

APPENDIX R COMMENTS ON THE DRAFT EIS

Comments on the Draft Environmental Impact Statement (Draft EIS) were accepted by the Federal Aviation Administration (FAA) from May 9, 2008 through June 27, 2008, a period of 50 days from the publication of the Federal Register Notice of Availability of the Draft EIS. During that period, a total of 86 written and oral comments were received. They included emails, letters, and oral testimony provided at the June 11, 2008 and June 12, 2008 public workshops and public hearings. Comments were received on the Draft EIS from Federal, State, and local agencies as well as the public. The FAA has reviewed and prepared responses to all substantive comments received on the Draft EIS. All comments and responses received during the official comment period are provided in this appendix

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All comments received on the Draft EIS are included in the FAA's Administrative Record. No significant or substantial issues were identified in any of the comments received on the Draft EIS. **Table R-1** provides responses to the comments received on the Draft EIS from Federal, State, and local agencies. **Table R-2** provides responses to the comments received on the Draft EIS from the public.

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Table R-1
Response to Agency Comments
Port Columbus International Airport

REFERENCE	COMMENT	RESPONSE
ODNR-1	Division of Natural Areas and Preserves, Natural Heritage Database contains records of rare species near the proposed project. A map and a list of the locations of the species are included.	The list of threatened and endangered species included in this comment letter was cross-referenced with the information in the EIS and updated as necessary. See Chapter 4, Affected Environment, for the revised list of threatened and endangered species.
ODNR-2	The city of Gahanna should be contacted regarding possible impacts to the Gahanna Woods Park. They can be reached at (614) 642-4250	The City of Gahanna has been notified of this project and has participated as a Study Advisory Committee member for the EIS, which provided access to information throughout the process.
ODNR-3	In addition to the species listed in section 4.4.4, the project is also within the range of the following listed species: bald eagle (<i>Haliaeetus leucocephalus</i>), snuffbox (<i>Epioblasma triquetra</i>), elephant-ear (<i>Elliptio crassidens crassidens</i>), northern brook lamprey (<i>Ichthyomyzon fossor</i>), blacknose shiner (<i>Notropis heterolepis</i>), golden-winged warbler (<i>Vermivora chrysoptera</i>), Spotted darter (<i>Etheostoma maculatum</i>), four-toes salamander (<i>Hemidactylium scutatum</i>), smooth green snake (<i>Liochlorophis vernalis</i>). The DOW does not believe the project will impact any species; however, closer to the date of construction the applicant must obtain an updated status of bald eagle activity in the area.	The list of threatened and endangered species included in this comment letter was cross-referenced with the information in the EIS and updated as necessary. See Chapter 4, Affected Environment, for the revised list of threatened and endangered species. The Columbus Regional Airport Authority will contact ODNR, Division of Wildlife, prior to beginning construction to obtain an updated status of bald eagle activity.

Table R-1, Continued
Response to Agency Comments
Port Columbus International Airport

REFERENCE	COMMENT	RESPONSE
<p>ODNR-4</p>	<p>The DOW recommends an alternative be used that will have the least impact on unique habitat such as streams, wetlands, and woodlots. DOW recommends sufficient mitigation is provided for stream and wetland impacts that occur as a result of the project. If stream impacts are proposed, the DOW recommends no in-water work from April 15 to June 30 to reduce impacts to aquatic species and their habitat.</p>	<p>Chapter 3, Alternatives, provides a detailed discussion of the evaluation of alternatives, including the No Action alternative. This evaluation used environmental considerations, such as impacts to streams and wetlands, as one element for identifying alternatives to carry forward into the environmental consequences portion of the analysis.</p> <p>All of the development alternatives carried forward for detailed evaluation include stream and wetland impacts. The comment regarding no in-water work from April 15 to June 30 to reduce impacts to aquatic species and habitats will be forwarded to the CRAA. The FAA will encourage the CRAA to follow these recommendations. This recommendation has been included in the Final EIS in Chapter 5, Section 5.10, Wetlands and Streams.</p>
<p>OHPO-1</p>	<p>Depending on the extent and location of construction, if substantial construction is required for the airport improvement project in the golf course where contours indicate the presence of fill, then further consultation with the OHPO is recommended.</p>	<p>As discussed in the EIS and with the OHPO, when the Airport Golf Course was originally constructed, there was a significant amount of digging and re-grading that occurred over the entire site. This project would alter the southern portion of the Airport Golf Course, which will include much of the same type of activity. As much as possible, the existing landscape will be maintained. The original construction activity, as well as the proposed activity was taken into consideration when the archaeological survey area was developed and presented to the OHPO for comment.</p>

Table R-1, Continued
Response to Agency Comments
Port Columbus International Airport

REFERENCE	COMMENT	RESPONSE
<p>OHPO-1, Continued</p>		<p>Therefore, FAA believes that the areas where archaeological remains may be present have been surveyed. As discussed in the EIS, if remains are uncovered during construction, all activity in that area will be halted long enough for the OHPO to be notified and collection of the remains occurs.</p> <p>FAA provided a written response to the OHPO regarding all of their comments on the Draft EIS. A copy of all correspondence with the OHPO is included in Appendix J, Historic Resources.</p>
<p>OHPO-2</p>	<p>It is noted that the FAA is not presenting findings for the Stelzer Cemetery at this time. The documentation recommends further consultation. SHPO agrees.</p>	<p>Since the preparation of the Draft EIS, additional planning has determined that the Stelzer Cemetery will not be disturbed, with the exception of some fill dirt being placed on top of the site. The CRAA has consulted with the living descendants of the Stelzer family and have agreed on the following actions to preserve the site:</p> <ol style="list-style-type: none"> 1. The CRAA will not disturb the ground where the Stelzer Cemetery was located. 2. The CRAA will allow the Stelzer family to view the small number of artifacts that were brought from the site during the excavation. 3. The artifacts will be placed back in the shafts and a ground plaque will be placed on the site identifying it as the location of the Stelzer Cemetery.

Table R-1, Continued
Response to Agency Comments
Port Columbus International Airport

REFERENCE	COMMENT	RESPONSE
OHPO-2, Continued		<p>4. The headstone of Anna Mary Stelzer, which was found at the site, will be moved to the Mifflin Township Cemetery where the remains of the Stelzer family members were moved in the 1930's. This will reunite the headstone with the remains of Anna Mary Stelzer.</p> <p>5. The CRAA will accommodate requests from the Stelzer family to access the Stelzer Cemetery site.</p>
OHPO-3	<p>The section 106 reports are sufficient except for those building included within the campus of Ohio Dominican University. The report shows that the project's APE bisects the campus. Unfortunately, no photographs or analysis was provided to support the assertion that there is no historic district associated with this campus. It is requested that additional information that better documents the buildings located within the project APE and adjacent to it. The Ohio Historic Inventory form for Sansbury Hall should be included with this additional information.</p>	<p>The FAA provided additional documentation of the buildings on the Ohio Dominican University campus to the OHPO in response to this request.</p> <p>A copy of all correspondence with the OHPO is included in Appendix J, Historic Resources.</p>
OHPO-4	<p>It is requested that Ohio Historic Inventory forms and more detailed eligibility evaluations should be prepared for properties shown in photo 4, photo 5 and photo 6.</p>	<p>The FAA provided additional documentation of the eligibility evaluations for the identified properties to the OHPO in response to this request.</p> <p>A copy of all correspondence with the OHPO is included in Appendix J, Historic Resources.</p>
OHPO-5	<p>It is requested that additional photos and analysis in support of the negative eligibility determination for the Nationwide Hangar, since it appears to date to same early airport development period as the TAT Hangar. The supporting materials do not provide sufficient information to clearly show the diminished integrity described in the survey's analysis.</p>	<p>The FAA provided additional documentation and photos for the Nationwide Hangar to the OHPO in response to this request.</p> <p>A copy of all correspondence with the OHPO is included in Appendix J, Historic Resources.</p>

Table R-1, Continued
Response to Agency Comments
Port Columbus International Airport

REFERENCE	COMMENT	RESPONSE
OHPO-6	<p>The project is not sufficiently advanced for us to be able to concur with any specific effects determination for the project at this time, either direct effect at Plant 85 or indirect effects elsewhere.</p>	<p>The FAA has now selected a preferred alternative (Alternative C3b) and requested concurrence on the direct and indirect effects related to that alternative.</p> <p>A copy of all correspondence with the OHPO is included in Appendix J, Historic Resources.</p>
USEPA-1	<p>Consider implementing green airport design, construction, operation, and maintenance elements into the Proposed Project.</p>	<p>The FAA has presented the USEPA's comments regarding green initiatives to the CRAA and has encouraged the CRAA to implement these types of initiatives into the design of the facilities. Chapter 7, Cumulative Impacts, includes a discussion of sustainable design and development opportunities.</p>
USEPA-2	<p>Increases of PM2.5 are problematic, even if they are below de minimus, because they add to the cumulative emissions in the airshed. Additionally, during the timeframe for the project a new PM2.5 standard will be effective. Columbus area will be assessed for attainment status with respect to the new 24-hour standard. Because of the size of the project and the reasons listed above it is recommended that mitigation measures should be considered.</p>	<p>Emissions of PM_{2.5} and thus both the 24-hour and annual average concentrations of the pollutant at the Airport are caused almost entirely by the operation of diesel-powered equipment. Although the slight increase in the concentration of PM_{2.5} at the Airport caused by the Sponsor's Proposed Project adds to the cumulative impact of emissions, as given in Table 5.5-30, Maximum Design Concentrations, the increase would not create a new violation of either standard or worsen an existing violation. However, the CRAA is working to mitigate the emissions of diesel PM_{2.5} by reducing the use of conventional diesel-powered vehicles and equipment at the Airport. The efforts of CRAA to participate in sustainable design and development are summarized in Chapter Seven, Section 7.5.11.</p>

Table R-1, Continued
Response to Agency Comments
Port Columbus International Airport

REFERENCE	COMMENT	RESPONSE
USEPA-3	It is recommended that the project sponsor consider extending their environmental program to include a comprehensive Airport Diesel Emissions Reduction Program that would address diesel emissions from multiple source categories in construction, ground transportation, and airport operations.	The FAA has presented the USEPA's comments regarding emission reduction measures to the CRAA and has encouraged the CRAA to implement these types of initiatives into the operation of the airport. Chapter 7, Cumulative Impacts, includes a discussion of sustainable design and development opportunities.
USEPA-4	Since hazardous air pollutants from aircraft are emitted during the idling mode, it is important to encourage the airlines to adopt practices to reduce jet idling. USEPA understands that there are many factors to consider, such as ability to implement a change, commercial availability of options, and anticipated benefit versus implementation cost.	The FAA has presented the USEPA's comments regarding aircraft idling to the CRAA and has encouraged the CRAA to implement these types of initiatives into the operation of the airport. Chapter 7, Cumulative Impacts, includes a discussion of sustainable design and development opportunities.
USEPA-5	We encouraged FAA and the project sponsor to fully consider, and if possible, commit to modernizing 100% of existing gates and other operational areas with utility connections to reduce the use of auxiliary power units.	The FAA has presented the USEPA's comments regarding gate modernization to the CRAA and has encouraged the CRAA to implement these types of initiatives into the design of the facilities. Chapter 7, Cumulative Impacts, includes a discussion of sustainable design and development opportunities.
USEPA-6	It is recommended that the FEIS discuss how this project has considered sustainability measures including use of green roofs, use of recycled-content materials, diverting materials from landfills, and energy efficient lighting.	Chapter 7, Cumulative Impacts, includes a discussion of sustainable design and development opportunities.

Table R-1, Continued
Response to Agency Comments
Port Columbus International Airport

REFERENCE	COMMENT	RESPONSE
<p>USEPA-7</p>	<p>For alternatives C2 and C3 (utilizing either of the two noise abatement scenarios), new areas would be included in the 65+ DNL noise contours. The proposed mitigation for the build alternatives is offering sound insulation to homes affected by significant noise levels. It appears that each of the build alternatives (C2 and C3), when evaluated in conjunction with the noise abatement scenarios, will affect different populations, not necessarily more residential units than under the No Action. It is recommended that the FAA do all they can to reduce noise impacts, including fully implementing the sound insulation program to offset significant noise levels.</p>	<p>The FAA has encouraged the CRAA to fully implement the sound insulation program and will consider CRAA's requests to use Airport Improvement Program grants available to help offset the cost of such programs.</p>
<p>DOI-1</p>	<p>Summary information is not available in convenient locations, causing reviewers to page back and forth through a rather large volume. In addition, the electronic version of the document was extremely difficult to find on the Internet, and the file size was enormous. The document is not terribly read-friendly and could stifle public review and comment.</p>	<p>The Final EIS will include an Executive Summary, which will also be available on the internet. The location of the document on the internet was widely publicized in all correspondence regarding the study. The FAA sent numerous hardcopies and electronic CD versions of the Draft EIS to interested parties and agencies. In addition, seven local libraries had full copies of the Draft EIS for public review. Therefore, the FAA believes that the public has had ample opportunity to review the Draft EIS.</p> <p>It should be noted that the FAA is not required to make the Draft EIS available on the Internet and did so to go above and beyond in reaching out to the public. Where possible, the FAA will look for ways to reduce the size of the electronic files for the Final EIS.</p>

Table R-1, Continued
Response to Agency Comments
Port Columbus International Airport

REFERENCE	COMMENT	RESPONSE
DOI-2	<p>The draft EIS does not identify a Preferred Alternative and indicates that consultation with other parties with potential Section 4(f) properties is still ongoing. The consideration of all potential Section 4(f) properties is lacking.</p>	<p>The FAA has now selected a preferred alternative (Alternative C3b) and responded to the DOI's comments regarding the Section 4(f) evaluation.</p> <p>A copy of the FAA's response to the DOI regarding the Section 4(f) evaluation is included in Appendix N, Department of Transportation Section 4(f) Coordination.</p>
DOI-3	<p>Noise impacts are possible at some or all of approximately 51 other public park properties in the airport area, but the evaluation notes that only 4 of these will be impacted indirectly by noise. It is unclear how increases in noise levels at these parks will affect their use or values.</p>	<p>Chapter 5, Section 5.7, of the Final EIS has been updated to include a discussion of how the increases in noise levels will or will not affect the use or value of the four parks.</p> <p>This information was also included in the FAA's response to the DOI regarding the Section 4(f) evaluation (see Appendix N, Department of Transportation Section 4(f) Coordination).</p>
DOI-4	<p>Impacts to historic resources are discussed in the Section 4(f) on resources, but it is unclear how they are considered as Section 4(f) resources.</p>	<p>Properties eligible for or listed on the National Register of Historic Places are considered Section 4(f) resources and assessed as such. This determination is clarified in Chapter 5, Section 5.7, of the Final EIS.</p>
DOI-5	<p>According to the chapter on historic resources in the draft EIS, only one of the action alternatives to be considered through the full analysis (Alternative C2a/b) will likely directly affect a property eligible for the National Register of Historic Places. However, it is noted that both action alternatives have the potential to directly impact eligible properties. It is believed that the FAA has overlooked these properties in this analysis and should be aware of the fact that properties eligible for or nominated to the National Register should be included as eligible Section 4(f)</p>	<p>The FAA is aware that properties eligible for or on the National Register of historic Places should be considered in the Section 4(f) analysis. In fact, the FAA has included properties on the National Register, properties that are determined to be eligible for the National Register, and properties that are not now, but are likely to be eligible for the National Register in the Section 4(f) analysis</p>

Table R-1, Continued
Response to Agency Comments
Port Columbus International Airport

REFERENCE	COMMENT	RESPONSE
DOI-5, Continued	properties. Despite the assurances found in the draft EIS that consultation with the SHPO will result in a satisfactory result, these properties have not been considered under the Section 4(f) evaluation.	(see Chapter 5, Section 5.7, of the Final EIS for clarifications made on this subject).
DOI-6	Could not find any evidence of correspondence with the SHPO over impacts to historic properties in this document. It is assumed that such correspondence would have been included if it existed given the amount of meeting notes, invitations, e-mails, letters, handouts, and PowerPoint slides included in the 262 pages of Appendix A – Agency Scoping and Coordination.	Appendix J, Historic Resources, in the Draft EIS includes all of the correspondence and technical documents associated with the review of historic resources for this project. The reference to Appendix J as the location for this correspondence was included in Chapter 5, Section 5.8, Historic, Architectural, Archaeological, and Cultural Resources. Chapter 5, Section 5.7, of the Final EIS provides a reference to Appendix J for additional information on historic resources.
DOI-7	Indirect impacts to historic properties from noise is acknowledged in the draft EIS but the mitigation for those impact appears to be limited to soundproofing. It is unclear whether the FAA considered increased noise levels at some historic properties to adverse impacts under Section 106. Since these properties would also be eligible under Section 4(f), indirect impacts could constitute a constructive use, if the impacts are so severe as to threaten the integrity of the resources.	The FAA did consider noise impacts to historic resources, both from a diminishing of the historic context and for potential constructive use impacts under Section 4(f). The results of that analysis are included for each of the development alternatives in Chapter 5, Section 5.7, of the Final EIS.
DOI-8	It is recommended that the proposed project use best construction techniques to minimize erosion.	Chapter 5, Section 5.18, of the Final EIS, includes recommendations regarding techniques to reduce erosion.
DOI-9	Preventing establishment of non-native, invasive plants is critical in maintaining quality habitat. All disturbed areas should be mulched and re-vegetated with native plants.	Chapter 5, Section 5.18, Construction Impacts, of the Final EIS was updated to include this specific recommendation.

**Table R-1, Continued
Response to Agency Comments
Port Columbus International Airport**

REFERENCE	COMMENT	RESPONSE
DOI -10	The FWS has no objection to offsite mitigation but does recommend that it occur within the Big Walnut Creek watershed.	The FAA and CRAA are working with the USACOE to determine appropriate mitigation of wetland and stream impacts. It is the desire of the FAA and the USACOE to provide that mitigation within the Big Walnut Creek watershed.
DOI -11	The creation of a detention basin reduces the functions that the stream had previously provided. It is recommended that any unavoidable impacts to all aquatic resources should be offset by appropriate mitigation including stream creation or enhancement that addresses all of the functions that will be impacted.	The FAA and CRAA are working with the USACOE to determine appropriate mitigation of wetland and stream impacts.
DOI -12	An endangered species survey report indicates that no individual Indiana bats were observed. However, no specific survey was conducted to determine if Indiana bats are present.	The survey report did indicate that during the field survey portion, no Indiana bats were identified. A specific survey (or mist-net survey) is the only conclusive way to determine if Indiana bats are present in an area. However, the CRAA has committed to not removing trees during the sensitive period identified by the US Fish and Wildlife Service. Currently, the USFWS recommends tree removal and trimming between September 30 and April 1 to avoid impacts to the Indiana bat. However, because these dates are updated periodically, prior to any tree removal or trimming, the CRAA will contact the USFWS to determine the most appropriate time to conduct the activity.

Table R-1, Continued
Response to Agency Comments
Port Columbus International Airport

REFERENCE	COMMENT	RESPONSE
DOI -13	<p>A site visit was conducted on June 12, 2008, and the recommendations provided in this letter are based on the conditions and information available at this time. These recommendations are made for any tree trimming or removal that is to occur before the end of 2009. The FWS recommends that any tree trimming or removal that is to occur after 2009 be coordinated with the FWS to evaluate changes in habitat and information of federally listed species.</p>	<p>The CRAA will comply with this request prior to removing or trimming any trees for this project. Chapter 4 of the Final EIS was updated to reflect the site visit.</p>
DOI -14	<p>The draft EIS states that trees along Big Walnut Creek are not expected to be removed. A segment of Big Walnut Creek and its riparian corridor is located within the runway protection zone. If trees are to be removed from this area, further coordination with the FWS is necessary to determine potential impacts to the Indiana bat.</p>	<p>The FAA and CRAA have determined that none of the trees along Big Walnut Creek will be removed for this project. Tree trimming may occur in this area and will be coordinated with the USFWS prior to conducting the activity. Chapter 5, Section 5.9, of the Final EIS was updated to reflect this policy.</p>
DOI -15	<p>The FWS recommends that any tree trimming or removal be minimized as much as possible. Tree trimming and removal in areas other than the riparian corridor of the Big Walnut Creek should occur between September 30 and April 1 to avoid potential impacts to the Indiana bat.</p>	<p>The CRAA has committed to not removing or trimming trees during the sensitive period identified by the US Fish and Wildlife Service. Currently, the USFWS recommends tree removal and trimming between September 30 and April 1 to avoid impacts to the Indiana bat. However, because these dates are updated periodically, prior to any tree removal or trimming, the CRAA will contact the USFWS to determine the most appropriate time to conduct the activity.</p>

Table R-1, Continued
Response to Agency Comments
Port Columbus International Airport

REFERENCE	COMMENT	RESPONSE
DOI-16	<p>The proposed project lies within the range of the rayed bean mussel (<i>Villosa fabalis</i>), a Federal candidate species. Potential habitat for the rayed bean mussel exists with Big Walnut Creek. If trees immediately adjacent to the Big Walnut Creek must be removed or if other activities that may release sediment into the stream is to occur, further coordination with the FWS is requested to determine if surveys are warranted.</p>	<p>The FAA and CRAA have determined that none of the trees along Big Walnut Creek will be removed for this project. Tree trimming may occur in this area and will be coordinated with the USFWS prior to conducting the activity. The Final EIS was updated to reflect this policy.</p> <p>In addition, the CRAA has committed to following FAA, state, and City of Columbus Best Management Practices for construction sites to minimize erosion and sedimentation.</p>
OEPA-1	<p>The FAA should clarify a discrepancy regarding the acreage and vegetation class of wetlands found within the project area. Page 5.10-1 of the DEIS states that a total of 10.57 acres of wetlands are located within the project area, of which 1.95 acres are palustrine forested (PFO) and 8.62 are palustrine emergent (PEM). Table 5.10-1, on page 5.10-3 inverts these figures and describes 8.62 acres as PFO and 1.95 as PEM.</p>	<p>Chapter 4 and Table 5.10-1 in the Final EIS have been updated to accurately reflect the acreage of palustrine emergent versus palustrine forested wetlands.</p>
OEPA-2	<p>The Wetland Delineation Report found in Appendix K, identifies 10.57 acres, but the U.S. Army Corp of Engineers jurisdictional determination letter dated January 7, 2008, also in Appendix K, identifies 1.81 acres of jurisdictional wetlands and 8.21 acres of isolated wetlands for a total of 10.02 acres of wetlands located within the project area. Therefore, the FAA should verify the exact acreage, vegetation class, and quality of the all wetlands found within the project area.</p>	<p>The acreages of wetlands in the Wetland Delineation Report were accurate as of the date they were collected. However, since that time, the CRAA has received permits for impacted wetlands in the Detailed Study Area. Coordination with the US Army Corps of Engineers has been conducted and a revised acreage of wetlands and streams in the Detailed Study Area is included in Chapter 4 and Table 5.10-1 of the Final EIS. Copies of the coordination with the USACOE is included in Appendix K, Biological Resources.</p>

Table R-1, Continued
Response to Agency Comments
Port Columbus International Airport

REFERENCE	COMMENT	RESPONSE
OEPA-3	Ohio EPA is concerned that the cumulative impacts to streams and wetlands resulting from past and future projects have been under reported. A jurisdictional determination letter from the Corps dated August 21, 2003, identified the presence of 19,030 linear feet of streams, 7.07 acres of jurisdictional wetlands, and 9.13 acres of isolated wetlands. On May 7, 2007, Ohio EPA authorized impacts to 0.421 acres of impacts related to the Loop Road and Blue Lot Parking Facility. The CRAA also has pending before Ohio EPA an application seek authorization to impact 5.64 acres associated with the Consolidated Car Rental Facility. Ohio EPA is aware that because previous project exceeded nationwide permit thresholds, all future wetlands fills will require individual permits. Therefore, FAA should conduct a more thorough accounting of on-site streams and wetlands and past, present, and future impact to those resources.	Chapter 7, Cumulative Impacts, of the Final EIS has been updated to reflect updated/new information regarding wetland and stream impacts. Specifically, these modifications include: The Loop Road and Blue Lot Parking Facility impacts were added into the analysis. The CRAA has since withdrawn their application for authorization to impact 5.64 acres associated with the Consolidated Rental Car Facility, therefore those impacts have been removed from the analysis.
OEPA-4	The FAA should prepare an exhibit that identifies the location of all delineated streams and wetlands reported in the DEIS. Ohio EPA was unable to locate an exhibit in which wetland located west of Stelzer Road were labeled.	Exhibit 4-7 in Chapter 4, Affected Environment was updated to show all of the wetlands and streams in the Detailed Study Area. Additionally, the Biological Resources report located in Appendix K includes detailed maps of all wetlands and streams with labels in the Detailed Study Area.
OEPA-5	In general, the Ohio EPA, Division of Air Pollution Control, agrees with the modeling analysis that was performed for the future impacts on the NAAQS pollutants as a result of this project. DAPC also concurs with the comments and recommendations submitted by USEPA Region 5.	Comment noted.
OEPA-6	DAPC has no other specific comments or questions on the draft EIS dealing with air quality impacts in this non-attainment area for ozone and PM 2.5.	Comment noted.

Table R-1, Continued
Response to Agency Comments
Port Columbus International Airport

REFERENCE	COMMENT	RESPONSE
OEPA-7	<p>In addition to the mitigation recommendations by USEPA, OEPA is suggesting that the project sponsor consider a passenger pickup waiting area away from the arrival curb. So called cell phone lots are becoming more common at airports today.</p>	<p>CRAA opened a cell phone lot at the airport in November 2008.</p>
HUD-1	<p>The US Department of Housing and Urban Development Ohio State Office has determined that the referenced document does not present any special concerns to HUD in Ohio.</p>	<p>Comment noted.</p>
USACOE-1	<p><u>Telephone Call with FAA:</u> Ms. Fields stated that the Corps reviewed the aquatic resources/wetlands section of the DEIS and they have no issues or comments at this time. They have previously reviewed and verified the delineation that was completed for the wetlands in the project area. Ms. Fields stated that if the FAA was waiting for their comments, then to proceed as comments as marked absent because they would not be able to provide comments at this time</p>	<p>The FAA has continued to coordinate with the USACOE regarding the identification of previously impacted wetlands for use in Chapter 7, Cumulative Impacts. Copies of the additional coordination can be found in Appendix k, Biological Resources.</p>

**Table R-2
Response to Public Comments
Port Columbus International Airport**

REFERENCE	COMMENT	RESPONSE	COMMENTER
1.0 - GENERAL COMMENTS			
1.1	This Public Workshop was unnecessary.	This Public Workshop/Hearing was held in order to inform the public of proposed changes at the Airport and to provide the opportunity for the public to comment on the proposed changes prior to approval.	Ruth Armstrong
1.2	The Public Workshop was not needed for the area in which it was held.	This Public Workshop/Hearing was held on two consecutive days, in two separate, convenient locations, to allow the public the opportunity to attend.	Ruth Armstrong
1.3	How will this affect the community over the next five to ten years?	The EIS analyzed impacts projected to occur in the years 2012 and 2018 to document conditions that would occur in the future. As discussed in Chapter 5, Section 5.2, Compatible Land Use, mitigation is proposed for all incompatible land use impacts within the Future (2012) 65+ DNL noise contour of the alternative that is selected.	Jimmie Gamble
1.4	Will we be given notice of any other changes?	As with this EIS, public notification will take place for any new proposed projects at the Airport that have the potential to cause significant environmental impacts. Such proposed projects would be subject to environmental analysis and public review.	Jimmie Gamble
1.5	The Public Workshop was very informative and staff were very helpful.	Your comment has been noted and made part of the official record.	William Tobias
1.6	The Airport has not initiated any meetings with the East Columbus Civic Association to discuss its concerns.	The CRAA has invited members of the East Columbus Civic Association to participate as members of the EIS and Part 150 Advisory Committees.	William H. Adams
1.7	The Airport has not initiated technical studies to insure that aircraft noise is not harming quality of life in the surrounding communities.	The CRAA recently prepared the 2007 Part 150 Study, which is solely focused on the issue of noise and land use compatibility. The FAA conducted this EIS to identify impacts, including those caused by aircraft noise, on the surrounding communities.	William H. Adams

Table R-2, Continued
Response to Public Comments
Port Columbus International Airport

REFERENCE	COMMENT	RESPONSE	COMMENTER
1.0 - GENERAL COMMENTS, Continued			
1.8	What was the purpose of the Public Hearing?	The Public Hearing was held in order to provide the public with the opportunity to review the findings and make comments on the Environmental Impact Statement for proposed improvements to the Port Columbus International Airport, including the construction of a replacement runway for the south runway (10R/28L), a new passenger terminal, and other support facilities.	Hazel Womack
2.0 - ALTERNATIVES			
2.1	I was told that the Airport is being extended 200 feet towards 5th Avenue.	A runway relocation and terminal development are the primary projects being considered by this EIS. The FAA is conducting a detailed evaluation of three alternatives for the relocation of runway 10R/28L. The three runway alternatives being considered are 1) No Action, 2) relocation of the existing Runway 10R/28L 800 feet to the south of its current location, and 3) relocation of the existing runway 10R/28L 702 feet south of its current location. The runway alternatives, as well as the terminal project and other proposed developments are described in detail in Chapter 3 of this EIS.	Jane Hudgins
3.0 - NOISE / LAND USE			
3.1	General comment/complaint about aircraft noise	A disadvantage of residing near an airport is that aircraft are likely to fly over the area and result in noise. The FAA has developed guidelines for determining land use compatibility with certain noise levels. In general, noise levels below 65 DNL are considered compatible with all land uses. Above 65 DNL, residential land uses are not considered compatible. As discussed in Chapter 5, Section 5.2, Compatible Land Use, mitigation is proposed for all incompatible land use impacts within the 65+ DNL noise contour of each alternative.	Anonymous, Margaret Brown, William H. Adams, Jane Hudgins, Venola Meyers, Hazel Womack

Table R-2, Continued
Response to Public Comments
Port Columbus International Airport

REFERENCE	COMMENT	RESPONSE	COMMENTER
3.0 - NOISE / LAND USE, Continued			
3.2	The noise exposure contours are not correct.	The aircraft noise impact assessment is prepared using the methodologies and significance criteria provided in FAA Order 1050.1E. The noise exposure contours represent the Existing (2006) Baseline conditions as well as conditions that would occur as a result of each of the proposed alternatives for 2012 and 2018 based upon a forecast of future aircraft operating levels.	Hazel Womack
3.3	The software used to model the noise exposure contours is inadequate.	Based on FAA Order 1050.1E and 5050.4B, the impact of aircraft noise is assessed in NEPA documents through the development of noise exposure contours using the FAA-approved Integrated Noise Model (INM). The INM was developed under the guidance of the FAA and is the only model generally approved by the FAA for use in EIS studies. The noise pattern calculated by the INM for an airport is a function of several factors, including; the total number of aircraft operations, the types of aircraft flown, the time of day when they are flown, the way they are flown, how frequently each runway is used for landing and takeoff, and the routes of flight used to and from the runways.	Hazel Womack
3.4	Physical noise measurements are needed to accurately determine noise levels.	A noise measurement program was conducted the weeks of June 19, 2006; and June 4, 2007 and included measurements from 43 sites. Data from the noise measurements was used to verify the INM input data. However, federal regulations do not allow the use of measured noise data for determining eligibility for noise mitigation. Based on FAA Order 1050.1E and 5050.4B, the impact of aircraft noise is assessed through the development of noise exposure contours using the FAA-approved Integrated Noise Model (INM).	Hazel Womack

Table R-2, Continued
Response to Public Comments
Port Columbus International Airport

REFERENCE	COMMENT	RESPONSE	COMMENTER
3.0 - NOISE / LAND USE, Continued			
3.5	I do not want an increase in aircraft noise where I live.	While the replacement runway would not cause an increase in aircraft operations, new noise exposure would result with any of the potential runway development alternatives due to the forecast increase in aircraft operations. Even with the future 2012 No Action Alternative, noise exposure would increase due to the forecasted increase in operations. As discussed in Chapter 5, Section 5.2, Compatible Land Use, mitigation is proposed for all incompatible land use impacts within the 65+ DNL noise contour of each alternative.	Gladys Turner
3.6	Aircraft noise causes my house to shake, rattles dishes and has cracked windows.	Several studies have investigated the physical affects of aircraft noise on buildings. Aircraft engines produce low-frequency noise, which cause noticeable vibrations in the air. However, there is no conclusive evidence linking aircraft noise to structural damage to homes or other buildings. Damage such as cracks in windows, ceilings and walls are not uncommon and are typically due to the foundation settling over time.	Jane Hudgins, Faye Yuill, Beverly Hawkins
3.7	My home has been damaged by high noise levels noise and I should receive compensation.	See response to comment 3.6.	William H. Adams, Beverly Hawkins
3.8	Exposure to high levels of noise causes children's' learning and academic performance to suffer.	The EIS follows the methodologies and significance criteria included in FAA Order 1050.1E for the assessment of aircraft noise impacts upon noise-sensitive facilities, including schools. The CAA has previously provided sound insulation to schools within the 65 DNL noise exposure contour.	William H. Adams

Table R-2, Continued
Response to Public Comments
Port Columbus International Airport

REFERENCE	COMMENT	RESPONSE	COMMENTER
3.0 - NOISE / LAND USE, Continued			
3.9	I am concerned that relocating Runway 10R/28L will cause an increase in noise levels where I live.	This EIS included an analysis of noise impacts that would occur with the proposed relocation of Runway 10R/28L. Noise-sensitive land uses, including residential homes that are significantly impacted by noise due to the relocation of the runway will be eligible for sound insulation upon an FAA Record of Decision. Maps showing the proposed sound insulation boundaries for each alternative are included in Chapter 5, Section 5.2 of this EIS.	Jane Hudgins
3.10	What is going to be done about high noise levels?	There are a number of initiatives being proposed to address aircraft noise levels related to the project. These include: the use of aircraft flight procedures that will reduce noise exposure, expanding the Airport's Residential Sound Insulation Program boundary to include homes that will experience higher noise levels due to the project, constructing a noise berm/wall on East 13 th Avenue, and working with the local jurisdictions to develop land use planning tools to keep new residential uses from locating within the areas that receive unacceptable levels of noise. These proposals are all part of the 2007 Part 150 Study prepared by the CAAA and approved by the FAA in May 2008.	Venola Meyers
3.11	Aircraft noise is not as loud now as it was in the past, but it is still loud.	On average, aircraft noise has decreased at CMH due to the replacement of older, louder aircraft with newer quieter aircraft.	Venola Meyers

**Table R-2, Continued
Response to Public Comments
Port Columbus International Airport**

REFERENCE	COMMENT	RESPONSE	COMMENTER
3.0 - NOISE / LAND USE, Continued			
3.12	The noise contour lines, which determine the sound insulation boundary, were generated by a computer model in the 1990s and do not take into account increased aircraft operations that will occur as a result of the proposed runway relocation.	The noise exposure contours calculated for the 2007 Part 150 Study and this EIS were calculated for 2007 and 2012 conditions. The boundaries of the Residential Sound Insulation Program are based upon the 65+ DNL of the 2012 noise exposure contour. While the replacement runway would not cause an increase in aircraft operations, forecasts of aviation activity project an increase in aircraft operations due to normal growth. This projected increase in operations is reflected in the noise exposure contours calculated for 2012 conditions.	Bruce Eddins
3.13	Aircraft noise causes the value of my property to decrease.	The FAA is aware of no scientific studies that have determined that aircraft noise lowers property values.	Thomas Price
3.14	The noise contours only predict noise levels on the ground but it's the aircraft in the air that generate noise.	The INM software used to create the noise contours for this study predicts aircraft noise as aircraft are in flight based upon rate of climb/descent and altitude over the ground.	Beverly Hawkins
3.15	What can we expect in terms of more noise, more discomfort? Will there be larger aircraft or longer runways?	This EIS includes an analysis of noise impacts for the years 2012 and 2018. The replacement runway would not cause an increase in the number of aircraft operations or the size of aircraft at CMH. However, it is disclosed that some areas will receive an increase in noise as a result of the project. For those areas that will receive a significant increase in noise, the CRAA is expanding the Residential Sound Insulation boundary to reflect noise impacts that would occur in 2012.	Yvonne Irvine

**Table R-2, Continued
Response to Public Comments
Port Columbus International Airport**

REFERENCE	COMMENT	RESPONSE	COMMENTER
3.0 - NOISE / LAND USE, Continued			
3.16	Aircraft noise wakes me up at night/early in the morning.	Sleep disturbance due to aircraft noise can be a major concern of residents living near an airport. The extent to which environmental noise disturbs individual sleep patterns varies. The DNL metric is designed to take higher sensitivity to nighttime noise into account by applying a 10 dB penalty to flights that occur between 10:00 p.m. and 6:59 a.m. Therefore, the concern that the commenter is expressing is being taken into consideration in the study. The CRAA and the FAA ATCT have implemented flight procedures during the nighttime hours designed to minimize flights over non-compatible areas.	Daryia Hamilton
3.17	Aircraft noise disrupts conversation and other activities.	A disadvantage of residing near an airport is that aircraft are likely to fly over the area and result in noise. Many studies of human response to noise have been performed. These studies have concluded that 45 dB is the highest steady noise that allows normal conversation throughout an average room with 100 percent sentence intelligibility. The weatherproofing found in a typical cold climate home, with doors and windows closed, can reduce outdoor noise levels by approximately 20 dB or more. Therefore, in order to achieve 100 percent intelligible speech indoors, the preferred maximum outdoor steady noise level is 65 dB or less.	Beverly Hawkins, Barbara Hamilton, Daryia Hamilton

Table R-2, Continued
Response to Public Comments
Port Columbus International Airport

REFERENCE	COMMENT	RESPONSE	COMMENTS
4.0 - AIR QUALITY			
4.1	General comment about increases in air pollution from aircraft emissions.	While the replacement runway would not cause an increase in aircraft operations, forecasts of aviation activity project an increase in aircraft operations due to normal growth. An analysis of air quality impacts was conducted as a part of this EIS, which accounted for this growth in aircraft operations. The potential air quality impacts were assessed by conducting a dispersion analysis based on an emission inventory prepared for each of the alternatives. The emissions inventory determined that none of the project alternatives, including the Sponsor's Proposed Project, would cause net emissions that would equal or exceed the established minimum thresholds and therefore are assumed to conform to the Ohio State Implementation Plan (SIP) and would not have the potential to cause significant adverse air quality impacts. Additional information can be found in Chapter 5, Section 5.5 of this EIS. Tables 5.5-25 and 5.5-30 show the results of the emissions inventory analysis for each alternative Section 5.5.4 discusses the results of the dispersion analysis.	Gladys Turner
4.2	Spent aircraft fuel can have serious negative effects on the health of residents and the physical environment. We are concerned that these affects are appearing in our neighborhood.	FAA has conducted soot analysis at many airports across the country with the uniform result that samples collected on and near the airport bore little chemical resemblance to either unburned jet fuel or soot from jet exhaust. Instead, the collected material was found to be chemically similar to general urban pollution, particles from burning heavy fuels, and motor vehicle exhaust. See also response to comment 4.1.	William H. Adams

Table R-2, Continued
Response to Public Comments
Port Columbus International Airport

REFERENCE	COMMENT	RESPONSE	COMMENTER
5.0 - FLIGHT PROCEDURES			
5.1	Aircraft Pilots should continue to fly the correct flight procedure, remaining at high altitude and correct airspeed over residential areas.	Periodic review of flight data indicates that aircraft normally follow correct flight procedures. Generally, aircraft on arrival are at lower altitudes as they approach the runway than departing aircraft.	Gladys Turner
6.0 - MITIGATION			
6.1	The proposed noise berm is to be located within the area affected by the new runway. The noise berm should be moved to shield my home from aircraft noise.	The 2007 Part 150 Study recommended construction of a noise berm located in the vicinity of E. 13th Avenue as shown on Exhibit 5.2-3 in this EIS. The location of the recommended noise berm was determined based upon the area in which it would have the greatest affect in reducing aircraft noise. Noise berms / walls are most effective when they are closest to the source (the aircraft) or the receiver (homes) and they are not effective in reducing noise from aircraft in flight.	Anonymous, Gladys Turner
6.2	My home/neighborhood should be included in the sound insulation program.	The Residential Sound Insulation Program boundaries are based upon the approved Noise Exposure Map (NEM) which was recently updated by the 2007 Part 150 Study. The FAA will not approve funding for mitigation activities such as sound insulation beyond the 65 DNL noise contour of the NEM.	Anonymous, William H. Adams, Jane Hudgins, Bruce Eddins, Beverly Hawkins, Lawrence Buttrum, Yvonne Irvine, Vincent Kelley, Barbara Hamilton, Ruth Armstrong, Hazel Womack

Table R-2, Continued
Response to Public Comments
Port Columbus International Airport

REFERENCE	COMMENT	RESPONSE	COMMENTER
6.0 – MITIGATION, Continued			
6.3	Complaint about the quality of the sound insulation.	Contractors applying sound insulation are required to meet approved standards for construction materials and methods.	Wayne Crawford
6.4	Sound insulation work should be performed by union contractors.	The CRAA selects qualified contractors that have the appropriate level of experience to apply sound insulation.	Wayne Crawford, Thomas Price
6.5	Poor quality sound insulation methods may make a home more susceptible to damage or fire.	The CRAA is unaware of any dangerous conditions caused by the sound insulation process. Contractors applying sound insulation are required to meet approved standards for construction materials and methods.	Wayne Crawford
6.6	Who is held accountable for poor quality of work that leads to damage to a home.	The CRAA is unaware of any damage that has been caused to a home as a result of sound insulation.	Wayne Crawford
6.7	People who live in the area where the relocated runway is being constructed are being forced to move.	There are 36 parcels (with 35 homes) on E. 13th Ave. that would be acquired and removed because they are located within the Runway Protection Zone (RPZ) for the proposed relocated runway. The FAA and CRAA are considering the impacts to the residents who would be relocated as a result of the proposed project.	Lawrence Buttrum
6.8	Property owners may not get the fair value of their property that is acquired for the runway relocation. Appraisals are an opinion and based upon comparable sales; since home prices are down and many sales are due to foreclosure, the appraisals will be lower.	A negotiated purchase program would be offered to the 36 properties located inside and adjacent to the RPZ consistent with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. The FAA and CRAA are committed to assisting residents with securing comparable replacement housing.	Wayne Crawford, Gregory Green

**Table R-2, Continued
Response to Public Comments
Port Columbus International Airport**

REFERENCE	COMMENT	RESPONSE	COMMENTER
6.0 – MITIGATION, Continued			
6.9	My home has been sound insulated, but it has not had much effect to reduce the interior noise levels.	Residential sound insulation methods are designed to achieve an indoor noise reduction of 20 dB. However, the success of sound insulation in residential dwellings can vary. Generally, air infiltration, and consequently noise infiltration, is greater in older structures.	Venola Meyers
6.10	The FAA paid to relocate an entire neighborhood when the Louisville International Airport was expanded. Why can't our neighborhood be relocated?	The project at the Louisville International Airport required the relocation of over 500 homes in order to build a new runway. It would not have been possible to find comparable housing on the open market to accommodate the over 500 families that were being relocated; therefore, relocating the entire neighborhood was the chosen alternative. For this EIS, a housing analysis was conducted which determined that comparable housing exist for those homes on E. 13th Ave. that would be acquired if one of the runway relocation alternatives is selected.	William H. Adams, Jane Hudgins, Thomas Price
6.11	People who are being relocated are only being compensated for their house, not their land.	If one of the runway relocation alternatives is selected, residents will receive the fair market value of their property (which includes the buildings and land).	Lawrence Buttrum
6.12	How do I find out if my home is located within the sound insulation program boundary?	The CRAA is continuing its approved Residential Sound Insulation Program (RSIP) that has been updated by the 2007 Part 150 Study. In addition, this EIS proposes new areas to be added to the RSIP boundary to mitigate noise impacts that would occur if one of the alternatives to relocate the south runway is selected. Homes within these new areas would only become eligible for sound insulation if one of the alternatives to relocate the south runway was selected. Information about the existing and proposed Residential Sound Insulation Program boundary is included in Chapter 5, Section 5.2, of this EIS.	Yvonne Irvine

**Table R-2, Continued
Response to Public Comments
Port Columbus International Airport**

REFERENCE	COMMENT	RESPONSE	COMMENTER
6.0 – MITIGATION, Continued			
6.13	Is there any projection for expanding the area in which homes are to be acquired?	Chapter 5, Section 5.2 of this EIS discusses the proposed acquisition and relocation of 36 parcels (35 homes) on E. 13th Ave. These are the only homes proposed for acquisition and relocation.	Yvonne Irvine
6.14	Who can we go to for assistance if we are not included in the Sound Insulation Program Boundary?	The approved Noise Compatibility Plan includes mitigation of noise-sensitive land uses per federal regulations. Federal regulations restrict the use of funding for mitigation activities, such as sound insulation, beyond the 65 DNL noise contour of the approved Noise Exposure Map.	Yvonne Irvine
6.15	The CRAA contacts property owners that are located within the noise contour and advises them of their eligibility to participate in the sound insulation program. This was not done for some of the families in our area.	The CRAA has made several efforts to contact property owners who are eligible to participate in the residential sound insulation program, including presenting maps of eligible areas at public workshops, as well as sending letters notifying property owners of their eligibility to receive sound insulation.	Jane Hudgins with signed petition (49 names)
6.16	Requesting a re-consideration of the decision to only include the Kenilworth Ave. Properties for Residential Sound Insulation Program.	The CRAA responded to this request in writing (included with the original comment). The FAA concurs with the methodology used for determining the eligibility of homes for sound insulation, because it complies with the guidelines of the Airport Improvement Program, which is the primary funding mechanism for these programs.	Jane Hudgins with signed petition (49 names)



"Mitch, Brian"
 <Brian.Mitch@dnr.state.oh.us
 >
 07/01/2008 12:42 PM

To 9-AGL-600-CMHEIS/AGL/FAA@FAA
 cc Katherine S Jones/AGL/FAA@FAA
 bcc
 Subject 08-0138; DEIS for Replacement of Runway 10R/28L



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

Location: The project is located at the Port Columbus International Airport in the City of Columbus, Franklin County, Ohio.

Project: The project involves the replacement of Runway 10R/28L, Development of a New Passenger Terminal, and other associated projects at the Port Columbus International Airport.

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, Natural Heritage Database contains records of rare species near the proposed project. The map included with this message displays the locations of these records and corresponds with the attached list

ODNR-1

There are no state nature preserves, state parks, wildlife areas, or scenic rivers in the vicinity of the site. However, the site is near the Gahanna Woods Park. The city of Gahanna should be contacted regarding possible impacts to the park. They can be reached at (614) 642-4250.

ODNR-2

Our inventory program has not completely surveyed Ohio and relies on information supplied by many individuals and organizations. Therefore, a lack of records for any particular area is not a statement that rare species or unique features are absent from that area. Although we inventory all types of plant communities, we only maintain records on the highest quality areas.

Fish and Wildlife: The ODNR, Division of Wildlife (DOW) has the following comments.

In addition to the species listed in section 4.4.4 of the DEIS, the project is also within the range of the following listed species:

ODNR-3

The project is within the range of the bald eagle (*Haliaeetus leucocephalus*), a state and federally threatened species. The location of bald eagle activity frequently changes. Therefore, closer to the actual date of construction, the applicant must obtain an updated status of bald eagle activity in the area. To obtain any changes in status, contact Mark Shieldcastle at the Ohio Department of Natural Resources, Division of Wildlife, Crane Creek Wildlife

Research Station, for current information on the presence of bald eagles in the area. He can be reached at (419) 898-0960. If a nest is located within ½ mile of the project site, coordination with the DOW is required.

The project is also within the range of the snuffbox (*Epioblasma triquetra*), a state endangered mussel, and the elephant-ear (*Elliptio crassidens crassidens*), a state endangered mussel. Since there is no history of mussels in the vicinity of the project area, this project is not likely to have an impact on these species.

The project is within the range of the northern brook lamprey (*Ichthyomyzon fossor*), a state endangered fish, and the blacknose shiner (*Notropis heterolepis*), a state endangered fish. Due to the mobility of these species the project is not likely to impact these species.

The project is within the range of the golden-winged warbler (*Vermivora chrysoptera*), a state endangered bird. Due to the location of the project and type of work proposed, the DOW believes the project is not likely to impact this species.

The Natural Heritage Database also shows records near the project area for the spotted darter (*Etheostoma maculatum*), a state endangered fish species, the four-toed salamander (*Hemidactylium scutatum*), a state species of concern, and the smooth green snake (*Liochlorophis vernalis*) a state species of concern. Due to the location of these records, the age of these records, and the status of most of these species, the DOW believes the project is not likely to impact these species.

The DOW recommends an alternative be used that will have the least impact on unique habitat such as streams, wetlands, and woodlots. We recommend sufficient mitigation is provided for stream and wetland impacts that occur as a result of this project. If stream impacts are proposed, the DOW recommends no in-water work from April 15 to June 30 to reduce impacts to aquatic species and their habitat.

ODNR-4

ODNR appreciates the opportunity to provide these comments. Please contact Brian Mitch at (614) 265-6378 if you have questions about these comments or need additional information.

Brian Mitch, Environmental Review Manager
Ohio Department of Natural Resources
Environmental Services Section
2045 Morse Road, Building C-4
Columbus, Ohio 43229-6693
Office: (614) 265-6378
FAX: (614) 267-4764
brian.mitch@dnr.state.oh.us



08-0138.jpg



08-0138.pdf

08-0138

<u>Scientific Name</u>	<u>Common Name</u>	<u>State Status</u>	<u>Federal Status</u>	<u>Last Observed</u>
Beech-sugar maple forest				1988-08
Beech-sugar maple forest				1988-08
Breeding Amphibian Site				2003
Carex decomposita	Cypress-knee Sedge	E		2006-06-06
Etheostoma maculatum	Spotted Darter	E		1961-05
Hemidactylum scutatum	Four-toed Salamander	SC		1964-03-25
Liochlorophis vernalis	Smooth Green Snake	SC		1986-06-23

E=Endangered
FE=Federally Endangered

FT=Federally Threatened
P=Potentially Threatened

SC=Special Concern
SI=Special Interest

T=Threatened



July 11, 2008

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

Re: Review of an Archaeological Report and the Stelzer Cemetery Documentation
Draft Environmental Impact Statement for the Port Columbus International Airport
Columbus, Franklin County, Ohio

Dear Ms. Jones,

This is in response to correspondence from your office dated May 2, 2008 (received May 5) transmitting draft EIS documentation including the archaeological report titled "Phase I Archaeological Survey of Three Areas for the Section 106 Evaluation and the Environmental Impact Statement for Improvements to Port Columbus International Airport, City of Columbus, Mifflin Township, Franklin County, Ohio" by Kevin Schwarz, April 4, 2008 (Attachment 4 to your correspondence), and information documentation titled "Report of the Stelzer Cemetery Relocation and Delineation, Pursuant to the Section 106 Evaluation and the Environmental Impact Statement for Improvements to Port Columbus International Airport, City of Columbus, Mifflin Township, Franklin County, Ohio" by Kevin Schwarz, April 4, 2008 (Attachment 5 to your correspondence). The comments of the Ohio Historic Preservation Office (OHPO) are submitted in accordance with provisions of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470 [36 CFR 800]), the Federal Aviation Administration serves as the federal agency.

The correspondence provides original copies of the documentation. The archaeological report documents an intensive archaeological survey of selected areas within the project area. These areas were selected through previous consultation. The scope of the archaeological work and the research design were previously approved by the OHPO. The survey included background review, pedestrian walk-over, and shovel testing. The results of the archaeological survey include the identification of four sites: 33-FR-2702, 33-FR-2703, 33-FR-2704, and 33-FR-2705. All four sites produced limited assemblages.

When we approved the scope of the archaeological work (in May 2007) we specifically noted that we were agreeing to limited testing in the golf course area. We agreed to limited testing because the golf course is an active recreational facility and because at this time it seems likely that airport improvements will involve limited construction work in this area. The archaeological testing in the golf course demonstrated the presence of prehistoric archaeological deposits in this area, especially in locations where the construction of the golf course involved more filling than cutting. We agree that no additional archaeological investigations are necessary in the

OHIO HISTORICAL SOCIETY

Ohio Historic Preservation Office

56 / East Hudson Street, Columbus, Ohio 43211-1030 ph: 614.298.2000 fx: 614.298.2037

www.ohiohistory.org

Ms. Katherine S. Jones
July 11, 2008 (Port Columbus Archaeology)
Page 2

two places where limited archaeological testing was conducted (archaeological sites 33-FR-2704 and 33-FR-2705). Depending on the extent and location of construction, if substantial construction is required for the airport improvement project in the golf course where contours indicate the presence of fill, then further consultation with this office is recommended.

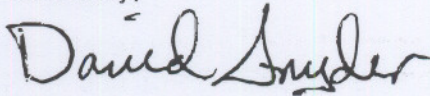
OHPO-1

The Stelzer Cemetery Documentation integrates archival research, interviews, geophysical testing, and archaeological investigations. The research documents the presence of a cemetery and provides a good deal of information on the cemetery (archaeological site 33-FR-2711). The location of this cemetery is of peculiar interest and adds a poignant footnote to the history of this area. We note that the Federal Aviation Administration is not presenting findings for this property at this time. The documentation recommends further consultation. We agree.

OHPO-2

Any questions concerning this matter should be addressed to David Snyder at (614) 298-2000, between the hours of 8 am. to 5 pm. Thank you for your cooperation.

Sincerely,



David Snyder, Ph.D., RPA, Archaeology Reviews Manager
Resource Protection and Review

DMS/ds (OHPO Serial Number 1019442, Project Number 2006-FRA-279)



July 14, 2008

Katharine Jones
 FAA Detroit ADO
 11677 South Wayne Rd., Suite 107
 Romulus, MI

Dear Ms. Jones:

RE: Review of Historic Surveys for Improvements to Port Columbus International Airport, Columbus, Franklin County, OH

This letter offers comments regarding the reports titled "Historic Property Survey of the Direct Effects APE for the Section 106 Evaluation and the EIS for Improvements to Port Columbus International Airport" and "Historic Property Survey of the Indirect Effects APE for the Section 106 Evaluation and the EIS for Improvements to Port Columbus International Airport", received May 5, 2008. We also offer limited comments regarding the "Assessment of Effects Report to Air Force Plant 85 for the Section 106 Evaluation and the EIS for Improvements to Port Columbus International Airport".

The historic context information provided in these reports was sufficient to support the eligibility evaluations for the aboveground properties studied in the project's APE. At this point, no additional information is requested in support of the majority of the properties surveyed.

The exception to that statement is the buildings included within the campus of Ohio Dominican University. We concur with the recommendations that Erskine Hall (FRA-2069-14) and Wehrle Hall (FRA-2068-14) are individually eligible for the National Register of Historic Places under Criterion C. However, the report shows that the project's APE bisects the campus. Unfortunately, no photographs or analysis was provided to support the assertion that there is no historic district associated with this campus. We request additional information that better documents the buildings located within the project APE and adjacent to it, so that we can better evaluate this broad determination. An Ohio Historic Inventory form for Sansbury Hall should be included with this additional information.

OHPO-3

For properties surveyed within the "Indirect APE" survey, we concur with the positive eligibility determinations for 1891 Sunbury (FRA-2052-14) and Shepard School (FRA-2054-14). We request that Ohio Historic Inventory forms and more detailed eligibility evaluations should be prepared for the properties shown in photo 4, photo 5 and photo 6. We agree that no additional information need be submitted for the properties shown in photos 1-3 and photos 7-136; we agree that they do not appear to be eligible for the National Register.

OHPO-4

For properties surveyed within the "Direct APE" survey area, we concur with the positive eligibility determination for the TAT Hangar (FRA-9675-12). We request additional photos and analysis in support of the negative eligibility determination for the Nationwide Hangar, since it

OHPO-5

OHIO HISTORICAL SOCIETY

Ohio Historic Preservation Office

567 East Hudson Street, Columbus, Ohio 43211-1030 ph: 614.298.2000 fx: 614.298.2037

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Katharine Jones
July 14, 2008

appears to date to the same early airport development period as the TAT Hangar. The supporting materials do not provide sufficient information to clearly show the diminished integrity described in the survey's analysis.

OHPO-5

We also agree that properties associated with the former Plant 85 that date to the post World War II period may be considered as non-contributing resources to the eligible historic district identified as Plant 85, unless they have exceptional individual significance. Therefore, we agree that the properties identified in the "Direct APE" survey as AL003, AL006, AL009, AL010, AL011, AL012, AL016 and AL017 are not eligible in association with the previously identified historic district. The properties identified in the survey as AL004, AL005, AL007, AL008, AL013, AL014 and AL015 are still considered to be contributing resources to the eligible historic district.

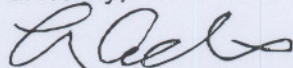
At this time, multiple alternatives exist for the proposed project, as described in the "Assessment of Effects" report. We generally agree that the demolition of contributing properties within the eligible historic district at Plant 85 would likely be considered an adverse effect. However, the project is not sufficiently advanced for us to be able to concur with any specific effects determination for the project at this time, either direct effects at Plant 85 or indirect effects elsewhere.

OHPO-6

We appreciate your consideration of historic properties as part of this project's development. We request that any comments provided by consulting parties or members of the public regarding historic properties or potential effects be provided to our office. We also ask that a table be prepared and submitted to OHPO that lists the previously surveyed properties found to be demolished during field surveys. This information will be added to the Ohio Historic Inventory in order to support future planning efforts in this area.

If you have any questions about this letter or the Section 106 process relative to this project, please contact me at (614)-298-2000 or ladkins@ohiohistory.org.

Sincerely,



Lisa Adkins, Architecture Reviews Mgr.
Resource Protection and Review

Serno: 1019442



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

JUL 11 2008

REPLY TO THE ATTENTION OF

E-19J

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

Re: Comments on the Port Columbus International Airport Draft Environmental Impact Statement (DEIS), City of Columbus, Ohio, EIS No. 20080181

Dear Ms. Jones:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, the United States Environmental Protection Agency (U.S. EPA) Region 5 has reviewed the Port Columbus International Airport Draft Environmental Impact Statement (DEIS).

The proposed project is to reconstruct Runway 10R/28L in a way that preserves the airport's current and future flexibility to accommodate capacity needs both on the airfield and in the terminal and landside areas. Key objectives are: (1) provide long-term airfield capacity and delay reduction during peak operating periods, (2) provide sufficient terminal capacity to accommodate projected passenger growth, (3) provide sufficient ancillary facilities to support the projected increase in air transportation demand, and (4) enhance the human environment by reducing noise impacts on the surround communities.

FAA evaluated off-site and on-site alternatives to address the problems stated in the project's purpose and need. We concur with the alternatives analysis process that was used by FAA to reach the alternatives to be environmentally assessed in the DEIS. Those alternatives are:

- Alternative A: No Action (No Runway Development, No Terminal Development)
- Alternative C2: Relocate Runway 10R/28L to the south by 800 feet
- Alternative C3: Relocate Runway 10R/28L to the south by 702 feet

Both build alternatives would include the development of new terminal facilities in the midfield area, with aircraft access from the south airfield. Concurrent with the runway and terminal development alternatives, several procedural alternatives were evaluated in the DEIS for their ability to reduce noise exposure around the Port Columbus International Airport. Each of the build alternatives includes two options for operational procedures to

reduce noise exposure (Noise Abatement Scenario A and Noise Abatement Scenario B). FAA did not identify a preferred alternative in the DEIS.

U.S. EPA began working with FAA on the Port Columbus International Airport project in June 2006 when FAA hosted an initial scoping meeting to summarize the project and resource areas that required analysis. U.S. EPA participated in extensive scoping discussions focusing on the analysis required for air quality starting in July 2006. Through FAA's coordination efforts since 2006, the project proponents sought input from U.S. EPA and other resource and permitting agencies regarding the project's purpose and need and alternatives analysis. U.S. EPA did not have any comment on these parts of the analysis. The DEIS includes the analysis that was discussed via interagency coordination meetings. Therefore, we have no concerns regarding how resource impacts were analyzed. However, we have some remaining comments regarding air quality, energy efficiency and sustainability, and noise that should be considered while developing the Final Environmental Impact Statement.

EPA has comments on Particulate Matter-2.5 microns or less (PM2.5) and mitigation measures that could help minimize PM2.5 emissions. The project area is an existing non-attainment area for PM2.5. Increases of PM2.5 are problematic, even if they are below de minimus levels, because they add to the cumulative emissions in the airshed. A more restrictive 24-hour standard for PM2.5 will be in place about the same time as the project is implemented, if a build alternative is selected. We recommend the development and implementation of a comprehensive mitigation plan that includes specific air mitigation measures, such as, a comprehensive diesel emissions reduction program for construction and operation and measures to address hazardous air pollutants emissions from aircraft taxiing and idling. Our detailed comments on air quality and potential mitigation are enclosed.

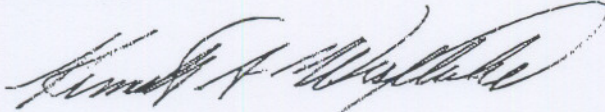
We understand that the Columbus Regional Airport Authority (CRAA), which manages the three airports in Columbus, including Port Columbus International Airport, already has a proactive environmental program that includes elements such as a municipal waste recycling program, alternative fuel programs for air quality and energy efficiency, and the implementation of an Environmental Management System. This project is a unique opportunity to implement green airport design, construction, operation, and maintenance elements. Such elements might include gate electrification, green roofs, use of recycled-content materials, and other sustainability measures. We encourage the project sponsors to consider this project in light of those programs and include relevant information about those programs in the Final Environmental Impact Statement.

USEPA-1

Based on our review of the information provided in the DEIS and the comments we have provided on air quality, we have rated the DEIS as EC-2. The "EC" means that we have environmental concerns with respect to the proposed action, and the "2" indicates that additional information needs to be provided in the Final Environmental Impact Statement (FEIS) to alleviate these environmental concerns. Our rating applies to each of the build alternatives presented in the DEIS. We have enclosed a summary of U.S. EPA's rating system under NEPA.

Thank you for the opportunity to comment on the DEIS for this project. We are willing to meet and discuss our concerns with you. If you have any questions, please contact me at (312) 886-2910. The staff person assigned to this project is Sherry Kamke; she can be reached at (312) 353-5794 or via email at kamke.sherry@epa.gov.

Sincerely yours,



Kenneth A. Westlake, Supervisor
NEPA Implementation
Office of Enforcement and Compliance Assurance

Enclosures (2)

- (1) Detailed Comments on the Port Columbus International Airport DEIS
- (2) U.S. EPA's Summary of NEPA Rating Definitions and Follow-up Actions

**Detailed Comments on the Port Columbus International Airport
Draft Environmental Impact Statement (DEIS) Columbus, Ohio**

Air Quality

Criteria Pollutants

FAA provided documentation of expected emissions for criteria pollutants. The documentation shows that the project build alternatives increase the amount of criteria pollutants emitted when compared to the No Action alternative. The increase is far below the de minimus threshold. Therefore, general conformity requirements beyond the de minimus demonstration do not apply.

Particulate Matter- 2.5 microns or less (PM2.5)

The project area is currently a non-attainment area for PM2.5. As indicated above, the increase in PM2.5 expected from project implementation does not meet or exceed the de minimus threshold. Therefore, additional general conformity evaluations are not needed. However, the data in the DEIS shows an increase in PM2.5 emissions from 53.28 tons/year of PM2.5 (existing 2006 conditions) to about 69 tons/year of PM2.5 in 2012 regardless of the build alternative implemented. A large part of the PM2.5 emissions is attributable to aircraft emissions. Increases of PM2.5 are problematic, even if they are below de minimus, because they add to the cumulative emissions in the airshed. Additionally, during the construction timeframe for this project (2009 -2011), a new PM2.5 standard will be effective. The Columbus area will once again be assessed for attainment status with respect to the new, more restrictive 24-hour standard. Exposure to diesel exhaust by construction workers and those nearby a construction site can have serious health implications. We believe this project is a significant construction project because of the size and duration of the project, its proximity to residential areas, the use of diesel equipment during construction, and the existing problems with PM2.5 in the area. For these reasons, we recommend that FAA and the project proponents evaluate and consider implementing any mitigation measures that would reduce PM2.5 emissions from operations at the airport, as well as from construction activities.

USEPA-2

Mitigation

The project at the Port Columbus International Airport is an opportunity to re-evaluate activities at the airport in order to identify potential mitigation measures that would have measurable beneficial effects. This project is a unique opportunity to implement green airport design, construction, operation, and maintenance elements. We encourage the project sponsors to consider this project in light of those programs and include relevant information about those programs in the Final Environmental Impact Statement.

We understand that the Port Columbus International Airport already has a proactive environmental program. We recommend that the project sponsor consider extending their program to include minimization of diesel emissions. Diesel emissions, which also contribute to nitrous oxides (NOx), PM10, and PM2.5, can cause serious adverse health and

environmental effects. Other than contributions from aircraft, construction equipment and operations-related ground support equipment (GSE) are large contributors to diesel particulate matter emissions. We encourage FAA to work with the project sponsors to assess options for a comprehensive Airport Diesel Emissions Reduction Program that would address diesel emissions from multiple source categories in construction, ground transportation, and airport operations. Such a program would include at a minimum:

- Retrofitting off-road construction equipment including repower or engine upgrades.
- Requiring use of low sulfur or ultra-low sulfur fuels and construction equipment fitted with U.S. EPA or California Air Resource Board (CARB)-verified retrofit technologies.
- Limiting the age of on-road vehicles in construction projects to 1998 and newer and the age of off-road equipment to 1996 and newer.
- Implementing of a fugitive dust control plan.
- Using diesel particulate traps and oxidation catalysts.
- Using existing power sources or clean fuel generators rather than temporary power generators.
- Encouraging the use of off-road equipment that meets the Tier 3 standards.
- Converting all diesel ground support equipment to compressed natural gas, propane, or electric power.
- Using alternate fuel and retrofits for internal bus and shuttle transportation.
- Implementing time and transportation management practices and oversight that would minimize idling and queuing of diesel construction equipment and ground support equipment.

USEPA-3

Additionally, since hazardous air pollutants from aircraft are emitted during the idling mode, it is important to encourage the airlines to adopt practices to reduce jet aircraft idling. We understand that there are many factors to consider, such as ability to implement a change, commercial availability of options, and anticipated benefits versus implementation costs. We are enclosing links to specifications for diesel vehicle emissions controls that you may find useful:

USEPA-4

<http://www.epa.gov/midwestcleandiescl/projects/index.html>

http://egov.cityofchicago.org/webportal/COCWebPortal/COC_EDITORIAL/const001.pdf

Energy Efficiency and Sustainability

We understand that Port Columbus International Airport already has a proactive environmental program that includes elements such as a municipal waste recycling program, alternative fuel programs for air quality and energy efficiency, and the implementation of an Environmental Management System. This project is a unique opportunity to expand these programs at Port Columbus International Airport. In particular, we recommend that the Port Columbus International Airport project team consider green airport design, construction, operation, and maintenance elements. We encourage FAA and the project sponsor to fully consider, and if possible, commit to modernizing 100% of existing gates and other operational areas with utility connections to reduce the use of auxiliary power units.

USEPA-5

Additional elements worth considering in green design include the use of green roofs, use of recycled-content materials, diverting materials from landfills, energy efficient lighting, and other sustainability measures.

We recommend that the FEIS discuss how this project has considered these measures. The City of Chicago's Sustainable Design Manual for the O'Hare Modernization Program contains many useful ideas that may be of interest to you as you progress with design. Many of the practices mirror the U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) principles. We recommend that you consider using as many of these practices as feasible. This information about Chicago's Sustainable Design Manual is available at:

USEPA-6

http://egov.cityofchicago.org/webportal/COCWebPortal/COC_EDITORIAL/OMPSustainableDesignManualCopywrite2003cityofChicago.pdf

Noise

The DEIS evaluated two noise abatement scenarios in conjunction with the build alternatives. The analysis shows that the noise contours for 2012 conditions and 2018 conditions (as compared to the no action alternative) are shifted south because the runways are moved south. The 2012 and 2018 contours for C2 and C3 are larger than the contours associated with the No Action Alternative (Alternative A). For alternatives C2 and C3 (utilizing either of the two noise abatement scenarios), new areas would be included in the 65+ DNL noise contours. The proposed mitigation for the build alternatives is offering sound insulation to homes affected by significant noise levels (an increase in noise of DNL 1.5 db or more, or noise exposure above 65 dB when compared to the No Action alternative). It appears that each of the build alternatives (C2 and C3), when evaluated in conjunction with the noise abatement scenarios, will affect different populations, not necessarily more residential units than under No Action. We recommend that the FAA do all they can to reduce noise impacts, including fully implementing the sound insulation program to offset significant noise levels.

USEPA-7

SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION*

Environmental Impact of the Action

LO-Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC-Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impacts. EPA would like to work with the lead agency to reduce these impacts.

EO-Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU-Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS state, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1-Adequate

The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collecting is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2-Insufficient Information

The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3-Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640 Policy and Procedures for the Review of the Federal Actions Impacting the Environment



United States Department of the Interior

OFFICE OF THE SECRETARY Washington, D.C. 20240

OFFICE OF ENVIRONMENTAL POLICY AND COMPLIANCE

1849 C STREET, NW, Room 2342-MIB

Washington, DC 20240

PHONE: 202/208-4169

FAX: 202/208-6970

To: Ms. Katherine Jones **Date:** July 23, 2008
FAA/MI
Ph: 734-229-2958
FAX: 734-229-2950 **Pages: 7** , including this cover sheet.

From: ETHEL SMITH

Subject: Port Columbus Intl AP, OH [ER 08/498]

Attached is the Department of the Interior's comments dated July 23, 2008, on subject project.



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, DC 20240



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9043.1
PEP/NRM

ER 08/498

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

Dear Ms. Jones:

As requested, the Department of the Interior (Department) has reviewed the May 2008 draft Environmental Impact Statement (EIS) and the Section 4(f) Evaluation for **Port Columbus International Airport – Development of a New Passenger Terminal and Other Associated Airport Projects – City of Columbus, Franklin County, Ohio**. This project involves the replacement of Runway 10R/28L, additional taxiways for the new Runway, associated facilities, a new apron and terminal in the midfield, and implementation of mitigation measures identified in the 2007 Final Part 150 Study Update at Port Columbus International Airport (CMH). The Department offers the following comments and recommendations for your consideration.

GENERAL COMMENTS

The draft EIS is thorough, and clearly identifies the need for the project as well as the impacts from all alternatives. However, all necessary summary information is not available in convenient locations, causing reviewers to page back and forth through a rather large volume. In addition, the electronic version of the document was extremely difficult to find on the Internet, and the file size was enormous (loading the chapter on noise could take 15 minutes or more with a very fast computer). The document is not terribly read-friendly and could stifle public review and comment.

DOI-1

We note that in the time since it was written, Skybus Airlines is no longer in operation. This will not affect the growth projections for CMH as the accelerated growth that this carrier may have had on the airport had been included for disclosure purposes only and will not affect any of the alternatives identified within this report.

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SECTION 4(f) EVALUATION COMMENTS

The draft EIS does not identify a Preferred Alternative and indicates that consultation with other parties with potential Section 4(f) properties is still ongoing. We find that consideration of all potential Section 4(f) properties is lacking. Therefore, the Department would not concur with the Federal Aviation Administration (FAA) that there are no feasible and prudent alternatives to the proposal as presented which would result in impacts to Section 4(f) properties, or that all possible planning needed to minimize potential harm to this resource has been employed.

DOI-2

The project proposes several changes at CMH that may affect properties eligible for consideration under Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. 303). The one property identified in the Section 4(f) Evaluation is the golf course located to the east of one runway on property owned by the City airport authority and managed by the City of Columbus. Changes in runway configuration would require a change in the configuration of nine of the holes at the golf course, but apparently would not significantly impact the values of the property. Avoidance alternatives were explored but those involved unacceptable impacts to other resources and/or substantial costs.

Noise impacts are possible at some or all of approximately 51 other public park properties in the airport area, but the evaluation notes that only 4 of these will be impacted indirectly by noise. It is unclear how increases in noise levels at these parks will affect their use or values.

DOI-3

Impacts to historic resources are discussed in the Section 4(f) on resources, but it is unclear how they are considered as Section 4(f) resources. According to the chapter on historic resources in the draft EIS, only one of the action alternatives to be considered through the full analysis (Alternative C2a/b) will likely directly affect a property eligible for the National Register of Historic Places. However, we note that both action alternatives (C2a/b and C3a/b) have the potential to directly impact eligible properties. We believe that the FAA has overlooked these properties in this analysis and should be aware of the fact that properties eligible for or nominated to the National Register should be included as eligible Section 4(f) properties. Despite the assurances found in the draft EIS that consultation with the State Historic Preservation Officer (SHPO) will result in a satisfactory result, these properties have not been considered under the Section 4(f) Evaluation. We do not find any evidence of correspondence with the SHPO over impacts to historic properties in this document. We would assume such correspondence would have been included if it existed given the amount of meeting notes, invitations, e-mails, letters, handouts, and PowerPoint slides included in the 262 pages (22 MB of data) of Appendix A – Agency Scoping and Coordination.

DOI-4

DOI-5

DOI-6

Indirect impacts to historic properties from noise is acknowledged in the draft EIS but the mitigation for those impacts appears to be limited to soundproofing. It is unclear

DOI-7

Ms. Katherine S. Jones

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whether the FAA considered increased noise levels at some historic properties to be adverse impacts under Section 106 of the National Historic Preservation Act. Since these properties would also be eligible under Section 4(f), indirect impacts could constitute a constructive use, if the impacts are so severe as to threaten the integrity of the resource. However, as we point out above, we have no indication of consultation with the SHPO.

DOI-7

FISH AND WILDLIFE COORDINATION ACT COMMENTS

In general, the U.S. Fish and Wildlife Service (FWS) recommends that proposed projects minimize water quality impacts and impacts to quality fish and wildlife habitat, such as forests, streams, and wetlands. Note that wetlands may exist on sites that are not designated wetland by the National Wetland Inventory. We recommend that the proposed project use best construction techniques to minimize erosion. Preventing establishment of non-native, invasive plants is critical in maintaining quality habitats. All disturbed areas should be mulched and re-vegetated with native plants.

DOI-8

DOI-9

Wetland mitigation measures will be coordinated with the U.S. Army Corps of Engineers. A potential site in Gahanna is being investigated. Compensatory mitigation for wetland impacts will be provided offsite in order to preclude establishing habitats that could increase wildlife nuisance issues at the airport. The FWS has no objection to offsite mitigation but does recommend that it occur within the Big Walnut Creek watershed.

DOI-10

A ravine that contains a small tributary to Big Walnut Creek will be expanded. This expansion is to provide a storm water detention basin for the flow of water from impervious surfaces at the site. The ravine currently provides approximately 9.1 acre-feet of storage. The project will expand the ravine to provide 29.2 acre-feet of storage. Streams and associated hydrologic features provide valuable functions including water purification, nutrient cycling, ground water recharge, and wildlife habitat. The creation of a detection basis reduces the functions that the stream had previously provided. The FWS recommends that any unavoidable impacts to all aquatic resources should be offset by appropriate mitigation including stream creation or enhancement that addresses all of the functions that will be impacted.

DOI-11

ENDANGERED SPECIES COMMENTS

The proposed project lies within the range of the Indiana bat (*Myotis sodalis*), a federally-listed endangered species. Since first listed as endangered in 1967, their population has declined by nearly 60 percent. Several factors have contributed to the decline of the Indiana bat, including the loss and degradation of suitable hibernacula; human disturbance during hibernation; pesticides; and the loss and degradation of forested habitat, particularly stands of large, mature trees. Fragmentation of forest habitat may also contribute to declines. During winter, Indiana bats hibernate in caves

Ms. Katherine S. Jones

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and abandoned mines. Summer habitat requirements for the species are not well defined but the following are considered important:

- (1) dead or live trees and snags with peeling or exfoliating bark, split tree trunk and/or branches, or cavities, which may be used as maternity roost areas;
- (2) live trees (such as shagbark hickory and oaks) which have exfoliating bark; and
- (3) stream corridors, riparian areas, and upland woodlots which provide forage sites.

There are several forested areas within the project site. A forested area exists within the vicinity of Stelzer Road on the west side of the airport, along the ravine where the proposed detention basin is to be located, at the golf course, and along Big Walnut Creek.

Proposed impacts to the site: Due to height restrictions, trees may be trimmed in the southern forested area west of Stelzer Road and along the Airport Golf Course. Under Alternative C2a/b, approximately 17 acres of forested habitat will be affected. Alternative C3a/b would impact 15 acres of forest. Extensive tree trimming could impact suitable habitat for the Indiana bat. Approximately 21 suitable roost trees were found within the second-growth forested areas and along Big Walnut Creek. An endangered species survey report indicates that no individual bats were observed. However, no specific survey was conducted to determine if Indiana bats are present. The draft EIS states (on page 5.9-4, under heading 5.9.1.3) that trees along Big Walnut Creek are not expected to be removed.

DOI-12

Quantity/quality of the Indiana bat habitat onsite: The forested area west of Stelzer Road lacks any connection with any high-quality forested habitat. The area of the storm water detention basin is currently a vegetated ravine that flows into Big Walnut Creek. The site has limited foraging potential. During the site visit conducted on June 12, 2008, two potential roost trees were observed. These trees did not receive enough solar exposure to be maternity roost trees. Tree removal along the perimeter of the ravine will be avoided if possible. At the golf course, isolated trees are scattered throughout the site. A riparian corridor exists along Big Walnut Creek and may provide potential foraging habitat for the Indiana bat. At this time, it is not known if the trees within the riparian corridor of Big Walnut Creek will need to be removed.

The draft EIS describes activities that are scheduled to occur through 2018. A site visit was conducted on June 12, 2008, and the recommendations provided in this letter are based on the conditions and information available at this time. These recommendations are made for any tree trimming or removal that is to occur before the end of 2009. The FWS recommends that any tree trimming or removal that is to occur after 2009 be coordinated with the FWS to evaluate changes in habitat and information on federally listed species.

DOI-13

Ms. Katherine S. Jones

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The draft EIS states (on page 5.9-4, under heading 5.9.1.3) that trees along Big Walnut Creek are not expected to be removed. A segment of Big Walnut Creek and its riparian corridor is located within the runway protection zone. If trees are to be removed from this area, further coordination with the FWS is necessary to determine potential impacts to the Indiana bat.

DOI-14

The FWS recommends that any tree trimming or removal be minimized as much as possible. Tree trimming and removal in areas other than the riparian corridor of Big Walnut Creek should occur between September 30 and April 1 to avoid potential impacts to the Indiana bat.

DOI-15

The proposed project lies within the range of the clubshell mussel (*Pleurobema clava*), northern riffleshell (*Epioblasma torulosa rangiana*), snuffbox mussel (*Epioblasma triquetra*), and Scioto madtom (*Noturus trautmani*). Due to the project location and description, the project, as proposed, should not impact these species or their habitats.

The proposed project lies within the range of the rayed bean mussel (*Villosa fabalis*), a Federal candidate species. A proposed rule to list the rayed bean under the Endangered Species Act as either endangered or threatened is currently being developed and may be completed in 2008. Once this is an officially proposed species, conferencing is required under Section 7 of the ESA. Potential habitat for the rayed bean mussel exists within Big Walnut Creek. The draft EIS states (on page 5.9-4, under heading 5.9.1.3) that trees along Big Walnut Creek are not expected to be removed. If trees immediately adjacent to Big Walnut Creek must be removed or if other activities that may release sediment into the stream (such as equipment crossings or in-stream work) is to occur, further coordination with the FWS is requested to determine if surveys are warranted.

DOI-16

SUMMARY COMMENTS

Consultation under Section 7 of the ESA may be warranted for this project if suitable habitat for federally-listed species may be impacted by this project. This letter provides technical assistance only and does not serve as a completed Section 7 consultation document.

The Department has a continuing interest in working with the FAA to ensure that project impacts to resources of concern to the Department are adequately addressed. For matters related to Section 4(f), please contact Nick Chevance, the Regional Environmental Coordinator, National Park Service, Midwest Regional Office, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone; 402-661-1844. For matters related to fish and wildlife resources, and federally-listed threatened and endangered species, please continue to coordinate with Ms. Mary Knapp, Field Supervisor, U.S.

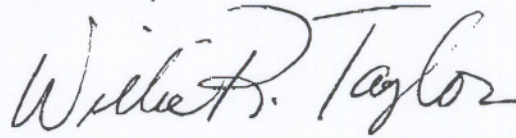
Ms. Katherine S. Jones

6

Fish and Wildlife Service, 6950 Americana Parkway, Suite H, Reynoldsburg, Ohio
43068-4127, telephone: 614-469-6923.

We appreciate the opportunity to review the documents and provide comments.

Sincerely,



Willie R. Taylor
Director, Office of Environmental
Policy and Compliance



State of Ohio Environmental Protection Agency

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Columbus, Ohio 43215

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Columbus, OH 43216-1049

RECEIVED

JUL 15 2008

FAA, DETROIT ADO

July 11, 2008

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

Re: DEIS- Columbus Regional Airport Authority (Runway 10R/28L)

Dear Ms. Jones:

The comments below are presented for your consideration by the 401 Water Quality Certification and Isolated Wetlands Permitting Section of Ohio EPA's Division of Surface Water. The 401 Section focused on the identification and potential impacts resulting to streams and wetlands associated with a project to replace Runway 10R/28L, construct a new terminal, and other associated projects at Port Columbus International Airport described in the May 2008 Draft Environmental Impact Statement (DEIS).

- 1. The FAA should clarify a discrepancy regarding the acreage and vegetation class of wetlands found within the project area. Page 5.10-1 of the DEIS states that a total of 10.57 acres of wetlands are located within the project area, of which 1.95 acres are palustrine forested (PFO) and 8.62 are palustrine emergent (PEM). Table 5.10-1, on page 5.10-3, inverts these figures and describes 8.62 acres as PFO and 1.95 as PEM.

OEPA-1

To further complicate matters, the Wetland Delineation Report found in Appendix K, identifies 10.57 acres, but the U.S. Army Corps of Engineers jurisdictional determination letter dated January 7, 2008, also in Appendix K, identifies 1.81 acres of jurisdictional wetlands and 8.21 acres of isolated wetlands for a total of 10.02 acres of wetlands located within the project area. Therefore, the FAA should verify the exact acreage, vegetation class, and quality of the all wetlands found within the project area.

OEPA-2

- 2. Ohio EPA is concerned that the cumulative impacts to streams and wetlands resulting from past and future projects have been under reported in pages 7-6 through 7-10 of the DEIS. A jurisdictional determination letter from the Corps dated August 21, 2003, identified the presence of 19,030 linear feet of streams, 7.07 acres of jurisdictional wetlands, and 9.13 acres

OEPA-3

Ted Strickland, Governor
Lee Fisher, Lieutenant Governor
Chris Korleski, Director

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of isolated wetlands. On May 7, 2007, Ohio EPA authorized impacts to 0.421 acres of impacts related to the Loop Road and Blue Lot Parking Facility. The CRAA also has pending before Ohio EPA an application seeking authorization to impact 5.64 acres associated with the Consolidated Car Rental Facility. Ohio EPA is aware that because previous projects exceeded nationwide permit thresholds, all future wetland fills will require individual permits.

OEPA-3

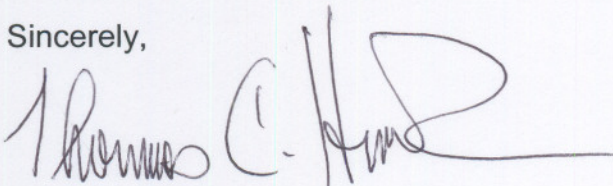
Therefore, FAA should conduct a more thorough accounting of on-site streams and wetlands and past, present, and future impacts to those resources.

3. The FAA should prepare an exhibit that identifies the location of all delineated streams and wetlands reported in the DEIS. Ohio EPA was unable to locate an exhibit in which wetland located west of Steltzer Road were labeled.

OEPA-4

Thank you for the opportunity to comment on the DEIS for this very important project. Feel free to contact me by telephone at 614/644-2139 or Tom.Harcarik@epa.state.oh.us if you have any questions regarding the above comments.

Sincerely,



Thomas C. Harcarik
Section 401 Coordinator
Division of Surface Water

cc: Elaine Roberts, CRAA
Mark Perryman, Landrum and Brown
George Elmaraghy, OEPA, Chief, DSW
Susan Fields, USACE, Huntington District
Brian Mitch, ODNR, REALM
Dr. Mary Knapp, USFWS, Reynoldsburg
Kevin Pierard, USEPA, Region 5
Jeff Bohne, OEPA, CDO, DSW



State of Ohio Environmental Protection Agency

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P.O. Box 1049
Columbus, OH 43216-1049

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

Re: Ohio EPA Comments on the Port Columbus International Airport Draft
Environmental Impact Statement (DEIS), Columbus, Ohio

Dear Ms. Jones

Ohio EPA, Division of Air Pollution Control (DAPC) SIP section has completed a review of the Port Columbus International Airport Draft Environmental Impact Statement document submitted by your office dated May 2008. DAPC primarily focused on the air quality impacts from this proposed project as found in Volume 1, Sections 4.8, 5.5 and 6.1.3. In particular, DAPC concentrated its review in Section 5.5.3 dealing with your General Conformity and SIP compliance evaluation to determine if the proposed project's net emissions increase would not delay timely attainment of the NAAQS as planned in Ohio's SIP. Ohio EPA's primary pollutants of concern in Franklin County's non-attainment status are ozone and PM 2.5.

In general, DAPC agrees with the modeling analysis that was performed for the future impacts on the NAAQS pollutants as a result of this project. DAPC also concurs with the comments and recommendations submitted by US EPA Region 5 to your office in July 2008.

OEPA-5

DAPC has no other specific comments or questions on the draft EIS dealing with air quality impacts in this non-attainment area for ozone and PM 2.5. DAPC is concerned though, with a possible general assumption in this analysis and Ohio's recently submitted SIP for PM 2.5 attainment. As you may be aware, US EPA's Clean Air Interstate Rules commonly know as CAIR, were recently vacated by the US Court of Appeals on July 11, 2008, putting the operation of Ohio's currently effective CAIR program in doubt, which was to commence beginning in 2009. This program was the major "driver" in Ohio's plan for improving/achieving attainment for the new PM 2.5 standards, as it required Ohio's utilities to legally operate their controls for NOx and SO2 all year around (annually), rather than just the ozone season as currently required by the NOx SIP call rules. The reduction of NOx and SO2 emissions in the winter months as required by CAIR, though not a major factor in Ohio's ozone attainment problem areas, would have contributed greatly in Ohio's reduction of PM 2.5 formation outside the ozone season.

OEPA-6

Ted Strickland, Governor
Lee Fisher, Lieutenant Governor
Chris Korleski, Director

As a result of this ruling, Ohio EPA is looking for ways to make up for the emission reductions “gap” left by the CAIR vacatur. Some of the missing emission reductions from CAIR will be realized through federal consent decrees signed by First Energy and American Electric Power. Ohio EPA will be looking to recapture additional reductions from other utilities. Ohio EPA agrees with US EPA that although the increase (of NOx/PM2.5) is far below the “de minimus” threshold, the general conformity requirements beyond the “de minimus” demonstration do not apply. However, as US EPA also mentioned, any activity that results in any increase of PM 2.5 emissions in a non-attainment area even if “de minimus”, can be problematic and their effects should be mitigated/reduced wherever possible. The possible loss (or delay) of the CAIR program as discussed above also a strong catalyst for the need of additional reductions of the pollutants of concern wherever possible during the construction phase of this project and upon its completion.

In addition to the mitigation recommendations by US EPA, Ohio EPA is suggesting that the project sponsor consider a passenger pickup waiting area parking lot, commonly known as cell phone lots, away from the arrival curb. Modeling predicted the highest impacts at the arrival curb. With the addition of a cell phone lot, emissions from congestion and idling cars waiting to pick up passengers could be eliminated. Cell phone lots have been seen at various airports, including Denver International Airport, Salt Lake City International Airport and Savannah/Hilton Head International Airport.

OEPA-7

If you have any questions or concerns please feel free to contact either Sarah VanderWielen at 614-644-3632 or Lee F. Burkleca at 614-728-1344 in DAPC’s SIP section.

Sincerely,



Robert Hodanbosi, Chief, DAPC



U.S. Department of Housing and Urban Development

Ohio State (Columbus) Office
Office of Community Planning and Development
200 North High Street
Columbus, Ohio 43215-2499

July 11, 2008

RECEIVED

JUL 17 2008

FAA, DETROIT ADO

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

Dear Ms. Jones:

This is in response to the request for comments concerning the document listed below. The U.S. Department of Housing and Urban Development Ohio State (Columbus) Office has determined that the referenced document does not present any special concerns to HUD in Ohio.

HUD-1

**Draft Environmental Impact Statement
Replacement of Runway 10R/28L, Development of a New Passenger Terminal,
and other Associated Airport Projects
Port Columbus International Airport
City of Columbus, Ohio**

Thank you for the opportunity to comment. If you should require any further input from HUD, I may be reached at (614) 469-5737, x8252 or by email at ross.carlson@hud.gov.

Sincerely,

A handwritten signature in cursive script that reads "Ross S. Carlson".

Ross S. Carlson
Environmental Officer



Federal Aviation Administration

Memorandum

Date: July 24, 2008

From: Community Planner, Detroit Airports District Office

To: CMH EIS File

Prepared by: Katherine S. Jones

Subject: Port Columbus International Airport, Draft Environmental Impact Statement
US Army Corps of Engineers Comments

The FAA called the U.S Army Corps of Engineers (Corps) on July 7, 2008 to remind them of the comment deadline of July 11, 2008. The FAA called a second time on July 21, 2008 to inquire if comments had been sent.

Ms. Susan Fields from the U.S. Army Corps of Engineers –Huntington District left a voicemail on July 23, 2008 for Ms. Katherine Jones, FAA, regarding the Port Columbus International Airport, Draft Environmental Impact Statement. A summary of her voicemail follows.

Ms. Fields stated that the Corps reviewed the aquatic resources/wetlands section of the DEIS and they have no issues or comments at this time. They have previously reviewed and verified the delineation that was completed for the wetlands in the project area.

Ms. Fields stated that if the FAA was waiting for their comments, then to proceed as comments marked absent because they would not be able to provide comments at this time.

USACOE-1

Final Public Workshop/Hearing



on the Environmental Impact Statement at Port Columbus International Airport

For more information about the
Environmental Impact Statement 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

The meetings will be held at:

Oakland Park at
Brentnell Elementary School
1270 Brentnell Avenue
Columbus, OH

Wednesday, June 11, 2008
5 p.m. - 8 p.m.

Whitehall Community Park
Activities Center
402 North Hamilton Road
Whitehall, OH

Thursday, June 12, 2008
5 p.m. - 8 p.m.

The same information will be presented at both meetings. No formal presentations are planned – stop in anytime.

My comments concerning the Environmental Impact
on the East Columbus Krumm Park Community.

Sowell, 2008

Please see the attached, Purpose of Report, Page 1; and
Statement of Community Issues, Page 2; Part of Special
Airport Issues Report dated July 20, 2000.

Also, I would like compensation from the Federal Aviation Adm. (FAA)
Government, for the years of neglect to my property (2948 E. 12th Ave
43219) under the sound insulation program

3.7

I do believe that damage to my home, inside and outside,
was from exposure to aircraft noise at very high levels
dating back to the late 1980's.

If the Federal Government can relocate a whole town, Heritage
Creek, KY, and spend in excess of two hundred and eighty
million (\$280,000,000) dollars, it can surely compensate me
for the years of neglect and damage to my property.

5 Attachments.

Thank you

Mr. William H. Adams
William H. Adams
2948 E. 12th Ave
Columbus, Ohio 43219

Purpose of Report

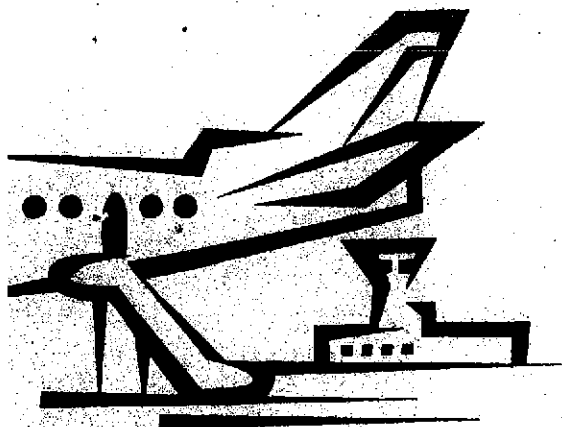
In 1997, a group of East Columbus Gateway/Krumm Park residents organized to get East Columbus homes insulated from aircraft noise through the airport Residential Sound Insulation Program. Resident William Adams was chosen to lead the group's effort. Since that time Mr. Adams has attempted to work with Port Columbus International Airport to get East Columbus homes impacted by aircraft noise included in the airport's Residential Sound Insulation Program.

The East Columbus Gateway/Krumm Park community believes it has clearly communicated the basis for its sound insulation needs to the airport. However, based on the airport's response (or lack of response), the community has concluded that the airport has discounted its concerns. In 1999, the East Columbus Civic Association (ECCA) unanimously decided that added attention to the community's aircraft noise issues was needed. ECCA approached the Columbus Compact Corporation to obtain a Neighborhood Advocate who would make an objective review of the community's airport issue(s) and to assist in the identification of possible resolutions. The community is currently working with the Neighborhood Advocate.

This report summarizes the Neighborhood Advocate's findings. It outlines the community's actions and the airport's response to that action. Finally, this report suggests steps for addressing the community's airport issues.

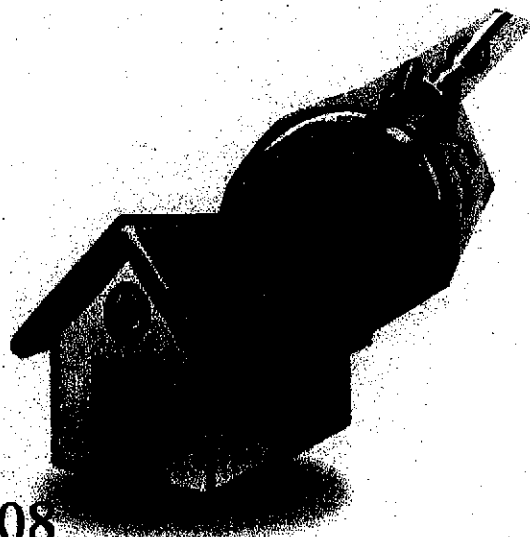
Statement of Community Issues

- 3.1 | Aircraft noise and its negative impact on residential structures, environment, and learning is a major concern of the East Columbus community.
- 6.2 | Looking at the airport's existing sound insulation program, the community is concerned that all East Columbus homes are not eligible for the airport's Residential Sound Insulation Program. This is especially disturbing since East Columbus is the neighborhood closest to the airport's most active runway, 10R-28L.
- 3.7 | Environmental damage from aircraft noise is another community concern. Residents believe homes in East Columbus have been exposed to unmitigated aircraft noise since the 1950's. Therefore, residents believe damage to homes from long-term exposure to high levels of aircraft noise has occurred and that the airport owes them some form of restitution. In addition to structural damage, the community is aware of studies that show that children's learning and academic performance suffers with aircraft noise. The community is also aware that spent aircraft fuel can have serious and negative affects on the health of residents and the physical environment of a neighborhood. *East Columbus is concerned that these affects are appearing in their neighborhood.*
- 3.8 |
- 4.2 |
- 1.6 | The airport has not initiated a meeting(s) with the East Columbus Civic Association to discuss these concerns. Neither has the airport initiated technical studies to insure that aircraft noise is not harming the East Columbus quality of life. Consequently, the East Columbus community has concluded that the airport is not a "good neighbor".
- 1.7 |



The Airport, The Wrecking Ball, and Your Home.

We need you to come out and have
your presence felt and your voice
heard by the Airport, in regards to
the Airport expansion and
demolition of homes in our area.



Wednesday, June 4, 2008

6:00 p.m. to 8:00 p.m.

East Columbus Elementary School

3100 E Seventh Ave.

Columbus, OH 43219

There will be two other smaller meetings outside our area

Airport Information Meeting

Wednesday June 11, 2008

5 to 8 p.m.

At

Brentnell Elementary

Airport Information Meeting

Thursday June 12, 2008

5 to 8 p.m.

At

Whitehall Community Park



This local meeting was made possible
by the:

East Columbus Civic Association

We meet the 3rd Thursday of every
month at Krumm Park

over one hundred people (100)
attended!

William H. Adams

NEIGHBORHOOD ALERT TO HOME OWNERS AND RESIDENTS FOR EAST COLUMBUS GATEWAY COMMUNITY (AVALON AVE. TO JOHNSTOWN RD.)

THIS NOTICE IS TO BRING TO YOUR ATTENTION THE 35 HOMES LOCATED ON 13TH AVE. THAT THE AIRPORT HAS BEEN AUTHORIZED TO PURCHASE. EVERYONE IN THIS AREA WILL BE AFFECTED ONE WAY OR THE OTHER. A MEETING WILL BE HELD FOR OUR COMMUNITY WITH THE AIRPORT REPRESENTATIVES AND CITY OFFICIALS ON THURSDAY APRIL 17, 2008. IT WOULD BE WITHIN YOUR BEST INTEREST TO ATTEND THIS MEETING AND HEAR THEIR PLANS TO DISRUPT OUR COMMUNITY AND UPROOT YOUR LIFESTYLE, WHETHER YOU ARE A HOMEOWNER OR RENTER.

WHY NOT ATTEND EAST COLUMBUS CIVIC ASSOCIATION MEETINGS HELD ON THE 3RD THURSDAY OF EACH MONTH AT KRUM PARK RECREATION CENTER, 6:00PM FOR THE CRIME BLOCK WATCH AND AT 6:30 FOR THE CIVIC MEETING, AND BECOME INVOLVED TO SAVE OUR COMMUNITY.

SPECIAL MEETING THIS MONTH WITH OUR COMMUNITY AIRPORT REPRESENTATIVES AND CITY OFFICIALS.

**WHEN: THURSDAY APRIL 17, 2008, 6:00PM
WHERE: EAST COLUMBUS ELEMENTARY SCHOOL
3100 E. 7TH AVE. COLUMBUS, OH 43219**

WE ARE LOOKING FORWARD TO SEEING AND MEETING EVERYONE IN OUR NEIGHBORHOOD ON THIS IMPORTANT ISSUE.

*over 150 people attended (150)
William H. Adams*

EAST COLUMBUS GATEWAY COMMUNITY
EAST COLUMBUS CIVIC ASSOCIATION



COMMENT FORM

PUBLIC WORKSHOP/HEARING

FEDERAL AVIATION ADMINISTRATION
PORT COLUMBUS INTERNATIONAL AIRPORT

ENVIRONMENTAL IMPACT STATEMENT

JUNE 11, 2008 – OAKLAND PARK AT BRETNELL
ELEMENTARY SCHOOL

Welcome to the Public Workshop for the Federal Aviation Administration Environmental Impact Statement (EIS) for Port Columbus International Airport. Public comments are an integral part of the EIS process. This comment form is provided to receive your input and ensure that your concerns are considered during the conduct of this EIS. Please use this form to submit written comments, attaching additional pages if necessary. Either place the form in the comment box provided at the workshop, or mail to the address below. Comments may also be submitted by fax at (734) 229-2950 or via e-mail to CMHEIS@faa.gov. All comments must be postmarked, faxed, or emailed by no later than **midnight, Friday, July 11, 2008**.

1.1

1.2

The workshop for June 11, 2008 was not needed for the area of people invited into Bretnell School. The projection for new planning of repair to house seen to be closer to the airport than in the area you are holding the public workshop. I think this meeting was really unnecessary.

Submit comments to:

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

FROM (Please Print)

Name: Ruth A. Armstrong

Address: 1663 DEBERES DR.

Columbus OH 43219

COMMENT FORM
PUBLIC WORKSHOP/HEARING
FEDERAL AVIATION ADMINISTRATION
PORT COLUMBUS INTERNATIONAL AIRPORT
ENVIRONMENTAL IMPACT STATEMENT
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6.1 According to the map and the sound
barriers that have been set up - seems
to apply only to the area for the new
run way - Deparres Drive has been omitted
for years the noise level on this street
3.1 is very high to the residents that
live in this area. Why we are not
6.2 included in the propose study to receive
sound insulation is very unfair

Submit comments to:

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

FROM (Please Print)

Name: _____

Address: _____

COMMENT FORM

PUBLIC WORKSHOP/HEARING

FEDERAL AVIATION ADMINISTRATION
PORT COLUMBUS INTERNATIONAL AIRPORT

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3.2 I question that the air pollution contour lines have not been correctly assigned. Delorres is sandwiched between Vendor + Toni. Delorres is subject to the same noise level.

3.4 The location of the workshop (Bretnell School) was in the pathway of the airplane noise.

3.3 I would appreciate having the reviewers do a physical inspection of the noise levels on the street. I feel that the software is not a sufficient measurement of the noise level.

This workshop appears to be worthless if correct steps are not taken to measure the noise level on our street

Submit comments to:
Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 S. Wayne Road, Suite 107
Romulus, MI 48174

FROM (Please Print)

Name: Hazel Womack
Address: 1593 Delorres Dr.
COLS OH 43219

COMMENT FORM
PUBLIC WORKSHOP/HEARING
FEDERAL AVIATION ADMINISTRATION
PORT COLUMBUS INTERNATIONAL AIRPORT
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GREETING: MY QUESTION IS THIS.

1.3

AT THIS TIME I SEEM TO BE SAFE FROM A HOME
OWNER RISK. HOW WILL THIS AFFECT THE
COMMUNITY OVER THE NEXT 5 TO 10 YRS.

1.4

FORCAST OF OPERATION + PASSENGER DEFINE
A PERIOD OF POSSIBLE CHANGES WHICH MAY
OR MAY NOT TAKE PLACE, HOW FAR WILL WE BE
GIVEN A NOTICE OF ANY PENDING CHANGES
AS TIME COME / WHEN OR IF THESE
CHANGE DO COME TO LIGHT.

Submit comments to:

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

FROM (Please Print)

Name: JIMMIE L. GAMBLE
 Address: 1632-DE-PORRES-DR
COLUMBUS, OH 43219

COMMENT FORM

PUBLIC WORKSHOP/HEARING

FEDERAL AVIATION ADMINISTRATION
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1.5

Very important meeting. Knowledgeable people answered most questions should proposed runway. Will continue to ask questions.

Submit comments to:

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

FROM (Please Print)

Name:

Wilbur Tobias

Address:

3010 E 13th Ave

Col-Ohio
43219

COMMENT FORM

PUBLIC WORKSHOP/HEARING

FEDERAL AVIATION ADMINISTRATION
PORT COLUMBUS INTERNATIONAL AIRPORT

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3.1

I HAVE LIVE AT 1615 DE PORRES
DR FOR ABOUT 30 YEARS. BUT HAVE
AIR PLANE FLY OVER MY HOUSE.
AND CAN HEAR ANYTHING BUT
SOMETHING IS BROWN ~~DO~~ I'M
HOPE THAT CAN BROWN FOR
US FLY.

Submit comments to:

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

FROM (Please Print)

Name:

MARGARET BROWN

JOHN A BROWN

Address:

1615 DE PORRES DR

COMMENT FORM

PUBLIC WORKSHOP/HEARING

FEDERAL AVIATION ADMINISTRATION
PORT COLUMBUS INTERNATIONAL AIRPORT

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3.5
4.1

I desire no increased noise or any air waste in our Woodland/Holt Civic Area.

5.1

We would like for the air plane pilots to continue flying the planes high and have correct engine speed over the residential homes.

6.1

Move the noise barrier line to our area
our boundary area is (N) Mock Road - (S) HOLT AVE
(W) Woodland ave - (E) Brentnell ave,
We are in the 2012 area

Submit comments to:

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

FROM (Please Print)

Name: GLADYS TURNER

Address: 1701 MARINA DR

COLS, OHIO 43219

614-252-0124

June 30, 2008

RECEIVED

JUL 07 2008

FAA, DETROIT ADO

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

From: Home owners bounded by:
- E. Cassidy Ave. on the East
- Roxbury Rd. on the South
- Kenilworth Rd on the North, and
- Parkview Ave. on the West

Re: PUBLIC COMMENT PERIOD:
Public Information Workshop/Hearing on Environmental Impact Statement
Prepared for Proposed Improvements to Port Columbus International Airport

Attached are concerns raised by residents of the Columbus, Ohio neighborhood known as "Kensington" regarding decisions made to exclude certain properties in the area from consideration for services under the *Residential Sound Insulation Program (RSIP)* funded by the FAA for the Port Columbus International Airport. (See attached signatures of concerned neighborhood residents.) Our residents attended the community meeting held on:

Wednesday, June 4, 2008
6:00 p.m. to 8:00 p.m.
East Columbus Elementary School
3100 E. Seventh Ave.
Columbus, OH 43219

We have requested an appointment with Elaine Roberts (C.E.O., Columbus Regional Airport Authority) to discuss our concerns.

We appreciate your office holding the public hearing for our area and request that the attached concerns raised by our residents be included with other responses you receive for the public comment period which is scheduled to end on midnight, Friday, July 11, 2008.

Any questions you may have can be directed to:

Jane Hudgins
2702 Roxbury Rd
Columbus, Ohio 43219
Phone: 614-258-9922

Thank you.

This letter is written to request an appointment to discuss how home-owners in our neighborhood can qualify for services under the *Residential Sound Insulation Program (RSIP) funded by the FAA for the Port Columbus Airport. (See attached signatures of neighborhood Residents.)*

Please call Mrs. Jane Hudgins at 614-258-9922 to arrange an appointment time.

While we attended the community meeting held

Wednesday, June 4, 2008
6:00 p.m. to 8:00 p.m.
East Columbus Elementary School
3100 E. Seventh Ave.
Columbus, OH 43219

we still have concerns related to your decision to include only properties on one street (Kenilworth Ave.) in our neighborhood in your resolution of noise-abatement problems from “aircraft flyovers.” This excludes other homes and families with similar problems that are located in the same “flyover” area. A comment was made at a subsequent meeting by someone from your staff that “the line had to be drawn somewhere.”

6.16

Since residential properties are included as properties that are considered “noise-sensitive” we are requesting a re-consideration of the decision to only include the Kenilworth Ave. properties.

The “*General Study Area Map-Exhibit 2.2*” – *Final* – prepared by Landrum & Brown shows a wide-view of the airport and surrounding area. There is a very small area of single-family homes (shown on the legend in pale yellow) which are located near the Lutheran Nursing Home and Assisted Living Complex known (as Kensington Place). This small area of homes is our area of single-family homes that are bounded by the coordinates as we listed above.

Many of our residents are original home owners, have lived in this community for more than 40 years, and are now senior citizens who are proud of their property and maintain upkeep with great pride even though this is stressful on retirement and fixed incomes.

We sincerely hope that you can find the time to meet with our representatives who are located in the fly-over area.

According to your various reports, "the Airport Authority makes the initial contact with residents living within the 65 DNL (Day/Night average sound level) noise contour, which is a qualifying factor for eligibility to receive sound insulation treatments". A map indicating the 65 DNL noise contour is located in the final Part 150 Noise Compatibility Study document available at the following link:

<http://www.columbusairports.com/noise/info.asp#150>

It is our understanding that the City of Columbus and the Federal Aviation Administration (FAA) first implemented an FAA grant program at Port Columbus in 1992 following a noise compatibility study and subsequent reviews. **It is our further understanding that** the Airport Authority made the initial contact with residents living within the 65 DNL (Day/Night average sound level) noise contour, which is a qualifying factor for eligibility to receive services that include sound insulation treatments, acoustic windows, attic insulation, new primary and storm doors, patio doors, central air conditioning and furnaces (where applicable), and electrical upgrades. However, there are residents in our area that were never notified or contacted about this program.

6.15

Since the program's inception, the Airport Authority has applied for and received 21 noise grants from the FAA totaling over \$29 million. Grant funds were utilized for a variety of projects including: installation of an airport noise and flight track monitoring system, property acquisition, construction of noise abatement walls, residential sound insulation, school sound-proofing, acquisition of portable noise monitoring equipment, and adoption of zoning codes for areas located within the airport noise contours.

Through Phase X, which was completed in June 2007, CAA has sound insulated 702 homes. Such treatments include acoustic windows, attic insulation, new primary and storm doors, patio doors, central air conditioning and furnaces (where applicable), and electrical upgrades. Participants in this voluntary program are required to sign a Homeowner Agreement as well as an Aviation Easement.

Please note: "The Airport Authority contacts owners of all residences located within the noise contour line and advises them of their eligibility to participate in this program." This was not done for some of the families in our area.

We appreciate hearing from you soon.

Thank you.

6/8/08

To: Columbus Regional Airport Authority (CRAA)

From: Kensington Subdivision Residents:

Re: Residential Sound Insulation Program (RSIP)

NAM E	ADDRESS	PHONE #
Spice A Barbary	1068 Parkview Blvd	614 440-6433
Lettie Geyer	1060 Parkview Blvd	614 252-9914
Biz Christian	1052 PARKVIEW BLVD	614-252-6204
Shirley Brown	1044 Parkview Blvd	614-258-3092
Luan Hopwood	1032 Parkview Blvd	614 592 ⁵⁹² -2377
STEVE R. SMITH	1018 PARKVIEW BLVD	614-253-3875
Donnie E. Magdon	1000 Parkview Blvd	614-258-23
Carolyn Carlisle	1051 Dalehurst Rd	252-4281
John Comy	1030 Dalehurst Rd	953-2288
Corliss Mahony	1021 Dalehurst Rd	253-6264
Jella Mahony	1021 Dalehurst Rd	253-6264
Brenda M. Hampden	1011 Dalehurst Rd	614-252-5456
Hanna Ann Slade	2744 Roxbury Rd	252-7980
Wesley Cash	2725 Roxbury Rd	252-2993
Calvin Johnson	1043 Roxbury Ct	258-9690
James Dunne	2707 Roxbury Rd	252-7475

To: Columbus Regional Airport Authority (CRAA)

From: Kensington Subdivision Residents:

Re: Residential Sound Insulation Program (RSIP)

NAME	ADDRESS	PHONE #
Claude & Shirley ^{Ritodes} Stevenson	2703 Roxbury Rd.	253-4223
Gene Hodgins	2702 Roxbury Rd	258-9922
Helen Verdine	2701 Roxbury Rd.	258-9922
Mary B. Kay	2706 Roxbury Rd	253-1063
Jennifer Smith	2705 Roxbury Rd	258-5132
Ronald Carter	1044 Roxbury Ct.	252-5103
Curtis Shepe	1041 Roxbury Ct	252-8939
Sanja Lacey	1042 Roxbury Ct.	252-7757
Warrick J Lacey	1042 Roxbury Ct.	252-7757
Tella Carter	1044 Roxbury Ct.	252-5103
Mays Family	2711 Roxbury Rd	258-9807
Charles Underwood	2714 Roxbury Rd	477-0006
Sylvia Smith	2718 Roxbury Rd	258-6330
John Lundy	2723 Roxbury Rd	252-6734
Blance Clifton	2735 Roxbury Rd	253-2334
Dorothy G. Jones	2751 Roxbury Rd	252-8773
Sam Jones		

To: Columbus Regional Airport Authority (CRAA)

From: Kensington Subdivision Residents:

Re: Residential Sound Insulation Program (RSIP)

NAME	ADDRESS	PHONE #
Claude & Shirley ^{Rhodes} Stevenson	2703 Roxbury Rd	253 4223
Rose Medgens	2702 Roxbury Rd	258-9922
Helen Verdine	2701 Roxbury Rd.	282-1852
Mary B. Kay	2706 Roxbury Rd	253-1063
James J. Smith	2705 Roxbury Rd	258 5832
Ronald L. Lavin	1044 Roxbury Ct.	252-5103
Curtis Shepe	1041 Roxbury Ct	252-8939
Stella Lavin	1041 Roxbury	252-5103
MAY'S, Family	2701 Roxbury	258-9801
Charles Underwood	2714 ROXBURY RD	477-0006
Sylvia Smith	2718 Roxbury Rd	258-6330
John Lusk	2723 Roxbury Rd	252-6734
Ernie W. Whitson	2759 Roxbury Rd	
John Washington	2766 Roxbury Rd	252-7329
Rosemary Brown	2715 ROXBURY Rd.	932 8921
Wayne C. C. C.	2725 Roxbury Rd	252-3793
Lee Edwards	1051 Dadehurst Rd	252-4281



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

Board of Directors
Kathleen H. Ransier
Chair
Dwight E. Smith
Vice Chair

July 9, 2008

Mrs. Jane Hudgins
2702 Roxbury Road
Columbus, Ohio 43219

Don M. Casto, III
Frank J. Cipriano
John W. Kessler
Wm. J. Lhota
James P. Loomis, P.E.
George A. Skestos
Dennis L. White

Elaine Roberts, A.A.E.
President & CEO

RE: RESIDENTIAL SOUND INSULATION PROGRAM

Dear Mrs. Hudgins:

Thank you for your recent letter. The Columbus Regional Airport Authority which operates Port Columbus International Airport has had a long history of attention to noise compatibility with our neighbors.

Our goal is compatibility between the noise generated by aircraft and the people and land uses around Port Columbus. We achieve compatibility by: modifying aircraft and airport operational procedures, discouraging new non-compatible uses from being built, and reducing existing non-compatible land uses through land acquisition and sound insulation programs.

Our partners in this effort are community leaders, the airlines, pilots, and the Federal Aviation Administration (FAA). Since 1987, the FAA has awarded Port Columbus International Airport 20 discretionary noise grants totaling \$29 million. When combined with Authority funds, the result has been expenditures of nearly \$33 million on various noise compatibility projects.

The Residential Sound Insulation Program (RSIP) was initiated in 1992 and it has been one of our most successful efforts. Areas with noise exposure equal to or greater than 65 DNL are "eligible" to participate in the RSIP. To date, 702 homes have been insulated at a cost of over \$13.5 million. The East Columbus neighborhood has had 150 homes soundproofed. Only 14 homes in your neighborhood (i.e., the area bounded by Cassady, Roxbury, Kenilworth, and Parkview) have ever been eligible for the RSIP and these homes were located on the north side of Kenilworth (see attached Exhibit). In January 2001, all eligible property owners were contacted and afforded the opportunity to participate in Phase V of the RSIP. Four owners elected to participate and the other ten either declined or did not respond to our correspondence.

Port Columbus International Airport
4600 International Gateway
Columbus, Ohio 43219
Phone 614-239-4000
Fax 614-239-4066

Rickenbacker International Airport
7161 Second Street
Columbus, Ohio 43217
Phone 614-491-1401
Fax 614-491-0662

Bolton Field Airport
2000 Norton Road
Columbus, Ohio 43228
Phone 614-851-9900
Fax 614-851-8959

Mrs. Jane Hudgins
July 9, 2008
Page 2

The boundaries of the RSIP are based upon noise exposure as identified through the use of the FAA-approved Integrated Noise Model. These boundaries have changed over time based upon changes in the number of aircraft operations and the introduction of quieter Stage 3 engines on jet aircraft.

It has been the Authority's policy to include as many homes as possible in the RSIP, subject to FAA concurrence. In the 2003-2004 RSIP boundary change, the Authority completed an extensive study and successfully convinced the FAA to include 140 homes that were within eligible neighborhoods, but just outside the 65 DNL contour. Twenty-three homes on East 12th Avenue were included in the program based upon this request.

The Authority has just completed an update to the Port Columbus International Airport Part 150 Noise Compatibility Program. The study occurred over three years and included eight public information sessions. One of the findings of the study was that the growth in operations and the relocation of Runway 10R/28L will result in homes that have not been sound insulated receiving aircraft noise levels of 65 DNL or greater.

Approximately 247 homes within the Future (2012) 65 DNL will be eligible for sound insulation. Most of these homes are outside the previous RSIP boundaries, but 85 homes have been previously eligible for sound insulation. The total number of homes also includes 75 homes that are adjacent to the 65 DNL. This is consistent with FAA and Authority policies of providing sound insulation for specific areas outside but adjacent to the 65 DNL contour.

Within your neighborhood, 14 homes will be added to the program (12 homes on the south side of Kenilworth, one on the southwest corner of Cassady and Kenilworth, and one on the southeast corner of Parkview and Cassady, see attached Exhibit). Those ten owners on the north side of Kenilworth who chose not to participate in Phase V will be given another opportunity to receive sound insulation. We will continue to look for ways to maximize the number of homes eligible for the RSIP, but at this time we cannot make any commitments that the RSIP area will expand from the area identified in the Part 150 Update.

Mrs. Jane Hudgins
July 9, 2008
Page 3

I have enclosed fifty copies of this letter and Exhibit for you to distribute to the Kensington Subdivision residents listed on the attachment to your recent letter.

Regarding your request for an appointment, my assistant Shirley Schick will contact you to arrange a mutually convenient time for a meeting here at Port Columbus.

Sincerely,

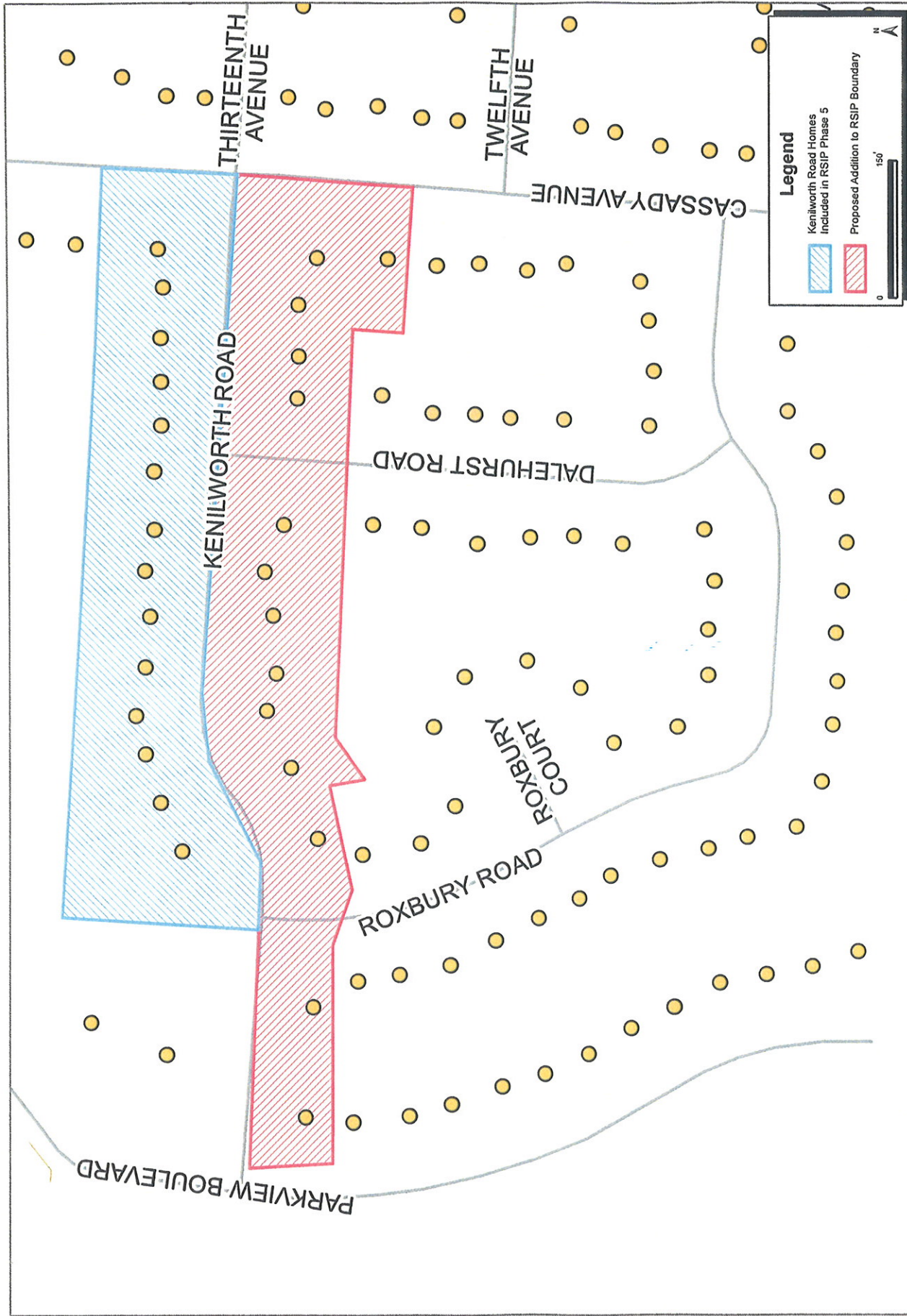
Elaine Roberts
Elaine Roberts, A.A.E.
President & CEO

ER:sss
Attachment - RSIP EXHIBIT

cc: The Honorable Michael B. Coleman
Mayor, City of Columbus

The Honorable Ray Miller
Ohio State Senate

The Honorable Joyce Beatty
Ohio House of Representatives



Legend

- Kenilworth Road Homes Included in RSIP Phase 5
- Proposed Addition to RSIP Boundary

0 150'

N

Exhibit:
1

Residential Sound Insulation Program
Area: Kenilworth Road

7/6/2008 Prepared by: Landrum & Brown
 Filename: P:\CHANGES_EIS_P150\AVNO
 \EXHIBITS\Part150\EX1_Residential
 Sound Insulation Program
 Kenilworth Avenue.mxd

FAR Part 150 Study
 Port Columbus International Airport

PORT COLUMBUS INTERNATIONAL AIRPORT

ENVIRONMENTAL IMPACT STATEMENT

PUBLIC WORKSHOP/HEARING

BRETNELL SCHOOL

1270 BRETNELL AVENUE

COLUMBUS, OHIO

JUNE 11, 2008

5:00 P.M.

- - -

BEFORE:

MARIE S. KEISTER,
PUBLIC HEARING OFFICER
ENGAGE COMMUNICATIONS
7759 Crawley Drive
Dublin, Ohio 43017

- - -

COURT REPORTER:

SYLVIA A. FRALEY,
REGISTERED DIPLOMATE REPORTER

- - -

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1 - - -

2 HEARING OFFICER KEISTER: It's 5 p.m. and I
3 am Marie Keister. I am the Public Hearing Officer for
4 this Public Hearing this evening.

5 (Mr. Adams enters room.)

6 - - -

7 WILLIAM H. ADAMS

8 - - -

9 HEARING OFFICER KEISTER: Good evening. We
10 are officially opening the Public Hearing --

11 MR. ADAMS: Very good.

12 HEARING OFFICER KEISTER: -- for the Port
13 Columbus Environmental Impact Statement right now.

14 My name is Marie Keister. I am a Public
15 Hearing Officer.

16 MR. ADAMS: Very good.

17 HEARING OFFICER KEISTER: Let me give you
18 just a quick rundown of the rules.

19 MR. ADAMS: I've done it 15 times. Give me
20 the drill.

21 HEARING OFFICER KEISTER: The purpose of the
22 hearing is to give all interested people the
23 opportunity to provide their comments and questions
24 regarding this proposed action and potential impacts
25 and to put them on the record.

1 Those wishing to make comments on the Draft
2 Environmental Impact Statement can do so by writing
3 their comments on a form or making an oral statement to
4 the Court Reporter and the Hearing Officer. Those of
5 you wanting to have comments taken by the Court
6 Reporter must register at the sign-in.

7 MR. ADAMS: I did.

8 HEARING OFFICER KEISTER: Good job.

9 And we are going to allot you three minutes.

10 As Hearing Officer, you know, I can't respond
11 to your questions.

12 MR. ADAMS: Absolutely. I understand.

13 HEARING OFFICER KEISTER: I am going to time
14 you. There's not a long line waiting there, but at
15 three minutes, I'll remind you it's time to be
16 completed.

17 MR. ADAMS: Okay.

18 HEARING OFFICER KEISTER: If you would like
19 to talk more, you can register to speak again.

20 MR. ADAMS: Okay.

21 HEARING OFFICER KEISTER: And again, you can
22 submit written comments on the draft documents
23 tonight --

24 MR. ADAMS: I've already got this.

25 HEARING OFFICER KEISTER: Great.

1 -- or mail them before the end of the comment
2 period; and there is an address on the comment forms
3 where you can send those to by July 11th, --

4 MR. ADAMS: Okay.

5 HEARING OFFICER KEISTER: -- 2008.

6 And then a copy of the Court Reporter's
7 transcript, including all oral and written comments and
8 the FAA responses will be included in the Final
9 Environmental Impact Statement.

10 MR. ADAMS: Very good.

11 HEARING OFFICER KEISTER: So, with that, if
12 you would please state your name and address.

13 MR. ADAMS: My name is William H. Adams and I
14 reside at 2978 East 12th Avenue, 43219 ZIP Code.

15 My comments are as follows: Let me preface
16 my remarks by saying that the current administration
17 under Ms. Elaine Roberts, who is the President and CEO
18 of the airport, has been a wonderful relationship with
19 the East Columbus Gateway Community. I always preface
20 my remarks by saying that if Ms. Roberts had been
21 President of the airport prior to our problems, we
22 never would have had problems.

23 Now, my comments are as follows: I reside at
24 2978 East 12th Avenue and we have been involved in the
25 closest community to the airport going west.

1 Back in the late '80s, the sound was
2 tremendous. It did inside and outside damage to our
3 homes. When they started the Sound Insulation Program,
4 we were excluded from that program. They went above us
5 to other areas.

3.7

6 At that time, the airport decided that they
7 would only do the 70 LDN, and at that time, we were
8 between 65 and 70. We should have been included. And
9 that was the problem that I had with the airport. If
10 our -- my house particularly, had been afforded the
11 Sound Insulation Program, the damages that have
12 occurred would not have occurred.

6.10

13 I am really upset with the federal
14 government, not so much the airport, because nobody is
15 opposed to the expansion of the airport. The problem
16 is that the government -- the federal government
17 relocated a whole town in Kentucky, Heritage Creek.
18 They relocated that town in the approximately
19 \$280,000,000. If the federal government can spend that
20 kind of money relocating a whole town, surely they
21 could have afforded me the updating my property with
22 the sound insulation.

23 I feel like the federal government has
24 excluded the East Columbus Gateway Community and we
25 feel like that there should be some restitution from

6.2

1 the federal government. I know that the federal
2 government will not -- it's been not appropriate for
3 them to go back and undo something that was done but I
4 think that, currently, they should expedite the Sound
5 Insulation Program and also any other compensation that
6 could be afforded the East Columbus Krumm Park. We
7 have a new school. The Mayor of Columbus, Michael B.
8 Coleman, has invested \$18,000,000 worth of
9 infrastructure, and that being said, it seems like the
10 federal government should have given that community
11 more consideration since we are the closest community
12 in proximity to the airport, and especially the
13 extension of Runway 10R2-something.

14 Okay. Three minutes up?

15 HEARING OFFICER KEISTER: Yes, they are.

16 MR. ADAMS: I think I've given you enough
17 information.

18 HEARING OFFICER KEISTER: Thank you very
19 much, Mr. Adams, for coming.

20 MR. ADAMS: Thank you. It's my pleasure.
21 And thank you for your time. Have a good day, ladies.

22 HEARING OFFICER KEISTER: You too.

23 (Mr. Adams leaves room.)

24 - - -

25 JANE HUDGINS

1 - - -

2 HEARING OFFICER KEISTER: My name is Marie
3 Keister and I am the Public Hearing Officer tonight for
4 the Port Columbus International Airport Environmental
5 Impact Statement.

6 MS. HUDGINS: Okay.

7 HEARING OFFICER KEISTER: And what we'll do
8 is, we'll give you three minutes, and there is not a
9 long line of people waiting so I may not be absolutely
10 precise in stopping you at three minutes.

11 MS. HUDGINS: Okay.

12 HEARING OFFICER KEISTER: And as the Hearing
13 Officer, I am not allowed to answer your questions. We
14 are just here to record your comments.

15 MS. HUDGINS: Okay.

16 HEARING OFFICER KEISTER: So if you would
17 start by stating your name and your address, and you
18 may begin.

19 MS. HUDGINS: My name is Jane Hudgins,
20 H-U-D-G-I-N-S, and I live at 2702 Roxbury Road.

3.1 | 21 I am very concerned about the noise-control
22 of the airport. I was at the meeting on the 4th and
2.1 | 23 Mr. Wall told me that they are extending the airport
24 200 feet towards Fifth Avenue; and the planes are going
25 over the side of my house on Roxbury Road. Mr. Wall

1 told me that they would be, for the noise control,
6.2 2 insulating Kenilworth. The houses on Kenilworth and
3 Roxbury where I live, the fence is joined together.
4 That's just how close they are. But he said that they
5 would not be doing Roxbury, and that the noise would
6 not be any more than what we are getting now. I
7 disbelieve that, for the simple fact is: If they are
3.9 8 coming over the side of my house and they are extending
9 it 200 more feet towards Fifth Avenue from us, they
10 will be going directly over my house and I know that
11 there will be more noise.

12 And at the present time, the noise is
3.6 13 unbearable. My glasses are shaking, my dishes are
14 shaking and everything, and when they do get that
3.9 15 completed, I know that there will be more noise and I'm
16 very concerned. And I'm going to see who I can see to
17 see if we can get some action so we get some insulation
6.2 18 too.

19 So, thank you very much.

20 HEARING OFFICER KEISTER: Thank you very much
21 for your comment.

22 (Ms. Hudgins leaves room.)

23 - - -

24 WAYNE CRAWFORD

25 - - -

1 HEARING OFFICER KEISTER: I'm the Hearing
2 Officer this evening. My name is Marie Keister. And
3 the ground rules this evening are that you have three
4 minutes to express your comments related to the Port
5 Columbus International Airport Environmental Impact
6 Statement.

7 MR. CRAWFORD: Yes.

8 HEARING OFFICER KEISTER: The ground rules
9 for me are that I cannot respond to your questions.
10 We'll just take your comments. And so you'll have
11 three minutes. If you would start with your name --

12 MR. CRAWFORD: Okay.

13 HEARING OFFICER KEISTER: -- and your
14 address, we'll get going.

15 MR. CRAWFORD: The name is Wayne Crawford,
16 W-A-Y-N-E, C-R-A-W-F-O-R-D. I live at 2725 Roxbury
17 Road, Capital-R-O-X-B-U-R-Y, Road, okay?

6.4 | 18 Now, as far as my comments as far as for the
19 hearing, my problem with the sound, the SIP process,
20 is, Number 1, what I said at last week's meeting, that
21 past Wednesday with Mr. Bernard Moleski, I asked him,
22 "What kind of contracts do you have as far as doing the
23 soundproofing" -- Okay? -- which is nonunion
24 contractors, the way I understood from him, okay?

25 I got a little problem with that, okay? We

6.4 | 1 had several people in the meeting that had complaints
2 about the work quality of the soundproofers, okay?

3 Plus, another thing, too, is: Why wouldn't
4 the Port Columbus that's doing the process won't be
5 held accountable for this, in case, when you have
6 structure damage, where it was plaster, windows or even
6.5 | 7 electrical wiring, you know, because the sound -- the
8 sound problems do have an impact on your electrical
9 system too, as well. So, a plane goes by, it rattles
10 your house, and if it's done by a nonunion contractor,
11 chances are you are taking the risk of having a house
12 fire. Your homes could get burned down, okay?

13 Now, if that happens, who is going to be
6.6 | 14 accountable for that, even if a person does have a
15 homeowner's insurance policy, okay?

16 Another problem I have too is the appraisal
17 process, you know, because some of these folks haven't
18 been educated in the process of when the -- when the
19 Port Columbus Authority bought all these houses on 13th
6.8 | 20 Avenue, you know, some of us feel that we are not
21 getting a fair deal on the acquisition of whatever
22 properties are to be bought. It should be done on a
23 fair basis, even though you have to get your own
24 appraisal.

25 But my most concern is the work-quality of

6.3 | 1 whoever is doing the contracting work. That should be
 | 2 done by union people. It should be done by
 | 3 card-carrying people. Okay? Because the people
 | 4 that -- that's where the work is guaranteed.

6.4 | 5 You have cheap labor doing cheap work, you
 | 6 are going to have problems.

7 That's all I've got to say. I'm done.

8 HEARING OFFICER KEISTER: Thank you, sir, for
 9 your comments.

10 MR. CRAWFORD: All right.

11 (Mr. Crawford leaves room.)

12 - - -

13 VENOLA MYERS

14 - - -

15 HEARING OFFICER KEISTER: Hi. Would you like
 16 to make a comment? We'll be ready for you next. And
 17 let me give you some ground rules.

18 Go on ahead and have a seat here.

19 My name is Marie Keister and I am the Public
 20 Hearing Officer tonight for the Port Columbus
 21 Environmental Impact Statement and we will give you
 22 three minutes for your comments. I'm not allowed to
 23 answer questions you may have specific to your
 24 comments. I'm just here to listen to your testimony
 25 and it will become part of the transcript.

1 MS. MYERS: Well, I don't have to fill the
2 paper out, he said, if I come back here and talk.

3 HEARING OFFICER KEISTER: That would be fine.
4 So, you can just give your comments verbally.

5 MS. MYERS: I just have a few things to say.

6 HEARING OFFICER KEISTER: If you would start
7 with your name and your address.

8 MS. MYERS: Venola Myers, V-E-N-O-L-A, last
9 name Myers, M-Y-E-R-S. Address -- You want my address?

10 HEARING OFFICER KEISTER: Yes.

11 MS. MYERS: 2022 Holt Avenue, H-O-L-T,
12 Columbus 43219.

13 And anything else you need?

14 HEARING OFFICER KEISTER: No. You may begin.

15 MS. MYERS: Oh, I just wanted to know exactly
16 what this is all about. I didn't exactly understand
17 what it was about. I knew it was a meeting and I know
18 I got the paper sometime ago but I didn't know what I
19 did with it here lately, I have so much to do. But
20 anyway, could you explain to me what it's really all
21 about, this meeting?

22 HEARING OFFICER KEISTER: I'm afraid, as the
23 Hearing Officer, I am just here to take testimony --

24 MS. MYERS: Take testimony. So you can't --

25 HEARING OFFICER KEISTER: -- but in the

1 Public Open House in the next room, everyone at those
2 different displays can answer your questions.

3 MS. MYERS: Okay. Well, what I -- well, what
4 I'm here for, then, is to -- you know, those planes
3.1 5 still come over, makes a lot of noise, and it has
6 cooled down some but it's still loud, you know what I'm
7 saying? And so I'm just wondering, are they ever going
8 to do anything about it? Because we have been coming
3.10 9 out here and doing things and asking about things for a
10 long time and so we really haven't gotten too much
11 results.

12 I know some people have gotten doors and
13 windows and all of that and I didn't get that because I
6.9 14 already had storm doors and all that, so I'll just --
15 it didn't help -- it doesn't help that much, you know.
16 It still makes a lot of noise.

17 So, that's all I need to say -- you know,
3.10 18 wanted to say. Just wondering what they are going to
19 do about the noise and the planes coming over. And
3.11 20 like I said, it's not as bad as it used to be, but it,
21 you know, still happens some.

22 HEARING OFFICER KEISTER: Well, thank you for
23 your comments and there are several staff members who
24 are available to answer all sorts of questions --

25 MS. MYERS: Okay.

1 HEARING OFFICER KEISTER: -- like that and I
2 apologize that I'm not in a position to do that for
3 you.

4 MS. MYERS: Okay. So that's all I have to
5 say, then. Just wondering about that.

6 HEARING OFFICER KEISTER: Well, thank you for
7 coming in, and --

8 MS. MYERS: Okay.

9 HEARING OFFICER KEISTER: -- I know they have
10 some specific information that I think would help you.

11 (Ms. Myers leaves room.)

12 - - -

13 BRUCE EDDINS

14 - - -

15 HEARING OFFICER KEISTER: Hi there. Are you
16 our next customer?

17 MR. EDDINS: Yes, next customer. How are
18 you?

19 HEARING OFFICER KEISTER: I'm fine.

20 I'm Marie Keister and I'm the Public Hearing
21 Officer --

22 MR. EDDINS: Okay.

23 HEARING OFFICER KEISTER: -- so I'm going to
24 give you just a couple ground rules before you begin.

25 MR. EDDINS: Okay.

1 HEARING OFFICER KEISTER: This is your
2 opportunity to provide about three minutes' worth of
3 comments that will be part of the transcript --

4 MR. EDDINS: Okay.

5 HEARING OFFICER KEISTER: -- for the Port
6 Columbus Environmental Impact Statement.

7 MR. EDDINS: Okay.

8 HEARING OFFICER KEISTER: My role as Public
9 Hearing Officer is not to answer questions. That's
10 what the public meeting over in the other room is for.
11 So what we do here is just take testimony and your
12 comments and your thoughts about the project.

13 MR. EDDINS: Okay.

14 HEARING OFFICER KEISTER: So, what we will do
15 is: We will ask you for your name and we'll have you
16 spell it --

17 MR. EDDINS: Okay.

18 HEARING OFFICER KEISTER: -- and your
19 address, and then I'm going to time you but it's not
20 like there's a big crowd waiting, but here, you have
21 three minutes.

22 MR. EDDINS: I'll be really quick.

23 My name is Bruce Eddins, B-R-U-C-E,
24 E-D-D-I-N-S. Do you need the address?

25 HEARING OFFICER KEISTER: Yes.

1 MR. EDDINS: 1664 DePorres Drive. That's
2 D-E-P-O-R-R-E-S, Drive, Columbus, Ohio 43219.

3 And I just have a real quick comment as I
4 take a look at the plans that you guys have, and it's
5 in reference to the contour lines that determine which
6 homes get soundproofed, and from what I understand,
3.12 7 this study was done back in the '90s, which is fine,
8 but it was computer-generated and I don't think it took
9 into account the increase in terms of air traffic that
10 will be coming into Columbus with these two runways
11 being built.

12 My specific concern is that: The cutoff
13 line, my street is probably 20 yards from the cutoff
14 line. Therefore, you know, it just seems to me like,
6.2 15 you know, why wouldn't our street be included in that
16 where there's only a two-foot creek that separates the
17 street over that got covered with sound insulation?
18 The noise is the same 20 feet away -- I mean, 20 feet
19 apart.

20 So I guess I would like to just voice my
21 concern about that, and hopefully those boundaries or
22 lines will be considered as the Port Authority and the
23 FAA moves forward with this project.

24 So, that's it. That's all I have to say.

25 HEARING OFFICER KEISTER: That's great.

1 Thank you very much.

2 MR. EDDINS: I like to keep it short and
3 sweet. I'm in public affairs, as well.

4 HEARING OFFICER KEISTER: Okay.

5 (Mr. Eddins leaves room.)

6 - - -

7 FAYE YUILL

8 - - -

9 HEARING OFFICER KEISTER: My name is Marie
10 Keister and I am the Public Hearing Officer.

11 Are you both signed up to speak?

12 MS. YUILL: We're going to help each other.

13 HEARING OFFICER KEISTER: You can observe. I
14 just wanted to make sure I knew who was going to speak,
15 and you are both welcome to.

16 If I could just give you a couple of ground
17 rules. As part of the hearing, you will have three
18 minutes to say what you'd like to about the Port
19 Columbus International Airport Environmental Impact
20 Statement, the reason we are here this evening. And
21 what we'll do is: We'll have you start with your name
22 and address.

23 As the Hearing Officer, I'm not allowed to
24 answer questions. This won't be a dialogue. We are
25 trying to take your comments for the record.

1 MS. YUILL: Okay. I think I can give you my
2 comments in two minutes.

3 HEARING OFFICER KEISTER: You've got plenty
4 of time.

5 MS. YUILL: My name is Faye Yuill and I live
6 in Teakwood Heights.

7 HEARING OFFICER KEISTER: Can you spell that
8 for us? "Faye," is it?

9 MS. YUILL: Uh-huh. F-A-Y-E, Y-U-I-L-L.
10 Faye Yuill.

11 HEARING OFFICER KEISTER: Would you state
12 your address?

13 MS. YUILL: My home is 2420 Somersworth Drive
14 North, Teakwood Heights.

15 And we were part of the soundproofing program
16 and I have lived in my present residence for 40 years,
17 and in the latter years, the last two years, I have
18 been experiencing settling of the home, you know, where
19 it's going down, and I have experienced some cracks in
20 the wall structure of the house. We had block glass
21 windows put in the basement and two of my windows
22 popped and cracked and so I know it's settling. And
23 for the soundproofing program, I just wanted to make
24 the comment: With the overflow of planes going over,
25 aging, and, I guess, the contour of the land, if

3.6

3.6

1 anything -- some consideration, I would like to say,
2 needs to be in a home that has had the vibrations and
3 everything for quite sometime, and the cracks showing
4 up in latter years.

5 And that is my comment.

6 HEARING OFFICER KEISTER: Thank you very
7 much.

8 MS. YUILL: It's right across the street from
9 the Dominican University. That's where I'm located, on
10 Somersworth Drive.

11 HEARING OFFICER KEISTER: Thank you very
12 much.

13 MS. YUILL: Okay.

14 HEARING OFFICER KEISTER: We appreciate your
15 comments.

16 (Ms. Yuill leaves room.)

17 - - -

18 THOMAS PRICE

19 - - -

20 MR. PRICE: Hi. I'm Thomas Price.

21 HEARING OFFICER KEISTER: Let me just give
22 you a couple ground rules really quickly to orient you.

23 My name is Marie Keister. I am the Hearing
24 Officer. We will give you roughly three minutes to
25 make your comments and I am not really allowed to

1 answer questions for you. The Public Open House is set
2 up for that.

3 MR. PRICE: Yes, I understand.

4 HEARING OFFICER KEISTER: And when you start,
5 we'd like you to say your name and spell it and just be
6 very clear with your address.

7 MR. PRICE: Okay.

8 HEARING OFFICER KEISTER: And you may begin
9 when you're ready.

10 MR. PRICE: I'm Thomas Price, T-H-O-M-A-S,
11 G., as in Gregory, Price, P-R-I-C-E. I live at 2223
12 Barymore Avenue -- that's B-A-R-Y-M-O-R-E -- here in
13 Columbus, ZIP Code 43219.

3.13

14 Basically, my comment is: I have been living
15 there for about 15 years and I've noticed that there's
16 been a lot of controversy about the airport noise and
17 some people are wanting to move, and if they did, would
18 they get top value on their homes if they wanted to
19 sell and get out altogether?

6.10

20 We've heard incidents of things of this sort
21 down in Kentucky where the community uplifted
22 everybody, moved them to a new area, you know, some
23 things like that. I don't know how true that is, if
24 they could even do that here, but it's something to
25 consider maybe, if the community wanted to stay

1 together.

6.4

2 Another thing, also, is that when it comes to
3 contracting, I would like them to maybe consider
4 dealing with the Ohio AFL-CIO for labor contractors.
5 In that situation, I don't think they were even offered
6 a comment to be involved.

7 A lot of people in this area work for OSU and
8 the City of Columbus. Some people used to work at
9 DCSC, but not that many anymore.

6.10

10 So, basically, I'm asking for the Aviation
11 Department and administration to be fair with the
12 people in this area and give us some good understanding
13 on what the project is going to be down the road --
14 which you have done, but give us a fair deal and maybe
15 we can use some contractors that would help us keep our
16 house value up, or else give us a chance to move out
17 and give us a fair deal on our homes.

18 HEARING OFFICER KEISTER: Thank you very
19 much, sir, for coming.

20 MR. PRICE: You're welcome.

21 Now, is there any way I can get a copy of
22 that mailed to me or anything?

23 HEARING OFFICER KEISTER: Actually, what will
24 happen is: When the final EIS is published, all the
25 transcripts and the comments will be included --

1 MR. PRICE: Okay.

2 HEARING OFFICER KEISTER: -- in that
3 document --

4 MR. PRICE: That's fine. Thank you very
5 much.

6 HEARING OFFICER KEISTER: -- and the FAA will
7 actually respond.

8 MR. PRICE: That's fine. That's fine. Thank
9 you very much.

10 (Mr. Price leaves room.)

11 - - -

12 BEVERLY COLLINS HAWKINS

13 - - -

14 HEARING OFFICER KEISTER: My name is Marie
15 Keister and I am the Public Hearing Officer --

16 MS. HAWKINS: Okay.

17 HEARING OFFICER KEISTER: -- and we'll let
18 you have a seat and I'm just giving you a couple ground
19 rules before you begin.

20 What we'll do is: We'll give you three
21 minutes roughly -- I'm going to time you but if it's
22 3:10, I'm not going to stop you. -- to invite your
23 comments on the EIS, the Environmental Impact Statement
24 underway here at Port Columbus.

25 So, what we'd like you to do is to start with

1 your name and we'd like you to spell that so we can get
 2 it down accurately, and your address, and then you may
 3 begin.

4 MS. HAWKINS: Beverly. Spell "Beverly"?

5 HEARING OFFICER KEISTER: Yes, please.

6 MS. HAWKINS: Beverly, B-E-V-E-R-L-Y;

7 Collins, C-O-L-L-I-N-S; Hawkins, H-A-W-K-I-N-S.

8 Address, 1623 DePorres, that's

9 capital-D-E-capital-P-O-R-R-E-S, Drive, 43219.

10 Okay. I came here to this meeting today
 11 because I have been interested in the environmental
 12 study for the past 25 years, and really before that.
 3.6 13 We have lived in this neighborhood for over 40 years,
 14 and when we first moved here, the traffic of the
 15 airplanes was so bad, our whole house shook.

16 We lived in a brand-new house. The windows
 3.17 17 cracked and you couldn't even hear yourself talk, okay?
 18 And we didn't have any idea about an airplane

19 traffic-flow study at that time -- at least I didn't,
 20 being a teen-ager. But as I grew older, I decided I
 21 would check it out for my parents and so I started
 22 calling the Airport Authorities, and then, come to find
 6.2 23 out, there was some type of program, 65 or something
 24 that you had that covered a certain circumference of
 25 ground, and ours was always left out. We were always

6.2

1 in the middle of your plan but never -- never in that
2 area, but the planes always flew over our house.

3 And then right after I complained about it,
4 about -- Then I started complaining, about, let's say,
5 15 years ago.

6 Then the plan was over in our area again, to
7 a certain -- they had it marked off, the areas that
8 were marked off and that were approved for
9 improvements. Now, again, now, this has been six years
10 ago -- maybe six years ago that I complained again to
11 try and get some answers as to why that we couldn't be
12 covered under your plan, and they tell me, "Wait for
13 the next meeting."

14 Well, this is the next meeting and we're
15 still not under your plan and we have been -- like I
16 said, this has been going on for 40-something years.

3.7

17 Why we're left out of the plan, I have no idea, but it
18 puts cracks in the foundation, it has destroyed our
19 windows, it has destroyed our roofing, and I just don't
20 understand.

3.14

21 I mean, they say that they do a
22 computer-generated circumference. That's fine,
23 well-and-good. What about a generated circumference
24 from ground to air, you know, so when the airplanes go
25 up, then that's the noises, that's the area that you

6.2

1 could shut off instead of doing a ground one? I don't
2 know, I'm not a scientist, but I do have common sense
3 enough to know that we are definitely in your area.
4 Like, we're a hundred feet from this one street that
5 you cut us off. That doesn't cut the noise off.

6 So, I just want to just beg your pardon. If
7 you could just help us out, that's all we need. And
8 like I said, for 40 years? How much longer do we have
9 to wait?

10 Thank you.

11 HEARING OFFICER KEISTER: Thank you so much
12 for your comments.

13 MS. HAWKINS: How would I know if we hear
14 something back from our comments, because I know you
15 are going to get some pretty good comments?

16 HEARING OFFICER KEISTER: What happens: This
17 all goes into the Environmental Impact Statement
18 document. The transcripts that she is preparing will
19 all be part of that document and then the FAA actually
20 responds to all the comments and that becomes available
21 to the public.

22 MS. HAWKINS: Well, you know, I know my time
23 is up --

24 HEARING OFFICER KEISTER: Yeah. I'm not
25 officially supposed to answer questions. That's what

1 the staff is for in the --

2 MS. HAWKINS: Well, you know, there's a young
3 man in there and I think that he's one of the guys that
4 I talked to about seven years ago. I mean, I'm just --
5 he's just telling me the same thing. I mean, what was
6 the purpose of me coming here today? I mean, I'm here
7 today because you asked me to come and it would make a
8 difference if I showed my face and walked in the room.
9 But it's no different. And I don't think that's fair.
10 I really, really don't. That's not fair because we're
11 all human, we all have things to do in life and all we
12 want is what's right and what's owed and what's
13 deserving. Nobody is trying to take something from
14 nobody. I mean, if you owe people this for that, then
15 do this, do that, you know? It's just helping your
16 community.

17 HEARING OFFICER KEISTER: Thank you for
18 coming.

19 (Ms. Hawkins leaves room.)

20 - - -

21 LAWRENCE BUTTRUM

22 - - -

23 HEARING OFFICER KEISTER: Hi there, sir.

24 MR. BUTTRUM: How you doing?

25 HEARING OFFICER KEISTER: Good.

1 My name Marie Keister and I am the Public
2 Hearing Officer tonight so I just want to give you a
3 little orientation before you give your testimony.

4 MR. BUTTRUM: Okay.

5 HEARING OFFICER KEISTER: I am going to be
6 timing you. In theory, you have just three minutes,
7 but we don't have a long line.

8 MR. BUTTRUM: Okay.

9 HEARING OFFICER KEISTER: And what we're
10 asking for your comments on tonight is the Port
11 Columbus International Airport Environmental Impact
12 Statement.

13 I am not authorized to answer questions; I'm
14 just here to take your testimony and our Court Reporter
15 will be taking a transcript of that for the record,
16 that will be in the final environmental document.

17 MR. BUTTRUM: Okay.

18 HEARING OFFICER KEISTER: So if you would
19 start with your name and spell it, and address.

20 MR. BUTTRUM: Lawrence Buttrum,
21 L-A-W-R-E-N-C-E, B-U-T-T-R-U-M. Address, 1655 DePorres
22 Drive, Columbus, Ohio 43219.

6.2 | 23 What I just don't understand is how one
24 street over is not -- I'm at the cutoff but I can watch
25 the planes come in every night if I'm sitting outside,

1 and see them coming through, see them slowing down.
2 They get right over our street and you can hear the
3 engines slowing down with the big rumble, and they say
4 that we are at the cutoff. I just don't understand
5 that. It's just kind of weird, you know?

6.2

6 I understand there's changes, and the guy
7 explained to me that, 10 years ago -- but there's still
8 planes flying from 10 years ago too and I don't
9 understand. I don't quite get the line, the whole -- I
10 understand the expansion. I understand all that. But
11 what I don't understand is how you can say just two
12 steps or maybe four yards across a creek and the next
13 street over, versus our street, that we don't qualify
14 for the sound problems. That's about it.

6.7

15 Then I also feel sorry for the people over on
16 Cassady area, over by the viaduct, off of 13th area,
17 where they are tearing their homes down. And that's
18 not a problem so much, because I have a friend that
19 lives over there, that they don't mind moving, but they
20 don't want to give the -- It's not the house they want;
21 they want the land. And they own a lot-and-a-half,
22 which -- two full lots, but they only want to pay for
23 the house, and it's not the house that they want. So,
24 maybe people -- you know, maybe they kind of should
25 look at that, too. So I guess that's about it on my

6.11

1 statement.

2 HEARING OFFICER KEISTER: Thank you very much
3 for coming in. Appreciate it.

4 MR. BUTTRUM: No problem.

5 (Mr. Buttrum leaves room.)

6 - - -

7 YVONNE IRVINE

8 - - -

9 HEARING OFFICER KEISTER: Hi there.

10 MS. IRVINE: Hi. How are you?

11 HEARING OFFICER KEISTER: I'm good.

12 My name is Marie Keister and I'm the Public
13 Hearing Officer this evening.

14 MS. IRVINE: Okay.

15 HEARING OFFICER KEISTER: And I want to give
16 you a quick orientation.

17 MS. IRVINE: Okay.

18 HEARING OFFICER KEISTER: We are here to take
19 your comments on the Environmental Impact Statement and
20 I am really not authorized to answer questions.

21 MS. IRVINE: I see.

22 HEARING OFFICER KEISTER: We are here to
23 listen to your testimony and we'll take a transcript of
24 it.

25 MS. IRVINE: Okay.

1 HEARING OFFICER KEISTER: We will give you
2 roughly three minutes, and what we'd like you to do is
3 to start with your name and your address, and if you
4 could help us by spelling some of those things, that
5 helps our Court Reporter.

6 MS. IRVINE: Okay. All right. My name is
7 Yvonne, Y-V-O-N-N-E, last name Irvine, I-R-V-I-N-E, and
8 I'm at 2707 Roxbury Road, Columbus, Ohio 43219. Need a
9 phone number?

10 HEARING OFFICER KEISTER: (Negative shaking
11 of head.)

12 MS. IRVINE: Okay. And I just had a couple
13 of concerns. I was trying to find out, first of all,
14 even though my house doesn't fall into that group of
15 houses that's going to be eradicated, what would I
16 qualify for, or would I qualify for anything in terms
17 of noise, additional noise and that type of thing? For
18 example, more insulation or windows, better windows?
19 And how do I find out if my address on Roxbury would
20 qualify for that? And if I qualify, how soon would I
21 qualify to have that done? That's my main concern.

22 And the other concern is: Is there any
23 projection for extending beyond those homes on
24 Kenilworth and 13th that are going to be eradicated,
25 further into the neighborhood?

6.12

6.13

3.15

1 And then lastly, you know, what can we expect
2 in terms of more noise, more discomfort in terms of the
3 planes and that type of thing? Bigger planes, longer
4 runways? That's kind of my issue.

5 HEARING OFFICER KEISTER: Thank you very much
6 for your comments.

7 MS. IRVINE: Okay. Now, will they send me
8 something to answer my comments or --

9 HEARING OFFICER KEISTER: All of these
10 comments will be compiled in a transcript and included
11 in the final environmental document and those comments
12 will have responses to them in that document.

13 MS. IRVINE: Okay.

14 (Ms. Irvine leaves room.)

15 (Ms. Irvine returns to room.)

16 HEARING OFFICER KEISTER: What we're doing in
17 your case is: Would you like to amend your comments?

18 MS. IRVINE: Yes.

19 HEARING OFFICER KEISTER: Okay. Would you
20 restate your name again?

21 MS. IRVINE: Okay. Yvonne Irvine, 2707
22 Roxbury Road, Columbus, Ohio 43219.

6.14

23 And I just spoke with the Airport Authority
24 gentleman in there and he's telling me that only the
25 houses that face Kenilworth would be eligible for any

6.14

1 type of protection from the additional traffic noise
2 and that type of thing. So, what I'm wanting to find
3 out: Who do we go to? Because the Airport Authority
4 is saying, "We will not fund anything else. We are
5 going to help these people on Kenilworth and everybody
6 else is on their own."

6.2

7 So who does everybody else go to? Because
8 the noise now, from the time that I've lived there till
9 now, has already increased. The traffic has increased,
10 the noise has increased. I can't imagine more noise.
11 So what I'm trying to find out: If the Airport
12 Authority won't pay for it, who do the other community
13 members go to, to get help for insulation and that type
14 of thing for their homes? Because they certainly -- if
15 you live on Kenilworth and your house faces Kenilworth
16 and I live two doors down, I'm certainly going to be
17 just as much affected as you are, even though that's
18 where the Airport Authority has drawn the line to spend
19 their money. So I need to know who we go to. The
20 city? What happens from there?

21 Thank you. Have a nice evening.

22 HEARING OFFICER KEISTER: Thank you. Thanks
23 for coming back.

24 (Ms. Irvine leaves room.)

25 - - -

1 VINCENT KELLEY

2 - - -

3 HEARING OFFICER KEISTER: I am your Hearing
4 Officer this evening and we are taking comments in this
5 room for the Port Columbus International Airport
6 Environmental Impact Statement. As your Hearing
7 Officer, I can't answer questions; I'm not really
8 authorized to do that. We are just here to take your
9 testimony and it will become part of the public
10 comments included in the Final Environmental Impact
11 Statement and the FAA will respond to that document, as
12 well.

13 MR. KELLEY: They'll respond to me or just in
14 general, everyone?

15 HEARING OFFICER KEISTER: In general,
16 everyone.

17 MR. KELLEY: Okay.

18 HEARING OFFICER KEISTER: And so we'll give
19 you roughly three minutes and we'd like you to give us
20 your name and spell it for us, and your address, and
21 then we'll let you get started.

22 MR. KELLEY: Oh, okay, I can give you the
23 name and address. That's the easy part. Vincent
24 Kelly, V-I-N-C-E-N-T, Kelly, K-E-L-L-E-Y. Address,
25 1609 DePorres Drive.

6.2

1 HEARING OFFICER KEISTER: You can begin.

2 MR. KELLEY: Oh, okay.

3 I just think this is an unfair system because
4 the planes come over our homes, but to our neighbors or
5 the houses right behind us, they are getting all this
6 done. Then they say, all of a sudden, the plane has no
7 more noise once it reaches our home.

8 That's pretty much all I have. Sweet and
9 simple. Thank you.

10 HEARING OFFICER KEISTER: We appreciate you
11 coming in. Thank you very much.

12 MR. KELLEY: Uh-huh. Have a good day.

13 HEARING OFFICER KEISTER: You too.

14 (Mr. Kelley leaves room.)

15 - - -

16 GREGORY GREEN

17 - - -

18 HEARING OFFICER KEISTER: I am Marie Keister
19 and I am the Hearing Officer, so I'm going to give you
20 a couple ground rules.

21 MR. GREEN: This is my son.

22 HEARING OFFICER KEISTER: Hi there. How are
23 you?

24 What we are going to do is: We are welcoming
25 your comments on the Port Columbus International

1 Airport Environmental Impact Statement, and what we'll
2 do is, we'll give you three minutes. I am going to
3 time you but if you go over a little bit, I'm not going
4 to stop you because we don't have a big, long line.

5 MR. GREEN: All right.

6 HEARING OFFICER KEISTER: And in my role as
7 the Hearing Officer, I'm really not supposed to answer
8 questions. We are just here to take comments so they
9 can be part of the transcript of the Environmental
10 Impact Statement.

11 MR. GREEN: Who is going to review this final
12 transcript?

13 HEARING OFFICER KEISTER: It will be reviewed
14 by the Project Team and Federal Aviation Administration
15 and Port Columbus. So, it will be fully reviewed. So,
16 what we'd like you to do --

17 MR. GREEN: So there is nobody that will
18 actually represent the residents, that is going to hear
19 this, or somebody that would -- You know what I mean?

20 HEARING OFFICER KEISTER: You know, what I'd
21 like to do: I'm not supposed to --

22 MR. GREEN: Answer questions?

23 HEARING OFFICER KEISTER: -- get into a lot
24 of different questions, but after we're done, I'll
25 direct you where you might go to find some of those

1 answers.

2 MR. GREEN: Okay.

3 HEARING OFFICER KEISTER: So, if you would
4 start with your name and spell it for us, and your
5 address.

6 MR. GREEN: My name is Gregory Green,
7 G-R-E-G-O-R-Y, Green, G-R-E-E-N. I live currently at
8 3154 East 13th Avenue. My property is not one that's
9 directly affected by the land acquisition. I'm about
10 five or six houses off, somewhere in there. I'm real
11 close, though.

12 Only thing I would like to say is:
13 Currently -- I'm also a real estate broker and I know
14 that, currently, the market is down, the values are
15 down, the prices are down, so this is an opportune time
16 for buyers. It's not the greatest time for sellers.
17 So hopefully, these people owning these properties that
18 the airport is looking to acquire, hopefully, they
19 won't be taken advantage of.

6.8

20 Again, they talk about appraisals, and
21 appraisals are, Number 1, the main way to get an
22 appraisal -- or the main way to determine -- first of
23 all, it's an opinion, but the main way to determine the
24 value for an appraisal is from comparable sales. Most
25 of the sales in that area are foreclosures, and, you

6.8

1 know, foreclosures as well below -- or sold or bought
2 or, you know, acquired well below market. So there's a
3 chance that, again, a lot of these people may be taken
4 advantage of. And really, that's kind of the reason
5 that I'm here: To hopefully be able to help out in
6 that area and make sure that that doesn't happen, as
7 best I can.

8 That's it.

9 HEARING OFFICER KEISTER: That's great.

10 Thank you very much.

11 MR. GREEN: Okay.

12 HEARING OFFICER KEISTER: We're done.

13 (Mr. Green leaves room.)

14 - - -

15 BARBARA HAMILTON

16 - - -

17 HEARING OFFICER KEISTER: I am Marie Keister.

18 I'm the Public Hearing Officer tonight, and let me just
19 give you a couple of orientation tips here.

20 We are accepting comments for the Port
21 Columbus International Airport Environmental Impact
22 Statement. As the Hearing Officer, I'm not really
23 allowed to answer a lot of questions. For that, you
24 would want to go back into the Open House portion.

25 We will be taking your comments. They will

1 become part of the transcript that's included in the
2 Environmental Impact Statement document that goes to
3 the Federal Aviation Administration, and then they
4 respond back to those comments in the final document.

5 So we'll give you three minutes, you know,
6 plus. I'm not going to cut you right off at three
7 minutes.

8 MS. HAMILTON: Just go like this
9 (indicating).

10 HEARING OFFICER KEISTER: Yeah. And it
11 really has not been an issue tonight.

12 And what we'd like you to do is start with
13 your name and we'd like you to spell it, and state your
14 address --

15 MS. HAMILTON: Okay.

16 HEARING OFFICER KEISTER: -- and then I'll
17 start the clock.

18 MS. HAMILTON: My name is Barbara Hamilton,
19 B-A-R-B-A-R-A, H-A-M-I-L-T-O-N. I live at 3262 Lone
20 Spruce, L-O-N-E, S-P-R-U-C-E, Road, Columbus, Ohio
21 43219.

22 My comment is just that: I understand that
23 they are going to be opening the noise zone for
24 soundproofing homes. Well, the line is right on my
25 street and I live on the other side where they are not

6.2

6.2

1 going to be soundproofing and I'd just like to be
2 considered, on the opposite side of the street, for the
3 soundproofing of the homes. We do get noise. My
4 pictures do shift on the wall from the planes.

3.17

5 I was wondering why my pictures were kind of
6 crooked and I figured it out, and it's because of the
7 vibration from the planes. And so I'm pretty sure
8 that -- On the phone, I have to stop talking a minute
9 for the plane to go by. So I just hope that they would
10 consider the other side of Lone Spruce for the noise
11 barrier, for the soundproofing for the homes.

6.2

12 That's all I wanted to comment about.

13 HEARING OFFICER KEISTER: Thank you. We
14 appreciate that.

15 - - -

16 DARYIA HAMILTON

17 - - -

18 HEARING OFFICER KEISTER: Do you want to give
19 a comment?

20 MS. HAMILTON: She lives with me.

21 MS. DARYIA HAMILTON: I have the same problem
22 as her. I have to stop.

23 HEARING OFFICER KEISTER: Would you like to
24 make a comment?

25 MS. DARYIA HAMILTON: Sure.

1 HEARING OFFICER KEISTER: Might as well.

2 Here, come on up. That way, you can say
3 you've done your first Public Hearing.

4 MS. DARYIA HAMILTON: There you go.

5 My name is Daryia Hamilton, D-A-R-Y-I-A,
6 H-A-M-I-L-T-O-N. I also stay at 3262 Lone Spruce Road.
7 And it's just very uncomfortable at 5 o'clock in the
8 morning, 6 o'clock in the morning, to hear a plane wake
9 you up out of your sleep to be -- you know, it's very
10 uncomfortable, especially being pregnant or any small
11 children in the house that sleep light.

3.16

12 As my mother said, we have to stop a phone
13 conversation or close a window when a plane comes by,
14 just so you can even hear.

3.17

15 It's very uncomfortable when you are having
16 an outside barbecue gathering.

17 That's it.

18 HEARING OFFICER KEISTER: Okay. Thank you
19 very much. I appreciate it.

20 MS. DARYIA HAMILTON: Thank you.

21 (Ms. Barbara Hamilton and Ms. Daryia Hamilton
22 leave room.)

23 - - -

24 RUTH ARMSTRONG

25 - - -

1 HEARING OFFICER KEISTER: My name is Marie
2 Keister. I'm the Public Hearing Officer and so I'd
3 like to just give you a couple of orientation remarks.

4 MS. ARMSTRONG: Uh-huh.

5 HEARING OFFICER KEISTER: What we are doing
6 here is: We are accepting oral testimony for the
7 Environmental Impact Statement for Port Columbus, and
8 what we'll do is, we'll give you three minutes. I, as
9 Hearing Officer, am not really allowed to answer
10 questions and get into a dialogue. We are just taking
11 your comments --

12 MS. ARMSTRONG: Right.

13 HEARING OFFICER KEISTER: -- but we'd like
14 you to start with your name and we'd like you to spell
15 it, and your address.

16 MS. ARMSTRONG: My name is Ruth Armstrong,
17 and that's R-U-T-H, last name Armstrong,
18 A-R-M-S-T-R-O-N-G. My address, 1663 DePorres Drive,
19 Columbus, Ohio 43219.

20 HEARING OFFICER KEISTER: Okay. Begin.

21 MS. ARMSTRONG: Basically, my three minutes
22 are -- I wrote this out, and just in case someone would
23 see it, that's why I came to you.

24 I feel as though -- I wrote this out. -- the
25 workshop for June the 11th, 2008 was not needed for the

1.2

1.2 | 1 area of people invited into the Brentnell School. The
2 project for new planning on repair of houses is seen to
3 be closer to the airport, at least that's what I was
4 shown as far as the new direction that they are going.
5 It's closer to the airport than the area you are
6 holding the Public Workshop for.

1.1 | 7 I think this meeting was really unnecessary
8 and I do believe that -- why they would have a meeting
9 like this, I don't know, because what I was shown on
10 the map is that the things that they are looking at as
11 far as going to repair windows or houses or whatever
12 they do, is going back towards the airport. It's not
13 coming this way.

6.2 | 14 I live on DePorres. The street they stopped
15 at was Vendome. Vendome is here (indicating). The
16 next street is DePorres. And I could not understand
17 why our street was not included. Agler, the next
18 street over, was included. Hope was included.
19 DePorres was like -- there's a little street here. Not
20 included. Maybe because it was so small. I don't
21 know. It's just a very short street. And as you go
22 around the corner, it becomes Toni. So maybe they just
23 didn't look at it because it's such -- maybe 10 houses
24 on the street or 15 houses. And I think that was very
25 unfair.

1 Officer. My name is Marie Keister and I just want to
2 give you a couple of orientation tips.

3 MS. WOMACK: Okay.

4 HEARING OFFICER KEISTER: What Sylvia and I
5 are doing is taking your comments. As the Hearing
6 Officer, I am not really allowed to get into a dialogue
7 and answer a bunch of questions. That's what the Open
8 House is for. And we'll give you at least three
9 minutes to make your comments. We would like you to
10 state your name and spell it for us --

11 MS. WOMACK: Okay.

12 HEARING OFFICER KEISTER: -- and also give us
13 your street address.

14 MS. WOMACK: Okay.

15 HEARING OFFICER KEISTER: So, when you're
16 ready. I'm going to time you, but don't worry about
17 that. There's not a long line waiting.

18 MS. WOMACK: Okay.

19 HEARING OFFICER KEISTER: When you're ready.

20 MS. WOMACK: Okay, I'm ready.

21 My name is Hazel Womack. That's H-A-Z-E-L,
22 W-O-M-A-C-K. I reside at 1593 DePorres Drive in
23 Columbus, Ohio 43219.

24 I came out to the Open House this evening
25 because I was concerned about the -- frequently, we've

6.2

1 had situations where people around us, they have been
2 given compensation for the noise level of the aircraft
3 and our street is always avoided. It's always been
4 said that it doesn't come in the pathway. I don't know
5 how much more noise the other people have because we
6 not only see it, we hear it constantly.

3.1

7 Sometimes you worry whether or not the planes
8 are coming into the house, they can be that noisy, and
9 I was concerned as to what the Open House was for, if
10 it was just to educate us that there was going to be a
11 new runway around us and that we were still excluded,
12 or if it was actually to come in and ask for our input
13 as to why we felt that we should be included in the
14 contour lines of eligibility for trying to insulate
15 against some of the noise. So, that was what I came in
16 to say.

1.8

17 HEARING OFFICER KEISTER: I appreciate that.

3.3

18 MS. WOMACK: I think that we need to be
19 reassessed. I spoke to a couple of the gentlemen in
20 the other room and their explanation was that they had
21 used software, pretty much, in determining noise level
22 and as to how far we extend for different streets. And
23 I feel that they should also come out to do it because
24 the aircraft is in the air. It may have been initially
25 based off of new aircraft, which is just like a new

3.3

3.4

1 car; it's not going to have as much noise level on it,
 2 and I think that they need to reevaluate it. There are
 3 a whole lot of old planes in the air and they need to
 4 reevaluate, physically come out and assess it, just
 5 like you would do a scientific experiment. And if it
 6 means doing it daily, taking a random selection of it
 7 for a month of it, then fine, but I'd appreciate that
 8 more than them just calculating it off of some
 9 software, okay?

10 Thank you.

11 HEARING OFFICER KEISTER: Thank you very
12 much.

13 (Ms. Womack leaves room.

14 - - -

15 HEARING OFFICER KEISTER: It is 8 o'clock on
16 June 11, so I am officially closing the Public Hearing
17 for the Port Columbus International Airport
18 Environmental Impact Statement.

19 - - -

20 Thereupon, at 8:00 p.m., on Wednesday, June
21 11, 2008, the hearing was concluded.

22 - - -

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25

PORT COLUMBUS INTERNATIONAL AIRPORT

ENVIRONMENTAL IMPACT STATEMENT

PUBLIC WORKSHOP/HEARING

WHITEHALL COMMUNITY PARK

402 NORTH HAMILTON ROAD

ACTIVITY CENTER

COLUMBUS, OHIO

JUNE 12, 2008

5:00 P.M.

- - -

BEFORE:

ROB ADAMS,
PUBLIC HEARING OFFICER

- - -

COURT REPORTER:

SYLVIA A. FRALEY,
REGISTERED DIPLOMATE REPORTER

- - -

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HEARING OFFICER ADAMS: My name is Rob Adams.
I am the Hearing Officer for the Port Columbus
Environmental Impact Statement Public Hearing. It is
June 12 at approximately 5 p.m. and we are opening the
hearing portion of the meeting.

- - -

HEARING OFFICER ADAMS: It's 7:30 p.m. We
are closing the hearing due to severe storms and power
outage in the facility.

- - -

Thereupon, at 7:30 p.m., on Thursday, June
12, 2008, the hearing was concluded.

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