the proposed project meets the stated need. It is important to carefully state all of the elements of the proposed projects, as only those elements that are approved by the FAA can be constructed. The Purpose and Need Statement serves as the basis upon which all of the alternatives are evaluated. Those alternatives that do not meet the Purpose and Need are excluded from further review.

The CRAA's primary need is to reconstruct Runway 10R/28L. Due to normal wear, the pavement is deteriorating such that the runway is in need of full reconstruction. The CRAA has previously overlaid the runway to extend its usefulness to 2010 but some areas of the runway are still in need of full-depth reconstruction.

Additional needs of the CRAA include:

- the need to achieve runway capacity, reduce delays during peak operating periods and increase the efficiency of the airfield. The forecasts for the airport indicate that as activity grows, by the year 2023, it is possible that unreasonable delays could result. Not only is this an inconvenience for the passengers, but this also has other environmental impacts.
- the need to provide terminal capacity to accommodate projected passenger levels. The most important consideration in this need is the ability to identify a large enough development envelope on the existing airport to construct a terminal facility that will meet the anticipated levels of passenger activity (approximately 9 million passengers). The existing terminal will not effectively handle more than 5 million passengers, a number which is anticipated by 2018. A single terminal versus multiple terminals connected by people movers, etc. is preferred as it provides a greater level of passenger service and achieves other economies of scale in terms of security, heating/cooling, etc.

Previous studies have been conducted to determine the need for these projects. These include: 1999 Master Plan, 2002 Terminal Study, 2005 Airfield Planning Study, and a 2005 Environmental Overview. From all of these studies, the CRAA has identified the following goals for this development project:

- Continue to expand CMH as a major passenger air hub
- Balance airfield and terminal capacity
- Phase project development as funding is available and as growth is warranted
- Accomplish the development so that it preserves the viability and character of neighboring communities.

Mr. Adams briefly reviewed other elements of the proposed project. He explained that the current runways are separated by 2,800 feet. The proposed replacement runway will be located 702 feet south of the existing south runway, which will be removed. The existing terminal is proposed to remain in place while the first phases of the new terminal are constructed. Mr. Adams noted that the relocation of International Gateway has been previously environmentally assessed under another study.

Preliminary Review of Alternatives
As previously stated, under the requirements of the National Environmental Policy Act (NEPA), the FAA is the agency responsible for reviewing the environmental impacts of proposed airport development. In addition to the project proposed by the airport, the FAA's responsibility is to review other alternatives that could accomplish the Purpose and Need.

Mr. Adams explained that a three-phased approach is being used in the EIS to accomplish this review. First, the FAA developed a comprehensive range of alternatives to the project proposed by the CRAA. These alternatives are then evaluated based upon their environmental impacts, their operational efficiency and the cost to develop. Based upon this analysis, only the most viable alternatives are carried forward for further detailed environmental review.

The following categories of alternatives were presented:

- No-action – assesses the environmental impacts that would occur if there were no changes in the existing airport
- Off-site alternatives – assesses the potential to meet the Purpose and Need for the project if some or all of the activity at CMH were moved to other airports, was accommodated by other modes of transportation or other means of telecommunication.
- On-site alternatives - assesses the potential to meet the Purpose and Need through other alternatives for developing the proposed project on the existing airport.

No-Action Alternative
The No-Action Alternative is required under NEPA to be assessed. It has been determined that it would not meet the Purpose and Need for the proposed project but must be carried forward as it will be used as the baseline upon which all other alternatives are evaluated for their environmental impacts.

Off-Site Alternatives
The preliminary review of off-site alternatives reviewed the potential for moving air traffic from CMH to Dayton International, Rickenbacker International, Bolton Field or Ohio State University Airports. Because of insufficient facilities, none of these airports is capable of handling the projected levels of activity at CMH without major expansion. Therefore, using other airports does not meet the Purpose and Need to CRAA's proposed project.

A review of other modes of transportation has included a review of the potential to use high speed rail to reach the same destinations that are currently being used by passengers at CMH. The top destinations from CMH are typically greater than 500 miles. This equates to between ten and twelve hours driving time which is generally the distance when people decide to fly rather than drive. High speed rail systems have been planned that include Columbus as an origin/destination that would link CMH to other areas in Ohio, Indiana, Illinois and Pennsylvania. However, the top destinations from CMH are not served by these potential rails links. Also, it was noted that none of the proposed rail projects have been funded at this time. Therefore, rail as an alternative mode of transportation does not meet the Purpose and Need of the CRAA's proposed project.

Telecommunications as an alternative to air travel was also analyzed. The analysis has shown that telecommunications typically supplements the conduct of business but does not replace business travel.

Telecommunications does not address the leisure market. Therefore, telecommunications does not meet the Purpose and Need of the CRAA's proposed project.

On-Site Alternatives
The FAA has developed and evaluated on-site alternatives that include runway and terminal development. Mr. Adams reviewed six runway alternatives (including No-Action) for the replacement runway and identified the positives and the negatives of each alternative. Based upon the review of these six alternatives, the following will be carried forward for detailed environmental review:

- No-Action - does not meet the Purpose and Need for the project but is required under NEPA to be carried forward in the evaluation of environmental consequences.
- Alternative C2: Relocation of Runway 10R/28L, 800 feet to the south – meets all of the stated needs of the project but environmental impacts and associated costs may or may not be considered reasonable.
- Alternative C3: Relocation of Runway 10R/28L, 702 feet to the south – Sponsor's proposed project; meets all of the stated needs but environmental impacts and costs may or may not be considered reasonable.

The FAA has also considered four alternatives (including No-Action) for the development of the terminal. Of these four alternatives, the No-Action and relocation of the terminal in Midfield Terminal Area – South Airfield will be carried forward for detailed environmental review.

Next Steps
The next step in the EIS process is to continue data collection and analysis for each of the environmental categories and to continue refinement of the alternatives. It is anticipated that the next SAC meeting will occur in late summer/early fall 2007. Meeting participants will be notified in advance of the next meeting. Mr. Adams also noted that Public Workshops on the EIS and Part 150 study processes are being held on April 24th and 25th and gave details of the meetings. Mr. Adams closed the meeting with a review of the EIS study schedule. He noted that a draft EIS is anticipated to be published 20 months after the issuance of the publication of the Notice of Intent. A Record of Decision (ROD) is anticipated from the FAA in April 2009.

Opportunity to Comment on the EIS
It was noted that in addition to oral comments received at today's meeting, comments can also be submitted to:

Ms. Katherine S. Jones
Federal Aviation Administration
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174
Telephone: (734) 229-2958
Fax: (734) 229-2950
E-mail: CMHEIS@faa.gov

Project Website: www.airportsites.net/cmh-eis

Questions

A question was asked about the purpose of the perimeter road.

Mr. Adams explained that the purpose of the perimeter road is that it allows vehicles that support airport operations (maintenance, security inspection, fueling, etc.) to move around the airfield without crossing active runways and taxiways and enhances airfield safety.

A definition of the acronym NOI was requested.

Mr. Adams explained that the NOI stands for Notice of Intent. It is the term used to describe the publication of the Notice-of-Intent that is published in the Federal Register to announce the official start of an Environmental Impact Statement.

Port Columbus International Airport
Environmental Impact Statement
Study Advisory Committee Attendance
Tuesday, April 24, 2007

Name	Representing/Title	Address	Phone/E-mail
Matt Brown	Franklin County Development Dept. and Zoning	280 E. Broad St., 2nd Floor Columbus, OH 43215	(614) 462-3095
Brad Davidson	Environmental Protection Specialist Federal Aviation Administration -Detroit ADO	11677 S. Wayne Road Romulus, MI 48174	(734) 229-2916
Mary Dewberry	A Better Community President	2437 Delavan Drive Columbus, OH 43219	(614) 475-2469
Cathy Ferrari	The Ohio State University Airport External Relations Manager	2160 West Case Road Columbus, OH 43235-2526	(614) 292-5823 cferrari@osuairport.org
Bonnie Gard	City of Gahanna Zoning Administrator	200 South Hamilton Gahanna, OH 43230	(614) 342-4015 bonnie.gard@gahanna.gov
Chris Gawronski	MORPC Principal Planner	285 E. Main St. Columbus, OH 43215	cgawronski@morpc.org (614) 233-4166
Bruce Gibson	Federal Aviation Administration CMH ATCT	4277 International Gateway Columbus, OH 43219	(614) 338-4092 Bruce.Gibson@FAA.Gov
Alan Harding	Columbus Flight Watch	5731 Blinnton Place Columbus, OH 43235-7205	alan41ah@gmail.com
Alfonso Hooper	North Central Area Commission	1204 Woodnell Avenue Columbus, OH 43219	(614) 253-8819 or (614) 570-5369
Matthew Huffman	City of Gahanna Planner	200 South Hamilton Gahanna, OH 43230	(614) 342-4015 matthew.huffman@gahanna.gov
Katherine Jones	Community Planner Federal Aviation Administration -Detroit ADO	11677 S. Wayne Road Romulus, MI 48174	(734) 229-2958 Katherine.S.Jones@faa.gov
Bruce Langner	City of Bexley Development Director	2242 E. Main St. Bexley, OH 43209	(614) 235-8694
Terri Leist	Assistant Director/Interim Golf Administrator Columbus Parks and Recreation	90 West Broad Street Columbus, OH 43215	(614) 645-5420 tsleist@columbus.gov
Chris Lenfest	Federal Aviation Administration CMH ATCT - Manager	4277 International Gateway Columbus, OH 43219	Chris.Lenfest@faa.gov
Sam MacDonald	Ohio EPA	122 S. Front Street Columbus, OH 43216-1049	(614) 644-2270 sam.mcdonald@epa.state.oh.us
Dr. Harold E. McDaniel	St. Mary's Civic Association President	979 Wellington Blvd. Columbus, OH 43219	(614) 252-7782 hmcdaniel@columbus.rr.com
Bethany Miller	City of Gahanna	200 South Hamilton Gahanna, OH 43230	(614) 342-4015
Mollie O'Donnell	City of Columbus Columbus Parks and Recreation	200 Greenlawn Ave Columbus, OH 43223	(614) 545-3310
Don Peters	Columbus Flight Watch	40 Massey Drive Westerville, OH 43081	(614) 890-1062 donpeters@columbus.rr.com
Matthew Shad	City of Whitehall Development Director	360 S. Yearling Road Whitehall, OH 43213	(614) 338-3103 development@cityofwhitehall.com
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Study Advisory Committee Meeting #4
November 13, 2007

Invitation Letter
Invitation Letter Distribution List
Meeting Registration
Handouts
Presentation
Non-Attendee Post-Meeting Mailing
Non-Attendee Post-Meeting Mailing Distribution List
Attendee Post-Meeting Mailing
Attendee Post-Meeting Mailing Distribution List

COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

U.S. Department of Transportation
Federal Aviation Administration

October 9, 2007

Name
Title
Company
Address
City, State Zip

RE: Port Columbus International Airport
Environmental Impact Statement
Study Advisory Committee Meeting

Dear Name:

Please mark your calendar for the fourth meeting of the Study Advisory Committee for the Port Columbus International Airport Environmental Impact Statement. The meeting is scheduled for:

Tuesday, November 13, 2007
1:00 p.m. – 3:00 p.m.
Concourse Hotel and Conference Center
4300 International Gateway
Columbus, OH 43219

An agenda for the meeting is enclosed with this letter. We will use our time efficiently so that the meeting will end promptly at 3:00 p.m.

Please note that free parking is provided adjacent to the hotel. We appreciate your interest in Port Columbus International Airport and your participation in this study. Please confirm your attendance by responding to Stacy Pollert of Aerofinity, Inc. by Friday, November 9, 2007. Stacy may be reached by phone at (317) 955-8395 ext. 306 or e-mail at spollert@aerofinity.com.

Sincerely,

Katherine S. Jones

Katherine S. Jones
Community Planner
Federal Aviation Administration

PORT COLUMBUS INTERNATIONAL AIRPORT
ENVIRONMENTAL IMPACT STATEMENT

U.S. Department of Transportation
Federal Aviation Administration

Federal Aviation Administration
STUDY ADVISORY COMMITTEE

November 13, 2007
1:00 p.m. to 3:00 p.m.
Concourse Hotel and Conference Center

AGENDA

WELCOME/INTRODUCTIONS

I. Project Review

- Review purpose and need
- Review Sponsor's Proposed Project

II. Where are we in the EIS Process?

III. Alternatives Evaluated

IV. Preliminary Environmental Impacts

- Discussion of notable impacts
- Introduction of mitigation

V. Next Steps in the EIS Process

* * * * *

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	Kennedy, Paul	4600 International Gateway Columbus, OH 43219	(614) 239-3347 pkennedy@columbusairports.com
[signature]	Meleski, Bernie	4600 International Gateway Columbus, OH 43219	
[signature]	Wall, Dave	4600 International Gateway Columbus, OH 43219	

Additional Attendees
PLEASE PRINT

SIGNATURE	FIRST NAME, LAST NAME	ADDRESS	PHONE and E-MAIL
	Troy Eaton	200 S. Hamilton Rd. Gahanna, OH 43230	troy.eaton@gahanna.gov
	Saran VanderWielen	50 W. Town Street Columbus, Ohio 43215	Saran.vanderwielen@epa.state.oh.us
	David Zell	Zell + Kramer LLC 6620 W. Central Toledo, OH 43617	david@toledolaw.com
		4130 E. 5th Ave Columbus 43219	
	Angela Newland	CRAA	
	Elizabeth Linville	City of Columbus	eclinville@columbus.gov
	Elizabeth Ike	OSC Airport	eike@oscairport.org

SUMMARY OF IMPACTS

This report summarizes the adverse impacts which would result from implementation of the proposed action alternatives at Port Columbus International Airport (CMH or Airport) and introduces potential mitigation techniques that could be implemented to reduce or compensate for those impacts. Below is a brief description of each alternative being assessed in this Environmental Impact Statement (EIS).

Alternative A: No Action

Alternative C2a: Relocate Runway 10R/28L to the south by 800 feet with no new noise abatement procedures

Alternative C2b: Relocate Runway 10R/28L to the south by 800 feet with implementation of the recommended noise abatement procedures

Alternative C3a: Relocate Runway 10R/28L to the south by 702 feet with no new noise abatement procedures

Alternative C3b: Relocate Runway 10R/28L to the south by 702 feet with implementation of the recommended noise abatement procedures (Sponsor's Proposed Project)

The environmental consequences of the Sponsor's Proposed Action and its alternatives are provided for 2012 (anticipated opening year of proposed runway) and for 2018 (anticipated opening year of proposed passenger terminal). The following summarizes the notable impacts identified in the assessment of each alternative. **Table 1**, lists the impacts for each category and offers preliminary mitigation concepts that will be further explored with the CRAA and the FAA.

Noise and Compatible Land Use

For 2012 conditions, the population and number of residential housing units located within the 65 DNL noise contour would increase for Alternatives C2a and C3a as compared to Alternative A: No Action. Alternatives C2b and C3b, which include implementation of the noise abatement measures (from the Part 150 Study), would reduce population and residential housing units located within the 65 DNL noise contour as compared to Alternative A: No Action. For 2018 conditions, all of the development alternatives (C2a, C2b, C3a, C3b), the number of population and residential housing units would be less than the 2018 Alternative A: No Action. Alternative C3b (Sponsor's Proposed Project) results in the fewest population and residential housing unit impacts of all the alternatives in both 2012 and 2018. **Exhibits 1 – 10** show the noise contours for each alternative.

Potential Mitigation Technique: The Columbus Regional Airport Authority (CRAA) is in the process of completing an update to the Part 150 Noise Compatibility Study for CMH. In that study it is recommended that residential housing units within the 65 DNL be offered participation in a sound insulation program. This program could serve as mitigation for the noise and land use impacts associated with the alternatives.

Air Quality

Franklin County currently exceeds the Federal standard for emissions of PM 2.5 and Ozone. Implementation of any of the development alternatives (C2a, C2b, C3a, C3b) would increase pollutant emissions on the airport due to construction activities and increased aircraft taxi times that would result from Runway 10R/28L being relocated farther south. However, these increases would not create a new violation of Federal or State air pollution standards and therefore would not require mitigation.

Socioeconomic, Environmental Justice, & Children's Health

The proposed relocation of Runway 10R/28L to the south would result in 36 properties located on East 13th Avenue to be purchased and the residents relocated. The acquisition area would be located within the relocated Runway Protection Zone (RPZ) for both Alternative C2a/b and C3a/b. FAA guidelines require that RPZs be clear of obstacles and human congregation, such as homes. See **Exhibit 11** for location of acquisition area. No other significant, long-term socioeconomic impacts are anticipated with implementation of any of the alternatives.

An assessment of potential environmental justice impacts found that there would not be a disproportionate impact to minority or low-income populations as a result of implementing any of the development alternatives. Under Alternative C2b and C3b in 2012 and all of the 2018 conditions, the noise impacts were reduced from the No Action condition, thereby reducing the potential impact on all populations.

No impact to children's health was identified as a result of implementing any of the alternatives.

Potential Mitigation Technique: The CRAA would follow the *Uniform Relocation Assistance and Real Property Acquisition Policies Act* (49 CFR Part 24) in offering relocation assistance to affected residents.

Wetlands and Streams

The development alternatives (C2a, C2b, C3a, C3b) would result in the same impacts to wetlands and streams for both 2012 and 2018 conditions. The proposed runway relocation would result in 0.33 acres of wetland impacts and 592 lineal feet of stream impacts. The proposed terminal would result in an additional 0.32 acres of wetland impacts.

Potential Mitigation Technique: The CRAA is currently working with the US Army Corps of Engineers to determine potential mitigation ratios and locations for these impacts.

Fish, Wildlife and Plants

No Federal or state threatened and endangered species or critical habitat would be impacted by any of the alternatives. Tree clearing and topping that may be necessary would be coordinated with the US Fish and Wildlife Service to avoid impacts to potential Indiana bat roosting sites.

Water Quality

Impacts to water quantity (primarily from increase in impervious surfaces) and water quality (primarily from increased use of deicing agents) would occur as a result of implementing any of the alternatives. The level of impacts are essentially the same for the C2a/b and the C3a/b alternatives in both 2012 and 2018 conditions.

Potential Mitigation Technique: The CRAA is currently preparing a Storm Water Master Plan to identify long-term solutions to water resource impacts that are anticipated from a number of current and proposed projects at the airport (including the proposed runway and terminal projects being assessed in this EIS). These solutions will require additional coordination with the City of Columbus, Ohio EPA, and the US Army Corps of Engineers.

Farmlands, Floodplains, and Coastal Resources

No unique farmlands, floodplains, or coastal resources would be impacted by any of the alternatives.

Historic, Architectural, Archaeological, and Cultural Resources

There are a number of significant historic sites located near the Airport and near the project site. Alternatives C2a/b would result in the greatest impact to historic structures, with the removal of Buildings 3 and 7 of the former Air Force Plant 85 (now known as Columbus International Air Center), which is eligible for listing on the National Register of Historic Places.

Alternatives C3a/b would result in the removal of a ramp tower that is located on the top of Building 7 of the former Air Force Plant 85. This ramp tower is not considered to be a significant impact, but there will need to be coordination with the Ohio Historic Preservation Office (OHPO) to determine the level of documentation necessary prior to removal.

No archaeological sites of significance were found in the project area. Human remains associated with the former Stelzer Cemetery, located west of Stelzer Road, were identified through field work and will be relocated prior to construction activities in that area.

Potential Mitigation Technique: The CRAA would work with the OHPO to determine the necessary level of mitigation for the project.

DOT 4(f)

The development alternatives will require the reconfiguration of the Airport Golf Course located west of Hamilton Road. This effort is likely to require the golf course to be reduced to 12 holes for a period of up to 18 months. The reconfiguration is currently being coordinated with the City of Columbus and the US Department of Interior. No other physical impacts to a DOT 4(f) property (parks, recreation facilities, wildlife refuges) are anticipated as a result of implementing any of the alternatives.

Potential Mitigation Technique: The CRAA would reconfigure the Airport Golf Course to insure that it ultimately returns to an 18-hole facility. The CRAA and City of Columbus are currently negotiating the details of how this process would occur.

Light Emissions/Visual Impacts

No adverse light emissions or visual impacts would occur as a result of implementing any of the alternatives.

Hazardous Materials/Solid Waste

The former Air Force Plant 85 (now referred to as the Columbus International Air Center) has been assessed in the past for the presence of hazardous materials. The results of these assessments have found hazardous materials in a number of the buildings and sites near the project area. Alternative C2a/b would result in the greatest impact to the former Air Force Plant 85, with both Buildings 3 and 7 being removed. These structures (in particular Building 3) have been shown to have previously contained hazardous materials. Alternative C3a/b would impact the ramp tower on the top of Building 7. In general, all of the development alternatives would result in demolition of structures that may contain asbestos and lead paint.

Potential Mitigation Technique: As necessary, the CRAA would use Best Management Practices in cleaning up and disposing of demolition materials.

Local solid waste haulers stated that there was sufficient capacity in local landfills to accommodate the amount of construction debris that would be generated by the development projects.

Natural Resources and Energy Supply

The local supply of building materials and fill materials would not be significantly reduced as a result of implementing any of the alternatives.

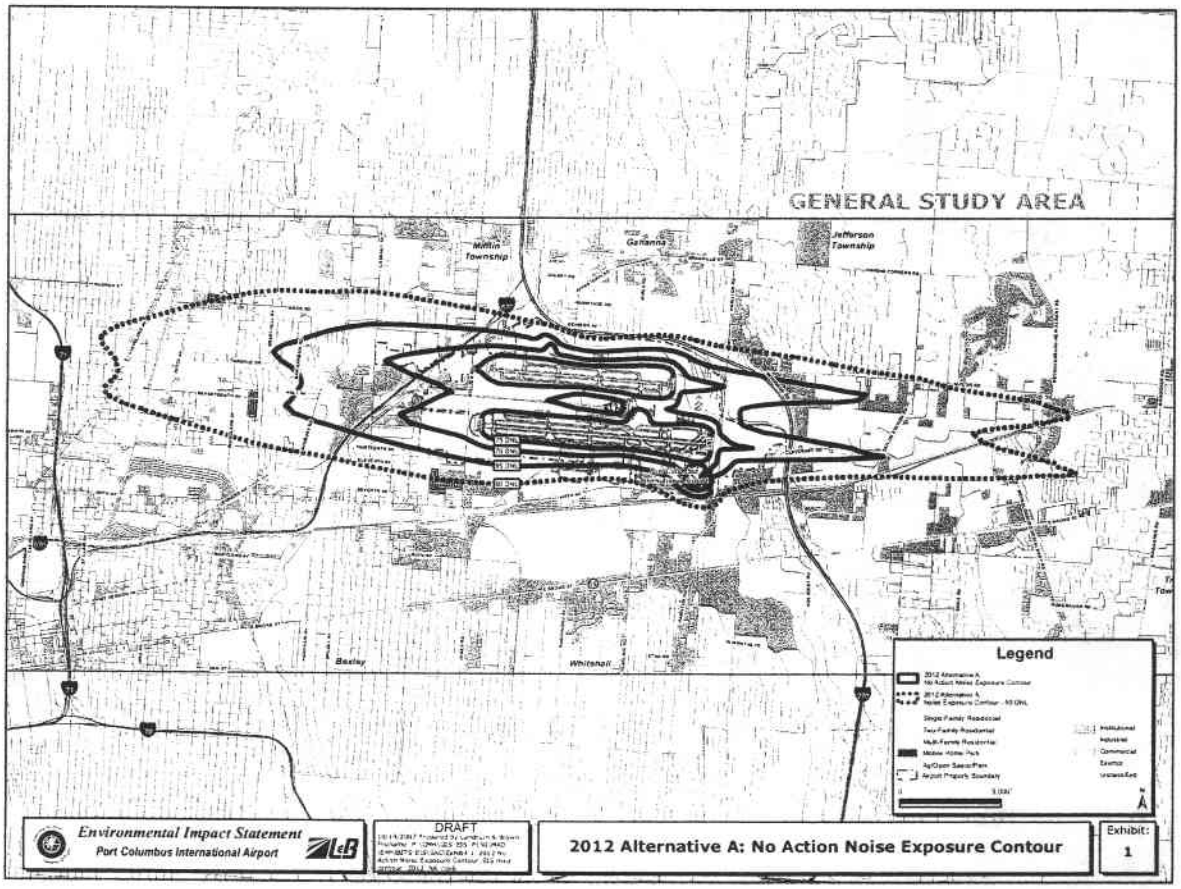
The local suppliers of natural gas and electricity have confirmed that there would be no impact to the increased usage that would result from implementing any of the alternatives.

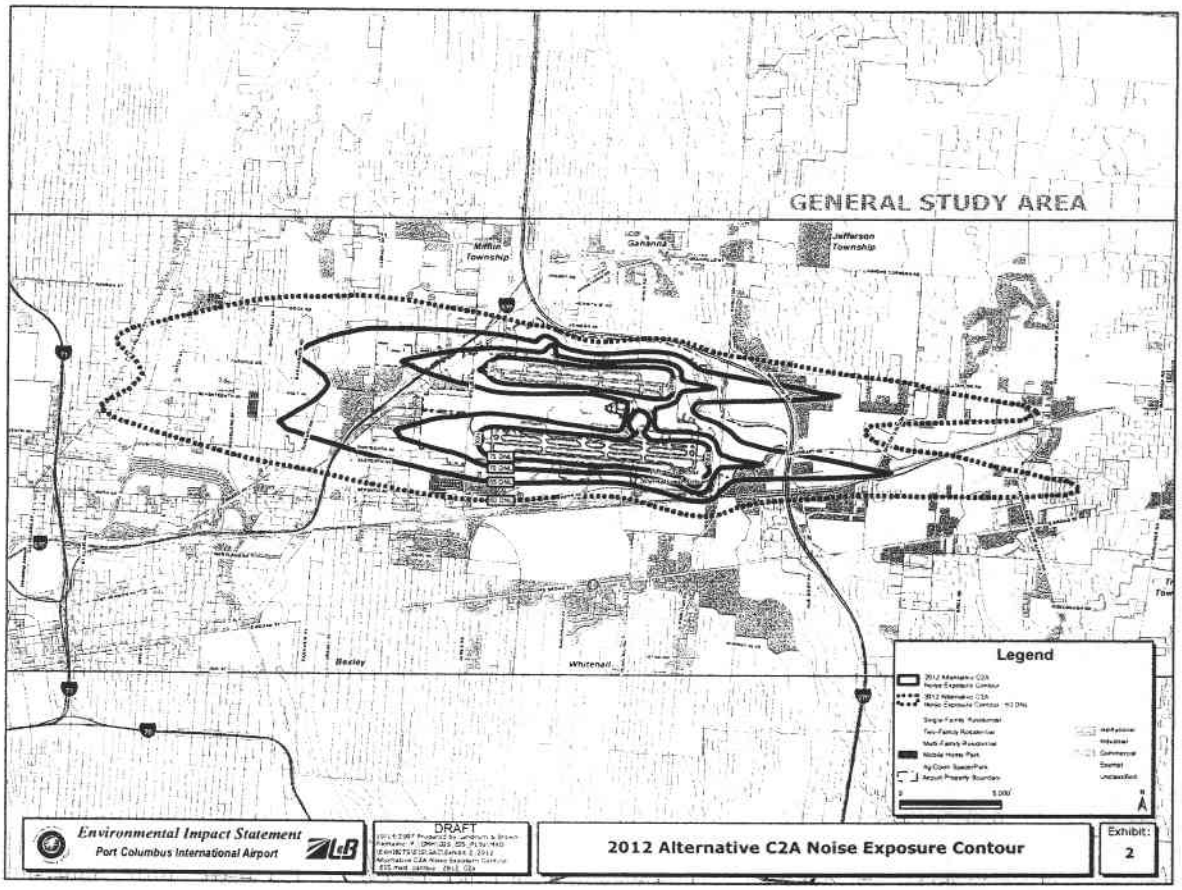
Construction

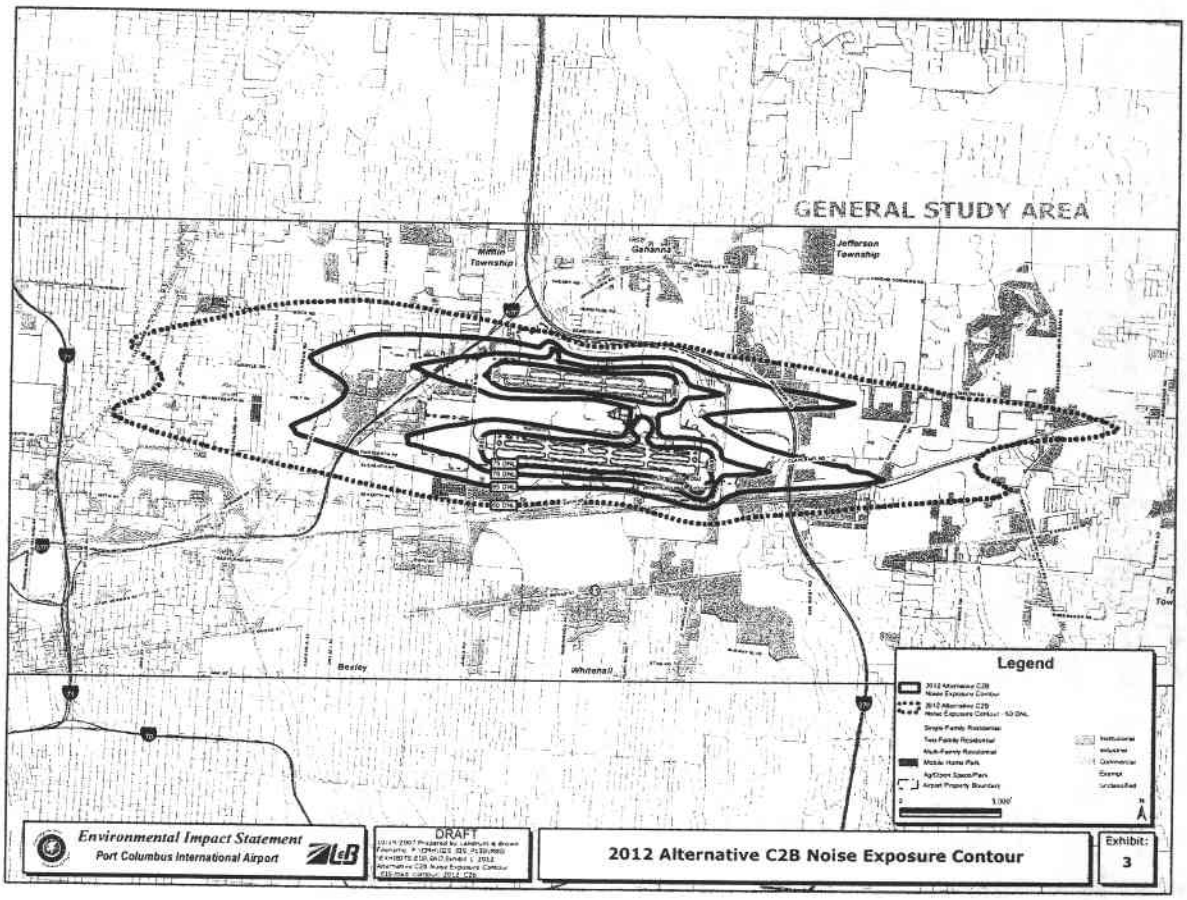
Temporary impacts as a result of dust, noise, and erosion are likely as a result of constructing the development alternatives. The CRAA would implement Best Management Practices in order to avoid and minimize these temporary impacts.

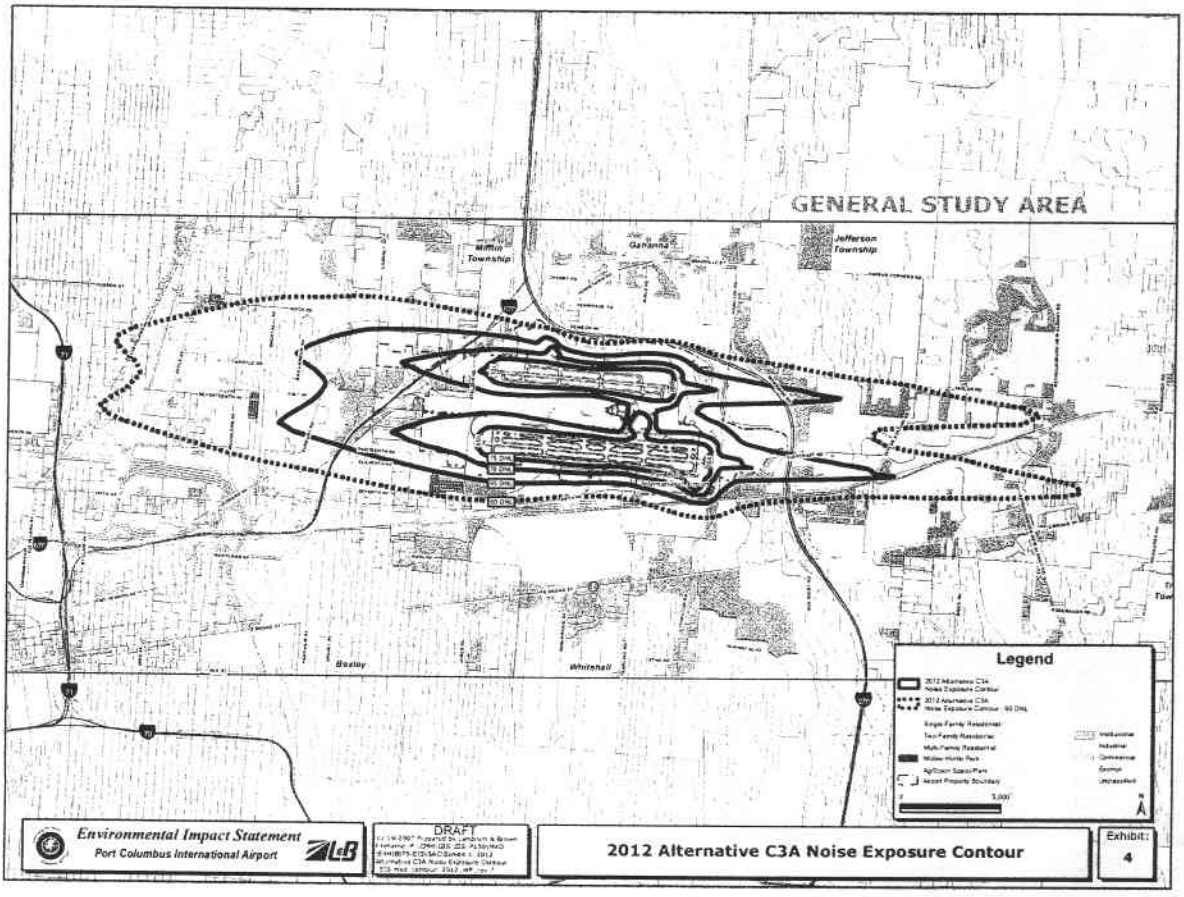
Table 1
SUMMARY OF ANALYSIS
Port Columbus International Airport

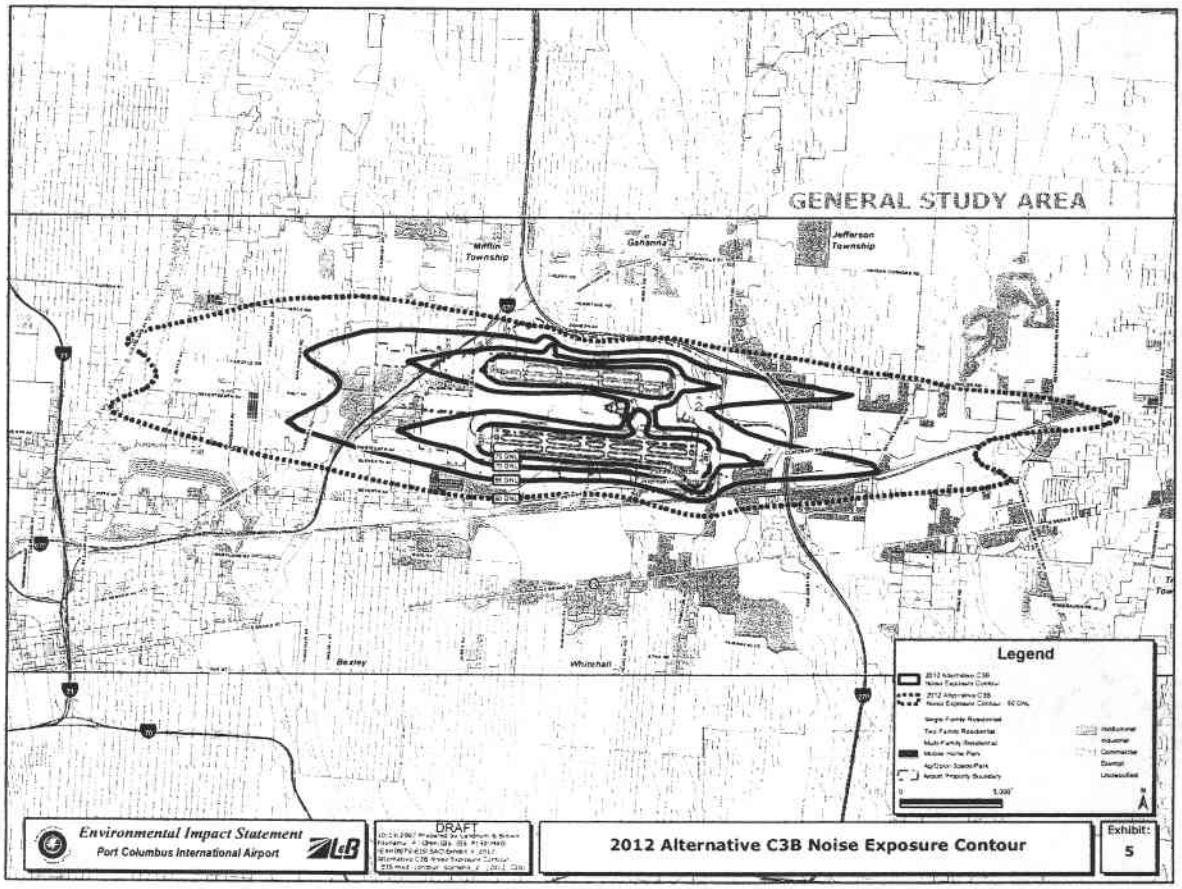
	ALTERNATIVE								
	A	C2a		C2b		C3a		C3b	
ENVIRONMENTAL CONSEQUENCES	IMPACTS	IMPACTS	MITIGATION	IMPACTS	MITIGATION	IMPACTS	MITIGATION	IMPACTS	MITIGATION
Air Quality	Franklin County Non-Attainment for PM 2.5	Impacts Would Not Exceed Standards (NAAQS)[1]	None	Impacts Would Not Exceed Standards (NAAQS)[1]	None	Impacts Would Not Exceed Standards (NAAQS)[1]	None	Impacts Would Not Exceed Standards (NAAQS)[1]	None
Airport Noise Impacts Within 65+DNL									
2012: Total Residential Units [2]	653	725		507		700		472	
Unmitigated Residential Units	336	406	See Land Use	268	See Land Use	363	See Land Use	224	See Land Use
Noise Sensitive Facilities [3]	4	1	Commit to Updating NEMs within a year of Runway Opening	No Impacts	Commit to Updating NEMs within a year of Runway Opening	No Impacts	Commit to Updating NEMs within a year of Runway Opening	No Impacts	Commit to Updating NEMs within a year of Runway Opening
2018 Residential Dwelling Units [2]	615	732		567		661		522	
Unmitigated Residential Units	427	524	Not mitigating noise impacts for 2018 conditions	329	Not mitigating noise impacts for 2018 conditions	444	Not mitigating noise impacts for 2018 conditions	266	Not mitigating noise impacts for 2018 conditions
Noise Sensitive Facilities [3]	5	2		2		3		2	
Compatible Land Use									
Noise Impacts	No Direct Impacts	2012 Noise Impacts	Offer Sound Insulation to 564 homes in and adjacent to 65 DNL	2012 Noise Impacts	Offer Sound Insulation to 394 homes in and adjacent to 65 DNL	2012 Noise Impacts	Offer Sound Insulation to 463 homes in and adjacent to 65 DNL	2012 Noise Impacts	Offer Sound Insulation to 356 homes in and adjacent to 65 DNL
Land Use Impacts	No Land Use/Zoning Changes	Land use change in RPZ Area	See Socioeconomic	Land use change in RPZ Area	See Socioeconomic	Land use change in RPZ Area	See Socioeconomic	Land use change in RPZ Area	See Socioeconomic
Historical, Architectural, Archeological, & Cultural Resources									
Direct Effects (Physical Impacts)	No Direct Impacts	Remove Building 3 & 7 Impacts to Stelzer Cemetery	MOA for Bldgs. 3 & 7 Relocate Stelzer Cemetery	Remove Building 3 & 7 Impacts to Stelzer Cemetery	MOA for Bldgs. 3 & 7 Relocate Stelzer Cemetery	Remove Ramp Tower Impacts to Stelzer Cemetery	Assess Ramp Tower for Significance Relocate Stelzer	Remove Ramp Tower Impacts to Stelzer Cemetery	Assess Ramp Tower for Significance Relocate Stelzer
Indirect Effects (Noise Impacts)	12 Sites within 65 DNL 6 Significant	13 Sites within 65 DNL 6 Significant	1 Noise-sensitive site - currently sound insulated	12 Sites within 65 DNL 6 Significant	1 Noise-sensitive site - currently sound insulated	13 Sites within 65 DNL 6 Significant	1 Noise-sensitive site - currently sound insulated	12 Sites within 65 DNL 6 Significant	1 Noise-sensitive site - currently sound insulated
Section 4f (Recodified as 303c) Lands	No Direct Impacts 1 park (Pizzurro) in 65 DNL	Airport Golf Course Remove Bldgs. 3 & 7 1 park in 65 DNL	Reconfigure Golf Course MOA for Bldgs. 3 & 7	Airport Golf Course Remove Bldgs. 3 & 7 1 park in 65 DNL	Reconfigure Golf Course MOA for Bldgs. 3 & 7	Airport Golf Course Remove Ramp Tower 1 park in 65 DNL	Reconfigure Golf Course Assess Ramp Tower Significance	Airport Golf Course Remove Ramp Tower 1 park in 65 DNL	Reconfigure Golf Course Assess Ramp Tower Significance
Water Quality	Impacts Would Not Exceed Standards	Impacts Would Exceed Standards	CRAA Preparing Stormwater Master Plan	Impacts Would Not Exceed Standards	CRAA Preparing Stormwater Master Plan	Impacts Would Not Exceed Standards	CRAA Preparing Stormwater Master Plan	Impacts Would Not Exceed Standards	CRAA Preparing Stormwater Master Plan
Wetlands									
2012	No Impacts	0.33 acres	Would permit 2018 impacts	0.33 acres	Would permit 2018 impacts	0.33 acres	Would permit 2018 impacts	0.33 acres	Would permit 2018 impacts
2018	No Impacts	0.65 acres	401/404 permit	0.65 acres	401/404 permit	0.65 acres	401/404 permit	0.65 acres	401/404 permit
Streams	No Impacts	592 feet	401/404 permit	592 feet	401/404 permit	592 feet	401/404 permit	592 feet	401/404 permit
Farmlands	No Adverse Impacts	No Adverse Impacts	None	No Adverse Impacts	None	No Adverse Impacts	None	No Adverse Impacts	None
Floodplains	No Adverse Impacts	No Adverse Impacts	None	No Adverse Impacts	None	No Adverse Impacts	None	No Adverse Impacts	None
Coastal Resources	No Impacts	No Impacts	None	No Impacts	None	No Impacts	None	No Impacts	None

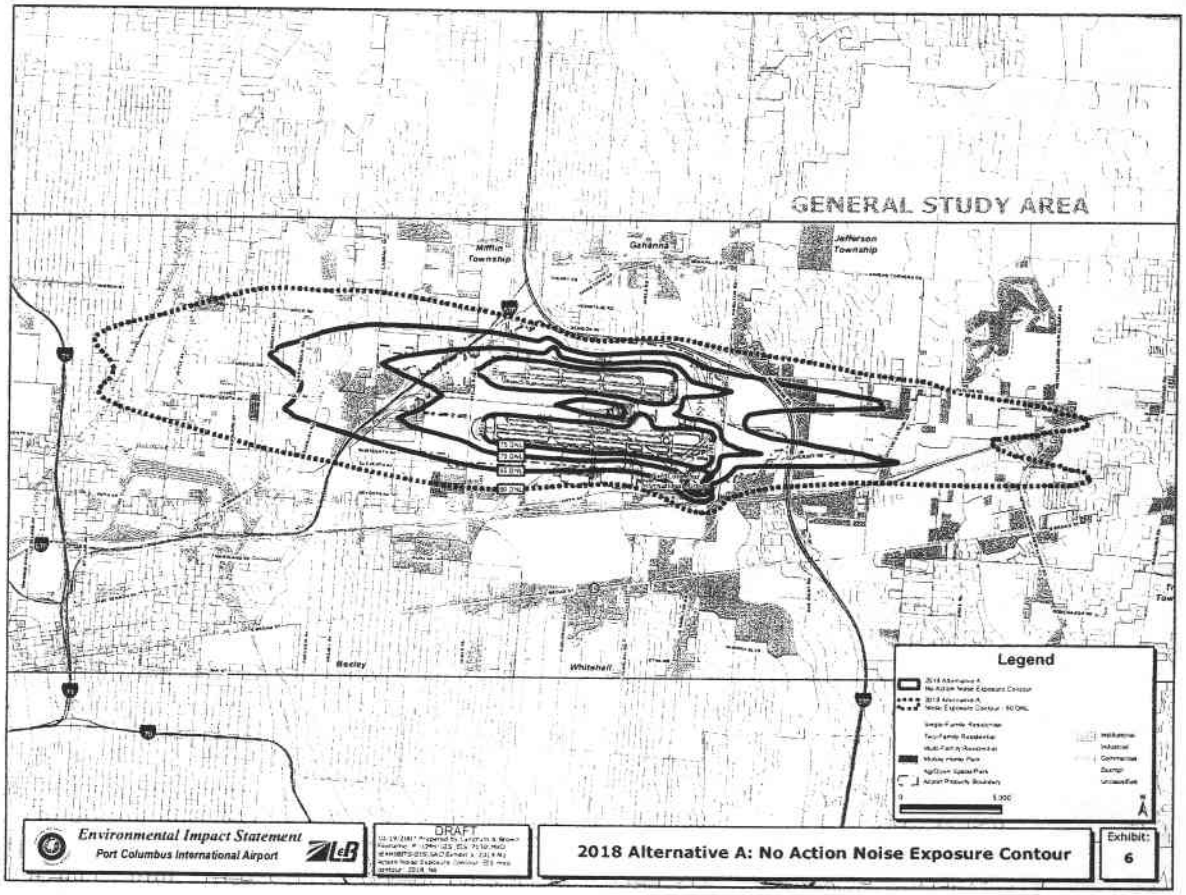

GENERAL STUDY AREA
Mifflin Township
Gahanna
Jefferson Township
Bexley
Whitehall
Legend
Environmental Impact Statement
Port Columbus International Airport
DRAFT
2012 Alternative A: No Action Noise Exposure Contour
Exhibit: 1

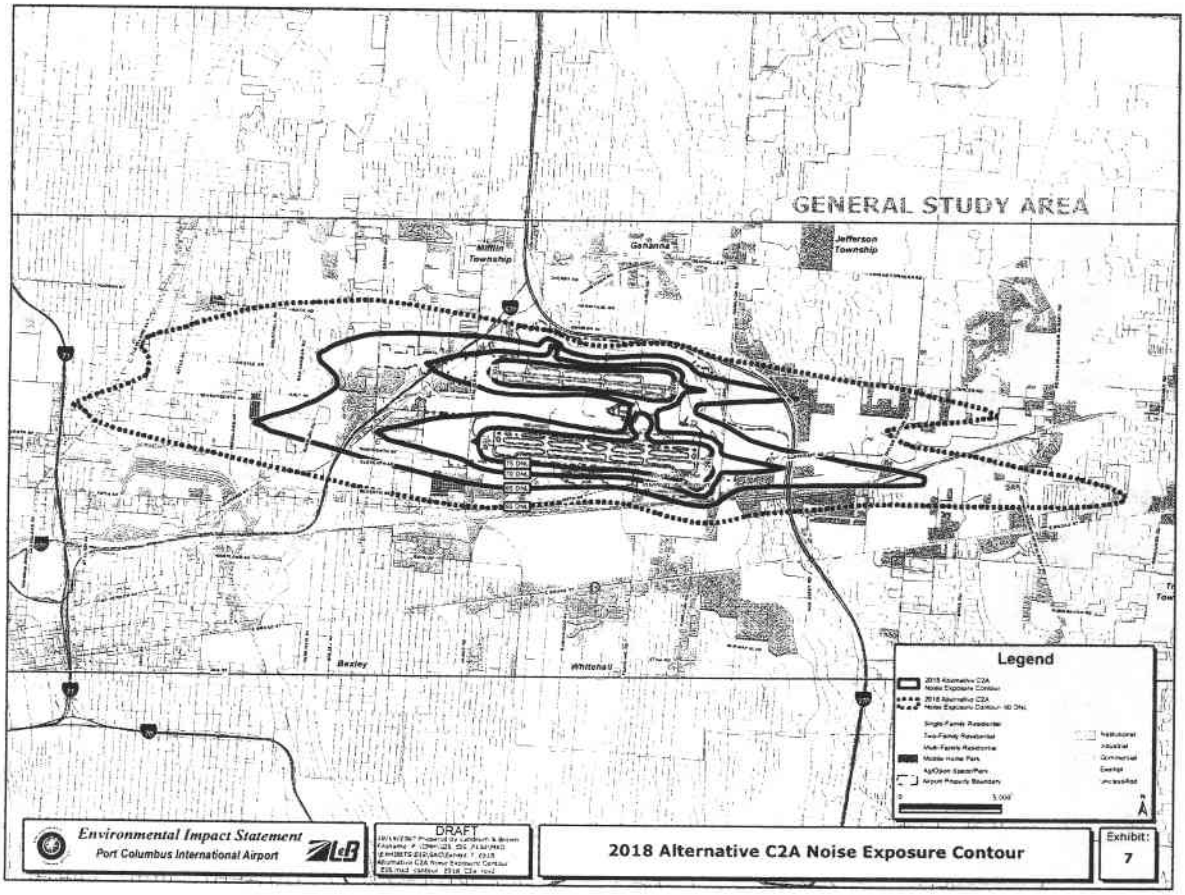

GENERAL STUDY AREA
Mifflin Township
Gahanna
Jefferson Township
Bexley
Whitehall
Legend
Environmental Impact Statement
Port Columbus International Airport
DRAFT
2012 Alternative C2A Noise Exposure Contour
Exhibit: 2

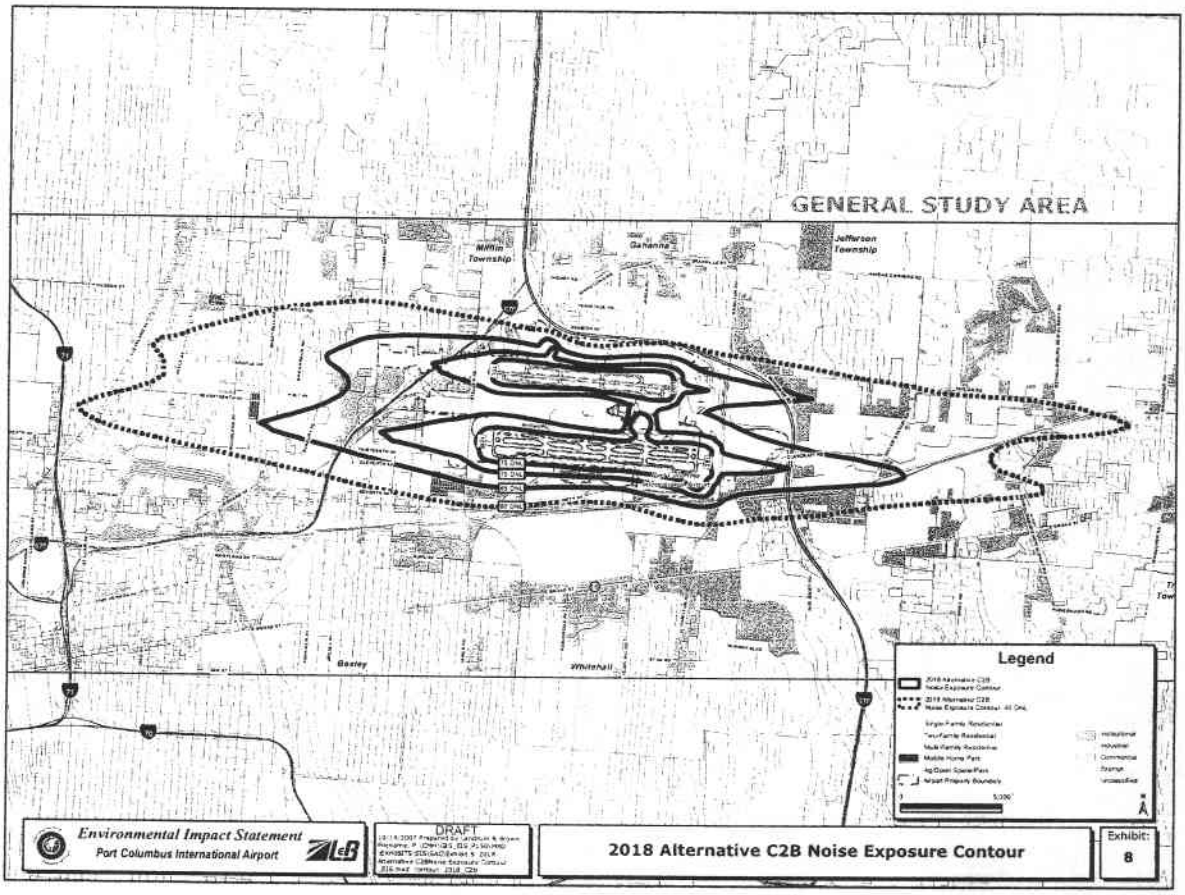

GENERAL STUDY AREA
Hilliard
Gahanna
Jefferson Township
Bexley
Whitehall
Legend
Environmental Impact Statement
Port Columbus International Airport
DRAFT
2012 Alternative C2B Noise Exposure Contour
Exhibit:
3

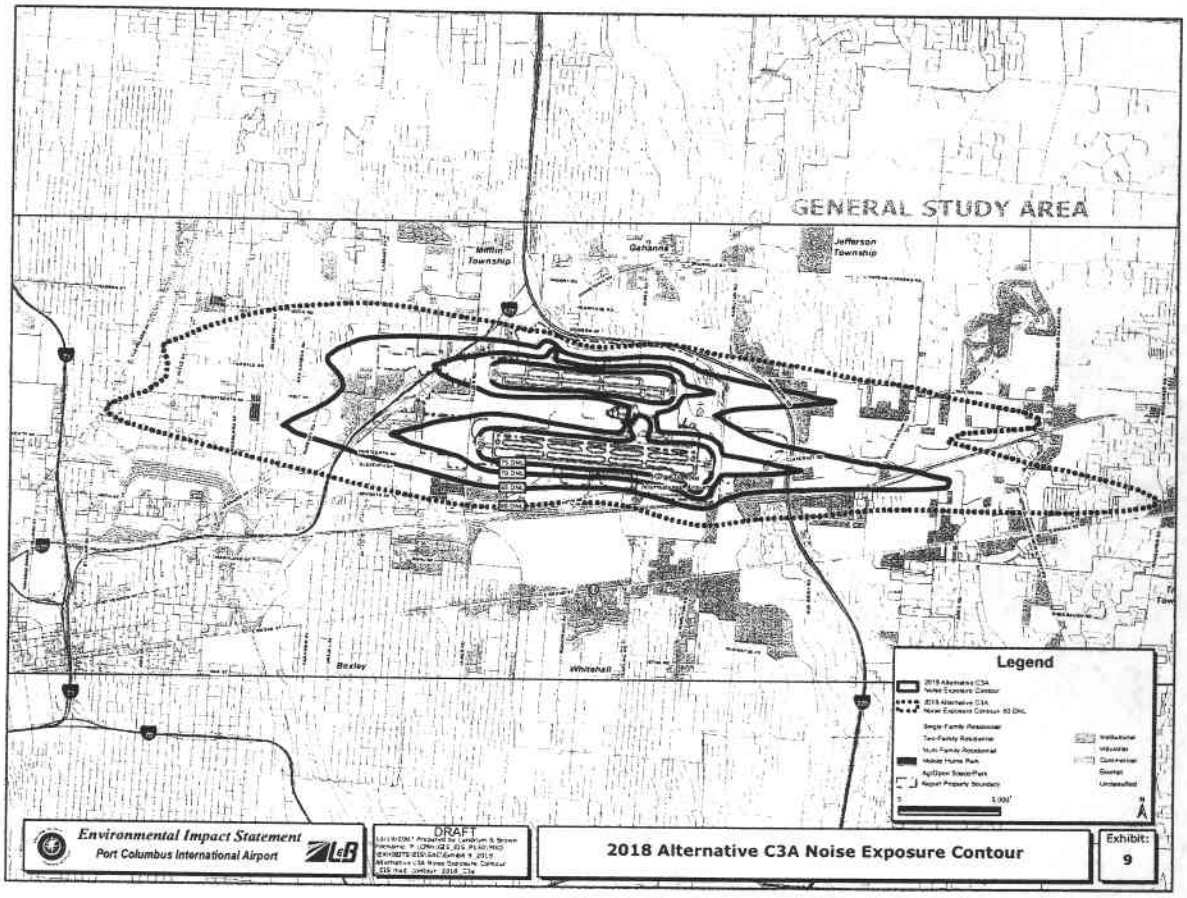

GENERAL STUDY AREA
Hilliard
Gahanna
Jefferson Township
Bexley
Whitehall
Legend
Environmental Impact Statement
Port Columbus International Airport
DRAFT
2012 Alternative C3A Noise Exposure Contour
Exhibit:
4


GENERAL STUDY AREA
Mifflin Township
Gahanna
Jefferson Township
Bexley
Whitehall
Legend
Environmental Impact Statement
Port Columbus International Airport
DRAFT
2012 Alternative C3B Noise Exposure Contour
Exhibit: 5


GENERAL STUDY AREA
Mifflin Township
Gahanna
Jefferson Township
Bexley
Whitehall
Legend
Environmental Impact Statement
Port Columbus International Airport
DRAFT
2018 Alternative A: No Action Noise Exposure Contour
Exhibit: 6


GENERAL STUDY AREA
Jefferson Township
Bexley
Whitehall
Legend
Environmental Impact Statement
Port Columbus International Airport
DRAFT
2018 Alternative C2A Noise Exposure Contour
Exhibit:
7


GENERAL STUDY AREA
Jefferson Township
Bexley
Whitehall
Legend
Environmental Impact Statement
Port Columbus International Airport
DRAFT
2018 Alternative C2B Noise Exposure Contour
Exhibit:
8


GENERAL STUDY AREA
Mifflin Township
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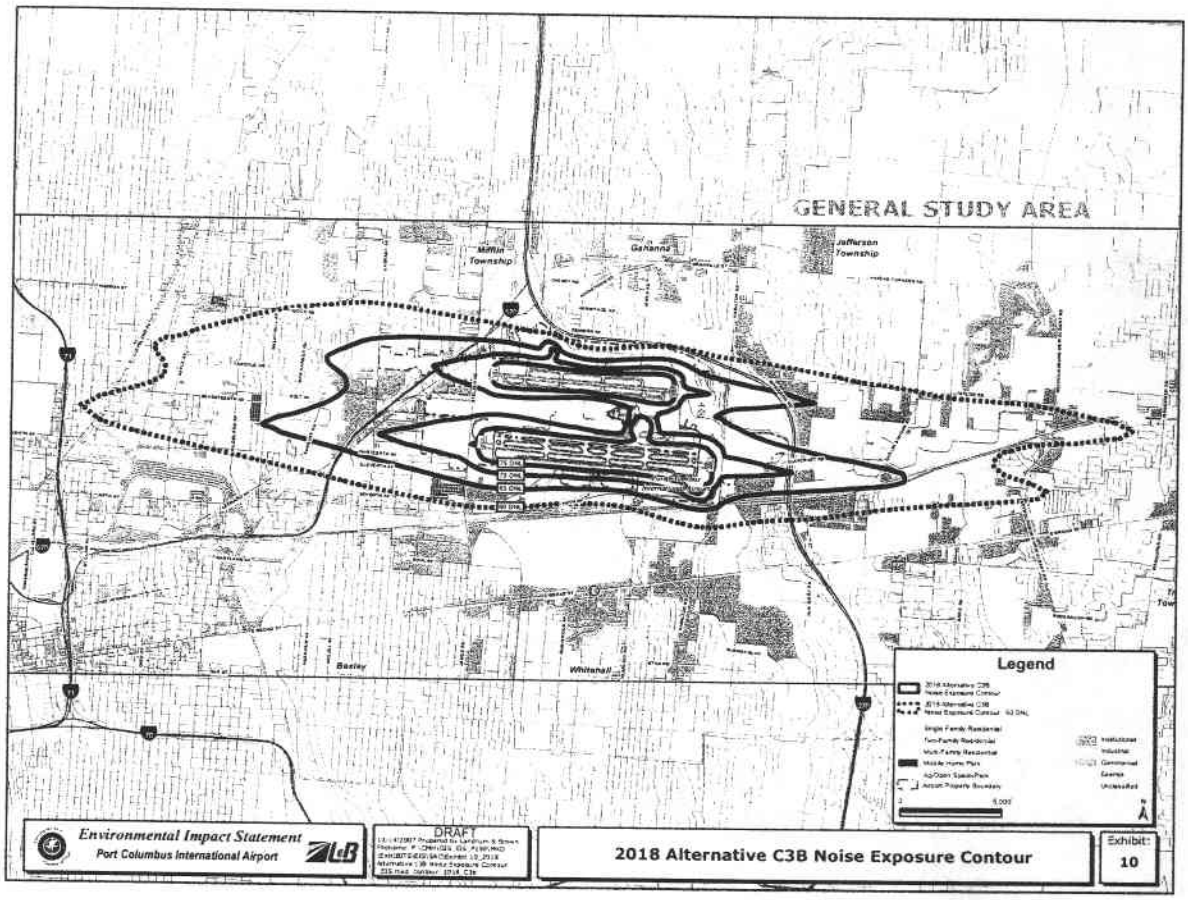
Whitehall
Legend
Environmental Impact Statement
Port Columbus International Airport
DRAFT
2018 Alternative C3A Noise Exposure Contour
Exhibit:
9


GENERAL STUDY AREA
Mifflin Township
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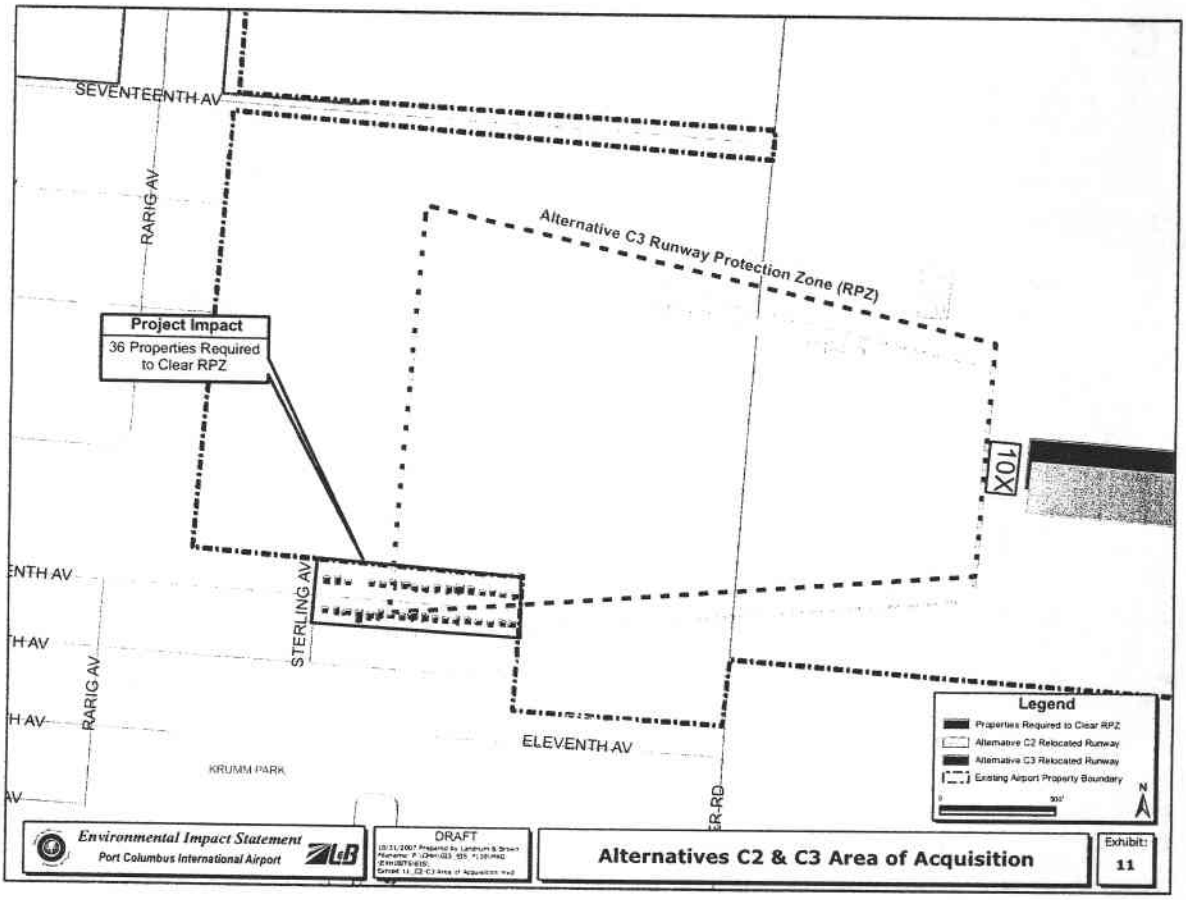
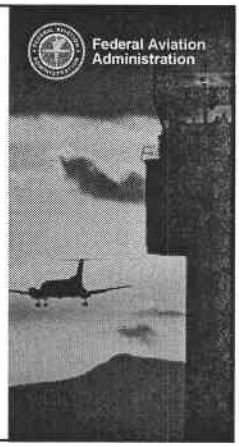
Bexley
Whitehall
Legend
Environmental Impact Statement
Port Columbus International Airport
DRAFT
2018 Alternative C3B Noise Exposure Contour
Exhibit:
10


SEVENTEENTH AV
RARIG AV
Alternative C3 Runway Protection Zone (RPZ)
Project Impact
36 Properties Required to Clear RPZ
10X
STERLING AV
RARIG AV
ELEVENTH AV
KRUMM PARK
Legend
Properties Required to Clear RPZ
Alternative C2 Relocated Runway
Alternative C3 Relocated Runway
Existing Airport Property Boundary
N
Environmental Impact Statement
Port Columbus International Airport
DRAFT
Alternatives C2 & C3 Area of Acquisition
Exhibit:
11

Study Advisory Committee Meeting

April 24, 2007
10:00 a.m. – 11:00 a.m.
Environmental Impact Statement
Port Columbus International Airport

Presented to: Study Advisory Committee
By: FAA Consultant, Landrum & Brown
Date: April 24, 2007



Agenda

I. Where are we in the EIS Process?
II. Purpose and Need
III. Sponsor's Proposed Project
IV. Preliminary Alternatives (including Sponsor's Proposed Project)
V. Next Steps in the EIS Process
VI. Opportunity to Comment on the EIS

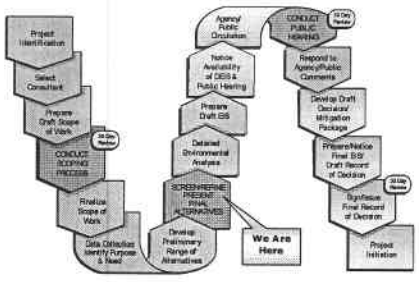
Got Questions?

- We have reserved time at the end for questions
- However, if you have a question about something that was said, please feel free to raise your hand and ask
- Non-Committee Members – out of respect for the committee, please hold your questions until the end of the presentation or during the break

Why are we Here?

- Columbus Regional Airport Authority (CRAA) has proposed a development project that includes:
  - Runway relocation
  - New passenger terminal
  - Other support facilities
- Before that project can be implemented, the FAA will prepare an Environmental Impact Statement
- Because this project has the potential to significantly change the noise levels over some residents, the CRAA is preparing a Part 150 Study Update

I. Where are we in the EIS Process?



II. Purpose and Need

What is a Purpose and Need Statement?

- Statement of the need(s) for the project
  - Typically are contained in concise statements that are easy to understand
  - Include some indication of when the need exists (timeframe)
- Statement of the purpose(s) for the Sponsor's Proposed Project
  - identifies the individual elements of the Sponsor's Proposed Project and how each satisfies the stated needs
- Basis upon which alternatives to the Sponsor's Proposed Project are evaluated
  - Alternatives that do not meet the Purpose and Need are excluded from further evaluation

II. Purpose and Need

Primary need of the airport includes:

- The need to reconstruct Runway 10R/28L
  - Some areas of the runway are in need of full depth reconstruction
  - CRAA recently overlaid the runway which extends the life to 2010

Additional needs of the airport include:

- The need to provide long-term airfield capacity, delay reduction during peak operating periods, and airfield efficiency
  - Forecasts of activity indicate that unreasonable delay levels for certain conditions will occur by 2023
  - Factors that impact delay/capacity include runway length, the separation of runways, navigational instrumentation, and other airfield infrastructure (taxiways, hold pads, etc.)

II. Purpose and Need

Additional needs of the airport include:

- The need to provide long-term airfield capacity, delay reduction during peak operating periods, and airfield efficiency (continued)
  - Runway Length: Analysis of runway length found that based on the projected fleet and destinations, the airport needs a runway that is approximately 10,125 feet long
  - Separation of Runways: FAA ATCT guidelines indicate that the runway separation required for simultaneous arrivals is 4,300 feet or 3,500 feet with advanced radar system
    - Currently the runways are separated by 2,800 feet
    - Additional runway separation (3,500 feet or more) would increase capacity/reduce delay due to the ability to land two aircraft at the same time
  - Navigational Instrumentation and other Airfield Infrastructure: The primary means for reducing delay/increasing capacity in this area is the ability to maintain operation during bad weather conditions (CATII/III Instrument Meteorological Conditions)

II. Purpose and Need

Additional needs of the airport include:

- The need to provide sufficient terminal capacity to accommodate projected passenger levels
  - Factors that impact terminal capacity include anticipated passenger levels and development envelope
    - The existing terminal will not effectively handle levels above 5 Million Annual Enplaned Passengers (5MAEP) which is expected by 2018
    - When planning for future passenger levels, any solution must be able to accommodate 9MAEP
    - When planning for 9MAEP, it is preferable to have a single terminal versus multiple terminals due to passenger efficiencies and other economies of scale (security, heating/cooling, etc)
    - Therefore, any solution must include a development envelope that is sufficiently large enough to have a single structure that can accommodate 9MAEP

II. Purpose and Need

Additional needs of the airport include:

- The need to provide ancillary and support facilities
  - Additional automobile parking
  - Service roads/facilities
  - Extension/expansion of utility infrastructure
  - Enhance storm water and glycol collection facilities
- The need to enhance the human environment by reducing noise
  - CRAA is currently preparing an update to the CMH Part 150 Study to address noise impacts
  - Recommendations for noise abatement and land use mitigation take into account the proposed relocation of Runway 10R/28L
  - Recommendations should be complete by Fall 2007

III. Sponsor's Proposed Project

CRAA Conducted Studies to Address the Needs:

- 1999 Master Plan
  - First study to identify the need for increased terminal capacity
  - Working under pre-9/11 security requirements
  - Airline/aviation industry has changed dramatically since 9/11
- 2001 CRAA initiated Terminal Study to address new security requirements and changes in industry
  - Developed terminal program
  - Identified the need for a single terminal
  - Recommended relocation of Runway 10R/28L to provide sufficient terminal development envelope
- 2005 CRAA completes Airfield Planning Study which analyzed the runway relocation in detail (length, separation, etc.)
  - Recommended shifting Runway 10R/28L 702 feet south
  - Based on runway length assessment and physical constraints of the site, recommended a runway length of 10,113 feet

III. Sponsor's Proposed Project

CRAA Conducted Studies to Address the Needs:

- 2005 CRAA completes an Environmental Overview Study which analyzed the potential environmental impacts of proposed relocation
  - Identified the likelihood of *significant* noise impacts (increase of 1.5 DNL over a noise-sensitive land use)
  - Recommended that an EIS be prepared to fully analyze the range of potential environmental impacts

III. Sponsor's Proposed Project

CRAA Conducted Studies to Address the Needs:

- From all of these studies, the CRAA identified the following goals for the project:
  - Continue to expand CMH as a major passenger air hub
  - Balance airfield and terminal capacity
  - Phase project schedules to maximize funding while ensuring flexibility to accommodate growth
  - Accomplish goals in a manner that preserves viability and character of neighboring communities

III. Sponsor's Proposed Project

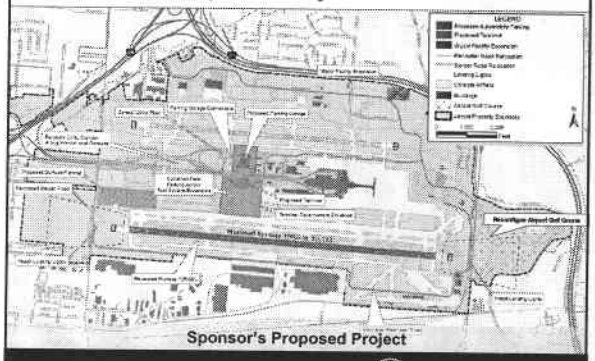
Sponsor's Proposed Project

- Construction of a replacement runway, 10,113 ft. long, located approximately 702 ft. south of existing Runway 10R/28L
- Construction of additional taxiways to support replacement runway
- Proposed terminal development to be completed in phases
- Necessary Navigational Aids (NAVAIDS) to obtain a CAT II approach
- Proposed aviation related developments
- Associated roadway relocation and construction
- Parking improvements (including surface lots and parking garages)
- Property acquisition and relocation of residences
- Development of FAA Air Traffic operational procedures for the replacement runway
- Proposed Part 150 noise abatement and land use mitigation actions

III. Sponsor's Proposed Project

Existing Airport Layout

III. Sponsor's Proposed Project



Sponsor's Proposed Project

IV. Preliminary Review of Alternatives

Three Phased Approach

- Identify comprehensive range of alternatives *to the Sponsor's Proposed Project*
- Evaluate and define a short-list of alternatives
  - Environmental
  - Operational
  - Cost
- Detailed analysis of short-listed alternatives

Potential Range of Alternatives

- No-Action alternative
- Off-site alternatives
- On-site alternatives

IV. Preliminary Review Alternatives

No-Action Alternative

- Includes no changes to the existing airport (runways, taxiways, terminal, etc.)
- Would not meet the Purpose and Need for the project
- Must be carried forward in accordance with NEPA guidelines
- Will be used as the baseline upon which all other alternatives are evaluated for environmental impacts

IV. Preliminary Review Alternatives

Off-Site Alternatives:

- Includes use of other airports, other modes of transportation, and telecommunications
- Use of other Airports: Analyzes the feasibility of moving air traffic to another airport in the area in an effort to meet the needs
  - Identified four airports (Dayton International, Rickenbacker International, Bolton Field, and Ohio State University Airports)
  - Dayton is the only one that currently has scheduled passenger service and the associated passenger handling facilities - *would require expansion*
  - However, Dayton is located 90 miles from Columbus – *unreasonable to assume large migration from CMH to DAY*
  - Rickenbacker has some of the facilities (long runways and charter terminal) to accommodate passenger activity – *would require major expansion of passenger and parking facilities*
  - Neither TZR nor OSU have runway length or passenger handling capabilities

IV. Preliminary Review Alternatives

Off-Site Alternatives:

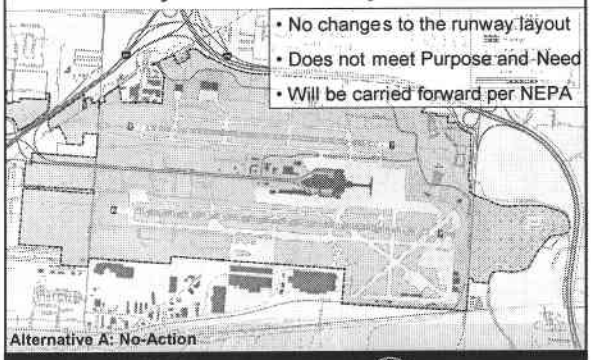
- Other Modes of Transportation: Analyzes the feasibility of using other modes of transportation in an effort to meet the needs
  - Top destinations from CMH are greater than 500 miles, which is generally considered the decision distance between driving/flying
  - High speed rail systems have been planned that include Columbus as a destination/origin
  - The plans for most of the systems include linking major populated areas in Ohio, Indiana, Illinois, and Pennsylvania – *most of the top destinations from CMH would not be served by the planned systems*
  - At this point, funding for these systems has not been identified
- Telecommunication: Analyzes new telecommuting technology as an alternative to air travel
  - Predictions of the reduction in the need for travel have not occurred
  - Generally is used to supplement the conduct of business

IV. Preliminary Review Alternatives

On-Site Alternatives – Runway Development:

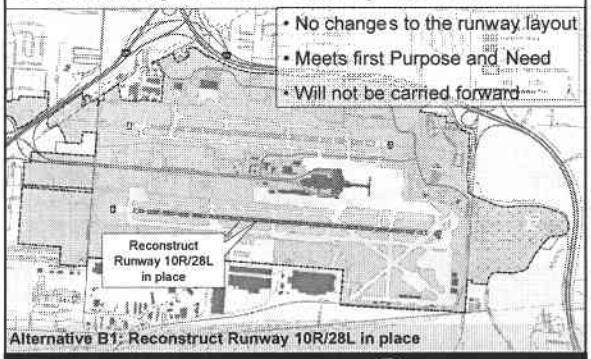
- FAA developed and evaluated runway alternatives to meet the purpose and need
- Evaluation criteria includes:
  - **Ability to meet the purpose and need**
  - Operational considerations
  - Environmental considerations
  - Cost considerations
- Alternatives are either carried forward for further evaluation of environmental impacts in the EIS or removed from further evaluation:
  - Based on the evaluation criteria
  - Reasons for/against are documented in the EIS

IV. Preliminary Review of Runway Alternatives



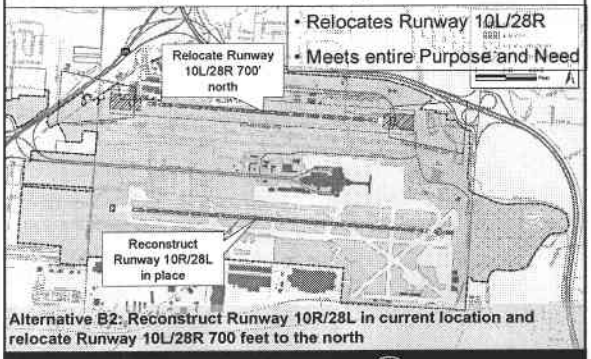
Alternative A: No-Action

IV. Preliminary Review of Runway Alternatives

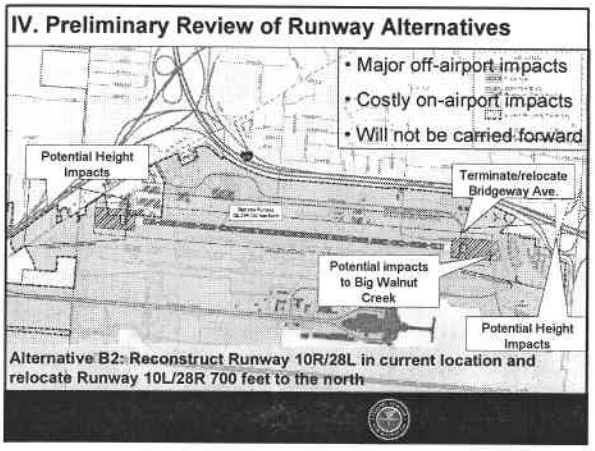


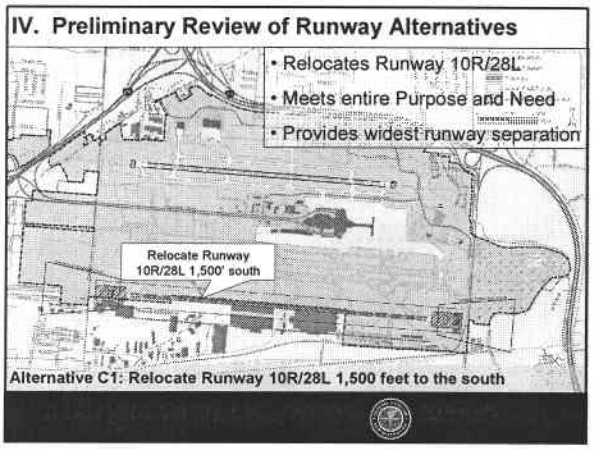
Alternative B1: Reconstruct Runway 10R/28L in place

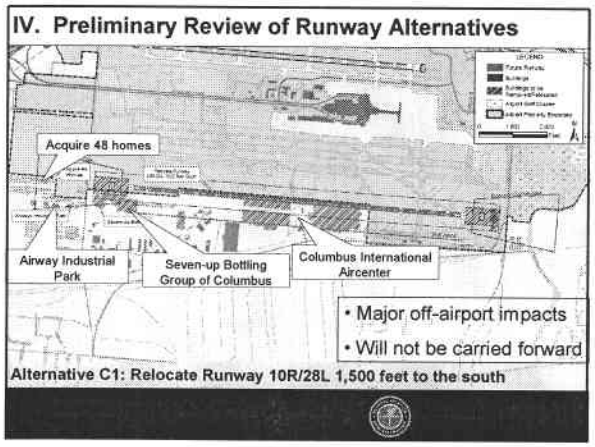
IV. Preliminary Review of Runway Alternatives

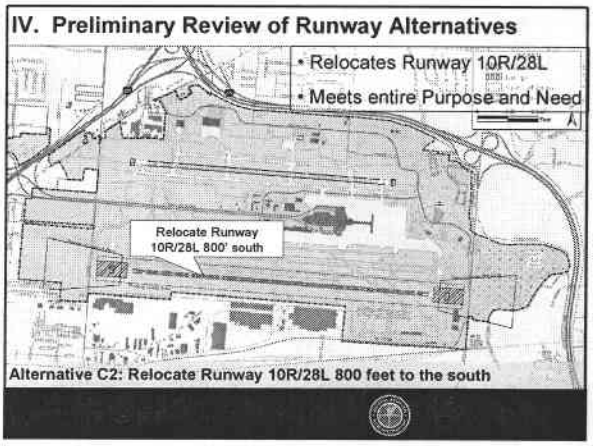


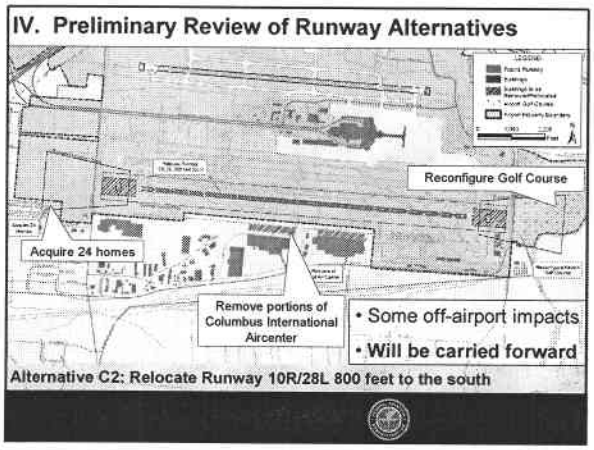
Alternative B2: Reconstruct Runway 10R/28L in current location and relocate Runway 10L/28R 700 feet to the north

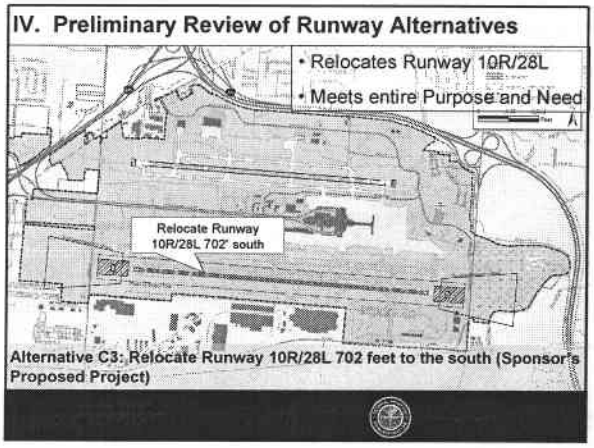

IV. Preliminary Review of Runway Alternatives
• Major off-airport impacts
• Costly on-airport impacts
• Will not be carried forward
Potential Height Impacts
Terminate/relocate Bridgeway Ave.
Potential impacts to Big Walnut Creek
Potential Height Impacts
Alternative B2: Reconstruct Runway 10R/28L in current location and relocate Runway 10L/28R 700 feet to the north


IV. Preliminary Review of Runway Alternatives
• Relocates Runway 10R/28L
• Meets entire Purpose and Need
• Provides widest runway separation
Relocate Runway 10R/28L 1,500' south
Alternative C1: Relocate Runway 10R/28L 1,500 feet to the south

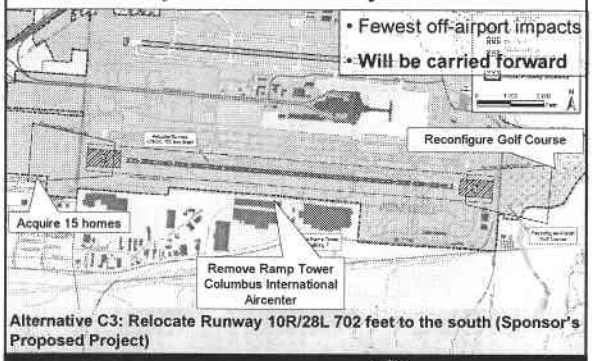

IV. Preliminary Review of Runway Alternatives
Acquire 48 homes
Airway Industrial Park
Seven-up Bottling Group of Columbus
Columbus International Aircenter
• Major off-airport impacts
• Will not be carried forward
Alternative C1: Relocate Runway 10R/28L 1,500 feet to the south


IV. Preliminary Review of Runway Alternatives
• Relocates Runway 10R/28L
• Meets entire Purpose and Need
Relocate Runway 10R/28L 800' south
Alternative C2: Relocate Runway 10R/28L 800 feet to the south


IV. Preliminary Review of Runway Alternatives
Reconfigure Golf Course
Acquire 24 homes
Remove portions of Columbus International Aircenter
• Some off-airport impacts
• Will be carried forward
Alternative C2: Relocate Runway 10R/28L 800 feet to the south

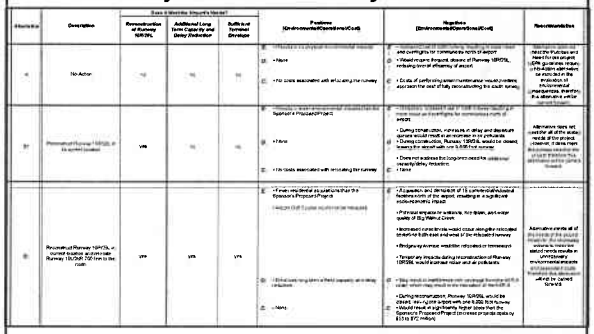

IV. Preliminary Review of Runway Alternatives
• Relocates Runway 10R/28L
• Meets entire Purpose and Need
Relocate Runway 10R/28L 702' south
Alternative C3: Relocate Runway 10R/28L 702 feet to the south (Sponsor's Proposed Project)

IV. Preliminary Review of Runway Alternatives

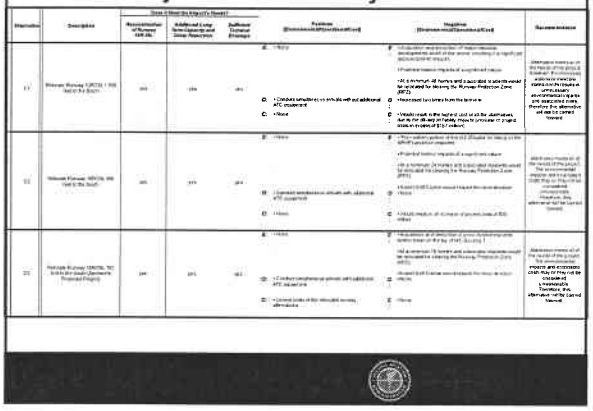


Alternative C3: Relocate Runway 10R/28L 702 feet to the south (Sponsor's Proposed Project)

IV. Preliminary Review of Runway Alternatives



IV. Preliminary Review of Runway Alternatives

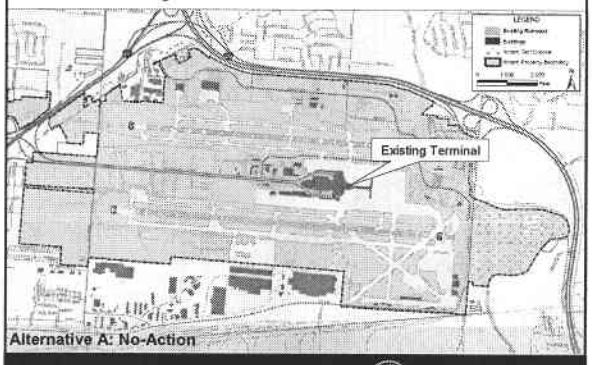


IV. Preliminary Review of Terminal Alternatives

On-Site Alternatives – Terminal Development:

- FAA conducted independent review of terminal development envelope alternatives to meet the purpose and need
- Evaluation criteria includes:
  - **Ability to meet the purpose and need (primarily size of envelope)**
- Alternatives are either carried forward for further evaluation of environmental impacts in the EIS or removed from further evaluation:
  - Based on the evaluation criteria
  - Reasons for/against are documented in the EIS

IV. Preliminary Review of Terminal Alternatives

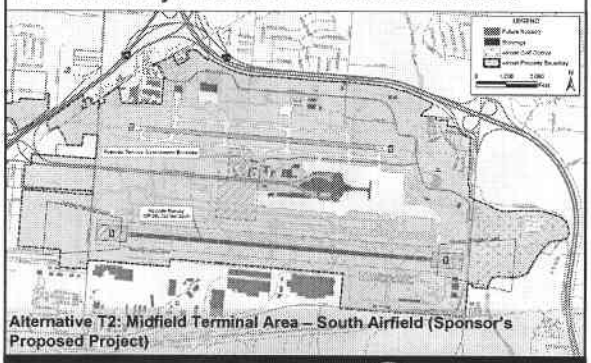


Alternative A: No-Action

IV. Preliminary Review of Terminal Alternatives

Alternative T1: Maximize Existing Terminal Area

IV. Preliminary Review of Terminal Alternatives



Alternative T2: Midfield Terminal Area – South Airfield (Sponsor's Proposed Project)

IV. Preliminary Review of Terminal Alternatives

Alternative T3: Midfield Terminal Area – North Airfield

IV. Preliminary Review of Alternatives

Summary of Alternatives Carried Forward for Further Evaluation in the EIS:

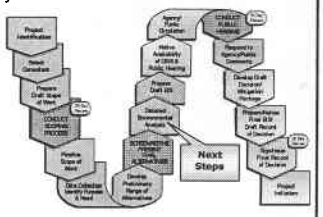
- Runway Development Alternatives
  - Alternative C2: Relocate Runway 10R/28L 800 feet south
  - Alternative C3: Relocate Runway 10R/28L 702 feet south (Sponsor's Proposed Project)
- Terminal Development Alternatives
  - Alternative T2: Midfield Terminal Area – South Airfield (Sponsor's Proposed Project)
- No Action Alternative
  - Alternative A: No Action (runway and terminal)

V. Next Steps in the EIS Process

What's Next for the EIS?

- Continue data collection and analysis for each environmental category.
- Refine Alternatives
- Next SAC Meeting:

  Late Summer 2007



V. Next Steps in the EIS Process

- 20 months to DRAFT EIS after issuance of NOI
- MILESTONE meetings for concurrence with Agencies
- Mitigation / Permitting Activities
- Public Hearing
- RECORD OF DECISION expected – April 2009

VI. Opportunity to Comment on the EIS

Written comments and/or questions should be mailed by May 25th to:

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174.

Telephone: (734) 229-2958
Fax: (734) 229-2950
Email: CMHEIS@faa.gov

Project Website: www.airportsites.net/cmh-eis

Port Columbus International Airport
Environmental Impact Statement
Study Advisory Committee Attendance
Tuesday, November 13, 2007

Name	Representing/Title	Address	Phone/E-mail
Adams, Bill	East Columbus Civic Association Interim President	2978 E. 12th Ave. Columbus, OH 43219	
Matt Brown	Franklin County Development Dept. and Zoning	280 E. Broad St., 2nd Floor Columbus, OH 43215	(614) 462-3095 mybrown@franklincountyohio.gov
Mary Dewberry	A Better Community President	2437 Delavan Drive Columbus, OH 43219	(614) 475-2469
Cathy Ferrari	The Ohio State University Airport External Relations Manager	2160 West Case Road Columbus, OH 43235-2526	(614) 292-5823 cferrari@osuairport.org
Chris Gawronski	MORPC Principal Planner	285 E. Main St. Columbus, OH 43215	(614) 233-4166 cgawronski@morpc.org
Terry Gee	Whitehall Parks and Recreation Director	402 North Hamilton Road Whitehall, OH 43213	(614) 863-0121 tgee@cityofwhitehall.com
Bruce Gibson	Federal Aviation Administration CMH ATCT	4277 International Gateway Columbus, OH 43219	(614) 338-4092 Bruce.Gibson@FAA.Gov
Grisetta Griffin	Brittany Hills Civic Association	2463 Peekskill Drive Columbus, OH 43219	(614) 471-3947 ggriffi1@columbus.rr.com
Doug Hammon	The Ohio State University Airport Director	2160 West Case Road Columbus, OH 43235-2526	(614) 292-5460 dhammon@osuairport.org
Katherine Jones	Community Planner Federal Aviation Administration -Detroit ADO	11677 S. Wayne Road Romulus, MI 48174	(734) 229-2958 Katherine.S.Jones@faa.gov
Terri Leist	Assistant Director/Interim Golf Administrator Columbus Parks and Recreation	1111 E. Broad St., Ste. 200 Columbus, OH 43205	(614) 645-5420 tsleist@columbus.gov
Don Peters	Columbus Flight Watch	40 Massey Drive Westerville, OH 43081	(614) 890-1062 donpeters@columbus.rr.com
Devayani Puranik	City of Columbus Senior Planner	109 N. Front Street Columbus, OH 43215	(614) 645-0663 ddpuranik@columbus.gov
Bill Tylka	Million Air	4130 East Fifth Avenue Columbus, OH 43219	(614) 238-3900 btylka@millionair.com
Observers			
Alana Anderson	North Central Area Commission		
Shari Beston		4130 E. 5th Ave. Columbus, OH 43019	
Troy Eaton	City of Gahanna	200 S. Hamilton Road Gahanna, OH 43230	troy.eaton@gahanna.gov
Alfonso Hooper	North Central Area Commission		
Elizabeth Ike	The Ohio State University Airport		eike@osuairport.org
Elizabeth Linville	City of Columbus		eclinville@columbus.gov
Alan Peters	Net Jets		
Sarah VanderWielen	Ohio EPA Meteorologist	50 W. Town Street Columbus, OH 43215	(614) 644-3632 Sarah.Hedlund@epa.state.oh.us
Brad Westall	City of Columbus		
David Zoll	Zoll & Krantz	6620 W. Central Toledo, OH 43617	david@toledolaw.com
Columbus Regional Airport Authority Staff			
Bernie Meleski	Director, Planning & Development	4600 International Gateway Columbus, OH 43219	(614) 239-4042
Angela Newland			
Dave Wall	Capital Program Manager	"	(614) 239-4063
Consulting Team			
Rob Adams	Landrum & Brown	11279 Cornell Park Drive	(513) 530-1201
Sarah Potter	Landrum & Brown	Cincinnati, OH 45242	(513) 530-1271
Dave Fleet	Aerofinity, Inc.	51 S. New Jersey Street	(317) 955-8395 Ext. 307
Stacy Pollert	Aerofinity, Inc.	Indianapolis, IN 46204	(317) 955-8395 Ext. 306

aerofinity

Airport Planning Beyond the Ordinary

December 19, 2007

Name
Title
Company
Address
City, State Zip

RE: Port Columbus International Airport
Environmental Impact Statement
Study Advisory Committee Meeting Follow-up

Dear Name:

Enclosed in follow-up to the November 13, 2007 Study Advisory Committee (SAC) meeting for the Port Columbus International Airport Environmental Impact Statement (EIS) is the SAC meeting minutes. For those who did not attend, the Summary of Impacts Chapter and the presentation handout are also included.

Please submit any comments to the Federal Aviation Administration (FAA) at the address below:

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, MI 48174
Telephone: (734) 229-2958
Fax: (734) 229-2950
E-mail: CMHEIS@faa.gov.

If members of the SAC Committee did not receive a copy, or need a duplicate copy, please contact Stacy Pollert at 317.955.8395 ext. 306 or via e-mail at spollert@aerofinity.com and a duplicate copy will be sent to you.

As always, we appreciate your interest in Port Columbus International Airport and thank you for your participation in these studies. The next SAC meeting is anticipated to occur in spring 2008. As in the past, a meeting announcement will be sent to you approximately one month in advance of the meeting date.

Sincerely,

Stacy Pollert

Stacy Pollert
Planner

51 South New Jersey St.
Indianapolis, IN 46204
317.955.8395 Phone
317.955.8479 Fax

MEETING MEMO

51 S. New Jersey St., 2nd Floor
Indianapolis, IN 46204
317.955.8395 317.955.8479 FAX

MEETING	Federal Aviation Administration Environmental Impact Statement Port Columbus International Airport Study Advisory Committee – Meeting 4
MEETING DATE	November 13, 2007

ATTENDING

A meeting attendance list is attached.

DISCUSSION SUMMARY

The fourth Study Advisory Committee (SAC) meeting for the Environmental Impact Statement (EIS) was opened by Rob Adams of Landrum & Brown, the consulting firm conducting the study on behalf of the Federal Aviation Administration (FAA). Mr. Adams welcomed participants and asked that everyone in attendance please introduce themselves by stating their name and the organization they represent.

EIS Process

Mr. Adams stated that an EIS is conducted by the FAA as the federal agency responsible for ensuring that airport development projects, such as those proposed by the Columbus Regional Airport Authority (CRAA) for CMH, are in compliance with environmental regulations. The potential environmental impacts of the proposed development will be assessed in accordance with the National Environmental Policy Act of 1969 (NEPA.) He provided a graphic illustration of the steps in the EIS process. Mr. Adams briefly reviewed the primary and additional needs of the airport which have been previously discussed. The primary need of the airport is the reconstruction of Runway 10R/28L. Additional needs of the airport include the need to provide long-term airfield capacity, delay reduction during peak operating periods, airfield efficiency, sufficient terminal capacity to accommodate projected passenger levels, provide ancillary and support facilities, and the need to enhance the human environment by reducing noise impacts. He explained that before any of the work can begin on the proposed projects, the FAA must conduct an environmental review. In this case, because the reconstructed runway has the potential to result in changes in noise levels, the FAA is conducting an EIS which is the most detailed level of environmental review. In an EIS, the FAA reviews the development projects proposed by the CRAA, as well as other alternatives to the project that would accomplish the same needs. The result of this review is to determine if there is another alternative that would result in less environmental impact.

Project Review - Purpose and Need
The CRAA's primary need is to reconstruct Runway 10R/28L. Due to normal wear, the pavement is deteriorating such that the runway is in need of full reconstruction. The CRAA has previously overlaid the runway to extend its usefulness to 2010 but some areas of the runway are still in need of full-depth reconstruction.

Additional needs of the CRAA include:

- the need to achieve runway capacity, reduce delays during peak operating periods and increase the efficiency of the airfield. The forecasts for the airport indicate that as activity grows, by the year 2023, it is possible that unreasonable delays could result. Not only is this an inconvenience for the passengers, but this also has other environmental impacts.
- the need to provide terminal capacity to accommodate projected passenger levels. The most important consideration in this need is the ability to identify a large enough development envelope on the existing airport to construct a terminal facility that will meet the anticipated levels of passenger activity (approximately 9 million passengers). The existing terminal will not effectively handle more than 5 million passengers, a number which is anticipated by 2018.

Previous studies have been conducted to determine the need for these projects. These include: 1999 Master Plan, 2002 Terminal Study, 2005 Airfield Planning Study, and a 2005 Environmental Overview. From all of these studies, the CRAA has identified the following goals for this development project:

- Continue to expand CMH as a major passenger air hub
- Balance airfield and terminal capacity
- Phase project development as funding is available and as growth is warranted
- Accomplish the development so that it preserves the viability and character of neighboring communities.

Project Review – Sponsor's Proposed Project
The FAA is preparing the EIS to review the CRAA's proposed project. Mr. Adams briefly reviewed other elements of the sponsor's proposed project. He explained that the current runways are separated by 2,800 feet. The proposed reconstructed runway will be located 702 feet south of the existing south runway, which will be converted into a taxiway. The existing terminal is proposed to remain in place while the first phases of the new terminal are constructed. Mr. Adams noted that the relocation of International Gateway road has been previously environmentally assessed under another study. It is important to carefully state all of the elements of the proposed projects, as only those elements that are approved by the FAA can be constructed.

Alternatives Evaluated
Mr. Adams explained that a three-phased approach is being used in the EIS to accomplish the environmental review. First, the FAA developed a comprehensive range of alternatives to the project proposed by the CRAA. These alternatives are then evaluated based upon their environmental impacts, their operational efficiency and the cost to develop. Based upon this analysis, only the most viable alternatives are carried forward for further detailed environmental review.

The following categories of alternatives were presented:

- No-action – assesses the environmental impacts that would occur if there were no changes in the existing airport. According the Federal guidelines, an EIS must include a No-action alternative. This becomes the baseline to which all alternatives are evaluated against.
- Off-site alternatives – assesses the potential to meet the Purpose and Need for the project if some or all of the activity at CMH were moved to other airports, was accommodated by other modes of transportation or other means of telecommunication.
- On-site alternatives - assesses the potential to meet the Purpose and Need through other alternatives for developing the proposed project on the existing airport.

Preliminary Environmental Impacts
Mr. Adams stated that there are 19 specific categories that are assessed in an EIS. The categories were grouped and certain ones were eliminated that had no reference to the area. For example, Coastal Resources involves impacts on the coast which does not apply to this area. The following list represents the Environmental Categories that were assessed:

- Air Quality
- Noise and Compatible Land Uses
- Public Properties/Resources
- Social and Community Resources
- Water Resources
- Biological and Natural Resources
- Hazardous and Waste Materials

Alternative A: No Action

- **Noise/Compatible Land Use**
  2012 Conditions – 693 housing units in 65 DNL
  (336 have never been eligible for sound insulation/easement)
  2018 Conditions – 819 housing units in 65 DNL
  (437 have never been eligible for sound insulation/easement)
- **No physical impacts due to no development**

Alternative C2a: Relocate Runway 10R/28L 800 feet to the south (no implementation of Noise Compatibility Program (NCP) measures). 2018 includes terminal development.

- **Noise/Compatible Land Use**
  2012 Conditions – 725 housing units in 65 DNL
  (406 have never been eligible for sound insulation/easement)
  2018 Conditions – 732 housing units in 65 DNL
  (524 have never been eligible for sound insulation/easement)
- **Public Properties/Resources**
  Buildings 3 & 7 of Air Force Plant 85 (eligible for National Register of Historic Places (NRHP))
  Reconfiguration of Airport Golf Course
- **Social/Community Resources**
  Acquisition/relocation of 36 properties on East 13th Avenue
- **Water Resources**
  2012 Conditions – 0.33 acres of wetlands and 529 feet of stream would be impacted

2018 Conditions – Additional 0.32 acres of wetlands
Increased run-off due to increased impervious surface – (Storm Water Master Plan being prepared for entire airport)

- **Hazardous Waste**
  Buildings 3 & 7 of Air Force Plant 85 would require additional remediation during demolition and redevelopment

Alternative C2b: Relocate Runway 10R/28L 800 feet to the south (with implementation of NCP measures). 2018 includes terminal development.

- **Noise/Compatible Land Use**
  2012 Conditions – 507 housing units in 65 DNL
  (268 have never been eligible for sound insulation/easement)
  2018 Conditions – 567 housing units in 65 DNL
  (329 have never been eligible for sound insulation/easement)
- **All other categories have same impacts as Alternative C2a**

Alternative C3a: Relocate Runway 10R/28L 702 feet to the south (no implementation of NCP measures). 2018 includes terminal development.

- **Noise/Compatible Land Use**
  2012 Conditions – 700 housing units in 65 DNL
  (363 have never been eligible for sound insulation/easement)
  2018 Conditions – 661 housing units in 65 DNL
  (444 have never been eligible for sound insulation/easement)
- **Public Properties/Resources**
  Ramp Tower on Building 7 of AF Plant 85 (eligible for NRHP)
  Reconfiguration of Airport Golf Course
- **Social/Community Resources**
  Acquisition/relocation of 36 properties on East 13th Avenue
- **Water Resources**
  2012 Conditions – 0.33 acres of wetlands and 529 linear feet of stream would be impacted
  2018 Conditions – Additional 0.32 acres of wetlands
  Increased run-off due to increased impervious surface – (Storm Water Master Plan being prepared for entire airport)
- **Hazardous Waste**
  No significant issues

Alternative C3b: Relocate Runway 10R/28L 702 feet to the south (with implementation of NCP measures). This alternative is the sponsor's proposed alternative. 2018 includes terminal development.

- **Noise/Compatible Land Use**
  2012 Conditions – 472 housing units in 65 DNL
  (224 have never been eligible for sound insulation/easement)
  2018 Conditions – 522 housing units in 65 DNL
  (266 have never been eligible for sound insulation/easement)
- **All other categories have same impacts as Alternative C3a**

Next Steps
The next steps in the EIS process is to finish data collection and analysis for each environmental category and to assess a "what-if" scenario of accelerating development due to growth by Skybus Airlines and additional service by existing carriers at CMH. It is anticipated that the next SAC meeting will occur in spring 2008. Meeting participants will be notified in advance of the next meeting. Mr. Adams closed the meeting with a review of the EIS study schedule. He noted that a draft EIS is anticipated to be published in the spring of 2008 while a Record of Decision (ROD) is anticipated from the FAA in April 2009.

Mr. Adams also explained to the group that the construction that is currently taking place at the airport is not this project. No construction or mitigation can begin until the project is approved and the ROD is issued.

Opportunity to Comment on the EIS
It was noted that in addition to oral comments received at today's meeting, comments can also be submitted to:

Ms. Katherine S. Jones
Federal Aviation Administration
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174
Telephone: (734) 229-2958
Fax: (734) 229-2950
E-mail: CMHEIS@faa.gov

Project Website: www.airportsites.net/cmh-eis

Questions

A question was asked about the Natural Resources and Energy Supply paragraphs on page 5 of the Summary of Impacts Preliminary Chapter.

> Mr. Adams explained that the purpose of this section is to evaluate if there is enough natural resources in the area so this project does not overly tax one or more natural resources for the area. Normally any airport project wouldn't have significant impacts in this category but these environmental categories are not just used for airports, they are used for other projects. Energy suppliers were contacted to see if they have enough reserves/capacity to supply energy for the project. The suppliers stated that this would not be a problem.

A recommendation was suggested to go another step. If the airport will need more energy supply, what can they do to lessen the amount?

> Ms. Newland stated that the CRAA is determined to meet the Leadership in Energy and Environmental Design (LEED) Green Building Rating System Silver certification through their new terminal.

Pertaining to the neighborhood on 13th Ave., a question was asked if the airport would relocate the whole neighborhood so they could stay intact as did a whole neighborhood in Kentucky who wanted to stay together.

Mr. Adams stated that the Federal Relocation Act does not dictate where the homeowners move to. If a homeowner would like to move next to their neighbor or move across town, they can. There are no plans at this point to move all the relocated residents to another community in one large group. There will be meetings held with the affected property owners and residents to discuss the program.

It was stated that in the last census, there were 4,400 residents in the area. The neighborhood is not opposed to growth, but most of the residents have been there for 60 years+. Individual people need to be considered. The City of Columbus invested in infrastructure in this area. What will happen to the residents when all the energy is being used for the airport? Will the energy be limited to the residents?

Energy suppliers look at the whole area they service, this includes looking at many counties, when they review their current and future supply. At this time, they have indicated that this project would not reduce service to any certain area.

What is the status on the Noise Abatement Issues?

Mr. Adams stated that the Draft Part 150 was prepared and the Public Workshop/Hearing for the draft occurred in August 2007. The final will be submitted to the FAA in November or December 2007.

Where there any changes from the last meeting? (Part 150) You are basing these noise impacts on an assumption that the FAA will approve the Part 150 and since that has not happened, how can you make these statements about the number of people impacted?

Mr. Adams stated that the Part 150 has been refined, with no major revisions. Assumptions in the EIS are completely dependent on FAA approval. Our task under the EIS is to disclose what the impacts of a project are if the FAA approves it and it is implemented. Noise is important, but there are also 19 other categories that need to be assessed.

Noise is the only category that should be addressed because it is the most important.

Noise is important and is being addressed. However, in an EIS there are also 19 other categories that need to be assessed.

In regard to sound insulation, how many homes will be added other than the homes from the past?

According to the matrix in the Summary of Impacts, under Alternative C3b, you see an additional 356 homes will be offered sound insulation in and adjacent to the 65 DNL. This number is different from the recommendation in the Part 150 due to a difference in how the FAA handles sound insulation for Part 150 and EIS purposes. The Draft EIS will resolve this issue. The Draft Part 150 has the exact drawing which shows which homes will be affected. The Draft Part 150 is available on the airport's website and in local libraries. If you are interested, after the meeting, I can get you the exact locations of those libraries.

A question was asked regarding the comparison of the 2012 and 2018 Exhibit and if their assumptions are correct that there will be a reduction in the north runway in 2018. The trend has been to increase.

Mr. Adams stated that the south runway has historically been the more heavily used runway due to its length. With the development of a new terminal that puts aircraft gates on the south side of the airport, it is assumed that the south runway will get used more. Therefore, when compared to other conditions, there is a reduction of use on the north runway.

Would there be another study at the completion of this project?

Mr. Adams stated that a study could be done at a later date. Currently the airport updates their noise studies every 5 years by FAA standards, sometimes sooner.

A statement was made in reference to the noise projections and how they are false for the north runway. There is no reduction now and in the future it will increase. Planes get louder especially with cargo.

Mr. Adams stated that the percentage of use will be reduced on the north runway, but that in fact as more operations occur at the airport over time, the number of aircraft would be more than today. The new aircraft being manufactured today are built to fly quieter than in the past. There are no large cargo operators at CMH. All of that activity is being operated at Rickenbacker International Airport.

When developing the new runway, will you have to shut down the south runway completely and increase the number of flights to the north runway?

At this time it is not anticipated that there will be significant closures. There will be times when the south runway will need to be closed, but by focusing the work during non-peak times, those closures should be minimal.

Which aircraft are drivers of noise? Isn't it true that more taxiing will be needed to operate off the south runway? Have you used arrival and departure models especially regarding an east departure?

Mr. Adams stated that there would be an increase in taxi time, but that it is not a significantly longer taxi than is currently done. The selection of the runway for both arrivals and departures is more of a function of the location of the gate in proximity to the runway, the need for the longer runway, and origin/destination. The primary need for this project is not capacity, so simulation modeling for east flow was not done. Modeling of an increase in east departures was done for the noise analysis.

Where are comments that were submitted on the Part 150 and will there be an opportunity to review the draft response to comments?

Comments submitted on the draft Part 150 will be included in the final Part 150 document. When the final document has been submitted, the Planning Advisory Committee (PAC) will be sent a copy of the document with a letter explaining any refinements.

Before the FAA makes their decision, can you do separate meetings before? There needs to be a meeting to address issues with neighborhoods before submitting to the FAA. Neighborhoods need to understand the impacts. Can someone explain? The airport needs a better partnership with the neighborhoods.

Mr. Adams stated that there will be more opportunities in the EIS. The draft stage of the EIS is April 2008. No decision will be made until Spring 2009.

Are there any independent firms for communities that can do their own study and compare L&B's study to their own?

Mr. Adams stated that there are other firms, but he is not the appropriate person to answer that since currently L&B is conducting the EIS at CMH.

Do you have an update on the Air Quality Impacts and Modeling?

Mr. Adams stated that the modeling is complete. There is an increase in the air emissions, but the impacts do not go beyond the threshold levels. Therefore, there is no significant impact.

During your modeling, did you take into account construction companies bidding on the project and their affects on the environment?

Mr. Adams stated that currently he does not have any specific information but they do take into account the construction equipment used. During the modeling they use a conservative estimate of equipment, meaning that the EIS would overestimate emissions from what would actually occur. The CRAA could commit in the EIS to limit contractors to a specific type of equipment, but that decision has not be made yet.

During construction there has been a problem with sand, dust, and dirt in general blowing around. Do you take this into affect during the Air Quality Study?

Mr. Adams stated that this is a factor which will be taken into account. Currently Best Management Practices are use to keep dust and like objects down by using a water sprinkler.

In regard to the community which abuts the Airport property, during research in the past, did you physically come into neighborhoods to sound monitor or to conduct sound 'installation'? There were promises made in the 1990's that were not upheld regarding sound 'installation'.

Mr. Adams stated that his firm was not involved in the sound insulation of the East Columbus neighborhood. He stated that L&B was involved in the most recent noise map update that resulted in additional homes being sound insulated in Brittany Hills. Noise monitoring in East Columbus was conducted for the Part 150/EIS studies. It is impossible to go back and change decisions that were made ten years ago. However, what we can do is look to what is being done now and the additional 356 homes being proposed for sound insulation. Most of those homes are in the East Columbus neighborhood.

Port Columbus International Airport
Environmental Impact Statement
Study Advisory Committee Attendance
Tuesday, November 13, 2007

Name	Representing/Title	Address	Phone/E-mail
Adams, Bill	East Columbus Civic Association Interim President	2978 E. 12th Ave. Columbus, OH 43219	
Matt Brown	Franklin County Development Dept. and Zoning	280 E. Broad St., 2nd Floor Columbus, OH 43215	(614) 462-3095 mybrown@franklincountyohio.gov
Mary Dewberry	A Better Community President	2437 Delavan Drive Columbus, OH 43219	(614) 475-2469
Cathy Ferrari	The Ohio State University Airport External Relations Manager	2160 West Case Road Columbus, OH 43235-2526	(614) 292-5823 cferrari@osuairport.org
Chris Gawronski	MORPC Principal Planner	285 E. Main St. Columbus, OH 43215	(614) 233-4166 cgawronski@morpc.org
Terry Gee	Whitehall Parks and Recreation Director	402 North Hamilton Road Whitehall, OH 43213	(614) 863-0121 tgee@cityofwhitehall.com
Bruce Gibson	Federal Aviation Administration CMH ATCT	4277 International Gateway Columbus, OH 43219	(614) 338-4092 Bruce.Gibson@FAA.Gov
Grisetta Griffin	Brittany Hills Civic Association	2463 Peekskill Drive Columbus, OH 43219	(614) 471-3947 ggriff1@columbus.rr.com
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Shari Beston		4130 E. 5th Ave. Columbus, OH 43219	
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Alfonso Hooper	North Central Area Commission		
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Alan Peters	Net Jets		
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SUMMARY OF IMPACTS

This report summarizes the adverse impacts which would result from implementation of the proposed action alternatives at Port Columbus International Airport (CMH or Airport) and introduces potential mitigation techniques that could be implemented to reduce or compensate for those impacts. Below is a brief description of each alternative being assessed in this Environmental Impact Statement (EIS).

Alternative A: No Action

Alternative C2a: Relocate Runway 10R/28L to the south by 800 feet with no new noise abatement procedures

Alternative C2b: Relocate Runway 10R/28L to the south by 800 feet with implementation of the recommended noise abatement procedures

Alternative C3a: Relocate Runway 10R/28L to the south by 702 feet with no new noise abatement procedures

Alternative C3b: Relocate Runway 10R/28L to the south by 702 feet with implementation of the recommended noise abatement procedures (Sponsor's Proposed Project)

The environmental consequences of the Sponsor's Proposed Action and its alternatives are provided for 2012 (anticipated opening year of proposed runway) and for 2018 (anticipated opening year of proposed passenger terminal). The following summarizes the notable impacts identified in the assessment of each alternative. **Table 1**, lists the impacts for each category and offers preliminary mitigation concepts that will be further explored with the CRAA and the FAA.

Noise and Compatible Land Use

For 2012 conditions, the population and number of residential housing units located within the 65 DNL noise contour would increase for Alternatives C2a and C3a as compared to Alternative A: No Action. Alternatives C2b and C3b, which include implementation of the noise abatement measures (from the Part 150 Study), would reduce population and residential housing units located within the 65 DNL noise contour as compared to Alternative A: No Action. For 2018 conditions, all of the development alternatives (C2a, C2b, C3a, C3b), the number of population and residential housing units would be less than the 2018 Alternative A: No Action. Alternative C3b (Sponsor's Proposed Project) results in the fewest population and residential housing unit impacts of all the alternatives in both 2012 and 2018. **Exhibits 1 – 10** show the noise contours for each alternative.

Potential Mitigation Technique: The Columbus Regional Airport Authority (CRAA) is in the process of completing an update to the Part 150 Noise Compatibility Study for CMH. In that study it is recommended that residential housing units within the 65 DNL be offered participation in a sound insulation program. This program could serve as mitigation for the noise and land use impacts associated with the alternatives.

Air Quality

Franklin County currently exceeds the Federal standard for emissions of PM 2.5 and Ozone. Implementation of any of the development alternatives (C2a, C2b, C3a, C3b) would increase pollutant emissions on the airport due to construction activities and increased aircraft taxi times that would result from Runway 10R/28L being relocated farther south. However, these increases would not create a new violation of Federal or State air pollution standards and therefore would not require mitigation.

Socioeconomic, Environmental Justice, & Children's Health

The proposed relocation of Runway 10R/28L to the south would result in 36 properties located on East 13th Avenue to be purchased and the residents relocated. The acquisition area would be located within the relocated Runway Protection Zone (RPZ) for both Alternative C2a/b and C3a/b. FAA guidelines require that RPZs be clear of obstacles and human congregation, such as homes. See **Exhibit 11** for location of acquisition area. No other significant, long-term socioeconomic impacts are anticipated with implementation of any of the alternatives.

An assessment of potential environmental justice impacts found that there would not be a disproportionate impact to minority or low-income populations as a result of implementing any of the development alternatives. Under Alternative C2b and C3b in 2012 and all of the 2018 conditions, the noise impacts were reduced from the No Action condition, thereby reducing the potential impact on all populations.

No impact to children's health was identified as a result of implementing any of the alternatives.

Potential Mitigation Technique: The CRAA would follow the *Uniform Relocation Assistance and Real Property Acquisition Policies Act* (49 CFR Part 24) in offering relocation assistance to affected residents.

Wetlands and Streams

The development alternatives (C2a, C2b, C3a, C3b) would result in the same impacts to wetlands and streams for both 2012 and 2018 conditions. The proposed runway relocation would result in 0.33 acres of wetland impacts and 592 lineal feet of stream impacts. The proposed terminal would result in an additional 0.32 acres of wetland impacts.

Potential Mitigation Technique: The CRAA is currently working with the US Army Corps of Engineers to determine potential mitigation ratios and locations for these impacts.

Fish, Wildlife and Plants

No Federal or state threatened and endangered species or critical habitat would be impacted by any of the alternatives. Tree clearing and topping that may be necessary would be coordinated with the US Fish and Wildlife Service to avoid impacts to potential Indiana bat roosting sites.

Water Quality

Impacts to water quantity (primarily from increase in impervious surfaces) and water quality (primarily from increased use of deicing agents) would occur as a result of implementing any of the alternatives. The level of impacts are essentially the same for the C2a/b and the C3a/b alternatives in both 2012 and 2018 conditions.

Potential Mitigation Technique: The CRAA is currently preparing a Storm Water Master Plan to identify long-term solutions to water resource impacts that are anticipated from a number of current and proposed projects at the airport (including the proposed runway and terminal projects being assessed in this EIS). These solutions will require additional coordination with the City of Columbus, Ohio EPA, and the US Army Corps of Engineers.

Farmlands, Floodplains, and Coastal Resources

No unique farmlands, floodplains, or coastal resources would be impacted by any of the alternatives.

Historic, Architectural, Archaeological, and Cultural Resources

There are a number of significant historic sites located near the Airport and near the project site. Alternatives C2a/b would result in the greatest impact to historic structures, with the removal of Buildings 3 and 7 of the former Air Force Plant 85 (now known as Columbus International Air Center), which is eligible for listing on the National Register of Historic Places.

Alternatives C3a/b would result in the removal of a ramp tower that is located on the top of Building 7 of the former Air Force Plant 85. This ramp tower is not considered to be a significant impact, but there will need to be coordination with the Ohio Historic Preservation Office (OHPO) to determine the level of documentation necessary prior to removal.

No archaeological sites of significance were found in the project area. Human remains associated with the former Stelzer Cemetery, located west of Stelzer Road, were identified through field work and will be relocated prior to construction activities in that area.

Potential Mitigation Technique: The CRAA would work with the OHPO to determine the necessary level of mitigation for the project.

DOT 4(f)

The development alternatives will require the reconfiguration of the Airport Golf Course located west of Hamilton Road. This effort is likely to require the golf course to be reduced to 12 holes for a period of up to 18 months. The reconfiguration is currently being coordinated with the City of Columbus and the US Department of Interior. No other physical impacts to a DOT 4(f) property (parks, recreation facilities, wildlife refuges) are anticipated as a result of implementing any of the alternatives.

Potential Mitigation Technique: The CRAA would reconfigure the Airport Golf Course to insure that it ultimately returns to an 18-hole facility. The CRAA and City of Columbus are currently negotiating the details of how this process would occur.

Light Emissions/Visual Impacts

No adverse light emissions or visual impacts would occur as a result of implementing any of the alternatives.

Hazardous Materials/Solid Waste

The former Air Force Plant 85 (now referred to as the Columbus International Air Center) has been assessed in the past for the presence of hazardous materials. The results of these assessments have found hazardous materials in a number of the buildings and sites near the project area. Alternative C2a/b would result in the greatest impact to the former Air Force Plant 85, with both Buildings 3 and 7 being removed. These structures (in particular Building 3) have been shown to have previously contained hazardous materials. Alternative C3a/b would impact the ramp tower on the top of Building 7. In general, all of the development alternatives would result in demolition of structures that may contain asbestos and lead paint.

Potential Mitigation Technique: As necessary, the CRAA would use Best Management Practices in cleaning up and disposing of demolition materials.

Local solid waste haulers stated that there was sufficient capacity in local landfills to accommodate the amount of construction debris that would be generated by the development projects.

Table 1
SUMMARY OF ANALYSIS
Port Columbus International Airport

	ALTERNATIVE								
	A	C2a		C2b		C3a		C3b	
ENVIRONMENTAL CONSEQUENCES	IMPACTS	IMPACTS	MITIGATION	IMPACTS	MITIGATION	IMPACTS	MITIGATION	IMPACTS	MITIGATION
Air Quality	Franklin County Non-attainment for PM 2.5	Impacts Would Not Exceed Standards (NAAQS) [1]	None	Impacts Would Not Exceed Standards (NAAQS) [1]	None	Impacts Would Not Exceed Standards (NAAQS) [1]	None	Impacts Would Not Exceed Standards (NAAQS) [1]	None
Airport Noise Impacts Within 65+DNL									
2012: Total Residential Units [2]	653	725		507		751		472	
Unmitigated Residential Units	336	486	See Land Use	268	See Land Use	392	See Land Use	224	See Land Use
Noise Sensitive Facilities [3]	4	3	Commit to Updating NEMs within a year of Runway Opening	No Impacts	Commit to Updating NEMs within a year of Runway Opening	No Impacts	Commit to Updating NEMs within a year of Runway Opening	No Impacts	Commit to Updating NEMs within a year of Runway Opening
2018 Residential Dwelling Units [2]	835	737		567		611		522	
Unmitigated Residential Units	427	524	Not mitigating noise impacts for 2018 conditions	225	Not mitigating noise impacts for 2018 conditions	444	Not mitigating noise impacts for 2018 conditions	266	Not mitigating noise impacts for 2018 conditions
Noise Sensitive Facilities [3]	5	2		2		1		1	
Compatible Land Use									
Noise Impacts	No Direct Impacts	2012 Noise Impacts	Offer Sound Insulation to 584 homes in and adjacent to 65 DNL	2012 Noise Impacts	Offer Sound Insulation to 394 homes in and adjacent to 65 DNL	2012 Noise Impacts	Offer Sound Insulation to 481 homes in and adjacent to 65 DNL	2012 Noise Impacts	Offer Sound Insulation to 356 homes in and adjacent to 65 DNL
Land Use Impacts	No Land Use/Zoning Changes	Land use change in RPZ Area	See Socioeconomic	Land use change in RPZ Area	See Socioeconomic	Land use change in RPZ Area	See Socioeconomic	Land use change in RPZ Area	See Socioeconomic
Historical, Architectural, Archeological, & Cultural Resources									
Direct Effects (Physical Impacts)	No Direct Impacts	Remove Building 3 & 7 Impacts to Stelzer Cemetery	MOA for Bldgs. 3 & 7 Relocate Stelzer Cemetery	Remove Building 3 & 7 Impacts to Stelzer Cemetery	MOA for Bldgs. 3 & 7 Relocate Stelzer Cemetery	Remove Ramp Tower Impacts to Stelzer Cemetery	Assess Ramp Tower for Significance Relocate Stelzer	Remove Ramp Tower Impacts to Stelzer Cemetery	Assess Ramp Tower for Significance Relocate Stelzer
Indirect Effects (Noise Impacts)	13 Sites within 65 DNL 6 Significant	13 Sites within 65 DNL 6 Significant	1 Noise-sensitive site currently sound insulated	12 Sites within 65 DNL 6 Significant	1 Noise-sensitive site currently sound insulated	13 Sites within 65 DNL 6 Significant	1 Noise-sensitive site currently sound insulated	12 Sites within 65 DNL 6 Significant	1 Noise-sensitive site currently sound insulated
Section 4f (Recodified as 303c) Lands	No Direct Impacts 1 park (Pizzurro) in 65 DNL	Airport Golf Course Remove Bldgs. 3 & 7 1 park in 65 DNL	Reconfigure Golf Course MOA for Bldgs. 3 & 7	Airport Golf Course Remove Bldgs. 3 & 7 1 park in 65 DNL	Reconfigure Golf Course MOA for Bldgs. 3 & 7	Airport Golf Course Remove Ramp Tower 1 park in 65 DNL	Reconfigure Golf Course Assess Ramp Tower Significance	Airport Golf Course Remove Ramp Tower 1 park in 65 DNL	Reconfigure Golf Course Assess Ramp Tower Significance
Water Quality	Impacts Would Not Exceed Standards	Impacts Would Exceed Standards	CRAA Preparing Stormwater Master Plan	Impacts Would Not Exceed Standards	CRAA Preparing Stormwater Master Plan	Impacts Would Not Exceed Standards	CRAA Preparing Stormwater Master Plan	Impacts Would Not Exceed Standards	CRAA Preparing Stormwater Master Plan
Wetlands									
2012	No Impacts	0.53 acres	Would permit 2018 impacts	0.33 acres	Would permit 2018 impacts	0.33 acres	Would permit 2018 impacts	0.33 acres	Would permit 2018 impacts
2018	No Impacts	0.65 acres	401/404 permit	0.65 acres	401/404 permit	0.65 acres	401/404 permit	0.65 acres	401/404 permit
Streams	No Impacts	592 feet	401/404 permit	592 feet	401/404 permit	592 feet	401/404 permit	592 feet	401/404 permit
Farmlands	No Adverse Impacts	No Adverse Impacts	None	No Adverse Impacts	None	No Adverse Impacts	None	No Adverse Impacts	None
Floodplains	No Adverse Impacts	No Adverse Impacts	None	No Adverse Impacts	None	No Adverse Impacts	None	No Adverse Impacts	None
Coastal Resources	No Impacts	No Impacts	None	No Impacts	None	No Impacts	None	No Impacts	None

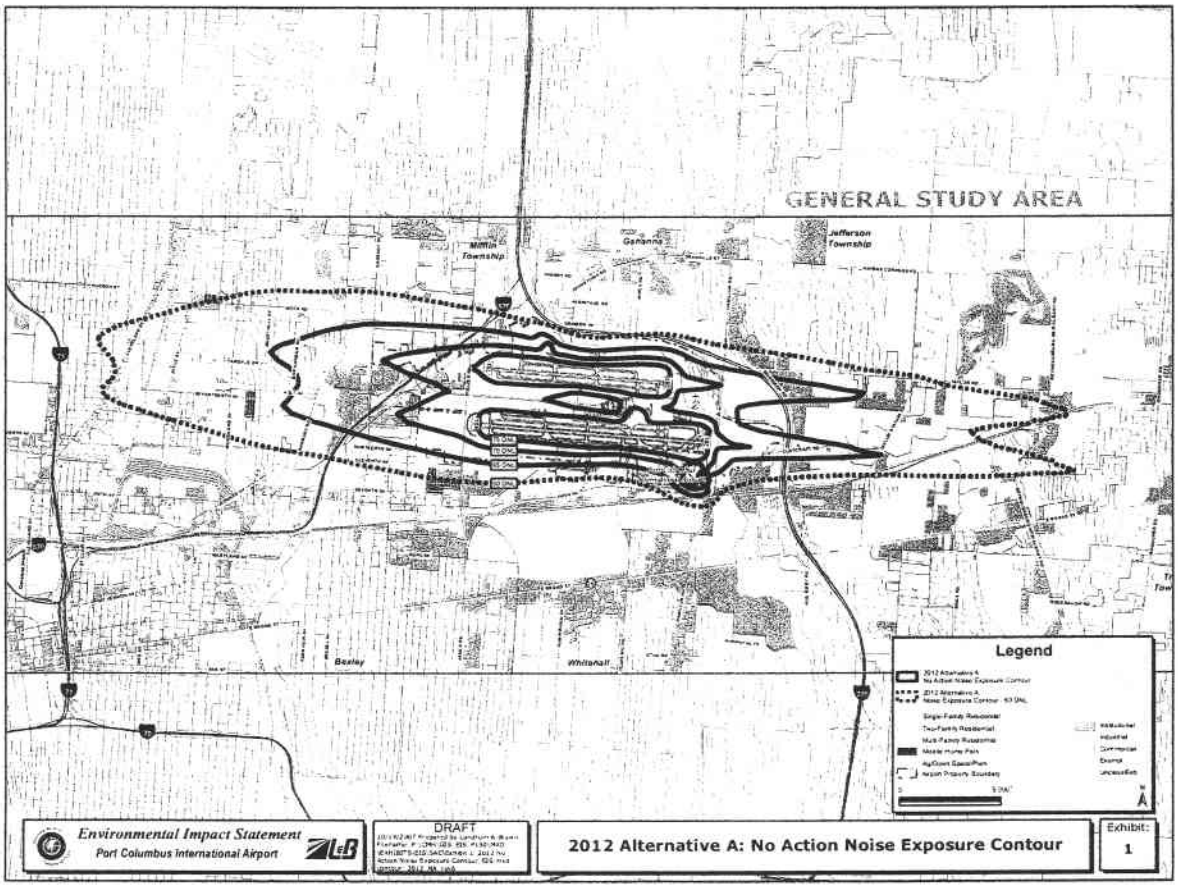
Natural Resources and Energy Supply

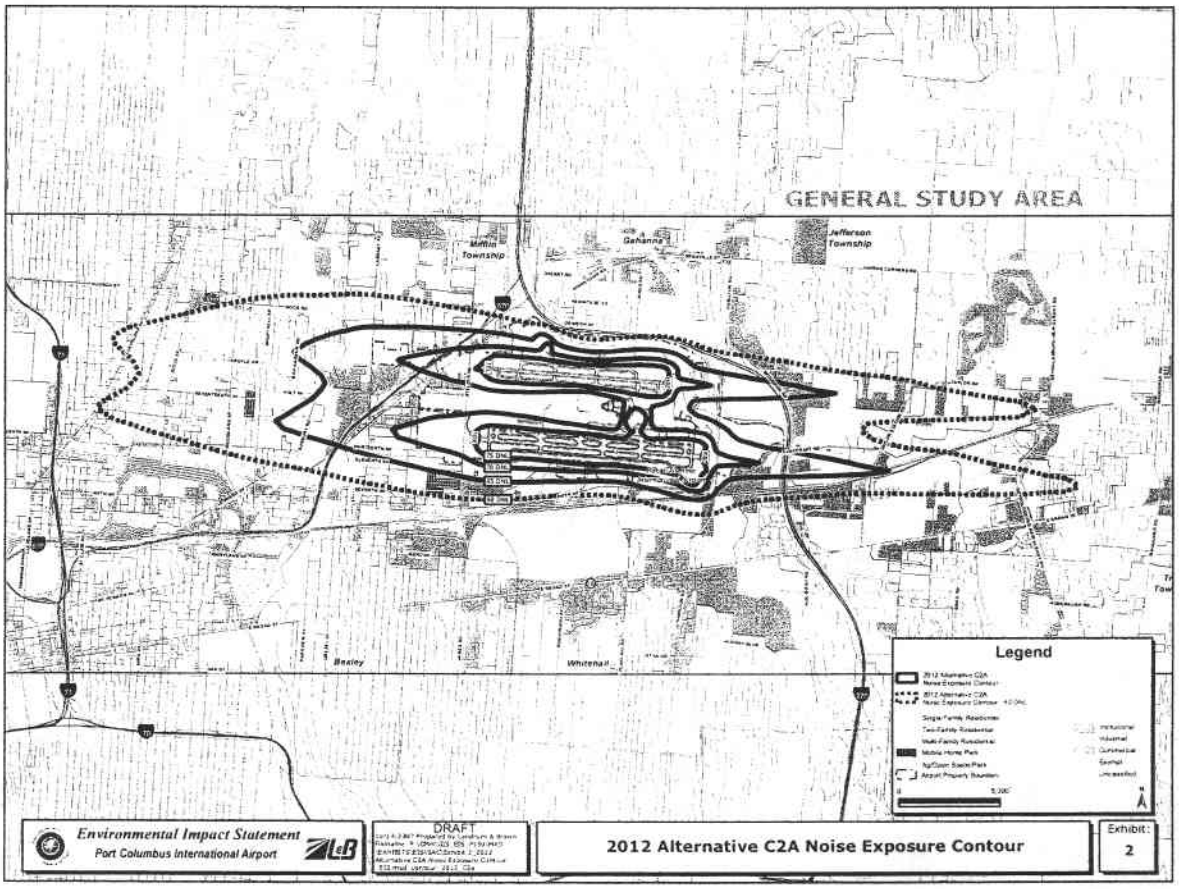
The local supply of building materials and fill materials would not be significantly reduced as a result of implementing any of the alternatives.

The local suppliers of natural gas and electricity have confirmed that there would be no impact to the increased usage that would result from implementing any of the alternatives.

Construction

Temporary impacts as a result of dust, noise, and erosion are likely as a result of constructing the development alternatives. The CRAA would implement Best Management Practices in order to avoid and minimize these temporary impacts.


GENERAL STUDY AREA
Jefferson Township
Gahanna
Mifflin Township
Bexley
Whitehall
Legend
Environmental Impact Statement
Port Columbus International Airport
DRAFT
2012 Alternative A: No Action Noise Exposure Contour
Exhibit:
1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Mifflin Township
Bexley
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Legend
Environmental Impact Statement
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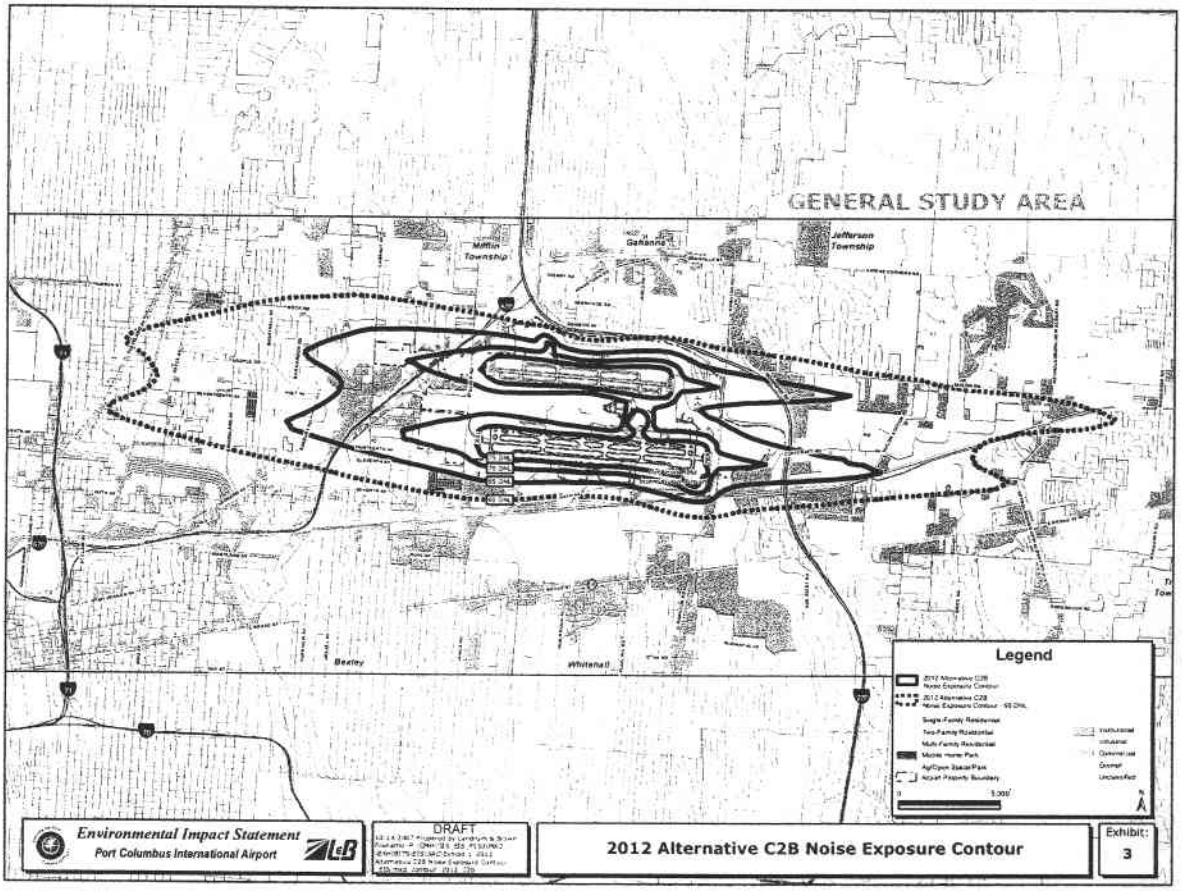
2012 Alternative C2A Noise Exposure Contour
Exhibit:
2


GENERAL STUDY AREA
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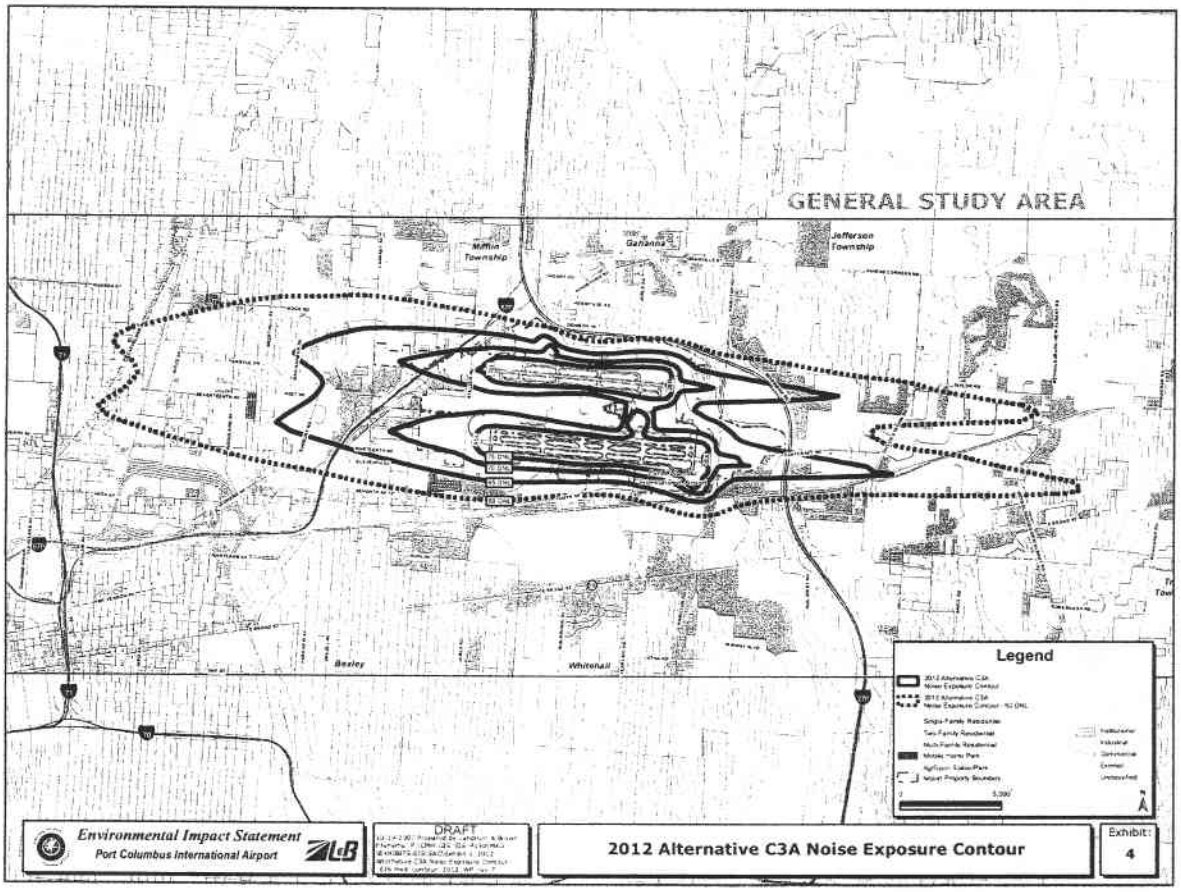
2012 Alternative C2B Noise Exposure Contour
Exhibit:
3


GENERAL STUDY AREA
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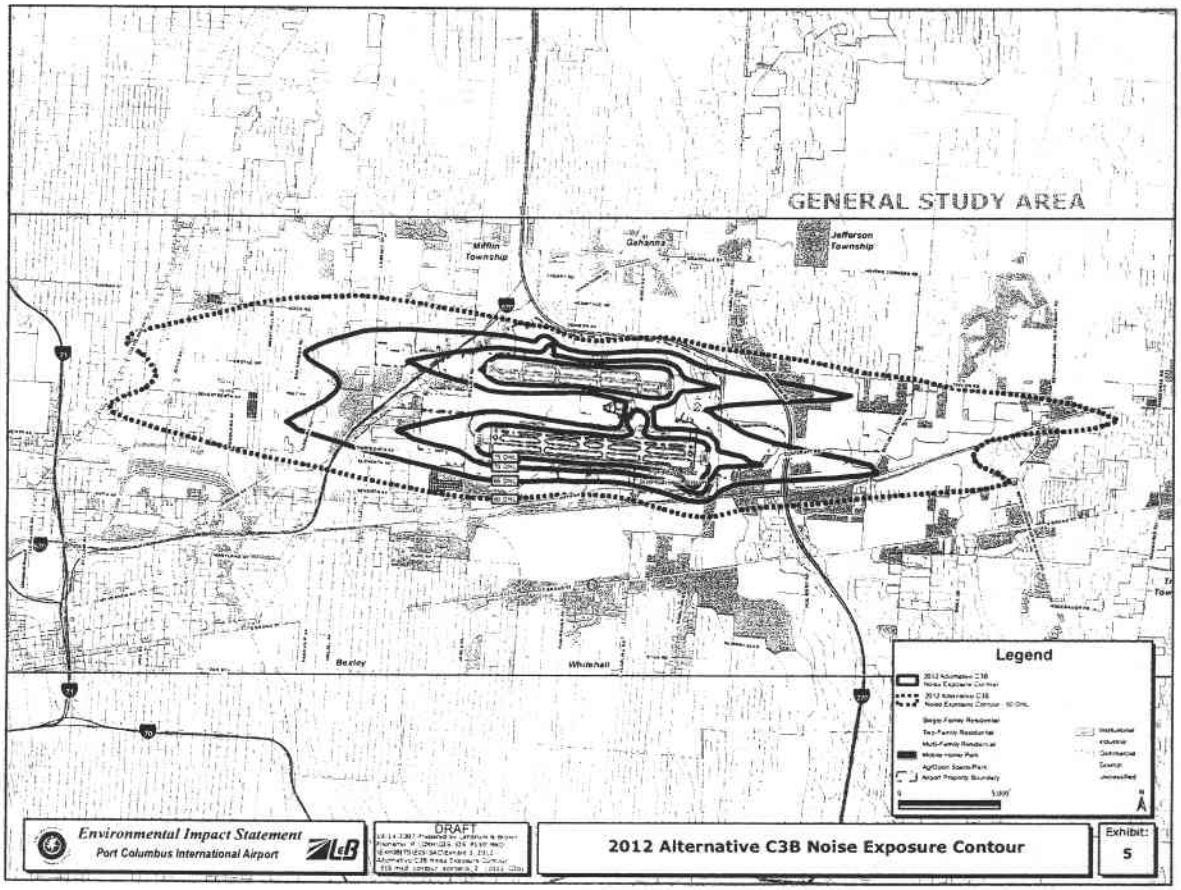
2012 Alternative C3A Noise Exposure Contour
Exhibit:
4


GENERAL STUDY AREA
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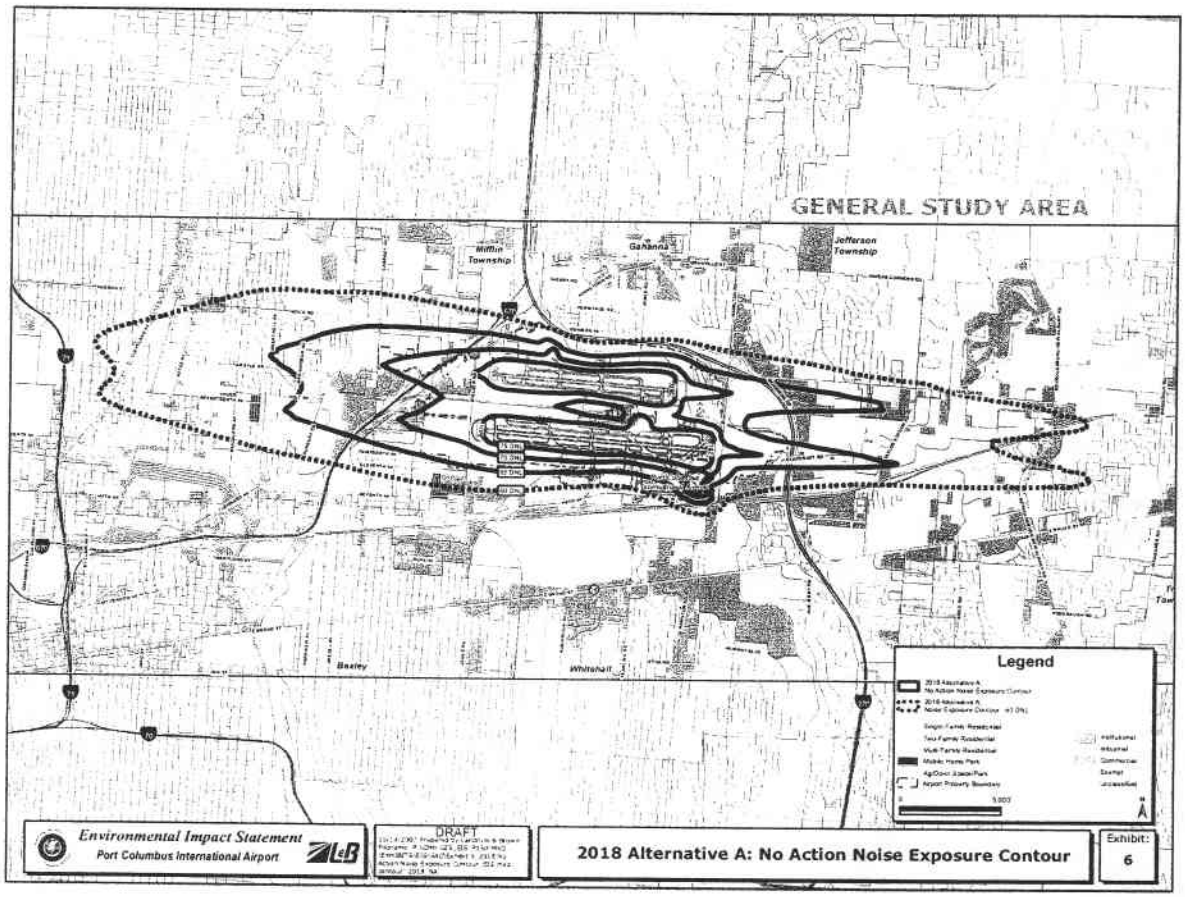
2012 Alternative C3B Noise Exposure Contour
Exhibit: 5


GENERAL STUDY AREA
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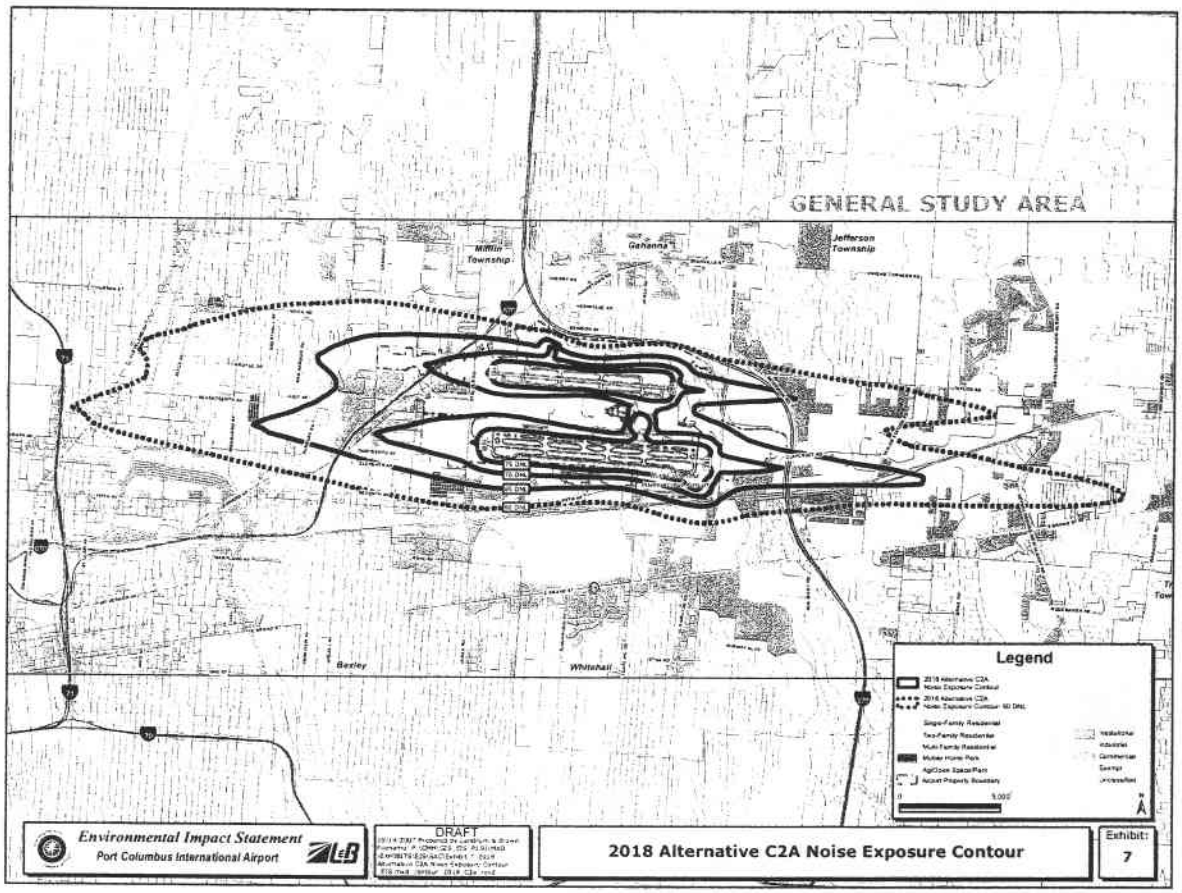
2018 Alternative A: No Action Noise Exposure Contour
Exhibit: 6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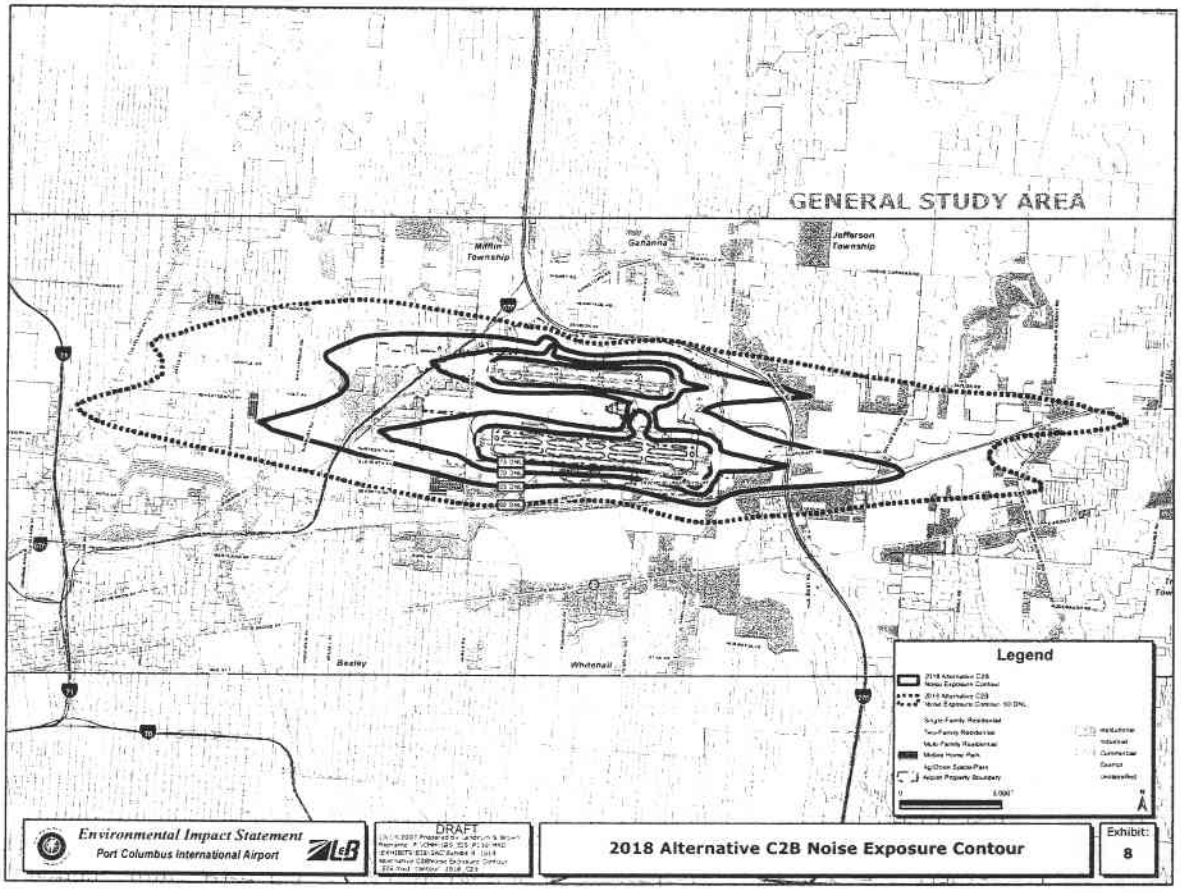
2018 Alternative C2A Noise Exposure Contour
Exhibit: 7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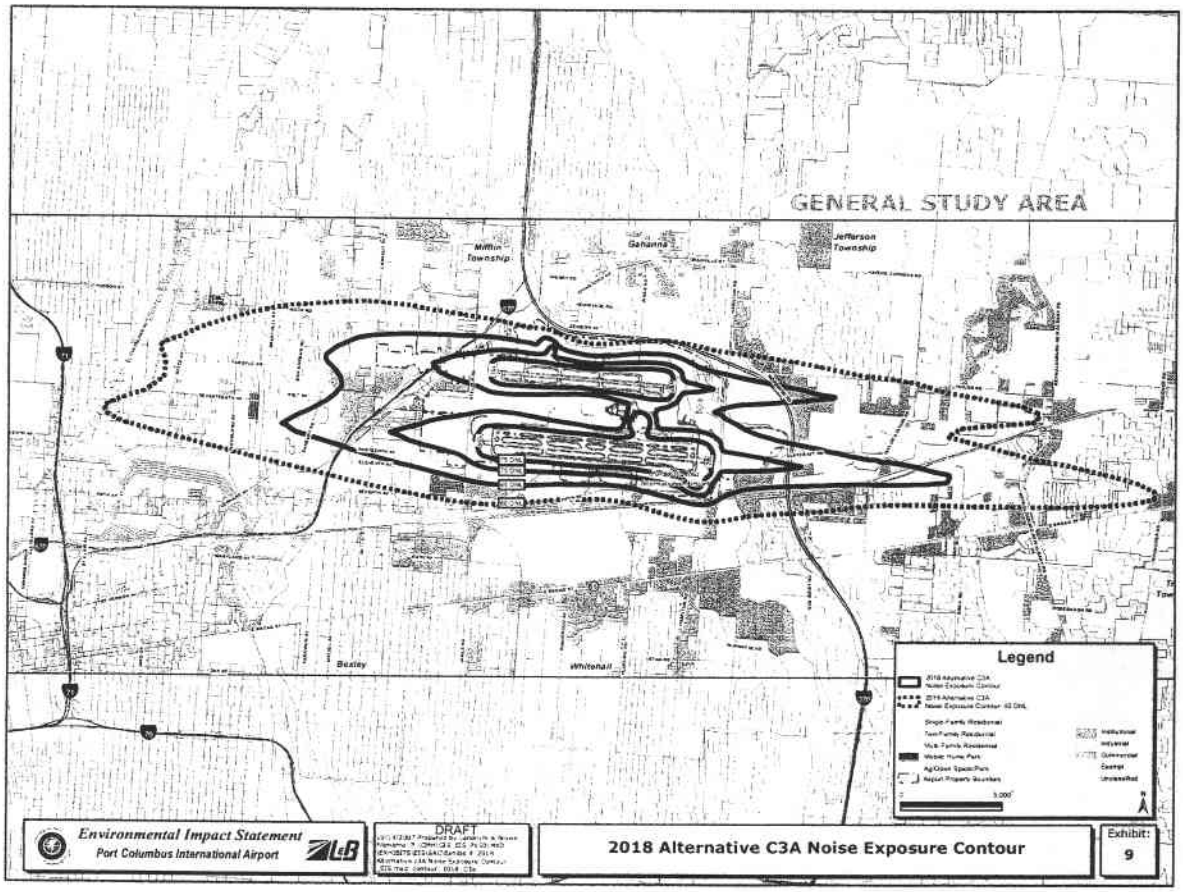
2018 Alternative C2B Noise Exposure Contour
Exhibit: 8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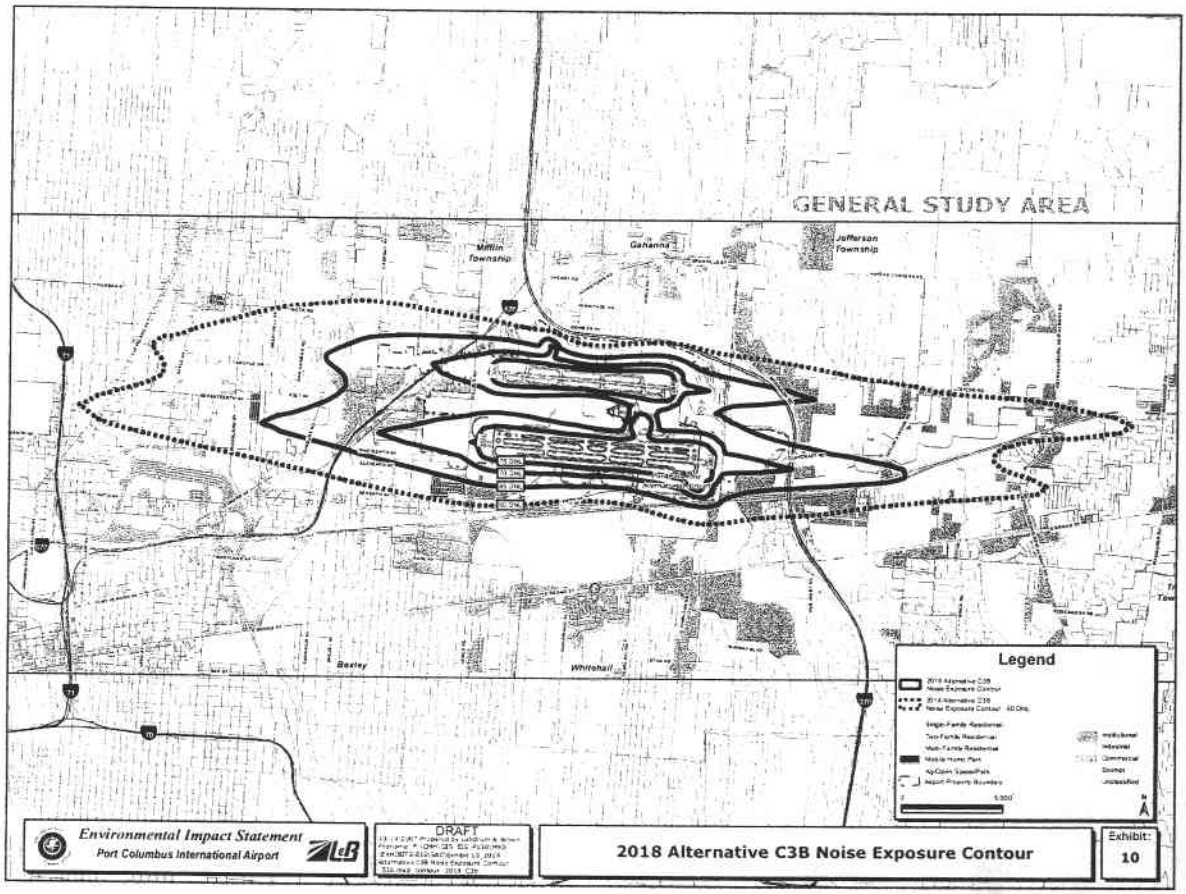
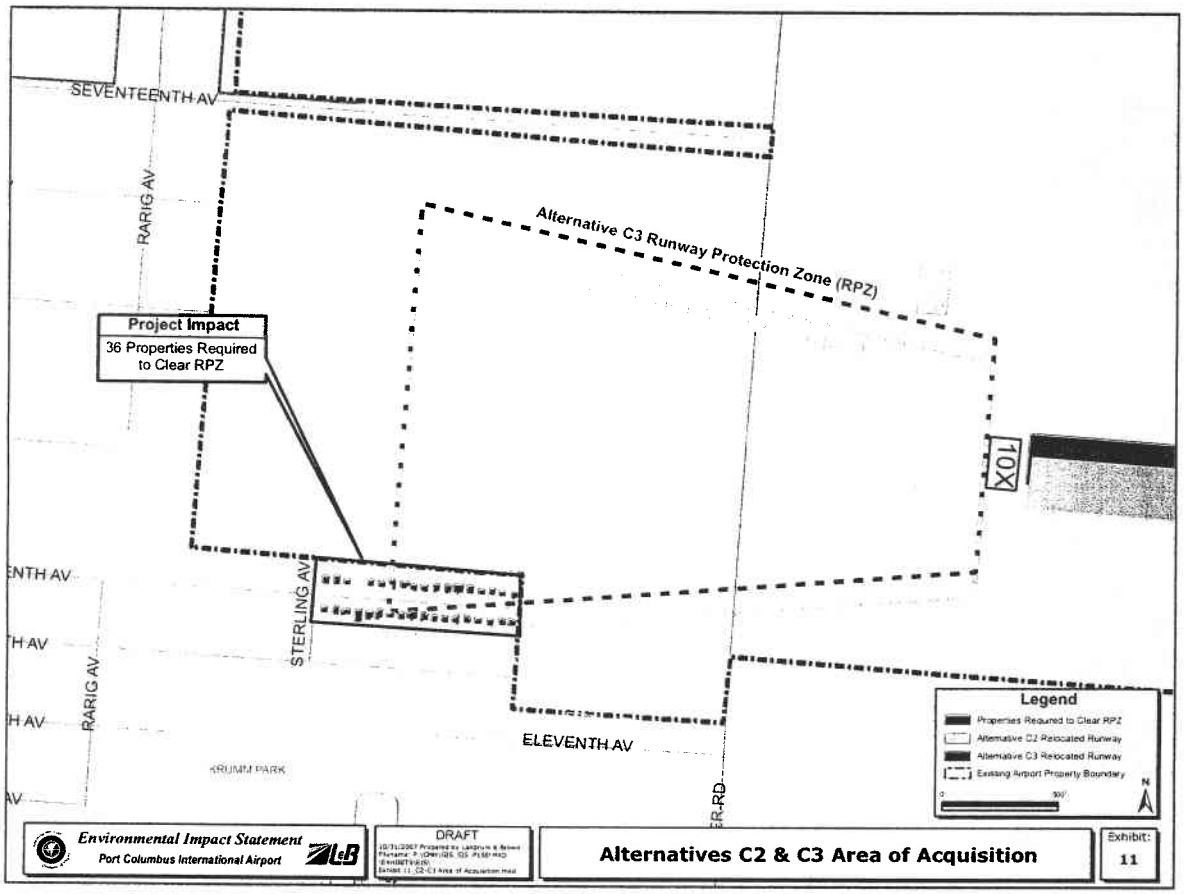
2018 Alternative C3A Noise Exposure Contour
Exhibit:
9


GENERAL STUDY AREA
Millin Township
Gahanna
Jefferson Township
Bexley
Whitehall
Legend
Environmental Impact Statement
Port Columbus International Airport
DRAFT
2018 Alternative C3B Noise Exposure Contour
Exhibit:
10


SEVENTEENTH AV
RARIG AV
Alternative C3 Runway Protection Zone (RPZ)
Project Impact
36 Properties Required to Clear RPZ
10X
STERLING AV
ELEVENTH AV
KRUMM PARK
Legend
Properties Required to Clear RPZ
Alternative C2 Relocated Runway
Alternative C3 Relocated Runway
Existing Airport Property Boundary
Environmental Impact Statement
Port Columbus International Airport
DRAFT
Alternatives C2 & C3 Area of Acquisition
Exhibit:
11

Study Advisory Committee Meeting

November 13, 2007
1:00 p.m. – 3:00 p.m.
Environmental Impact Statement
Port Columbus International Airport

Presented to: Study Advisory Committee
By: FAA Consultant, Landrum & Brown
Date: November 13, 2007

Agenda

I. Where are we in the EIS Process?
II. Project Review
  - Purpose and Need
  - Sponsor's Proposed Project
III. Alternatives Evaluated
IV. Preliminary Environmental Impacts
V. Next Steps in the EIS Process
VI. Opportunity to Comment on the EIS

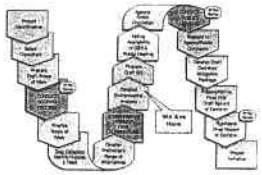
II. Project Review - *Sponsor's Proposed Project*

Sponsor's Proposed Project

- Construction of a replacement runway, 10,113 ft. long, located approximately 702 ft. south of existing Runway 10R/28L
- Construction of additional taxiways to support replacement runway
- Proposed terminal development to be completed in phases
- Necessary Navigational Aids (NAVAIDS) to obtain a CAT II approach
- Proposed aviation related developments
- Associated roadway relocation and construction
- Parking improvements (including surface lots and parking garages)
- Property acquisition and relocation of residences
- Development of FAA Air Traffic operational procedures for the replacement runway
- Proposed Part 150 noise abatement and land use mitigation actions

II. Project Review - *Sponsor's Proposed Project*

I. Where are we in the EIS Process?



II. Project Review – *Purpose and Need*

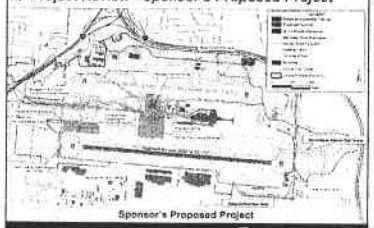
Primary need of the airport includes:

- **The need to reconstruct Runway 10R/28L**
  - Some areas of the runway are in need of full depth reconstruction
  - CRAA recently overlaid the runway which extends the life to 2010

Additional needs of the airport include:

- **The need to provide long-term airfield capacity, delay reduction during peak operating periods, and airfield efficiency**
  - Forecasts of activity indicate that unreasonable delay levels for certain conditions will occur by 2023
  - Factors that impact delay/capacity include runway length, the separation of runways, navigational instrumentation, and other airfield infrastructure (taxiways, hold pads, etc.)

II. Project Review - *Sponsor's Proposed Project*



III. Alternatives Evaluated

Three Phased Approach

- Identify comprehensive range of alternatives to the *Sponsor's Proposed Project*
- Evaluate and define a short-list of alternatives
  - Environmental
  - Operational
  - Cost
- Detailed analysis of short-listed alternatives

Potential Range of Alternatives

- No-Action alternative
- Off-site alternatives
- On-site alternatives

II. Project Review – *Purpose and Need*

Additional needs of the airport include:

- **The need to provide long-term airfield capacity, delay reduction during peak operating periods, and airfield efficiency** *(continued)*
  - Runway Length: The airport needs a runway that is approximately 10,113 feet long
  - Separation of Runways: The airport needs runway separation of at least 3,500 feet
  - Navigational Instrumentation and other Airfield Infrastructure: The primary means for reducing delay/increasing capacity in this area is the ability to maintain operation during bad weather conditions (CAT II/III Instrument Meteorological Conditions).

II. Project Review – *Purpose and Need*

Additional needs of the airport include:

- **The need to provide sufficient terminal capacity to accommodate projected passenger levels**
  - The existing terminal will not effectively handle levels above 5 Million Annual Enplaned Passengers (5MAEP) which is expected by 2018 or sooner
- **The need to provide ancillary and support facilities**
  - Additional automobile parking, service roads, utilities, storm water
- **The need to enhance the human environment by reducing noise impacts**
  - Recommendations from Part 150 Update for noise abatement and land use mitigation take into account the proposed relocation of Runway 10R/28L
  - Final Part 150 to be submitted to FAA before end of the year

III. Alternatives Evaluated

No-Action Alternative

- Includes no changes to the existing airport (runways, taxiways, terminal, etc.)
- Would not meet the Purpose and Need for the project
- Must be carried forward in accordance with NEPA guidelines
- Will be used as the baseline upon which all other alternatives are evaluated for environmental impacts

III. Alternatives Evaluated

Alternatives – 2012 Condition

- Alternative A: No Action
- Alternative C2a: Relocate Runway 10R/28L 800 feet to the south (no implementation of NCP measures)
- Alternative C2b: Relocate Runway 10R/28L 800 feet to the south (with implementation of NCP measures)
- Alternative C3a: Relocate Runway 10R/28L 702 feet to the south (no implementation of NCP measures)
- Alternative C3b: Relocate Runway 10R/28L 702 feet to the south (with implementation of NCP measures)

III. Alternatives Evaluated

Alternatives – 2018 Condition

- Alternative A: No Action
- Alternative C2a: Relocate Runway 10R/28L 800 feet to the south plus terminal development (no implementation of NCP measures)
- Alternative C2b: Relocate Runway 10R/28L 800 feet to the south plus terminal development (with implementation of NCP measures)
- Alternative C3a: Relocate Runway 10R/28L 702 feet to the south plus terminal development (no implementation of NCP measures)
- Alternative C3b: Relocate Runway 10R/28L 702 feet to the south plus terminal development (with implementation of NCP measures)

IV. Preliminary Environmental Impacts

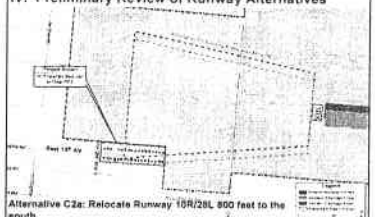
Environmental Categories Assessed

- Air Quality
- Noise and Compatible Land Uses
- Public Properties/Resources
- Social and Community Resources
- Water Resources
- Biological and Natural Resources
- Hazardous and Waste Materials

IV. Preliminary Review of Runway Alternatives

Alternative C2a: Relocate Runway 10R/28L 800 feet to the south (no NCP)

IV. Preliminary Review of Runway Alternatives



Alternative C2a: Relocate Runway 10R/28L 800 feet to the south

IV. Preliminary Environmental Impacts

Alternative A: No-Action

IV. Preliminary Environmental Impacts

Alternative A: No-Action

- **Noise/Compatible Land Use**
  - *2012 Conditions* - 693 housing units in 65 DNL (336 have never been eligible for sound insulation/easement)
  - *2018 Conditions* - 819 housing units in 65 DNL (437 have never been eligible for sound insulation/easement)
- No physical impacts due to no development

IV. Preliminary Environmental Impacts

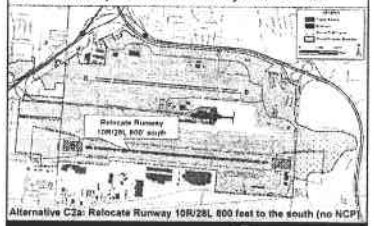
Alternative C2a: *(continued)*

- **Water Resources**
  - *2012 Conditions* – 0.33 acres of wetlands and 529 feet of stream would be impacted
  - *2018 Conditions* – Additional 0.32 acres of wetlands
  - Increased run-off due to increased impervious surface – Storm Water Master Plan being prepared for entire airport
- **Hazardous Waste**
  - Buildings 3 & 7 of Air Force Plant 85 would require additional remediation during demolition and redevelopment

IV. Preliminary Review of Runway Alternatives

Alternative C2b: Relocate Runway 10R/28L 800 feet to the south (w/ NCP)

IV. Preliminary Review of Runway Alternatives



Alternative C2a: Relocate Runway 10R/28L 800 feet to the south (no NCP)

IV. Preliminary Environmental Impacts

Alternative C2a:

- **Noise/Compatible Land Use**
  - *2012 Conditions* - 725 housing units in 65 DNL (406 have never been eligible for sound insulation/easement)
  - *2018 Conditions* - 732 housing units in 65 DNL (524 have never been eligible for sound insulation/easement)
- **Public Properties/Resources**
  - Buildings 3 & 7 of Air Force Plant 85 (eligible for NRHP)
  - Reconfiguration of Airport Golf Course
- **Social/Community Resources**
  - Acquisition/relocation of 36 properties on East 13th Avenue

IV. Preliminary Environmental Impacts

Alternative C2b:

- **Noise/Compatible Land Use**
  - *2012 Conditions* - 507 housing units in 65 DNL (268 have never been eligible for sound insulation/easement)
  - *2018 Conditions* - 567 housing units in 65 DNL (329 have never been eligible for sound insulation/easement)
- All other categories have same impacts as Alternative C2a

IV. Preliminary Review of Runway Alternatives

Alternative C3a: Relocate Runway 10R/28L 702 feet to the south (no NCP)

IV. Preliminary Environmental Impacts

Alternative C3a:

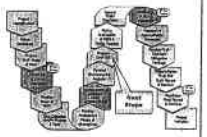
- Noise/Compatible Land Use
  - *2012 Conditions* - 700 housing units in 65 DNL (363 have never been eligible for sound insulation/easement)
  - *2018 Conditions* - 661 housing units in 65 DNL (444 have never been eligible for sound insulation/easement)
- Public Properties/Resources
  - Ramp Tower on Building 7 of AF Plant 85 (eligible for NRHP)
  - Reconfiguration of Airport Golf Course
- Social/Community Resources
  - Acquisition/relocation of 36 properties on East 13th Avenue

IV. Preliminary Review of Runway Alternatives

Alternative C3a: Relocate Runway 10R/28L 702 feet to the south (no NCP)

V. Next Steps in the EIS Process

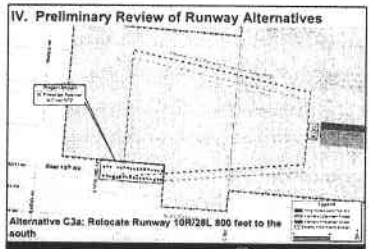
- Assess "what-if" scenario of accelerating development due to growth by Skybus and additional service by existing carriers at CMH
- Finish data collection and analysis for each environmental category
- Publish Draft EIS
  Spring 2008
- Next SAC Meeting
  Spring 2008
- Record of Decision
  Estimated April 2009



V. Next Steps in the EIS Process

- Publishing Draft EIS
- Meetings as needed with Agencies
- Mitigation / Permitting Activities
- Public Hearing
- RECORD OF DECISION expected – April 2009

IV. Preliminary Review of Runway Alternatives



Alternative C3a: Relocate Runway 10R/28L 800 feet to the south

IV. Preliminary Environmental Impacts

Alternative C3a: *(continued)*

- Water Resources
  - *2012 Conditions* – 0.33 acres of wetlands and 529 feet of stream would be impacted
  - *2018 Conditions* – Additional 0.32 acres of wetlands
  - Increased run-off due to increased impervious surface – Storm Water Master Plan being prepared for entire airport
- Hazardous Waste
  - No significant issues

VI. Opportunity to Comment on the EIS

Written comments and/or questions should be mailed by December 14th to:

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174

Telephone (734) 229-2958
Fax: (734) 229-2950
Email: CMHEIS@faa.gov

Project Website: www.airportsites.net/cmh-eis

IV. Preliminary Review of Runway Alternatives

Alternative C3b: Relocate Runway 10R/28L 702 feet to the south (w/ NCP)

IV. Preliminary Environmental Impacts

Alternative C3b:

- Noise/Compatible Land Use
  - *2012 Conditions* - 472 housing units in 65 DNL (224 have never been eligible for sound insulation/easement)
  - *2018 Conditions* - 522 housing units in 65 DNL (265 have never been eligible for sound insulation/easement)
- All other categories have same impacts as Alternative C3a

12/19/07 Non-Attendee SAC Distribution List

AOPA
Airports Division
421 Aviation Way
Frederick, MD 21701

Mr. Ron Moodespaugh
Director of Building Maintenance
Lane Aviation Corporation
4389 International Gateway
Columbus, OH 43219

Mr. Tim Stehle
Director of Flight Operations
Limited Brands
4387 International Gateway
Columbus, OH 43219

Bryan Levandusky, Manager
Northwest/Mesaba
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219

Mr. Brian Kennedy, Manager
United/United Express
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219

Mr. Bill Cumbow
Airline Pilots Association
262 McKenna Creek Drive
Gahanna, OH 43230

Mr. Richard G. Smith III
Executive Vice President
Net Jets
625 N. Hamilton Road
Columbus, OH 43219

Mr. Dan Wolfe, Manager
Nationwide Insurance Company
3945 Bridgeway Avenue
Columbus, OH 43219

Mr. Ken Waite, Facility Manager
The Columbus International Air Center
4300 East Fifth Avenue
Columbus, OH 43219

Mr. Mark Dooley, Manager
Continental Airlines
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219

Ms. Patti Froehlich, Manager
Midwest Connect/Skyway
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219

Sandy Dicocco, Manager
US Airways/US Airways/America West
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219

Mr. Felix Scuilli, Manager
Delta/Delta Connection
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219

Mr. James Bryant, Aviation Administrator
Ohio Office of Aviation
2829 W. Dublin-Granville Road
Columbus, OH 43219

Mr. Mark Kelby
Columbus Regional Airport Authority
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219

Mr. Columbus Russell, President
Cumberland Ridge Civic Association
1876 Mountain Oak Rd.
Columbus, OH 43219

12/19/07 Non-Attendee SAC Distribution List

Mr. Jeff Lischak, Regional Manager
Chautauqua Airlines
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219

Dr. Harold E. McDaniel, President
St. Mary's Civic Association
979 Wellington Blvd.
Columbus, OH 43219

Mr. Robert Lawler, Director of Transportation
MORPC
285 E. Main St.
Columbus, OH 43215

Mr. Charles McCroskey, Zoning Administrator
Jefferson Twp.
6545 Havens Road
Blacklick, OH 43004

Mr. Lucas Haire, Planning Administrator
City of Reynoldsburg
7232 E. Main Street
Reynoldsburg, OH 43068

Mr. Lee Brown
Development Department and Zoning Enforcement
Franklin County
280 East Broad Street, 2nd Floor
Columbus, OH 43215

Dr. Gene Harris, Superintendent
City of Columbus Schools
270 East State Street
Columbus, OH 43215

Mr. Alan Harding
Columbus Flight Watch
5731 Blinnton Place
Columbus, OH 43235-7205

Frank Martino, General Manager
American/American Eagle
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219

Ms. Stacey Heaton
Columbus Regional Airport Authority
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219

Mr. Elwood Rayford, Chair
Northeast Area Commission
2776 Yorkcliff Rd.
Columbus, OH 43219

Mr. Chris Lenfest, Manager
CMH Air Traffic Control Tower
4277 International Gateway
Columbus, OH 43219

Mr. Dave Clawson
Columbus Regional Airport Authority
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219

Ms. Bonnie Gard, Zoning Administrator
City of Gahanna
200 South Hamilton
Gahanna, OH 43230

Mr. John Brandt
City of Reynoldsburg
7232 E. Main Street
Reynoldsburg, OH 43068

Sadicka White, Director of Development
City of Gahanna
200 South Hamilton
Gahanna, OH 43230

Mr. Matthew Huffman, Planner
City of Gahanna
200 South Hamilton
Gahanna, OH 43230

The Honorable Lynn Ochsendorf, Mayor
City of Whitehall
360 S. Yearling Road
Whitehall, OH 43213

12/19/07 Non-Attendee SAC Distribution List

Mr. Kevin Costello
JetBlue Airways
118-29 Queens Blvd.
Forest Hills, NY 11375

Mr. Mark Fleetham
Real Estate Programs Manager, Central Region
Air Canada Jazz
5955 Airport Road, Sutie 318
Mississauga, ON L4V 1R9 CANADA

Mr. Eagan Foster
Transportation Administrator
City of Columbus
109 N. Front Street
Columbus, OH 43215

Mr. Denis Carvill
Skybus
4181 Arlingate Plaza
Columbus, OH 43228

Mr. Michael Rucker, Manager
Southwest
4600 International Gateway
Columbus, OH 43219

Mr. Bruce Langner, Development Director
City of Bexley
2242 E. Main St.
Bexley, OH 43209

Ms. Tiffany White
North Central Area Commission
1204 Woodnell Avenue
Columbus, OH 43219

Alan McKnight, Dept. Representative
Columbus Parks and Recreation
200 Greenlawn Ave.
Columbus, OH 43223

Ms. Susan Moeller
Watershed Coordinator
Friends of Big Walnut Creek
116 Mill Street
Gahanna, OH 43230

Mr. Paul Kennedy
Columbus Regional Airport Authority
4600 International Gateway
Columbus, OH 43219

Mr. Vince Papsidero, Planning Administrator
City of Columbus
109 N. Front Street, Ground Floor
Columbus, OH 43215

Ms. Laura McKee
Managing Director, Airport Affairs
Air Transport Association of America
1301 Pennsylvania Avenue, NW –Suite 1100
Washington DC 20004-1707

Mr. Tom Russell
Division of Water Quality
City of Columbus
910 Dublin Road
Columbus, OH 43215

Mr. Donald I. Camerino
Vice President
Schottenstein Management Company
Property Management Division
1798 Frebis Avenue
Columbus, OH 43206

Mr. Bob Hodanbosi, Headquarters Chief
Ohio Environmental Protection Agency
Air Quality
122 S. Front St.
Columbus, OH 43216-1049

aerofinity

Airport Planning Beyond the Ordinary

December 19, 2007

Name
Title
Company
Address
City, State Zip

RE: Port Columbus International Airport
Environmental Impact Statement
Study Advisory Committee Meeting Follow-up

Dear Name:

Enclosed in follow-up to the November 13, 2007 Study Advisory Committee (SAC) meeting for the Port Columbus International Airport Environmental Impact Statement (EIS) is the SAC meeting minutes. For those who did not attend, the Summary of Impacts Chapter and the presentation handout are also included.

Please submit any comments to the Federal Aviation Administration (FAA) at the address below:

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, MI 48174
Telephone: (734) 229-2958
Fax: (734) 229-2950
E-mail: CMHEIS@faa.gov.

If members of the SAC Committee did not receive a copy, or need a duplicate copy, please contact Stacy Pollert at 317.955.8395 ext. 306 or via e-mail at spollert@aerofinity.com and a duplicate copy will be sent to you.

As always, we appreciate your interest in Port Columbus International Airport and thank you for your participation in these studies. The next SAC meeting is anticipated to occur in spring 2008. As in the past, a meeting announcement will be sent to you approximately one month in advance of the meeting date.

Sincerely,

Stacy Pollert

Stacy Pollert
Planner

51 South New Jersey St.
Indianapolis, IN 46204
317.955.8395 Phone
317.955.8479 Fax

51 S. New Jersey St., 2nd Floor
Indianapolis, IN 46204
317.955.8395 317.955.8479 FAX

MEETING MEMO

MEETING	Federal Aviation Administration Environmental Impact Statement Port Columbus International Airport Study Advisory Committee – Meeting 4
MEETING DATE	November 13, 2007

ATTENDING

A meeting attendance list is attached.

DISCUSSION SUMMARY

The fourth Study Advisory Committee (SAC) meeting for the Environmental Impact Statement (EIS) was opened by Rob Adams of Landrum & Brown, the consulting firm conducting the study on behalf of the Federal Aviation Administration (FAA). Mr. Adams welcomed participants and asked that everyone in attendance please introduce themselves by stating their name and the organization they represent.

EIS Process

Mr. Adams stated that an EIS is conducted by the FAA as the federal agency responsible for ensuring that airport development projects, such as those proposed by the Columbus Regional Airport Authority (CRAA) for CMH, are in compliance with environmental regulations. The potential environmental impacts of the proposed development will be assessed in accordance with the National Environmental Policy Act of 1969 (NEPA.) He provided a graphic illustration of the steps in the EIS process. Mr. Adams briefly reviewed the primary and additional needs of the airport which have been previously discussed. The primary need of the airport is the reconstruction of Runway 10R/28L. Additional needs of the airport include the need to provide long-term airfield capacity, delay reduction during peak operating periods, airfield efficiency, sufficient terminal capacity to accommodate projected passenger levels, provide ancillary and support facilities, and the need to enhance the human environment by reducing noise impacts. He explained that before any of the work can begin on the proposed projects, the FAA must conduct an environmental review. In this case, because the reconstructed runway has the potential to result in changes in noise levels, the FAA is conducting an EIS which is the most detailed level of environmental review. In an EIS, the FAA reviews the development projects proposed by the CRAA, as well as other alternatives to the project that would accomplish the same needs. The result of this review is to determine if there is another alternative that would result in less environmental impact.

Project Review - Purpose and Need
The CRAA's primary need is to reconstruct Runway 10R/28L. Due to normal wear, the pavement is deteriorating such that the runway is in need of full reconstruction. The CRAA has previously overlaid the runway to extend its usefulness to 2010 but some areas of the runway are still in need of full-depth reconstruction.

Additional needs of the CRAA include:

- the need to achieve runway capacity, reduce delays during peak operating periods and increase the efficiency of the airfield. The forecasts for the airport indicate that as activity grows, by the year 2023, it is possible that unreasonable delays could result. Not only is this an inconvenience for the passengers, but this also has other environmental impacts.
- the need to provide terminal capacity to accommodate projected passenger levels. The most important consideration in this need is the ability to identify a large enough development envelope on the existing airport to construct a terminal facility that will meet the anticipated levels of passenger activity (approximately 9 million passengers). The existing terminal will not effectively handle more than 5 million passengers, a number which is anticipated by 2018.

Previous studies have been conducted to determine the need for these projects. These include: 1999 Master Plan, 2002 Terminal Study, 2005 Airfield Planning Study, and a 2005 Environmental Overview. From all of these studies, the CRAA has identified the following goals for this development project:

- Continue to expand CMH as a major passenger air hub
- Balance airfield and terminal capacity
- Phase project development as funding is available and as growth is warranted
- Accomplish the development so that it preserves the viability and character of neighboring communities.

Project Review – Sponsor's Proposed Project
The FAA is preparing the EIS to review the CRAA's proposed project. Mr. Adams briefly reviewed other elements of the sponsor's proposed project. He explained that the current runways are separated by 2,800 feet. The proposed reconstructed runway will be located 702 feet south of the existing south runway, which will be converted into a taxiway. The existing terminal is proposed to remain in place while the first phases of the new terminal are constructed. Mr. Adams noted that the relocation of International Gateway road has been previously environmentally assessed under another study. It is important to carefully state all of the elements of the proposed projects, as only those elements that are approved by the FAA can be constructed.

Alternatives Evaluated
Mr. Adams explained that a three-phased approach is being used in the EIS to accomplish the environmental review. First, the FAA developed a comprehensive range of alternatives to the project proposed by the CRAA. These alternatives are then evaluated based upon their environmental impacts, their operational efficiency and the cost to develop. Based upon this analysis, only the most viable alternatives are carried forward for further detailed environmental review.

The following categories of alternatives were presented:

- No-action – assesses the environmental impacts that would occur if there were no changes in the existing airport. According the Federal guidelines, an EIS must include a No-action alternative. This becomes the baseline to which all alternatives are evaluated against.
- Off-site alternatives – assesses the potential to meet the Purpose and Need for the project if some or all of the activity at CMH were moved to other airports, was accommodated by other modes of transportation or other means of telecommunication.
- On-site alternatives - assesses the potential to meet the Purpose and Need through other alternatives for developing the proposed project on the existing airport.

Preliminary Environmental Impacts
Mr. Adams stated that there are 19 specific categories that are assessed in an EIS. The categories were grouped and certain ones were eliminated that had no reference to the area. For example, Coastal Resources involves impacts on the coast which does not apply to this area. The following list represents the Environmental Categories that were assessed:

- Air Quality
- Noise and Compatible Land Uses
- Public Properties/Resources
- Social and Community Resources
- Water Resources
- Biological and Natural Resources
- Hazardous and Waste Materials

Alternative A: No Action

- **Noise/Compatible Land Use**
  2012 Conditions – 693 housing units in 65 DNL
  (336 have never been eligible for sound insulation/easement)
  2018 Conditions – 819 housing units in 65 DNL
  (437 have never been eligible for sound insulation/easement)
- **No physical impacts due to no development**

Alternative C2a: Relocate Runway 10R/28L 800 feet to the south (no implementation of Noise Compatibility Program (NCP) measures). 2018 includes terminal development.

- **Noise/Compatible Land Use**
  2012 Conditions – 725 housing units in 65 DNL
  (406 have never been eligible for sound insulation/easement)
  2018 Conditions – 732 housing units in 65 DNL
  (524 have never been eligible for sound insulation/easement)
- **Public Properties/Resources**
  Buildings 3 & 7 of Air Force Plant 85 (eligible for National Register of Historic Places (NRHP))
  Reconfiguration of Airport Golf Course
- **Social/Community Resources**
  Acquisition/relocation of 36 properties on East 13th Avenue
- **Water Resources**
  2012 Conditions – 0.33 acres of wetlands and 529 feet of stream would be impacted

2018 Conditions – Additional 0.32 acres of wetlands
Increased run-off due to increased impervious surface – (Storm Water Master Plan being prepared for entire airport)

- **Hazardous Waste**
  Buildings 3 & 7 of Air Force Plant 85 would require additional remediation during demolition and redevelopment

Alternative C2b: Relocate Runway 10R/28L 800 feet to the south (with implementation of NCP measures). 2018 includes terminal development.

- **Noise/Compatible Land Use**
  2012 Conditions – 507 housing units in 65 DNL
  (268 have never been eligible for sound insulation/easement)
  2018 Conditions – 567 housing units in 65 DNL
  (329 have never been eligible for sound insulation/easement)
- **All other categories have same impacts as Alternative C2a**

Alternative C3a: Relocate Runway 10R/28L 702 feet to the south (no implementation of NCP measures). 2018 includes terminal development.

- **Noise/Compatible Land Use**
  2012 Conditions – 700 housing units in 65 DNL
  (363 have never been eligible for sound insulation/easement)
  2018 Conditions – 661 housing units in 65 DNL
  (444 have never been eligible for sound insulation/easement)
- **Public Properties/Resources**
  Ramp Tower on Building 7 of AF Plant 85 (eligible for NRHP)
  Reconfiguration of Airport Golf Course
- **Social/Community Resources**
  Acquisition/relocation of 36 properties on East 13th Avenue
- **Water Resources**
  2012 Conditions – 0.33 acres of wetlands and 529 linear feet of stream would be impacted
  2018 Conditions – Additional 0.32 acres of wetlands
  Increased run-off due to increased impervious surface – (Storm Water Master Plan being prepared for entire airport)
- **Hazardous Waste**
  No significant issues

Alternative C3b: Relocate Runway 10R/28L 702 feet to the south (with implementation of NCP measures). This alternative is the sponsor's proposed alternative. 2018 includes terminal development.

- **Noise/Compatible Land Use**
  2012 Conditions – 472 housing units in 65 DNL
  (224 have never been eligible for sound insulation/easement)
  2018 Conditions – 522 housing units in 65 DNL
  (266 have never been eligible for sound insulation/easement)
- **All other categories have same impacts as Alternative C3a**

Next Steps

The next steps in the EIS process is to finish data collection and analysis for each environmental category and to assess a "what-if" scenario of accelerating development due to growth by Skybus Airlines and additional service by existing carriers at CMH. It is anticipated that the next SAC meeting will occur in spring 2008. Meeting participants will be notified in advance of the next meeting. Mr. Adams closed the meeting with a review of the EIS study schedule. He noted that a draft EIS is anticipated to be published in the spring of 2008 while a Record of Decision (ROD) is anticipated from the FAA in April 2009.

Mr. Adams also explained to the group that the construction that is currently taking place at the airport is not this project. No construction or mitigation can begin until the project is approved and the ROD is issued.

Opportunity to Comment on the EIS

It was noted that in addition to oral comments received at today's meeting, comments can also be submitted to:

Ms. Katherine S. Jones
Federal Aviation Administration
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174
Telephone: (734) 229-2958
Fax: (734) 229-2950
E-mail: CMHEIS@faa.gov

Project Website: www.airportsites.net/cmh-eis

Questions

A question was asked about the Natural Resources and Energy Supply paragraphs on page 5 of the Summary of Impacts Preliminary Chapter.

> Mr. Adams explained that the purpose of this section is to evaluate if there is enough natural resources in the area so this project does not overly tax one or more natural resources for the area. Normally any airport project wouldn't have significant impacts in this category but these environmental categories are not just used for airports, they are used for other projects. Energy suppliers were contacted to see if they have enough reserves/capacity to supply energy for the project. The suppliers stated that this would not be a problem.

A recommendation was suggested to go another step. If the airport will need more energy supply, what can they do to lessen the amount?

> Ms. Newland stated that the CRAA is determined to meet the Leadership in Energy and Environmental Design (LEED) Green Building Rating System Silver certification through their new terminal.

Pertaining to the neighborhood on 13th Ave., a question was asked if the airport would relocate the whole neighborhood so they could stay intact as did a whole neighborhood in Kentucky who wanted to stay together.

Mr. Adams stated that the Federal Relocation Act does not dictate where the homeowners move to. If a homeowner would like to move next to their neighbor or move across town, they can. There are no plans at this point to move all the relocated residents to another community in one large group. There will be meetings held with the affected property owners and residents to discuss the program.

It was stated that in the last census, there were 4,400 residents in the area. The neighborhood is not opposed to growth, but most of the residents have been there for 60 years+. Individual people need to be considered. The City of Columbus invested in infrastructure in this area. What will happen to the residents when all the energy is being used for the airport? Will the energy be limited to the residents?

Energy suppliers look at the whole area they service, this includes looking at many counties, when they review their current and future supply. At this time, they have indicated that this project would not reduce service to any certain area.

What is the status on the Noise Abatement Issues?

Mr. Adams stated that the Draft Part 150 was prepared and the Public Workshop/Hearing for the draft occurred in August 2007. The final will be submitted to the FAA in November or December 2007.

Where there any changes from the last meeting? (Part 150) You are basing these noise impacts on an assumption that the FAA will approve the Part 150 and since that has not happened, how can you make these statements about the number of people impacted?

Mr. Adams stated that the Part 150 has been refined, with no major revisions. Assumptions in the EIS are completely dependent on FAA approval. Our task under the EIS is to disclose what the impacts of a project are if the FAA approves it and it is implemented. Noise is important, but there are also 19 other categories that need to be assessed.

Noise is the only category that should be addressed because it is the most important.

Noise is important and is being addressed. However, in an EIS there are also 19 other categories that need to be assessed.

In regard to sound insulation, how many homes will be added other than the homes from the past?

According to the matrix in the Summary of Impacts, under Alternative C3b, you see an additional 356 homes will be offered sound insulation in and adjacent to the 65 DNL. This number is different from the recommendation in the Part 150 due to a difference in how the FAA handles sound insulation for Part 150 and EIS purposes. The Draft EIS will resolve this issue. The Draft Part 150 has the exact drawing which shows which homes will be affected. The Draft Part 150 is available on the airport's website and in local libraries. If you are interested, after the meeting, I can get you the exact locations of those libraries.

A question was asked regarding the comparison of the 2012 and 2018 Exhibit and if their assumptions are correct that there will be a reduction in the north runway in 2018. The trend has been to increase.

Mr. Adams stated that the south runway has historically been the more heavily used runway due to its length. With the development of a new terminal that puts aircraft gates on the south side of the airport, it is assumed that the south runway will get used more. Therefore, when compared to other conditions, there is a reduction of use on the north runway.

Would there be another study at the completion of this project?

Mr. Adams stated that a study could be done at a later date. Currently the airport updates their noise studies every 5 years by FAA standards, sometimes sooner.

A statement was made in reference to the noise projections and how they are false for the north runway. There is no reduction now and in the future it will increase. Planes get louder especially with cargo.

Mr. Adams stated that the percentage of use will be reduced on the north runway, but that in fact as more operations occur at the airport over time, the number of aircraft would be more than today. The new aircraft being manufactured today are built to fly quieter than in the past. There are no large cargo operators at CMH. All of that activity is being operated at Rickenbacker International Airport.

When developing the new runway, will you have to shut down the south runway completely and increase the number of flights to the north runway?

At this time it is not anticipated that there will be significant closures. There will be times when the south runway will need to be closed, but by focusing the work during non-peak times, those closures should be minimal.

Which aircraft are drivers of noise? Isn't it true that more taxiing will be needed to operate off the south runway? Have you used arrival and departure models especially regarding an east departure?

Mr. Adams stated that there would be an increase in taxi time, but that it is not a significantly longer taxi than is currently done. The selection of the runway for both arrivals and departures is more of a function of the location of the gate in proximity to the runway, the need for the longer runway, and origin/destination. The primary need for this project is not capacity, so simulation modeling for east flow was not done. Modeling of an increase in east departures was done for the noise analysis.

Where are comments that were submitted on the Part 150 and will there be an opportunity to review the draft response to comments?

Comments submitted on the draft Part 150 will be included in the final Part 150 document. When the final document has been submitted, the Planning Advisory Committee (PAC) will be sent a copy of the document with a letter explaining any refinements.

Before the FAA makes their decision, can you do separate meetings before? There needs to be a meeting to address issues with neighborhoods before submitting to the FAA. Neighborhoods need to understand the impacts, Can someone explain? The airport needs a better partnership with the neighborhoods.

Mr. Adams stated that there will be more opportunities in the EIS. The draft stage of the EIS is April 2008. No decision will be made until Spring 2009.

Are there any independent firms for communities that can do their own study and compare L&B's study to their own?

Mr. Adams stated that there are other firms, but he is not the appropriate person to answer that since currently L&B is conducting the EIS at CMH.

Do you have an update on the Air Quality Impacts and Modeling?

Mr. Adams stated that the modeling is complete. There is an increase in the air emissions, but the impacts do not go beyond the threshold levels. Therefore, there is no significant impact.

During your modeling, did you take into account construction companies bidding on the project and their affects on the environment?

Mr. Adams stated that currently he does not have any specific information but they do take into account the construction equipment used. During the modeling they use a conservative estimate of equipment, meaning that the EIS would overestimate emissions from what would actually occur. The CRAA could commit in the EIS to limit contractors to a specific type of equipment, but that decision has not be made yet.

During construction there has been a problem with sand, dust, and dirt in general blowing around. Do you take this into affect during the Air Quality Study?

Mr. Adams stated that this is a factor which will be taken into account. Currently Best Management Practices are use to keep dust and like objects down by using a water sprinkler.

In regard to the community which abuts the Airport property, during research in the past, did you physically come into neighborhoods to sound monitor or to conduct sound 'installation'? There were promises made in the 1990's that were not upheld regarding sound 'installation'.

Mr. Adams stated that his firm was not involved in the sound insulation of the East Columbus neighborhood. He stated that L&B was involved in the most recent noise map update that resulted in additional homes being sound insulated in Brittany Hills. Noise monitoring in East Columbus was conducted for the Part 150/EIS studies. It is impossible to go back and change decisions that were made ten years ago. However, what we can do is look to what is being done now and the additional 356 homes being proposed for sound insulation. Most of those homes are in the East Columbus neighborhood.

Port Columbus International Airport
Environmental Impact Statement
Study Advisory Committee Attendance
Tuesday, November 13, 2007

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