APPENDIX A AGENCY SCOPING AND COORDINATION

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

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

Federal Aviation Administration	Federal Aviation Administration
ENVIRONMENTAL IMPACT STATEMENT	ENVIRONMENTAL IMPACT STATEMENT
FOR	FOR
REPLACEMENT RUNWAY AND TERMINAL PROJECT	REPLACEMENT RUNWAY AND TERMINAL PROJECT
АТ	AT
PORT COLUMBUS INTERNATIONAL AIRPORT	PORT COLUMBUS INTERNATIONAL AIRPORT
PRE-AGENCY MEETING - US ARMY CORPS OF ENGINEERS	PRE-AGENCY MEETING - US ARMY CORPS OF ENGINEERS
AGENDA	AGENDA
APRIL 27, 2006	APRIL 27, 2006
Introductions	
Project Background	V. Next Steps/Project Schedule (continued)
Project Description	Two public scoping meetings:
 Construction of a replacement runway, 10,113 feet in length, approximately 700 feet south of existing runway 10R/28L. Proposed terminal development Construction of additional taxiways to support replacement runway NAVAIDs Associated roadway relocations and construction Parking Improvements (including surface lots and parking garage) 	May 31, 2006 5:00 p.m. to 8:00 p.m. Holiday Inn 750 Stelzer Road Columbus, OH 43219
Potential Impacts to Streams & Wetlands	June 1, 2006 5:00 p.m. to 8:00 p.m. Ramada Inn
Next Steps/Project Schedule	4001 cast broad Street Columbus, Ohio 43213
 Notice of Intent (NOI) to be Published by FAA May 5, 2006 Agency scoping meeting: 	
May 31, 2006 10:00 a.m. ~ 1:00 p.m. Emergency Operations Center Port Columbus International Airport, 4600 International Gateway Columbus, OH 43219	

DESCRIPTION OF POTENTIALLY IMPACTED WETLANDS

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

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

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

Wetland 36 is an unvegetated drainage ditch south of Runway 10R/28L which originates and discharges into an underground pipe. It has an average width of 8,5 feet and a length of 590 feet and would likely be classified as riverine, intermittent streambeds with a mud substrate. Wetlands 39A and 36C are water hazards that are located on the Airport Golf Course to the east of the airport. They are classified as palustrine, excavated, unconsolidated bottom systems with an intermittently exposed hydrologic regime. These areas are generally un-vegetated and appear to be hydrologically isolated from Big Walnut Creek. Impacts to this group of wetlands would also depend on the placement of navigation equipment.

	Federal Aviation Administration	Federal Aviation Administration
	ENVIRONMENTAL IMPACT STATEMENT	ENVIRONMENTAL IMPACT STATEMENT
	FOR	FOR
	REPLACEMENT RUNWAY AND TERMINAL PROJECT	REPLACEMENT RUNWAY AND TERMINAL PROJECT
	АТ	
	PORT COLUMBUS INTERNATIONAL AIRPORT	PORT COLUMBUS INTERNATIONAL AIRPORT
	PRE-AGENCY MEETING - US ARMY CORPS OF ENGINEERS	PRE-AGENCY MEETING - US ARMY CORPS OF ENGINEERS
	MINUTES	MINUTES
	APRIL 27, 2006	APRIL 27, 2006
н	 Introductions – Ms. Katy Jones (FAA) and Mr. Rob Adams (Landrum & Brown) met with Ms. Kim Courts-Brown of the US Army Corps of Engineers to discuss the EIS at 	V. Next Steps/Project Schedule
	Port Columbus International Airport,	 Ms. Jones and Mr. Adams summarized the overall schedule for Ms. Courts- Brown, highlighting the agency scoping meeting May 31, 2006.
Ħ	 Project Background - Ms. Jones and Mr. Adams summarized the issues that initiated the proposed project and answered Ms. Courts-Brown's questions related to the need for the project. 	 Ms, Courts-Brown indicated that she would be in attendance at the meet

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

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

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Agency Pre-Scoping Meeting Ohio EPA April 28, 2006

	Federal Aviation Administration	Federal Aviation Administration
	ENVIRONMENTAL IMPACT STATEMENT	ENVIRONMENTAL IMPACT STATEMENT
	FOR	FOR
Ľ	REPLACEMENT RUNWAY AND TERMINAL PROJECT	REPLACEMENT RUNWAY AND TERMINAL PROJECT
	АТ	АТ
	PORT COLUMBUS INTERNATIONAL AIRPORT	PORT COLUMBUS INTERNATIONAL AIRPORT
	PRE-AGENCY MEETING - OHIO EPA	PRE-AGENCY MEETING - OHIO EPA
	AGENDA	AGENDA
	APRIL 28, 2006	APRIL 28, 2006
	Introductions	
н.	Project Background	V. Next Steps/Project Schedule (continued)
HI.	Project Description	Two public scoping meetings:
	 Construction of a replacement runway, 10, 113 feet in length, approximately 700 feet south of existing runway 10R/28L Proposed terminal development Construction of additional taxiways to support replacement runway NAVAIDS Associated roadway relocations and construction 	May 31, 2006 5:00 p.m. to 8:00 p.m. Holiday Inn 750 Stelzer Road Columbus, OH 43219
	 rarking improvements (including surface lots and parking garage) 	June 1, 2006
IV.	Potential Environmental Impacts	5:00 p.m. to 8:00 p.m. Ramada Inn 4801 East Broad Street Columbus. DH 43313
`	Next Steps/Project Schedule	
	 Notice of Intent (NOI) to be Published by FAA May 5, 2006 Agency scoping meeting: 	
	May 31, 2006 10:00 a.m. – 1:00 p.m. Emergency Operations Center Port Columbus International Airport, 4600 International Gateway Columbus, OH 42319	·

	Federal Aviation Administration	Federal Aviation Administration
	ENVIRONMENTAL IMPACT STATEMENT	ENVIRONMENTAL IMPACT STATEMENT
	FOR	FOR
	REPLACEMENT RUNWAY AND TERMINAL PROJECT	REPLACEMENT RUNWAY AND TERMINAL PROJECT
	AT PORT COLUMBUS INTERNATIONAL AIRPORT	PORT COLUMBUS INTERNATIONAL AIRPORT
-	PRE-AGENCY MEETING - OHIO EPA (WATER RESOURCES)	PRE-AGENCY MEETING – OHIO EPA (WATER RESOURCES)
	MINUTES	MINUTES
	APRIL 28, 2006	APRIL 28, 2006
н	 Introductions – Ms. Katy Jones (FAA) and Mr. Rob Adams (Landrum & Brown) met with Mr. Randy Bournique and Mr. Michael Galloway of the Ohio EPA to discuss the EIS at Port Columbus International Airport. 	 Mr. Galloway recommended that their website has good information related to the 401 process as well as stormwater permitting and studies recently completed on Big Walnut Creek.
.11	Project Background -	V. Next Steps/Project Schedule
	 Ms. Jones and Mr. Adams summarized the issues that initiated the proposed project and answered their questions related to the need for the project. 	 Ms. Jones and Mr. Adams summarized the overall schedule for Mr. Bournique and Galloway, highlighting the agency scoping meeting May 31, 2006.
III,	Project Description	
	 The proposed project was described to Mr. Bournique and Mr. Galloway. They had questions regarding the potential for impacts to wetlands and on-airport stormwater control. Mr. Galloway suggested that any way to improve the collection and storage of deicing fluids through this project would be beneficial. 	
	 Potential Impacts to Streams & Wetlands Ms. Jones and Mr. Adams highlighted the potential wetland impacts from the proposed project. They were familiar with the wetlands located on the airport. Mr. Bounique described the Ohio EPA's revised procedures for processing 401 permits. 	
	 The Ohio EPA has 180 days to act on a <i>complete</i> application (Ohio revised Code 6111.30) The definition of a <i>complete</i> application is included in this code and on the website. 	

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

Federal Aviation Administration	Federal Aviation Administration
ENVIRONMENTAL IMPACT STATEMENT	ENVIRONMENTAL IMPACT STATEMENT
FOR	FOR
REPLACEMENT RUNWAY AND TERMINAL PROJECT	REPLACEMENT RUNWAY AND TERMINAL PROJECT
AT	АТ
PORT COLUMBUS INTERNATIONAL AIRPORT	PORT COLUMBUS INTERNATIONAL AIRPORT
PRE-AGENCY MEETING - OHIO EPA (AIR QUALITY)	PRE-AGENCY MEETING - OHIO EPA (AIR QUALITY)
AGENDA	AGENDA
MAY 2, 2006	MAY 2, 2006
Introductions	
Project Background	V. Next Steps/Project Schedule (continued)
Project Description	Two public scoping meetings:
 Construction of a replacement runway, 10,113 feet in length, approximately 700 feet south of existing runway 10R/28L Proposed terminal development Construction of additional taxiways to support replacement runway NAVAIDS Associated roadway relocations and construction Parking improvements (including surface lots and parking garage) 	May 31, 2006 5:00 p.m. 0 8:00 p.m. Holiday Inn 750 Stelzer Road Columbus, OH 43219
Potential Environmental Impacts	June 1, 2006 5:00 p.m. to 8:00 p.m. Ramada Inn 4801 East Broad Street
Next Steps/Project Schedule	Columbus, OH 43213
 Notice of Intent (NOI) to be Published by FAA May 5, 2006 Agency scoping meeting: 	
May 31, 2006 10:00 a.m 1:00 p.m. Emergency Operations Center Port Columbus International Airport, 4600 International Gateway Columbus, 04 43219	

Federal Aviation Administration ENVIRONMENTAL IMPACT STATEMENT FOR FOR REPLACEMENT RUNWAY AND TERMINAL PROJECT AT PORT COLUMBUS INTERNATIONAL AIRPORT PRE-AGENCY MEETING - OHIO EPA DIVISION OF AIR POLLUTION CONTROL MINUTES MAY 2, 2006	Federal Aviation Administration ENVIRONMENTAL IMPACT STATEMENT FOR REPLACEMENT RUNWAY AND TERMINAL PROJECT AT PORT COLUMBUS INTERNATIONAL AIRPORT PRE-AGENCY MEETING - OHIO EPA DIVISION OF AIR POLLUTION CONTROL MINUTES MAV 2, 2006
 Introductions - Ms. Katy Jones (FAA), Mr. Rob Adams (Landrum & Brown, Senior Project Manager), and Ms. Virginia Raps (Landrum & Brown, Air Quality Manager), and Ms. Virginia Raps (Landrum & Brown, Air Quality Manager), met with Mr. William Spires and Ms. Sam MacDonald of the Ohio Environmental Protection Agency (OEPA) Division of Air Pollution Control (DAPC) to discuss the air quality assessment planned for the EIS at Port Columbus International Airport (CNH). Project Background and Description - Mr. Adams summarized the issues that initiated the proposed project and answered DAPC's questions related to the need and location of the project. Mr. Adams summarized the issues that initiated the proposed project. Mr. Raps explained the basic elements of an airport air quality assessment, emphasizing the possible impacts to air quality as a result of the CMH proposed project. Mr. Spires identified the year 2008 as the emissions budget year for ozone attainment in Franklin County, which would include estimates of the precursor pollutants nitrogen oxides (No.¹) and volatile organic compounds (VCGs). Mr. Spires identified the year 2009 as the emissions budget year for ozone pollutants nitrogen oxides (NO.¹) and volatile organic compounds (VCCs). Mr. Spires identified the year 2009 as the emissions budget year for precursor pollutants nitrogen scies (NO.¹) and volatile organic compounds (VCCs). Mr. Spires identified the year 2009 as the emissions budget year for brown for the procursor pollutants NO.¹, volation (SO.¹). 	 Mr. Spires and Ms. MacDonald identified the "chain of command" for authority for the DAPC as Region V (Patricia Morris), Ohio EPA director, Joe Koncelik, DAPC chief, Bob Hodanosi, and the State Implementation Planning (SIP) department, Bill Spires. Mr. Spires and Ms. MacDonald identified the Web site where the Ohio SIP may be found, http://www.epa.state.oh.us/dapc/regs/. Mr. Steps/Project Schedule - Mr. Adams summarized the overall scoping schedule for the EIS indicating the agency scoping meeting will be held on May 31, 2006, following by two public scoping meetings, one on May 31, 2006, more on June 1, 2006, where the time and place were printed on the meeting agenda.

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

Federal Aviation Administration	Federal Aviation Administration
ENVIRONMENTAL IMPACT STATEMENT	ENVIRONMENTAL IMPACT STATEMENT
FOR	FOR
REPLACEMENT RUNWAY AND TERMINAL PROJECT	REPLACEMENT RUNWAY AND TERMINAL PROJECT
AT PORT COLUMBUS INTERNATIONAL AIRPORT	AT PORT COLUMBUS INTERNATIONAL AIRPORT
PRE-AGENCY MEETING - US EPA	PRE-AGENCY MEETING - US EPA
AGENDA May 17 Jong	AGENDA
MAY 12, 2006	MAY 12, 2006
Introductions	
Project Background	V. Next Steps/Project Schedule (continued)
Project Description	Two public scoping meetings:
Construction of a replacement runway, 10,113 feet in length, approximately 700 feet south of existing runway 10R/28L Proposed terminal development Construction of additional taxiways to support replacement runway NAVAIDs Associated roadway relocations and construction Parking improvements (including surface lots and parking garage)	May 31, 2006 5:00 p.m. to 8:00 p.m. Holiday Inn 750 Stelzer Road Columbus, OH 43219 June 1, 2006
Potential Environmental Impacts	5:00 p.m. to 8:00 p.m. Ramada Inn 4801 East Broad Street
Next Steps/Project Schedule	Columbus, OH 43213
Notice of Intent (NOI) to be Published by FAA May 5, 2006 Agency scoping meeting:	
May 31, 2006 10:00 a.m. – 1:00 p.m. Emergency Operations Center Port Columbus International Airport, 4600 International Gateway Columbus, OH 43219	

Agency Scoping Meeting May 31, 2006

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

[4910-13] DEPARTMENT OF TRANSPORTATION Federal Aviation Administration

Notice of Intent To Prepare an Environmental Impact Statement; Port Columbus International Airport, Columbus, OH AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Notice of Intent; Notice of Scoping Meetings.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this Notice of Intent to announce publicly that an Environmental Impact Statement (EIS) will be prepared and considered for the proposed construction of a replacement runway, proposed terminal development, ancillary development, and air traffic procedures developed in the Part 150 Study for the replacement runway. Associated improvements involved with the proposed project are described below. FOR FURTHER INFORMATION CONTACT: Ms. Katherine S. Jones, Federal Aviation Administration, Detroit Airports District Office, 11677 South Wayne Road, Suite 107, Ronulus, Michigan 48174, (734) 229-2958. Project Website: www.airportsites.net/OMH-ELS SUPPLEMENTAL INFORMATION: This notice announces that the FAA, in cooperation with the Columbus Regional Airport Authority (GRAA), will prepare an EIS for a proposed project to replace Runway 108/28L at the Fort Columbus International Airport, approximately 700 feet south of the existing Runway 108/28L; new terminal facilities in the midfield area: ancillary facilities in support of the replacement runway and midfield terminal; and mose abatement air traffic procedures developed for the replacement tunway.

The replacement runway would be 10,113 feet long. This length would maintain the airport's ability to accommodate current and projected airport operations. Existing Runway 10R/28L would be decommissioned as a runway and converted into a taxiway upon commissioning of the replacement runway. I addition, a south taxiway and north parallel taxiways to proposed Runway 10R/28L would be constructed. To meet future aircraft parking and passenger processing requirements, new midfeld terminal facilities are needed. The IIS will assess a development envelope that is defined as an area large enugh to encompass Phase I and II of the CRAA terminal development program. The number of gates, approximate square footage, approximate curb frontage, and the number of passengers that the terminal would accommodate will be discussed throughout the process.

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

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

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

Scoping: To ensure that the full range of issues related to the proposed project is addressed and that all significant issues are identified, comments and suggestions are invited from all interested parties: Public and agency scoping meetings will be conducted to identify any significant issues associated with the proposed project. An agency scoping meeting for all Federal, state, and local environmental regulatory agencies will be held on May 31, 2006. This meeting will take place at 10 a.m. in the Emergency Operations Center at the Port Columbus International Airport, 4600 International Gateway, Columbus, Ohio 43219. Two public scoping meetings for the general public will be held on the evenings of May 31, 2006 and June 1, 2006. The meetings will be conducted at two locations, one at the Holiday Inn, 750 Stelzer Road, Columbus, OH 43219 and the other at the Ramada Inn, 4801 East Broad Street, Columbus, Ohio 43213. Both meetings will be held between 5 p.m. and 8 p.m.

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

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

Issued in Romulus, Michigan, April 21, 2006

Irene R. Forter, Manager Detroit Airports District Office FAA, Groat Lakes Region

THE COLUMBUS DISPATCH PROOF OF PUBLICATION

STATE OF OHIO, FRANKLIN COUNTY, SS;

Classified Training Supervisor Kris Allbright

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

May 4,5,6, 2006

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

ANUL -

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

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NOTARY PUBLIC - STATE OF OHIO



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

Vanager, Detrait Airports District Lakes Region.

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Scoping: To resure that the full arrange of latest static scopers, to resure that the full arrange of latest static performance income the second scope of latest static second scopers, product arrange and arrange arrange second scopers, product arrange a The relationship of the second set of 111 feet large relations. The relationship of the second set of 111 feet large relations. Existing Reveals 19843; would be adcorminationed and the second set of the second set of 111 feet large relationship of the set of the second set of the second set of the second set of the set of the second set of the second set of the second set of the set of the second set of the second set of the second set of the set of the second set of the second set of the set of the second set of the second set of the set of the second set of the set of the second set of the set of the second set of the set of the second set of the second set of the second set of the second set of the set of the second set of the second set of the second set of the set of the DEPARTNER/TO FRANSPORTATION Frageschild Ander Anderstration Frageschild Ander Anderstration Environmentation and an anternation Environmentation and an anternation Addition and an anternation and anternation additional and an anternation additional ante

US Deportment of Transportation Federal Aviation Administration	Detroit Airports District Office Metro Airport Center 11677 South Wayne Road, Ste. 107 Romulus, MI 48174	The FAA would appreciate your assistance in forwarding copies of this information to the appropriate staff within your organization. If you are unable to attend the scoping meeting, we encourage you to submit written comments and recommendations by July 1, 2006 , directly to the FAA at the following address:
May 5, 2006		Ms. Katherine S. Jones Federal Aviation Administration Detroit Airports District Office
<pre></pre>		11677 South Wayne Road Suite 107
<pre><doing second="" second<="" th="" the=""><th></th><th>Romulus, Michigan 48174 Email: CMHEIS@faa.gov</th></doing></pre>		Romulus, Michigan 48174 Email: CMHEIS@faa.gov
 Audressz> <city>, <state> <zip></zip></state></city> 		Project website: www.airportsites.net/cmh-eis
Re: Port Columbus International Airport Environmental Impact Statement		Please do not hesitate to contact me if you have any questions regarding the EIS scoping process (734) 229-2958.
Dear <name>:</name>		Sincerely,
The Federal Aviation Administration (FAA) intends to Environmental Impact Statement (EIS) to study environmental	(FAA) intends to prepare an o study environmental and related	Katherine Dones-
impacts expected for the proposed replacement of Runway 10R/28L and terminal development at the Port Columbus International Airport. With this letter, the FAA formally invites your agency to participate in an agency scoping meeting to be held May 31 , 2006, between 10:00 a.m. and 1:00 p.m. in the Emeratory Obserations Center at the Port Columbus International	ent of Runway 10R/28L and ternational Airport. With this to participate in an agency tween 10:00 a.m. and 1:00	Katherine S. Jones Community Planner
Airport, Columbus, Ohio. The Emergency Operations Center is located on the third level of the airport terminal. It can be accessed by an elevator located adjacent to the food court on the departures level, near the Concourse B security checkpoint. There is ample parking in the garage next to the terminal and please bring your parking ticket to the meeting for validation .	termination of the second of t	Enclosure
The EIS will include the evaluation of a no-action alternative and other reasonable alternatives that may be identified during the agency and public scoping meetings. At this meeting we will present a summary of the proposed Scope of Work for the EIS and the anticipated schedule for completion of the EIS. Enclosed for your review prior to this meeting is the Agenda.	action alternative and other during the agency and public present a summary of the the anticipated schedule for w prior to this meeting is the	

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

Federal Aviation Administration AGENCY SCOPING MEETING

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

AGENDA

Welcome:

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

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

* * * * *

AGENCY CONTACT:

Ms. Katherine S. Jones Federal Aviation Administration Detroit Airports District Office 11677 South Wayne Road,Suite 107 Romulus, Michigan 48174 Telepione: (734) 229-2958 Email: CMHEIS@faa.gov Project website: <u>www.airportsites.net/cmh-eis</u> CMH Agency Scoping Mailing List 05-05-06

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

Q 002/002



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY 77 WEST JACKSON BOULEVARD CHICAGO, IL 60604-3500

MAY 2.6 2006

REPLY TO THE ATTENTION OF

B-19J

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

Dcar Ms. Jones:

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

We understand that an Environmental Impact Statement will be prepared to study the proposed replacement of Runway 10R/28L and terminal developments at the airport. The NEPA implementation Section will have a representative at the May 31^{41} meeting. We intend to forward scoping comments on this project by the July 1, 2006 deadline.

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

Sincerely yours, 312-886-2910.

Res. . R

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

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MAY-26-2005 16:12 FROM:US EPA REGION 5 312 353 5374 10:17342292950 P.2/2

FEDERAL AVIATION ADMINISTRATION ENVIRONMENTAL IMPACT STATEMENT AGENCY SCOPING MEETING PORT COLUMBUS INTERNATIONAL AIRPORT May 31, 2006 10 A.M. – 1 P.M. SIGN-IN FORM			
(PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)	
Brian Mitch	OOUR - 2045 Morse Road Columbus (Thio	(614) 265-6344	
Sherry KAmke	U.S. EPA Region 5 TT W. Jackson Chirago, PL 60604 HUD 200 N. HILL ST.	312-353-5794	
ROSS CARLSON	COLUMBUS, OH 43215	614 - ASSor 449-5737, × 8252	
Sarah Potter	11279 Cornell PK Dr. Cincinnati, DH 45242	513 530 1271	
Katherine Jones	FAA, 11677 S. wayne Rd #107 . Romulus MI 48174	734 229 2958	
Irene R Porter	FAA 11677 5 Wayne Rd Ste 107 Pomulus, MI 48174	(734) 229 - 2900	
Virginia L. Raps	11279 Cornell Pack Dr. Cinanuch Ott	513-530-1238	
Mark Perryman	11219 Cornell But Dr Cincinneti ott 45242	513-530-1235	

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	FEDERAL AVIATION ADMINISTRATION ENVIRONMENTAL IMPACT STATEMENT AGENCY SCOPING MEETING	
	PORT COLUMBUS INTERNATIONAL AIRPORT May 31, 2006 10 A.M. – 1 P.M. SIGN-IN FORM	
NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Greg Poston	Pirport Golf Cource 900 N. Hamilton Rd.	(G14) 645-3127
Rocer PYDER	200 N. High Street RM 328 Columbus, of 43215	(614)280-6849
Chris Gawronski John Lenjel	MORPC' 285 E. Main St., Col's 43205	614-233-4166
John Lergel	651 - 380 N, Fort St Likess Glander, OH 43215	614-221-067F

	FEDERAL AVIATION ADMINISTRATION		
ENVIRONMENTAL IMPACT STATEMENT AGENCY SCOPING MEETING PORT COLUMBUS INTERNATIONAL AIRPORT May 31, 2006 10 A.M. – 1 P.M. SIGN-IN FORM			
NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)	
Dave Clawson	CRAA	C14-239-5059	
TIM ARENDT DAVE WALL	GRESHAM SMITH - PARTNERS	614 721 0678	
DAVE WALL	CRAA	614-239-4063	

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	FEDERAL AVIATION ADMINISTRATION ENVIRONMENTAL IMPACT STATEMENT AGENCY SCOPING MEETING RT COLUMBUS INTERNATIONAL AIRPORT May 31, 2006 10 A.M. – 1 P.M. SIGN-IN FORM	
(PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Angela Newland Stacey Heaton	Cols. Regional Airport Anthority	614-239-4011
Stacey Heaton		614-239-4011 614-239-3175

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	PORT COLUI ENVIRONME	PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT DISCUSSION OUTLINE
		I. HISTORY, BACKGROUND, AND PURPOSE AND NEED
PORT COLUMBUS INTERNATIONAL AIRPORT	Propose	<u>Proposed Replacement Runway and Terminal Expansion at</u> <u>CMH</u>
	WHERE DI	WHERE DID THIS ALL BEGIN?
ENVIRONMENTAL IMPACT STATEMENT	1958	Existing Terminal at Port Columbus International Airport opened.
	1989	The South Concourse (Concourse A) opened.
	1995	The North Concourse (Concourse C) opened and was extended in 2002.
Agency Scoping Meeting Discussion Outline	2000	The Columbus Regional Airport Authority (CRAA) completed an Airport Master Plan Update (AMPU), recommends the need for a new midfield terminal, based on the forecast of passengers.
	<u>WHAT'S HAPPENED?</u>	<u>APPENED?</u>
May 31, 2006 10:00 a.m. – 1:00 p.m.	2001	CRAA initiates terminal study in response to continued passenger growth and revised security requirements that were instituted after September 11, 2001.
Emergency Operations Center	2003	Peer Review recommends shifting Runway 10R/28L south to obtain a larger envelope for terminal development.
Port Columbus International Airport Columbus, Ohio	2003	CRAA Board accepted recommendation and initiated Airfield Planning and Environmental Overview studies to analyze the concept further.
	2003	CRAA defers full rehabilitation of Runway 10R/28L in anticipation of relocation project.
	2005	Airfield Planning Study recommended Runway 10R/28L be relocated at least 700 feet south of existing Runway 10R/28L.
	2005	Environmental Overview Study analyzed potential environmental impacts and recommended that an Environmental Impact Statement (EIS) be prepared due to the likelihood of significant noise impacts.
	Landrum & Brown Team May 2006	n Team Page 1

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	ENVIRONMENTAL IMPACT STATEMENT	AGENCY SCOPING DISCUSSION OUTLINE	PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	AGENCY SCOPING DISCUSSION OUTLINE
<u>WHAT'S HAPPENING NOW?</u>	ENING NOW?		THE NEED TO PROVIDE LONG-TERM AIRFIELD CAPACITY, DELAY REDUCTION DURING PEAK OPERATING PERIODS, AND AIRFIELD FERICIENICY	REDUCTION DURING PEAN
December 2005	CRAA provides definition of Proposed Project and airport objectives to Federal Aviation Administration (FAA).	ed Project and airport inistration (FAA).	The primary factors that dictate a runway system's ability to accommodate overall levels of traffic or peak hour traffic include the booth of the model.	o accommodate overal
May 2006	FAA issues Notice of Intent to Prepare an EIS for the CRAA Proposed Project.	vare an EIS for the CRAA	orientation and separation of the runways, the navigational instrumentation on each runway end, and the remainder of the airfield infrastructure (taxiways, hold pads. etc.).	or the runways, the nal instrumentation or ructure (taxiways, hold
May/June 2006	FAA conducts Agency and Public Scoping Meetings for EIS.	coping Meetings for EIS.	The CRAA has identified that relocating Runway 10R/28L would provide a larger terminal development environce and used in terminal deve	would provide a larger
Preliminary Un	Preliminary Understanding of Purpose and Need	eed	A study determined that a runway with a minimum length of 10,100 feet, relocated to the south of existing Runway 10R/28L by at least 700 feet, with the canability of	Tod operating capacity. 10,100 feet, relocated t. with the capability of
Port Columbus Int centrally located in most of central OH facilities conducted which could affect the future.	Port Columbus International Airport (CMH) is an essential transportation resource, centrally located in Ohio, and serves as the primary air transportation facility for most of central Ohio. As a result of the evaluation of the airport operations and facilities conducted over the last five years, three major issues were identified which could affect the ability of the airport to maintain its critical airport function in the future.	intial transportation resource, air transportation facility for of the airport operations and major issues were identified its critical airport function in	obtaining Category II approaches, and other supporting airfield improvements would be necessary to maintain and in some cases would enhance the ability of the airport to accommodate long-term and peak period aviation demand. Due to the condition of the proposed runway site, the Sponsors Proposed Project (defined in Section IV) is 702 feet south of existing Runway 10R/28L and is a length of 10,113 feet. In order to obtain Category II approaches on Runway 10R/28L, additional navigational aides would be required.	airfield improvements of airfield improvements hance the ability of the i demand. Due to the sed Project (defined in d is a length of 10,113 d is a length of 10,113 ay 10R/28L, additional
Through careful e International Airpo	Through careful evaluation of airport operations and facilities at Port Columbus International Airport (CMH), three primary needs have been identified:	d facilities at Port Columbus been identified:	THE NEED TO PROVIDE SUFFICIENT TERMINAL CAPACITY TO ACCOMMODATE PROJECTED PASSENGER LEVELS	CCOMMODATE PROJECTED
THE NEED TO REHABIL	<u>THE NEED TO REHABILITATE RUNWAY 10R/28L</u>		The most recent passenger forecasts for CMH predict continued steady arouth in	nied steady growth in
The CRAA initiated pavement evalu 2000. Based on visual inspectio engineering evaluations, the studi serviceability of the runway. Some need of full depth/structural repair.	The CRAA initiated pavement evaluation and design studies for Runway 10R/28L in 2000. Based on visual inspection of the pavement condition and associated engineering evaluations, the studies provided recommendations to improve the serviceability of the runway. Some areas of the runway were determined to be in need of full depth/structural repair.	udies for Runway 10R/28L in nt condition and associated mendations to improve the iay were determined to be in	terms of passengers and operations for the next 20 years. The CRAA studied a number of possibilities for meeting this demand. An analysis of the existing terminal facilities at CMH found that it can not efficiently accommodate future passenger demand beyond five million annual enplaned passengers (5 MAEP). The limitations of the existing terminal include the lack of necessary baggage make up areas, the lack of ademute terminal enclude the lack of necessary baggage make up	The CRAA studied a alysis of the existing accommodate future engers (5 MAEP). The ary baggage make up
The CRAA examine build a replaceme lengthy closure tirr (10L/28R), a capac	The CRAA examined two options: rebuild Runway 10R/28L at the same location or build a replacement runway. Reconstruction of Runway 10R/28L will involve a lengthy closure time in which the airport would have to operate with one runway (10L/28R), a capacity constrained and high noise impact situation. At the and of	/28L at the same location or way 10R/28L will involve a to operate with one runway act situation. At the end of	aircraft gates for meet uponter space up provue security screening, and a lack of aircraft gates for meet upon-term demand. Current forecasts indicate that with continued steady growth, CMH will exceed 5 MAEP in 2018. Therefore, in order to meet the projected long-term passenger demand, the development of a new terminal facility will be required.	sening, and a lack of sts indicate that with Therefore, in order to svelopment of a new
this construction pr airfield capacity and	this construction period, the airport will return to its current conditions in terms of airfield capacity and development envelope between the two runways.	urrent conditions in terms of e two runways.	Study of new terminal concepts found that with the current runway separation (2,800 feet), it is virtually impossible to develop a terminal large enough to meet	nt runway separation large enough to meet
The CRAA, recogni alternatively to mo overlay with less overlay with more airfield. Furthermo would allow the airf	The CRAA, recognizing the possibility of the relocation of this runway, decided alternatively to move forward with a short-term runway overlay project (thinner overlay with less asphalt) and to defer larger pavement investments (thicker overlay with more structural value) to a future, more optimum location on the alifield. Furthermore, construction of a replacement runway at a different location would allow the airfield to operate normally during the construction bendo.	ion of this runway, decided way overlay project (thinner ement investments (thicker re optimum location on the unway at a different location construction period.	with termin demand and accommodate the necessary roadways, parking, and other support functions. Another disadvantage of the development envelope that exists with the current runway separation is in addressing security concerns. The current site: (1) provides for limited standoff distance between auto parking and the terminal building frontage; and (2) requires the need to place the access roadway under the terminal.	/s, parking, and other t envelope that exists concerns. The current auto parking and the e the access roadway
			Therefore, in order to obtain the necessary development envelope to accommodate a terminal that will meet long-term demand, and allow for other support facility development, the relocation of one of the runways was recommended. Further	elope to accommodate other support facility commended. Further
Landrum & Brown Team May 2006		Page 2	Landrum & Brown Team	Page 3

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	AGENCY SCOPING DISCUSSION OUTLINE	PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	AGENCY SCOPING DISCUSSION OUTLINE
analysis of the feasibility of moving one of the runways, found that relocating Runway 10R/28L to the south was the best option for meeting this goal. In addition to the three primary needs, two secondary needs have been identified:	ays, found that relocating eting this goal. eds have been identified:	II. INTRODUCTION TO THE SCOPING PROCESS	TO THE SS
THE NEED TO PROVIDE SUFFICIENT ANCILLARY FACILITIES AND ROADWAY INFRASTRUCTURE TO SUPPORT THE PROJECTED INCREASE IN AIR TRANSPORTATION DEMAND Development of new terminal facilities at CMH will result in the need for the construction of additional auto parking and the relocation/construction of roadways within the terminal area. Maintaining the parking facilities within the terminal development envelope eliminates the need for remote parking and its associated additional property acquisition, as well as enhances baseander conversioned but	<u>MD</u> MD Soult in the need for the Aconstruction of roadways Activities within the terminal parking and its associated	The environmental documentation will be prepared to comply with the requirements of the National Environmental Policy Act on 1969 (NEPA) as implemented in FAA Order 1050.1E, <i>Environmental Impacts: Policies and Procedures</i> , and FAA Order 5050.4B, <i>National Environmental Policy Act (NEPA) Implementing Instructions for</i> <i>Airport Actions</i> .	comply with the requirements EPA) as implemented in FAA <i>Procedures</i> , and FAA Order <i>mplementing Instructions for</i>
allowing the parking to be near the terminal. Likewise, the roadway infrastructure providing access to the terminal area and parking will need to be relocated or newly constructed to support a new terminal.	the roadway infrastructure to be relocated or newly	Agency	and the second se
THE NEED TO INCORPORATE 14 CFR PART 150 NOISE ABATEMENT AND LAND USE MITTGATION RECOMMENDATIONS (IF NECESSARY) The proposed project may result in increased noise levels for communities adjacent to the airport. In response to that potential, the CRAA is concurrently undertaking a Part 150 Noise Compatibility Study Update to address noise and land use incompatibilities. Implementation of the noise abatement air traffic actions and associated land use mitigation wounder reduce and/or eliminate existing incompatible land use impacts and mercent new nonse have no even incompatible	VI AND LAND USE MITIGATION for communities adjacent s concurrently undertaking ress noise and land use ant air traffic actions and note existing incompatible	Organization Beneficial Constituent Constituent Beneficial Constituent Beneficial Constitue	Decision from the second
abatement air traffic actions and land use mitigation associated with the proposed project will be addressed in the ongoing CMH FAR Part 150 Study, as appropriate.	around ure anport. Noise ociated with the proposed) Study, as appropriate.	and the second sec	Activity of the second
		HERE	ntitation
Landrum & Brown Team May 2006	Page 4	Landrum & Brown Team May 2006	Page 5

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	AGENCY SCOPING DISCUSSION OUTLINE	PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT DISCUSSION OUTLINE
The scoping process is the initial step in the preparation of the EIS. The scoping process is "an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the process.	n of the EIS. The scoping the scope of issues to be	III. SUMMARY: EIS SCOPE OF SERVICES
Therefore, the scoping process will identify: • Range of actions (project, procedural changes)		The EIS Scope of Services will be performed by Landrum & Brown, Incorporated, and its sub-consultants (L&B Team) for the FAA as the lead Federal agency:
 Alternatives – those to be rigorously explored and may be eliminated 	d evaluated and those that	Landrum & Brown Incorporated (L&B) ASC Group Incorporated
Range of environmental impacts		• Aerofinity Incorporated • Gresham, Smith and Partners
The scoping process will determine the scope and significant issues to b in depth.	cant issues to be analyzed	AGENCY COORDINATION and COMMENT AT KEY PROJECT MILESTONES
Actions		Agency coordination will formally occur with the Federal, state, and local agencies at key milestones in the FIS morece.
 Dependent/Independent Cumulative 		Scope of Services for the EIS
Alternatives		Obtain agency comments on the overall proposed Scope of Services to assist in the development and references of trade
 No-Action Alternative Expansion of Airport Facilities 		Purpose and Need and Alternatives Analysis
 Alternative to Noise Abatement Procedures Transaction 		The Purpose and Need for the Proposed Project will be developed using planning
- Direct - Direct - Cumulation		input from, and coordination with, the FAA and the CRAA to identify current needs as well as those needs that would arise from forecasted activity levels during a reasonably foreseable timeframe identified for discussion in the Fre
		The Draft Purpose and Need statement(s) and the methodologies used will be presented to the agencies for review, discussion, and input. The Draft Durnose
The scoping process will identify and eliminate from detailed study the issues which are not significant or which have been covered by prior documentation.	led study the issues which ocumentation.	and Need statement(s) may be revised based on the outcome of coordination with the agencies.
The FAA issued a Notice of Intent (NOI) to prepare an Environment Statement in the Federal Register on May 1, 2006.	an Environmental Impact	A statement that expresses the purpose and need for improvements that may affect wetlands and other sensitive natural resources will also be developed. This statement will be haved off of the overall purposed and and a set of the
The FAA requests that all scoping comments be correspondence by July 1, 2006 to:	e formalized in written	for the review and concurrence of the U.S. Army Corps of Engineers and other water resources permitting agencies in accordance with the U.S. Army Corps of Engineers Hidtway Methodology, which are established streamining
Ms. Katherine S. Jones Federal Aviation Administration, Detroit Airports District Office 11677 South Wayne Road, Suite 107 Romulus, Michigan 48174		Multi-faceted environmental permitting and mitigation work for the CMH project will involve early, extensive coordination and interface with the following regulatory agencies: the U.S. Army Corps of Engineers (USACE), the U.S. Environmental Protection Agency (EPA), and the Ohio Environmental Protection Agency (OEPA).
Telephone: (734) 229-2958 Fax: (734) 229-2950 Email: CMHEIS@faa.gov		All environmental impacts and permitting issues will be obtained, integrated, and become part of the total permit package to be submitted by CRAA as part of the 404 permit process. This effort will require close coordination with the
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The range of reasonable and practical alternatives to fulfill the project Purpose and Need will be developed and presented to the agencies for review and comment. (The discussion of the range of alternatives is presented more fully in Section V. of this outline.) Results of Key Environmental Studies/Mitigation Agencies will be informed as to the findings of natural and cultural resources surveys, air quality and noise modeling methodologies and results. Any mitigation necessary for this project will be coordinated with the appropriate agencies to comply with Federal, state, and local regulations and to identify suitable mitigation strategies. Development of the Draft EIS , the data, analysis, findings, and mitigation recommendations will be presented to the agencies for review, comment, and input.	 IV. SPONSOR'S DRODECD PROJECT IV. SPONSOR'S IDENTIFIED GENERAL GOALS SPONSOR'S IDENTIFIED GENERAL GOALS CRAA seeks to continue to expand CMH's role as major domestic passenger air hub through enhanced passenger service, CRAA seeks to balance CMH in terms of airfield and terminal capacity, CRAA seeks to balance CMH in terms of airfield and terminal capacity, CRAA seeks to balance CMH in terms of airfield and terminal capacity, CRAA seeks to balance CMH in terms of airfield and terminal capacity, CRAA seeks to balance CMH in terms of airfield and terminal capacity, CRAA seeks to balance CMH in terms of airfield and terminal capacity, CRAA seeks to phase these projects in a way that will take advantage of available funding, while being flexible enough to accommodate growth that work occur sooner than forecasted, CRAA seeks to strengthen and enhance the city and regional tax base and employment by developing a highly desirable facility for airline and aircraft operators, and CRAA seeks to accomplish these goals in a manner that preserves the viability and character of its neighboring communities <i>x * * *</i> CRAS Seeks to accomplish these goals in a manner that preserves the viability and character of its neighboring communities <i>x * * *</i> Construction of a replacement runway, 10,113 feet long, located approximately 702 feet south of the existing Runway 10,828L Construction of a diditional taxiways to sunner the represervent runway.
	 Proposed terminal development (defined as a development area that will encompase Phase I and II of the CRAA terminal development program and the number of gates, approximate square footage of the structure, number of levels and if any are underground, approximate curb frontage, and the number of passengers that the terminal would accommodate) Necessary Navigational Aids (NAVAIDS) to obtain a CAT II approach reposed aviation-related development Proposed aviation and relocations of residences, businesses, and farms as necessary Property acquisition and relocation of residences, businesses, and farms as necessary Proposed Part 150 noise abatement actions to be implemented upon receipt of the Record of Approval

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

AGENCY SCOPING DISCUSSION OUTLINE

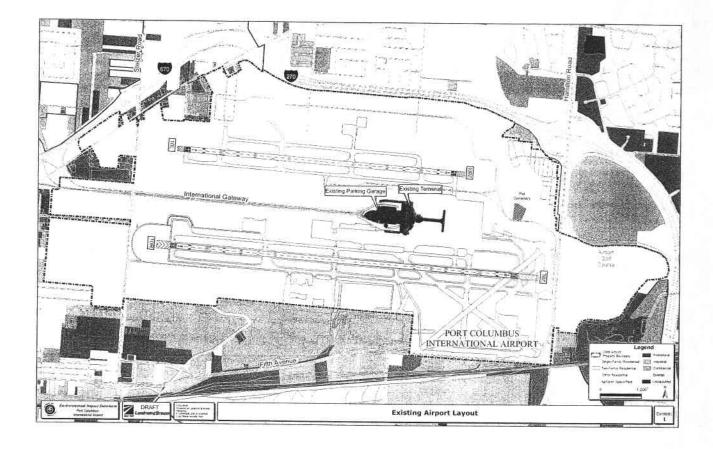
The existing airfield layout is depicted on **Exhibit 1**, *Existing Airport Layout*. The proposed relocated runway and terminal expansion proposed by CRAA is depicted on **Exhibit 2**, *Sponsor's Proposed Project*.

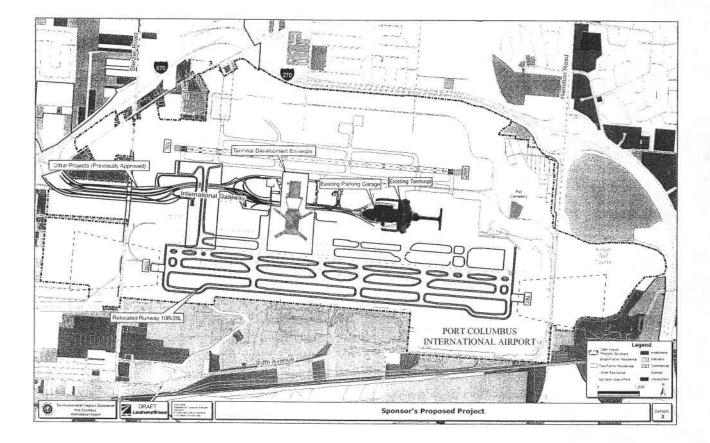
DEVELOPMENT OF STUDY AREA BOUNDARIES

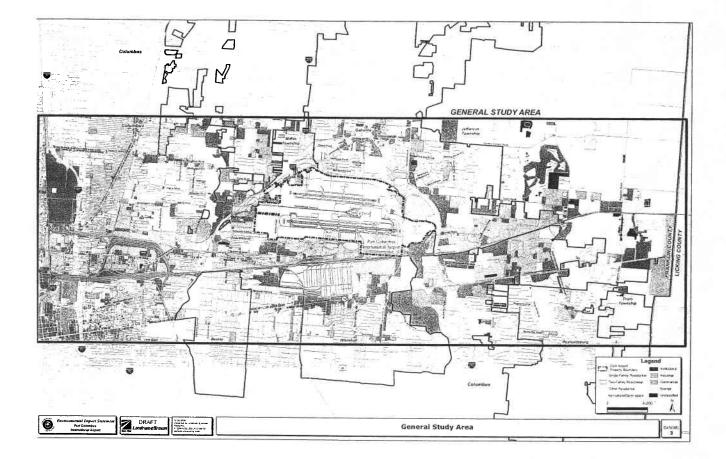
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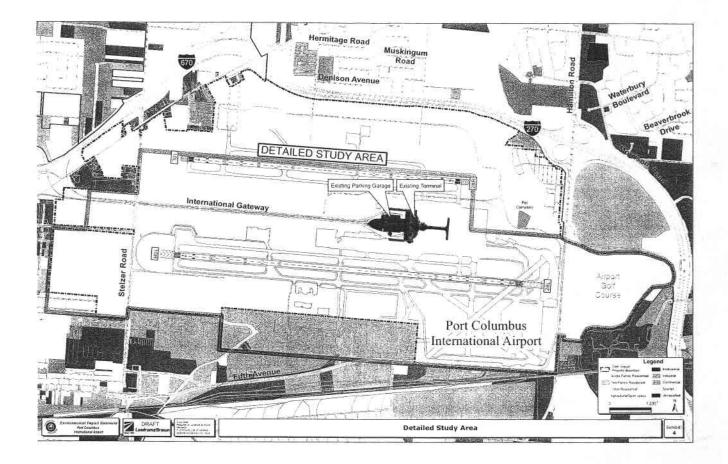
For the purposes of this EIS two study areas have been developed illustrating the alrport property and surrounding communities. Exhibits were created using digital mapping and Geographic Information System (GIS) and show these study areas with existing political jurisdictions, noise-sensitive land uses, compatible land uses, major and minor streets and roadways, and major physical, geographic, and natural features, along with selected place names, road names, and names of geographic features. The General Study Area (GSA), as shown on **Exhibit 3**, *General Study Area*, covers a broad area so that the potential impacts due to the Proposed Project and its alternatives can be adequately assessed, in particular for the assessment of potential noise impacts. The GSA was developed using a composite of previous airport noise contours (out to the 60 DNL) and current and anticipated aircraft flight paths. A substantial buffer area was then added to allow for any increase in the size of the future noise contour. The GSA Area boundary lines were squared off and follow roadways where available.

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









PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	AGENCY SCOPING DISCUSSION OUTLINE	PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT DISCUSSION OUTLINE
V. RANGE OF ALTERNATIVES	IATIVES	provides for a short-list of alternatives that will be carried forward in the analysis of Environmental Consequences. Those alternatives will include:
In addition to the Sponsor's Proposed Project, the EIS will evaluate comprehensive range of alternatives. This is necessary to ensure that oth alternatives that satisfy the project purpose and need, while having a le detrimental effect on the environment, have not been prematurely dismissed fructionsideration. The evaluation of these alternatives will be subject to three-phased approach:	the EIS will evaluate a essary to ensure that other need, while having a less n prematurely dismissed from tives will be subject to a	 2006 Baseline Condition Alternative 1: 2012 No-Action Alternative 2: 2012 Alternative Proposed Runway Alternative Air Traffic Option A: With the Part 150 Actions Air Traffic Option B: Without the Part 150 Actions
 Identify a comprehensive range of alternatives. Conduct a qualitative evaluation of all alternatives and define a short alternatives to be considered for further evaluation based on compliance with the project's purpose and need. 	s. Lives and define a short list of evaluation based on their td.	 Alternative 3: 2018 No-Action Alternative 4: 2018 Proposed Action Alternative Air Traffic Option A: With the Part 150 Actions Air Traffic Option B: Without the Part 150 Actions
 Perform detailed evaluation of the short listed alternatives to operational, financial, constructability, and environmental impacts. The comprehensive range of alternatives will consider: 	ted alternatives to consider vironmental impacts.	 Alternative 5: 2018 Proposed Runway Alternative with Expansion of Existing Terminal Air Traffic Option A: With the Part 150 Actions Air Traffic Option B: Without the Part 150 Actions
 No Action/No Build: This alternative would include maintaining the existing terminal area, runways, taxiways, operating procedures, and navigation aids. In addition to serving as an alternative for further consideration, the do nothing alternative also serves as a baseline for evaluating other alternatives. Reconfiguration of the airfield: Alternatives that would realign, extend, and or shorten existing runways and/or taxiways would be considered. 	uild: This alternative would include maintaining the area, runways, taxiways, operating procedures, and In addition to serving as an alternative for further do nothing alternative also serves as a baseline for ernatives.	Refinement of Alternatives: In preparation for detailed environmental evaluation, refinement of the alternatives may include preliminary engineering to establish longitudinal and transverse gradients, drainage features, and temporary construction areas/easements. This level of detail provides information on implementation and constructability, operational feasibility, and the feasibility and reality of obtaining and applying for environmental permits (i.e., local, state, Federal) for construction.
 Development of new runway and/or taxiway components also are considered to be a reconfiguration of the airfield. Operational procedure modifications: Operational changes may include, but are not limited to, preferential runway use, revision of aircraft taxi routes, and/or instituting new air traffic control (flight) procedures. Allocating demand to other nearby airports serving the region will also be assessed. 	nponents also are considered ational changes may include, ise, revision of aircraft taxi control (filght) procedures. ving the region will also be	 Preliminary Design of Airfield Components: This effort involves engineering studies to advance alternatives from the conceptual stage through preliminary engineering. This effort will be used to develop: Runway geometrics and horizontal and vertical alignments Runway and taxiway construction zone (extents of disturbance)
 Development of alternative airports: Other potential sites to develop a new or replacement airport to serve the Columbus Region will be considered. Technology: This will include an assessment of existing and emerging technologies that could affect aviation demand such as teleconferencing and video conferencing. 	Potential sites to develop a is Region will be considered. It of existing and emerging such as teleconferencing and	 Temporary construction easements Drainage facilities and easements and their impacts Necessary relocations on airport property Necessary property acquisitions and relocations
This comprehensive range of alternatives will be subjected to qualitative evaluation techniques that will serve to identify a short-list of alternatives to be considered for more detailed analysis. These evaluations will focus on the ability of the alternatives to satisfy the project's purpose and need. The Scope of Services	cted to qualitative evaluation matives to be considered for cus on the ability of the ed. The Scope of Services	 Other necessary relocations Impacts on airport operations during construction Constructability analysis Construction cost estimates of each alternatives
Landrum & Brown Team May 2006	Page 15	Landrum & Brown Team May 2006

 SESTIG ENVIRONMENTAL IMPACTS IFA Order 3050, I.F. Environmental Impacts: Paletas and Norder 500, Mark Name P. A. Order 3050, I.F. Environmental Impacts: Paletas and Solid mark Name P. Construction Standardy, Samp, Date, and Children's Environmental Health Solid constructions Standardy, Samp, Date, Samp, Date, and Children's Environmental Health Solid constructions Standardy, Samp, Date, Samp, Date, and Children's Environmental Health Solid constructions Standardy, Samp, Date, Samp, Date, Samp, Date, and Children's Environmental Environmental Activity and Constructions Standardy, Samp, Date, Samp, Date, Samp, Date, Samp, Date, and Children's Environmental Environmental Activity and Constructions Standardy, Samp, Date, S	PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	AGENCY SCOPING DISCUSSION OUTLINE	PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT DIS	AGENCY SCOPING DISCUSSION OUTLINE
th FAA Order 1050.15. Environmental Impacts: Policies and Razan Ab Order 5050.48, Natronal Environmental Impacts: Policies and Poliula Tructions for Alport Actions, the EIS shall consist of the following Society Research and CAS Findhards; SIP/TIP; Status Reservation Conformities and CAS Findhards SiP/TIP; Status Reservation and CAS Findhards and CAS F	SSESSING ENVIRONME	UTAI IMDACTS	HAZARDOUS AND WASTE MATERIALS	
 Tractions for Alryort Actions, the EIS shall consist of the following social status for Alryort Actions, the EIS shall consist of the following social status for the following social status fol	nce with FAA Order 1050.1E, Environme and FAA Order 5050.4B. <i>National Fourir</i>	intal Impacts: Policies and	Image: Image and the second	
NG Standards; StP/TP; Status Tent; Violation/ Severity/ Delay Tent; Tent;	ng Instructions for Airport Actions, the EIS	shall consist of the following	-	
AQ Standards; STP/TIP; Status ment; Violation/ Severty/ Delay re notation Conformites constration constration constration constration constration constrations co	AIR QUALITY		 Socioeconomic; Environmental Justice; and Children's Environment. Safety Risks 	Health and
refer to the findings and Determinations on sultation and CAA Findings and Determinations PATBLE LAND USES PATBLE REPORTED PATBLE REPORTED	National Ambient AQ Standards; SIP/TIP; Status Air Quality Assessment; Violation/ Severity/ Delav		 Secondary, Induced, and Infrastructure Light Emissions and Visual 	
ontation Conformities onsultation and CAA Findings and Determinations PTIBLE LAND USES PTIBLE PAIR PAIR PTIPLE PTIBLE PAIR PTIPLE PTIPLE PAIR PTIPLE PTIPLE PAIR PTIPLE PTIPLE PAIR PTIPLE PTIPLE PAIR PTIPLE PTIPLE PAIR PTIPLE PA	Modeling; Disclosure Conformity Rules		Energy Supply Sustainable Design & Development	
Partiele LAND USES Partiele LAND USES Page 17 Page 17	General and Transportation Conformities		Construction	
PATIBLE LAND USES Milty Access Restrictions onsistency with Local Planning TES/ RESOURCES al Preservation alogical, and Cultural Resources al Preservation alogical, and Cultural Resources befies/Resources befies/Resources befies/Resources advays Coastal Barriers and Coastal Zone Management] ers odvays and Habitat at hay 200 Page 17	Summary of NEPA and CAA Findings and Determinations			ise, Land Use,
ulity access Restrictions onsistency with Local Planning TES/ RESOURCES all Preservation cological, and Cultural Resources consistency Management] ES Coastal Barriers and Coastal Zone Management] ers Coastal Barriers and Coastal Zone Management] ers Marzeu May 200 May	NOISE AND COMPATIBLE LAND USES		() properties are considered to be key issues.	
TES' RESOURCES On Sistency with Local Planning Communities wo and Preservation and Preservation a	Airport Noise			reated by the
Rescardy win todar raining communication training TES RESOURCES communication todar raining TES RESOURCES communication todar to	Lenio-use compatibility Airport Noise and Access Restrictions Defermination of Concise weath anomina-		accordance	will address
al Preservation elogical, and Cultural Resources erties/Resources erties/Resources erection and Cultural Resources odways for and Coastal Zone Management) for Sources is and Habitat at the Habitat for Sources is and Habitat for Habitat	OPERTIES/ RESOURCES		communities would not be subject to disproportionately hi environmental effects	a low-income and adverse
erties/Resources ES Coastal Barriers and Coastal Zone Management] ers NATURAL RESOURCES v. and Habitat at t. May 2005 May 2005	Section 106 Historical Preservation Architectural, Archeological, and Cultural Resources			
dways coastal Barriers and Coastal Zone Management) ers • NATURAL RESOURCES •, and Habitat at •. Bage 17 Page 17	Section 303(c) Properties/Resources			
ddways Coastal Barriers and Coastal Zone Management] ers • NATURAL RESOURCES •, and Habitat at *, and Habitat *, and Habitat *, and Habitat	WATER RESOURCES			
NATURAL RESOURCES 5, and Habitat at Page 17 Page 17 Page 17 Page 17	Water quality Wetlands Floodplains and Floodways Coastal Resources [Coastal Barriers and Coastal Zone Me Wild and Scenic Rivers	lagement]		
t, and Habitat at Page 17 Page	L AND NATURAL RESOURCES			
Page 17 Page 1	Fish, Wildlife, Plants, and Habitat Essential Fish Habitat Farmlands			
Page 17 May 2006	Natural Resources	•	No. No. No. No.	
Page 17 Landrum & Brown Team May 2006				
	Landrum & Brown Team May 2006	Page 17	Landrum & Brown Team May 2006	Page 18

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PORT COLUMBUS INTERNATIONAL AIRPORT	AGENCY SCOPING	PORT COLUMBUS INTERNATIONAL AIRPORT	AGENCY SCOPING
ENVIRONMENTAL IMPACT STATEMENT	DISCUSSION OUTLINE	ENVIRONMENTAL IMPACT STATEMENT	DISCUSSION OUTLINE
VII. CUMULATIVE IMPACTS ANALY	S ANALYSIS	VIII. OTHER PROJECTS OR ENVIRONMENTAL	R ENVIRONMENTAL
The discussion and disclosure of Cumulative Impacts will be provided		STUDIES	S
 Identification of pertinent past, present, and foreseeable future actions for	Consequences.	Other projects or environmental studies that are planned or currently underway	e planned or currently underway at
which an accounting is required [including those despite prior environmental		the Port Columbus International Airport. This list will continue to be updated	list will continue to be updated as
study and Federal, non-Federal, and private actions].		information about new projects and studies are identified.	dentified.
 Identification of ecological and other resources affected [including natural	s affected [including natural	PROJECT	AGENCY
ecosystem and human community - socioeconomic resources, human health.		Crossover Taxiwav	Columbus Regional Atmost Authority
 recreation, quality of life issues, and cultural and historical resources]. Baseline for incremental increases in adverse effects [default = state of nature without human intervention] 	historical resources].	Environmental approval previously obtained Stelzer Road – International Gateway Interchange	Columbus Regional Airport Authority
 Relationship to effects found under the Affected Environment. Relationship to Alternatives Analysis. 	Environment.	Environmental approval previously obtained FAR Part 150 Study Update FAR Part 150 Study Update for Port Columbus	Columbus Regional Airport Authority
Landrum & Brown Team May 2006	Page 19	Landrum & Brown Team	Page 20

AGENCY SCOPING DISCUSSION OUTLINE		VFT EIS document will be of the FAA Notice of Intent cems outside the control of reliminary documentation, reliminary agency approval or ency comments for which	dy and coordinated with . It will be revised and Il pace of the analysis, and	6			Page 22
PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	X. EIS SCHEDULE	The project schedule (next page) shows that the DRAFT EIS document will be produced in approximately 20 months from the issuance of the FAA Notice of Intent to Prepare an EIS. There are, however, project-related items outside the control of the Project Team, such as FAA and CRAA review(s) of preliminary documentation, additional studies/surveys that may be required for regulatory agency approval or for permitting or mitigation, or the extent of public/agency comments for which responses need to be prepared.	The schedule will be monitored throughout the study and coordinated with appropriate parties. The project schedule is attached. It will be revised and updated when necessary to remain current with the actual pace of the analysis, and agency coordination and concurrence.	 20 months to DRAFT EIS after issuance of NOI MILESTONE meetings for concurrence with Agencies Mitigation / Permitting Activities Public Hearing 	RECORD OF DECISION expected – April 2009		Landrum & Brown Team May 2006
AGENCY SCOPING DISCUSSION OUTLINE	EIS PROCESS	process that seeks to disclose ctions, such as approval and so used to obtain all necessary ite agencies for projects. The iring and coordinating an EIS.	A LANGE AND A LANG	Provide the second seco	Package Finances Fina		Page 21
PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	IX. NEXT STEPS IN THE EIS PROCES	The Environmental Impact Statement is a Federal process that seeks to disclose any environmental effects of proposed Federal actions, such as approval and funding of airport improvements. This process is also used to obtain all necessary environmental permits required by Federal and state agencies for projects. The illustration below shows the general process of preparing and coordinating an EIS.	Aperol District Property District Aperol District Approx District Approx Distr	Motion And the motion of the m		NEXT STEPS	Landrum & Brown Team May 2006

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT XI. OPPORTUNITY FOR AGENCIES TO COMMENT ON THE EIS SCOPE OF WORK	To ensure that the full range of issues related to the proposed project are addressed and that all significant issues are identified, comments and suggestions are invited from all interested parties. An Agency Scoping meeting will be conducted to identify any significant issues associated with the Proposed Project.	The Agency Scoping meeting for all Federal, state, and local environmental regulatory agencies will be held on May 31, 2006, between 10:00 a.m. and 1:00 p.m. in the Emergency Operations Center at the Port Columbus International Airport, Columbus Ohio.	Written comments and/or questions should be mailed within 30 days following the scoping meeting (July 1, 2006) to:	Ms. Katherine S. Jones Federal Aviation Administration Detroit Airports District Office 11677 South Wayne Road, Suite 107 Romulus, Michigan 48174.	Telephone: (734) 229-2958 Fax: (734) 229-2950 Email: <u>CMHEIS@faa.gov</u> Project Website: <u>www.airportsites.net/cmh-eis</u>		am Page 24
PORT COLUMBUS INTERNATIONAL AIF ENVIRONMENTAL IMPACT STATEMENT XI. OPPORTUN COMMENT ON TH	To ensure that t addressed and tha are invited from conducted to ident	The Agency Scoping r regulatory agencies will 1:00 p.m. in the Emerg Airport, Columbus Ohio.	Written comments scoping meeting (Landrum & Brown Team
Genera	lize	d EI	S	Sch	edu	lle	
Task	Qrt 2	2006 Qtr 3 Qrt 4	q	2007 tr 1 Qrt 2	Qtr 3 Qrt 4	2008 Qtr 1 Qrt 2 Qtr 3 Qrt 4	2009 Qtr 1 Qrt 2
FAA Issued Notice of Inten	5 ⁵⁷¹						
Agency/Public Scoping Me	atings						
Environmental Analysis			11				
Preparation of Draft EIS				North Party		1/11	1
Response to Comments							
						11/	25
Preparation of Final EIS						The second second second second second second	1
Preparation of Final EIS FAA Issues Record of Decis	ion Basteri	Purpose Revie		Review Key	_		4/30



U.S. Department of Transportation Federal Avlation Administration

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

June 8, 2006

<name>

<Address>

Re: Port Columbus International Airport Environmental Impact Statement

Dear <name>:

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

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

Ms. Katherine S. Jones Federal Aviation Administration Detroit Airports District Office 11677 South Wayne Road Suite 107 Romulus, Michigan 48174 Email: <u>CMHEIS@FAA.GOV</u> Website: <u>www.Airportsites.net/CMI1-EIS</u> Please do not hesitate to contact me if you have any questions regarding the EIS scoping process -- (734) 229-2958.

Sincerely,

Katherine Dones-

Katherine S. Jones Community Planner .

		PORT COLUMBL	PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT DISCUSSION OUTLINE
		i	HISTORY, BACKGROUND, AND PURPOSE AND NEED
INTERNATIONAL AIRPORT	- 	Proposed	<u>Proposed Replacement Runway and Terminal Expansion at</u> <u>CMH</u>
		WHERE DID	WHERE DID THIS ALL BEGIN?
ENVIRONMENTAL IMPACT STATEMENT		1958	Existing Terminal at Port Columbus International Airport opened.
		1989	The South Concourse (Concourse A) opened.
	H	1995	The North Concourse (Concourse C) opened and was extended in 2002.
Agency Scoping Meeting Discussion Outline	N	2000	The Columbus Regional Airport Authority (CRAA) completed an Airport Master Plan Update (AMPU), recommends the need for a new midfield terminal, based on the forecast of passengers.
		WHAT'S HAPPENED?	<u>veneo ?</u>
May 31, 2006 10:00 a.m. – 1:00 p.m.	N	2001	CRAA initiates terminal study in response to continued passenger growth and revised security requirements that were instituted after September 11, 2001.
Emergency Operations Center	Ñ 	2003	Peer Review recommends shifting Runway 10R/28L south to obtain a larger envelope for terminal development.
Port Columbus International Airport Columbus, Ohio	N	2003	CRAA Board accepted recommendation and initiated Airfield Planning and Environmental Overview studies to analyze the concept further.
	N	2003	CRAA defers full rehabilitation of Runway 10R/28L in anticipation of relocation project.
	5	2005	Airfield Planning Study recommended Runway 10R/28L be relocated at least 700 feet south of existing Runway 10R/28L.
	3	2005	Environmental Overview Study analyzed potential environmental impacts and recommended that an Environmental Impact Statement (EIS) be prepared due to the likelihood of significant noise impacts.
	Ma	Landrum & Brown Team May 2006	am Page 1

PORI COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	AGENCY SCOPING DISCUSSION OUTLINE	PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT DISCUSSION OITT THE
<u>WHAT'S HAPPENING NOW?</u>		
December 2005 CRAA provides definition of Proposed Project and airport objectives to Federal Aviation Administration (EAA)	roject and airport	The primary factors that dictate a runway system's ability to accommodate
May 2006 FAA issues Notice of Intent to Prepare an EIS for the CRAA Proposed Project.	an EIS for the CRAA	levels of traffic or peak hour traffic include the length of the runways, the orientation and separation of the runways, the navigational instrumentation on each runway end, and the remainder of the airfield infrastructure (faxiwave houd
May/June 2006 FAA conducts Agency and Public Scoping Meetings for EIS.	ig Meetings for EIS.	The CRAA has identified that relocating Rumway 100/281 models
<u>Preliminary Understanding of Purpose and Need</u>		terminal development envelope and would increase peak period operating capacity. A study determined that a runway with a minimum length of 10,100 feet, relocated to the south of existing pinumus 100,001.
Port Columbus International Airport (CMH) is an essential transportation resource, centrally located in Ohio, and serves as the primary air transportation facility for most of central Ohio. As a result of the evaluation of the airport operations and facilities conducted over the last five years, three major issues were identified which could affect the ability of the airport to maintain its critical airport function in the future.	transportation resource, transportation facility for e airport operations and r issues were identified critical airport function in	obtaining Category II approaches, by at least 700 feet, with the capability of would be necessary to maintain and in some cases would enhance the ability of the airport to accommodate long-term and peak period aviation demand. Due to the condition of the proposed runway site, the Sponsors Proposed Project (defined in Section IV) is 702 feet south of existing Runway 10R/28L and is a length of 10,113 feet. In order to obtain Category II approaches on Runway 10R/28L, additional navigational aides would be remined.
Through careful evaluation of airport operations and facilities at Port Columbus International Airport (CMH), three primary needs have been identified:	ilities at Port Columbus 1 identified:	<u>THE NEED TO PROVIDE SUFFICIENT TERMINAL CAPACITY TO ACCOMMODATE PROJECTED</u> PASSENGER LEVELS
<u>THE NEED TO REHABILITATE RUNWAY 10R/28L</u>		The most recent passenger forecasts for CMH predict continued steady aroutte in
The CRAA initiated pavement evaluation and design studies for Runway 10R/28L in 2000. Based on visual inspection of the pavement condition and associated engineering evaluations, the studies provided recommendations to improve the serviceability of the runway. Some areas of the runway were determined to be in need of full depth/structural repair.	s for Runway 10R/28L in ondition and associated dations to improve the ere determined to be in	terms of passengers and operations for the next 20 years. The CRAA studied a number of possibilities for meeting this demand. An analysis of the existing terminal facilities at CMH found that it can not efficiently accommodate future passenger demand beyond five million annual enplaned passengers (5 MAEP). The limitations of the existing terminal include the lack of necessary badrane make in
The CRAA examined two options: rebuild Runway 10R/28L at the same location or build a replacement runway. Reconstruction of Runway 10R/28L will involve a lengthy closure time in which the airport would have to operate with one runway (10L/28R), a capacity constrained and high noise impact situation. At the end of this construction period, the closure time to be	at the same location or 10R/28L will involve a perate with one runway ituation. At the end of	areas, the lack of adequate space to provide security screening, and a lack of aircraft gates to meet long-term demand. Current forecasts indicate that with continued steady growth, CMH will exceed 5 MAEP in 2018. Therefore, in order to meet the projected long-term passenger demand, the development of a new terminal facility will be required.
airfield capacity and development envelope between the two runways.	it conditions in terms of runways.	Study of new terminal concepts found that with the current runway separation (2.800 feet). It is virtually immoviate to determination
The CRAA, recognizing the possibility of the relocation of this runway, decided alternatively to move forward with a short-term runway overlay project (thinner overlay with less asphalt) and to defer larger pavement investments (thicker airfield. Furthermore, constructural value) to a future, more optimum location on the would allow the airfield to operate normally during the construction period.	f this runway, decided vverlay project (thinner tt investments (thicker timum location on the y at a different location ruction period.	iong-term demand and accommodate to develop a terminal large enough to meet support functions. Another disadvantage of the development envelope that exists with the current runway separation is in addressing security concerns. The current site: (1) provides for limited standoff distance between auto parking and the terminal building frontage; and (2) requires the need to place the access roadway under the terminal.
		Therefore, in order to obtain the necessary development envelope to accommodate a terminal that will meet long-term demand, and allow for other support facility development, the relocation of one of the runways was recommended. Further
Landrum & Brown Team May 2006	Page 2	Landrum & Brown Team May 2006

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT DISCUSSION OUTLINE	II. INTRODUCTION TO THE SCOPING PROCESS The environmental documentation will be prepared to comply with the requirements of the National Environmental Policy Act on 1969 (NEPA) as implemented in FAA Order 1050.1E, <i>Environmental Impacts: Policies and Procedures</i> , and FAA Order 5050.4B, <i>National Environmental Policy Act (NEPA) Implementing Instructions for</i> <i>Airport Actions</i> .		Landrum & Brown Team
AGENCY SCOPING DISCUSSION OUTLINE	ی کی کی کی کہ میں	WI AND LAND USE MITIGATION Is for communities adjacent is concurrently undertaking ress noise and land use ant air traffic actions and nate existing incompatible are existing incompatible orieted with the proposed 0 Study, as appropriate.	Page 4
PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	analysis of the feasibility of moving one of the runways, found that relocating Runway 10R/28L to the south was the best option for meeting this goal. In addition to the three primary needs, two secondary needs have been identified: <i>THE NEED TO PROVIDE SUFFICIENT ANCILLARY FACILITIES AND ROADWAY INFRASTRUCTURE TO</i> SUPPORT THE PROJECTED INCREASE IN AIR TRANSPORTATION DEWAWY INFRASTRUCTURE TO Development of new terminal facilities at CMH will result in the need for the within the terminal area. Maintaining the parking facilities within the terminal additional property acquisition, as well as enhances passenger convenience by providing access to the terminal face and parking Likewise, the roadway infrastructure providing access to the terminal area and parking the parking to be near the terminal	constructed to support a new terminal. The NEED TO INCORPORATE 14 CFR PART 150 NOISE ABATEMENT AND LAND USE MITIGATION RECOMMENDATIONS (IF NECESSARY) The proposed project may result in increased noise levels for communities adjacent to the airport. In response to that potential, the CRAA is concurrently undertaking a Part 150 Noise Compatibility Study Update to address noise and land use incompatibilities. Implementation of the noise abatement air traffic actions and associated land use mitigation would reduce and/or eliminate existing incompatib- land use impacts and prevent new ones being established around the airport. Noise abatement air traffic actions and land use mitigation associated with the proposed project will be addressed in the ongoing CMH FAR Part 150 Study, as appropriate.	Landrum & Brown Team May 2006

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	AGENCY SCOPING DISCUSSION OUTLINE	PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT DISCUSSIO	AGENCY SCOPING DISCUSSION OUTLINE
The scoping process is the initial step in the preparation of the EIS. The scoping process is "an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the process.	tion of the EIS. The scoping 19 the scope of issues to be	III. SUMMARY: EIS SCOPE OF SERVICES	S
Therefore, the scoping process will identify: • Range of actions (project, procedural changes)	area to the proposed action.	The EIS Scope of Services will be performed by Landrum & Brown, Incorporated, and its sub-consultants (L&B Team) for the FAA as the lead Edders I support	corporated,
 Alternatives – those to be rigorously explored and evaluated and may be eliminated 	and evaluated and those that	• Landrum & Brown Incorporated (L&B) • ASC Group Incorporated	Icy.
Range of environmental impacts		Aerofinity Incorporated Gresham, Smith and Partners	S
The scoping process will determine the scope and significant issues to be in depth.	ifficant issues to be analyzed	AGENCY COORDINATION and COMMENT AT KEY PROJECT MILESTONES	ONES
		Agency coordination will formally occur with the Federal, state, and local agencies at key milestones in the Erc accord	al agencies
 Dependent/Independent Cumulative 		Scope of Services for the EIS	
 Alternatives 		Obtain agency comments on the overall proposed Scope of Services to assist	es to assist
 No-Action Alternative Expansion of Airport Facilities Alternative to Moice Abstract Proceed on the second seco		Purpose and Need and Alternatives Analysis	
Impacts		The Purpose and Need for the Proposed Project will be developed using planning studies prepared by the Columbus Barianal Amore Amore Amore Second	g planning
- Direct - Indirect - Cumulative		Input from, and coordination with, the FAA and the CRAA to identify current needs as well as those needs that would arise from forecasted activity levels during a reasonable three-manual interfaced in the construction forecasted activity levels) and with Ify current Ivity levels
		The Draft Purpose and Need statement(s) and the methodologies used will be Dresented to the anomales for main and the methodologies used will be	n the EIS. sed will be
The scoping process will identify and eliminate from detailed study the issues which are not significant or which have been covered by prior documentation.	alled study the issues which documentation.	with the agencies.	ft Purpose ordination
The FAA issued a Notice of Intent (NOI) to prepare an Environmental Impact Statement in the Federal Register on May 1, 2006.	e an Environmental Impact	A statement that expresses the purpose and need for improvements that may affect wetlands and other sensitive natural resources will also be developed.	that may developed.
The FAA requests that all scoping comments t correspondence by July 1, 2006 to:	be formalized in written	for the review and concurrence of the U.S. Army Corps of Engineers and other water resources permitting agencies in accordance with the U.S. Army Corps of Engineers Jurchanny Market Province Virght and Corps of Section 2018 of Fourier Section 2018 of Sec	s intended and other y Corps of
Ms. Katherine S. Jones Federal Avlation Administration, Detroit Airports District Office 11677 South Wayne Road, Suite 107 Romulus, Michigan 48174		Multi-faceted environmental permitting and mitigation work for the CMH project will involve early, extensive coordination and interface with the following regulatory agencies: the U.S. Army Corps of Engineers (USACE), the U.S. Environmental Protection Agency (EPA), and the Ohio Environmental Protection Agency (CEAA)	rovisions. 1H project following the U.S. Protection
Telephone: (734) 229-2958 Fax: (734) 229-2950 Email: CMHEIS@faa.gov		All environmental impacts and permitting issues will be obtained, integrated, and become part of the total permit package to be submitted by CRAA as part of the 404 permit process. This effort will require close coordination with the	ntegrated, A as part
Landrum & Brown Team May 2006	Page 6	Landrum & Brown Team May 2006	Page 7

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PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	AGENCY SCOPING DISCUSSION OUTLINE	PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT DISCUSSION OUTLINE
FAA permitting staff and the various L&B Team members throughout development of the final permit package to allow for expeditious review, responses, and ultimate finalization of the various permits necessary for timely initiation of construction activities.	Team members throughout illow for expeditious review, : permits necessary for timely	SED PF
The range of reasonable and practical alternatives to fulfill the proje and Need will be developed and presented to the agencies for r comment. (The discussion of the range of alternatives is presented in Section V. of this outline.)	s to fulfil the project Purpose the agencies for review and atives is presented more fully	
 Results of Key Environmental Studies/Mitigation Agencies will be informed as to the findings of natural and cultural resources surveys, air quality and noise modeling methodologies and results. Any mitigation necessary for this project will be coordinated with the appropriate agencies to comply with Federal, state, and local regulations and to identify suitable mitigation strategies. 	ion atural and cultural resources dologies and results. Any dinated with the appropriate I regulations and to identify	 CRAA seeks to balance UMH in terms of airfield and terminal capacity, CRAA seeks to phase these projects in a way that will take advantage of available funding, while being flexible enough to accommodate growth that may occur sooner than forecasted, CRAA seeks to strengthen and enhance the city and regional tax base and employment by developing a highly desirable facility for airline and aircraft operators, and
 Development of the Draft EIS The status of the development of the Draft EIS, the data, analysis, findings, and mitigation recommendations will be presented to the agencies for review, comment, and input. 	: data, analysis, findings, and :0 the agencies for review,	CRAA seeks to accomplish these goals in a manner that preserves the viability and character of its neighboring communities * * * * * *
		SPONSOR'S PROPOSED PROJECT
		 Construction of a replacement runway, 10,113 feet long, located approximately 702 feet south of the existing Runway 10R/28L Construction of additional taxiways to support the replacement runway
		 Proposed terminal development (defined as a development area that will encompass Phase I and II of the CRAA terminal development program and the number of gates, approximate square footage of the structure, number of levels and if any are underground, approximate curb frontage, and the number of passengers that the terminal would accommodate)
		Necessary Navigational Aids (NAVAIDS) to obtain a CAT II approach Proposed aviation-related development
		Associated roadway relocations and construction Parking improvements (including both surface lots and narking garage)
		 Property acquisition and relocation of residences, businesses, and farms as necessary
		 Development of air traffic operational procedures for the replacement runway Proposed Part 150 noise abatement actions to be implemented upon receipt of the Record of Approval
andrum & Brown Team lay 2006	Page 8	Landrum & Brown Team May 2006

Landrum & Brown Te May 2006

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

AGENCY SCOPING DISCUSSION OUTLINE

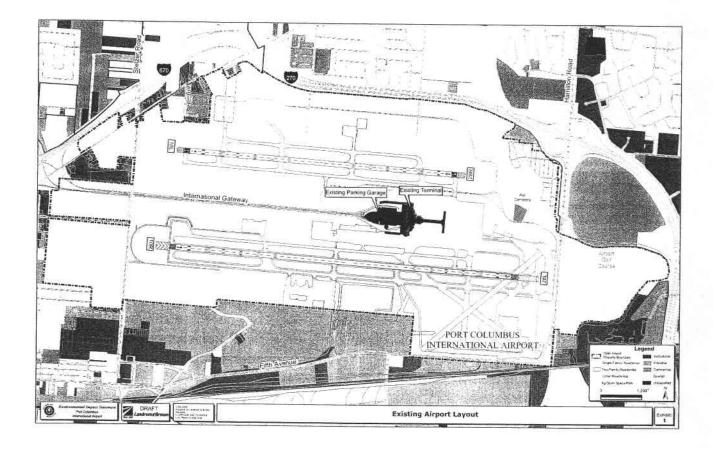
The existing airfield layout is depicted on **Exhibit 1**, *Existing Airport Layout*. The proposed relocated runway and terminal expansion proposed by CRAA is depicted on **Exhibit 2**, *Sponsor's Proposed Project*.

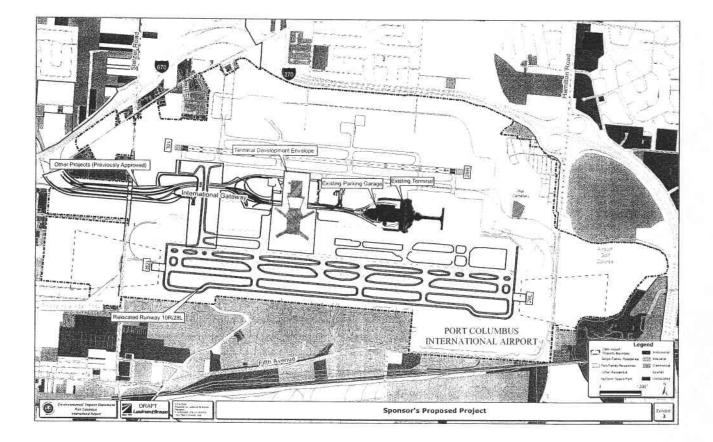
DEVELOPMENT OF STUDY AREA BOUNDARIES

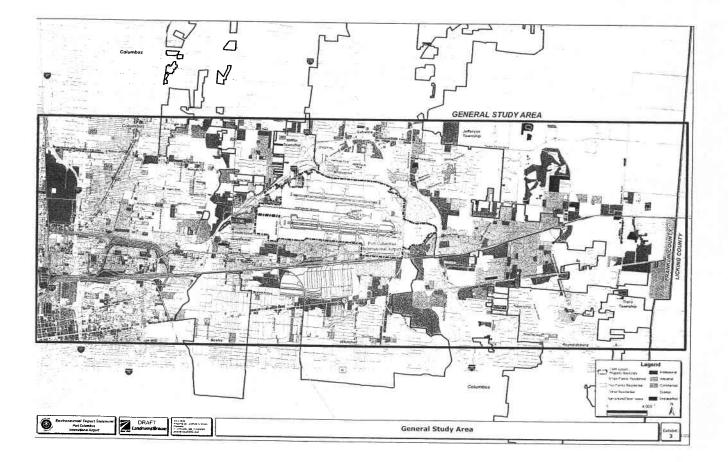
For the purposes of this EIS two study areas have been developed illustrating the alrport property and surrounding communities. Exhibits were created using digital mapping and Geographic Information System (GIS) and show these study areas with existing political jurisdictions, noise-sensitive land uses, compatible land uses, major and minor streets and roadways, and major physical, geographic, and natural features, along with selected place names, road names, and names of geographic features. The General Study Area (GSA), as shown on **Exhibit 3**, *General Study Area*, covers a broad area so that the potential impacts due to the Proposed Project and its alternatives can be adequately assessed, in particular for the assessment of potential noise impacts. The GSA was developed using a composite of previous altort noise contours (out to the 60 DNL) and current and anticipated alrcraft flight paths. A substantial buffer area was then added to allow for any increase in the size of the future noise contour. The GSA Area boundary lines were squared of and follow roadways where available. **Exhibit 4**, *Detailed Study Area*, is smaller than the GSA to accommodate the more detailed analysis of construction and development-related impacts that would result from the Proposed Project and its alternatives. The alternatives used to help delineate the Detailed Study Area (DSA) boundary were based on the areas where it was anticipated that direct impacts may occur.

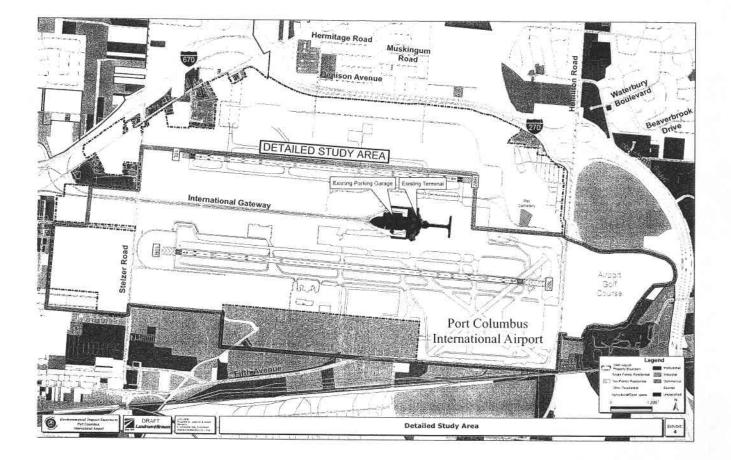
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PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	AGENCY SCOPING DISCUSSION OUTLINE	PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	AGENCY SCOPING DISCUSSION OUTLINE
V. RANGE OF ALTERNATIVES	ATIVES	provides for a short-list of alternatives that will be carried forward in the analysis of Environmental Consequences. Those alternatives will include:	ried forward in the analysis of include:
In addition to the Sponsor's Proposed Project, the EIS will evaluate a comprehensive range of alternatives. This is necessary to ensure that other alternatives that satisfy the project purpose and need, while having a less detrimental effect on the environment, have not been prematurely dismissed from	sed Project, the EIS will evaluate a This is necessary to ensure that other urpose and need, while having a less ave not been prematurely dismissed from	 2006 Baseline Condition Alternative 1: 2012 No-Action Alternative 2: 2012 Alternative Proposed Runwav Alternative 	d Runwav Alternative
consideration. The evaluation of these alternati three-phased approach:	ves will be subject to a	- Air Traffic Option A: With the Part 150 Actions	150 Actions
1. Identify a comprehensive range of alternatives.		Air Learne Option B: Without the Part 150 Actions Alternative 3: 2018 No-Action	art 150 Actions
 Conduct a qualitative evaluation of all alternatives and define a short list of alternatives to be considered for further evaluation based on their compliance with the project's purpose and need. 	ves and define a short list of evaluation based on their J.	Alternative 4: 2018 Proposed Action Alternative Air Traffic Option A: With the Part 150 Actions Air Traffic Option B: Without the Part 150 Actions	ernative 50 Actions + 150 Actions
Perform detailed evaluation of the short listed alternatives to consid operational, financial, constructability, and environmental impacts.	ed alternatives to consider ironmental impacts.	Alternative 5: 2018 Proposed Runway Alternative with Expansion of Existing Terminal	Viternative with Expansion of
The comprehensive range of alternatives will consider:	•	- Air Traffic Option A: With the Part 150 Actions - Air Traffic Option B: Without the Part 150 Actions	L50 Actions urt 150 Actions
 No Action/No Build: This alternative would include maintaining the existing terminal area, runways, taxiways, operating procedures, and navigation aids. In addition to serving as an alternative for further consideration, the do nothing alternative also serves as a baseline for evaluating other alternatives. 	ld include maintaining the operating procedures, and an alternative for further serves as a baseline for	Refinement of Alternatives: In preparation for detailed environmental evaluation, refinement of the alternatives may include preliminary engineering to establish iongitudinal and transverse gradients, drainage features, and temporary construction areas/easements. This level of detail provides information on	ion for detailed environmental clude preliminary engineering to lrainage features, and temporary detail provides information on
 Reconfiguration of the airfield: Alternatives that would realign, extend, and or shorten existing runways and/or taxiways would be considered. Development of new runway and/or taxiway components also are considered to be a reconfiguration of the other development. 	that would realign, extend, vays would be considered. ponents also are considered	reality of obtaining and applying for environmental permits (i.e., local, state, Federal) for construction.	wirty, and the feasibility and permits (i.e., local, state,
 Operational procedure modifications: Operational changes may include, but are not limited to, preferential runway use. revision of aircraft taxis 	tional changes may include, te. revision of airrraft ave	ertainminery Design of Airtield Components: This effort involves engineering studies to advance alternatives from the conceptual stage through preliminary engineering. This effort will be used to develop;	effort involves engineering stage through preliminary
routes, and/or instituting new air traffic control (flight) procedures. Allocating demand to other nearby airports serving the region will also be assessed.	ing the region will also be	 Runway geometrics and horizontal and vertical alignments Runway and taxiway construction zone (extents of disturbance) 	ignments fi disturbance)
 Development of alternative airports: Other potential sites to develop new or replacement airport to serve the Columbus Region will be considered 	potential sites to develop a s Region will be considered.	Temporary construction easements Drainare facilities and proceedings	
 Technology: This will include an assessment of existing and emerging technologies that could affect aviation demand such as teleconferencing and video conferencing. 	of existing and emerging uch as teleconferencing and	Necessary property acquisitions and relocations Necessary property acquisitions and relocations	IS
This comprehensive range of alternatives will be subjected to qualitative evaluation techniques that will serve to identify a short-list of alternatives to be considered for more detailed analysis. These evaluations will focus on the ability of the alternatives to satisfy the project's purpose and need. The Scope of Services	ed to qualitative evaluation natives to be considered for cus on the ability of the d. The Scope of Services	 Other necessary relocations Impacts on airport operations during construction Constructability analysis Construction cost estimates of each alternatives 	
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Port Columbus International Airport Environmental Impact Statement	AGENCY SCOPING DISCUSSION OUTLINE	PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT DISCUSSION OUTLINE
VI. ASSESSING ENVIRONMENTAL IMPACTS	ENTAL IMPACTS	D WASTE MATERIALS
In accordance with FAA Order 1050.1E, Environmental Impacts: Procedures, and FAA Order 5050.4B, National Environmental Policy Implementing Instructions for Airnord Actions Actions for Airnord	Environmental Impacts: Policies and onal Environmental Policy Act (NEPA)	C Hazardous Waste Solid Waste Pollution Prevention
elements: AIR OUALITY	s shall consist of the following	Sociat AND COMMUNITY RESOURCES Socioeconomic; Environmental Justice; and Children's Environmental Health and
National Ambient AQ Standards; SIP/TIP; Status Air Quality Assessment; Violation/ Severity/ Delay Modeling: Disclosure		C Safety Kisks C Secondary, Induced, and Infrastructure Light Ensions and Visual Energy Supply
Conformity Rules General and Transportation Conformities Confination and Construction		 Sustainable Design & Development Construction
Summary of NEPA and CAA Findings and Determinations	suc	From an initial qualitative evaluation, it is anticipated that Noise, Land Use, Social Impacts, and Historic and Archaeological Sites, USC Section 303(c)
NOLSE AND COMPATIBLE LAND USES Airport Noise Land-Use Compatibility		Puropercises are considered to be key issues. Mitigation measures will be developed for adverse impacts created by the monosed arrives.
Airport Noise and Access Restrictions Determination of Consistency with Local Planning		In accordance with Executive Order 12898, the EIS will address environmental justice issues to ensure that minority and hour issues
PUBLIC PROPERTIES/ RESOURCES		t be subject
Section 106 Historical Preservation Architectural, Archeological, and Cultural Resources Section 303(c) Properties/Resources		
WATER RESOURCES		
Water quality Wetlands Floodplains and Floodways Coastal Resources [Coastal Barriers and Coastal Zone Management] Wild and Scenic Rivers	Management]	
BIOLOGICAL AND NATURAL RESOURCES		
Fish, Wildlife, Plants, and Habitat Essential Fish Habitat Farmlands Natural Resources		
		· • • • • • • • • • • • • • • • • • • •
Landrum & Brown Team May 2006	Page 17	Landrum & Brown Team May 2006

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COPING DITLINE PORT COLUMBUS INTERNATIONAL AIRPORT UTLINE ENVIRONMENTAL IMPACT STATEMENT DISCUSSION OUTLINE DISCUSSION OUTLINE	VIII. OTHER PROJECTS OR ENVIR		Other projects or environmental studies that are planned or currently underway at the Port Columbus International Airport. This list will continue to be updated as information about new projects and studies are identified.		Crossover Taxiway Environmental approval previously obtain	state of Stelzer Road - International Gateway Columbus Regional Airport Authority Interchange	FAR Part 150 Study Update Columbus Regional Airport Authority	ecosystem
PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT DISCUSSION OUTLINE	VII. CUMULATIVE IMPACTS ANALYSIS	The discussion and disclosure of Cumulative Impacts will be provided in a separate Chapter of the EIS, not a section in the Environmental Consequences	 Identification of pertinent past, present, and foreseeable future actions for which an accounting is required [including those despite prior environmental study and Federal, non-Federal, and private actions] 	Identification of ecological and other resources affected [Including natural ecosystem and human normanic	 Baseline for increment increments issues, and cultural and historical resources]. Baseline for increments issues. 	ault =	 Relationship to Alternatives Analysis. 	 Comparative quantitative and qualitative analyses [including eco integrity, bio-diversity, and sustainable development].

Landrum & Brown Team May 2006

AGENCY SCOPING DISCUSSION OUTLINE	ULE	DRAFT EIS document will be ance of the FAA Notice of Intent sted items outside the control of of preliminary documentation, r regulatory agency approval or lic/agency comments for which	t study and coordinated with ached. It will be revised and actual pace of the analysis, and I encies	Page 22
PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	X. EIS SCHEDULE	The project schedule (next page) shows that the DRAFT EIS document will be produced in approximately 20 months from the issuance of the FAA Notice of Intent to Prepare an EIS. There are, however, project-related items outside the control of the Project Team, such as FAA and CRAA review(s) of preliminary documentation, additional studies/surveys that may be required for regulatory agency approval or for permitting or mitigation, or the extent of public/agency comments for which responses need to be prepared.	The schedule will be monitored throughout the study and coordinated appropriate parties. The project schedule is attached. It will be revised updated when necessary to remain current with the actual pace of the analysis, agency coordination and concurrence. 20 months to DRAFT EIS after issuance of NOI MILESTONE meetings for concurrence with Agencies MILESTONE meetings for concurrence with Agencies Mitigation / Permitting Activities Public Hearing RECORD OF DECISION expected – April 2009	Landrum & Brown Team May 2006
AGENCY SCOPING DISCUSSION OUTLINE	IS PROCESS	ocess that seeks to disclose ons, such as approval and used to obtain all necessary agencles for projects. The og and coordinating an EIS.	And a second sec	Page 21
PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	IX. NEXT STEPS IN THE EIS PROCESS	The Environmental Impact Statement is a Federal process that seeks to disclose any environmental effects of proposed Federal actions, such as approval and funding of airport improvements. This process is also used to obtain all necessary environmental permits required by Federal and state agencies for projects. The illustration below shows the general process of preparing and coordinating an EIS.		Landrum & Brown Team

AGENCY SCOPING DISCUSSION OUTLINE	XI. OPPORTUNITY FOR AGENCIES TO COMMENT ON THE EIS SCOPE OF WORK	To ensure that the full range of issues related to the proposed project are addressed and that all significant issues are identified, comments and suggestions are invited from all interested parties. An Agency Scoping meeting will be conducted to identify any significant issues associated with the Proposed Project.	The Agency Scoping meeting for all Federal, state, and local environmental regulatory agencies will be held on May 31, 2006, between 10:00 a.m. and 1:00 p.m. in the Emergency Operations Center at the Port Columbus International Airport, Columbus Ohio.	Written comments and/or questions should be mailed within 30 days following the scoping meeting (July 1, 2006) to:	Ms. Katherine S. Jones Federal Aviation Administration Detroit Airports District Office 11677 South Wayne Road, Suite 107 Romulus, Michigan 48174.	Telephone: (734) 229-2958 Fax: (734) 229-2950 Email: <u>CMHEIS@faa.gov</u> Project Website: <u>www.airportsites.net/cmh-eis</u>					Page 24
PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	XI. OPPORTUNITY COMMENT ON THE E	To ensure that the full range of issues related to the proposed project addressed and that all significant issues are identified, comments and suggesti are invited from all interested parties. An Agency Scoping meeting will conducted to identify any significant issues associated with the Proposed Project.	The Agency Scoping meeting for all regulatory agencies will be held on Ma 1:00 p.m. in the Emergency Operations Airport, Columbus Ohio.	Written comments and/or questions sho scoping meeting (July 1, 2006) to:	Ms. Katherine S. Jones Federal Aviation Administr Detroit Airports District Of 11677 South Wayne Road Romulus, Michigan 48174.	Telephone: (734) 229-2958 Fax: (734) 229-2950 Email: <u>CMHEIS@faa.gov</u> Project Website: <u>www.airpo</u> i					Landrum & Brown Team May 2006
	era	Qrt 2	2006 Qtr 3 Qri	1	Sch		Qtr 1 Qrt	2008 2 Qtr 3	Qrt 4	200 Qtr 1	09 Qrt 2
FAA Issued Not	lice of Intent	5/1									
Agency/Public S		ings							- 1		
Environmental A							1/11				
Preparation of D	Draft EIS	_					• 				
Response to Co	omments						President and the second		11/25		
Preparation of F	inal EIS										4/30
AA Issues Rec	ord of Decisie	Review		view natives	Review Key Environmental Finding					(
gency Meeting	IS	7		٢	×						

reueral Aviauoli Auministration	Federal Aviation Administration
ENVIRONMENTAL IMPACT STATEMENT FOR	ENVIRONMENTAL IMPACT STATEMENT
REPLACEMENT RUNWAY AND TERMINAL EXPANSION	REPLACEMENT RUNWAY AND TERMINAL EXPANSION
AT PORT COLUMBUS INTERNATIONAL AIRPORT	AT PORT COLUMBUS INTERNATIONAL AIRPORT
AGENCY SCOPING MEETING	AGENCY SCOPING MEETING
MEETING SUMMARY	MEETING SUMMARY
MAY 31, 2006	MAY 31, 2006
10:00 A.M 1:00 P.M.	10:00 A.M 1:00 P.M.
Meeting Attendees: Irene Porter, FAA, Katherine Jones, FAA, Rob Adams, L&B, Mark Perryman, L&B, Sarah Potter, L&B, Virginia Raps, L&B, Dave Wall, CRAA, Stacey Heaton, CRAA, Angela Newland, CRAA, John Lengel, GSP, Tim Arendt, GSP, Brian Mitch, ODNR, Sherry Kamke, USEPA, Ross Carlson, HUD, Greg Poston, Airport Golf Course, Roger Ryder, FHWA, Chris Gawronski, MORPC	 Ginny Raps presented information on air quality and informed the group that the air quality workshop will be held on July 19th. A site tour followed the presentation where participants visited the location of the proposed runway and terminal development.
 Irene Porter, FAA, opened the meeting by welcoming everyone and gave a brief summary of the project. Contact people for the FAA (Katy Jones) and Consultant Team (Rob Adams). All comments should be sent to Katy Jones by July 1, 2006. 	 4. The following questions were asked during/after the presentation: Question: Chris Gawronski, MORPC, How detailed would you like the comments to be on the scope? Answer: Rob Adams, L&B, The comments should be as detailed as possible to help determine if the level of detail contained in the scope, meets the needs of the agencies.
Dave Wall, CRAA, welcomed everyone on behalf of the Columbus Regional Airport Authority and described the process for the airfield tour that followed the meeting.	 Question: Chris Gawronski, MORPC, What is the agency interaction expected to be during the study? Answer: Rob Adams, L&B, In addition to the scoping meeting today, there are three other key milestone meetings that will be scheduled
 Mark Perryman, Landrum & Brown, welcomed everyone on behalf of the Consultant Team. Introductions were made by all attendees of the meeting. Mark descripted the history/background of the project and the purpose 	 during the project: 1. Purpose & Need and Alternatives refinement. 2. After impact analysis on the alternatives is complete. 3. Before the Draft EIS is published. Answer: Mark Perryman, L&B, Vision 100's purpose was to involve the
and need for the project. Rob Adams discussed the EIS process and the methodologies that will be followed in preparing the EIS (see attached materials for presentation) The presentation will be available on the project website by June 9, 2006.	 agencies throughout the process rather than just when the Draft EIS is submitted. This will help to eliminate any surprises to the agencies. Question: Sherry Kamke, USEPA, Will there be agency specific meetings other than the stars presented in the schedule?

Page 1

Page 2

Federal Aviation Administration	Federal Aviation Administration
ENVIRONMENTAL IMPACT STATEMENT	ENVIRONMENTAL IMPACT STATEMENT
FOR	FOR
REPLACEMENT RUNWAY AND TERMINAL EXPANSION	REPLACEMENT RUNWAY AND TERMINAL EXPANSION
АТ	AT
PORT COLUMBUS INTERNATIONAL AIRPORT	PORT COLUMBUS INTERNATIONAL AIRPORT
AGENCY SCOPING MEETING	AGENCY SCOPING MEETING
MEETING SUMMARY	MEETING SUMMARY
MAY 31, 2006	MAY 31, 2006
10:00 A.M 1:00 P.M.	10:00 A.M 1:00 P.M.
Answer: Rob Adams, <i>L&B</i> , Yes, we will be having the separate air quality workshop. Workshop. Question: Sherry Kamke, <i>USEPA</i> , Will there be a separate meeting for the Purpose & Need and the Alternatives? Answer: Rob Adams, <i>L&B</i> , No, we will be having one meeting to present the Purpose & Need and the details of the alternatives. Answer: Rob Adams, <i>L&B</i> , No, we will be having one meeting to present the Purpose & Need and the details of the alternatives. Answer: Rob Adams, <i>L&B</i> , Yes, as we decide on specific dates they will be posted on the website? Answer: Rob Adams, <i>L&B</i> , Yes, as we decide on specific dates they will be posted on the website. Answer: Rob Adams, <i>L&B</i> , Approximately 3 weeks. Question: Stacey Heaton, <i>CRAA</i> , How far in advance will you notify everyone of the net meetings? Answer: Rob Adams, <i>L&B</i> , Approximately 3 weeks. Question: Stacey Heaton, <i>CRAA</i> , During the cumulative impact analysis when other projects are looked at, does it open up those projects for further environmental review? Answer: Rob Adams, <i>L&B</i> , Mor and the projects have already been environmentally assessed, the findings do not change as a result of the cumulative assessment in this EIS. Question: Roger Ryder, <i>FHWA</i> , When are the public meetings being held for this project? Answer: Rob Adams, <i>L&B</i> , There will be a meeting held tonight (May 31 st) and tomorrow evening (June 1 st). There will be total of four more public workshops. The next will be on July 11 th and 12 th , one on the east and one on the west side of the airport.	 Question: Greg Poston, <i>Airport Golf Course</i>, Was the public notified of this project? Answer: Rob Adams, <i>L&B</i>, Yes, advertisements were run in the local newspapers, over 300 postcards were mailed to residences involved in previous studies, news stations were notified and press releases were sent to the local news media. Question/Comment: Roger Ryder, <i>FHWA</i>, The public might get upset if they see there is already a planned project before the environmental process is complete. They are probably used to the Federal Highway Administration's way of conducting environmental analysis. Answer: Mark Perryman, <i>L&B</i>, The FAA's process is different than the FHWA's process. The FAA requires the airport to have a very detailed project planned before any environmental analysis can occur.
Page 3	D aned

Page 3

Page 4

CMH Agency Scoping Mailing List 05-05-06

FNAME	LNAME	TTTLE	COMPANY	ADDRESS1	ADDREEC	į		
Vince	Papsidero	Planning Administrator	City of Columbus	100 North Error Ct	AUVESSZ	λιD	STATE ZIP	ZIP AGENCY
· Eagan	Foster	Transportation Administrator	City of Columbia	TOP NOTIFIELD R. SC.	Ground Floor	Columbus	Ю	43215 LOCAL
Tom	Russell	Storm Water Division Saction Manage		109 North Front St.	2nd Floor	Columbus	Ю	43215 LOCAL
amel	Brent		City of Columbus	910 Dublin Road		Columbus	Ю	43215 LOCAL
			Ohio Department of Transportation Aviation	2829 W. Dublin-Granville Road		Columbus	đ	
Brad	Briggs	Environmental Liaison Business Representative for Appalachia	Ohio Department of Development	77 S. Hiah St. 28th Floor			5	31416 00/7-007c4
Bob	Hodanbosi	Headquarters Chief	Ohio Environmental Protection Agency, Air Ouality	122 S Front St		Sudmulo	Б	43216 STATE
Kenneth	Lammars		Fish and Wildlife Services. Division of Ecological Services			Columbus		43216-1049 STATE
Mark	Epstein	Department Head	Ohio Historic Preservation Office			Reynoldsburg	ЮН	43068-4127 STATE
Pearl	Young	U.S. Environmental Protection Agency	Office of Endersi Articulation Avial Disc Building Contract Avial	SO/ East Hudson		Columbus	Ю	43211 STATE
Rebecca		Chief North Permit Sertion	United in Fourier Andrikes, Andri Kios Buliding (South Oval Lobby)	NEPA Compliance Division, EIS Filing Section	Mail Code 2252-A, Room 7241	Washington	Ŋ	20044 FEDERAL
- - - -			U.S. Army Corps of Engineers	Huntington District	502 Eighth St.	Huntington	٨٧	24701 FEDERAL
Michael			Federal Railroad Administration	1120 Vermont Av. NW		Washington	þ	20240 FEDFRAI
NICTIONAS			Environmental Compliance, National Park Service	Curtis Buliding	601 Riverfront	, edemO	U N	
Willie	Taylor	Director, Office of environmental Policy and Compliance	U.S. Department of Interior	1849 C Street. N.W.				001U2 FEDERAL
Anthony	Mitcheli	Blo Security Manager	U.S. Department of Agriculture	8995 E. Main St.		Development	j d	20240 FEDERAL
		-				reynousburg		43068 FEDERAL
Andrew	baynam	District Conservationist	USDA, Natural Resources Conservation Service	2650 Richville Drive SE		Massilion	Ю	AAGAG EENEDAI
Mark	Agricola	Regulatory Specialist	U.S. Army Corps of Engineers	Dover Regulatory Field Office	5336 State Boute 600 ME		; ;	
· Mary M.		Knapp, Ph.D. U.S. Department of the Interior	Fish and Wildlife Services, Ecological Services	Both American Encine and American Americ	JOID STATE KONE SOU NE	Dover		44622-6910 FEDERAL
D. Bambi Kraus	i Kraus		mations (Arresting of Tation of Tations)	ovou Americana Parkway, Suite H		Reynoldsburg	Ю	43068-4127 FEDERAL
Katv	lones		Hauvia Association of Tribal Historic Preservation Officers	P.O. Box 19189		Washington	Ы	20036-9189 FEDERAL
(m. 1			Federal Aviation Administration	Detroit Airports District Office	11677 S. Wayne Rd.	Romulus	IW	48174 FEDERAI
Erika	WITZKe		Mid Ohlo Regional Planning Commission	285 East Main St.		Columbus	đ	
	Golf Division	Department of Recreation and Parks	City of Columbus	200 Greenlawn Ave.			5 8	43212-52/2 LUCAL
Randy	Sanders	Environmental Review Administrator	Ohio Department of Natural Resources	Division of Borl Estate and Level 24		Columbus	5	43215 LOCAL
Bharat	Mathur	Deputy Regional Administrator	C EDA Posise F	Division of weat Estate and Land Management	1952 Beicher Dr. Building C-4	Columbus	Ю	43224 STATE
Kenneth		Chief Environmental Istanoire and Evaluation Parate		77 W. Jackson Blvd.		Chicago,	н	60604 FEDERAL
Dorr			U.S. EFA Kegion 5	77 W. Jackson Blvd.		Chicago	Ц	60604 FEDERAL
660V		Environmental Uncer Community Planning and Development	U.S. Department of Housing and Urban Development	200 North High St.		Columbus	Ю	43715 FEDEDAL
Koger	Ryder	Program Engineer	Federal Highway Administration	200 N. High St., Room 328		Columbus	ь	43215 FEDERAL

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US Deportment US Deportment of Transportation Federal Aviation Administration	Detroit Airports District Office Metro Airport Center 11677 South Wayne Road, Ste. 107 Romulus, MI 48174	US Department US Department of Transportation Federal Aviation Administration	Detroit Airports District Office Metro Airport Center 11677 South Wayne Road, Ste. 107 Romulus, MI 48174
June 12, 2006		June 12, 2006	
Erika Witzke Principal Engineer Mid Ohio Regional Planning Commission 285 East Main St. Columbus, OH 43215-5272		Golf Division Department of Recreation and Parks City of Columbus 200 Greenlawn Ave. Columbus, OH 43215	
Dear Erika Witzke:		Dear Golf Division:	
Thank you for attending the Federal Aviation Administration (FAA) agency scoping meeting held on May 31, 2006, to discuss the Environmental Impact Statement (EIS) for the proposed replacement of Runway 10R/28L and terminal development at the Port Columbus International Airport. Enclosed for your review is the meeting summary.	tration (FAA) agency scoping meeting held Impact Statement (EIS) for the proposed opment at the Port Columbus International aary.	Thank you for attending the Federal Aviation Administration (FAA) agency scoping meeting held on May 31, 2006, to discuss the Environmental Impact Statement (EIS) for the proposed replacement of Runway 10R28L and terminal development at the Port Columbus International Airport. Enclosed for your review is the meeting summary.	ration (FAA) agency scoping meeting held mpact Statement (EIS) for the proposed pment at the Port Columbus International ary.
We encourage you to submit written comments and recommendations by July 1, 2006, directly to the FAA at the following address:	commendations by July 1, 2006, directly to	We encourage you to submit written comments and recommendations by July 1, 2006, directly to the FAA at the following address:	ommendations by July 1, 2006, directly to
Ms. Katherine S. Jones Federal Aviation Administration Detroit Airports District Office 11677 South Wayne Road Suite 107 Romulus, Michigan 48174 Email: <u>CMHEIS@FAA.GOV</u> Website: <u>www.Airportsites.net/CMH-EIS</u>	SMH-EIS	Ms. Katherine S. Jones Federal Aviation Administration Detroit Airports District Office 11677 South Wayne Road Suite 107 Romulus, Michigan 48174 Email: <u>CMHEIS@FAA.GOV</u> Website: <u>www.Airportsites.net/CMH-EIS</u>	MH-EIS
Please do not hesitate to contact me if you have any questions regarding the ElS scoping process (734) 229-2958.	estions regarding the BIS scoping process	Please do not hesitate to contact me if you have any questions regarding the EIS scoping process (734) 229-2958.	stions regarding the EIS scoping process
Sincerely,		Sincerely,	
Katherine & Jones- Katherine S. Jones Community Planner		Kutherwe Dones- Katherine S. Jones Community Planner	

ULS Deportment ULS Deportment of Transportation Federal Autoriton Federal Autoriton Administration ME 48174	June 12, 2006	Bharat Mathur Deputy Regional Administrator U.S. EPA Region 5 77 W. Jackson Blvd. Chicago,, IL 60604	Dear Bharat Mathur:	Thank you for attending the Federal Aviation Administration (FAA) agency scoping meeting held on May 31, 2006, to discuss the Environmental Impact Statement (EIS) for the proposed replacement of Runway 10R/28L and terminal development at the Port Columbus International Airport. Enclosed for your review is the meeting summary.	We encourage you to submit written comments and recommendations by July 1, 2006 , directly to the FAA at the following address:	Ms. Katherine S. Jones Federal Aviation Administration Detroit Airports District Office 11677 South Wayne Road Suite 107 Romulus, Michigan 48174 Email: <u>CMHEIS@FAA.GOV</u> Website: <u>www.Airportsites.net/CMH-EIS</u>	Please do not hesitate to contact me if you have any questions regarding the EIS scoping process (734) 229-2958.	Sincerely,	Katherne Dones Katherine S. Jones Community Planner
Detroit Airports District Office Us Department of Transportation Federal Avlation Romulus, MI 48174	June 12, 2006	Randy Sanders Environmental Review Administrator Ohio Department of Natural Resources Division of Real Estate and Land Management 1952 Belcher Dr. Building C-4Columbus, OH 43224	Dear Randy Sanders:	Thank you for attending the Federal Aviation Administration (FAA) agency scoping meeting held on May 31, 2006, to discuss the Environmental Impact Statement (EIS) for the proposed replacement of Runway 10R/28L and terminal development at the Port Columbus International Airport. Enclosed for your review is the meeting summary.	We encourage you to submit written comments and recommendations by July 1, 2006 , directly to the FAA at the following address:	Ms. Katherine S. Jones Federal Aviation Administration Detroit Airports District Office 11677 South Wayne Road Suite 107 Romulus, Michigan 48174 Email: <u>CMHEIS@FAA.GOV</u> Website: www.Airportsites.net/CMH-EIS	Please do not hesitate to contact me if you have any questions regarding the EIS scoping process (734) 229-2958.	Sincerely,	Katcherne & Jones- Katherine S. Jones Community Planner

Kothenne Dones

Detroit Airports District Office Retroit Airports District Office Retroit Airports Airport Carter 1677 South Wayer Road, Ste. 107 Romulus, MI 48174 June 12, 2006 Line 12, 2006 Line 12, 2006 Kameth Westlak Kameth W	Control Aliports District Office Metro Aliport Center Metro Aliport Enclosed Metro Aliport Enclosed Metro Aliport Enclosed Metro Aliport South Wayne Road Metro Aliport South Wayne Road Metro Aliports District Office Metro Manis Metriged Metro Aliports District Office Metro Aliports District Office Metro Manis Metro Aliports District Office Metro Manis Metriged Metro Manis Metro Aliports District Office Metro Metro Manis Metro Aliports District Office Metro Metro Metro Metro Metro Aliports District Office Metro Metro Metro Metro	Detroit Airports District Office Metro Airport Center 11677 South Wayne Road, Ste. 107 Romulus, MI 48174 ment ment tion (FAA) agency scoping meeting held pact Statement (EIS) for the proposed ment at the Port Columbus International y. mmendations by July 1, 2006 , directly to mmendations by July 1, 2006 , directly to
Please do not hesitate to contact me if you have any questions regarding the EIS scoping process (734) 229-2958.	Please do not hesitate to contact me if you have any questions regarding the EIS scoping process (734) 229-2958.	iing the EIS scoping process
Katherine Dones- Katherine S. Jones Community Planner	Sincerely, Katcherwe Doves Katherine S. Jones Community Planner	

Kothenne Dyon Katherine S. Jones Community Planner



Federal Aviation Administration

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

June 12, 2006

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

Dear Roger Ryder:

Thank you for attending the Federal Aviation Administration (FAA) agency scoping meeting held on May 31, 2006, to discuss the Environmental Impact Statement (EIS) for the proposed replacement of Runway 10R/28L and terminal development at the Port Columbus International Airport. Enclosed for your review is the meeting summary. We encourage you to submit written comments and recommendations by **July 1**, 2006, directly to the FAA at the following address:

Ms. Katherine S. Jones Federal Aviation Administration Detroit Airports District Office Romulus, Michigan 48174 Email: <u>CMHEIS@FAA.GOV</u> 11677 South Wayne Road Suite 107

Please do not hesitate to contact me if you have any questions regarding the EIS scoping process --Website: www.Airportsites.net/CMH-EIS

(734) 229-2958.

Sincerely,

Kothenne Dones-

Katherine S. Jones Community Planner

Federal Aviation Administration	ENVIRONMENTAL IMPACT STATEMENT	FOR REPLACEMENT RUNWAY AND TERMINAL EXPANSION	AT PORT COLUMBUS INTERNATIONAL AIRPORT	AGENCY SCOPING MEETING	MEETING SUMMARY MAY 31, 2006 10:00 A.M 1:00 P.M.	 Ginny Raps presented information on air quality and informed the group that the air quality workshop will be held on July 19th. A site tour followed the presentation where participants visited the location of the proposed runway and terminal development. The following questions were asked during/after the presentation: Question: Chris Gawronski, <i>MORPC</i>, How detailed would you like the comments to be on the scope? Answer: Rob Adams, <i>L&B</i>, The comments should be as detailed as possible to help determine if the level of detail contained in the scope, meets the needs of the agencies. Question: Chris Gawronski, <i>MORPC</i>, What is the agency interaction expected to be during the study? Answer: Rob Adams, <i>L&B</i>, In addition to the scoping meeting today, there are three other key milestone meetings that will be scheduled during the project. Purpose & Need and Alternatives is complete. Refore the Draft EIS is published. Answer: This will help to eliminate any surprises to the agencies. Question: Sherry Kamke, <i>USEPA</i>, will there be agency specific meetings other than the stars presented in the schedule? 	Page 2
Federal Aviation Administration	ENVIRONMENTAL IMPACT STATEMENT	FOR REPLACEMENT RUNWAY AND TERMINAL EXPANSION	AT PORT COLUMBUS INTERNATIONAL AIRPORT	AGENCY SCOPING MEETING	MEETING SUMMARY May 31, 2006 10:00 a.m 1:00 p.m.	 Meeting Attendees: Irene Porter, FAA, Katherine Jones, FAA, Rob Adams, L&B, Mark Perryman, L&B, Sarah Potter, L&B, Virginia Raps, L&B, Dave Wall, CRAA, Stacey Heaton, CRAA, Angela Newland, CRAA, Jone Lengel, GSP, Tim Arendt, GSP, Brian Mitch, ODNR, Sherry Kamke, USEPA, Ross Carlson, HUD, Greg Poston, <i>Airport Golf Course</i>, Roger Ryder, <i>FHWA</i>, Chris Gawronski, <i>MORPC</i>, Greg Poston, <i>Airport Golf Course</i>, Roger Ryder, <i>FHWA</i>, Chris Gawronski, <i>MORPC</i> 1. Irene Porter, FAA, opened the meeting by welcoming everyone and gave a brief summary of the project. Contact people for the FAA (Katy Jones) and Consultant Team (Rob Adams). All comments should be sent to Katy Jones by July 1, 2006. 2. Dave Wall, CRAA, welcomed everyone on behalf of the Columbus Regional Alronrity and described the process for the airfield tour that followed the meeting. 3. Mark Perryman, Landrum & Brown, welcomed everyone on behalf of the Consultant Team. 6. Introductions were made by all attendees of the meeting. 6. Introductions were made by all attendees of the project and the purpose and need for the project. 7. Introductions were made by all attendees of the meeting. 8. Mark described the EIS process and the methodologies that will be followed in preparing the EIS (see attacched materials for presentation) 9. The presentation will be available on the project website by June 9, 2006. 	Page 1

Answer: Rob Adams, <i>L&B</i> , No, if the projects have already been environmentally assessed, the findings do not change as a result of the
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Page 3

Page 4

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Scoping Comments on the Environmental Impact Statement for the Replacement Runway

and Terminal Expansion at Port Columbus International Airport, Columbus, Ohio

Dear Ms. Jones:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and

Environmental Impact Statement (EIS) and information presented to us on May 12, 2006. We $\,\rm w$

have also attended the May 31, 2006 scoping meeting hosted by the Federal Aviation

Administration (FAA) in Columbus, Ohio.

Section 309 of the Clean Air Act, we have reviewed the Notice of Intent (NOI) to prepare an

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Construction of a replacement runway, 10,113 feet long, located approximately 702 feet

south of the existing Runway 10R/28L

Proposed terminal development (defined as a development area that will encompass Phase I and II of the CRAA terminal development program and the number of gates, approximate square footage of the structure, number of levels and if any are underground, approximate

Construction of additional taxiways to support the replacement runway

curb frontage, and the number of passengers that the terminal would accommodate)

20 years. In addition to these primary needs, the need to provide ancillary facilities and $\mathrm{roadway}$

infrastructure was determined to be significant, as was the need to incorporate noise abatement

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

additional terminal capacity was needed to accommodate projected passenger levels for the next

As indicated in the NOI and in the scoping meetings, the FAA has decided to prepare an EIS $_{
m to}$ and the project sponsor, the Columbus Regional Airport Authority (CRAA) have evaluated the

address specific improvements at Port Columbus International Airport. Specifically, the FAA

condition of the primary runway, Runway 10R/28L and have determined that it needs to be

rehabilitated. They also determined peak operating capacity could be improved and that

RECEIVED

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

77 WEST JACKSON BOULEVARD CHICAGO, IL 60604-3590

JU. 03 2006

FAA, DETROIT ADO

REPLY TO THE ATTENTION OF

B-19J

Federal Aviation Administration Detroit Airports District Office

Ms. Katherine S. Jones

Romulus, Michigan 48174 11677 South Wayne Road

RE:

Suite 107

200/900

🖾 006/007

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

m

Water

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

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

Noise

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

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

Sincerely yours

enneth A. Westlake, Chief

NEPA Implementation Section



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

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

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

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

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

Jenny Ross, RPMES 847-294-8147

-----Original Message-----From: Annette.Davis@faa.gov [mailto:Annette.Davis@faa.gov] Sent: Friday, June 23, 2006 12:36 PM To: Katherine.S.Jones@faa.gov Cc: Chris.Lenfest@faa.gov; Rob Adams Subject: CMH BLS Scoping Meeting I have read the CMH agency scoping meeting and discussion outline that was the subject of your June 20, 2006, memo. I have no comment, however, I wanted to be sure you knew the tower would like to evaluate fanning departures in the EIS and Part 150 study update.

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

To: 9-AGL-600-CMHEIS/AGL/FAA@FAA 07/05/2006 04:12PM Subject: Ohio DNR Comments 06-0157;

Port Columbus Runway 10R/28L Replacement Project.

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

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

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

The Ohio Department of Natural Resources (ODNR) has completed a review of the above referenced project. These comments were generated by an inter-disciplinary review within the Department. These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), the National Environmental Policy Act, the Coastal Zone Management Act, 00ho Revised 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 in trajecterized and or the applicant of the obligation to comply with any local, state or federal agency and regulations.

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

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

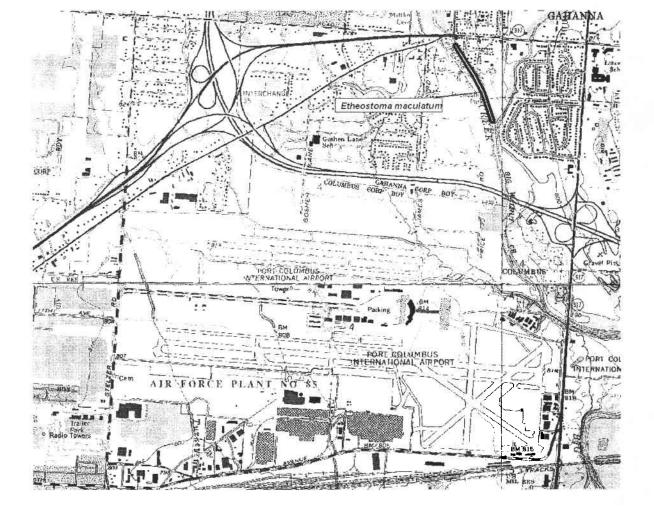
Special Flood Hazard Area: The proposed project may or may not be located in a Special Flood Hazard Area. To assist you in this determination, please contact the community's floodplain administrator. A list of community floodplain administrators can be found on the ODNR - Division of Water website at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

administrator, or obtain a copy online from the FEMA Flood Map Store at http://store.msc.fema.gov/.

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

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

(See attached file: 06-0157.jpg)



CERTIFIED NATIONAL BOARD OF TRIAL ADVOCACY DAVID W. ZOLL' MICHELLE L. KRANZ PAMELA A. BORGESS WESLEY D. MERILLAT

ZOLL & KRANZ, LLC ATTORNEYS AT LAW 902 WEST CARTAL AVEWLE TOLFDO. ONIO 43617 TLEPHONE (18) 841-923 FIX 44(19) 841-9719 EN 341881114

June 30, 2006

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

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

City of Worthington / CMH Re:

Dear Ms. Jones:

issues of airport noise. Enclosed please find the comments of the City of Worthington ("City") to the Environmental Impact Statement (EIS) for the Port Columbus The undersigned represents the City of Worthington as special counsel with regard to International Airport ("CMH") for the proposed Runway Replacement. The City has prepared its comments to coincide with the format of the "Agency Scoping Meeting Discussion Outline," May 31, 2006.

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

Airport are under the airspace controlled by Port Columbus. As such, the aircraft leaving our airport are directed by Air Traffic Control at Port Columbus to either Port Columbus to determine if there are alternatives to this situation. Letter from Douglas Hammon to Hon. Deborah Pryce, $1S^{h}$ Cong. District, dated generally takes them over the southwest section of Worthington before the pilots have reached a higher altitude. We are in discussions with Air Traffic Control at Port Columbus Airspace Restrictions: The communities east of University stay below 3000 feet altitude (MSL) or turn on a 50 degree heading, which June 14, 2006.

review is particularly important if there is to be a new runway construction. Perhaps the The airspace restrictions described by Mr. Hammon have never been subjected to an environmental review. Consequently <u>any</u> actions by CMH to review environmental impacts ought to consider the effects of these existing airspace restrictions. Such a

INTERNET E.Maru Galobolaw.com E.Maru: menale@iosodaw.com E.Maru: menale@iosodaw.com E.Maru: wee@iosodaw.com Howe P.A.e. http://www.iosodaw.com

new runway would permit a revision of the existing restrictions or some other relief from the negative environmental impacts of the existing ATC rules.

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

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

CITY of WORTHINGTON, OHIO COMMENTS - EIS PORT COLUMBUS AIRPORT (CMH), JUNE 2006	All of the possible alternatives or combinations of alternatives, which do not require a change in the airports current configuration appear to be dismissed as not meeting the "Purpose and Need" of the project. Any relative qualitative, supporting and /or qualitative data were not available at the Agency Scoping Meeting. (FAA Order 5050.48, Chanter 5.5)	THE NEED TO REHABILITATE RUNWAY 10R/28L Furthermore, construction of a replacement runway at a different location would allow the airfield to operate normally during the construction period.	Comment: No comment. THE MEED TO PROVIDE LONG TERM ATREED DOMANTY, DELAY DEMINISTRY	<u>DURING PEAK OPERATING PERIODS, AND AIRFIELD EFFICIENCY</u> DURING PEAK OPERATING PERIODS, AND AIRFIELD EFFICIENCY The CRAA has identified that relocating Runway 10R/28L would provide a larger terminal development envelope and would increase peak period operating	capacity. Comment: Terminal passenger capacity has NO relationship to the operational capacity of a given runway. Air carrier traffic at CMH has declined about 45% during the period of 1998 through 2004. Any relative qualitative. supporting and /or qualitative data concerning "peak period delays" were not available at the Agency Scoping Meeting.	A study determined that a runway with a minimum length of 10,100 feet, relocated to the south of existing Runway 10R/28L by at least 700 feet, with the capability of obtaining Category II approaches, and other supporting airfield improvements would be necessary to maintain and in some cases would enhance the ability of the airport to accommodate long-term and peak period aviation demand.	Comment: Any relative qualitative, supporting and /or qualitative data were not available at the Agency Scoping Meeting. The methodology and issues of aircraft type or class were also absent in determining runway length. The relocation or new construction of Runway 10R/28L does not appear to add any operational enhancements and would be 25 shorter than the current runway. Upgrading the precision approach system (ILS) to CAT II does not require relocation. (FAA Order 5050.48, Chapters 5, 9)	7
CITY of WORTHINGTON, OHIO COMMENTS – EIS PORT COLUMBUS AIRPORT (CMH), JUNE 2006	I. HISTORY, BACKGROUND, PURPOSE AND NEED WHERE DID THIS ALL BEGIN? 2000 The Columbus Regional Authority (CDAA) completed and	Airport Master Plan Update (AMPU), recommends the need for a Airport Master Plan Update (AMPU), recommends the need for a new midfield terminal, based on the forecast of passengers. Comment: The Airport Master Plan Update (AMPU) and /or any supporting qualitative and qualitative data were not available at the Agency Scoping Meeting.	WHAT'S HAPPENED?	2003 reer kervew recommends smiring kunway 10k/28L south to obtain a larger envelope for terminal development. 2003 CRAA Board accepted recommendation and initiated Airfield Planning and Environmental Overview studies to analyze the concept further.	2003 CRAA defers full rehabilitation of Runway 10R/28L in anticipation of relocation project. Comment : Any relative qualitative, supporting and /or qualitative data were not available at the Agency Scoping Meeting. (FAA Order 5050.4B, Chapters 5, 9)	Preliminary Understanding of Purpose and Need As a result of the evaluation of the airport operations and facilities conducted over the last five years, three major issues were identified which could affect the ability of the airport to maintain its critical airport function in the future.	Comment: The bottom line of this proposed airport enhancement is that those proposals, which do not support the NEW / Relocated 10R/28L Runway, will always fail to meet the "Purpose and Need" of the project. The airport is NOT currently operationally capacity constrained nor is it forecasted to be. The only atternative that may provide an operational capacity enhancement would be one that provided for two arrival runways at least 4,300 feet apart.	

CITY of WORTHINGTON, OHIO COMMENTS – EIS PORT COLUMBUS AIRPORT (CMH), JUNE 2006	Comment: Notice of "Public Workshop" was published in the Columbus Dispatch (major newspaper) on May 27, 2006 (See attachment 1). This does not appear to be constructive	or innery public nouce. Comment: The graphical depiction (page 5) did not include specific dates, responsible parties or timelines for subordinated processes. (Best Practices for Environmental Impact Statement Management FAA Guide: July 2001 (Updated January 2002))	Comment: The individual project managers (FAA, airport, and consultant) and /or "responsible FAA official" were not provided. (FAA Order 5050.4B, Best Practices for Environmental Impact Statement Management FAA Guide. July 2001. (Indiated January	2002))	The sponsor states "Written comments and/or questions should be mailed within 30 days following the scoping meeting (July 1, 2006)."	Comment: This arbitrary date does not allow for a full 30 – day period to elapse after the positing of data (on or about June 10, 2006) and appears contradictory to past FAA practice / policy.	III. SUMMARY: EIS SCOPE OF SERVICES	AGENCY COORDINATION and COMMENT AT KEY PROJECT MILESTONES	Comment: Any coordination shall be compliant to NEPA. Executive Orders and ALL lead agency orders / directives.	Purpose and Need and Alternatives Analysis Comment: This appears to be a repetitive element. Additionally, it contradicts previous and future sections of the referred document. (FAA Order 1050.1E and 5050.4B)		4
PORT COLUMBUS AIRPORT (CMH), JUNE 2006	THE NEED TO PROVIDE SUFFICIENT TERMINAL CAPACITY TO ACCOMMODATE PROJECTED PASSENGER LEVELS	Comment: Any relative qualitative, supporting and /or qualitative data were not available at the Agency Scoping Meeting. Passenger forecasts and terminal design factors should have been party to the parking structure configuration and AMPU. Simulation modeling (SIMMOD / PAXSIM) for the terminal was also absent.	THE NEED TO PROVIDE ANCILLARY FACILITIES AND ROADWAY INFRASTRUCTURE TO SUPPORT THE PROJECTED INCREASE IN AIR IRANSPORTATION DEMAND	Comment: Egress / ingress routes should have been part of AMPU. Any relative qualitative, supporting and /or qualitative data were not available at the Agency Scoping Meeting.	<u>THE NEED TO INCORPORATE 14 CFR PART 150 NOISE ABATEMENT AND LAND USE MITIGATION RECOMMENDATIONS (IF NECESSARY)</u>	The proposed project may result in increased noise levels for communities adjacent to the airport.		Amer of and intervies are re-upter to reflect the anticipated construction projects at CMH, the AMPU cannot be relied upon. (FAA Order 5050.4B)	II. INTRODUCTION TO THE SCOPING PROCESS	The scoping process will identify: • Range of actions (project, procedural changes) • Alternatives - those to be rigorously explored and evaluated and those that may be eliminated.	Comment: This statement appears to be contradictive to the "Purpose and Need" statement where the actions and alternatives have been predetermined. The issues and disclosures described in this section (page 6) appear to contradictive of those aforementioned in "Preliminary Understanding of Purpose and Need" and those in Section V. Again, issues desclared within this section are subject to the completion of a PART 150, therefore discounting any value to the current EIS.	5

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

IV. SPONSOR'S PROPOSED PROJECT

SPONSOR'S IDENTIFIED GENERAL GOALS

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

SPONSOR'S PROPOSED PROJECT

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

DEVELOPMENT OF STUDY AREA BOUNDARIES

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

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

V. RANGE OF ALTERNATIVES

No Action / No Build:

No Comment

Reconfiguration of the airfield:

No Comment

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

Operational procedure modifications:

Comment: Issues and operating procedures outlined in this section should already be in place. Any other relative qualitative, supporting and /or qualitative data were not available at the Agency Scoping Meeting. The agency should investigate why the conditions mentioned in this section are currently not in place. The EIS and PART 150 should fully review the joint (regional) airport plan for all potential operational benefits including a full simulation modeling (SIMMOD) analysis of both surface and air delay.

Development of alternatives airports:

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

Technology:

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

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

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

Refinement of Alternatives:

No Comment

Preliminary Design of Airfield Components:

No Comment

VI. ASSESSING ENVIRONMENTAL IMPACTS

See Summary Below.

VII. CUMULATIVE IMPACTS ANALYSIS

Comment: The sponsor is commended for conducting this analysis. Other airport sponsors in the local area have refused to acknowledge this issue. **Comment:** The City must ask the "Lead Agency (FAA)" to properly evaluate and include the noise impacts, of the improvements, not only to the "primary airport" environs but also those impacts to the surrounding communities, including OSU operations. Air traffic operations at OSU are impacted by operations at CMH. This analysis should be included in both the EIS and PART 150. See Summary Below.

VIII. OTHER PROJECTS OR ENVIRONMENTAL STUDIES

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

IX. NEXT STEPS IN THE EIS PROCESS

No Comment

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

X. EIS SCHEDULE

No Comment

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

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

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

SUMMARY:

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

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

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

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

 The geographical confines of federally regulated airspace and inside the 20-mile range mark, for satellite airports, within 20 flying miles of the landing runway. So as to insure air traffic separation requirements and the aforementioned "noise abatement element" all instrument (IFR) departures from the OSU airport are restricted to 3.000' (MSL). Additionally, during the period of 1996 -1997 departure procedures for OSU airport were changed from those evaluated in their NCP (straight out). This procedure now turns all IFR departures (rrespective of trunway) to a heading of 050 degrees. The turn and the altitude restriction exposes the noise sensitive community to all classes and types of departure turns to heading of 050 degrees and types of departure turns to heading of 050 degrees and is restricted to 3.000' MSL (2.000' AGL) departure turns to heading of 050 konst, indicated air speed (IAS), for approximately five nautical miles over densely populated noise sensitive residential areas during nighttime hours.

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

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

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

CITY of WORTHINGTON, OHIO COMMENTS - EIS PORT COLUMBUS AIRPORT (CMH), JUNE 2006 Therefore the Clty requests the "Lead Agency" (FAA) to properly evaluate, correct previous improprieties and include the environmental and noise impacts of not only to the "primary airport" environs but also those impacts to the surrounding communities that air traffic operations also impact in both the EIS/PART 150. Another element of the aforementioned NCP was that of identified as IM-6 and stated: Establish a land use compatibility task force which meets periodically to discuss issues relevant to airport noise compatibility planning. The CMAA proposes to establish a land use compatibility task force consisting of representatives from the City of Columbus. Franklin County, Port Columbus International Airport, Ohio State University Airport, and Rickenbacker International Airport. The group should meet periodically to discuss land use compatibility planning issues that relate to all airports in the Columbus area. Jurisdictions invited to participate.

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

6

Study Advisory Committee Meeting #1 July 11, 2006

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



COLUMBUS REGIONAL AIRPORT AUTHORITY US DEDOTIMENT PORT COLUMBUS • RICKENBACKER • BOLTON OF TENSORICIAN Federal Aviation Administration

June 16, 2006

Name Title Company Address City. State Zip RE: Port Columbus International Airport Environmental Impact Statement Study Advisory Committee Meeting

Dear Name:

This letter is to inform you that the Columbus Regional Airport Authority (CRAA) has proposed a replacement/relocation of the south runway and the development of a new passenger terminal to supplement the existing passenger terminal at Port Columbus International Airport (CMH). Before these projects can be started, the Federal Aviation Administration (FAA) will prepare an Environmental impact Statement (EIS) for the proposed projects. The primary purpose of an EIS is to analyze and disclose the environmental impacts caused by proposed projects. Because there are potential noise impacts associated with the proposed projects, the CRAA is concurrently updating their Part 150 Noise Compatibility Study. The purpose of a Part 150 Study is to identify noise impacts and develop mitigation options or recommendations to help minimize noise impacts on the surrounding community.

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

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

EIS SAC



COLUMBUS REGIONAL AIRPORT AUTHORITY (PORT COLUMBUS • RICKENBACKER • BOLTON 6

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AIRPORT AUTHORITY US bepartment KENBACKER • BOLTON of Tensportation Federal Avaition Administration

The first meeting of these committees is scheduled for Tuesday, July 11, 2006

Port Columbus International Airport Emergency Operations Center An agenda for the SAC meeting is enclosed with this letter. The SAC will meet from 10:00 a.m. to 11:00 a.m.

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

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

Sincerely,

Kothenne D Jones-

Katherine S. Jones Community Planner Federal Aviation Administration

Sincerely,

Elaine Robertz

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

6/16/07 SAC Distribution List

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

Mr. Tom Rusself Division of Water Quality City of Columbus 910 Dublin Road Columbus, OH 43215 Mr. Bob Hodanbosi, Headquarters Chief Ohio Environmental Protection Agency Air Quality 122 S. Front St. Columbus, OH 43216-1049

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

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

COLUMBUS REGIONAL AIRPORT AUTHORITY USEDomment PORT COLUMBUS REGIONAL AIRPORT AUTHORITY USEDomment PORT COLUMBUS • RICKENBACKER • BOLTON of Transportation Federal Aviation Administration	Tuesday, July 11, 2006 Port Columbus International Airport Emergency Operations Center	An agenda for the two meetings is enclosed with this letter. The SAC will meet from 10:00 a.m. to 11:00 a.m. There will be a short break and the PAC will meet from 11:00 a.m. to 12:30 p.m.	The Emergency Operations Center is located on the second level of the airport terminal. It can be accessed by an elevator located adjacent to the food court. There will be signage near this elevator directing you to the committee meetings. Please bring your parking ticket to the meeting with you for validation.	We will manage our time so that we end promptly at 12:30 p.m. As always, we appreciate your interest in Port Columbus International Airport and your participation in these studies. Please let us know if you are able to attend the July 11 th meetings by responding to Melanie DePoy of Aerofinity, Inc by June 30. 2006. Melanie may be reached by phone at (317) 955-8395 ext. 304 or e-mail at <u>Mdepoy@aerofinity.com</u> .	Sincerely,	Kuthenne Dones- Elaine Roberte	Katherine S. Jones Elaine Roberts, A.A.E. Community Planner President & CEO Federal Aviation Administration Columbus Regional Airport Authority		
COLUMBUS REGIONAL AIRPORT AUTHORITY US Department PORT COLUMBUS • RICKENBACKER • BOLTON of fransportation Federal Aviation Administration	June 16, 2006 Name	Title Company Address City, State Zip	RE: Port Columbus International Airport Environmental Impact Statement and Part 150 Noise Compatibility Study Update Study Advisory Committee and Planning Advisory Committee Meetings	Dear Name: This letter is to inform you that the Columbus Regional Airport Authority (CRAA) has proposed a replacement/relocation of the south runway and the development of a new passenger terminal to supplement the existing passenger terminal at Port Columbus International Airport (CMH).	Before these projects can be started, the Federal Aviation Administration (FAA) will prepare an Environmental Impact Statement (EIS) for the proposed projects. The primary purpose of an EIS is to analyze and disclose the environmental impacts caused	by proposed projects. Because there are potential noise impacts associated with the proposed projects, the CRAA is concurrently updating their Part 150 Noise Compatibility Study. The purpose of a Part 150 Study is to identify noise impacts and develop mitigation options or recommendations to help minimize noise impacts on the	surrounding community. In support of the EIS and Part 150 Study, two committees are being formed. A Study Advisory Committee (SAC) is being formed to review and comment on the EIS and a Planning Advisory Committee (PAC) is being formed to review and comment on the proposed noise abatement and land use mitigation measures recommended in the Part 150 Study Update.	As a representative of your organization, you are invited to participate on the following committee(s):	EIS SAC Part 150 PAC

6/16/06 PAC/SAC Distribution List

Mr. Thomas J. Browne Managing Director of Airports Air Transport Association of America 1301 Pennsylvania Avenue, NW - Sulte 1100 Washington, DC 20004-1707

Mr. Ron Moodespaugh Director of Building Maintenance Lane Aviation Corporation 4389 International Gateway Columbus, OH 43219 Ms. Katy Jones Community Planner Federal Aviation Administration – Detroit ADO 11677 S. Wayne Road Romulus, MI 48174

Mr. James Bryant Aviation Administration Ohio Office of Aviation 2829 W. Dublin-Granville Road Columbus, OH 43219

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Mr. Don Peters Columbus Flight Watch 40 Massey Drive Westerville, OH 43081 Dr. Troy Lee Shaw, President East Columbus Civic Association East Columbus Community Center 2743 East 5th Ave Columbus, OH 43219

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

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

Dr. Gene Harris Superintendent City of Columbus Schools 270 East State Street Columbus, OH 43215 Mr. Raymond Ogden Public Service Director City of Whitehall Planning Commission 360 S. Yearling Road Whitehall, OH 43213

Mr. Bill Tylka Million Air 4130 East Fifth Avenue Columbus, OH 43219 Mr. Tim Stehle Director of Flight Operations Limited Brands 4387 International Gateway Columbus, OH 43219

Mr. Thomas Lusch 2185 Olde Sawmill Road Dublin, OH 43016-8221 Mr. Elwood Rayford Chair Northeast Area Commission 2776 Yorkcliff Rd. Columbus, OH 43219 Ms. Grisetta Griffin Brittany Hills Civic Association 2463 Peekskill Drive Columbus, OH 43219

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT



Federal Aviation Administration STUDY ADVISORY COMMITTEE

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

Federal Aviation Administration

AGENDA

WELCOME/INTRODUCTIONS

- Overview of Projects at Port Columbus International Airport
- II. What is an EIS?/Introduction to the EIS Process
- III. Role of the SAC
- IV. Sponsor's Proposed Project
- V. Range of Alternatives
- VI. Assessing Environmental Impacts
- VII. Cumulative Impacts Analysis
- VIII. Next Steps in the EIS Process
- IX. EIS Schedule
- X. Opportunity to comment on the EIS

* * * * *

AGENCY CONTACT: Ms. Katherine S Federal Aviation

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

Telephone: (734) 229-2958

Port Columbus International Airport FAR Part 150 Noise Compatibility Study PLANNING ADVISORY COMMITTEE/STUDY ADVISORY COMMITTEE MEETING - July 11, 2006 Phone/e-mail Address Attendance Sign-in Name Industry Groups Air Transport Association Air Transport Association of America Thomas J. Browne, Managing Director Airports 1301 Pennsylvania Avenue, NW - Suite 1100 Airline Pilots Association Washington, DC 20004-1707 (614) 337-8864 262 McKenna Creek Drive Bill Cumbow Gahanna, OH 43230 AOPA 421 Aviation Way Frederick, MD 21701 Airports Division Airport Business Partners Net Jets (614) 239-5500 5518 4111 Bridgeway Avenue Columubus, OH 43219 Richard G. Smith III rsmith Qnetjets.com Executive Vice President Lane Aviation Corporation Lane Aviation Corporation (614) 237-3747 x157 Ron Moodespaugh Director of Building Maintenance 4389 International Gateway moodespaugh@laneaviation.com Columbus, OH 43219 Nationwide Insurance Company Dan Wolfe (614) 249-8000 Wolfeda@nationwide.com 3945 Bridgeway Avenue Manager Columbus, OH 43219 with 7 Tock Million Air (614) 238-3900 billtylka@millionair-cmh.com Bill Tylka 4130 East Fifth Avenue Columbus, OH 43219 The Columbus International Air Center 4300 East Fifth Avenue Columbus, OH 43219 (614) 236.0843 Ken Waite Facility Manager Limited Brands (614) 415.1800 Tim Stehle 4387 International Gateway Tstahle@Limitedbrands.com Columbus, OH 43219 **Director of Flight Operations**

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	east Area Commission d Rayford	2776 Yorkcliff Rd Columbus, OH 43219	(614) 475-1448
	Central Area Commission e Moreland III	1314 Sigsbee Avenue Columbus, OH 43219	
	erland Ridge Civic Association abus Russell lent	1876 Mountain Oak Rd Columbus, OH 43219	(614) 475-7277 Jarfull@sbc.global, Net
	ny Hills Civic Association risetta Griffin	2463 Peekskill Drive Columbus, OH 43219	(614) 471-3947 Igriffil @Columbus.rr.com
The President Concerned		979 Wellington Blvd Columbus, OH 43219	(614) 252-7782 - h Mcdanie / @ Columbus, rr. cm
(Mail Postcard	Copy for his refere	ue)	

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	No local contact.		
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	Patti Froehlich, Manager		
7 A			
Aug Lung de la	Northwest/Mesaba		(614) 239-4313
yan returnalisty	Bryan Levandusky, Manager	B I wand way	Bryan.Levandusky@nwa.com
Eyan Levandisky	US Airwaya/US Airways Express/America/West	Dryan Levinausky	CATHERINE, GASLIN ONWA. CO.
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lack A	FAA ADO		
Katherino Jones	Katherine Jones, Environmental Specialist	11677 S. Wayne Road	1734) 229-2958
0	Detroit Airports District Office	Romulus, MI 48174	
10 201			
1. Min No. Wat	FAA CMH ATCT		("hris. Lenfest@ FLA. Go
- ms renjer	Chris Lenfest, Manager CMH Air Traffic Control Tower	4277 International Gateway Columbus, OH 43219	(MID. LUGESTE LA. CO
1201 -	OWER AR TRAINC CONTROL FOWER	Columbus, On 43219	104-338-4092
approx	Bruce Gibson	(Same to Above)	0
1 1/2		(Jane to toove)	BRUCE. GIBSON @ FAA, COV
	Ohio Office of Aviation		
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11	James Bryant, Aviation Administrator	ZOZO W. DUDIII-GIANVINE ROAU	(614) 387.2341
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f. M Her	Lucas Haire, Planning Administrator Jefferson Twp. Charles McCroskey, Zoning Administrator	-72,52 F. Man SF Reynold:5017,011 43068 6545 Havens Road Blacklick, OH 43004	(614)322-6829 [haire@ci.reyroldsborg.oh.us (614)855-4265
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		Other	
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		dditional Attendees	
		Please Print	
Attendance Sign-in	Name	Address	Phone/e-mail
Jain Wall B.F. Meles	CRAL		
MARK KELBY	CRAA		
SCUTT WHITLUCE Kimberly wixin-bee Dennis Sterner Stacey Heaton	(ity of Worthington (WOOSE) (WOOSE) (RAA	6081 Olentongy Rive Rom 6081 Olentongy Ru. Pal We 198 Caren Ave, Worthingto A3085	1 whit/sceaol.com whit/sceaol.com whitem in white scale dsh@dsh.org ca4-43&-0403
Schamy J. Mille	w1 Bonnie Grand (it	sy of Elahanna	
Aare Churryn	CRAA		
Dewigani Pusani	E CORONA CHEST COM	the second se	

	Port Columbus Internation FAR Part 150 Noise Comp STUDY ADVISORY COMMITTEE MI	atibility Study	
Attendance Sign-in	Name	Address	Phone/e-mail
	Agencies		
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	Golf Course - Recreation	200 Greenlawn Ave.	
	City of Whitehall		
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\sim	City of Whitehall Planning Commission	Whitehall, OH 43213	rogden@cityofwhitehall.com
Man Sha	Matthew Shad, Development Director	360 S. Yearling Road Whitehall, OH 43213	(614) 338-3103 development@cityofwhitehall.com
	Citizens/Citizen Gro	ups	
	Friends of Big Walnut Creek Susan Moeller	116 Mill Street Gahanna, OH 43230	(614) 470-9699

CMH is an essential transportation resource, contrasily located in Ohio, and serves as the primary ar-transportation tacify for most of contral Ohio. As a result of the evaluation of the amport operations and facilities conducted over the last file years, three major issues wo maintain its ortheal amport function in the future.

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

The need to rehabilitate Runway 19R/28L The CRAA initiated pavement evaluation and design studies for Runway 10R/28L in 2000. Based on visual inspection of the pavement condition and associated engineering evaluations, the studies provided recommendations to improve the serviceability of the runway. Some erass of the runway were determined to the need of full deptiv/structural repair.

The CRAA examined two options: rebuild Curvey (DRAA examined two options: rebuild Curvey (DR2A) at the same location or build a replacement unnery. Reconstruction of Rumway (DR2A), will involve a lengthy documents than during which the apport would a lengthy documents than during which the apport would a lengthy documents than during which the apport would a lengthy documents than during which the apport will be the end of this construction period. The apport well return to its ourner conditions in sams of airlies capacity and divelopment envelope between the two curveys. The CRAA: moonthing the parameters of the reaceston of this numeric decided alignmethy of moon the reaceston of this numeric decided alignmethy of moon the reaceston of this numeric decided alignmethy of moon the reaceston of this numeric decided alignmethy of moon the reaceston of this numeric decided alignmethy of the reaceston of this curvery decided alignmethy of the reaceston of this numeric decided alignmethy of the reace southy with more optimum doceth on the structural value to a future, construction of a replacement runway at a different toorism on the construction period. The need to provide long-term an infield capacity delay

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

The needs to provise non-reduction during peak operating periods, and artista efficiency to accommodate the dictate a nonset years being traffic include the length of the nurways, the oracitation and separation of the nurways, the nurvigational instrumentation on each nurways, and the ternander of the artificial instructure (ackies), hold pack; set. . The CRAA has identified that relocating Rurways (DR2AL instrumentation action and selection and a separation and world increase peak pendo operating caputoty.

The need to provide sufficient taminal capacity to accommodate projected passenger levels The most neered passanger forecasts for CMH product continued steady provide non-20 passangers and operations for the near 20 parts. The CRA4 studied a operations for the near 20 parts. The CRA4 studied a mather of possibilities for meeting this demand. An analysis of the existing formula fasalities future passenger that it cannot efficiently accommodate future passenger

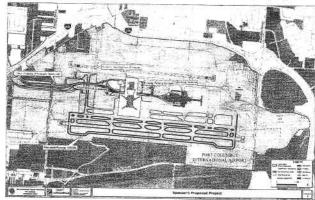
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demand beyond five million annual anglanad passengers. The imitations of the existing terminal include the lack of necessary begages makes to provide a transmitter of a comparing tags to provide of the second second second second second second end of the second five million expland passingers in 2016. Therefore, in order to meet the projected long-term passenger domand, the development of a new passenger terminal facility will be required.

terminal facility will be required. What are the advantages of reflecteding the rueway? Study of opions for developing a new terminal found that with the current runway separation, it is virtually impossible to develop at amminal targe enough to meet long-term demand and accommodale the necessary roadways, parking, and other similarity and the second study of the development interest standard distance between auto parking and the terminal building frontage, and (2) requires the need to place the access readway under the terminal.

Therefore, in order to obtain the necessary development envidee to accommodate a terminal that will meet long-term demand and allow for other support facility development, the relocation of one of the runeys was recommended. Further analysis of the teasbillity of moving one of the nunways found that relocating Runway 105/28L to the south was the best option for meeting this goal.

The illustration below shows the development concept



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

- The Ist Dents in Robots and use properties camp assesses on the ES. Construction of a replacement runway. 10, 113 feet long, to cated 72 (26 storth of the assisting Runway 10472a). Construction of additional taxiways to support the replacement runway. Proposed terminal development (defined as a development and taxi and another of gales; approximate program) examining the subcomposition of additional taxiways to support the replacement runway. Proposed terminal development (defined as a development and taxi and taxi

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What environmental impacts are being considered? The EIS is being prepared by the FAA to comply with the requirements of NEPA as implemented by FAA Order 1050.1E, Environmental impacts, Policies and Procedures, and FAA Order 500.4B, National Environmental Policy Ast (NEPA), implementation instructions for signort actions. In accordance with these orders the environmental impacts of the proposed development projects will consider the following. the propo following:

- following: Environmental Consequences Aur Quality Public: Propertias Resources, Initionic properties, architecturia anchaoological and cubical resources, USC saction 303 properties parks or recreational areas) Water Resources (water cubic), wetlands, foodplanis and hoodways: cosatel resources, wid and sociarcheers) Biological and Natural Resources (sactional Statural Resources) Biological and Community Resources (sociaeconomic masts, oblino prevention) social and Community Resources (sociaeconomic social and Community Resources, chiefen's andromenerial health and safety risks, light emissions, energy supply, sustainable design and development, construction impacts, amounted and development, construction impacts and availation analytics & to actionated the

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

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

Cumulative impacts actions. Cumulative impacts Any other past, present of foreaseable future actions which may be applicable or performant to the proposed developments will also be addressed. The proposed developments relationship to other plans, directives and goals of the Countous area will be studied. The cumulative impacts of all the proposad improvements, when combined with the samp and resinably foreaseable future (generable future (generable future) and be address of the samp and resinable future (generable future (generable future) and the samp and resinable future (generable future (generable future) and the samp and resinable future (generable future (generable future) and the samp and the samp and the samp and resinable future solutions of the same samp and the same samp and the same samp and resinable future (generable future) (gen

Environmental Impact Statement

Public Workshops

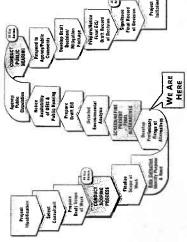
What is the Purpose of Tonighr's Public Meeting? Tonight's workshop is the second of multiple opportunities that the public will be invited to provide comments on the preparation of an Environmental Impact Statement (El) for proposed improvements to Port Columbus International Airport (CMH). The proposed improvements include the construction of a replacement for the airport's south runway (Runway 108/28L), and a new passenger terminal. Detailed information about the proposed improvements will be presented at tonight's meeting.

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

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

In addition to the public comments, input on the proposed development is approximately and the proposed the second the set and deterral agencies. A meeting was held with these agencies on May 31, 2006. They will continue to provide comment on the EIS as the study progresses.

The following illustration graphically shows the E1S process



The Project Team

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

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

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

Next Steps

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

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

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

Public	hí on the 1 July 31.		
assed to provide comments to the FAA on the EIS Publi about the proposed development projects at CMH.	ay be submitted tonig e close of business o		
to provide comments to the FAA on the B proposed development projects at CMH	a u u		
d to provide co the proposed de	is. Written comment submit comments unt		×
ark? blic will be aske decisions about t	imental analysis. 7 efer, you may subr		/HEIS@faa.go
scope of Wo s that the publ AAIn making d	rients on the environ shop area . If you p		la e-mail at CN conh-eis
t on the EIS if multiple time if multiple time to assist the Fr	len comments i the workshop	stration Office ad, Suite 107	submit them v irportstes net/
n I Comment s the second o is are important	welcomes writ forms found in	arrie S. Jones viation Admini ports District (urth Wayne Ro Michigan 481) 229-2950 or ebsite: www.a
How can Tonight is comments	The FAA w comment fo 2005 to:	Ms. Katherir Federal Avia Detroit Airpo 116.77 South Romulus, M	Fax. (734 Project w

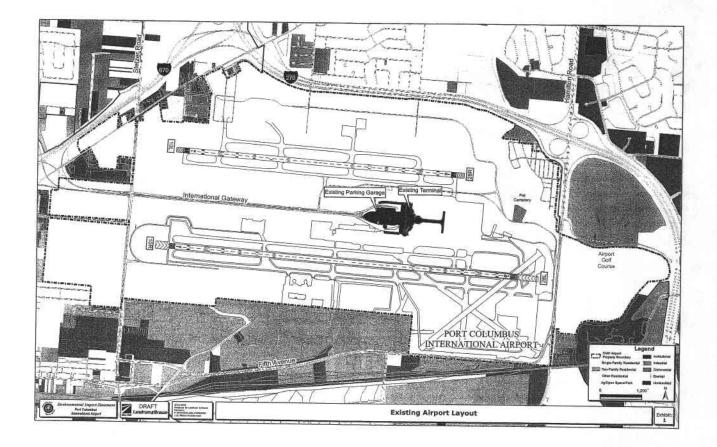
	PORT COLUN ENVIRONME	PORT COLUMBUS INTERNATIONAL AIRPORT STUDY ADVISORY COMMITTEE ENVIRONMENTAL IMPACT STATEMENT DISCUSSION OUTLINE
		I. HISTORY, BACKGROUND, AND PURPOSE AND NEED
PORT COLUMBUS INTERNATIONAL AIRPORT	Propose	Proposed Replacement Runway and Terminal Expansion at <u>CMH</u>
	WHERE DI	WHERE DID THIS ALL BEGIN?
ENVIDONMENTAL MDACT STATEMENT	1958	Existing Terminal at Port Columbus International Airport opened.
	1989	The South Concourse (Concourse A) opened.
	1995	The North Concourse (Concourse C) opened and was extended in 2002.
Study Advisory Committee Discussion Outline	2000	The Columbus Regional Airport Authority (CRAA) completed an Airport Master Plan Update (AMPU), recommends the need for a new midfield terminal, based on the forecast of passengers.
	WHAT'S H	WHAT'S HAPPENED?
July 11, 2006 10:00 a.m. – 11:00 a.m.	2001	CRAA initiates terminal study in response to continued passenger growth and revised security requirements that were instituted after September 11, 2001.
Emergency Operations Center	2003	Peer Review recommends shifting Runway 10R/28L south to obtain a larger envelope for terminal development.
Port Columbus International Airport Columbus, Ohio	2003	CRAA Board accepted recommendation and initiated Airfield Planning and Environmental Overview studies to analyze the concept further.
	2003	CRAA defers full rehabilitation of Runway 10R/28L in anticipation of relocation project.
	2005	Airfield Planning Study recommended Runway 10R/28L be relocated at least 700 feet south of existing Runway 10R/28L.
	2005	Environmental Overview Study analyzed potential environmental impacts and recommended that an Environmental Impact Statement (EIS) be prepared due to the likelihood of significant noise impacts.
	Landrum & Brown Team July 2006	wn Team Page 1

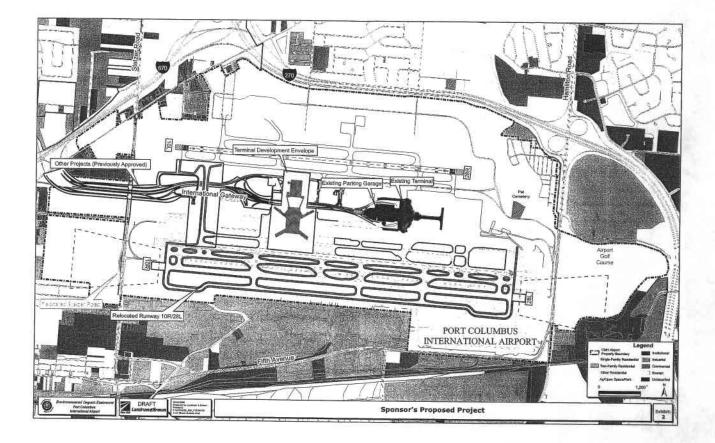
PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	RNATIONAL AIRPORT 9CT STATEMENT	STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE	PORT COLUMBUS INTERNATIONAL AIRPORT STUDY ADVISORY COMMITTEE ENVIRONMENTAL IMPACT STATEMENT DISCUSSION OUTLINE
<u>WHAT'S HAPPENING NOW?</u>	<u>NG NOW?</u>		<u>THE NEED TO PROVIDE LONG-TERM AIRFIELD CAPACITY, DELAY REDUCTION DURING PEAK</u> OPERATING PERIODS, AND AIRFIELD EFFICIENCY
December 2005 CR ob	CRAA provides definition of Proposed Project and air objectives to Federal Aviation Administration (FAA).	posed Project and airport dministration (FAA).	The primary factors that dictate a runway system's ability to accommodate overall levels of traffic or peak hour traffic include the length of the runways the
May 2006 FA Pro	FAA issues Notice of Intent to Prepare an EIS for the CRAA Proposed Project.	repare an EIS for the CRAA	orientation and separation of the runways, the navigational instrumentation on each runway end, and the remainder of the airfield infrastructure (taxiways, hold pads, etc.).
May/June 2006 FA	FAA conducts Agency and Public Scoping Meetings for EIS.	c Scoping Meetings for EIS.	The CRAA has identified that relocating Runway 10R/281 would provide a Jargar
July 2006 FA	FAA conducts Public Information Workshops for EIS.	Norkshops for EIS.	terminal development envelope and would increase peak period operating capacity. A study determined that a runway with a minimum length of 10,100 feet, relocated to the south of existing Runway 10R/28L by at least 700 feet, with the capability of
<u>Preliminary Under</u>	Preliminary Understanding of Purpose and Need	l Need	obtaining Category II approaches, and other supporting airfield improvements would be necessary to maintain and in some cases would enhance the ability of the
Port Columbus Interna centrally located in Oi	ational Airport (CMH) is an e	Port Columbus International Airport (CMH) is an essential transportation resource, centrally located in Ohio and source of the minors of the common of the control of the common of the control of	airport to accommodate long-term and peak period aviation demand. Due to the condition of the proposed runway site, the Sponsors Proposed Project (defined in
most of central Ohio. facilities conducted o which could affect the	As a result of the evaluation were the last five years, thrush ability of the airport to main	most of central Ohio. As a result of the evaluation of the airport auon lacinty for facilities conducted over the last five years, three major issues were identified which could affect the ability of the airport pomaintain its critical airport function in	Section IV) is 702 feet south of existing Runway 10R/28L and is a length of 10,113 feet. In order to obtain Category II approaches on Runway 10R/28L, additional navigational aides would be required.
the future.			<u>THE NEED TO PROVIDE SUFFICIENT TERMINAL CAPACITY TO ACCOMMODATE PROJECTED</u> PASSENGER LEVELS
Inrougn caretul evalu International Airport ((Inrough careful evaluation of airport operations and facilities at po International Airport (CMH), three primary needs have been identified:	Inrough careful evaluation of airport operations and facilities at Port Columbus International Airport (CMH), three primary needs have been identified:	The most recent passenger forecasts for CMH predict continued steady growth in terms of passenger and oppredictions for the most point oppredictions for the provide the statement of the statement operation operation of the statement operation operation of the statement operation o
THE NEED TO REHABILITATE RUNWAY 10R/28L	TE RUNWAY 10R/28L		number of possibilities for meeting this demand. An analysis of the existing
The CRAA initiated pav 2000. Based on vis	The CRAA initiated pavement evaluation and design studies for Runway 2000. Based on visual inspection of the pavement condition and	n studies for Runway 10R/28L in ment condition and associated	terminal facilities at CMH found that it can not efficiently accommodate future passengers demand beyond five million annual enplaned passengers (5 MAEP). The
engineering evaluations, the		commendations to improve the	initications of the existing terminal include the lack of necessary baggage make up areas, the lack of adequate space to provide security screening, and a lack of
need of full depth/structural repair.	urway. Some areas or the ri Ictural repair.	some areas or the runway were determined to be in spair.	aircraft gates to meet long-term demand. Current forecasts indicate that with continued steady growth, CMH will exceed 5 MAEP in 2018. Therefore, in order to
The CRAA examined to build a replacement r	wo options: rebuild Runway runway. Reconstruction of	The CRAA examined two options: rebuild Runway 10R/28L at the same location or build a replacement runway. Reconstruction of Runway 10R/28L will involve a	meet the projected long-term passenger demand, the development of a new terminal facility will be required.
lengthy closure time i	in which the airport would ha	lengthy closure time in which the airport would have to operate with one runway (101/28P) a canacity constrained and hish price income successing the second s	Study of new terminal concepts found that with the current runway separation
this construction perio	this construction period, the airport will return to its current conditions	troc zero, a capacity consumed and ingri noise impact situation. At the end of this construction period, the airport will return to its current conditions in terms of	(2,800 feet), it is virtually impossible to develop a terminal large enough to meet long-term demand and accommodate the necessary machines. The section and excommodate the necessary machines.
airrielo capacity and de	airrierd capacity and development envelope between the two runways.	1 the two runways.	support functions. Another disadvantage of the development envelope that exists
The CRAA, recognizin	forward with a chart to me	The CRAA, recognizing the possibility of the relocation of this runway, decided	when the current runway separation is in addressing security concerns. The current site: (1) provides for limited standoff distance between auto parking and the
overlay with less ask overlay with more str	phalt) and to defer larger ructural value) to a future.	overlay with more subject trainer of a short-term runway overlay project (trainer overlay with less asphalt) and to defer larger pavement investments (thicker overlay with more structural value) to a future. more optimum location on the	terminal building frontage; and (2) requires the need to place the access roadway under the terminal.
airfield. Furthermore, would allow the airfield	airfield. Furthermore, construction of a replacement runway at a different would allow the airfield to operate normally during the construction period.	Furthermore, construction of a replacement runway at a different location ow the airfield to operate normally during the construction period.	Therefore, in order to obtain the necessary development envelope to accommodate a terminal that will meet long-term demand, and allow for other support facility development, the relocation of one of the runways was recommended. Further
Landrum & Brown Team		Parte 2	Landrum & Brown Team
July 2006		4) J. J. J	July 2006

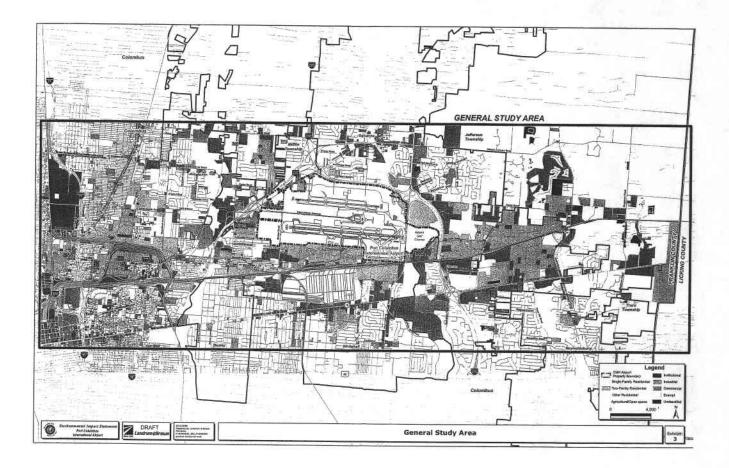
PORT COLUMBUS INTERNATIONAL AIRPORT STUDY ADVISORY COMMITTEE ENVIRONMENTAL IMPACT STATEMENT DISCUSSION OUTLINE	II. INTRODUCTION TO THE SCOPING PROCESS	The environmental documentation will be prepared to comply with the requirements of the National Environmental Policy Act on 1969 (NEPA) as implemented in FAA Order 1050.1E, <i>Environmental Impacts: Policies and Procedures</i> , and FAA Order 5050.4B, <i>National Environmental Policy Act (NEPA) Implementing Instructions for</i> <i>Airport Actions</i> .	Independent Indep	Landrum & Brown Team Page 5
PORT (ENVIR		The en of the Order 5050.4 <i>Airport</i>	Construction of the second sec	Landrum é Landrum é
STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE	le runways, found that relocating 1 for meeting this goal. 1dary needs have been identified:	<u>ES AND ROADWAY INFRASTRUCTURE TO</u> <u>ION DEMAND</u> 1 will result in the need for the elocation/construction of roadways king facilities within the terminal emote parking and its associated arces passenger convenience by kewise, the roadway infrastructure will need to be relocated or newly	ABATEMENT AND LAND USE MITIGATION se levels for communities adjacent CRAA is concurrently undertaking to address noise and land use abatement air traffic actions and or eliminate existing incompatible ablished around the airport. Noise part 150 Study, as appropriate.	Page 4
PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	analysis of the feasibility of moving one of the runways, found that relocatir Runway 10R/28L to the south was the best option for meeting this goal. In addition to the three primary needs, two secondary needs have been identified:	THE NEED TO PROVIDE SUFFICIENT ANCILLARY FACILITIES AND ROADWAY INFRASTRUCTURE TO SUPPORT THE PROJECTED INCREASE IN AIR TRANSPORTATION DEMAND Development of new terminal facilities at CMH will result in the need for the construction of additional auto parking and the relocation/construction of roadways within the terminal area. Maintaining the parking facilities within the terminal development envelope eliminates the need for remote parking and its associated additional property acquisition, as well as enhances passenger convenience by allowing the parking to be near the terminal. Likewise, the roadway infrastructure providing access to the terminal.	THE NEED TO INCORPORATE 14 CFR PART 150 MOISE ABATEMENT AND LAND USE MITIGATION RECOMMENDATIONS (IF NECESSARY) The proposed project may result in increased noise levels for communities adjacent to the airport. In response to that potential, the CRAA is concurrently undertaking a Part 150 Noise Compatibility Study Update to address noise and land use incompatibilities. Implementation of the noise abatement air traffic actions and associated land use mitigation would reduce and/or eliminate existing incompatible land use impacts and prevent new ones being established around the airport. Noise abatement air traffic actions and land use mitigation associated with the proposed project will be addressed in the ongoing CMH FAR Part 150 Study, as appropriate.	Landrum & Brown Team July 2006

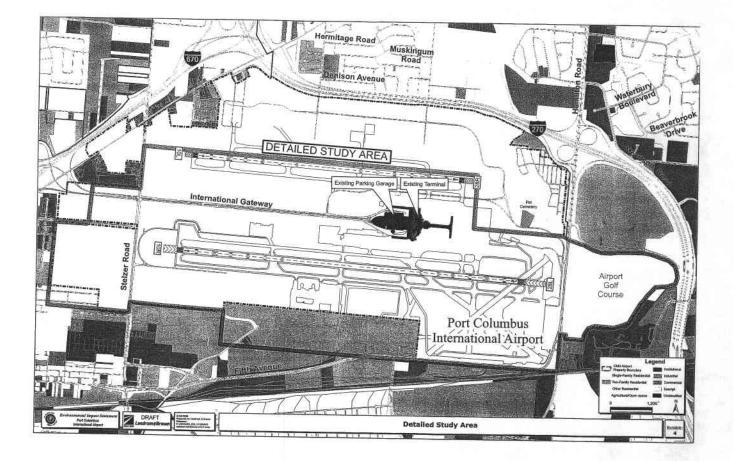
	DISCUSSION OUTLINE	ENVIRONMENTAL IMPACT STATEMENT	STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE
The scoping process is the initial step in the preparation of the EIS. The scoping process is "an early and open process for determining the scope of issues	on of the EIS. The scoping	III. SUMMARY: EIS SCOPE OF SERVICES	E OF SERVICES
addressed and for identifying the significant issues related to the proposed Therefore, the scoping process will identify: • Ranne of arrivate (necione functional arrivate arrivate for the proposed	a first scope of issues to be ted to the proposed action."	The EIS Scope of Services will be performed by Landrum & Brown, Incorporated, and its sub-consultants (L&B Team) for the FAA as the lead Federal agency.	' Landrum & Brown, Incorporated, is the lead Federal agency.
 Alternatives – those to be rigorously explored and evaluated and those that may be eliminated 	nd evaluated and those that	Landrum & Brown Incorporated (L&B) ASC	ASC Group Incorporated
 Range of environmental impacts 		Aerofinity Incorporated Gres	Gresham, Smith and Partners
The scoping process will determine the scope and significant issues to be analyzed		AGENCY COORDINATION and COMMENT AT KEY PROJECT MILESTONES	<u>(EY PROJECT MILESTONES</u>
in deptn. • Actions		Agency coordination will formally occur with the Federal, state, and local agencies at key milestones in the EIS process:	Federal, state, and local agencies
- Dependent/Independent		 Scope of Services for the EIS 	
Alternatives		Obtain agency comments on the overall proposed Scope of Services to assist in the development and refinement of tasks	posed Scope of Services to assist
 No-Action Alternative Expansion of Airport Facilities 		Purpose and Need and Alternatives Analysis	Sis
 Alternative to Noise Abatement Procedures Impacts 		the rulpose and need for the Proposed Project will be developed using planning studies prepared by the Columbus Regional Airport Authority (CPAA) and with	t will be developed using planning Nirport Authority (CRAA) and with
- Direct		input from, and coordination with, the FAA and the CRAA to identify current	and the CRAA to identify current
 Indirect Cumulative 		during a reasonably foreseeable timeframe identified for discussion in the EIS. The Draft Purpose and Need Yaramant(s) and the montaneous and an and service and the second service and the second service and the second service and the second service and servi	entified for discussion in the EIS.
		presented to the agencies for review discussion, and input. The Draft Purpose and Need statement() month provide the statement()	on, and input. The Draft Purpose
The scoping process will identify and eliminate from detailed study the issues which are not significant or which have been covered by prior documentation.	iled study the issues which ocumentation.	with the agencies.	a on the outcome of coordination
The FAA issued a Notice of Intent (NOI) to prepare an Environmental Statement in the Federal Register on May 1, 2006.	an Environmental Impact	The range of reasonable and practical alternatives to fulfill the project Purpose and Need will be developed and presented to the agencies for review and comment. (The discussion of the range of alternatives is presented more fully	tives to fulfill the project Purpose to the agencies for review and cernatives is presented more fully
The FAA requests that all comments be formalized in written correspondence by July 31, 2006 to:	ence by	In Section V. of this outline.) • Results of Key Environmental Studies/Mitigation	iation
Ms. Katherine S. Jones Federal Aviation Administration, Detroit Airports District Office 116.77 South Wayne Road, Suite 107 Romulus, Michigan 48174		Agencies will be informed as to the findings of natural and cultural resources surveys, air quality and noise modeling methodologies and results. Any mitigation necessary for this project will be coordinated with the appropriate agencies to comply with Federal, state, and local regulations and to identify suitable mitigation strategies.	of natural and cultural resources ethodologies and results. Any coordinated with the appropriate local regulations and to identify
Telephone: (734) 229-2958 Fax: (734) 229-2950 Email: CMHEIS@faa.gov		 Development of the Draft EIS The status of the development of the Draft EIS, the data, analysis, findings, and mitigation recommendations will be presented to the agencies for review, comment, and input. 	, the data, analysis, findings, and ed to the agencies for review,
Landrum & Brown Team July 2006	Page 6	Landrum & Brown Team	T prod

 IV. SPONSOR'S PROPOSED PROJECT SPONSOR'S IDENTIFIED GENERAL GOALS CRAA seeks to continue to expand CMH's role as a major domestic passenger air hub through enhanced passenger service. CRAA seeks to phase these projects in a way that will take advantage of available funding, while being flexible enough to accommodate growth that may occur sooner than forecasted. CRAA seeks to strendthen and enhance the city and control to be beeks to strendthen and enhance the cit	The existing airfield layout is depicted on Exhibit 1 , <i>Existing Airport Layout</i> . The	DISCOSSION OUILINE
 SPONSOR'S IDENTIFIED CENERAL GOALS CRAA seeks to continue to expand CMH's role as a major domestic passenger air hub through enhanced passenger service. CRAA seeks to balance CMH in terms of airfield and terminal capacity, CRAA seeks to phase these projects in a way that will take advantage of available functing, while being flexible enough to accommodate growth that may occur sooner than forecasted. CRAA seeks to strencthen and enhance the city and motional tox box contacts. 	Dronosed relocated remain betagoint betagoint	bit 1, Existing Airport Layout. The
 CRAA seeks to continue to expand CMH's role as a major domestic passenger air hub through enhanced passenger service, CRAA seeks to balance CMH in terms of airfield and terminal capacity, CRAA seeks to phase these projects in a way that will take advantage of available funding, while being flexible enough to accommodate growth that may occur sooner than forecasted, CRAA seeks to strengthen and enhance the city and motional too be available. 	proposed by CRAA is depicted on Exhibit 2, Sponsor's Proposed Project.	nsion proposed by CRAA is depicted
 CRAA seeks to balance CMH in terms of airfield and terminal capacity, CRAA seeks to phase these projects in a way that will take advantage of available funding, while being flexible enough to accommodate growth that may occur sooner than forecasted, CRAA seeks to strengthen and enhance the city and projects to accommodate growth that 	<u>DEVELOPMENT OF STUDY AREA BOUNDARIES</u>	ARIES
CRAA seeks to strengthen and enhance the city and routional two hores and	For the purposes of this EIS two study areas have been developed illustrating the airport property and surrounding communities. Exhibits were created using digital mapping and Geographic Information System (GIS) and show these study areas with existing political jurisdictions, noise-sensitive land uses, compatible land uses, major and minor streets and roadways, and major physical, or oncarabin, and	ave been developed illustrating the Exhibits were created using digital (GIS) and show these study areas ve land uses, compatible land uses, maior physical, mentanhir and
employment by developing a highly desirable facility for airline and aircraft	natural features, along with selected place names, road names, and names of geographic features.	ames, road names, and names of
operators, and • CRAA seeks to accomplish these goals in a manner that preserves the viability and character of its neighboring communities	The General Study Area (GSA), as shown on Exhibit 3 , <i>General Study Area</i> , covers a broad area so that the potential impacts due to the Proposed Project and its alternatives can be adequately assessed, in particular for the assessment of potential noise impacts. The GSA was developed using a composite of previous	ibit 3 , <i>General Study Area</i> , covers le to the Proposed Project and its particular for the assessment of ped using a composite of previous
* * * * * * SPONSOR'S PROPOSED PROJECT	airport noise contours (out to the 60 DNL) and current and anticipated aircraft flight paths. A substantial buffer area was then added to allow for any increase in the size of the future noise contour. The GSA Area boundary lines were squared off and follow roadwaves where available	60 DNL) and current and anticipated aircraft flight was then added to allow for any increase in the The GSA Area boundary lines were squared off
 Construction of a replacement runway, 10,113 feet long, located approximately 702 feet south of the existing Runway 10R/28L Construction of additional taxiways to support the replacement runway Proposed terminal development (defined as a development area that will encompass Phase I and II of the CRAA terminal development program and the number of gates, approximate square footage of the structure, number of number of gates, approximate square footage of the structure, number of number of gates, approximate square footage of the structure, number of number of gates, approximate square footage of the structure, number of number of gates, approximate square footage of the structure, number of number of gates, approximate square footage of the structure, number of number of gates, approximate square footage of the structure, number of number of gates, approximate square footage of the structure, number of number of gates, approximate square footage of the structure, number of number of gates, approximate curb frontage, and the number of passengers that the terminal would accommodate) Necessary Navigational Aids (NAVAIDS) to obtain a CAT II approach Proposed aviation-related development Recessary Navigational Aids (NAVAIDS) to obtain a CAT II approach Proposed aviation-related development Proposed aviation and construction Proposed aviation and relocations and construction Parking improvements (including both surface lots and parking garage) Property acquisition and relocation of residences, businesses, and farms as necessary Development of air traffic operational procedures for the replacement runway necessary Proposed Part 150 noise abatement actions to be implemented upon receipt of the Record of Approval 	Exhibit 4 , <i>Detailed Study Area</i> , is smaller than the GSA to accommodate the more detailed analysis of construction and development-related impacts that would result from the Proposed Project and its alternatives. The alternatives used to help delineate the Detailed Study Area (DSA) boundary were based on the areas where it was anticipated that direct impacts may occur.	the GSA to accommodate the more it-related impacts that would result s. The alternatives used to help iry were based on the areas where
Landrum & Brown Team Page 8 July 2006	Landrum & Brown Team	Page 9









Port Columbus International Airport Environmental Impact Statement	STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE	PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE
V. RANGE OF ALTERNATIVES	RNATIVES	provides for a short-list of alternatives that will be carried forward in the analysis of Environmental Consequences. Those alternatives will include:	carried forward in the analysis of will include:
In addition to the Sponsor's Proposed Project, the EIS will evaluate a comprehensive range of alternatives. This is necessary to ensure that other alternatives that satisfy the project purpose and need, while having a less detrimental effect on the environment, have not been prematurely dismissed from consideration. The evaluation of these alternatives will be subject to a three-phased approach:	ject, the EIS will evaluate a necessary to ensure that other and need, while having a less been prematurely dismissed from tives will be subject to a three-	 2006 Baseline Condition Alternative 1: 2012 No-Action Alternative 2: 2012 Alternative Proposed Runway Alternative Air Traffic Option A: With the Part 150 Actions Air Traffic Option B: Without the Part 150 Actions 	posed Runway Alternative Part 150 Actions he Part 150 Actions
1. Identify a comprehensive range of alternatives.	itives.	Alternative 3: 2018 No-Action Alternative 4: 2018 Pronosed Action Alternative	a Alternative
 Conduct a qualitative evaluation of all alternatives and define a sho alternatives to be considered for further evaluation based c compliance with the project's purpose and need. 	e evaluation of all alternatives and define a short list of considered for further evaluation based on their project's purpose and need.	 Air Traffic Option A: With the Part 150 Actions Air Traffic Option B: Without the Part 150 Actions 	art 150 Actions le Part 150 Actions
Perform detailed evaluation of the short listed alternatives to operational, financial, constructability, and environmental impacts.	rt listed alternatives to consider d environmental impacts.	 Auctinative 3. 2010 Fromoso Kuiway Auctinative V Existing Terminal Air Traffic Option A: With the Part 150 Actions 	Existing Terminal - Air Traffic Option A: With the Part 150 Actions
The comprehensive range of alternatives will consider:	ider:	- Air Traffic Option B: Without the Part 150 Actions	he Part 150 Actions
 No Action/No Build: This alternative would include maintaining the existing terminal area, runways, taxiways, operating procedures, and navigation aids. In addition to serving as an alternative for further consideration, the do nothing alternative also serves as a baseline for evaluating other alternatives. Reconfiguration of the airfield: Alternatives that would realign, extend, and or chorten ordering and order for termatives and or chorten ordering. 	would include maintaining the ays, operating procedures, and g as an alternative for further it also serves as a baseline for atives that would realign, extend,	Refinement of Alternatives: In preparation for detailed environmental evaluation, refinement of the alternatives may include preliminary engineering to establish longitudinal and transverse gradients, drainage features, and temporary construction areas/easements. This level of detail provides information on implementation and constructability, operational feasibility, and the feasibility and reality of obtaining and applying for environmental permits (i.e., local, state, Federal) for construction.	In preparation for detailed environmental smattives may include preliminary engineering to arse gradients, drainage features, and temporary This level of detail provides information on ty, operational feasibility, and the feasibility and g for environmental permits (i.e., local, state,
and or shorten existing runways and/or taxiways would be considered. Development of new runway and/or taxiway components also are considered to be a reconfiguration of the airfield. • Operational procedure modifications: Operational changes may include.	taxiways would be considered. y components also are considered Operational changes may include.	Preliminary Design of Airfield Components: This effort involves engineering studies to advance alternatives from the conceptual stage through preliminary engineering. This effort will be used to develop:	This effort involves engineering sptual stage through preliminary
but are not limited to, preferential runway use, revision of aircraft taxi routes, and/or instituting new air traffic control (flight) procedures. Allocating demand to other nearby airports serving the region will also be assessed.	ay use, revision of aircraft taxi ffic control (filight) procedures. is serving the region will also be	 Runway geometrics and horizontal and vertical alignments Runway and taxiway construction zone (extents of disturbance) Temporary construction assembles 	ical alignments ents of disturbance)
 Development of alternative airports: Other potential sites to develop a new or replacement airport to serve the Columbus Region will be considered. Technology: This will include an assessment of existing and emerging technologies that could affect aviation demand such as teleconferencing and video conferencing. 	Other potential sites to develop a umbus Region will be considered. sment of existing and emerging and such as teleconferencing and	 Drainage facilities and easements and their impacts Drainage facilities and easements and their impacts Necessary relocations on airport property Necessary property acquisitions and relocations Other necessary relocations 	impacts ions
This comprehensive range of alternatives will be subjected to qualitative evaluation techniques that will serve to identify a short-list of alternatives to be considered for more detailed analysis. These evaluations will focus on the ability of the alternatives to satisfy the project's purpose and need. The Scope of Services	of alternatives will be subjected to qualitative evaluation of identify a short-list of alternatives to be considered for These evaluations will focus on the ability of the project's purpose and need. The Scope of Services	 Impacts on airport operations during construction Constructability analysis Construction cost estimates of each alternatives 	uction tives
Landrum & Brown Team July 2006	Page 14	Landrum & Brown Team July 2006	Page 15

UMBUS INTERNATIONAL AIRPORT	AENTAL IMPACT STATEMENT
PORT COLUMBU	ENVIRONMENTA

STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE

VI. ASSESSING ENVIRONMENTAL IMPACTS

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

AIR QUALITY

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

NOISE AND COMPATIBLE LAND USES

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

PUBLIC PROPERTIES/ RESOURCES

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

WATER RESOURCES

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

BIOLOGICAL AND NATURAL RESOURCES

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

Landrum & Brown Team July 2006

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PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE

HAZARDOUS AND WASTE MATERIALS

Hazardous Waste Solid Waste Pollution Prevention

SOCIAL AND COMMUNITY RESOURCES

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

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

Landrum & Brown Team July 2006

The project schedule (next page) shows that the DRAFT EIS document produced in approximately 20 months from the issuance of the FAA Notice of to Prepare an EIS. There are, however, project-related items outside the of the Project Team, such as FAA and CRAA review(s) of preliminary docume additional studies/surveys that may be required for regulatory agency app for permitting or mitigation, or the extent of public/agency comments for responses need to be prepared.	The schedule will be monitored throughout the study and coordinati appropriate parties. The project schedule is attached. It will be revis updated when necessary to remain current with the actual pace of the analy agency coordination and concurrence. 20 months to DRAFT after issuance of NOI MILESTONE meetings for concurrence with Agencies Mitigation / Permitting Activities Public Hearing RECORD OF DECISION expected – April 2009	Landrum & Brown Team July 2006
cess that seeks to disclose ons, such as approval and used to obtain all necessary agencies for projects. The g and coordinating an EIS.	Connuct Jon FUBIC acon RESPOND RESPOND RESPOND Agency/Tubic Comments Develop Dratt Develop Dratt Develop Dratt Develop Dratt Develop Dratt Develop Dratt Respond Prepare/Nutic Fraia Ets/ Dratt Resord of Decision Project Initiation	Page 20
The Environmental Impact Statement is a Federal process that seeks to disclose any environmental effects of proposed Federal actions, such as approval and funding of airport improvements. This process is also used to obtain all necessary environmental permits required by Federal and state agencies for projects. The illustration below shows the general process of preparing and coordinating an EIS.	Project functification Select France Present Present Anthon Antho	Landrum & Brown Team July 2006

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PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

IX. NEXT STEPS IN THE EIS PROCESS

STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE

X. EIS SCHEDULE

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ited with vised and lysis, and

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL ÎMPACT STATEMENT

STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE

XI. OPPORTUNITY TO COMMENT ON THE EIS

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

Ms. Katherine S. Jones Federal Aviation Administration Detroit Airports District Office 11677 South Wayne Road, Suite 107 Romulus, Michigan 48174. Telephone: (734) 229-2958 Fax: (734) 229-2950 Email: <u>CMHEIS@faa.gov</u> Project Website: <u>www.airportsites.net/cmh-eis</u>

2006 Qtr 3 2007 Qtr 1 Qrt 2 Qtr 3 Qrt 4 2009 Qtr 1 Qrt 2 2008 Qtr 1 Qrt 2 Qtr 3 Qrt 4 Task Qrt 2 Qrt 4 6/1 FAA Issued Notice of Intent 5/31 Agency/Public Scoping Meetings Environmental Analysis 1/11 Preparation of Draft EIS **Response to Comments** 11/25 Preparation of Final EIS 4/30 FAA Issues Record of Decision ☆ ☆ ☆☆ ☆ *** SAC Meetings

Landrum & Brown Team July 2006

Study Advisory **Committee Meeting**

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

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



Agenda

- I. History, Background, and Purpose and Need
- Introduction to the Scoping Process 11.
- III. Summary: EIS Scope of Services
- IV. Sponsor's Proposed Project
- V. Range of Alternatives
- VI. Assessing Environmental Impacts
- VII. Cumulative Impacts Analysis
- VIII. Other Projects or Environmental Studies
- IX. Next Steps in the EIS Process
- Х. **EIS Schedule**
- Opportunity to Comment on the EIS XL

Got Questions?

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

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Why are we Here?

CRAA has proposed a development project that includes:

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

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Differences between an EIS and a Part 150 Study

An EIS is ...

- A document that discloses the potential environmental impacts of a specific proposed project
- A document upon which the FAA will make a decision about the proposed project to either approve or disapprove it on environmental grounds
- A document which is guided by NEPA and managed by the FAA .

An EIS is not ...

- A study of previous projects
- Unlimited in terms of its scope
 - NEPA has guidelines for thresholds of impact and those will be adhered to

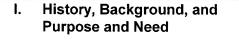
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Differences between an EIS and a Part 150 Study

- A Part 150 is ...
 - A planning document that focuses solely on the issue of aircraft noise and compatible land use
 - A public oriented process that encourages community input into the recommendations

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- Required to follow FAA guidelines, but is managed by the CRAA
- A Part 150 is not ...
 - Required by the FAA
 - Unlimited in terms of its scope/process FAR Part 150 has guidelines for thresholds of impact and those will be adhered to



History and Background

1958 - Existing terminal at Port Columbus International Airport opened.

1989 - The South Concourse (Concourse A) opened.

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

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

History, Background, and I. Purpose and Need

History and Background

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

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

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

١. History, Background, and **Purpose and Need**

History and Background

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

2005 - Airfield Planning Study recommended Runway 10R/28L be relocated 702 feet south of existing Runway 10R/28L.

2005 - Environmental Overview Study analyzed potential environmental impacts and recommended that an Environmental Impact Statement (EIS) be prepared due to the likelihood of significant noise impacts.

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History, Background, and I. **Purpose and Need**

What's Happening Now?

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

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

July 2006 - FAA conducts Public Information Workshops for the EIS

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١. History, Background, and **Purpose and Need**

Purpose and Need

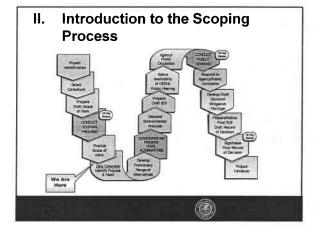
Primary Needs

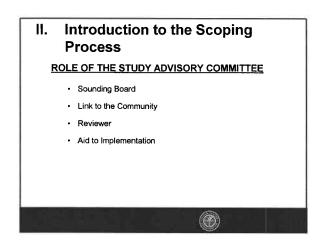
- The need to rehabilitate Runway 10R/28L
- The need to provide long-term airfield capacity, delay reduction during peak operating periods, and airfield efficiency. The need to provide sufficient terminal capacity to
- accommodate projected passenger levels

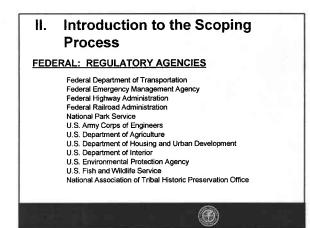
Secondary Needs

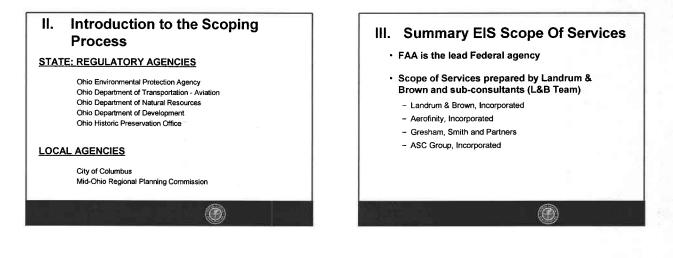
- The need to provide sufficient ancillary facilities and roadway infrastructure to support the projected increase in air transportation demand
- The need to incorporate 14 CFR Part 150 noise abatement and land use recommendations (if necessary)

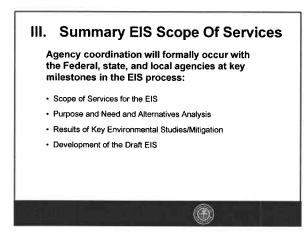
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IV. Sponsor's Proposed Project Sponsor's Identified General Goals CRAA seeks to: continue to expand CMH as a major passenger air hub balance airfield and terminal capacity phase project schedules to maximize funding while ensuring flexibility to accommodate growth accomplish goals in a manner that preserves viability and character of neighboring communities

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IV. Sponsor's Proposed Project

Sponsor's Proposed Project

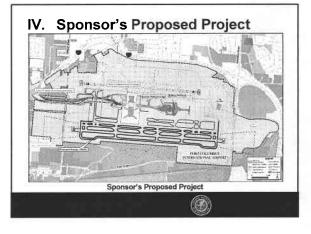
- Construction of a replacement runway, 10,113 ft. long, located approximately 702 ft. south of existing Runway 10R/28L
- Construction of additional taxiways to support replacement runway Proposed terminal development to be completed in phases
- Necessary Navigational Aids (NAVAIDS) to obtain a CATII approach
- Proposed Aviation Related Developments
- Associated Roadway Relocation and Construction
- Parking Improvements (including surface lots and parking garages)

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- Property Acquisition and Relocation of Residences
- Development of Air Traffic Operational Procedures for the Replacement Runway
- Proposed Part 150 Noise Abatement Actions

IV. Sponsor's Proposed Project WART CORDMAN Existing Airport Layout





IV. Sponsor's Proposed Project

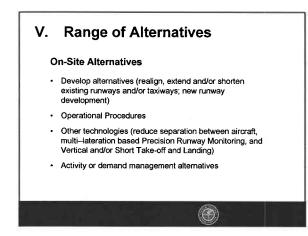
EIS for the Sponsor's Proposed Project

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

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V. Range of Alternatives Three Phased Approach Identify comprehensive range of alternatives Define a short-list of alternatives Detailed analysis of short-listed alternatives **Potential Range of Alternatives**

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



V. Range of Alternatives

Off-Site Alternatives

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

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V. Range of Alternatives

No-Action Alternatives

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

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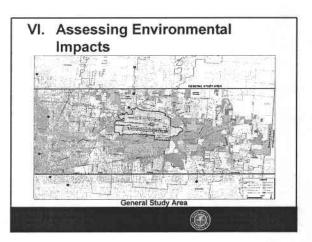
VI. Assessing Environmental Impacts

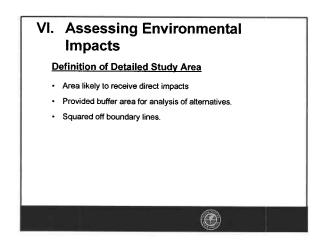
Regulatory Background

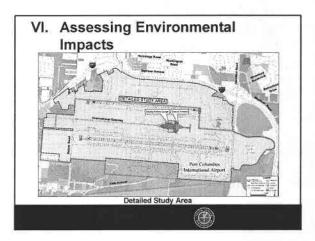
The environmental documentation will be prepared to comply with the requirements of the National Environmental Policy Act on 1969 (NEPA) as implemented in FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions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

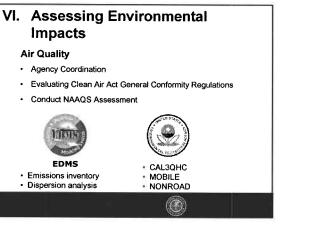
VI. Assessing Environmental Impacts Definition of General Study Area

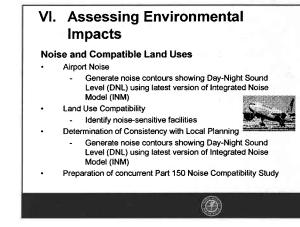
- Composite of previous airport noise contours (out to the 60 DNL).
- Provided buffer area for the potential growth in the 60 DNL noise contour.
- Squared off boundary lines.











VI. Assessing Environmental Impacts

Public Properties/Resources

Identify cultural resources in the Detailed Study Area

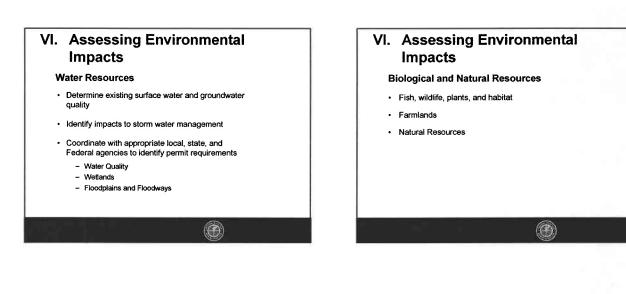
and Consult as necessary, with the State Historic Preservation Officer

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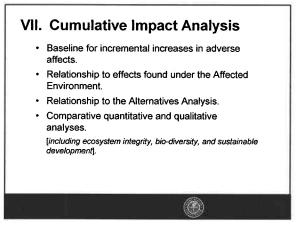
- Section 106 Historical Preservation
- · Architectural, Archaeological, and Cultural Resources
- Section 303(c) Properties/Resources

VI. Assessing Environmental Impacts Social and Community Resources

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

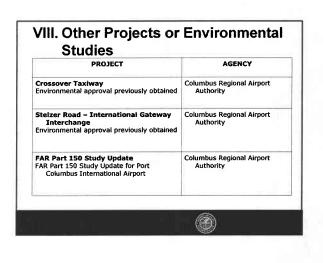


VI. Assessing Environmental VII. Cumulative Impact Analysis Impacts Identification of pertinent past, present and ٠ Hazardous and Waste Materials foreseeable future actions for which an Hazardous Waste accounting is required. [including those despite prior environmental study and Federal, non-Federal, and private actions] Pollution Prevention Identification of ecological and other resources ٠ affected. [including natural ecosystem and human community--socioeconomic resources, human health, recreation, quality of life issues, and cultural and historical resources] \bigcirc

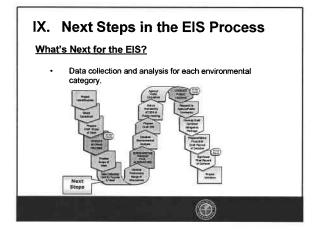


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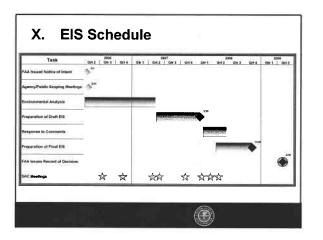


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X. EIS Schedule

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



 XI. Opportunity to Comment on the EIS

 Written comments and/or questions should be mailed to:

 Ms. Katherine S. Jones

 Federal Aviation Administration

 Detroit Airports District Office

 11677 South Wayne Road, Suite 107

 Romulus, Michigan 48174.

 Telephone: (734) 229-2958

 Fax: (734) 229-2950

 Email: CMHEIS@faa.gov

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



Name Title

September 7, 2006

Company Address City, State, Zip Code RE: Port Columbus International Airport EIS and Part 150 Noise Compatibility Study Update SAC and PAC Meeting Minutes .

Dear Name:

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

For those who were unable to attend, we are also sending a copy of the handouts that were given at each of the meetings. As always, we appreciate your interest in Port Columbus International Airport and thank you for your participation in these studies. The next SAC and PAC meeting is scheduled for December 5, 2006. A meeting reminder and agenda will be sent in advance of the meeting.

Mulanie & hard Sincerely,

Melanie K. DePoy Managing Principal

51 South New Jersey 5t. Indianapolis, IN 46204 317.955.8395 Phone 317.955.8479 Fax .



MEETING MEMO

51 S. New Jersey St., 2rd Floor Indianapolis, IN 46204 317.955.8395 317.955.8479 FAX

MEETING

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

MEETING DATE | July 11, 2006

ATTENDING

A meeting attendance list is attached.

DISCUSSION SUMMARY

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

She recognized Dave Wall, Capital Program Manager for the CRAA, who welcomed participants and thanked them for their participation. Ms. Jonas then made comments about the EIS process and introduced Rob Adams, Project Manager for Landrum & Brown, the consulting firm contracted by the FAA and the CRAA to conduct the EIS. Mr. Adams introduced the other members of the consulting team including: Sarah Potter of Landrum & Brown, the associated by the Pother mether so the consulting team the two other firms, Gresham, Smith & Partners and ASC are also team members assisting Landrum & Brown in conducting the EIS. Mr. Adams asked the meeting participants to introduce themselves. He forwn in conducting the EIS. Mr. Adams asked the meeting participants to introduce themselves. He diport.

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

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

Project History

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

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

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

EIS/EIS Process

Following the historical background, Mr. Adams explained the EIS process. He stated that an EIS is conducted by the FAA as the federal agency responsible for ensuring that airport development projects, such as those proposed by the CRAA for CMH, are in compliance with environmental regulations. The potential environmental impacts of the proposed development will be assessed in accordance with the National Environmental Policy Act of 1969 (NEPA.) He provided a graphic illustration of the steps in the EIS process and explained that the study is in the phase where the Scope of Work has been finalized and the Data Collection and identification of the Purpose and Need for the project are in progress. He noted that evaluation of the airport operations and its current facilities over the last five years has identified some issues which could affect the ability of the airport to maintain its critical airport function in the future. These issues include: the need to rehabilitate Runway 10R/28L; the need to provide long-term airfield capacity, reduce delays during peak operating periods and airfield efficiency. In addition to the primary issues identified above, two secondary needs have also been identified. These include the need to provide sufficient ancillary facilities and roadway infrastructure to support the project increase in air transportation demand and the need to incorporate 14 CFR Part 150 Noise Abatement and Land Use Mitigation recommendations, if necessary. These issues have been identified as the Purpose and Need for the proposed project.

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

Sponsor's Proposed Project

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

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

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

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

Range of Alternatives

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

The range of alternatives to consider will include analysis of the following: No Action/No Build

- Reconfiguration of the airfield
- Operational procedure modification

- Development of alternative alrports
 - Technology solutions

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

Procedures, and FAA Order 5050,4B, National Environmental Policy Act (NEPA) Implementing Instructions Assessing Environmental Impacts The EIS will be conducted in accordance with FAA Order 1050.1E, Environmental Impacts. Policies and for Airport Actions. It was explained that the following elements will be reviewed:

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

environmental justice issues to ensure that minority and low-income communities would not be subject to measures will be developed for adverse impacts created by the proposed actions. The EIS will address Archaeological Sites, and USC Section 303(c) properties are considered to be key issues. Mitigation More detail of the analysis of these elements is provided in the handout. Mr. Adams stated that from preliminary qualitative evaluation, it is anticipated that Noise, Land Use, Social Impacts, Historic and disproportionately high and adverse environmental effects. It was explained that Cumulative Impacts would be provided in a separate chapter of the EIS. Cumulative applicable or pertinent to the proposed development. In other words, projects that on their own would not have a significant impact but when coupled with other projects could have a significant impact. Typically, wetlands or biological resources are environmental consequences where there may be Cumulative Impacts are those past, present or future actions (generally five years beyond build-out) which may be Impacts.

Next Steps

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

EIS Schedule

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

Namo	Remeaning Tan	ALEX Advisory sommittee Attendance of Attend	
Ronnia Cood	9	Address	Phone/E.mail
	City of Gananna	200 South Hamilton	(614) 342-4015
Cethy Gastin	Northwest/Mesaha	Gananna, CH 43230	bonnie.gard@gahanna.gov
			(614) 239-4313
Chris Gawronski	Mid-Ohio Regional Planning Comm	285 E. Main Street	Catherine.gastin@nwa.com
Briss Chess	Principal Planner		(014) 200-4100
	CAMP ATCT	4277 International Gateway	(614) 338-4092
Grisetta Griffin	CWIT ATO!	Columbus, OH 43219	bruce.gibson@faa nov
DENERATIVES	Line Civic Association	2463 Peekskill Drive	(614) 471-3947
ucas Haire	City of Revnoldshum	2030 F 31- 0.	gariffi1@columbus.rr.com
	Planning Administrator	Revnoldshirrn OH Annes	(614) 322-6829
Kamekine Jones	Federal Aviation Administration Environmental Specialist Detroit Almorts District Oction	11677 S. Wayne Rd Romulus, MI 48174	(734) 229-2958
Robert Lawler	Mid-Ohio Regional Planning Comm.	265 E. Main Street	(614) 233.4160
Chris I anfact	Director of Transportation	Columbus, OH 43215	riawler@morpc.org
	Manager	4277 International Gateway	(614) 338-4030
Dr. Harold E. McDaniel	-	979 Wellington Blvd.	Chris.lenfest@faa.gov
Coth and Rain	Fresident	Columbus, OH 43219	Principal and
culary willer	City of Gahanna	200 South Hamilton	(614) 342-4015
Don Peters	Columbus Flight Watch	40 Massey Drive	(614) 890.1063
Devavani Piranik	City of Caliments	Westerville, OH #3081	DonPeters@columbus tr com
	Planner	Columbus Ou 1001	(816) 865-0663
Elwood Rayford	Northeast Area Commission	2776 Yorkcliff Rd.	(614) 475-1448
Watthew Shad	City of Minteness	Columbus, OH 43219	larfull@sbcolobal.net
	Development Director	360 S. Yearling Road	(614) 338-3103
Richard G. Smith III	NetJets	4111 Bridraway Avenue	development@cityofwhitehall.com
Bill Toke	Executive Vice President	Columbus, OH 43219	(014) Z39-5518
Buik	IMITION AIL	4130 East Fith Avenue	(614) 238-3900
Observers		Columbus, OH 43219	bilityka@milionalr-cmh.com
Scott Whitlock	City of Worthington	6061 Olentangy River Road	
Kimberly Nixon-Bell	WOOSE	5077 Olentangy River Road	Whitisc@aol.com
Dennis S. Herman	WOOSE	Worthington, OH 43085	kim@nixonball.com
	WOODE	198 Caren Ave.	(614) 430-0403
Columbus Regional Airport Authority Staff	port Authority Staff	wormington, OH 43085	dsh@dsh.org
Dave Clawson	Airport Planner	4600 International Coton	
Mark Kelby	Airport Planner	Columbus OH 43210	(614) 239-5059
Dernie Meieski	Director, Planning & Development		(614) 230-0014
Storey Manton	Capital Program Manager	E	(614) 230-4042
Consulting Team	Autom Planner	-	500 AV4
Rob Adams	Landrum & Brown		
	umo	Cincinnal Officers	(513) 530-1201
Melanie DePoy		51 S. New Incent Chart	(515) 530-1233

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

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

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

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

SAC-5

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT



Federal Aviation Administration STUDY ADVISORY COMMITTEE

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

Federal Aviation Administration

AGENDA

WELCOME/INTRODUCTIONS

- Overview of Projects at Port Columbus International Airport
- II. What is an EIS?/Introduction to the EIS Process
- III. Role of the SAC
- IV. Sponsor's Proposed Project
- V. Range of Alternatives
- VI. Assessing Environmental Impacts
- VII. Cumulative Impacts Analysis
- VIII. Next Steps in the EIS Process
- IX. EIS Schedule
- X. Opportunity to comment on the EIS

* * * *

AGENCY CONTACT: Ms. Katherine S. Jo Federal Aviation Ac

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

Telephone: (734) 229-2958

Chief of Chi

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

The need to restabilizate Runway 10R/28L. The CRAA initiate parement evaluation in design studies for Runway 10R/28L in/2000 Based on visual inspection of the parement conclaion and assignate anginearing avail sations. The studies provided recommendations to improve the serviceability of the innerary. Some areas of the study were determined to be in mean of full depth studies repair

The CRAA scanned way blocks were determined to be an insist of the deby souch are regist. The CRAA scanned way blocks result durings in R2281, sthe same location or build a replacement break Reconstruction of Rum vay US(22), will work and a lengthy discuss time Sung where the support would a lengthy discuss time Sung where the support would a construction period in support shall be approximately construction period in support shall be approximately and the support of the support shall be approximately a construction period in an apport shall be approximately a construction period in an apport shall be approximately a construction period a structure to count as a construction period advancement to count as a short ferm runney overlay and the structure is about an about ferm runney overlay and the structure is about an about ferm runney overlay and the structure is a future construction of a replacement investment construction of a regulacement investment a during the construction period.

The need to provide long-term airlield capacity, delay reduction during peak operating periods, and airlield afficiency.

reduction during peak operating periods, and articles efficiency. The primary factors that dictate a runnary system i poley to accommodate sverae levels of tars", or puek its w table induces the length of tars, but the onnutation of a particle system is the narrigational instrumentation on each runnary, the narrigational instrumentation on each runnary site. In a direct system of the article strainstructure (accessing around / Stars) inter CPAA has therefore that relocating a runnary / Stars and powers a larger terminal systemic provides and and would increase beak period, per sing topacity

The need to provide sufficient terminal capacity to accommodate projected passinger laws: The most rescur tassimple available for the protect commad steady apowh in terms of passinger avail oparations for the net of operation. The CRAA studies a number of operating terminal cables at CANF found analysis of the example terminal cables at CANF found that is cannot efficiently second-ordate future passinger that cannot efficiently second-ordate future passinger that cannot efficiently second-ordate future passinger that the cannot efficiently second-ordate future passing terminal termina

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temand beyond five million structure applianed passengers. The limitations of the earsing terminal include the lark of necessary, baggage makers bares, the lark of earscarte based to posside south, screening, and a val of annume the sets to method teach growth. Oak the access the earstand and souther deally growth. Oak the access the earstand and souther deally 2015. Therefore, in order to meet the access the access the lasenger teamed, the development of a new passenger teaminal faabity will be required.

are the advantages of relocating

What are the advantages of relacenting the curvey? Sould of polynois of developing a now strands found that an the partent survey separation it is intrusity impossible to paived a terminal single enduge to make tong-term developing terminals inter necessary insprays, parton, and store advectore that exists with the surrent nervey separation sin-differsional eccurvy automars. The outpost single intrudi-differsional eccurvy automars in the outpost of the demonstra-tioning frontage, and (2) requires the need to paive the access rostikes under the terminal

Therefore in order to obtain the necessary lavelopment investope to accommodate a terminal that will meet ton your formand and allow for their support facility development, the elecation of the the number was recommended. Further analysis of the readability dimoving and of the numways foruce that recording dimoving UR231 to the south was the best option for meeting this goal.

The Budden 1 -. Smer ... SI 1. mail -武 19 de-一時からないない =10 B C 20 30 12 ע NIA" COLLEGIS 1444 「星際」マー 肥 AD COMPANY No.

Projects being considered in the US The nurway relocation and the terminal daysophimal are the commaly originate that are avering revewed in the EDS. In order to accomplish these two projects there and also be the need to complete other projects that any support to two faulties. The list server projects that any support to two faulties. The list server includes all of the projects being scienced in the EDS.

What environmental impacts are being considered? The E-5 is serry properly the FAA to comply with the repurements in KPA as implemented by FAA. Order 1550 IE Environmental impacts Poticols and Procedures, and FAA. Nover 1500 IB, Nacional Environmental Policy Ast NEPAI implamentation instructions for seport actions. In Schulber of these priorit environmental impacts of Displayed by these priorit projects will consider the Displayed.

- Stituumg Environmental Consequences Ninos information: LingSues Protein: Comparties LingSues Protectival, inchaseropola, and outprainessues, USC second 832 angements parka preventional areas; Nater Result, inchaseropola, and outprainessues, USC Second 832 angements parka preventional areas; Nater Result, inchaseropola, vestadas, floodbins and TooDward soussier areasur-tional and angements parka preventional areas; Subprojuting and Studial Resulting -Subprojuting and Studial Resulting Indiana and Studial Resulting Indiana and Studial Resulting Indiana and Studial Resulting Indiana and Studial Studiana Angements Subprojuting Resulting Indiana and Studiana Studiana Angementer Indiana Studiana Studiana Angementer Indiana Studiana Studiana Angementer Indiana Studiana Studiana Angementer Indiana Studia Sublistice A schuttion di La antiponenter Tom 10 mBill Studiationa Studiana Angementer Indiana Subpranta Subpranta Studiana Studiana Studiana Subpranta -

mosts: Prom an initial scalative extiluation, it is anacopated that Notar, and Jap Social impacts and relations and Anti-evolopical Sites and USC Section 303(c) Properties are considered to be on yasket. The CES will sep-ortically review minority and towinsome sommunales to any section. The Section of the section of the section of the section minority of the section of the minority of the proposed actions

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A POLICOLIUMUS INTERNATIONAL ALI DO	New weat the Need for the Prepared Device the Need for the Prepared In 2000 the CRAM completed an Allerd In 2000 the CRAM completed an Allerd Plan Update Based upon the number of plan Update Reseal to use the format over the next liverity years, the Master Plan Update for the former of the number of the Master Plan Update the CRAM His completed a series of socialities to determine the note for the number of socialities to determine the note for the number of socialities to determine the number of the VD and	serger term W CRAME	Post Reven Bunkey (05 States be we development	2000 Store provide support reproduction and making Andrid Planhing and Environmental Overview studies to analyze the concept liarline 2003 CRAA deley full in-balaingator of Aurway 10P/281. in anticipation of hologidan moder of the conceptor	Arrield Pla Runkay 10 south of ex	a state of the
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Public Workshops

Environmental Impact Stateme

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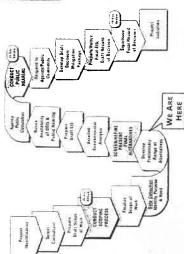
What is the Purpose of Tonight's Public Meeting? Tonight's workshop is the second of multiple opportunities that the public will be mitted in provide comments on the repearation of a Environmental impact Statement (EIS) for proposed improvements is Port Columbus International Airport (CMH). The proposed improvements include the construction of a replacement for the airport's south romway (Ruiway 10R/28L), and a new pussenge enforcements include the construction of a replacement for the airport's south romway (Ruiway 10R/28L), and a new pussenge terminal Detailed information about the proposed improvements will be presented attonight's meeting

The purpose of tornight's workshop is to receive public commentie. Purpose and Need for the project, and the evaluation of alternatives that are being considered. Faildings on noise implimitighted as a result of the proposed project and potential mitig measures will also be presented.

The EIS Process An EIS reconducted by the FAA as the federal agency responsible for ensuring that among development projects, such as times proposec by the Columitors Regional Airport Autionity (CRAA) for CMH, are in compliance with environmental regulations. The potential environmental impacts of the proposed development are assessed in accordance with the National Environmental Policy Act of 1969 (NEPA). The NEPA,process encompasses a body of federal laws that are interied to protect the nation's anyon mental.

In addition to the public comments, input on the propri-evelopment's and sought form local state and ledaral agencies meeting was held with these agencies on May 31, 2006. They continue to provide commention the EIS as the study progresses.

The following illustration graphically shows the ETS process



The Project Team The FAA has selected the consulting firm of Landrum & Brown to complete the EIS. Landrum & Brown is a nationally-recognized airport planning firm that has conducted similar environmental studies at airports Itroughout the country. Landour & Brown will be assisted by three other firms to complete portions of the study process. This team of consultants is responsible for conducting the technical work for the preparation of the EIS. The Scope of Work to be performed by the consulting team, and information about the study process will be available throughout the study on the FAA project website listed at the end of this handout. Members of the consulting team are available at tonight's public meeting to answer questions and provide information about the study process

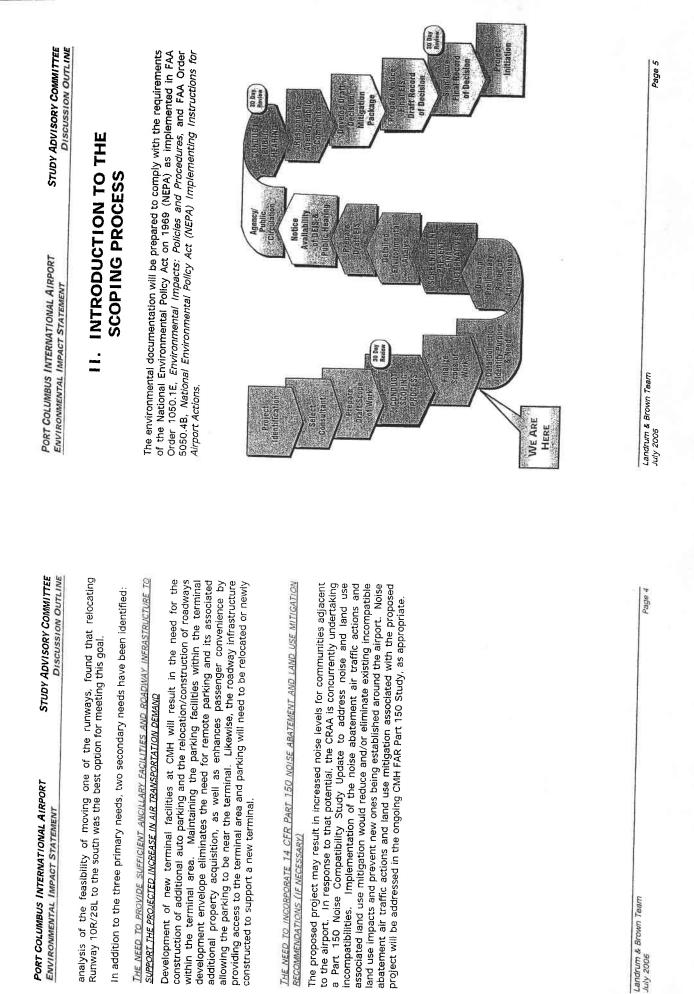
Next Steps The EIS is a foderal process that seeks to disclose any environmental effects of proposed federal actions, such as approval and lunding of airport improvements. This process is also used to obtain all necessary environmental permits required by federal and state agencies prior to construction.

Federal Register on May 1, 2006. It is anticipated that it will take approximately three years to complete the full study process with the FAA anticipated to issue its Record of Decision in April 2009. A draft of the EIS is anticipated to be available in approximately 20 The FAA issued its Notice of Intent (NOI) to prepare an EIS in the months. It should be noted that here are project-related items outside the control of the Project Team. Therefore, changes in the project sectoration countries the study progresses. The schedule will be innontored throughout the study and coordinated with the innontored throughout the study and coordinated with the interposite progresses and propriate parts. It is will be revised and updated when there.essay to remain current with the actual para of the analysis, and agency coordination and concurrents.



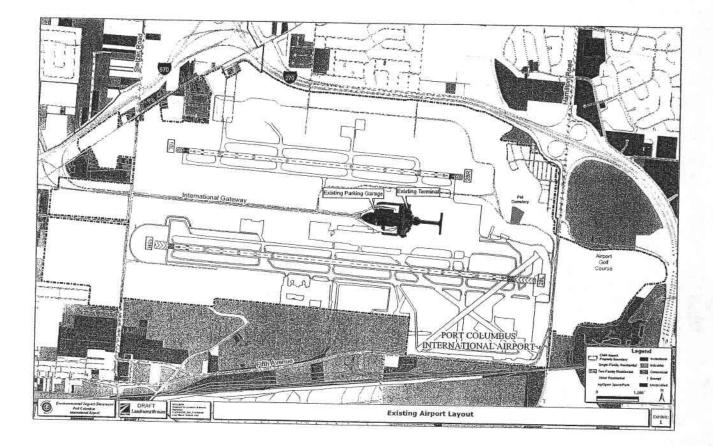
	PORT COLUN ENVIRONIME	PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT DISCUSSION OUTLINE
		I. HISTORY, BACKGROUND, AND PURPOSE AND NEED
INTERNATIONAL AIRPORT	Propose	<u>Proposed Replacement Runway and Terminal Expansion at</u> <u>CMH</u>
	WHERE DI	<u>WHERE DID THIS ALL BEGIN2</u>
ENVIRONMENTAL IMPACT STATEMENT	1958	Existing Terminal at Port Columbus International Airnort Ananod
	1989	The South Concourse (Concourse A) opened.
	1995	The North Concourse (Concourse C) opened and was extended in 2002.
Study Advisory Committee Discussion Outline	2000	The Columbus Regional Airport Authority (CRAA) completed an Airport Master Plan Update (AMPU), recommends the need for a new midfield terminal, based on the forecast of passengers.
	<u>WHAT'S HAPPENED?</u>	PPENED?
July 11, 2006 10:00 a.m. – 11:00 a.m.	2001	CRAA initiates terminal study in response to continued passenger growth and revised security requirements that were instituted after September 11, 2001.
Emergency Operations Center	2003	Peer Review recommends shifting Runway 10R/28L south to obtain a larger envelope for terminal devolonments
Port Columbus International Airport Columbus, Ohio	2003	CRAA Board accepted recommendation and initiated Airfield Planning and Environmental Overview studies to analyze the concept further.
	2003	CRAA defers full rehabilitation of Runway 10R/28L in anticipation of relocation project.
	2005	Airfield Planning Study recommended Runway 10R/28L be relocated at least 700 feet south of existing Runway 10R/28L
	2005	Environmental Overview Study analyzed potential environmental impacts and recommended that an Environmental Impact Statement (EIS) be prepared due to the likelihood of significant noise impacts.
	Landrum & Brown Team July 2006	feam Page 1

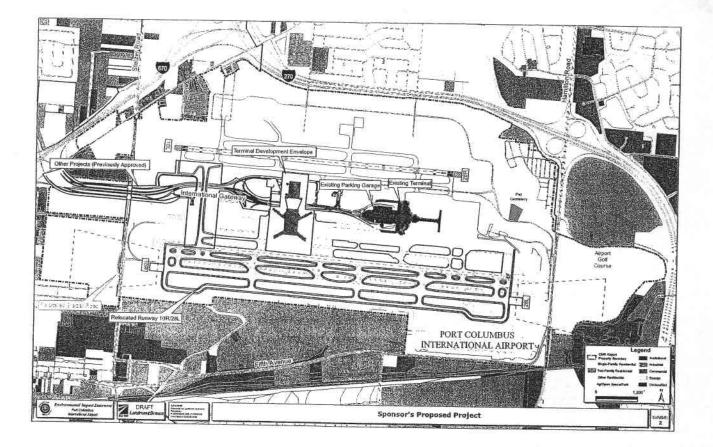
PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE	PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT DISCUSSION OUTLINE
<u>WHAT'S HAPPENING NOW?</u>		D CAPACITY. DE
December 2005 CRAA provides definition of Proposed Project and airport objectives to Federal Aviation Administration (FAA)	Dosed Project and airport dministration (FAA)	The primary factors that dictate a runway system's ability to accommodate over
May 2006 FAA issues Notice of Intent to Prepare an EIS for the Proposed Project.	repare an EIS for the CRAA	levels of traffic or peak hour traffic include the length of the runways, the orientation and separation of the runways, the navigational instrumentation on each runway end, and the remainder of the airfield infrastructure (ravivase, bold
May/June 2006 FAA conducts Agency and Public Scoping Meetings for	: Scoping Meetings for EIS.	pads, etc.).
July 2006 FAA conducts Public Information Workshops for EIS.		the UKAA has identified that relocating Runway 10R/28L would provide a larger terminal development envelope and would increase peak period operating capacity. A study determined that a runway with a minimum learth of 10 100 for an advector.
Preliminary Understanding of Purpose and Need	Need	to the south of existing Runway 10R/28L by at least 700 feet, with the capability of obtaining Category II approaches, and other supporting airfield improvements would be necessary to maintain and
Port Columbus International Airport (CMH) is an essential transportation resource, centrally located in Ohio, and serves as the primary air transportation facility for most of central Ohio. As a result of the evaluation of the airport operations and facilities conducted over the last five years, three major issues were identified which could affect the ability of the airport to maintain its critical airport function in the future.	ssential transportation resource, ity air transportation facility for on of the airport operations and e major issues were identified tain its critical airport function in	airport to accommodate long-term and in some cases would enhance the ability of the airport to accommodate long-term and peak period aviation demand. Due to the condition of the proposed runway site, the Sponsors Proposed Project (defined in Section IV) is 702 feet south of existing Runway 10R/28L and is a length of 10,113 feet. In order to obtain Category II approaches on Runway 10R/28L, additional navigational aides would be required.
Through careful evaluation of airport operations and facilities at Port International Airport (CMH), three primary needs have been identified.	and facilities at Port Columbus ve been identified:	<u>THE NEED TO PROVIDE SUFFICIENT TERMINAL CAPACITY TO ACCOMMODATE PROJECTED</u> PASSENGER LEVELS The most recent passanger forecases for CMM accurations
<u>THE NEED TO REHABILITATE RUNWAY 10R/28L</u>		terms of passengers and operations for the next 20 years. The CRAA studied a number of possibilities for montion while detailed a
The CRAA initiated pavement evaluation and design studies for Runway 10R/28L in 2000. Based on visual inspection of the pavement condition and associated engineering evaluations, the studies provided recommendations to improve the	studies for Runway 10R/28L in nent condition and associated ommendations to improve the	terminal facilities at CMH found that it can not efficiently accommodate future passenger demand beyond five million annual enplaned passengers (5 MAEP). The limitations of the existing terminal include the lack of necessary baggage make un
servicestumy or the runway. Some areas of the runway were determine in need of full depth/structural repair.	nway were determined to be in	areas, the lack of adequate space to provide security screening, and a lack of aircraft gates to meet long-term demand. Current forecasts indicate that with continued steady proves to with the security of t
The CRAA examined two options: rebuild Runway 10R/28L at the same location or build a replacement runway. Reconstruction of Runway 10R/28L will involve a lengthy closure time in which the simple units in the second	is: rebuild Runway 10R/28L at the same location or Reconstruction of Runway 10R/28L will involve a	meet the projected long-term passenger demand, the development of a new terminal facility will be required.
(10.23R), a capacity constrained and high noise impact struction. At the end of this construction period, the airport will return to its current conditions in terms of airfield capacity and development envelope between the two minaways	Ve to operate with one runway mpact situation. At the end of 5 current conditions in terms of the two runways	Study of new terminal concepts found that with the current runway separation (2.800 feet), it is virtually impossible to develop a terminal large enough to meet long-term demand and accommodate the nerves or round second accommodate the nerves or round second s
The CRAA, recognizing the possibility of the relocation of this runway, alternatively to move forward with a short-torm common contract.		support functions. Another disadvantage of the development envelope that exists with the current runway separation is in addressing security concerns. The current site: (1) provides for limitation sources and the current current concerns.
overlay with less asphalt) and to defer larger pavement investments (thinner overlay with more structural value) to a future, more optimum location on the	anway overlay project (thinner avement investments (thicker nore optimum location on the	terminal building frontage; and (2) requires the need to place the access roadway under the terminal.
would allow the airfield to operate normally during the construction period.	t runway at a different location le construction period.	Therefore, in order to obtain the necessary development envelope to accommodate a terminal that will meet long-term demand, and allow for other support facility development, the relocation of one of the runways was recommended. Further
Landrum & Brown Team July 2006	Page 2	

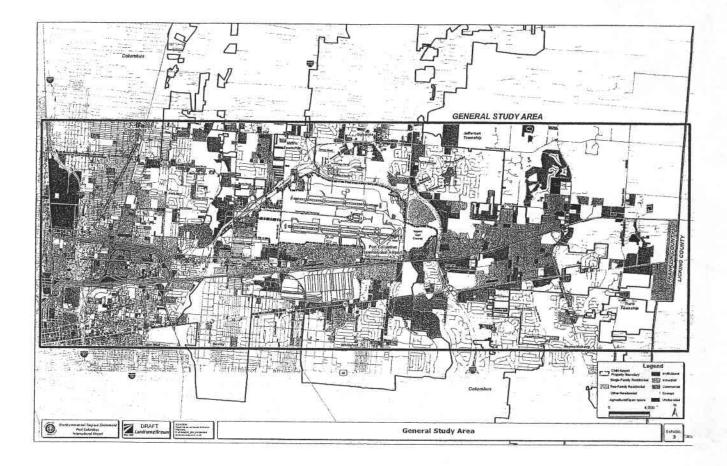


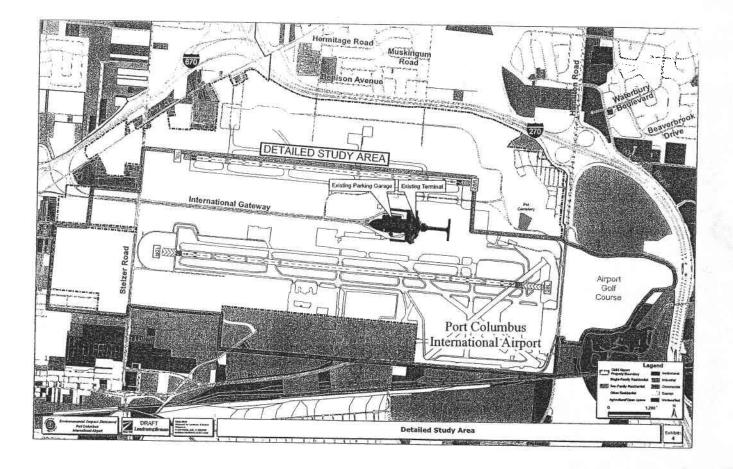
PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT DISCUSSION OUTLINE	III. SUMMARY: EIS SCOPE OF SERVICES	The EIS Scope of Services will be performed by Landrum & Brown, Incorporated, and its sub-consultants (L&B Team) for the FAA as the lead Federal agency:	 Landrum & Brown Incorporated (L&B) ASC Group Incorporated Aerofinity Incorporated Gresham, Smith and Partners 	AGENCY COORDINATION and COMMENT AT KEY PROJECT MILESTONES	Agency coordination will formally occur with the Federal, state, and local agencies at key milestones in the FIS process.	Scope of Services for the EIS	Obtain agency comments on the overall proposed Scope of Services to assist in the development and refinement of tasks.	 Purpose and Need and Alternatives Analysis 	The Purpose and Need for the Proposed Project will be developed using a families	studies prepared by the Columbus Regional Airport Authority (CRAA) and with	needs as well as those needs that would arise from forecasted activity current	during a reasonably foreseeable timeframe identified for discussion in the EIS. The Draft Purpose and Need reasons	presented to the agencies for review, discussion, and input. The Draft Purpose	with the agencies.	The range of reasonable and practical alternatives to fulfill the project Purpose and Need will be developed and presented to the agencies for review and	comment. (The discussion of the range of alternatives is presented more fully in Section V. of this outline.)	 Results of Key Environmental Studies/Mitigation 	Agencies will be informed as to the findings of particial and cultured accounts	surveys, air quality and noise modeling methodologies and curdin resources mitigation necessary for this project will be coordinated with the appropriate agencies to comply with Federal, state, and local regulations and to identify suitable mitigation strategies.	 Development of the Draft EIS 	The status of the development of the Draft EIS, the data, analysis, findings, and mitigation recommendations will be presented to the agencies for review, comment, and input.	8 Brown Team	July 2006 Page 7
STUDY ADVISORY COMMITTEE Discussion Outline	preparation of the EIS. The scoping etermining the scope of issues to be	ssues related to the proposed action." langes)	contend and evaluated and those that	and significant issues to be analyzed				ties	dures					from detailed study the issues which 3y prior documentation.	prepare an Environmental Impact	J6.	ilized in written correspondence by					Pace 6	2 181 -
PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	The scoping process is the initial step in the preparation of the EIS. The scoping process is "an early and open process for determining the scope of issues to be addressed and for identifying the scope of issues to be	Therefore, the scoping process will identify: • Range of actions (project, procedural changes)	 Alternatives – those to be rigorously explored and evaluated and those that may be eliminated Range of environmental impacts 	The scoping process will determine the scope and significant issues to be analyzed	acput. • Actions	 Dependent/Independent Cumulative 	Alternatives	- No-Action - Alternative Expansion of Airport Facilities	 Alternative to Noise Abatement Procedures 	 Impacts 		 murect Cumulative 	i	The scoping process will identify and eliminate from detailed study the issues are not significant or which have been covered by prior documentation.	The FAA issued a Notice of Intent (NOI) to prepare an Environmental Statement in the Environment	The FAA requires that all register on May 1, 200	July 31, 2006 to:	Ms. Katherine S. Jones	Federal Aviation Administration, Detroit Airports District Office 11677 South Wayne Road, Suite 107 Romulus, Michigan 48174	Telephone: (734) 229-2958	Fax: (734) 229-2950 Email: CMHEIS@faa.gov	Landrum & Brown Team July 2006	

PROPOSED PROJECT al GOALS Al GOALS Al GOALS and CMH's role as a major domestic passenger oger service, arms of airfield and terminal capacity, piects in a way that will take advantage of exible enough to accommodate growth that d, enhance the city and regional tax base and ghly desirable facility for airline and aircraft d, enhance the city and regional tax base and ghly desirable facility for airline and aircraft d, enhance the city and regional tax base and ghly desirable facility for airline and aircraft ta, enhance the city and regional tax base and ghly desirable facility for airline and aircraft ta, enhance the city and regional tax base and ghly desirable facility for airline and aircraft ta, enhance the city and regional tax base and ghly desirable facility for airline and aircraft ta, enhance the city and regional tax base and ghly desirable facility for airline and aircraft ta, the existing Runway 102/28L the existing Runway 102/113 feet long, located the existing Runway 102/28L the existing Runway 102/28L the existing Runway 102/28L the existing Runway 102/113 feet long, located the existing Runway 102/28L the existing Runway 102/113 feet long, located the existing	STUDY ,
ALGOALS ad CMH's role as a major domestic passenger oger service, erms of airfield and terminal capacity, jects in a way that will take advantage of exible enough to accommodate growth that d, enhance the city and regional tax base and ghly desirable facility for airline and aircraft ghly desirable facility for airline and aircraft enhance the city and regional tax base and ghly desirable facility for airline and aircraft enhance the city and regional tax base and ghly desirable facility for airline and aircraft enhance the city and regional tax base and ghly desirable facility for airline and aircraft enhance the city and regional tax base and ghly desirable facility for airline and aircraft enhance the city and regional tax base and fit runway. 10,113 feet long, located the existing Runway 10R/28L fit runway. 10,113 feet long, located the existing Runway 10R/28L fit runway. 10,113 feet long, located the existing Runway 10R/28L fit a cRAA terminal development area that will a CRAA terminal de	EMENT DISCUSSION OUTLINE
<pre>nd CMH's role as a major domestic passenger orger service, erms of airfield and terminal capacity, jects in a way that will take advantage of exible enough to accommodate growth that d, enhance the city and regional tax base and ghly desirable facility for airline and aircraft se goals in a manner that preserves the hooring communities the existing Runway 10R/28L the existing Runway 10R</pre>	proposed relocated runway and terminal expansion proposed by CRAA is depicted on Exhibit 2 , <i>Sponsor's Proposed Project</i> .
nger service, Firms of airfield and terminal capacity, jects in a way that will take advantage of exible enough to accommodate growth that d, enhance the city and regional tax base and ghly desirable facility for airline and aircraft se goals in a manner that preserves the hboring communities * * * * the existing Runway 10,113 feet long, located the existing Runway 10,28L for support the replacement runway (defined as a development area that will c RAA terminal development program and a square footage of the structure, number of und, approximate curb frontage, and the riminal would accommodate) AIDS) to obtain a CAT II approach ment d construction both surface lots and parking garage)	Y AREA BOUNDARIES
ghly desirable facility for airline and aircraft se goals in a manner that preserves the hboring communities * * * * * Tunway, 10,113 feet long, located the existing Runway 10R/28L for support the replacement runway (defined as a development area that will s CRAA terminal development program and a CRAA terminal development program and a Stare footage of the structure, number of fund, approximate curb frontage, and the fund, approximate of fund accommodate) AIDS) to obtain a CAT II approach ment d construction both surface lots and parking garage)	For the purposes of this EIS two study areas have been developed illustrating the airport property and surrounding communities. Exhibits were created using digital mapping and Geographic Information System (GIS) and show these study areas with existing political jurisdictions, noise-sensitive land uses, compatible land uses, major and minor streets and roadways, and major physical neorraphic and
se goals in a manner that preserves the hboring communities * * * * If runway, 10,113 feet long, located the existing Runway 10R/28L /s to support the replacement runway (defined as a development area that will a SQAA terminal development program and a SQAA terminal development program and a Square footage of the structure, number of und. approximate curb frontage, and the riminal would accommodate) AIDS) to obtain a CAT II approach ment d construction both surface lots and parking garage)	natural features, along with selected place names, road names, and names of geographic features.
äted will and the	The General Study Area (GSA), as shown on Exhibit 3 , <i>General Study Area</i> , covers a broad area so that the potential impacts due to the Proposed Project and its alternatives can be adequately assessed, in particular for the assessment of potential noise impacts impacts.
Int runway, 10,113 feet long, located the existing Runway 10R/28L /s to support the replacement runway (defined as a development area that will e CRAA terminal development program and s square footage of the structure, number of und, approximate curb frontage, and the rminal would accommodate) AIDS) to obtain a CAT II approach orment d construction both surface lots and parking garage)	the 60 DNL) and current and anticipated aircraft fl
located y that will ram and and the and the	size of the future noise contour. The GSA Area boundary lines were squared off and follow roadways where available.
necessary Development of air traffic operational procedures for the replacement runway Proposed Part 150 noise abatement actions to be implemented upon receipt of the Record of Approval	Exhibit 4. Detailed Study Area, is smaller than the GSA to accommodate the more detailed analysis of construction and development-related impacts that would result from the Proposed Project and its alternatives. The alternatives used to help delineate the Detailed Study Area (DSA) boundary were based on the areas where it was anticipated that direct impacts may occur.
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rage 8 Landrum & Brown Team July 2006	Page 9









PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE	PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE
V. RANGE OF ALTERNATIVES	ERNATIVES	provides for a short-list of alternatives that will be carried forward in the analysis of Environmental Consequences. Those alternatives will include:	pe carried forward in the analysis of s will include:
In addition to the Sponsor's Proposed Project, the EIS will evaluate a comprehensive range of alternatives. This is necessary to ensure that other alternatives that satisfy the project purpose and need, while having a less detrimental effect on the environment, have not been prematurely dismissed from consideration. The evaluation of these alternatives will be subject to a three-phased approach:	oject, the EIS will evaluate a s necessary to ensure that other and need, while having a less t been prematurely dismissed from atives will be subject to a three-	 2006 Baseline Condition Alternative 1: 2012 No-Action Alternative 2: 2012 Alternative Proposed Runway Alternative Air Traffic Option A: With the Part 150 Actions 	oposed Runway Alternative 2 Part 150 Actions
1. Identify a comprehensive range of alternatives.	natives.	 Air Traffic Option B: Without the Part 150 Actions Alternative 3: 2018 No-Action 	the Part 150 Actions
 Conduct a qualitative evaluation of all alternatives and define a short list of alternatives to be considered for further evaluation based on their compliance with the project's purpose and need. 	of all alternatives and define a short list of for further evaluation based on their pose and need.	Alternative 4: 2018 Proposed Action Alternative Air Traffic Option A: With the Part 150 Actions Air Traffic Option B: Without the Part 150 Actions	on Alternative Part 150 Actions the Part 150 Actions
Perform detailed evaluation of the short listed alternatives to operational, financial, constructability, and environmental impacts.	ort listed alternatives to consider 1d environmental impacts.	Alternative 5: 2018 Proposed Run Existing Terminal	Alternative 5: 2018 Proposed Runway Alternative with Expansion of Existing Terminal
The comprehensive range of alternatives will consider:	sider:	 Air Traffic Option A: With the Part 150 Actions Air Traffic Option B: Withmut the Part 150 Actions 	Part 150 Actions the Part 150 Actions
 No Action/No Build: This alternative would include maintaining the existing terminal area, runways, taxiways, operating procedures, and navigation aids. In addition to serving as an alternative for further consideration, the do nothing alternative also serves as a baseline for evaluating other alternatives. 	e would include maintaining the rays, operating procedures, and 1g as an alternative for further e also serves as a baseline for	Refinement of Alternatives: In preparation for detailed evaluation, refinement of the alternatives may include preliminary establish longitudinal and transverse gradients, drainage features, construction areas/easements. This level of detail provides in implementation and constructed into constructed in provides in	tion for detailed environmental include preliminary engineering to drainage features, and temporary detail provides information on
 Reconfiguration of the airfield: Alternatives that would realign, extend, and or shorten existing runways and/or taxiways would be considered. Development of new runway and/or taxiway components also are considered to be a reconfiguration of the airfield 	iatives that would realign, extend, r taxiways would be considered. 3Y components also are considered	reality of obtaining and applying for environmental permits (i.e., local, state, Federal) for construction. Preliminary Design of Airfield Commences, This sections and	redsinity, and the reasibility and rental permits (i.e., local, state,
 Operational procedure modifications: Operational changes may include, but are not limited to, preferential runway use, revision of aircraft taxi routes, and/or instituting new air traffic control (flight) procedures. Allocating demand to other nearby airports serving the region will also be assessed 	Operational changes may include, vay use, revision of aircraft taxi iffic control (flight) procedures. ts serving the region will also be	studies to advance alternatives from the conceptual stage through preliminary engineering. This effort will be used to develop: • Runway geometrics and horizontal and vertical alignments	This effort involves engineering eptual stage through preliminary ical alignments
 Development of alternative airports: Other potential sites to develop a new or replacement airport to serve the Columbus Region will be considered. Technology: This will include an assessment of existing and emerging technologies that could affect aviation demand such as teleconferencing and video conferencing and 	Other potential sites to develop a lumbus Region will be considered. ssment of existing and emerging hand such as teleconferencing and	 Temporary construction easements Temporary construction easements Drainage facilities and easements and their impacts Necessary relocations on airport property Necessary property acquisitions and relocations 	ents of disturbance) impacts
5 L	of alternatives will be subjected to qualitative evaluation o identify a short-list of alternatives to be considered for These evaluations will focus on the ability of the project's purpose and need. The Scope of Services	 Other necessary relocations Impacts on airport operations during construction Constructability analysis Construction cost estimates of each alternatives 	uction
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PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE	PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT DISCUSSION OUTLINE
VI. ASSESSING ENVIRONMENTAL IMPACTS	IENTAL IMPACTS	HAZARDOUS AND WASTE MATERIALS
In accordance with FAA Order 1050.1E, <i>Environmental Impacts: Policies and Procedures</i> , and FAA Order 5050.4B, <i>National Environmental Policy Act</i> (<i>NEPA</i>) <i>Implementing Instructions for Airport Actions</i> , the EIS shall consist of the following elements:	<i>mental Impacts: Policies and</i> <i>wironmental Policy Act (NEPA)</i> EIS shall consist of the following	Hazardous Waste Solid Waste Pollution Prevention SOCIAL AND COMMUNITY RESOURCES
ΑΙΚ QUALITY		Socioeconomic; Environmental Justice; and Children's Environmental Health and Safety Risks
National Ambient AQ Standards; SIP/TIP; Status Air Quality Assessment; Violation/ Severity/ Delay Modeling; Disclosure Conformity Rules		Secondary, Induced, and Infrastructure Light Emissions and Visual Energy Supply Sustainable Design & Development
General and Transportation Conformities Coordination and Consultation Summary of NEPA and CAA Findings and Determinations	SUC	Construction From an initial qualitative evaluation, it is anticipated that Noise, Land Use.
NOISE AND COMPATIBLE LAND USES		social impacts, and Historic and Archaeological Sites, USC Section 303(c) properties are considered to be key issues.
Airport Noise Land-Use Compatibility		 Mitigation measures will be developed for adverse impacts created by the proposed actions.
Airport Noise and Access Restrictions Determination of Consistency with Local Planning		 In accordance with Executive Order 12898, the EIS will address environmental justice issues to ensure that minority and low-income
PUBLIC PROPERTIES/ RESOURCES		t to disproportionately !
Section 106 Historical Preservation Architectural, Archeological, and Cultural Resources Section 303(c) Properties/Resources		
WATER RESOURCES		
Water quality Wetlands Floodplains and Floodways Coastal Resources [Coastal Barriers and Coastal Zone Management] Wild and Scenic Rivers	e Management]	
BIOLOGICAL AND NATURAL RESOURCES		
Fish, Wildlife, Plants, and Habitat Essential Fish Habitat Farmlands Natural Resources		
Landrum & Brown Team July 2006	Page 16	Landrum & Brown Team July 2006

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE

VII. CUMULATIVE IMPACTS ANALYSIS

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

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

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

VIII. OTHER PROJECTS OR ENVIRONMENTAL STUDIES

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

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

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PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT DISCUSSION OUTLINE	X. EIS SCHEDULE	The project schedule (next page) shows that the DRAFT EIS document will be produced in approximately 20 months from the issuance of the FAA Notice of Intent to Prepare an EIS. There are, however, project-related items outside the control of the Project Team, such as FAA and CRAA review(s) of preliminary documentation, additional studies/surveys that may be required for regulatory agency approval or for permitting or mitigation, or the extent of public/agency comments for which responses need to be prepared.	The schedule will be monitored throughout the study and coordinated with appropriate parties. The project schedule is attached. It will be revised and agency coordination and concurrence. • 20 months to DRAFT after issuance of NOI • 10 months to DRAFT after issuance of NOI • 20 months to DRAFT after issuance of NOI • 21 months to DRAFT after issuance with Agencies • Mitigation / Permitting Activities • Ublic Hearing • ECORD OF DECISION expected - April 2009	Landrum & Brown Team Page 21
STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE	EIS PROCESS	process that seeks to disclose actions, such as approval and lso used to obtain all necessary ate agencies for projects. The aring and coordinating an EIS.	CONDUCT and FUBLICT and Respond to Respond to Agency/Public Develop that Develop that Agency/Public Propare/Notice Final EIS: Datif Record of Decision Agency Project Initiation	Page 20
PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	IX. NEXT STEPS IN THE	The Environmental Impact Statement is a Federal process that seeks to disclose any environmental effects of proposed Federal actions, such as approval and funding of airport improvements. This process is also used to obtain all necessary environmental permits required by Federal and state agencies for projects. The illustration below shows the general process of preparing and coordinating an EIS.	Project Identification Select Consultant Prepare In Worke Monte Analysis Prepare Prepare Consultant I Work Analiability An	Landrum & Brown Team July 2006

July 2006

9/7/06 SAC Non-Atten	9/7/06 SAC Non-Attendees Distribution List	9/7/06 PAC/SAC Non-Attendees Distribution List	lees Distribution List
Headquarters Chilef Protection Agency 16-1049	Mr. Eagan Foster Transportation Administrator City of Columbus 109 N. Front Street Columbus, OH 43215	Ms. Sandy Dicocco, Manager US Airways/America West Port Columbus International Airport 4600 International Gateway Columbus, OH 43219	Mr. Jeff Lischak, Regional Manager Chautauqua Airtines Port Columbus International Airport 4600 International Gateway Columbus, OH 43219
ation 15	Mr. Tom Russell Division of Water Quality City of Columbus 910 Dubin Road Columbus, OH 43215	Mr. Felix Scuilli, Manager Delta/Delta Connection Port Columbus International Airport 4600 International Gateway Columbus, OH 43219	Mr. Brian Kennedy, Manager United/United Express Port Columbus International Airport 4600 International Gateway Columbus, OH 43219
		Mr. Matthew Huffman, Planner City of Gahanna 200 South Hamilton Gahanna, OH 43230	Joni Taylor, Manager Southwest Airlines Port Columbus International Airport 4600 International Gateway Columbus, OH 43219
		Mr. Thomas Lusch Columbus Flight Watch 2185 Olde Sawmill Road Dublin, OH 43016-8221	Mr. James Bryant, Aviation Administrator Ohio Office of Aviaton 2829 W. Dublin-Granville Road Columbus, OH 43219
		Mr. Jimmie Moreland III, Chair North Central Area Commission 1314 Sigsbee Avenue Columbus, OH 43219	Dr. Troy Lee Shaw, President East Columbus Civic Association East Columbus Community Center 2743 East 5 th Avenue Columbus, OH 43219
		Mr. Bryan Levandusky. Manager Northwest/Mesaba Port Columbus International Airport 4600 International Gateway Columbus, OH 43219	Mr. Columbus Russell, President Cumberland Ridge Civic Association 1876 Mountain Oak Road Columbus, OH 43219
		Mr. Bill Cumbow Aritine Pilots Association 262 McKenna Creek Drive Gahanna, OH 43230	Mr. Thomas J. Browne Managing Director of Airports Air Transport Association of America 1301 Pennsylvania Avenue, NWV, Ste. 1100 Washington, DC 20004-1707

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

Golf Course – Recreation City of Columbus 200 Greenlawn Ave. Columbus, OH 43215

9/7/06 PAC/SAC Non-Attendees Distribution List

Mr. Tim Stehle Director of Flight Operations Limited Brands 4387 International Gateway Columbus, OH 43219 Mr. Ken Waite Facility Manager The Columbus International Air Center 4300 East Fifth Avenue Columbus, OH 43219

Ms. Patti Froehlich, Manager Midwest Connect/Skyway Port Columbus International Airport 4600 International Cateway Columbus, OH 43219

Ms. Dorothy Pritchard City of Bexley 2242 E. Main St. Bexley, OH 43209 Mr. Raymond Ogden Public Service Director City of Whitehall Planning Commission 360 S. Yearling Rd. Whitehall, OH 43213 Mr. John A. Brandt City of Reynoldsburg 7232 E. Main Street Reynoldsburg, OH 43068 Mr. Lee Brown Development Department and Zoning Enforcement 280 East Broad Street, 2nd Floor Columbus. OH 43215

Mr. Frank Martino. General Manager American/American Eagle Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

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Mr. Dan Wolfe, Manager Nationwide Insurance Company 3945 Bridgeway Avenue Columbus, OH 43219

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Mr. Bill Bellamy City of Bexley 2242 E. Main St. Bexley, OH 43209 Sadicka White City of Gahanna 200 South Hamilton Gahanna, OH 43230 Mr. Charles McCroskey Jefferson Twp. 6545 Havens Road Blacklick, OH 43004

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Dr. Gene Harris, Superintendent City of Columbus Schools 270 East State Street Columbus, OH 43215 Mr. Ron Moodespaugh Director of Building Maintenance Lane Aviation Corporation 4389 International Gateway Columbus, OH 43219

Mr. Doug Hammon, Director OSU Airport 2160 West Case Road Columbus, OH 43235-2526 Long Range Planning Manager City of Columbus 109 N. Front Street, Second Floor Columbus, OH 43215



September 7, 2006

Name Title Company Address City, State, Zip Code RE: Port Columbus International Airport EIS and Part 150 Noise Compatibility Study Update SAC and PAC Meeting Minutes

Dear Name:

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

For those who were unable to attend, we are also sending a copy of the handouts that were given at each of the meetings. As always, we appreciate your interest in Port Columbus International Airport and thank you for your participation in these studies. The next SAC and PAC meeting is scheduled for December 5, 2006. A meeting reminder and agenda will be sent in advance of the meeting.

Melanie A. Klerty Sincerely,

Melanie K. DePoy Managing Principal

51 South New Jersey St. Indianapolis, IN :46204 317,955,8395 Phone 317,955,8479 Fax



MEETING

MEMO

51 S. New Jersey St., 2nd Floor Indianapolis, IN 46204 317.955.8395 317.955.8479 FAX

MEETING

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

MEETING DATE | July 11, 2006

ATTENDING

A meeting attendance list is attached.

DISCUSSION SUMMARY

The first Study Advisory Committee (SAC) meeting for the Environmental Impact Statement (EIS) was opened by Katy Jones, Project Manager for the Federal Aviation Administration. Ms. Jones explained that the EIS is being conducted by the Federal Aviation Administration as the independent reviewer of the environmental impacts of the projects that are being proposed for construction by the Columbus Regional Autport Authority (CRAA.) She recognized Dave Wall, Capital Program Manager for the CRAA, who welcomed participants and thanked them for their participation. Ms. Jones then made comments about the ElS process and introduced Rob Adams, Project Manager for Landrum & Brown, the consulting firm contracted by the FAA and the CRAA to conduct the ElS. Mr. Adams Introduced the other members of the consulting team including: Sarah Potter of Landrum & Brown, and Stacy Pollert of Aerofinity. He explained that two other firms. Gresham, Smith & Partners and ASC are also team members assisting Landrum & Brown in conducting the ElS. Mr. Adams asked the meeting participants to introduce thereating.

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

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

Project History

Mr. Ädams began the formal presentation by reviewing the history of developments that have culminated in the need to conduct the EIS. In 2000, the CRAA completed an Airport Master Plan update that recommended, based upon the forecast of passengers, a new midfield passenger terminal. In 2001, the CRAA instituted a terminal study to assess the impacts of continued passenger growth and revised security requirements that were instituted after September 11, 2001. In 2003, the CRAA initiated a Peer Review to revisit the recommendations of the 2000 Master Plan Update which included the recommendation for a third parallel runway. Instead of constructing the third parallel runway, the Peer Review recommended shifting the south parallel runway (Runway 10R/28L) further south runway, the Peer Review recommended shifting the south parallel runway (Runway 10R/28L) further south considered was because Runway 10R/28L, was due for a total reconstruction. In anticipation of its relocation, full rehabilitation was deferred and a maintenance overlay was completed. Mr. Adams detailed subsequent studies that confirmed shifting the runway to the south (702 feet) as the most viable atternative. An Environmental Overview conducted in 2005 recommended the preparation of an Els optential for significant noise impacts.

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

EIS/EIS Process

Following the historical background, Mr. Adams explained the EIS process. He stated that an EIS is conducted by the FAA as the federal agency responsible for ensuring that airport development projects, such as those proposed by the CRAA for CMH, are in compliance with environmental regulations. The potential environmental impacts of the proposed development will be assessed in accordance with the National Environmental Policy Act of 1969 (NEPA.) He provided a graphic illustration of the steps in the EIS process and explained that the study is in the phase where the Scope of Work has been finalized and the Data Collection and identification of the Purpose and Need for the project are in progress. He noted that evaluation of the airport operations and its current facilities over the last five years has identified some issues which could affect the ability of the airport to maintain its critical airport function in the future. These issues include: the need to rehabilitate Runway 10R/28L, the need to provide long-term airfield capacity, reduce delays during peak operating periods and airfield efficiency. In addition to the primary issues identified above, two secondary needs have also been identified. These include the need to provide sufficient ancillary facilities and roadway infrastructure to support the project increase in air transportation demand and the need to incorporate 14 CFR Part 150 Noise Abatement and Land Use Mitigation recommendations, if necessary. These issues have been identified as the Purpose and Need for the proposed project.

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

Sponsor's Proposed Project

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

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

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

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

Range of Alternatives

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

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

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

- Development of alternative airports
 - Technology solutions

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

Assessing Environmental Impacts

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

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

environmental justice issues to ensure that minority and low-income communities would not be subject to measures will be developed for adverse impacts created by the proposed actions. The EIS will address Archaeological Sites, and USC Section 303(c) properties are considered to be key issues. Mitigation More detail of the analysis of these elements is provided in the handout. Mr. Adams stated that from preliminary qualitative evaluation, it is anticipated that Noise, Land Use, Social Impacts, Historic and disproportionately high and adverse environmental effects. It was explained that Cumulative Impacts would be provided in a separate chapter of the EIS. Cumulative applicable or pertinent to the proposed development. In other words, projects that on their own would not have a significant impact but when coupled with other projects could have a significant impact. Typically, impacts are those past, present or future actions (generally five years beyond build-out) which may be welfands or biological resources are environmental consequences where there may be Cumulative mpacts.

Vext Steps

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

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

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

Ms. Katherine S. Jones Federal Aviation Administration Detroit Airports District Office 11677 South Wayne Road, Suite 107 Romulus, M1 48174

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

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

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	Federal Avi Environmental Impact Stateme	Federal Aviation Administration Environmental Impact Statement - Port Columbus International Airport. Study Advisory Committee Attendance	Arport
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	Detroit Airports District Office		
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Bernie Meleski	Director, Planning & Development	1	(614) 239-4042
Dave Wall	Capital Program Manager	-	(614) 239-4063
Stacey Heaton	Airport Planner	1	
Consulting learn			
Sarah Potter	Landrum & Brown	Cincinnati OH 45242	(513) 530-1201
Melanie DePov	Aerofinity. Inc.	Circlinan, OT 49244	(213) 330-1633 1/317) 055-8305 Fvt 304
Stacy Pollert	Aerofinity. Inc.	Indianapolis. IN 46204	(317) 955-8395 Ext. 306
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9/7/06 SAC /
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Mr. Richard G. Smith III Executive Vice President Net Jets 625 N. Hamilton Road Columbus, OH 43219

Ms. Bonnie Gard Zoning Administrator City of Gahanna 200 South Hamilton Gahanna, OH 43230 Dr, Harold E. McDaniel President St. Mary's Civic Association 979 Wellington Blvd. Columbus, OH 43219

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Mr. Robert Lawler Director of Transportation MORPC 285 E. Main Street Columbus, OH 43215 Mr. Elwood Rayford, Chair Northeast Area Commission 2776 Yorkcliff Road Columbus, OH 43219

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> 6077 Olentangy River Road Worthington, OH 43085

Kimberly Nixon-Bell

WOOSE

Study Advisory Committee Meeting #2 December 5, 2006

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

COLUMBUS REGIONAL AIRPORT AUTHORITY USBERTINEN PORT COLUMBUS • RICKENBACKER • BULTON OFFENDED	PORT COLUMBUS INTERNATIONAL AIRPORT PART 150 NOISE COMPATIBILITY STUDY UPDATE
	Columbus Regional Airport Authority PLANNING ADVISORY COMMITTEE
Name Title Company	December 5, 2006 11:00 a.m. to 1:00 p.m.
Address City, State Zip	AGENDA
RE: Port Columbus International Airport Environmental Impact Statement and Part 150 Noise Compatibility Study Update Study Advisory Committee and Planning Advisory Committee Meetings	WELCOME
Dear Name:	I. What is a Part 1507/Part 150 Process
Please mark your calendar for the second meeting of the Planning Advisory Committee	II. How the Part 150 fits into the EIS Process
and the sucory Advisory Committee meetings for the Port Columbus International Airport Environmental Impact Statement and Part 150 Noise Compatibility Study Update. The	III. Existing Conditions Contours
meeung(s) are scheduled for:	V. Future Conditions Contours
Tuesday, December 5, 2006 Port Columbus International Airport Emergency Operations Center	VI. Noise Abatement, Land Use, and Program Implementation Alternatives Breakout Sessions
An agenda for the two meetings is enclosed with this letter The SAC will most from	VII. Next Steps
10:00 a.m. to 10:50 a.m. There will be a short break and the PAC will meet from 11:00 a.m. to 1:00 p.m.	VIII. Part 150 Schedule
The Ernergency Operations Center is located on the second level of the airport terminal. It can be accessed by an elevator located adjacent to the food court. There will be signage near this elevator directing you to the committee meetings. Please bring your parking ticket to the meeting with you for validation.	
Our meeting(s) will end promptly at 1:00 p.m. We appreciate your interest in Port Columbus International Airport and your participation in these studies. Please confirm your attendance by responding to Melanie DePoy of Aerofinity, Inc by Monday, November 27, 2006. Melanie may be reached by phone at (317) 955-8395 ext. 304 or e-mail at <u>indepov@aerofinity.com</u> .	
Sincerely, Sincerely,	
Katherine Dones - Elaire Roberte	

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

Katherine S. Jones Community Planner Federal Aviation Administration

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<u>11/3/06 SAC</u>	Mr. James Bryant, Aviation Administrator Ohio Office of Aviation 2829 W. Dublin-Granville Road Columbus, OH 43219	Mr. Mark Kelby Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219	Mr. Columbus Russell, President Cumberland Rige Civic Association 1876 Mountain Oak Rd. Columbus, OH 43219	Mr. Jeff Lischak, Regional Manager Chautauqua Airlines Port Columbus International Airport 4600 International Gateway Columbus, OH 43219	Dr. Troy Lee Shaw, President East Columbus Civic Association East Columbus Community Center 2743 East 5 th Ave. Columbus, OH 43219	Mr. Jimmie Moreland III, Chair North Central Area Commission 1314 Sigsbee Avenue Columbus, OH 43219	Dr. Harold E. McDaniel. President St. Mary's Civic Association 979 Wellington Blvd Columbus, OH 43219	Mr. Robert Lawler, Director of Transportation MORPC 285 E. Main St. Columbus, OH 43215
11/3/06 SAC Distribution List	Mr. Richard G. Smith III Executive Vice President Net Jets 625 N. Hamiton Road Columbus, OH 43219	Mr. Dan Wolfe, Manager Nationwide Insurance Company 3945 Bridgeway Avenue Columbus, OH 43219	Mr. Ken Waite, Facility Manager The Columbus International Air Center 4300 East Fifth Avenue Columbus, OH 43219	Mr. Mark Dooley, Manager Continential Airlines Port Columbus International Airport 4600 International Gateway Columbus, OH 43219	Ms. Patti Froehlich, Manager Midwest Connect/Skyway Port Columbus International Airport 4600 International Gateway Columbus, OH 43219	Sandy Dicocco, Manager US Airways/US Airways/America West Port Columbus International Airport 4600 International Gateway Columbus, OH 43219	Mr. Felix Scuili, Manager Delta/Delta Connection Port Columbus International Airport 4600 International Gateway Columbus, OH 43219	Ms. Joni Taylor, Manager Southwest Airlines Port Columbus International Airport 4600 International Gateway Columbus, OH 43219
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Ms. Stacey Heaton Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

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Mr. Don Peters Columbus Flight Watch 40 Massey Drive Westerville, OH 43081 Mr. Bernie Meleski Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

Mr. Dave Clawson Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

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

Mrs. Lynn Ochsendorf, Mayor City of Whitehall 360 S. Yearling Road Whitehail, OH 43213 Mr. Bob Hodanbosi, Headquarters Chief Ohio Environmental Protection Agency Air Quality 122 S. Front St. Columbus, OH 43216-1049

Golf Course – Recreation City of Columbus 200 Greenlawn Ave. Columbus. OH 43215

Ms. Cathy Ferrari Ohio State University 2160 West Case Road Columbus, OH 43235 Mr. Eagan Foster Transportation Administrator City of Columbus 109 N. Front Street Columbus, OH 43215

Attendance Sign-In	Name	Address	Phone/E-mail
a terre and terre	Indust	ry Groups	
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	Airline Pilots Association Bill Cumbow	262 McKenna Creek Drive Gahanna, OH 43230	(614) 337-8864
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	Airport Bus	iness Partners	
Utitte	Net Jets Richard G. Smith III	4111 Bridgeway Avenue Columbus, OH 43219	(614) 239-5518 rsmith@netjets.com
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	Million Air _Bill Tylka	4130 East Fifth Avenue Columbus, OH 43219	(614) 238-3900 billtylka@millionair-cmh.com
	The Columbus International Air Center _Ken Waite	4316 East Fifth Avenue Columbus, OH 43219	(614) 236-0843 ken.waite@vcf.com

Port Columbus International Airport

(614) 415-1800 4387 International Gateway Limited Brands Tstehle@Limitedbrands.com Tim Stehle Columbus, OH 43219 Airlines 4600 International Gateway (614) 239-4060 **Continental/Continental Express** Mark Dooley Columbus, OH 43219 mdoole@coair.com 4600 International Gateway Air Canada Jazz No local contact Columbus, OH 43219 American/American Eagle 4600 International Gateway (614) 239-4245 heter Frank Martino Columbus, OH 43219 Frank.Martino@aa.com Midwest Connect/Skyway 4600 International Gateway (614) 238-7752 Patti Froehlich Columbus, OH 43219 (614) 239-4313 Northwest/Mesaba 4600 International Gateway Bryan Levandusky Columbus, OH 43219 Bryan.Levandusky@nwa.com (614) 238-7515 US Airways/US Airways Express/America West 4600 International Gateway Sandy Dicocco@usairways.com Sandy Dicocco Columbus, OH 43219 4600 International Gateway (614) 239-4286 United/United Express Brian.F.Kennedy@ual.com Brian Kennedy Columbus, OH 43219 (614) 239-4448 felix.sciulli@delta.com 4600 International Gateway **Delta/Delta Connection** Columbus, OH 43219 Felix Sciulli

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(718) 709-3349 118-29 Queens Blvd. JetBlue Airways Forest Hills, NY 11375 kevin.costello@jetblue.com Kevin Costelio (614) 235-1193 4600 International Gateway Chautauqua Jeff Lischak Columbus, OH 43219 jlischak@flychautauqua.com Agencies (734) 229-2958 Federal Aviation Administration - Detroit ADO 11677 S. Wayne Road Katherine Jones Romulus, MI 48174 Federal Aviation Administration - CMH ATCT 4277 International Gateway Chris.Lenfest@faa.gov Chris Lenfest Columbus, OH 43219 (614) 338-4092 4277 International Gateway Federal Aviation Administration - CMH ATCT Columbus, OH 43219 Bruce.Gibson@FAA.Gov Bruce Gibson **Ohio Office of Aviation** 2829 W. Dublin-Granville Road (614) 387-2341 Columbus, OH 43235 james.bryant@dot.state.oh.us James Bryant Ohio EPA 122 S. Front St. (614) 644-2270 edlund for Bob Hodanbosi Columbus, OH 43216-1049 bob.hodanbosi@epa.state.oh.us Citizens/Citizen Groups Columbus Flight Watch 40 Massey Drive (614) 890-1062 -Don Peters Westerville, OH 43081 donpeters@columbus.rr.com **Columbus Flight Watch** 5731 Blinnton Place Alan Harding Columbus, OH 43235-7205 alan41ah@gmail.com (614) 253-9429 East Columbus Civic Association 2743 East 5th Avenue Dr. Troy Lee Shaw Columbus, OH 43219 shaw.162@osu.edu Page 3 (614) 475-1448 2776 Yorkcliff Rd. Northeast Area Commission Clever Rayfe Columbus, OH 43219 jarfull@sbcglobal.net Elwood Rayford 1314 Sigsbee Avenue North Central Area Commission Columbus, OH 43219 Jimmie Moreland III (614) 475-7277 1876 Mountain Oak Rd **Cumberland Ridge Civic Association** Columbus, OH 43219 Columbus Russell 2463 Peekskill Drive (614) 471-3947 Brittany Hills Civic Association Columbus, OH 43219 ggriffi1@columbus.rr.com Grisetta Griffin (614) 252-7782 979 Wellington Blvd. St. Mary's Civic Association hmcdaniel@columbus.rr.com Columbus, OH 43219 Dr. Harold E. McDaniel (614) 470-9699 116 Mill Street Friends of Big Walnut Creek Gahanna, OH 43230 smoeller@friendsofbigwalnutcreek.com Susan Moeller Municipalities (614) 645-8664 City of Columbus 109 N. Front St., Ground Floor Columbus, OH 43215 Vince Papsidero (614) 645-7738 109 N. Front Street City of Columbus Columbus, OH 43215 elfoster@columbus.gov Eagan Foster (614) 645-6311 City of Columbus 910 Dublin Road Columbus, OH 43215 tarussell@columbus.gov Tom Russell City of Columbus 200 Greenlawn Ave. (614) 545-3310

Columbus, OH 43223

Alan McKnight

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Page 4

City of Columbus 90 West Broad Street (614) 645-5420 Terri Leist Columbus, OH 43215 tsleist@columbus.gov City of Columbus 109 N. Front Street (614) 645-0663 Devayani Puranik Columbus, OH 43215 ddpuranik@columbus.gov MORPC 285 E. Main St. (614) 233-4166 Chris Gawronski Columbus, OH 43215 cgawronski@morpc.org MORPC 285 E. Main St. (614) 233-4160 Robert Lawler Columbus, OH 43215 rlawler@morpc.org City of Bexley 2242 E. Main St. (614) 235-8694 Bexley, OH 43209 Bruce Langner City of Whitehall 360 S. Yearling Road (614) 237-8612 Raymond Ogden Whitehall, OH 43213 rogden@cityofwhitehall.com KynnOchundsz Manthe, City of Whitehall 360 S. Yearling Road (614) 338-3106 Lynn Ochsendorf Whitehall, OH 43213 mayorochsendorf@cityofwhitehall.com City of Whitehall 360 S. Yearling Road (614) 338-3103 Matthew Shad Whitehall, OH 43213 development@cityofwhitehall.com City of Gahanna 200 South Hamilton (614) 342-4015 Sadicka White Gahanna, OH 43230 sadicka.white@gahanna.gov City of Gahanna 200 South Hamilton Bonnie Gard Gahanna, OH 43230 bonnie.gard@gahanna.gov Page 5 200 South Hamilton City of Gahanna Matthew Huffman Gahanna, OH 43230 7232 E. Main Street (614) 322-6807 City of Reynoldsburg Reynoldsburg, OH 43068 jbrandt@ci.reynoldsburg.oh.us John A. Brandt (614) 322-6829 7232 E. Main Street City of Reynoldsburg Reynoldsburg, OH 43068 Ihaire@ci.reynoldsburg.oh.us Lucas Haire Jefferson Twp. 6545 Havens Road (614) 855-4265 Charles McCroskey Blacklick, OH 43004 cmccroskey@jeffersontownship.org 280 E. Broad St., 2nd Floor (614) 462-3095 Franklin County Columbus, OH 43215 rlbrown@franklincountyohio.org Lee Brown Schools (614) 292-5823 **Ohio State University** 2160 West Case Road L.Ferren Cathy Ferrari Columbus, OH 43235 cferrari@osuairport.org Willing City of Columbus Schools (614) 365-5000 270 East State Street Columbus, OH 43215 Dr. Gene Harris Columbus Regional Airport Authority Dave Clawson 4600 International Gateway Columbus, OH 43219 0000 Stacey Heaton Mark Kelby Bernie Meleski Dave Wall Page 6 ycla R. Newland Ansela Newland

- The transmission of the present wave of the state of the state of	Additional Attendees		
Attendance Sign-In	PLEASE PRINT Name	Address	Phone/Email
J. Juich	R. SUSANN HOELLER FOBUC - ECOSCAPES	116 MILLSTREET D COLUMBUS . RR. COM	470-9699
AEHarta	FO BWC - greenon	P1@mam. 2000	8551495
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Study Advisory Committee Meeting

December 5, 2006 10:00 a.m. – 11:00 a.m. Environmental Impact Statement Port Columbus International Airport

Presented to: Study Advisory Committee By: FAA Consultant, Landrum & Brown Date: December 5, 2006



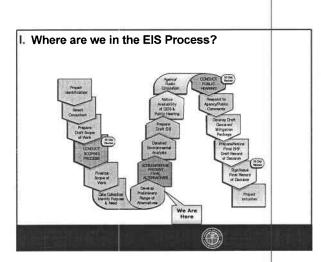
Agenda

- I. Where are we in the EIS Process?
- II. Sponsor's Proposed Project
- III. Preliminary Alternatives
- IV. Preliminary Environmental Impacts
- V. Next Steps in the EIS Process
- VI. Opportunity to Comment on the EIS

Got Questions?

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

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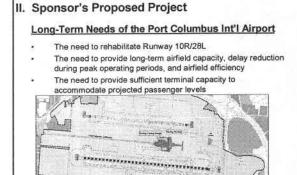
Why are we Here?

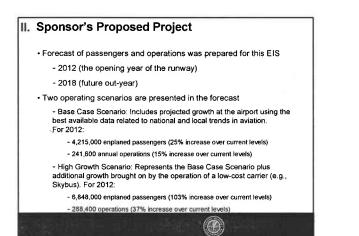
 Columbus Regional Airport Authority (CRAA) has proposed a development project that includes:
 Runway relocation

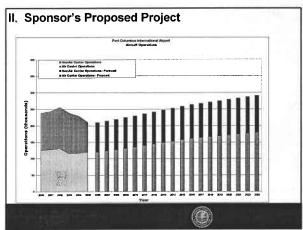
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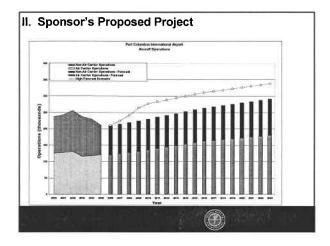
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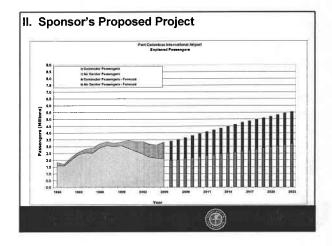
- New passenger terminal
- Other support facilities
- Before that project can be implemented, the FAA will prepare an Environmental Impact Statement
- Because this project has the potential to significantly change the noise levels over some residents, the CRAA is preparing a Part 150 Study Update

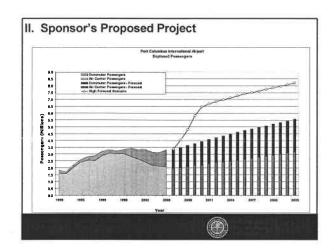








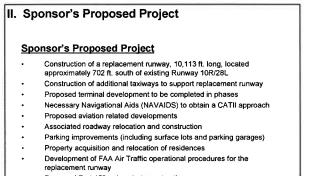




II. Sponsor's Proposed Project Sponsor's Identified General Goals CRAA seeks to: Continue to expand CMH as a major passenger air hub Balance airfield and terminal capacity Phase project schedules to maximize funding while ensuring flexibility to accommodate growth Accomplish goals in a manner that preserves viability and

Accomplish goals in a manner that preserves viability and character of neighboring communities

2

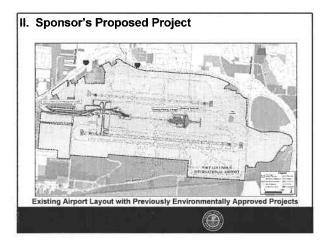


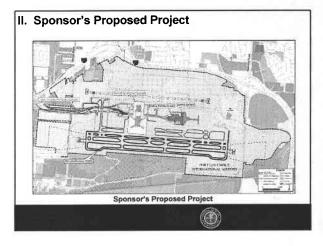
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- Proposed Part 150 noise abatement actions









Three Phased Approach Identify comprehensive range of alternatives Evaluate and define a short-list of alternatives Environmental Operational Cost Detailed analysis of short-listed alternatives Potential Range of Alternatives On-site alternatives Off-site alternatives No-action alternatives

III. Preliminary Review of Runway Alternatives

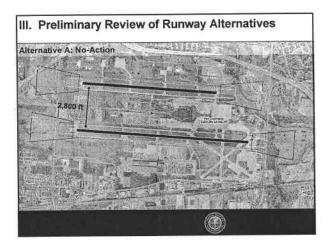
III. Preliminary Review of Runway Alternatives

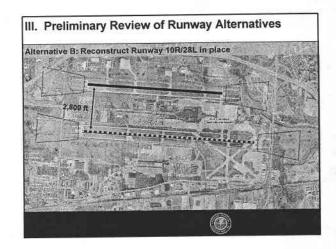
On-Site Runway Alternatives

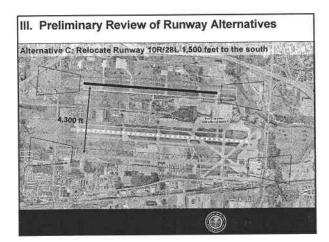
- · Develop alternatives (realign, extend and/or shorten existing runways and/or taxiways; new runway development)
- Operational Procedures
- Other technologies (reduce separation between aircraft, multi-lateration based Precision Runway Monitoring, and Vertical and/or Short Take-off and Landing)

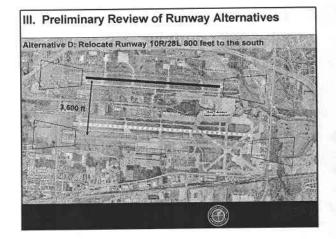
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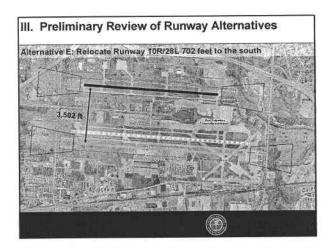
- Activity or demand management alternatives

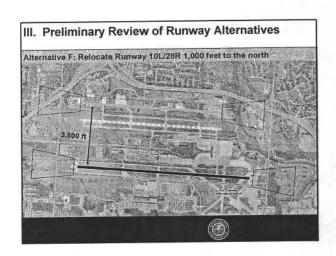


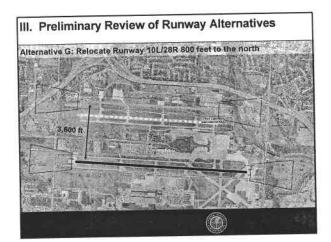


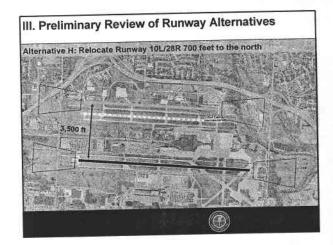






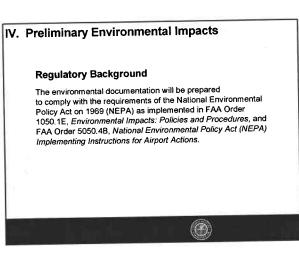


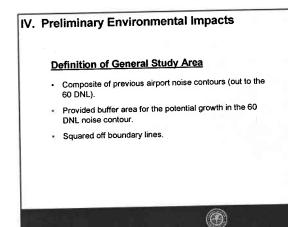


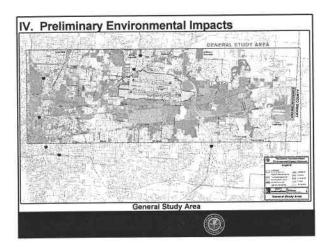


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Alternative/Description	Ashabilitation of Rumway 100/201	Additional Long Term Caoacity	Sufficient Terminal Envelope	Positives [Environmental/Operatione#Cost]	Negatives [Environmental/Operational/Cost]	
Alternative A: No-Action	no	10	NO	No physical impacts No project costs	One nurway airport Lass of revenue	
Alternative B: Marman Eabling Ranway Locators and Algements	yes	no	110(2)	Minimal physical implicits	Does not address news of the arpurt Wasted effort/cost Ups of revenue Operational impacts during construction	
Alivernative C. dnitt Russey 129228, to the south by 1,500 feet	yes	yes	yes	Addresses all needs Emultaneous anivats without additional aquipment Maintains operations during construction	hioise impacts Major impacts to area businesses Removes > 75 homes Major historic impacts	
Atternative D bill Running 1000282.30 Its south by 800 feet	yes	¥65		Additionant all freeds Bimultaneous nnivals with additional equipment Maintains operations during construction	flicise Impacts Neport Golf Course Tremoves >40 homes Historic Impacts	

	Oran I I	pet the Argand's	Music?			
AlamativaDescription	Refeatethaton	Additional Long Term Capacity	Euthesant Terresheet Errowloge	Positives [EnstmanentalOperationalCost]	Hegstwee (Environmental/Operational/Cost)	
Alternative E: Staff Rationy 104/281 in the sunds by 702 Met (Spanish Proposal Project)	yes	yes	y=	Addresses all needs Simultaneous activate with addresses applyment Mainteens openidante during constraction	Nuse Inparts Avgent Code Colema Ramayaa > 30 Notoes	
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Alternative G Solt Runkey 10/25R to the north by 500 feet and retab runney 10R/28/L in retab	yes.	yes		Addresses all roods Benañabecan arforda with additional opiprioni	Noise Impacts Ingants hangas and brokeness to the north Sty Waves Come Rest Rulectations Busing two war retrietys	
Alternative HI Shift Turney 10LQBR/s the north by 703 ket an reliab tarway 10RQBL to place	yes .	yes	y=	Addimises all ponds Dimithaterius artivals with utilitized explorated	Note Instant Mysech hanges and businesses to the next Big Water Creek Sould Receiting Stating two new rankeys	







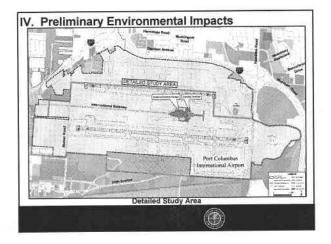
IV. Preliminary Environmental Impacts

Definition of Detailed Study Area

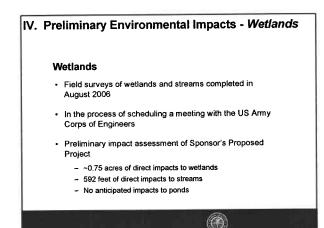
- Area likely to receive direct impacts
- Provided buffer area for analysis of alternatives.

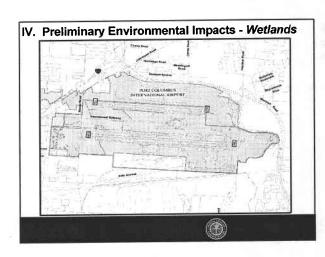
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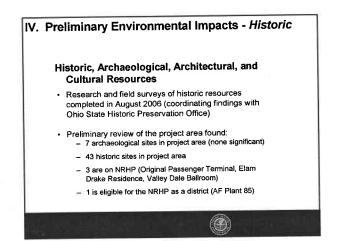
Squared off boundary lines.

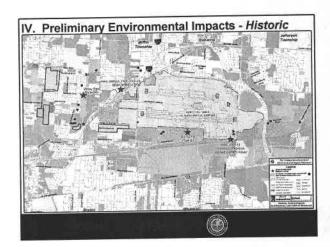


IV. Preliminary Environmental Impacts - Noise Noise and Compatible Land Uses Prepared noise contours for Existing (2006) Baseline and Future (2012) No-Action conditions Prepared preliminary impacts 14 homes within the 65 DNL of Existing (2006) contour 631 homes within the 65 DNL of Future (2012) No-Action Prepared noise contour for Future (2012) No-Action (High Forecast Scenario) Prepared preliminary impacts 1,296 homes within the 65 DNL of Existing (2006) contour More information on the noise impacts in the Part 150 Noise Compatibility Study PAC meeting









Ρ	Preliminary Environmental Impacts – <i>Biotic/T&E</i>
	Biotic Communities/Threatened and Endangered Species
	 Field surveys of Biotic Communities/Threatened and Endangered Species completed in August 2006
	 Survey catalogued existing plants and animals, as well as potential habitats for T&E species
	Preliminary assessment found:
	 No T&E species have been documented within 1 mile of project area (Record search and field survey) Potential habitat for T&E species does exist within project area

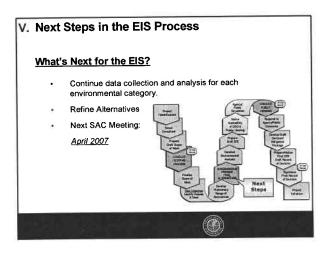
IV. Preliminary Environmental Impacts - Biotic/T&E

Federal and State Threatened and Endangered Species Partnerskal Maintan Provend in Day 2 00 ŧ. . Automatical State e ¢ riffina af emaileir E) ÷ 6 • \bigcirc

IV.	Preliminary Environmental Impacts – Air Quality
	 Franklin County – non-attainment for ozone and fine particulate matter (PM2s) emissions requiring a General Conformity Evaluation under the Clean Air Act
	 Next Steps: Prepare remaining emissions inventories using annual average temperature and annual average mixing height
	 Prepare construction emissions inventory
	 Five years of on-site meteorology data used for the dispersion analysis
	 Conduct dispersion analysis using EDMS
	 Develop background concentrations for determination of "design" concentrations for comparison to the NAAQs
	-

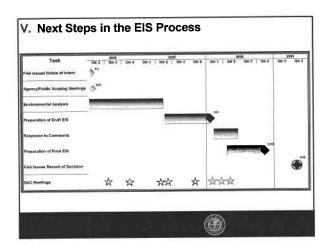
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24,500	Amada	1/2010	-	175 175	1	1	1	 57% of total emissions from
121	S-CR1MAU Autorit	11	1	1	1	-	-	regional/business jets
39.440	UNI/PPIL.	750	- 21-	- 24	1	-1-	- 2-	
1.00	Alcost.	21	1	1	1		- 6-	 22% of total emissions from
	Tester Containi	107	-			-	- 0	B737 operations
	244	- 881-	- 12	- 52		-1-		 CO is most prominent
2,846	Admunit	112		11 #2		1		
1,410	CSECULU Add	1 m	1	2	1	÷	1	pollutant (80%) - most from
0,64	- Smith	100	-#	10	-	1		GSE
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12,901	Aurol Anno	11	1	1	4	1		primarily due to aircraft
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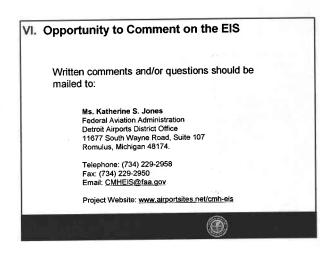
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V. Next Steps in the EIS Process

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







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51 South New Jersey St. Indianapolis, IN 46204 317,955,8395 Phone 317,955,8479 Fax

a composite of previous airport noise contours (out to the 60 DNL) which have been squared off to represent boundary lines. The detailed study area is where more direct environmental impacts are likely to Mr. Adams explained that the EIS is prepared according to the requirements of the National Environmental Policy Act of 1969 (NEPA) as implemented in FAA Order 1050.1E, Environmental Impacts: Policies and Two study areas have been identified for the environmental review. The first is the general study area which includes an area 4-5 miles east and west of the airport and 2-3 miles north and south. It represents through the study process for a detailed review along with the CRAA's proposed project. These alternatives undergo detailed review from an environmental, operational and cost perspective. Mr. Adams then presented ten alternatives for the runway development that are being reviewed. The pros and cons of each Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions There was some concern expressed about the impacts that the proposed development would have side of the airport. They also asked if there was any new aircraft technology that would be corning airport that it would be shorter than the runway atternatives being considered to the south. He Mr. Adams reviewed a matrix that is used to assess each alternative. He explained that each alternative is analysis. He further noted that the study team is still in need of a copy of the Stormwater Plan Representatives of Gahanna expressed some concern over the noise impacts to their area based Rob Adams responded that if a replacement runway were developed on the north side of the Rob Adams responded that the ability to conduct simultaneous arrivals is critical now during upon the alternatives being considered for development of the replacement runway on the north to the stormwater quality downstream in the Whitehall area which is located downstream of the Mr, Adams detailed the preliminary results of each of these analyses. Several questions were raised by Rob Adams responded that stormwater impacts would be considered as a part of the EIS further explained that aircraft meeting what are known as Stage 2 and weighing less than screened to determine if it meets the airport's need to rehabilitate Runway 10R/28L, provide additional some peak operating periods but will become more critical after approximately 2018. alternative were presented as detailed in the handout provided at the meeting. long-term capacity and create a sufficient envelope for terminal development. occur and therefore more detailed analysis will be conducted in this area. There was a question about the need for simultaneous arrivals. Historic, Archaeological, Architectural, and Cultural Resources Biotic Communities/Threatened and Endangered Species committee members following the presentation as follows: Preliminary review of the following has been completed: SAC-3 on line that would decrease noise impacts. Noise and Compatible Land Uses Preliminary Environmental Impacts for the City of Whitehall. Air Quality for Airport Actions. Wetlands airport. • . To date SkyBus has raised

reviewed that would accomplish the same purpose for the proposed project as those proposed by the CRAA. This phase of the study has specifically focused on alternatives to the runway relocation.

airfield. He further explained that the existing terminal has operating limitations in terms of the number of passengers that can be processed. The new terminal complex would be built in phases as needed to a full rehabilitation. The rehabilitation would require that the runway be completely removed and rebuilt Mr. Adams reviewed the CRAA's proposed projects. He stated that the airport's south runway is in need of within the next seven - nine years. Relocation of the runway during the rehabilitation would provide additional tong-term capacity, reduce delays during peak operating periods and create a more efficient accommodate projected passenger levels.

scenario which reflects the potential for greater growth in passengers and operations dependent upon the Mr. Adams explained that two forecasts of demand have been prepared. One is the base case which is considers natural growth projected to occur at CMH based upon what is known about the airport today, and what is believed will happen in the industry on a national basis. A second forecast is a high growth addition of SkyBus, a start-up low-cost, or ultra low-cost carrier anticipated to begin operations at CMH. Both forecasts were prepared for the years 2012, which is anticipated to be the opening year for the new runway, and 2018, as a future out-year. Mr. Adams reviewed both forecast scenarios in terms of the number of aircraft operations and passengers.

approximately \$100 million dollars toward start-up. Approximately \$20 million of this money has been David Whitaker, Vice President, Business Development and Communications, presented some background information on SkyBus. He stated that the CRAA has been talking with SkyBus for over four years. The SkyBus President was a former executive with Southwest Airlines. raised from local investors.

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Initial service is anticipated to include 10-12 destinations with 18-20 flights anticipated by the end of 2007. SkyBus will use Airbus 319 aircraft. These aircraft will initially be leased from Airbus with eventual plans to purchase up to 65 aircraft. Initial target markets will include cities where The CRAA and SkyBus have entered into a use and lease agreement and SkyBus has applied for an operating certificate. They are currently anticipated to start service in 2007. They will be ground loading. there is currently demand but no non-stop service. using two sets of stairs.

that the interchange at Steizer Road and International Galeway had been previously environmentally reviewed and is not being considered as a part of this EIS. He further noted that a crossover taxiway is Adams continued the meeting with a detailed review of all the CRAA's proposed projects. He noted currently under construction on the west end of the airport. This taxiway has also been previously environmentally reviewed. ž

Preliminary Review of Runway Alternatives

proposed project. The FAA's role in the EIS process is to independently review other options to meet the Mr. Adams explained that the Airport Authority has presented the FAA its plan for the development of the needed improvements and to review the environmental impacts of each of the viable alternatives.

A three-phased approach is used to screen alternatives. First is to identify all of the potential alternatives to meet the projected need, second is to evaluate and refine the alternatives to a short-list of those that are considered most viable. Alternatives that are identified in the first two phases of the process are carried

stressed that this would only apply to any new type of aircraft, not the manufacturing of aircraft present, there is no plan to require a similar phase out of Stage 3 aircraft. However, he noted that any new type of aircraft that is manufactured must meet Stage 4 requirements. He 75,000 pounds were required to be phased out of the aircraft fleets at the end of 1999. At types that are currently flying.

- A question was raised as to the required runway lengths and the timing for rehabilitating Runway 10L/28R.
 - Rob Adams responded that regardless of which runway was replaced (the existing north or south runway); each one would be the same length that it is today. No runway extensions are being proposed.
 - Angela Newland, CRAA Vice President of Engineering and Construction, responded that 1
- Ruwway 10L/28R would require rehabilitation in approximately 2011-2012. There was a question about whether or not any alternatives were being considered that would look at Sawyer Road coming directly off of Hamilton Road. •
 - Rob Adams responded that this roadway relocation was not being considered as a part of the scope of study in this EIS. ı

Next Steps

5th and 6th and gave details of the meetings. Mr. Adams closed the meeting with a review of the EIS study schedule. He noted that a draft EIS is anticipated to be published 20 months after the issuance of the publication of the Notice of Intent and a Record of Decision (ROD) is anticipated from the FAA in April 2009. The next steps in the EIS process are to continue data collection and analysis for each of the environmental categories and to continue refinement of the alternatives. It is anticipated that the next SAC meeting will occur in April 2007. Meeting participants will be notified in advance of the next meeting. Mr. Adams noted that Public Workshops on the EIS and Part 150 study processes are being held on December

Opportunity to Comment on the EIS It was noted that in addition to oral comments received at today's meeting, comments can also be submitted to:

11677 South Wayne Road, Suite 107 Federal Aviation Administration Telephone: (734) 229-2958 E-mail: CMHEIS@faa.gov Romulus, Michigan 48174 Ms. Katherine S. Jones Fax: (734) 229-2950

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

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		Address 7727 E. Main Street	FIGURE/E-1081
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		118-29 Queens Blvd.	(718) 709-3349 kevin costello@jetblue.com
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Bruce Gibson		4277 International Gateway Columbus, OH 43219	(b14) 338-4032 Bruce Gibson@FAA Gov
Grisetta Griffin	Brittany Hills Civic Association	2463 Peekskill Drive	(614) 471-3947
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пошанатион		Columbus, OH 43235-2526	dhammon@osuairport.com
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Sarah Potter	Landrum & Brown	51 S. New Jersey Street	(317) 955-8395 Ext. 304
Dave Fleet	Aerofinity, Inc.	Indianapolis. IN 46204	(317) 955-8395 Ext. 307

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II. Sponsor's Proposed Project

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· Forecast of passengers and operidities was

II. Sponsor's Proposed Project

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- 2018 (luture out-year)

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Base Case Scanario: Includes projected growth at the alipport using the best available data related to national and local trends in availation. For 2012.

(15% http://www.

241.400 (1001)

High Growth Scenario. Represents the Base Case Schnard plus additional growth brought on by the operation of a time-cost carrier (e.g. Skybus). For 2012.

oes (103% increase over current levels)

6,348,000

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II. Sponsor's Proposed Project

II. Sponsor's Proposed Project

And Supervision and Speed







Why are we Here?



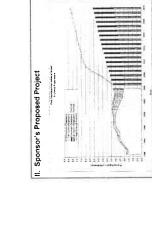
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Because this project has the potential to significantly change the noise levels over some residents, the CRAA is preparing a Part 150 Study Update











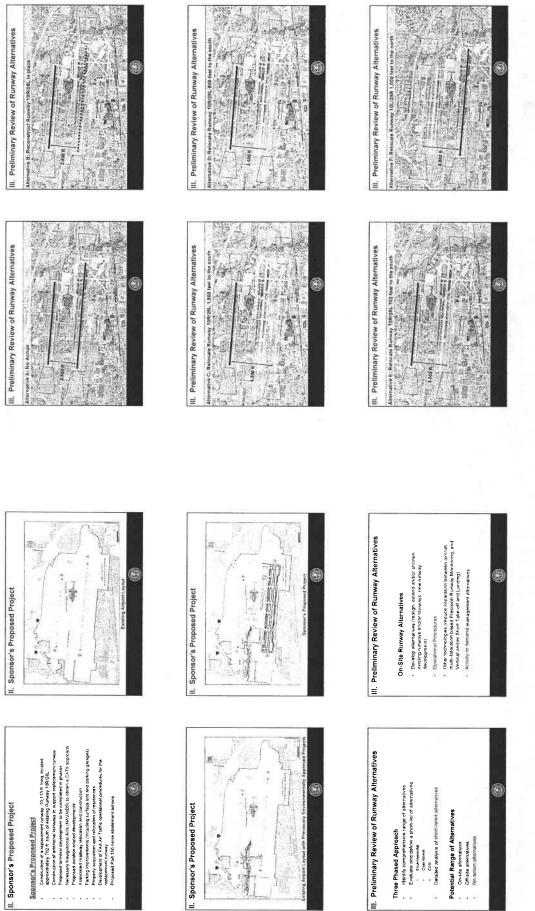
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II. Sponsor's Proposed Project

- Sponsor's Proposed Project



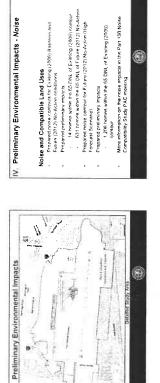




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More information on the indise indiacts in this Part 150 Nois Compatibility Study PAC meeting

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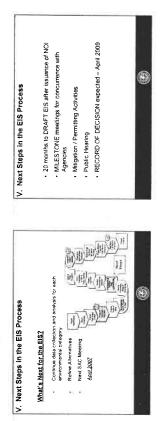


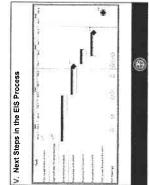




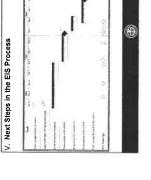
. Preliminary Environmental Impacts	<u>Definition of General Study Area</u>
>	











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Proleminary review of the project area found: - 7 archaenlogical sites in project area (none significant)

3 #re on NRHP (Original Passenger Terminal, Elam Drake Residence, Valley Date Ballycom)

- 43 historic sites in project area

* is objection foor their MiRHPD as a dispret (AFL Fright BS).

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IV. Preliminary Environmental Impacts - Historic

Historia, Archaeologicaí, Architectural, and Cultural Resources Research and field surveys of historic resources completed in August 2006 (coordinating findings with Ohio State Historic Preservation Office)



IV. Preliminary Environmental Impacts - Biotlo/T&E

Federal and State Threatened and Endangered Species











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    No T&E species have been documented within 1 mile of
project area (Record search and field warws))
    Potential habital for T&E spaces does exist within project
area
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reliminary Environmental Impacts – Air Quali
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Frankin County – non-attainment for ozone and fine particulate matter (PMs 4) emissions requiring a General Conformity Evaluation under the Galan Air Act

- Next Steps
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Mr. Bill Cumbow Airline Pilots Association 262 McKenna Creek Drive Gahanna, OH 43230

Mr. Richard G. Smith III Executive Vice President Net Jets

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> Mr. Vince Papsidero, Planning Administrator City of Columbus 109 N. Front Street, Ground Floor Columbus, OH 43215

Golf Course – Recreation City of Columbus 200 Greenlawn Ave. Columbus, OH 43215



51 South New Jersey St. Indianapolis. IN 46204 317,955.8395 Phone 317,955.8479 Fax

December 21, 2006

Name Title Company Address City, State Zip RE: Port Columbus International Airport Environmental Impact Statement Study Advisory Committee Meeting Minutes

Dear Name:

Enclosed are meeting minutes for the December 5, 2006 Study Advisory Committee (SAC) meeting for the Port Columbus International Airport Environmental Impact Statement (EIS). For those who were unable to attend, we are also sending a copy of the handout that was given at the meeting. As always, we appreciate your interest in Port Columbus International Airport and thank you for your participation in these studies. The next SAC meeting is anticipated to occur in April, 2007. A meeting reminder and agenda will be sent in advance of the meeting.

Sincerely,

Metanie & hlerton

Melanie K. DePoy Managing Principal



MEMO

MEETING

51 S. New Jersey St., 2⁷ Floor Indianapolis, IN 45204 317,955,8395,317,955,8479 FAX

MEETING

Federal Aviation Administration

Environmental Impact Statement Port Columbus International Airport Study Advisory Committee – Meeting 2

December 5, 2006

MEETING DATE

ATTENDING

A meeting attendance list is attached.

DISCUSSION SUMMARY

The second Study Advisory Committee (SAC) meeting for the Environmental Impact Statement (EIS) was opened by Rob Adams of Landrum & Brown, the consulting firm conducting the study on behalf of the Federal Aviation Administration. Mr. Adams welcomed participants and introduced Katy Jones. Project Manager for the Federal Aviation Administration (FAA). Ms. Jones thanked Committee members for their participation and explained that the EIS is being conducted by the Federal Aviation Administration as the independent reviewer of the environmental impacts of the projects that are being proposed for construction by the Columbus Regional Airport Authority (CRAA). She introduced Dave Wall, Capital Program Manager for the CRAA, who welcomed participants and thanked them for their participation. Mr. Adams asked the meeting participants to introduce themselves. He explained that the SAC meeting would be immediately followed by a Planning Advisory Committee (PAC) meeting for the Part 150 Noise Compatibility (Part 150) that is being simultaneously conducted with the EIS.

Sponsor's Proposed Project

Mr. Adams reminded participants that the CRAA has proposed a redevelopment program that includes the relocation of the airport's south runway, development of a new passenger terminal and other support facilities. He explained that before the project can be implemented, the FAA must prepare an EIS. He reviewed the EIS process stating that the study is currently in the stage where alternatives are being

through the study process for a detailed review along with the CRAA's proposed project. These alternatives undergo detailed review from an environmental, operational and cost perspective. Mr. Adams then presented ten alternatives for the runway development that are beind reviewed. The pros and cons of each	alternative were presented as detailed in the handout provided at the meeting	Mr. Adams reviewed a matrix that is used to assess each alternative. He explained that each atternative screened to determine if it meets the airport's need to rehabilitate Runway 10R/28L, provide additional long-term capacity and create a sufficient envelope for terminal development.	Preliminary Environmental Impacts Mr. Adams explained that the EIS is prepared according to the requirements of the National Environmental Policy Act of 1969 (NEPA) as implemented in FAA Order 1050.1E. Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions.	Two study areas have been identified for the environmental review. The first is the general study area which includes an area 4.5 miles east and west of the airport and 2.3 miles north and south. It represents a composite of previous airport noise contours (out to the 60 DNL) which have been squared off to represent boundary lines. The detailed study area is where more direct environmental impacts are likely to	 occur and therefore more detailed analysis will be conducted in this area. Preiiminary review of the following has been completed: Noise and Compatible Land Uses Wetlands Historic, Archaeological, Architectural, and Cultural Resources 	 Blott Communities/Intreatened and Endangered Species Air Quality Air Quality Air Quality Mr. Adams detailed the preliminary results of each of these analyses, Several questions were raised by committee members following the presentation as follows: There was a question about the need for simultaneous arrivals. Rob Adams responded that the ability to conduct simultaneous 	 some peak operating periods but will become more critical after approximately 2018. There was some concern expressed about the impacts that the proposed development would have to the stormwater quality downstream in the Whitehall area which is located downstream of the airport. Rob Adams responded that stormwater impacts would be considered as a part of the EIS analysis. He further noted that the study team is still in need of a copy of the Stormwater Plan and an event of the context of the context	 Por the City of writenail. Representatives of Gahanna expressed some concern over the noise impacts to their area based upon the alternatives being considered for development of the replacement runway on the north side of the aignot. They shap saked if there was any new alroraft technology that would be coming on line that would decrease noise impacts. 	 Rob Adams responded that if a replacement runway were developed on the north side of the airport that it would be shorter than the runway alternatives being considered to the south. Hu further explained that aircraft meeting what are known as Stage 2 and weighing less than
reviewed that would accomplish the same purpose for the proposed project as those proposed by the CRAA. This phase of the study has specifically focused on alternatives to the runway relocation.	Mr. Adams reviewed the CRAA's proposed projects. He stated that the airport's south runway is in need of a full rehabilitation. The rehabilitation would require that the runway be completely removed and rebuilt	within the next seven - nine years. Relocation of the runway during the rehabilitation would provide additional long-term capacity, reduce delays during peak operating periods and create a more efficient airfield. He further explained that the existing terminal has operating limitations in terms of the number of passengers that can be processed. The new terminal complex would be built in phases as needed to	accommodate projected passenger levels. Mr. Adams explained that two forecasts of demand have been prepared. One is the base case which is considers natural growth projected to occur at CMH based upon what is known about the airport today, and what is believed will happen in the industry on a national basis. A second forecast is a high growth	scenario which reflects the potential for greater growth in passengers and operations dependent upon the addition of SkyBus, a start-up low-cost, or ultra low-cost carrier anticipated to begin operations at CMH. Buth forecasts were prepared for the years C912, which is anticipated to be the opening year for the new runway, and 2018, as a future out-year. Mr. Adams reviewed both forecast scenarios in terms of the number of ancreating operations and passengers.	David Whitaker, <i>Vice Prasident, Business Development and Communications,</i> presented some background information on Skybus. He stated that the CRAA has been taking with Skybus for over four years. The Skybus President was a former executive with Southwest Airlines. To date Skybus has raised approximately \$100 million dollars toward start-up. Approximately \$20 million of this money has been raised from local investors.	The CRAA and SkyBus have entered into a use and lease agreement and SkyBus has applied for an operating certificate. They are currently anticipated to start service in 2007. They will be ground loading, using two sets of stairs. Initial service is anticipated to include 10-12 destinations with 18-20 flights anticipated by the end of 2007. SkyBus will use Airbus 319 aircraft. These aircraft will initially be leased from Airbus with eventual plans to purchase up to 65 aircraft. Initial target markets will initially be leased there is currently demand but no non-stop service.	Mr. Adams continued the meeting with a detailed review of all the CRAA's proposed projects. He noted that the interchange at Stelzer Road and Intermational Gateway had been previously environmentally reviewed and is not being considered as a part of this EIS. He further noted that a crossover taxiway is currently under construction on the west end of the airport. This taxiway has also been previously environmentally reviewed.	Preliminary Review of Runway Alternatives Mr. Adams explained that the Airport Authority has presented the FAA its plan for the development of the proposed project. The FAA's role in the EIS process is to independently review other options to meet the needed improvements and to review the environmental impacts of each of the viable alternatives.	A three-phased approach is used to screen alternatives. First is to identify all of the potential alternatives to meet the projected need, second is to evaluate and refine the alternatives to a short-list of those that are considered most viable. Alternatives that are identified in the first two phases of the process are carried

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Doug Hammon	The Ohio State University Airport	2160 West Case Road	(614) 292.5460
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Katherine Jones	Federal Aviation Administration Detroit Atmode District Office	11677 S. Wayne Road	(734) 229-2958
Cecilia Lammers	The Ohio State University Airport	2160 West Case Road	
Bruce Langner	City of Bexley Development Director	2242 E Main St. Baviav OH 43200	(614) 235-8694
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Dethemic Millor	Director	Columbus, OH 43223	admokinight@solumbus.gov
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oteve vargo	Cury of Columbus Schools	Columbus, OH 43215	
Sadicka White	Sadicka White City of Gaharina Director of Development	200 South Hamilton Gahanna, OH 43230	(614) 342-4015 sadicka white:@cahanna cov
Columbus Regional Dave Clawson	Airport Authority Staff	AE/00 International Cataurau	And a contract of the second sec
Stacey Heaton	Altport Planner	Columbus, OH 43219	6016-567 (w/ G)
Bernie Meleski Angela Newland	Director, Planning & Development V.P. Engineering and Construction	• •	(614) 239-4042
Dave Wall	Capital Program Manager		(614) 239-4063
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Sarah Potter Melanie DePoy	Landrum & Brown Aerofinity, Inc.	Cincinnati, OH 45242 51 S. New Jersey Street	(513) 530-5333 (317) 955-8395 Ext. 304
Dave Fleet	Aerofinity, Inc.	Indianapolis, IN 46204	(317) 955-8385 Ext. 307

stressed that this would only apply to any new type of aircraft, not the manufacturing of aircraft present, there is no plan to require a similar phase out of Stage 3 aircraft. However, he noted 75,000 pounds were required to be phased out of the aircraft fleets at the end of 1999. At that any new type of aircraft that is manufactured must meet Stage 4 requirements. He types that are currently flying.

A question was raised as to the required runway lengths and the timing for rehabilitating Runway 10L/28R.

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- south runway); each one would be the same length that it is today. No runway extensions are Rob Adams responded that regardless of which runway was replaced (the existing north or ۱
 - Angela Newland, CRAA Vice President of Engineering and Construction, responded that being proposed.
- There was a question about whether or not any alternatives were being considered that would took Runway 10L/28R would require rehabilitation in approximately 2011-2012.

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- at Sawyer Road corning directly off of Hamilton Road. Rob Adams responded that this roadway relocation was not being considered as a part of the
 - scope of study in this EIS.

Next Steps

The next sleps in the EIS process are to continue data collection and analysis for each of the environmental categories and to continue refinement of the alternatives. It is anticipated that the next SAC meeting will occur in April 2007. Meeting participants will be notified in advance of the next meeting. Mr. Adams noted that Public Workshops on the EIS and Part 150 study processes are being held on December 5th and 6th and gave details of the meetings. Mr. Adams closed the meeting will a review of the EIS study schedule. He noted that a draft EIS is anticipated to be published 20 months after the issuance of the publication of the Notice of Intent and a Record of Decision (ROD) is anticipated from the FAA in April 2009.

Opportunity to Comment on the EIS It was noted that in addition to oral comments received at today's meeting, comments can also be submitted to:

11677 South Wayne Road, Suite 107 Federal Aviation Administration Telephone: (734) 229-2958 Fax: (734) 229-2950 Romulus, Michigan 48174 E-mail: CMHEIS@faa.gov Ms. Katherine S. Jones

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

SAC-4

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12/21/06 SAC Attendee Distribution List	Frank Martino, General Manager American/American Eagle Port Columbus International Airport 4600 International Gateway Columbus, OH 43219	Ms. Katy Jones. Community Planner Federal Aviation Administration – Detroit ADO 11677 S. Wayne Road Romutus, Mt 48174	 Mr. Dave Wall Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus. OH 43219 	Ms. Stacey Heaton Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway	Columbus, OH 43219 Mr. Elwood Rayford, Chair Northeast Area Commission	2776 Yorkclift Rd. Columbus, OH 43219 Mr. Chris Lenfest, Manager CMH Air Traffic Control Tower 4277 International Gatewav	Columbus, OH 43219 Mr. Don Peters Columbus Flight Watch	40 Massey Drive Westerville. OH 43081	Mr. Bernie Meleski Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway

Study Advisory Committee Meeting #3 April 24, 2007

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

COLUMBUS REGIONAL AIRPORT AUTHORITY USDEpartment PORT COLUMBUS • RICKENBACKER • BOLTON OF Transportation Federal Avration Administration	COLUMBUS REGIC	COLUMBUS REGIONAL AIRPORT AUTHORITY PORT COLUMBUS - RICKENBACKER • BOLTON FORT COLUMBUS • RICKENBACKER • BOLTON FAGARA AVATION FAGARA FUNCTION	
	Name Address Address Address		
s International Airport I Impact Statement y Committee Meeting	RE: Port Columbus International Airport Part 150 Noise Compatibility Study Up Planning Advisory Committee and Stu	Port Columbus International Airport Part 150 Noise Compatibility Study Update and Environmental Impact Statement Planning Advisory Committee and Study Advisory Committee	
alendar for the third meeting of the Study Advisory Committee for the Port nal Arport Environmental Impact Statement. The meeting is scheduled for:	Dear Name: Enclosed are meeting minules for the March 13, 2007 Planning Advisory Committee (I Columbus International Airport Part 150 Noise Compatibility Study Update (Part 150), were unable to attend, a copy of the handour provided at the meeting is also enclosed.	Dear Name: Enclosed are meeting minutes for the March 13, 2007 Planning Advisory Committee (PAC) for the Port Columbus international Airport Part 150 Noise Compatibility Study Update (Part 150). For those who were unable to attend, a copy of the handout provided at the meeting is also and/sock	
pril 24, 2007 - 11:00 a.m. Hotel and Conference Center	The next meeting of the PAC will be held on the Environmental Impact Statement that is a Administration. The PAC and SAC meetings	The next meeting of the PAC will be held on the same day as the Study Advisory Committee (SAC) for the Environmental Impact Statement that is being concurrently conducted by the Federal Aviation Administration. The PAC and SAC meetings will be held on	
uns. Legan Aab Attorna Cateway OH 43219	Tuesday, April 24, 2007 Concourse Hotel and Conference Center Meeting Rooms: _Logan A&B	Center	
tring will be held at the Concourse Hotel, which is located immediately imbus International Airport. Free parking is provided adjacent to the hotel.	4300 International Gateway Columbus, OH 43219		
eeting is enclosed with this letter along with a summary of the Purpose and addition, a summary of the alternatives will be malied to you approximately e SAC meeting. Please review both of these items for questions or ie discussed at the SAC meeting.	Please note the meeting will be held at the Concours. Port Columbus International Airport. Free parking is, meet from 10:00 a.m. to 11:00 a.m. There will be a a.m. to 1:00 p.m. The meetings will end promptly at and cookies will be available throughout the morning.	Please note the meeting will be held at the Concourse Hotel, which is located immediately adjacent to Port Columbus International Airport. Free parking is provided adjacent to the hotel. The SAC will meet from 10:00 a.m. to 11:00 a.m. There will be a short break and the PAC will meet from 11:00 a.m. to 100 p.m. The meetings will end promptly at 1:00 p.m. Lunch will be available throughout the morning.	
/er with details of the Public Information Workshops that will be held on April e use the filver to let others who may be interested in the proposed airport about the Public Information Workshops. If you would like an electronic lease contact Melanie DePoy at the e-mail address below.	An agenda for the meeting is enclosed with It for the EIS. In addition, a summary of the alt prior to the SAC meeting. Please review bold discussed at the SAC meeting.	An agenda for the meeting is enclosed with this letter along with a summary of the Purpose and Need for the ELS. In addition, a summary of the atternatives will be mailed to you approximately two weeks prior to the SAC meeting. Please review both of these items for questions or comments that can be discussed at the SAC meeting.	
d promptly at 11:00 a.m. We appreciate your Interest in Port Columbus and your participation in this study. Please confirm your attendance by lie DePoy of Aerofinity, Inc. by Monday, April 16, 2007. Melanie may be (317) 955-8395 ext. 304 or e-mail at <u>mdepoy@aerofinity.com</u> .	Also enclosed is a flyer with details of the Public Informatio and 25 th . Please use the flyer to let others who may be inte know about the Public Information Workshops. If you wo please contact Metanie DePoy at the e-mail address below.	Also enclosed is a flyer with details of the Public Information Workshops that will be held on April 24 th and 25 th . Please use the flyer to let others who may be interested in the proposed airport development know about the Public Information Workshops. If you would like an electronic version of the flyer, please contact Melanie DePoy at the e-mail address below.	
Sincerely. Elsine Robertz	As always, we appreciate your interest in Port Columbus Inte these studies. Please let us know if you are able to attend Metanie DePoy of Aerofinity, Inc. by Monday, April 16, 2007 (317) 955-8395 ext. 304 or e-mail at <u>mdepoy@aerofinity.com</u> .	As always, we appreciate your interest in Port Columbus International Airport and your participation in these studies. Please let us know if you are able to attend the April 24" meetings by responding to Melanie DePoy of Aerofinity, Inc. by Monday, April 16, 2007. Melanie may be reached by phone at (317) 955-8395 ext. 304 or e-mail at <u>mdepoy@aerofinity.com</u> .	
Elaine Roberts, A.A.E. President & CEO Columbus Bocincol Ain	Sincerely,	Sincerely.	
	nes nner ñ Adn	Elaine Roberts, A.A.E. President & CEO Columbus Regional Airport Authority	

March 23, 2007

Name Address Address Address

RE: Port Columbus Internations Environmental Impact State Study Advisory Committee

Dear Name;

Please mark your calendar for t Columbus International Airport E

Tuesday, April 24, 2007 10:00 a.m. – 11:00 a.m. Concourse Hotel and Coi Meeting Rooms: Logan / 4300 International Gatew Columbus, OH 43219

Please note the meeting will be h adjacent to Port Columbus Intern

An agenda for the meeting is enclos Need for the EIS. In addition, a sun two weeks prior to the SAC meeting comments that can be discussed at

Also enclosed is a fiyer with details. 24th and 25th. Please use the fiyer development know about the Publ version of the flyer, please contact M

Our meeting will end promptly at ' International Airport and your parti, responding to Melanie DePoy of A reached by phone at (317) 955-8395

Kedhenne Dones Sincerely,

Katherine S. Jones Community Planner Federal Aviation Administration





Federal Aviation Administration STUDY ADVISORY COMMITTEE

Federal Aviation Administration 10:0

April 24, 2007 10:00 a.m. to 11:00 a.m. Concourse Hotel and Conference Center

AGENDA

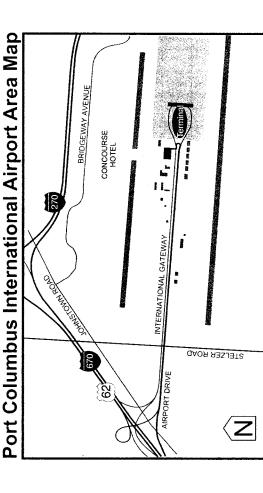
WELCOME/INTRODUCTIONS

- I. Where are we in the EIS Process?
- II. Sponsor's Proposed Project
- III. Purpose and Need
- IV. Alternatives Considered
- V. Next Steps in the EIS Process
- VI. Opportunity to comment on the EIS

* * * * *

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

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



Concourse Hotel & Conference Center 4300 International Gateway Columbus, OH 43219

(614) 237-2515

Public Workshops

on Environmental Study and Part 150 Noise Study concerning Proposed Expansion at

Port Columbus International Airport

The meetings will be held at:

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

Tuesday, April 24, 2007 5 p.m. - 8 p.m.

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

Wednesday, April 25, 2007 5 p.m. - 8 p.m.



For more information about the **EIS** contact:

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

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

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



For more information about the **Part 150** contact:

Mr. David E. Wall, A.A.E. Capital Program Manager Columbus Regional Airport Authority 4600 International Gateway Columbus, OH 43219

Telephone: (614) 239-4063 Email: dwall@ColumbusAirports.com

Project Website: www.columbusairports.com/noise/

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

CHAPTER TWO – PURPOSE AND NEED	PRELIMINARY DRAFT	CHAPTER TWO – PURPOSE AND NEED	DRAFT
CHAPTER TWO PURPOSE & NEED		Army Corps of Engineers Section 404 process for impacts to waters of the United States, as well as Section 106 consultation for impacts to historic structures. The proposed FAA actions, which are the subject of this EIS, respond to the need for the proposed development at CMH. The requested actions are specifically linked to the	Jnited The or the o the
Port Columbus International Airport (CMH) is owned and operated by the Columbus Regional Airport Authority (CRAA). CMH, located in Franklin County, Ohio, provides commercial air service for the Columbus region and Central Ohio. The CRAA continuously undertakes planning efforts designed to meet passenger and facility demand well into the 21 st Century. To address the changing aviation needs at the airport, the CRAA prepared the 1999 Master Plan Update ¹ study, which identified	ted by the Columbus ounty, Ohio, provides al Ohio. The CRAA assenger and facility aviation needs at the udy, which identified	requirements for a replacement parallel runway and supporting infrastructure. The proposed Federal action, which is the subject of this EIS, has as its primary purpose meeting the following need: • To reconstruct Runway 10R/28L Additional needs include:	imary
numerous racincy upgrades that may be required to maintain CMH s ability to meet and exceed requirements and expectations. The study identified the need to evaluate the possibility of either expanding the existing passenger terminal or developing a new expanded terminal complex.	at to maintain CMH's ability to meet The study identified the need to the existing passenger terminal or	 To provide long-term airfield capacity and delay reduction during peak operating periods; To provide sufficient terminal capacity to accommodate projected passenger 	peak enger
The CRAA conducted a terminal planning study between 2002 and 2004 to provide more information on the size, location, and layout of terminal improvements. Through the process of evaluating various terminal options, the relocation of existing Runway 10R/28L was identified as an alternative which may provide both airfield capacity enhancements and additional space for terminal development. In airfield capacity enhancements and additional space for terminal development. In 2000, the CRAA identified the need to reconstruct runway 10R/28L due to severe deterioration of the runway variace. Progress on this reconstruction was halted until the optimum location of the runway was determined based on the findings of the terminal planning study.	and 2004 to provide ninal improvements. s, the relocation of ch may provide both nal development. In R/28L due to severe struction was halted ed on the findings of	 levels; To provide sufficient ancillary facilities to support the projected increase in air transportation demand; and To enhance the human environment by reducing noise impacts on the surrounding communities. The following paragraphs provide a summary discussion of the needs to remedy the airport issues identified above. Each need statement is shown in <i>bold italics</i>. 	in air the v the
The CRAA commenced two studies to evaluate the potential relocation of Runway 10R/28L. The first study ² determined the optimum location and length of a relocated runway that culminated in the development of a revised Airport Layout Plan. Unconditional approval is one of the Federal actions in this EIS. The second study ³ evaluated the potential impacts of the proposed runway location in order to determine the level of environmental processing that would be required through NEPA. This second study identified the likelihood of significant environmental impacts occurring as a result of the proposed improvements and recommended the preparation of an EIS. The Federal burbose and need for FAA actions and the time frame for these actions are discussed below.	relocation of Runway on and length of a svised Airport Layout his EIS. The second y location in order to be required through ficant environmental d recommended the actions and the time	nt management planning, /28L were initiated in 2000. /28L were initiated in 2000. a dassociated engineering ev nd associated enginering of th rove the serviceability of th to be in need of full depth, to be in need of full depth, to be in need of the runway pa vill require reconstruction of the seconstruction bu	pavement Based on aluations, e runway. 'structural vement to
2.1 Purpose and Need for FAA Actions The FAA prepared this EIS, in accordance with the provisions of CEQ 1506.2 which directs Federal agencies to cooperate with state and local agencies "to the fullest extent possible" to reduce duplication between NEPA and comparable state and local requirements. In addition, this FIS will satisfy the requirements of the IIS.	of CEQ 1506.2 which encies "to the fullest omparable state and unrements of the 115	The primary factors that dictate a runway system's ability to accommodate overall levels of traffic or peak hour traffic include the length of the runways, the orientation and separation of the runways, the navigational instrumentation on each runway end, and the remainder of the airfield infrastructure (taxiways, hold pads, etc.).	verall , the each pads,
¹ Master Plan Update - Port Columbus International Airport, Final, April 1999, prepared by Leigh Master Associates. ² Airfield Planning Report Associated with Replacement of Runway 10R/28L at the Port Columbus International Airport, February 2006, prepared by URS. ³ Environmental Overview - Replacement Runway 10R/28L at Port Columbus International Airport, March 2006, prepared by Landrum & Brown, Inc.	1999, prepared by Leigh 8L at the Port Columbus bus International Airport,	The CRAA has identified the need to reconstruct Runway 10R/28L. A study was initiated to determine a minimum runway length, the optimum runway separation, the necessary navigational instrumentation, and other airfield improvements that would be necessary to maintain and in some cases enhance the ability of the airport to accommodate long-term and peak period aviation demand. The needs assessment for each of these is described below:	y was ation, s that airport needs
Port Columbus International Airport - Environmental Impact Statement March 2007	nt Page 2-1	Port Columbus International Airport - Environmental Impact Statement Pa March 2007	Page 2-2

PRELIMINARY DRAFT	CHAPTER	CHAPTER TWO – PURPOSE AND NEED	O NEED	· · ·		PRELIMINARY DRAFT	RAFT
placement runway were determined through ig FAA "Airport Design" Computer Program -	daily ave 2023 Ba Airport S	daily average arrival and departure delays for the existing runway layout at the 2023 Base-Growth demand level are within acceptable National Plan of Integrated Airport Systems (NPIAS) limits.	eparture d level are v ts.	elays for th vithin accepi	e existing a able Nation	runway layo aal Plan of I	ut at the ntegrated
virport Compatibility Manuals, and Aircraft alysis resulted in a recommended runway which is the same as the existing Runway	For the 2 slightly 1 levels. 1 60 min	For the 2023 High-Growth demand level, the VFR and IFR average arrival delay are slightly higher than the Base-Growth conditions due to the increase in operating levels. However, the IFR average departure delay increases significantly (by over 60 minutes) over the Base-Growth conditions. This increase is due to a	ermand leve e-Growth erage dep	r demand level, the VFR ar Base-Growth conditions du t average departure delay Base-Growth conditions	ue to the increases	d IFR average arrival delay are e to the increase in operating ncreases significantly (by over This increase is due to a	delay are pperating (by over
determine the most appropriate location of on the results of this analysis, the most esholds was identified. This resulted in an blacement runway, which is 137 feet shorter	combinat the mor determin scenario		erations a timefrar occurs qu for additi	nd the antiones. Base Jicker than and IFR dep	ipated peal d on this described arture capa	Reserves of departures in Based on this analysis, it can be than described in the Base-Growth R departure capacity/delay reduction.	rtures in can be e-Growth duction.
s that are separated by 2,800 feet. This	TABLE 2-1 COMPARIS TIMES - E Port Colun	TABLE 2-1 COMPARISON OF DAILY VFR AND IFR AVERAGE ARRIVAL & DEPARTURE TIMES – EXISTING AIRFIELD Port Columbus International Airport	FR AND II LD ial Airpor	FR AVERAG t	E ARRIVAI	- & DEPART	URE
conditions. However, the existing airfield		202	3 BASE-6	2023 BASE-GROWTH DEMAND	MAND		
cous arrivals during Instrument conditions. ount when calculating the Annual Service limit of the number of annual operations an			AVER	AVERAGE ARRIVAL TIME (IN MINUTES)	L TIME 5)	AVERAGE DEPARTURE TIME (IN MINUTES)	AGE RE TIME UTES)
t CMH, with the existing airfield, the ASV is al operations.		SCENARIO	AIR DELAY	GROUND DELAY	GROUND TAXI	GROUND + QUEUE DELAV	GROUND TAXI
of the National Plan of Integrated Airport en an airport's annual operations approach	VFR	Existing Airfield	0.6	0.0	3.8	1.3	8.6
f additional airfield enhancement projects	IFR	Existing Airfield	0.8	0.0	3.9	7.6	9.0
is an port sports of should initiate planning g airfield capacity when annual operations lated ASV. The existing airfield reached 56		202	3 HIGH-0	2023 HIGH-GROWTH DEMAND	MAND		
n 2006. The forecast of activity for CMH d High-Growth. By 2013, the existing CMH ch 67 to 74 percent of ASV under the Base-		HIGH COMMIN NEWANN	AVER	AVERAGE ARRIVAL TIME (IN MINUTES)	NL TIME S)	AVERAGE DEPARTURE TIME (IN MINUTES)	EPARTURE 1E IUTES)
at ASV under the High-Growth conditions. ed growth in operations for the airport and ould continue to increase. Based on this		SCENARIO	AIR DELAY	GROUND DELAY	GROUND TAXI	GROUND + QUEUE DELAY	GROUND TAXI
long-term need exists for additional airfield	VFR	Existing Airfield	6.0	0.0	4.0	3.0	9.2
	IFR	Existing Airfield	1.1	0.5	4.1	>60	9,6
methodology, an airtield delay analysis was term needs during peak operating periods, FAA Airport and Airspace Simulation Model, with aircraft traffic flowing to the east for	Source: R Analysis, Ti	Source: Results of SIMMOD Analysis for the Port Columbus International Airport Airside Capacity Analysis, TransSolutions, January 2005	isis for the	Port Columbus	International	l Airport Airsid	: Capacity
I Flight Rules (VFR) and Instrument Flight ure delays for the existing airfield for both scenarios in the forecast. The VFR and IFR							

Runway Length

CHAPTER TWO - PURPOSE AND NEED

version 4.2, Aircraft Manufacturers' Air Takeoff Performance Tables. The analy length of approximately 10,250 feet, wh 10R/28L. Runway length requirements for the repl a combination of methodologies including

each runway end threshold. Based or appropriate location for the runway three overall length of 10,113 feet for the repla Additional analysis was conducted to de than the existing Runway 10R/28L.

Runway Separation

Volume (ASV), which is the theoretical lin airfield can efficiently accommodate. At (approximately 370,000 to 410,000 annual Currently, the airport has two runways separation allows the two runways to arrivals and departures) during Visual colloses the ability to perform simultaneou These conditions are taken into accou

FAA's AC 5090..3C, *Field Formulation of th Systems, Table 3-2*, specifies that when an 100 percent ASV, the construction of ad should be underway. In addition, the ai studies to evaluate means of increasing ail approach 60 to 75 percent of the calculated airfield configuration is projected to reach Growth conditions and 70 to 78 percent Both forecast scenarios project continued as a result the percentage of ASV woul analysis, it can be demonstrated that a lou to 62 percent of the estimated ASV in includes two scenarios, Base-Growth and capacity.

In addition to applying the handbook met completed to further analyze the long-ter The analysis was conducted using the FAA SIMMOD. Simulations were conducted wi both visual and instrument flight rules.

Table 2-1 summarizes the daily Visual I Rules (IFR) average arrival and departure the 2023 Base-Growth and High-Growth se

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CHAPTER TWO – PURPOSE AND NEED PRELIMINARY DRAFT	CHAPTER TWO - PURPOSE AND NEED PRELIMINARY DRAFT
Navigational Instrumentation The airport currently has CAT I instrument approaches on Runways 10R and 10L. Although CMH does not presently support CAT II/III instrument approaches, maintaining the capability to do so in the future was deemed an important	the ability to expand much beyond their current capacity is extremely limited. The existing terminal cannot efficiently accommodate activity levels beyond 5 MAEP and the ability to modify the existing terminal is extremely limited or impossible in some cases given the existence of other airport facilities.
operational objective by the CKAA and the FAA Airport Traffic Control Tower (ATCT) as the planning for this runway was cocurring . Computer modeling was performed and determined a 700-foot southern relocation of Runway 10R/28L would allow CAT III/III instrument approaches to occur to the Runway 10R end.	The CRAA studied the possibilities for meeting this demand by expanding the existing terminal and found that it would require the development of a new terminal facility: as the existing terminal cannot be expanded to accommodate the projected hord-form demand
Other Airfield Improvements	for a development envelope that is sufficiently large enough to accommodate a terminal concepts identified the
Currently, Runway 10R/28L has a full-length parallel taxiway on both the north and south sides of the runway. The optimum taxiway layout from an efficiency	development, and maintain airfield operational flexibility and efficiency.
	THE NEED TO PROVIDE SUFFICIENT ANCILLARY FACILITIES TO SUPPORT THE PROJECTED INCREASE IN AIR TRANSPORTATION DEMAND
needed to provide access to airport users located in the south airfield area.	The ancillary facilities needed to support the potential increase in air transportation demand include the addition of an auto parking garage, development of access
THE NEED TO PROVIDE SUFFICIENT TERMINAL CAPACITY TO ACCOMMODATE PROJECTED PASSENGER LEVELS	roadways to support the new terminal and parking garage, the relocation of the airport's perimeter road in the south airfield, and future development of presently
The existing passenger terminal facilities were analyzed to estimate when the terminal would exceed its current capacity ⁴ . The results of the modeling determined the capacity of the existing terminal the increasion to construct of	undeveloped areas (relocation of support facilities and hangars). The CRAA's analysis of the existing capacity and projected demand for parking facilities was based on the following assumptions:
passengers within the peak hour availing terminal by increasing the muniper of the various terminal elements. This peak hour passenger volume was converted into an annual passenger volume using the peak hour?average dav/neak month	 Existing demand for public parking spaces was increased at the same rate as forecast origination and destination (O&D) enplanements to determine future need for public parking.
mathematical relationship. The annual passenger volume was then compared to the projection of annual enplanements in order to associate this level of activity to a specific year in the forecast. The major terminal components that were examined	 The total number of required public parking spaces was increased by 15 percent to minimize the amount of time required to find a parking space. Parking demand was allocated according to the current minimization
included the following:	
 Ticketing Lobby Gates and Aircraft Parking Apron Security Screening Checkpoints Baggage Claim Hall Restrooms Inbound/Outbound Baggage Arrival and Departure Curbs Passenger Holdrooms 	Currently, there are approximately 12,000 parking spaces available at CMH. Based on the CRAA's analysis of parking demand by passengers and employees, CMH will require approximately 2,700 to 4,000 ⁵ additional parking spaces by 2018 for public on-airport short-term/long-term and airport/rental car employee spaces. A majority of these spaces will require direct access to the new passender terminal.
The capacity analysis determined that the existing terminal, as presently configured, is beginning to experience losses in Level of Service (LOS) at some key passenger-processing functions. The capacity of each of these processing	THE NEED TO ENHANCE THE HUMAN ENVIRONMENT BY REDUCING NOISE IMPACTS ON THE SURROUNDING COMMUNITIES
components was identified and a time frame established for when each of these functions would reach that capacity. Some of the individual terminal components can accommodate activity levels beyond 5 Million Annual Enplaned Passengers (5 MAEP) with modification, however others cannot. The primary limiting components in the existing terminal are the Outbound Baggage Systems, followed by the Baggage Claim Hall and the Security Screening Checkpoints. For these functions,	Implementation of the measures associated with the development program recommended in the ongoing 49 CFR Part 150 Noise Compatibility Study Update would abate and mitigate the impacts of aircraft noise for both the existing and projected future conditions. The new or modified air traffic measures would change the operating system of the airfield to reduce delay and increase capacity while
¹ Port Columbus International Airport – Capital Improvement Program, June 2005, prepared by The Program Management Team.	The range of required parking is a function of the two forecast levels, Base-Growth and High-Growth, which are described in the Forecast of Activity for Port Columbus International Airport.
Port Columbus International Airport - Environmental Impact Statement Page 2-5 March 2007	Port Columbus International Airport - Environmental Impact Statement Page 2-6 March 2007

CHAPTER TWO - PURPOSE AND NEED

PRELIMINARY DRAFT

providing a means to minimize noise impacts on the surrounding communities. Residential structures newly impacted by the 65 DNL noise contour would be eligible for mitigation under the 49 CFR Part 150 Noise Compatibility Study Update.

Sound insulation under environmental mitigation would be offered to residential structures newly impacted by the 65 DNL noise contour, and to residential structures experiencing a 1.5 dB increase in noise in the 65 DNL noise contour no because of the project. Those residential structures experiencing a 3 dB increase in noise between the 60 and 65 DNL noise contours would also be eligible for sound insulation after all of the areas within the 65 DNL noise contour have been offered mitigation.

2.2 Development Projects

The CRAA's planning studies and the ongoing Part 150 Study Update identified or will identify the following projects as having their purpose of meeting the identified needs. This section provides a discussion of those projects (shown in **bold italics**), as well as the year the project is anticipated to be completed. See **Exhibit 2-1** for a map of development projects.

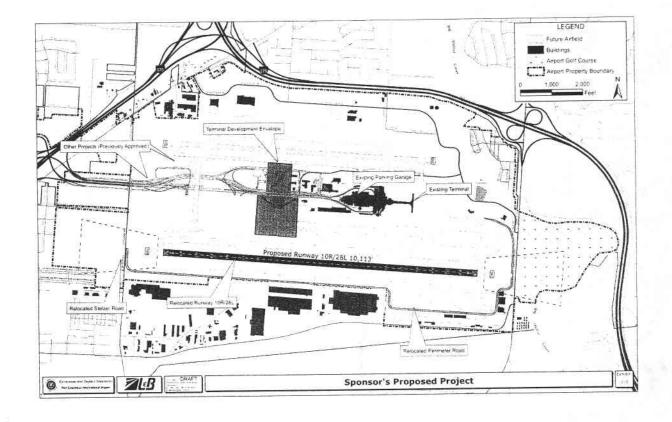
2.2.1 Airfield Development

Construct a replacement 10,113-foot runway, parallel to and 702 feet south of existing Runway 10R/28L (2012)

A new 10,113-foot runway, located 702 feet south of the existing Runway 10R/28L is proposed to replace the existing 10,250-foot Runway 10R/28L. Replacing existing Runway 10R/28L with the proposed runway would achieve the goal of reconstructing the runway 10R/28L with the proposed runway would achieve the goal of development envelope, and would addition, by relocating the runway 702 feet to the development envelope, and would additional airfield capacity, a larger terminal development envelope, and would not be reduced in capacity addition. The additional airfield capacity and larger terminal development envelope would be achieved by increasing the separation between the two runways. With the proposed relocation of the runway, 108/28L.



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CHAPTER TWO – PURPOSE AND NEED PRELIMINARY DRAFT	CHAPTER TWO – PURPOSE AND NEED
Construct parallel taxiways to support the relocation of Runway 10R/28L (2012)	Site select, purchase, install, and flight check all necessary navigational aids and lighting to support the proposed development. (2012)
In order to provide aircraft the necessary taxiway infrastructure to efficiently utilize the relocated runway and new passenger terminal, three new parallel taxiways would be constructed. The southern most taxiway located north of Runway 10R/28L would be separated by 400 feet from the proposed runway centerline. The	The proposed project includes upgrading Runway 28L to a CAT I approach and Runway 10R to a CAT II/III approach. This would require the installation of new navigational aids and lighting systems. Site selection, purchase, installations, and flight checking of the equipment would be necessary.
existing Runway I0R/28L would be converted into the northernmost taxway and would be separated by 214 feet from the southern taxiway (641 feet from the proposed runway centerline). High-speed taxiway exits would be provided on the	Implementation of necessary air traffic control procedures to support the proposed development. (2012)
	The proposed runway development would require development of arrival and departure procedures to and from the proposed runway. The flight procedures would be coordinated with the Part 150 study to identify options for reducing noise impacts.
2.2.2 Passenger Terminal Development Construct a new passenger terminal and apron in the midfield area (2018)	Implementation of ancillary facilities to support the proposed development. (2012/2018)
To meet future aircraft parking and passenger processing requirements, a new midfield terminal complex would be constructed. Three structures and automobile parking lots located along the south side of International Gateway would be demolished in preparation for construction of the new midfield terminal. The first	The proposed runway development would require the expansion of the central utility plant, aircraft fueling system, airside-landside drainage system, and the glycol collection and treatment system. In addition, a number of utility corridors in the project area would need to be relocated.
phase of a new terminal core and passenger processing units, with approximately 10 aircraft parking gates, would then be constructed. In addition, a new terminal apron area (approximately 1.3 million square feet) located south of the proposed midfield terminal would be constructed to accommodate aircraft parking and	2.2.4 Other Off-Airport Development Projects Acquire and demolish approximately 40 homes located on 13 th Avenue in the City of Columbus. (2012)
A new automobile parking garage would be constructed north of the proposed midfield terminal to accommodate the increased passenger levels, and would provide approximately 2,700 short-term parking spaces. New automobile parking	The proposed runway development would require the acquisition of off-airport property for the relocated Runway Protection Zone (RPZ) areas both east and west of the airport. In addition, land acquisition or easements would be required for the relocation of the outer markers for the relocated runway.
lots would be constructed on airport owned property to replace the parking lots that will be demolished for the proposed midfield terminal. This 45-acre area would accommodate approximately 6,600 long-term parking spaces. Because of the new	Reconfigure Airport Golf Course to accommodate new landing lights on the east side of the airport. (2012)
terminal and parking garage, the mernal loop rodoway system will have to be modified to provide access to the new facilities. Most of the loop roadway system has been planned and environmentally reviewed as part of other development projects at CMH. This EIS will assess only those portions that have not been previously environmentally approved and are required for this project.	The proposed development would require new landing lights on the east end of Runway 10L/28R in the Airport Golf Course. This would require 12 of the 18 holes at the Airport Golf Course to be reconfigured or reconstructed to allow for golfers to play around the new light lane. At least nine holes would be playable during the reconfiguration or reconstruction of the Airport Golf Course.
2.2.3 Other On-Airport Development Projects Relocate Airport Perimeter Road (2012)	Relocate a portion of Stelzer Road to the west to accommodate landing
The Airport Perimeter Road will be relocated as part of the project to a more southerly position. There will be no land acquisition or facility modification required for this relocation.	Ingue locations (2012) A portion of Stelzer Road, south of the intersection with International Gateway would be relocated for the project. The location and safety requirements of the navigation landing lights will require that the road be moved approximately 100 feet to the west of its current location for a length of approximately 0.25 miles.
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CHAPTER TWO – PURPOSE AND NEED	PRELIMINARY DRAFT	CHAPTER TWO – PURPOSE AND NEED PRELIMINARY DRAFT
Remove non-functioning control tower from the top of Building 7 of the International Air Center. (2012)	top of Building 7 of the	The FAA issued a <i>Federal Register</i> Notice in May 2006, announcing its intent to prepare an Environmental Impact Statement for the proposed improvements at 2006.
A portion of the Air Force Plant 85 (now known as the International Air Center) will occur to remove signal interference with the CAT II navigation system. Air Force must be than item interference with an other than the interval of the Matinnal Positier of	nternational Air Center) will vigation system. Air Force or the Mational Boxister of	CMM. A public and agency scoping meeting was conducted on may or, 2000. Review of the Noise Compatibility Program for purposes of 49 CFR Part 150 is being addressed separately.
Historic Places. The portion of the Air Force Plant 85 that would non-functioning control tower that is located on top of Building 7.	that would be removed is a ulding 7.	The FAA prepared this EIS for the proposed development and implementation of the recommendation of the updated Noise Compatibility Plan. The EIS was prepared to
2.2.5 Implementation of Proposed Noise Abatement and Associated Land Use Mitigation Measures Proposed in this EIS and the Updated Noise Compatibility Program (TBD)	it and Associated Land the Updated Noise	evaluate the impact of the proposed development and its arternatives on the environment. The EIS constitutes the environmental review of the proposed development depicted on the Airport Layout Plan (ALP) and for the implementation of the noise abatement measures and strategies contained within this document.
The CRAA is currently preparing a 49 CFR Part 150 Noise Compatibility Study Update to address the current and future noise conditions within the airport environs. The Part 150 Update will include an analysis of the potential noise and land use impacts resulting from the proposed development of relocating Runway 10RZ28L to the south. The noise abatement and land use mitigation recommendations from the Part 150 Study Undate will be included in the EIS.	Noise Compatibility Study nditions within the airport s of the potential noise and ment of relocating Runway and land use mitigation e included in the FIS.	The proposed Federal actions under consideration in this EIS are planned to allow the airport to continue to accommodate aviation traffic and passenger growth in the future. To complete the necessary actions, the CRAA will phase the implementation of facilities and mitigation in accordance with demand and availability of funding.
2.3 Federal Actions		Once the FAA issues a Record of Decision (ROD), formally approving the project, the first projects to be undertaken by the CRAA would be the implementation of
Several Federal actions are directly or indirectly proposed to occur. The CRAA will request Federal actions related to the following issues:	ed to occur. The CRAA will	noise abatement and land use mugation measures that are not operation upon new airfield reconfiguration. Concurrently, final design for the proposed airfield would be completed and construction would begin on the replacement runway and
Unconditional approval of the Airport Layout Plan (ALP);	(ALP);	taxiways. The proposed runway would be commissioned as Runway 10R/28L and at
 Federal environmental approval necessary to proceed with processing of Federal funding for those development items qualifying under the Airport and Airway Improvement. Act as amended, or an approval to use Passenger Equily. Charact Dec. 	vroceed with processing of ifying under the Airport and approval to use Passenger	the statte units existing varingly furning function or accommination. We have, we have yourd flight operations would begin using the replacement runway instead of the existing runway. Final air traffic changes (standard and noise abatement) would be implemented consistent with the proposals identified in this EIS. Work would then
 Development of air traffic control and airspace management procedures 	e management procedures	begin on converting the existing Runway 10R/28L into a taxiway to support the rest of the airfield. After airfield construction is completed, final architecture and design
designed to affect the safe and entitient movement of air trainit to and nori the proposed runway development. Such actions will include, but are not immed to the setabilishment or modification of flight proceedures and the	int or air trainic to and iron ns will include, but are not " flicht procedures and the	would be completed for the proposed passenger terminal and parking garage. Construction on the proposed passenger terminal and parking garage would
instruction of may acception of mavigational aids associated with proposed tunned development;	aids associated with the	commence by first clearing the site of any existing structures of lacilities. The program would end with the completion and opening of the proposed passenger terminal and parking marane
 Implementation of the approved noise abatement air traffic actions. (Acceptability of the approved noise abatement air traffic actions and associated land use compatibility actions will be addressed under the Part 150 Study Update.) 	ement air traffic actions. Int air traffic actions and e addressed under the Part	
The EIS will constitute the environmental review of the proposed development depicted on the ALP and for the implementation of the approved noise abatement air traffic actions. The proposed development projects under consideration in this IS are planned to allow the airport to accommodate aviation traffic and passenger demand through 2023 and beyond. To complete the necessary development, the CRAA would phase the development of facilities between now and 2023, in accordance with demand and availability of funding.	the proposed development approved noise abatement under consideration in this ation traffic and passenger necessary development, the etween now and 2023, in	
2.4 Time Frame for Federal Actions		
Port Columbus International Airport - Environmental Impact Statement March 2007	statement Page 2-11	Port Columbus International Airport - Environmental Impact Statement Page 2-12 March 2007

CHAPTER TWO - PURPOSE AND NEED PRELIMINARY DRAFT

2.5 Independent Utility of Other Airport Development Projects

In addition to the proposed development and Part 150 noise abatement measures, several improvement projects are currently underway. These include:

- Stelzer Road/International Gateway Re-Alignment To be added.
 - Crossover Taxiway Project To be added.
- Consolidated Rental Car Facility To be added.
- City of Gahanna Hike/Bike Path Extension To be added.
 - Addition of Terminal Switchback Ramp To be added.
 - Airport Loop Roadway Project To be added.

These projects are not dependent or interdependent upon the approval of the Federal actions being requested in this EIS. As such, these projects will occur regardless of the proposed action and are therefore included within the Baseline (No-Action/No-Build) Alternative as well as each development alternative.

CHAPTER TWO - PURPOSE AND NEED

PRELIMINARY DRAFT

P:/CMH\2006 EIS\DOCUMENT/PURPOSE AND NEED\SUMMARY OF PURPOSE AND NEED.DOC

Port Columbus International Airport - Environmental Impact Statement March 2007

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Port Columbus International Airport - Environmental Impact Statement March 2007

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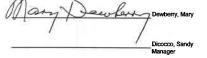
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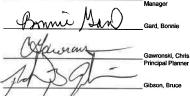
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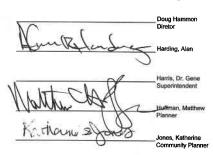
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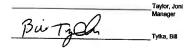
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Study Advisory **Committee Meeting**

April 24, 2007 10:00 a.m. - 11:00 a.m. Environmental Impact Statement Port Columbus International Airport

Presented to: Study Advisory Committee By: FAA Consultant, Landrum & Brown Date: April 24, 2007



Agenda

- Where are we in the EIS Process? I.
- Purpose and Need н
- Ш. Sponsor's Proposed Project
- IV. Preliminary Alternatives (including Sponsor's Proposed Project)
- V. Next Steps in the EIS Process
- VI. Opportunity to Comment on the EIS

Got Questions?

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

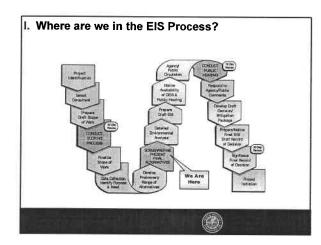
Why are we Here?

Columbus Regional Airport Authority (CRAA) has proposed a development project that includes: Runway relocation

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

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II. Purpose and Need

What is a Purpose and Need Statement?

- Statement of the need(s) for the project
- Typically are contained in concise statements that are easy to understand Include some indication of when the need exists (timeframe)
- Statement of the purpose(s) for the Sponsor's Proposed Project
- identifies the individual elements of the Sponsor's Proposed Project and how each satisfies the stated needs
- Basis upon which alternatives to the Sponsor's Proposed Project are evaluated
- Alternatives that do not meet the Purpose and Need are excluded from further evaluation

 (\Box)

II. Purpose and Need

Primary need of the airport includes:

- The need to reconstruct Runway 10R/28L
 - Some areas of the runway are in need of full depth reconstruction
 - CRAA recently overlaid the runway which extends the life to 2010

Additional needs of the airport include:

- The need to provide long-term airfield capacity, delay reduction during peak operating periods, and airfield efficiency Forecasts of activity indicate that unreasonable delay levels for
- certain conditions will occur by 2023 Factors that impact delay/capacity include runway length, the separation of runways, navigational instrumentation, and other
- airfield infrastructure (taxiways, hold pads, etc.)

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II. Purpose and Need

Additional needs of the airport include:

- The need to provide long-term airfield capacity, delay reduction
- during peak operating periods, and airfield efficiency (continued) Runway Length: Analysis of runway length found that based on the projected fleet and destinations, the airport needs a runway that is
- approximately 10,125 feet long Separation of Runways: FAA ATCT guidelines indicate that the runway separation required for simultaneous arrivals is 4,300 feet or 3,500 feet with advanced radar system
 - Currently the runways are separated by 2,800 feet
- Additional runway separation (3,500 feet or more) would increase capacity/reduce delay due to the ability to land two aircraft at the same time
- Navigational Instrumentation and other Airfield Infrastructure: The primary means for reducing delay/increasing capacity in this area is the ability to maintain operation during bad weather conditions (CATII/III Instrument Meteorological Conditions)

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II. Purpose and Need

Additional needs of the airport include:

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

- Factors that impact terminal capacity include anticipated passenger levels and development envelope
- The existing terminal will not effectively handle levels above 5 Million Annual Enplaned Passengers (SMAEP) which is expected by 2018 When planning for future passenger levels, any solution must be able to accommodate 9MAEP
- When planning for 9MAEP, it is preferable to have a single terminal
- when pranning for SMAEP, it is preterable to have a single terminal versus multiple terminals due to passenger efficiencies and other economies of scale (security, heating/cooling, etc) Therefore, any solution must include a development envelope that is sufficiently large enough to have a single structure that can accommodate 9MAEP

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II. Purpose and Need

Additional needs of the airport include:

- The need to provide ancillary and support facilities
 - Additional automobile parking
 - Service roads/facilities Extension/expansion of utility infrastructure
 - Enhance storm water and glycol collection facilities
- The need to enhance the human environment by reducing noise CRAA is currently preparing an update to the CMH Part 150 Study
- to address noise impacts
- Recommendations for noise abatement and land use mitigation take into account the proposed relocation of Runway 10R/28L
- Recommendations should be complete by Fall 2007

III. Sponsor's Proposed Project

CRAA Conducted Studies to Address the Needs:

- 1999 Master Plan
 - First study to identify the need for increased terminal capacity
 - Working under pre-9/11 security requirements
- Airline/aviation industry has changed dramatically since 9/11 2001 CRAA initiated Terminal Study to address new security
- requirements and changes in industry Developed terminal program

 - Identified the need for a single terminal
- Recommended relocation of Runway 10R/28L to provide sufficient terminal development envelope
- 2005 CRAA completes Airfield Planning Study which analyzed the runway relocation in detail (length, separation, etc.)
 - Recommended shifting Runway 10R/28L 702 feet south
 - Based on runway length assessment and physical constraints of the site, recommended a runway length of 10,113 feet

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2005 CRAA completes an Environmental Overview Study which analyzed the potential environmental impacts of proposed

III. Sponsor's Proposed Project

relocation Identified the likelihood of significant noise impacts (increase of 1.5

CRAA Conducted Studies to Address the Needs:

DNL over a noise-sensitive land use) Recommended that an EIS be prepared to fully analyze the range of potential environmental impacts

III. Sponsor's Proposed Project

CRAA Conducted Studies to Address the Needs:

- From all of these studies, the CRAA identified the following goals for the project:
- Continue to expand CMH as a major passenger air hub
- Balance airfield and terminal capacity
- Phase project schedules to maximize funding while ensuring flexibility to accommodate growth
- Accomplish goals in a manner that preserves viability and character of neighboring communities

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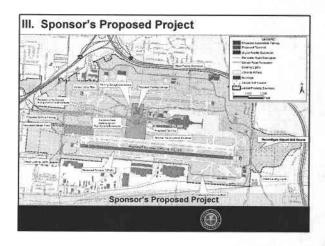
III. Sponsor's Proposed Project

Sponsor's Proposed Project

- Construction of a replacement runway, 10,113 ft. long, located approximately 702 ft. south of existing Runway 10R/28L
- Construction of additional taxiways to support replacement runway Proposed terminal development to be completed in phases
- Necessary Navigational Aids (NAVAIDS) to obtain a CATII approach
- Proposed aviation related developments
- Associated roadway relocation and construction
- Parking improvements (including surface lots and parking garages)
- Property acquisition and relocation of residences
- Development of FAA Air Traffic operational procedures for the replacement runway
- Proposed Part 150 noise abatement and land use mitigation actions

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IV. Preliminary Review of Alternatives **Three Phased Approach** Identify comprehensive range of alternatives to the Sponsor's Proposed Project Evaluate and define a short-list of alternatives Environmental . Operational Cost • Detailed analysis of short-listed alternatives Potential Range of Alternatives No-Action alternative Off-site alternatives On-site alternatives

IV. Preliminary Review Alternatives

No-Action Alternative

- Includes no changes to the existing airport (runways, taxiways, terminal, etc.)
- Would not meet the Purpose and Need for the project
- Must be carried forward in accordance with NEPA auidelines
- Will be used as the baseline upon which all other alternatives are evaluated for environmental impacts

IV. Preliminary Review Alternatives

Off-Site Alternatives:

- Includes use of other airports, other modes of transportation, and telecommunications
- Use of other Airports: Analyzes the feasibility of moving air traffic to another airport in the area in an effort to meet the needs
- Identified four airports (Dayton International, Rickenbacker International, Bolton Field, and Ohio State University Airports)
- Dayton is the only one that currently has scheduled passenger service and the associated passenger handling facilities - would require expansion
- However, Dayton is located 90 miles from Columbus unreasonable to assume large migration from CMH to DAY
- Rickenbacker has some of the facilities (long runways and charter terminal) to accommodate passenger activity - would require major expansion of passenger and parking facilities
- _ Neither TZR nor OSU have runway length or passenger handling

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IV. Preliminary Review Alternatives

Off-Site Alternatives:

- Other Modes of Transportation: Analyzes the feasibility of using other modes of transportation in an effort to meet the needs
- Top destinations from CMH are greater than 500 miles, which is generally considered the decision distance between driving/flying
- High speed rail systems have been planned that include Columbus as a destination/origin
- The plans for most of the systems include linking major populated areas in Ohio, Indiana, Illinois, and Pennsylvania – most of the top destinations from CMH would not be served by the planned systems
- At this point, funding for these systems has not been identified Telecommunication: Analyzes new telecommuting technology as
- an alternative to air travel Predictions of the reduction in the need for travel have not occurred
- Generally is used to supplement the conduct of business

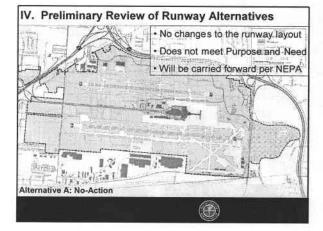
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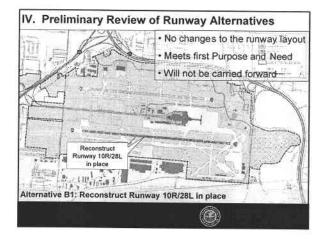


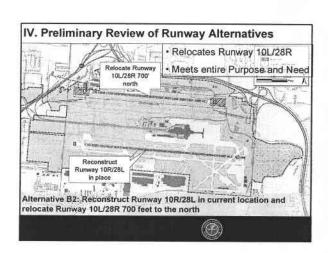
- Operational considerations
- Environmental considerations
- Cost considerations
- Alternatives are either carried forward for further evaluation of environmental impacts in the EIS or removed from further evaluation:

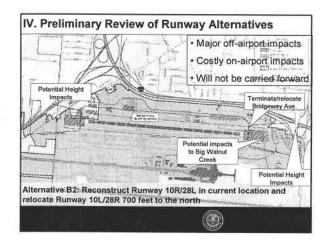
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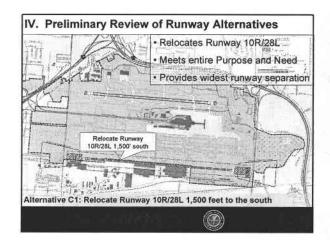
- Based on the evaluation criteria
- Reasons for/against are documented in the EIS

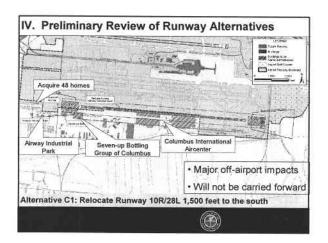


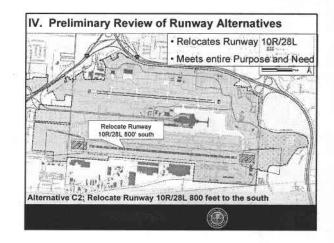


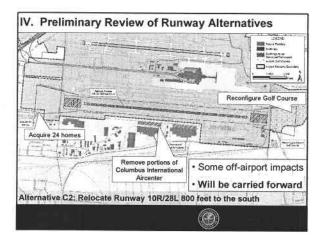


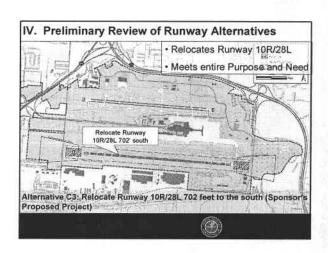


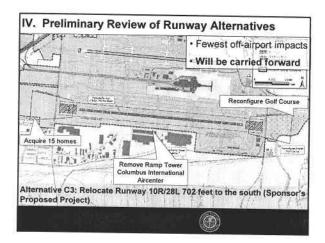






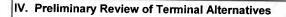






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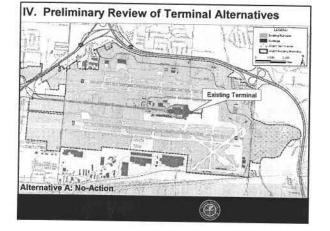
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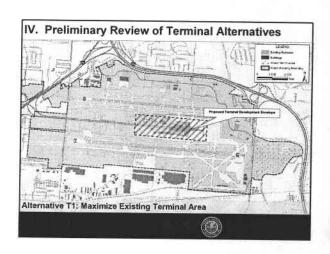


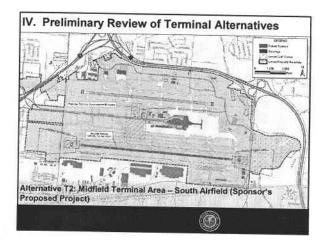
On-Site Alternatives – Terminal Development:

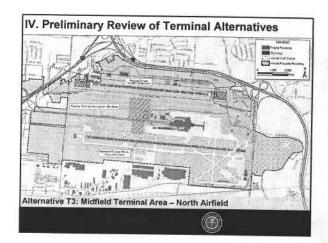
- · FAA conducted independent review of terminal development
- envelope alternatives to meet the purpose and need
- Evaluation criteria includes:
- Ability to meet the purpose and need (primarily size of envelope)
- Alternatives are either carried forward for further evaluation of environmental impacts in the EIS or removed from further evaluation:

- Based on the evaluation criteria
- Reasons for/against are documented in the EIS



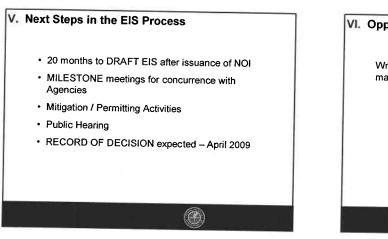






IV. Preliminary Review of Alternatives Summary of Alternatives Carried Forward for Further Evaluation in the EIS: Runway Development Alternatives Alternative C2: Relocate Runway 10R/28L 800 feet south Alternative C3: Relocate Runway 10R/28L 702 feet south (Sponsor's Proposed Project) Terminal Development Alternatives Alternative T2: Midfield Terminal Area – South Airfield (Sponsor's Proposed Project) No Action Alternative Alternative A: No Action (runway and terminal)

V. Next Steps in the EIS Process <u>What's Next for the EIS?</u> Continue data collection and analysis for each environmental category. Refine Alternatives Next SAC Meeting: Late Summer 2007



VI. Opportunity to Comment on the EIS Written comments and/or questions should be mailed by May 25th to: Ms. Katherine S. Jones Federal Aviation Administration Detroit Airports District Office 11677 South Wayne Road, Suite 107 Romulus, Michigan 48174. Telephone: (734) 229-2958 Fax: (734) 229-2950 Emait: <u>CMHEIS@faa.gov</u> Project Website: <u>www.airportsites.net/cmh-eis</u>



May 11, 2007 Name

Title Company Address City, State Zip

Port Columbus International Airport Environmental Impact Statement Study Advisory Committee Meeting Follow-up μ

Dear Name:

Enclosed in follow-up to the April 24, 2007 Study Advisory Committee (SAC) meeting for the Port Columbus International Airport Environmental Impact Statement (EIS) is the Alternatives Chapter and the presentation handout, The Federal Aviation Administration (FAA) has requested comments on the EIS Purpose and Need and Alternatives Chapters by June 8, 2007. Comments on these chapters should be sent to:

Ms. Katherine S. Jones Federal Aviation Administration Detroit Airports District Office 1677 South Wayne Road, Suite 107 Romulus, Mi 48174 Telephone. (734) 229-2958 Fax: (734) 229-2958 Email: <u>CMHEJS@faa.gov</u>

Copies of the EIS Purpose and Need Chapter were mailed with the invitation to the April 24, 2007 SAC meeting. If members of the SAC Committee did not receive a copy or need a duplicate copy. Inease contact Melanie DePoy at 317 955 8395 ext. 304 or via email at <u>mdepoy@aerofinity.com</u> and a duplicate copy will be sent to you.

As always, we appreciate your interest in Port Columbus International Airport and thank you for your participation in these studies. The next ASC meeting is anticipated to occur in late summer/early fall 2007. As in the past, a meeting announcement will be sont to you approximately one month in advance of the meeting date.

Sincerely,

Mulanie R. H. Land

Melanie K. DePoy Managing Principat

51 South New Jersey St. Indianapolis, IN 46204 317.955.8395 Phone 317.955.8479 Fax

 3.1. RANGE OF ALTERNATIVES 3.1. RANGE OF ALTERNATIVES The analysis of EIS alternatives is an independent examination by the FAA of all alternatives that could reasonably meet the identified purpose and need. The alternatives that the FAA considered in this analysis are grouped into eight categories including two off-site and five on-site alternatives, and a No Action alternative. Off-Site Alternatives Use of Other Airports/Regional Management Alternatives - These alternatives would entail the transfer of the projected aircraft operations from the reatives. In the region. This would be used to reduce operational demand at CMH and reduce the need for additional terminial capacity. Other Modes of Transportation and/or Telecommunications. These alternatives entail the use of other modes of transportations - These alternatives entail the use of other modes of transportations. 2. Other Modes of Transportation and/or Telecommunications. Undependent of the need for additional passenger terminal capacity. 3. Other Modes of Transportation and/or Telecommunications. These alternatives entail the use of other modes of transportation and reduce the need for additional passenger terminal capacity.
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ich could be used to reduce operational demand at C ed for additional passenger terminal capacity.
· .
3. Non-Kunway/Terminal Development Alternatives - These alternatives are designed to meet the need for additional capacity through physical airfield enhancements other than runway and terminal development that would context of a context of the runway and terminal development that
would setup all of a portion of the established purpose and need. Among the projects considered are the new construction, extension, and/or expansion of taxiways, runway exits, hold pads, and the reconstruction/expansion of the existing passenger terminal. Other Technologies - A number of technologies exist or are being
evenue unit may unimatery reduce aircrant delay during poor weather. The goal of these technological opportunities is to increase capacity by aiding aircraft movement on approach, on the ground, and during departure. In addition, there are operational/air traffic procedural concepts that aim to make improvements through non-technological methods to postpone the need for physical improvements.
Activity or Demand-Management Alternatives - These alternatives consist of establishing guidelines and policies that attempt to balance aircraft operations with available airport capacity. This balance would be accomplished through measures such as pricing or regulatory actions implemented by the airport sponsor, that discourage or prevent airlines from scheduling flights during periods of limited capacity.
1 Chapter Three - Alternatives Page 3-2
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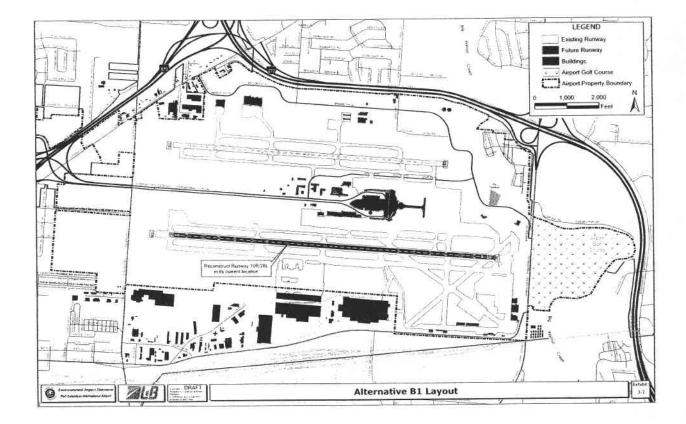
	open to the public. Including CMH, there are seven primary service airports located within 180 miles of Columbus, Ohio. Six are in Ohio and another airport (Cincinnati/Northern Kentucky International Airport) is located in Northern Kentucky. For CMH, the Airport Service Area (ASA) extends approximately 90 miles from the airport. ⁶ Only Dayton International Airport (DAY) is located within 90 miles of CMH. Therefore, DAY is the only primary service airport in the region that could feasibly accommodate some or all of the activity currently occurring at CMH. In addition to DAY, three airports in the Columbus metropolitan area are designated as reliever airports to CMH. These airports include Rickenbacker International Airport (LCK), Bolton Field Airport (TZR), and The Ohio State University Airport (OSU). These
	4.00 inters of countries, Onto, Six are in Onto and another alpo anti/Northern Kentucky International Airport) is located in Norther 4, the Airport Service Area (ASA) extends approximately 90 miles from the Only Dayton International Airport (DAY) is located within 90 miles of CMI for Day is the only primary service airport in the region that could feasible oddet some or all of the activity currently occurring at CMI. In addition the area in provide airports in the Cumbus metropolitan area are designated as relieve to CMH. These airports include Rickenbacker International Airport (LCK field Airport (TZR), and The Ohio State University Airport (OSU). These field Airport (TZR).
	H, the Airport Service Area (ASA) extends approximately 90 miles from th ⁶ Only Dayton International Airport (DAY) is located within 90 miles of CMI re, DAY is the only primary service airport in the region that could feasib nodate some or all of the activity currently occurring at CMH. In addition ree airports in the Columbus metropolitan area are designated as reliev to CMH. These airports include Rickenbacker International Airport (LCK Field Airport (TZR), and The Ohio State University Airport (OSU). These
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	to CMH. These airports include Rickenbacker International Airport (LCK Field Airport (TZR), and The Ohio State University Airport (OSU). The
	are all less than 20 nautical miles from CMH.
	The ability to use another airport to address purpose and need is largely based on the potential for that airport to reduce or eliminate the rurrent and projected
	aircraft operations on Runway 10R/28L at CMH, DAY, LCK, TZR, and OSU would
	a major expansion of passenger handling facilities to accommodate a int increase in passenger CMH currently server possive 3 5 milli
assenger terminal asonable, feasible.	enplaned passengers annually at 38 aircraft gates. This is almost three times the
	number of passengers at DAV, the airport with the largest terminal located in the ASA, and over 1.5 times the number of aircraft gates that are available at DAV.
	Expansion of terminal facilities would include additional aircraft gates, security screening capabilities: baggage bandling facilities and surpomobile barding
	Additionally, the runways at TZR and OSU are not long enough to accommodate
	regional jet and large jet passenger operations. Because these airports cannot
	reasonably be used to divert aircraft operations/passengers from CMH, Rumway 10R/281 would still need to be reconstructed
se and need of the	
	ernative does not meet the following purpose and need statements: t
to provide sufficient terminal capacity to accommodate projected passenger levels.	delay reduction during peak periods; the need to provide sufficient terminal
	capacity to accommodate projected passenger levels; the need to provide sufficient ancillary facilities to support the projected increase in air transportation demand;
	and the need to enhance the human environment by reducing noise impacts on the
fund this system, the FAA developed the National plan of Terecreted System. To coordinate and	uny communices. Based on this information using DAY, LCK, 12R, or OS iss the needs of CMH is not a reasonable feasible ornident or practical
	alternative to the Sponsor's Proposed Project and will not be carried forward for more detailed environmental analysis.
-	Other Modes of Transportation and/or Telecommunications
Letter from Irene Porter, Manager, FAA Detroit ADO, to Elaine Roberts, CEO, Columbus Regional Airport Authority; Subject: Port Columbus International Airport Environmental Inneart Statement	Other modes of transportation or communication that were considered include;
	highway, conventional and high-speed rail, and telecommunications. These modes
inco order busiced and commenced Policy Act (NEPA) Implementing Instructions for Auroort Projects, April 28, 2006, Chapter 10, Section 1001. EIS PURPOSE. 40 CFR ISO21 states the primary purpose of an EIS is to be an "action-furring how" to non-use badeval non-comment	or alternatives to transportation were considered for their potential to meet the purpose and need of the proposed development at CMH.
And the second se	
v	Telephone conversation between consultant and John Malabad, Manager - Business Development, Columbus Regional Airport Authority staff. September 13, 2006.
er Three - Alternatives Bana 3-3	Landrum & Brown Team Annil 2007 Chapter Three - Alternatives
braft Deliberative Material for Discussion Purposes Only	Page 3-4 Draft Deliberative Material for Discussion Purposes Only

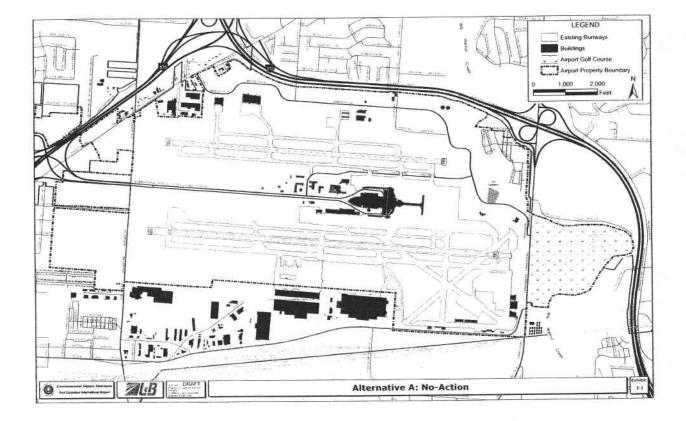
ENVIRONMENTAL IMPACT STATEMENT	T STATEMENT	ADMINI	INISTRATIVE DRAFT	Port Columbus International Airport Environmental Impact Statement Administrative Draff
3.2.2.1 Highway				to flying for paceange
The Columbus area is highway travel a potent destinations from CMH markets begin or end ti	The Columbus area is served by a very well developed interstate system making highway travel a potential alternative to air travel. A review of the top ten market destinations from CMH shows that passengers traveling to seven out of the top ten markets begin or end their trips more than 250 air miles, or 500 road miles, from	eloped interstate . A review of the /eling to seven ou ir miles, or 500 r	system making top ten market it of the top ten oad miles, from	actually Chicago, IL, or Baltimore, MD. However, there are no indications that a significant increase in the use of highways for these destinations is occurring or is even likely. In fact, being in the top ten destinations of CMH indicates that flying to these destinations is a valid and preferable option.
the airport. Table 3-1 ten CMH markets,	the alrport. Table 3-1 shows a comparison of the air and road ten CMH markets,		miles for the top	This alternative does not meet the following purpose and need statements: the need to reconstruct Runway 10R/28L; the need to provide long-term capacity and delay reduction during near party the action of the second of the second statements.
Table 3-1 COMPARISON OF AIR AND ROAD MII Port Columbus International Airport	Table 3-1 COMPARISON OF AIR AND ROAD MILES - TOP 10 CMH MAR Port Columbus International Airport	10 CMH MARKI	KETS	cardy for a common peak periods, the need to provide sufficient terminal capacity to accommodate projected passenger levels; the need to provide sufficient ancillary facilities to support the projected increase in air transportation demand; and the need to enhance the human environment by reducing noise impacts on the
ANK	AIR MILES	ROAD MILES		surrounding communities. Therefore, the use of highways as a means to address the needs at CMH is not a reasonable feasible privilent or province of the
1 Las Vegas 2 Chicago (Midway) 3 Orlando (Tot'l)	ay) 1,534.0 245.1 600 E	2,093 361		to the Sponsor's Proposed Project and will not be carried forward for more detailed environmental analysis.
		378 557		3.2.2.2 Conventional and High-Speed Rail
7 Phoenix (Sky Harbor) 8 Baltimoro (Wootherbor)		1,029 1,927		The use of rail as an alternative to air travel is examined below,
0	mgton 291.9 1,728.9 eld) 388.7	420 2,266 571		<u>Conventional Rail</u>
Source: Online search at <u>www.mapblast.com</u> fo 2006.	Online search at <u>www.kirNav.com</u> . Air miles retrieved <u>www.mapbiast.com</u> for driving directions from Columbus, OH. 2006.	,	September 2006. Online search at Road miles retrieved September 13,	Amtrak primarily serves conventional rail travel in the U.S. A review of Amtrak service finds that Amtrak does not provide service to/from Columbus, OH. ⁷ The closest Amtrak stations and located in creations and the service to from Solumbus, OH.
The exceptions to this Chicago O'Hare (#4 m	chicago Midwi); and Baltin	market), air ai ashington Intern	nd road miles; ational Airport	Every stations are 101 and 127 miles from Columbus, respectively. Given that the typical traveler who uses CMH lives within 90 miles of the airport, the lack of passenger rail service in close proximity makes if an unaccentral service to the service proximity makes if an unaccentral service to the service proximity makes if an unaccentral service to the service proximity makes if an unaccentral service to the service proximity makes if an unaccentral service proximity to air
(#8 market), Alth Baltimore/Washington ai	(#8 market). Although Chicago Midway, Chicago O'Hare, and Baltimore/Washington airports are located less than 500 miles from CMH, it is likely	y, Chicago 1 500 miles from (OʻHare, and CMH. it is likelv	travel,
that many passengers an options for connecting	that many passengers are flying to these destinations to take advantage of multiple options for connecting service available from these cities. Therefore, although	ns to take advant se cities. There	dvantage of multiple Therefore, although	High-Speed Rail
these passengers might have an initial destination may be beyond 500 miles.	these passengers might have an initial destination of less than 500 miles, their final destination may be beyond 500 miles.	of less than 500 r	niles, their final	The Ohio Rail Development Commission (ORDC) is studying the potential for developing passenger rail service in the State of Ohio. The Ohio & Lake Erie
Beyond 500 miles (appr by traveling 60 miles per	Beyond 500 miles (approximately ten hours, or a one-day drive time - estimated by traveling 60 miles per hour with a one-hour ston) hinhway travel becomes lace	one-day drive tir one-day drive tir	time – estimated	regional Rail Onio Hub Study (Ohio Hub Study) prepared in October 2004 ⁸ notes that the ORDC and the Ohio Department of Transportation have recognized the optionial for increments for increments of the optionized th
desirable, especially for The same 500 miles hv	desirable, especially for business travelers who are typically more time sensitive. The same 500 miles hy air would take surrovimately one and one have here and the	e typically more	time sensitive.	proteined to metricity passenger rail service, and as a result have completed a feasibility study of a regional rail system. The study goal was to determine the
time plus approximately two claim, for a total of approxi time to and from the airport.	time plus approximately two hours for check-in, security one and one-half hours hying claim, for a total of approximately three and one-half hours, not including driving time to and from the airport.	ecurity screening alf hours, not in	nall hours hying ng, and baggage including driving	mancial and economic reasibility of developing a system serving four intercity travel corridors with a central hub in Cleveland.
				 Amtrak. http://www.amtrak.com/html/stations_OH.html. Retrieved August 30, 2006. Executive Summary. The Ohio & Lake Erie Regional Rail Ohio Hub Study. Transportation Economics & Managements Systems, Inc. and HNTB, Inc. October 2004. Retrieved September 20, 2006.
Landrum & Brown Team April 2007		Chapter Ti	Chapter Three - Alternatives Page 3-5	Landrum & Brown Team April 2007
Dratt U	Draft Deliberative Materiał for Discussion Purposes Only	n Purposes Only	- - -	Jraft Deliberative Material for Discussion Purposes

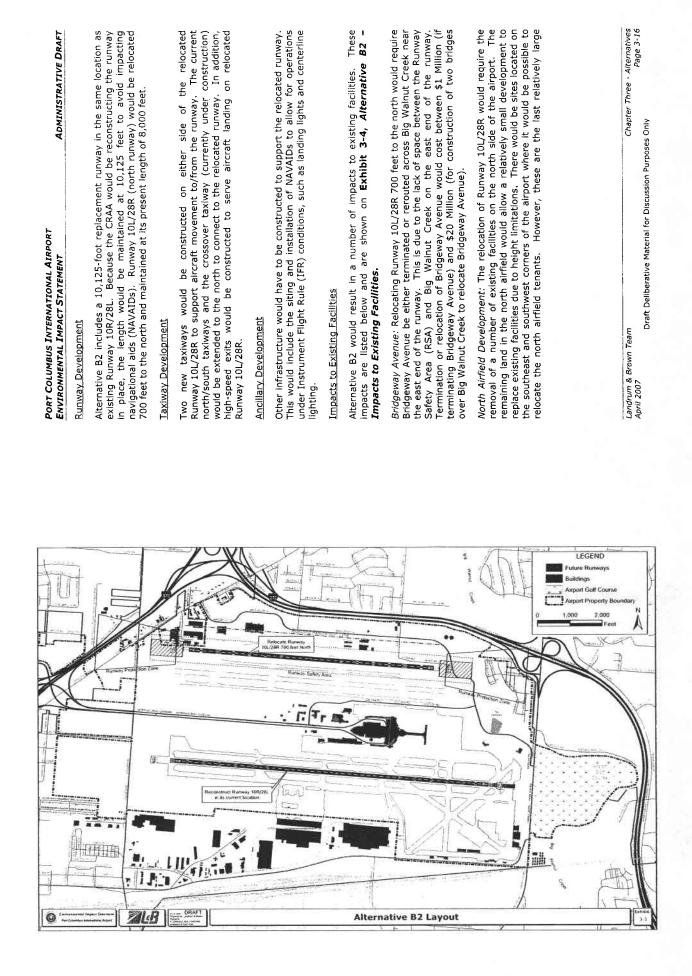
	ENVIRONMENTAL IMPACT STATEMENT ADMINISTRATIVE DRAFT
The Ohio Rail Development Commission ⁹ indicates that the development of the rail service is not seen as a competing mode of transportation with the Ohio airports. Rather, it is thought to be complementary service to the airports because it has the potential to enhance the airport catchment areas, as there is little short-haul air service between the city pairs to be served by the rail.	Evidence indicates that the use of telecommunications and video-conferencing may be increasing to satisfy business needs, but there is no indication that it will satisfy all business needs and thereby reduce the need for travel. It may complement or supplement travel, but is not seen as a substitute by a majority of the public for business travel. In addition, the impact of improvements in the communication
A Federal funding program and a Federal/State partnership will be required to make the Ohio Hub rail investment program possible. However, once approved and	This alternative does not most the following accessing the second
runging is secured, the detailed planning, design, and construction of the Ohio Hub will be completed in phases over a six to nine-year period. No date for the	need to reconstruct Runway 10R/28L; the need to provide long-term capacity and
10	ueray reduction during peak periods; the need to provide sufficient terminal capacity to accommodate projected passenger levels; the need to provide sufficient
	ancillary facilities to support the projected increase in air transportation demand; and the need to enhance the human environment by reducing points imported on the
operational weathing two to three years of initial construction. Service levels at full build-out would be at speeds up to 110 miles per hour with six to eight trains per day in each corridor. ¹⁰	surrounding communities. While communication rechnology may reduce the demand for air travel by a small amount, it would not replace the need for air
This alternative drac not most the full	travel. Therefore, telecommunication technology is not a prudent, reasonable, feasible, or practicable alternative to the Sponsor's Pronoced Project and will not he
need to reconstruct Runway 10R/28L; the need to provide long-term capacity and	carried forward for more detailed environmental analysis.
delay reduction during peak periods; the need to provide sufficient terminal capacity to accommodate projected passenger levels; the need to provide sufficient	3.3 ON-SITE ALTERNATIVES
anciliary facilities to support the projected increase in air transportation demand; and the need to enhance the human environment by reducing noise impacts on the	3.3.1 Non-Runway Development Alternatives
surrounding communities. While high-speed rail is planned for this section of Ohio,	Additional airfield improvement alternatives to improve airfield geometry were
at some point in the future a high-speed rail system is still a distant prospect with no secure financing. Therefore, it is not a printent reasonable fassible or	reviewed to determine their potential to reduce the need for reconstructing Runway
practicable alternative to the Sponsor's Proposed Project and will not be carried	types of improvements include taxiways, runway exits, aircraft hold pads, and
to ward for interest detailed environmental analysis. In addition, the high-speed rail is not anticipated to directly serve any of the Top 10 markets. While high-speed	revised taxiway flow directions. Airfield improvements that have the potential to reduce the stated purpose and need are listed below:
rail may reduce the demand for air travel by a small amount, it would not replace the need for air travel.	 Construct High-Speed Exits On Runway 10R/28L
3.2.2.3 Telecommunications	 Construct High-Speed Exits On Runway 10L/28R Construct Dual Crossover Taxiwav
The potential for telecommunications to affect the need for business travel has been studied since the two-way video-conferencing technology bounded and a	Construct High-Speed Exits on Runway 10R/28L - The development of two new
the commercial market in the 1980s. Constantly emerging technology continues to immrove the availability affordation.	night-speed exits on the north side of Runway 10K/28L would help to reduce runway occupancy times during arrival operations. These two exits would be used by most
of fiber optics and other community, relatingly, and speed of voice and data communication. Continued technological advances and the widespread installation of fiber optics and other communications to the supervision will	of the aircraft at the airport and would provide a negligible increase in runway capacity. By reducing the runway occupancy time, the physical impact on the
telecommunication alternatives more widely available.	runway would also be reduced by a small amount. The construction of high-speed exits would not, however, address the need for additional terminal capacity. Therefore, while high-speed runway exits would reduce runway occupancy time provide a minimal reduction in delay, it would not meet the need to reconstruct Runway 10R/28L.
⁹ Telephone conversation with consultant and Stuart Nicholson. Public Information Officer. Ohio Rail Development Commission. September 18, 2006. ¹⁰ The Ohio Hub <i>Moving the Economy</i> . Ohio Rail Development Commission. Received from the Ohio Rail Development Commission via e-mail. September 20, 2006.	Construct High Speed Exits on Runway 10L/28R - The development of two new high-speed exits on the south side of Runway 10L/28R would help to reduce runway occupancy times during arrival operations. These two exits would be used
Landrum & Brown Team Chapter Three - Alternatives	
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Port Columbus International Airport Environmental Impact Statement Administrative Draft	PORT COLUMBUS INTERNATIONAL AIRPORT FULTEDONMENTAL TWAAT SCATTORIE
hv most of the size-of the siz	EINTROMINGNIAL IMPACI STATEMENT ADMINISTRATIVE DRAFT
runway capacity. The construction of high could provide a minimal increase in	Runways 10R/28L and 10L/28R, have a lateral senaration of 2 800 feet To hold
Not, however, address the nearter for mountains on KUNWAY 10/28R would	reduce the negative effect of weather on arrival capacity, the FAA has developed
10K/28L	the PRM. ¹² Currently, PRM technology is not being used at CMH.
e and provide a minimal reduction	The second for the second s
not meet the need to reconstruct Runway 1004 and reconciliant activity. It Would	The second drawback to limiting the use of Runway 10R/28L is that it does not
	remove the need to completely reconstruct the runway. The only way to address
Construct Dual Crossover Taxiways ~ Independent of the Runway 108/281	the need completely would be to either reconstruct the runway or close the runway.
the CRAA is currently in the process of constructing a single most reversion of	Ine latter would have negative consequences for the ability of the airport to
the west side of the airport between Runways 100/281 and 10 2000 taxway on	accommodate aircraft activity with a much shorter runway and would ultimately
plan for this project is to create a dial crossover part with allowed and the utilizate	accelerate the need to undertake repairs to the north runway.
cross the airfield in both directions at the came time. This matcain to	
efficiency of ground movements and readings on second advect will increase	I ne other technology initiatives, while adding flexibility, reducing runway occupancy
circulation on the airdical and request over all delays by providing better	time, and offering some minimal delay reduction, would not reduce the need for
reconstruct Burnway 100/201 are a start and a project will not reduce the need to	reconstructing Runway 10R/28L because it does not reduce the onerational factory of the
and a second start and the second start of the second s	Runway 10R/28L. These development projects would also not provide for an
The non-runway development province with a start of the	expanded terminal envelope. Therefore, it is not a number research for an environment research for an
occuration time and effective function of the adding flexibility, reducing runway	practicable alternative on its own to the connecte product, frequencie, reasing, or
pred for reconstruction purchases on minuted delay reduction, would not reduce the	carried forward for more detailed environmental analysis of tropect and will not be
need for Running (108/28) THAN ALL DECAUSE IF does not reduce the operational	
an expanded forming outside development projects would also not provide for	3.3.3 Activity or Demand-Management Alternatives
feasible commercial environce increases it is not a prudent, reasonable,	
restrict for update and will not be	The primary objective of demand-management alternatives is to manage the
carried for ward for more detailed environmental analysis.	efficient use of existing airport facilities through measures such as monomic use
3 3 7 Other Tochnologics	priorities, peak-pricing, or regulatory actions implemented by the simonal operations
	Demand-management measures do not necessarily increased of the arrivers
	reduce delay. For this FIC only a minimum increasantly increase an port capacity or
	address the need for reconstruction procession provided make the potential to
.0	and ess the need to reconstructing knoway 10K/28L.
long-term airfield and terminal capacity at CMH. The FAA 2003 Aviation Capacity	Runway (teo Briorition TL, 2004)
Enhancement Plan provided detailed summaries of factualization and the summaries of factualization of the summaries of the su	<u>Section of the section of the secti</u>
evaluated by the FAA to reduce delay ¹¹ These providing containing being	unction of the number of arrivals and departures that use the runway. At this
operations in the enroute arrive doctrine above and a security in more efficient	time, the runway's useful life is expected to extend to 2009/2010. Therefore, a
dive pilots more flexibility in determining that a priases of night, and ultimately	policy to significantly reduce flights on Runway 10R/28L would extend the life of the
and landing times of theorem in the second sec	runway surface. For example, if the runway were to receive half of the contract
renering under the set of the set of the set of the consuming than other	arrivals and departures, the remaining life of the minway payement would be
implementation of source state are sourced as pulling new runways, the development and	extended by some amount of time. It is difficult to determine the accord
continue listed in the calance of the variance	relationship between number of operations and life shar of the surface the surface the
Previous marcan in the ray avoid of capacity Enhancement Plan, only the use of	surface erodes due to a combination of use hyperion in surface, because the
reside for this many remining (remoted) had the potential to address the	elements. At some point, even with few or no flighte the investorie could
	material will begin to erode due to weather exposing the drawback of this
Precision Runway Monitoring System (BDM) - During Joint States	alternative are listed below.
simultaneous approaches to barraite runware senarated by loce than 2000 visibility	
not permitted with conventional aircraft are are an area of the formation area are	The first drawback is that Runway 10R/28L is currently the preferred runway by a
separated by 3,400 feet to 4 300 feet this survey are a survey and all the runways	majority of the flights. The reasons for this are that Runway 10R/28L is the longest
oberations are limited to parallol documents where are succed by the maintained but	runway at CMH and as such, is the preferred runway by pilots of Jarra in aircraft
staddered severation. The two societies contract percentes using 1.5 mile	Large jet aircraft are the heavier aircraft and consequently result in the measured
rea, 2003 Aviation Capacity Enhancement Plan,	recusion kunway monitor (PKM) Training. Internet web site: <u>http://www.faa.gov/education</u> r <u>esearch/training/prm/</u> Updated: 11:53 am ET June 16, 2005.
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impact to the surface of the runway. In addition, airlines with gates located on the south side of the passenger terminal (representing approximately 63 percent of the large jet operations at the airport) prefer the south runway as well, due to reduced maintenance at taxi times. The second drawback to limiting the use of Runway. The only way to address the need to reconstruct the runway. The only way to address the need to reconstruct the runway or close the runway. The only way to address the need to undertake repairs to the north runway and would ultimately of the airport layout for accommodate aircraft activity with a much shorter runway. The only use the need to undertake repairs to the north runway. The final drawback to implementing a runway.	maintenance activities and the frequent closure of Runway 10R/28L to perform the maintenance. The increased closures for maintenance repairs will increase delay and reduce the capacity of the airfield. No other actions, such as the development of a new passenger terminal, are included in the No Action. Exhibit 3-1, Alternative A: No Action, shows the airport layout for Alternative A: No Action. 3.3.4.1 Alternatives B1 and B2: Reconstruct Runway 10R/28L in Current location Two alternatives were identified for the reconstruction of Runway 10R/28L in its current location.
not ess ay. elv le In	r actions, such as the development of a new passenger terminal, a in the No Action. Exhibit 3-1 , <i>Alternative A: No Action</i> , shows the yout for Alternative A: No Action. Alternatives B1 and B2: Reconstruct Runway 10R/28L in current location rnatives were identified for the reconstruction of Runway 10R/28L in i ocation. <i>ive B1: Reconstruct Runway 10R/28L in current location</i>
eiv Jes In	current location current location matives were identified for the reconstruction of Runway 10R/28L in ocation. ive B1: Reconstruct Runway 10R/28L in current location
es In	rnatives were identified for the reconstruction of Runway 10R/28L in oction. ive B1: Reconstruct Runway 10R/28L in current location
	ive B1: Reconstruct Runway 10R/28L in current location
on	
nted in time to be effective t would also not provide for fore, it is not a prudent,	Alternative B1 includes the full reconstruction of Runway 10R/28L in its current location. Exhibit 3-2 , <i>Alternative B1 Layout</i> , illustrates the runway layout for Alternative B1. The following summarizes the elements of Alternative B1.
	Kuliway Development
	Alternative B1 includes a 10,125-foot replacement runway in the same location as existing Runway 10R/28L. The airport would maintain Runway 10L/28R (north runway) in its present location and length.
	Taxiway Development
	No new taxiways would be constructed as part of Alternative B1.
	Ancillary Development
uternatives were eliminated from rpose and need or if additional	No other infrastructure would be constructed as part of Alternative B1.
	<u>Impacts to Existing Facilities</u>
For the purposes of evaluating the range of runway development alternatives, the alternatives alternatives were grouped into categories by "like" design attributes. The following presents the initial runway development alternatives.	ng structures would need to be acquired or demolished under this e.
	Alternative B2: Reconstruct Runway 10R/28L in current location and relocate Runway 10L/28R 700 feet to the north
Alternative A is identified as the No Action Alternative in this EIS. This alternative A identified as the No Action Alternative assumes that Runway 10R/28L is maintained in place without the full reconstruction for an encommended by the CRAA's pavement management report. ¹³ Instead of the full for an enconstruction, the runway would continue to undergo smaller overlays and localized reconstruction of portions of the runway. This approach, while feasible for summarize amount of time, results in increased cost in terms of conducting frequent	Alternative B2 includes the full reconstruction of Runway 10R/28L in its current location, as well as a relocation of Runway 10L/28R, 700 feet to the north to allow for an expanded terminal development envelope. Exhibit 3-3 , <i>Alternative B2 Layout</i> , illustrates the location of the runways for Alternative B2. The following summarizes the elements of Alternative B2.
¹³ Preliminary Engineering Report, Runway 10R/28L & Taxiway C Rehabilitation and Reconstruction Analysis, CRAA, April 2001	
Chapter Three - Alternatives	touter Process







PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT ADMINISTRATIVE DRAFT	development areas with airfield access on the airport, reducing the ability of the CRAA to accommodate future hangar demand. The existing facilities that would be impacted with their estimated costs ¹⁴ to purchase include:	 Remove/relocate Nationwide Insurance hangar (estimated cost: \$4 Million). Remove/relocate NetJets hangar (estimated cost: \$10 Million) 	 Relocate existing 85,000-square foot airport maintenance facilities adjacent to Bridgeway Avenue (estimated cost: \$5 Million) 	 Remove two T-hangars and 13,275 square yards of general aviation apron adjacent to the hangars (estimated cost: \$4 Million) 	 Remove North Airfield Run-up Barrier (estimated demolition cost: \$25,000)¹⁵ 	 Remove North Airfield Fuel Farm (estimated demolition cost: \$25,000) 	 Remove Director's Residence (estimated demolition cost: \$25,000) 	Businesses near Intersection of Stelzer and Johnstown Roads: The relocation of Runway 10L/28R would require the removal and/or relocation of 18 existing commercial/industrial businesses near the Intersection of Stelzer and Johnstown Roads. Together, the value of the land and the structures is estimated to be approximately \$18 million according to the Franklin County Assessor's office. ¹⁶ This does not include the cost of relocation or the demolition of the structures.	Land Acquisition for Runway Protection Zone: The relocation of Runway 10L/28R to the north would require the purchase of two businesses northwest of 1-670 for clearing the Runway Protection Zone (RPZ). The estimated cost to purchase these properties is \$350,000, ¹⁷ not including relocation and demolition costs.	3.3.4.2 Alternatives C1 through C3: Relocation of Runway 10R/28L	Three alternatives were identified for the redevelopment of existing Runway 10R/28L. Alternatives C1 through C3 include the relocation of Runway 10R/28L at various offset distances from its current location.	 ¹⁴ Estimated cost of structures is based on the Franklin County Auditor tax assessment data as of February 12, 2007. The fair market value of these structure, which is what it would cost to purchase the structures, is typically higher than the value provided for tax purposes. This cost does not include costs for relocating businesses of for demoliton of the structures. ¹⁵ Estimated costs provided by CRAA, April 18, 2007. ¹⁶ Estimated costs provided by CRAA, April 18, 2007. ¹⁶ Estimated costs provided by CRAA, April 18, 2007. ¹⁶ Estimated costs provided by CRAA, April 18, 2007. ¹⁶ Estimated costs provided by CRAA, April 18, 2007. ¹⁶ Estimated costs for relocating businesses of these structures, which is what it would cost to purchase the structures, is typically higher than the value provided for tax purposes. This cost does not include costs for relocating businesses of the demoliton of the structures. ¹⁷ Estimated costs for relocating businesses or for demoliton of the structures. ¹⁸ Estimated costs for relocating businesses or for demoliton of the structures. This cost does not include costs for relocating businesses or for demoliton of the structures. This cost does not include costs for relocating businesses or for demoliton of the structures. This cost does not include costs for relocating businesses or for demoliton of the structures. This cost does not include costs for relocating businesses or for demoliton of the structures. This cost does not include costs for relocating businesses or for demoliton of the structures. This cost does not include costs for relocating businesses or for demoliton of the structures. This cost does not include costs for relocating businesses or for demoliton of the structures. This cost does not include costs for relocating businesses or for demoliton of the structures. This cost does not include costs for relocating businesses or for demolit
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PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

ADMINISTRATIVE DRAFT

Alternative C1: Relocate Runway 10R/28L 1,500 feet to the South -Alternative C1 includes the relocation of Runway 10R/28L 1,500 feet to the south of its current location. Exhibit 3-5, Alternative C1 Layout, illustrates the location of the runways for Alternative C1. The following summarizes the elements of Alternative C1. This alternative was selected for review because a 1,500-foot runway relocation actieves 4,300 feet of separation between the two runways, which allows for dual simultaneous operations during IFR conditions without additional Air Traffic Control (ATC) equipment.

Runway Development

Alternative C1 includes a 10,113-foot replacement runway, located 1,500 feet south and parallel to the existing Runway 10R/28L. The airport would maintain Runway 10L/28R (north runway) in its present location and length. Runway length requirements for the replacement runway were determined through a combination of methodologies including FAA "Airport Design" Computer Program - version 4.2, Aircraft Manufacturers' Airport Compatibility Manuals, and Aircraft Takeoff Performance Tables. The analysis resulted in a recommended runway length of approximately 10,125 feet, which is the same as the existing Runway 10R/28L. Additional analysis was conducted to determine the most appropriate location of each runway end threshold. Based on the results of this analysis, the most appropriate location for the runway thresholds was identified. This resulted in an overall length of 10,113 feet for the replacement runway, which is 12 feet shorter than the existing Runway 10R/28L.

Taxiway Development

Two new parallel taxiways, located on the north side of the proposed runway would be constructed to support and provide aircraft access to and from the proposed runway. Existing taxiways and the crossover taxiway (currently being constructed) would be extended south to meet the new parallel taxiways and proposed runway. In addition, high-speed exits would be constructed to serve aircraft landing on relocated Runway 10R/28L.

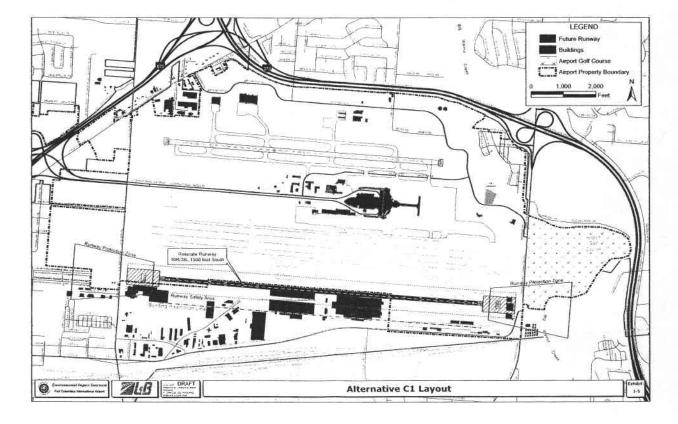
Ancillary Development

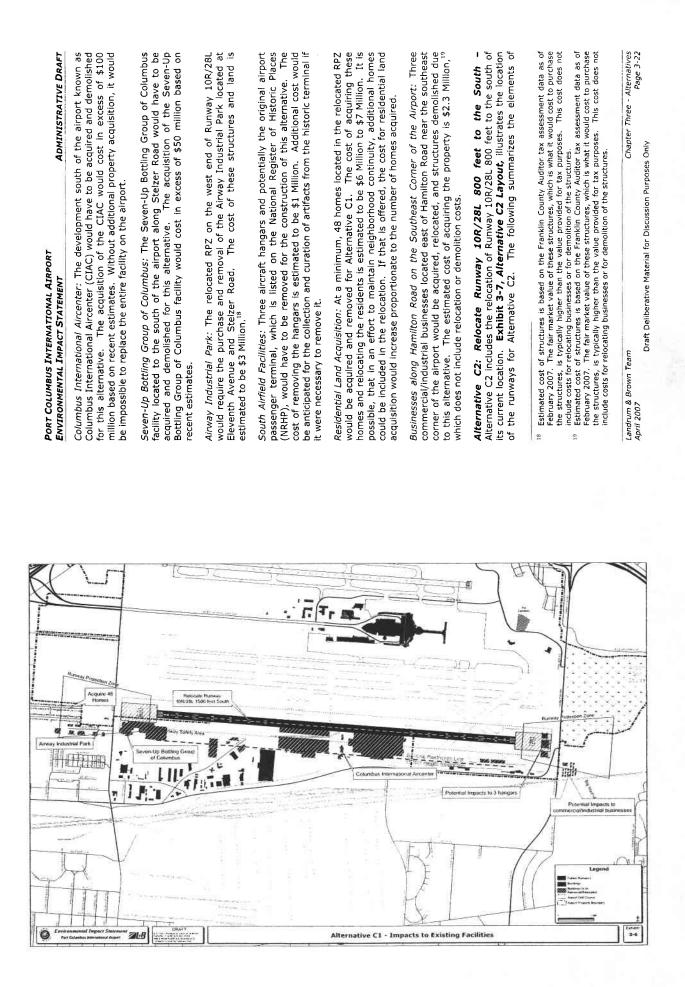
Other infrastructure would have to be constructed to support the relocated runway. This would include the relocation of the airport perimeter road on the south side of the airport and the siting and installation of navigational aids such as landing lights and centerline lighting.

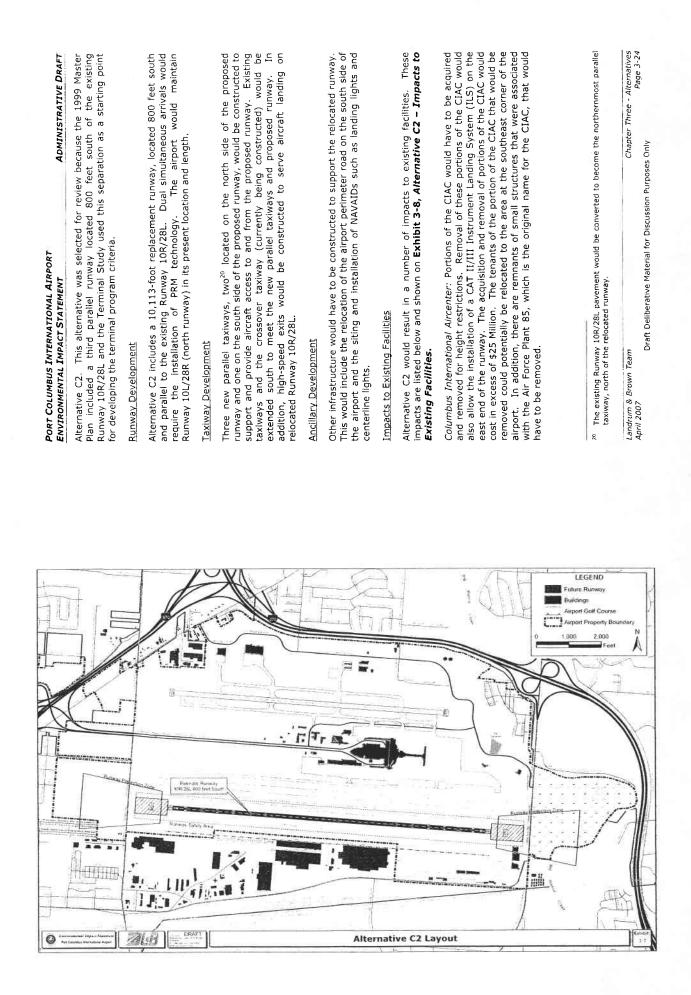
Impacts to Existing Facilities

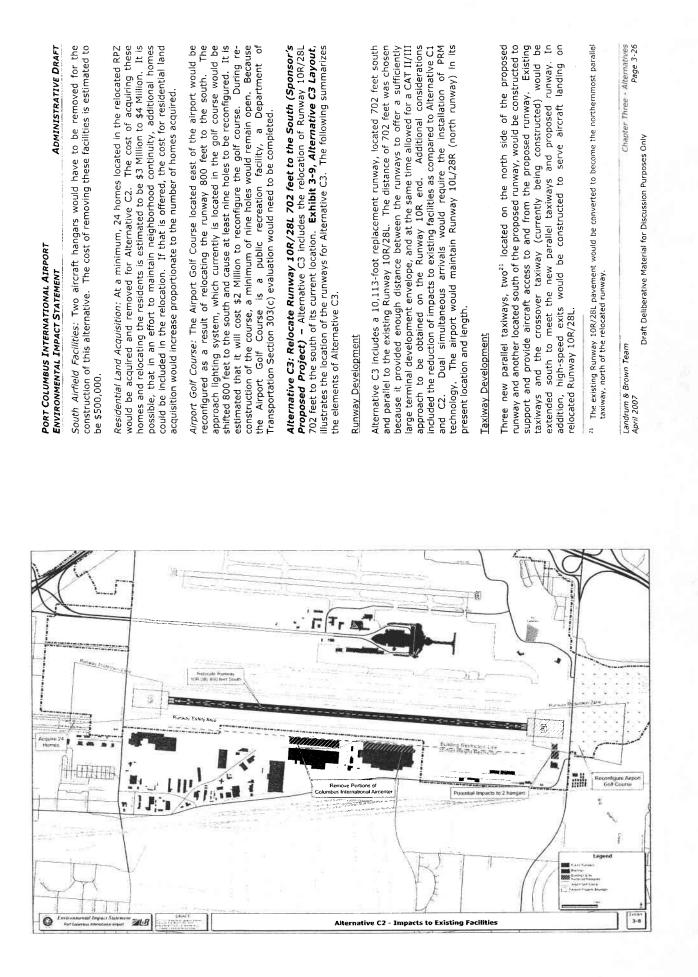
Alternative C1 would result in a number of impacts to existing facilities. These impacts are listed below and shown on **Exhibit 3-6**, Alternative C-1 – Impacts to Existing Facilities.

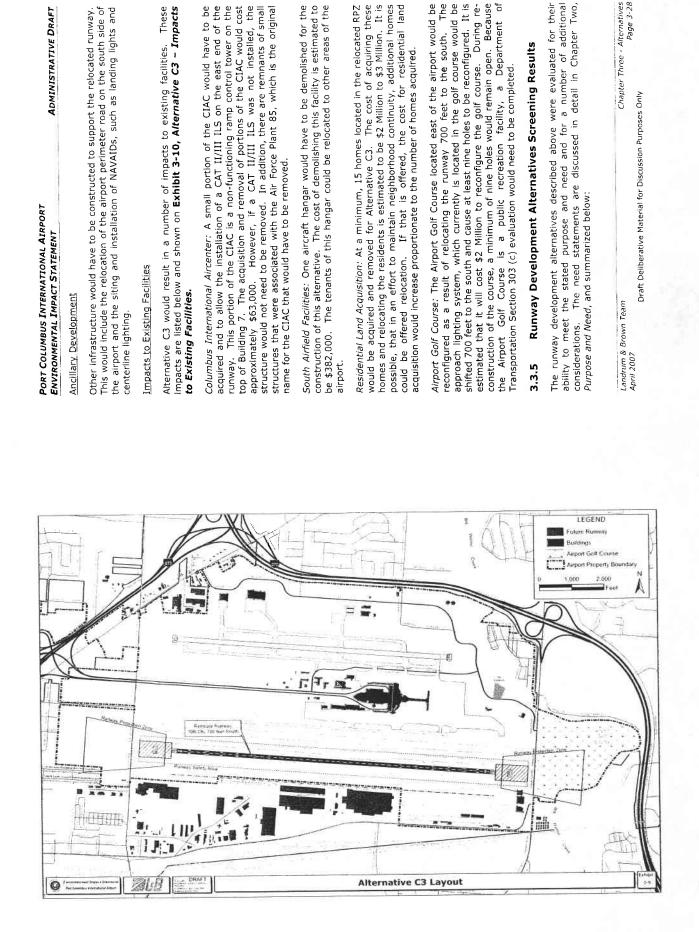
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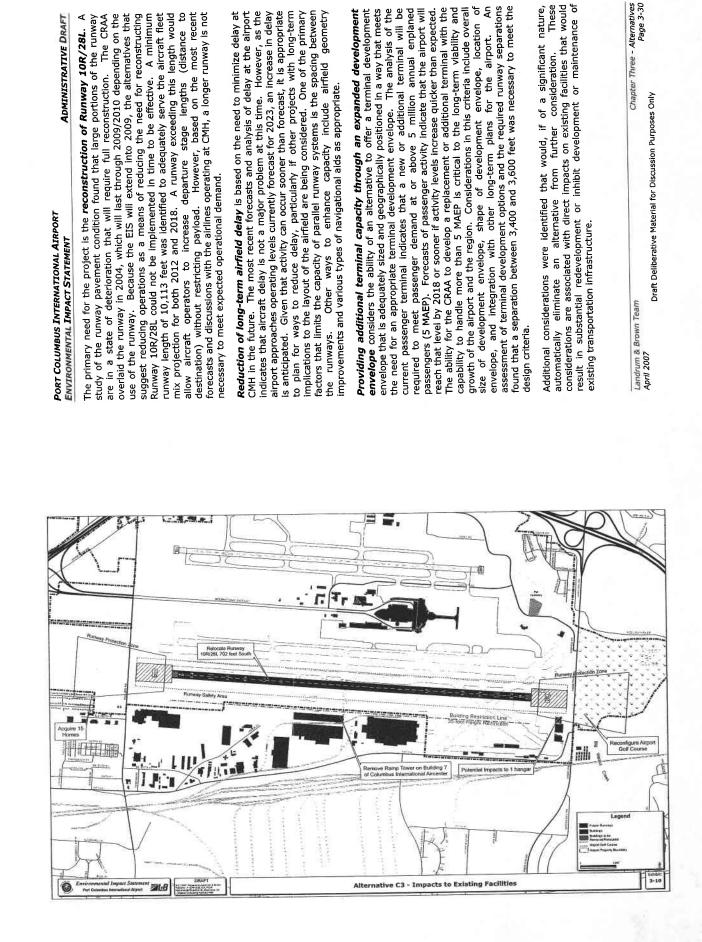












	<i>Cost Considerations:</i> This alternative would result in the lowest cost of all the alternatives due to no major construction activities. However, over time, the cost of performing smaller maintenance activities would begin to approach the cost of fully reconstructing the runway.
	reconstructing the runway.
	ults
	Alternative A does not meet the stated purpose and need for the project. However, because NEPA guidelines require that a No Action alternative be included in the evaluation of environmental consequences, this alternative will be carried forward for more detailed analysis and as a baseline comparison.
	5.2 Alternative B1: Reconstruct Runway 10R/28L in its current location
	Alternative B1 includes the full reconstruction of Runway 10R/28L in its current location.
ins atternative ull reconstruction istead of the full er overlays and	<u>Ability to Meet Purpose and Need</u> Alternative B1 would meet the primary need of reconstructing Runway 10R/28L. It would not address the secondary needs for long-term delay reduction and an expanded terminal development envelope due to the runway separation remaining at 2 800 fear
dbility to <u>Meet Purpose and Need</u> Addi	Additional Considerations
Because Alternative A includes no actions, it would not address the stated purpose and need for the airport.	<i>Operational Considerations:</i> There are two operational drawbacks to this alternative. The first is that during the reconstruction, Runway 10R/28L would be
	closed, leaving the airport with one 8,000-foot runway (10L/28R). This limits operational efficiency during peak operating periods. The second operational
	drawback is that this alternative does not allow for CAT II/III instrumentation to address the long-term need for additional capacity/delay reduction. The latest forecast of operations at CMH indicate that as operating levels reach those projected for 2023, delay reduction will be necessary.
vay closures reduce the	Environmental Considerations: This alternative would result in few environmental impacts due to the construction activities occurring primarily where the existing
This alternative would result in the fewest the alternatives due to no significant or major	runway is located. There would be some temporary negative environmental impacts that would occur during construction. With Runway 10X/28L being closed during the reconstruction that more would be increased as a second variable of the second variable of
	communities located near the north runway. In addition, having only one runway would increase delay and departure queue times, which would result in an increase
would result in increased noise due to overflights of the communities located near the north runway. These additional noise impacts would be a direct result of not reconstructing Runway 10R/28L. In addition, having only one runway would increase delay and departure queue times, which would result in an increase in air pollutant emissions.	In air poliutant emissions. <i>Cost Considerations:</i> The runway development portion of the Sponsor's Proposed Project is estimated to cost \$155 Million. Alternative B1 is estimated to cost approximately \$25 Million, a reduction of \$130 Million due to reconstructing the
Landrum & Brown Team Chapter Three - Alternatives Landr	Landrum & Brown Team Chapter Three - Alternatives

the Sponsor's Proposed Project due to the additional expense of relocating Runway 10L/28R, as well as reconstructing Runway 10R/28L (additional \$25 Million in construction costs). In addition, the impacts to existing facilities would increase the cost of the project by a minimum of \$32 Million taking into account the cost savings gained by not acquiring the IS residences (\$2 Million) and reconfiguring the Airport Golf Course (\$2 Million). Together, Alternative B2 would increase the project costs by \$53 Million to \$72 Million,²² which is a 35 to 47 percent increase Estimated cost of structures is based on the Franklin County Auditor tax assessment data as of February 12, 2007. The fair market value of these structure, which is what it would cost to purchase the structure, is typically higher than the value provided for tax purposes. This cost does not include costs for relocating businesses of for demolition of the structures. the necessary actions to meet the stated needs results in unnecessary environmental impacts and associated costs. Therefore, it is not reasonable to Page 3-34 **ADMINISTRATIVE DRAFT** north runway. In addition, having only one runway would increase delay and departure queue times, which would result in an increase in air pollutant emissions. Chapter Three - Alternatives There are 1.33 acres of wetlands located in the Increased noise levels and overflights would occur along the relocated centerline Bridgeway Avenue would either be terminated or relocated across Big Walnut Creek with two crossings. A termination of Bridgeway Avenue would result in the loss of an important east-west traffic route through the airport, including automobile access to the north airfield and would eliminate a segment of the airport's perimeter road system. If Bridgeway Avenue was relocated, it would require two bridge crossings of Big Walnut Creek. This would result in potential adverse There would be temporary negative environmental impacts that would occur during construction. With Runway 10R/28L being closed during the reconstruction, there would be increased noise and overflights for the communities located near the Long-term negative impacts would include the likelihood that there would be additional homes requiring sound insulation north of the airport due to the environmental considerations as compared to the Sponsor's Proposed Project include fewer residential acquisitions and the Airport Golf Course would not Cost Considerations: This alternative would result in costs significantly higher than the cost of the runway project in the Sponsor's Proposed Project Alternative B2 meets the majority of the stated needs for the project. However, north airfield that would be impacted by the relocation of Runway 10L/28R. Draft Deliberative Material for Discussion Purposes Only impacts to Big Walnut Creek and the adjacent floodplain. carry this alternative forward for further evaluation. both east and west of the relocated north runway. PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT increased impervious surface. relocation of Runway 10L/28R. Landrum & Brown Team April 2007 (\$155 Million). be impacted. Positive Results over 22 *Operational Considerations:* An operational drawback to this alternative is that during reconstruction of Runway 10R/28L, it would be closed, leaving the airport with one 8,000-foot runway (10L/28R). This would limit operational efficiency In addition, it is likely that this alternative would require the construction of a Alternative B1 does not meet the following purpose and need statements: the need to provide long-term capacity and delay reduction during peak periods; the need to air transportation demand; and the need to enhance the human environment by reducing noise impacts on the surrounding communities. Therefore, it is not a prudent, reasonable, feasible, or practicable alternative to the Sponsor's Proposed Alternative B2: Reconstruct Runway 10R/28L In Current Alternative B2 includes the full reconstruction of Runway 10R/28L in its current Alternative B2 would meet the primary need of reconstructing Runway 10R/28L. It also would address the secondary needs for long-term delay reduction and an expanded terminal development envelope due to the runway separation increasing during peak operating periods. Another drawback is that it would not be possible to obtain a CAT II/III approach due to the height of the Air Traffic Control Tower in Environmental Considerations: As discussed above, this alternative would require of the airport. This would be considered a significant socioeconomic impact as there would be no guarantee that the businesses would or could relocate in the same general area, therefore resulting in a possible loss of jobs for the area. There are also a limited number of areas where on-airport facilities that would be retaining wall on the east end of the RSA for Runway 28L. The retaining wall would be constructed near Big Walnut Creek resulting in potential impacts to the floodplain and increasing water quality impacts to Big Walnut Creek due to Chapter Three - Alternatives Page 3-33 **ADMINISTRATIVE DRAFT** This alternative would result in lower costs than the Sponsor's Proposed Project due to reconstruction of the runway in the same provide sufficient terminal capacity to accommodate projected passenger levels; the need to provide sufficient ancillary facilities to support the projected increase in location and the relocation Runway 10L/28R 700 feet to the north to allow for an the acquisition and demolition of a number of commercial/industrial facilities north Location and Relocate Runway 10L/28R 700 Feet To The North Project and will not be carried forward for more detailed environmental analysis. Draft Deliberative Material for Discussion Purposes Only mpacted by this alternative could be relocated. proximity to the existing Runway 10R/28L. expanded terminal development envelope. PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT Ability to Meet Purpose and Need runway in the same location. Additional Considerations

to 3,500 feet.

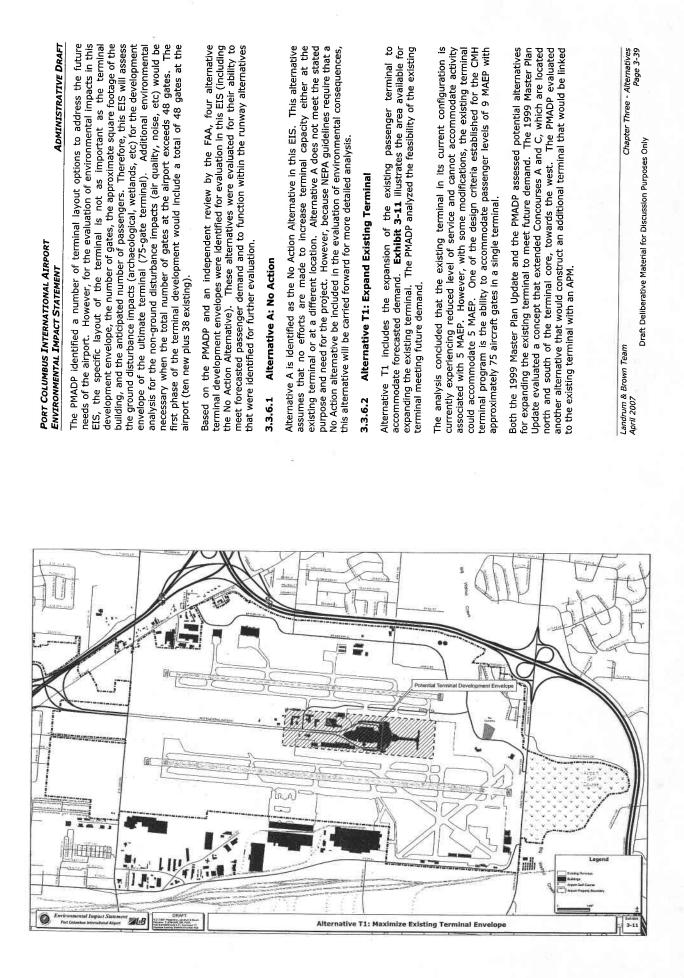
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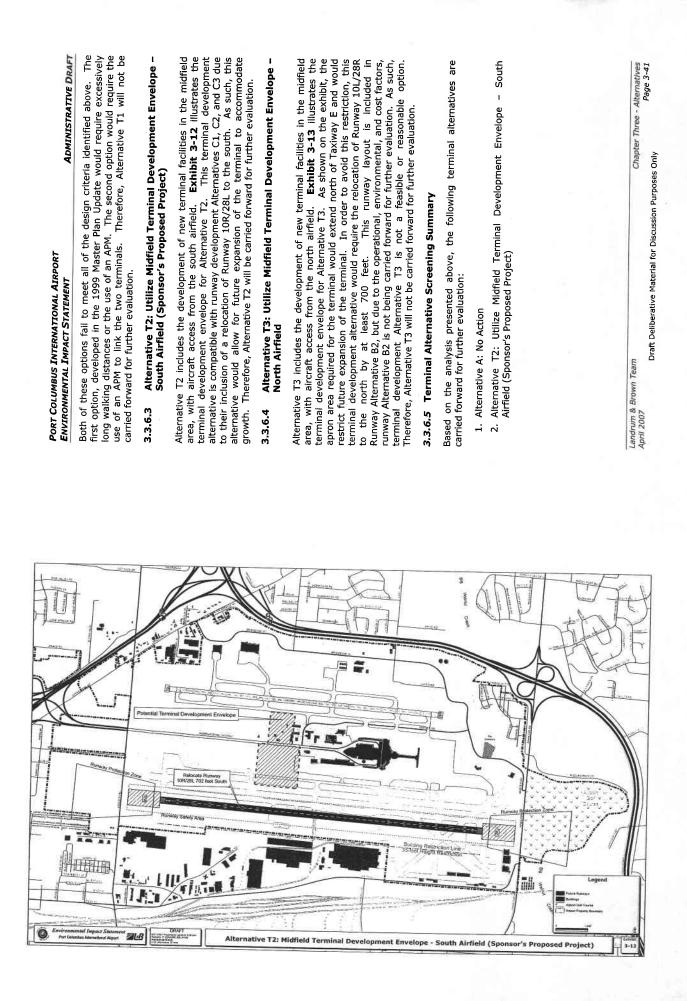
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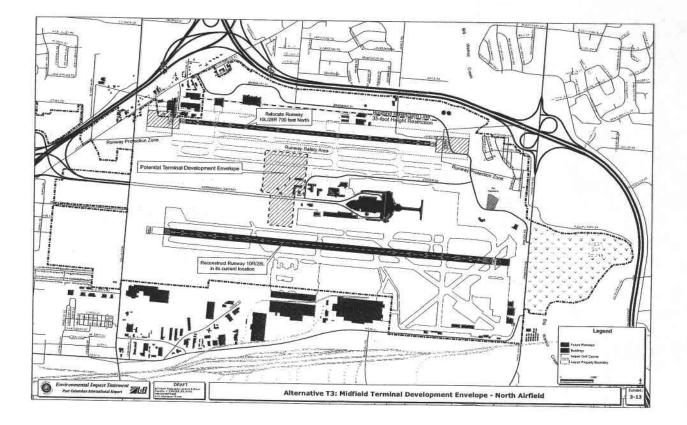
April 2007

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<i>stations:</i> The primary operational drawback to this alternative is in the terminal area and the north airfield would be the greatest es. The resulting runway separation of 4,300 feet would offer uct simultaneous arrivals without the installation of additional <i>siderations:</i> This alternative would result in the greatest est induction of the runway 1,500 feet to the south offer the additional side to the rate of the airport donal provinduction of the airport donal provinduction of the airport donal provinduction of the airport formation of major industrial developments south of the airport donal provinduction of major industrial developments would require the molition of major industrial developments south of the airport donal provinduction of major industrial developments would require the fund the no guarantee that the businesses would relocate in the in addition, the CARC (Eligible for listing on the NRHP, would be removed. Additional study would be removed. Additional study would be removed. Additional study would be transformed to ginal terminal building, which is listed on the NRHP, would be enarity. This alternative would result in the highest costs of all the termitive. At a minimum, 48 homes and the associated residents for clearing the RPZ.	Additional Considerations	Environmental Concideratione: This alternative until a second second
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Way. As discussed above, this alternative would require the airport tional Aircenter, Seven-Up Bottling Group of Columbus, and ark). This would be considered a significant socioeconomic tional Aircenter, Seven-Up Bottling Group of Columbus, and ark). This would be considered a significant socioeconomic uid be no guarantee that the businesses would relocate in the In additional study would be required to ginal terminal building, which is listed on the NRHP, would be ernative. At a minimum, 48 homes and the associated residents for clearing the RPZ. This alternative would result in the highest costs of all the the off-airport facility impacts discussed above. An estimate of a Sponsor's Proposed Project for removing these facilities is in ion, which is a 108 percent increase over the runway project onsor's Proposed Project. However, further further forward for further fits in unnecessary environmental impacts and associated costs.	invironmental Considerations: This alternative would result in the greatest	24 how so the associated residents would be relocated for clearing the RPZ.
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ark). This would be considered a significant socioeconomic dud be no guarantee that the businesses would relocate in the In addition, the CIAC (Eligible for listing on the NRHP as Air ould be removed. Additional study would be required to ginal terminal building, which is listed on the NRHP, would be ernative. At a minimum, 48 homes and the associated residents for clearing the RPZ. This alternative would result in the highest costs of all the the off-airport facility impacts discussed above. An estimate of a Sponsor's Proposed Project for removing these facilities is in ion, which is a 108 percent increase over the runway project onsor's Proposed Project. The stated purpose and need for the project. However, ifts in unnecessary environmental impacts and associated costs. ot reasonable to carry this alternative forward for further	oursection and demonstration or major industrial developments south of the airport Columbus International Aircenter, Seven-Up Bottling Group of Columbus, and	Kunway LOK/28L. Impacts to golf courses may be a Section 303(c) impact.
In addition, the CIAC (Eligible for listing on the NRHP as Air ould be removed. Additional study would be required to ignal terminal building, which is listed on the NRHP, would be ernative. At a minimum, 48 homes and the associated residents for clearing the RPZ. This alternative would result in the highest costs of all the the off-airport facility impacts discussed above. An estimate of a Sponsor's Proposed Project for removing these facilities is in ion, which is a 108 percent increase over the runway project oonsor's Proposed Project. all of the stated purpose and need for the project. However, its in unnecessary environmental impacts and associated costs. It reasonable to carry this alternative forward for further the to carry this alternative forward for further	irway Industrial Park). This would be considered a significant socioeconomic npact as there would be no guarantee that the businesses would relocate in the	Cost Considerations: Alternative C2 is estimated to cost \$185 Million, which is \$30 Million more than the Sponsor's Proposed Project (\$155 Million).
iginal terminal building, which is listed on the NRHP, would be ernative. At a minimum, 48 homes and the associated residents for clearing the RPZ. This alternative would result in the highest costs of all the the off-airport facility impacts discussed above. An estimate of a Sponsor's Proposed Project for removing these facilities is in ion, which is a 108 percent increase over the runway project onsor's Proposed Project. Sall of the stated purpose and need for the project. However, ifts in unnecessary environmental impacts and associated costs. ot reasonable to carry this alternative forward for further	ame general area. In addition, the CIAC (Eligible for listing on the NRHP as Air orce Plant 85) would be removed. Additional study would be required to	Results
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This alternative would result in the highest costs of all the the off-airport facility impacts discussed above. An estimate of a Sponsor's Proposed Project for removing these facilities is in ion, which is a 108 percent increase over the runway project onsor's Proposed Project. However, all of the stated purpose and need for the project. However, the in unnecessary environmental impacts and associated costs. ot reasonable to carry this alternative forward for further actions of the action that alternative forward for further actions of the action that alternative forward for further actions of the action that alternative forward for further actions of the action that alternative forward for further actions actions actions actions actions actions actions actions active forward for further actions actions actions actions actions active active actions active actives actions active actions active actives act	inpacted by this arternative. At a minimum, 40 montes and the associated residents fould be relocated for clearing the RPZ.	environmental impacts and costs associated with the project as compared to the Sponsor's Proposed Project. These impacts and costs are in a range that may or
ion, which is a 108 percent increase over the runway project bonsor's Proposed Project. S all of the stated purpose and need for the project. However, ilts in unnecessary environmental impacts and associated costs. Ot reasonable to carry this alternative forward for further Chapter Three - Alternatives	ost Considerations: This alternative would result in the highest costs of all the ternatives due to the off-airport facility impacts discussed above. An estimate of ne costs above the Sponsor's Proposed Project for removing these facilities is in	may not be considered unreasonable. In an effort to conduct a review of all alternatives that may be reasonable this alternative is carried forward for further evaluation.
s all of the stated purpose and need for the project. However, ilts in unnecessary environmental impacts and associated costs. ot reasonable to carry this alternative forward for further <i>Chapter Three - Alternatives</i>	xcess of \$167 Million, which is a 108 percent increase over the runway project icluded with the Sponsor's Proposed Project.	
s all of the stated purpose and need for the project. However, Its in unnecessary environmentral impacts and associated costs. ot reasonable to carry this alternative forward for further Chapter Three - Alternatives	esuits	Atternative C3 (Sponsor's Proposed Project) includes the relocation of
Chapter Three - Alternatives Landrum & Brown Team	Alternative C1 meets all of the stated purpose and need for the project. However, his alternative results in unnecessary environmental impacts and associated costs. herefore, it is not reasonable to carry this alternative forward for further evaluation.	Runway 10R/28L 702 feet to the south of and parallel to the current location of Runway 10R/28L.
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PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT ADMINISTRATIVE DRAFT	PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT ADMINISTRATIVE DRAFT
Ability to Meet Purpose and Need	over the next 20 years. The new terminal would be in addition to the existing
Alternative C3 would meet the primary need of reconstructing Runway 10R/28L. It also would meet the secondary needs for long-term delay reduction with additional	terminal and was to be developed west of the existing terminal along International Gateway. ²³
NAVAIDs or ATC equipment and an expanded terminal development envelope.	After the events of September 11, 2001, terminal design criteria were modified to
Additional Considerations	relied updated security requirements. At the same time, increased use of regional jet aircraft and the merging of various allines were redefining changes in the aviation industry. As a resonce to these aviants in November 2004 the CDAA
<i>Operational Considerations:</i> The resulting runway separation of 3,502 feet would offer the ability to conduct simultaneous arrivals with the installation of additional ATC equipment.	initiated a terminal program definition study (Program Management Airport Development Plan or PMADP) to define the requirements for a terminal to serve the needs of the airport for the next 30 years. In addition, the PMADP was tasked with
	confirming the assumptions in the 1999 Master Plan Update. ²⁴ Among other tasks, this study updated the forecasts of aircraft and passenger activity, developed terminal design criteria, evaluated the existing terminal, reviewed the notential
Linway. As discussed above, this alternative would require the acquisition and demolition of a non-functioning ramp control tower on the top of the CIAC Building 7. Because the CIAC is eligible for listing on the NRHP as Air Force Plant 85, coordination of this action would be with the State Historic Preservation	terminal development envelopes, and explored alternative terminal development options. The analysis and findings of alternative terminal development options included in the PMADP are hereby incorporated into this EIS.
Office. Approximately 15 homes and the associated residents would be relocated for clearing the RPZ. The Airport Golf Course, located east of the airport would require reconstruction of at least nine holes, due to the relocation of the approach lighting system for Runway 10R/281. Imbasts to onl courses may he a notential	Terminal design criteria were developed to estimate overall space requirements for the anticipated activity levels, typical passenger characteristics, and industry planning and design standards. For CMH, the following criteria were identified:
Section 303(c) impact. Cost Considerations: This alternative has the lowest cost of the runway relocation alternatives	 The ultimate terminal program should be a single terminal. The first phases may require a two terminal operation, but the goal of the program will be to consolidate all operations at the new terminal in later phases.
Results	Enhance passenger convenience by minimizing walking distances, offering state of the art concession areas, and providing the other necessary functions such as restructions security balls and backgroup constants.
jve.	 Develop a terminal program that will not require an Automated People Mover (APM).
3.3.5.7 Runway Alternative Screening Summary Based on the analysis presented above, the following alternatives are carried forward for further evaluation:	 The ultimate terminal will be designed to accommodate 9 MAEP. First phases will be designed to provide capacity beyond 5 MAEP, which is the functional limit of the existing terminal.
 Alternative A: No Action Alternative C2: Relocate Runway 10R/28L 800 feet to the south 	 The ultimate terminal will include 75 gates. The first phase, which is being assessed in this EIS will include ten gates, with more gates added as passenger levels increase.
 Alternative C3: Relocate Runway 10R/28L 702 feet to the south (Sponsor's Proposed Project) 3.3.6 Terminal Development Alternatives 	 Parking garages adjacent to the new terminal that will accommodate approximately 8,000 cars, broken into three sections that can be constructed as necessary. The first phase of the terminal development would require one of the three sections of the parking garage with approximately 2,700 spaces.
In 1999, the CRAA commissioned a Master Plan Update to address rapid growth at CMH. A number of recommendations emerged from the Master Plan Update, one of which was a new terminal to address the increasing passenger traffic anticipated	 1999 Master Plan Update, 1999, Columbus Airport Authority. Port Columbus International Airport, Program Summary Document, 2005, The Program Management Team.
Landrum & Brown Team April 2007 Deared 2007	Landrum & Brown Team April 2007 Pare 3-28
Draft Deliberative Material for Discussion Purposes	Jraft Deliberative Material for Discussion Purposes









Where are we in the EIS Process? Purpose and Need Sponsor's Proposed Project Preinimary Alternatives (including Sponsor's Proposed Propect) Next Steps in the EIS Process Opportunity to Comment on the EIS

Agenda

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Got Questions?

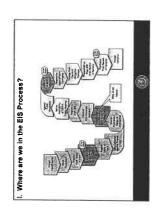
- We have reserved time at the end for questions
- However, if you have a question about something that was said, please feel free to raise your hand and ask
 - Non-Committee Members out of respect for the committee, please hold your questions until the end of the presentation or during the break

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Why are we Here?

- Columbus Regional Airport Authority (CRAA) has proposed a development project (hat includes Pawa nessoner immunal Deme upport natilities
- Before that project can be implemented, the FAA will prepare an Environmental impact Statement
 - .
- Because this project has the potential to significantly change the noise levels over some residents, the CRAA is preparing a Part 150 Study Update

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II. Purpose and Need

- What is a Purpose and Need Statement?

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II. Purpose and Need

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II. Purpose and Need

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III. Sponsor's Proposed Project

CRAA Conducted Studies to Address the Nandts. 2005 CRAA completes an Environmental Overview Study which easized the polential environmental mpacts of proposed necesion

III. Sponsor's Proposed Project

Identified the istalihood of significant noise impacts (increase of 15 0NL over an order-semative land use)
 Recommanded that an (55 be propried to Mrly analyze the range of potential environment impacts

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- CEAAA Conducted Studies to Address the Needs: 1990 March Phan 1990 March brank ye need briotrast Innova crackly Workshop and prevention target ye and the innova crackly Workshop and the innovation and the innovation and the innovation 2001 CEAA histed Terminal Study to address they secondly counterent and charges in publicly counterent and charges in public counterent and charges in public counterent and charges in public to address the address and the innovation workshop and the innovation address the address and charges in public address the address and the address address the address address the
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III. Sponsor's Proposed Project

III. Sponsor's Proposed Project

Sponsor's Proposed Project

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- CRAA Conducted Studies to Address the Needs: From sid these studes, the CRAA demiled the following goals of the project: Concrete to seared CMA and any set of the Bencos and address the case of the Phase oper chardus at preserves wallery and overche According power.

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IV. Preliminary Review Atternatives

No-Action Alternative

- Detailed analysis of short-listed alternatives
- Cotential Range of Alternatives No-Action alternative Off-site atternatives On-site atternatives



IV. Preliminary Review Alternatives

IV. Preliminary Review Alternatives

Off-Site Alternatives:

- OLISING Alternatives:
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IV. Preliminary Review Atternatives

- On-Site Alternatives Rummy Development, Process and availating for availating for way atternatives to manithe process and read-enter and the curves and read Ability for met the purpose and read Overland conclusions
 - Cost consideration
- Alternatives are either carried forward for further evaluation of environmental impacts in the EIS or removed from further waluation

 - Based on the evaluation ortena Reasons for/against are documented in the EIS
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IV. Preliminary Review		「「「「「」」	- Charles	1	And	Alternative C1: Relocate Ruitway	
V. Preliminary Review of Runway Alternatives	Major off-airport impacts	Costly on-airport impacts	wmaininger 22 .	The second secon	anew sense and the sense and t	sometime og rouges up ganner i under in current ocenon and slocate Runway 10/28R 700 føel to tre northe	

IV. Preliminary Revie





















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IV. Preliminary Review of Runway Alternatives

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IV. Preliminary Review of Runway Alternatives

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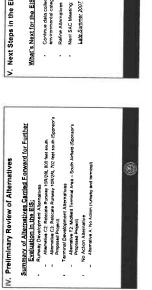
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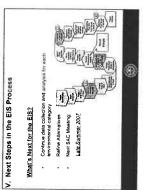
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VI. Opportunity to Comment on the EIS

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

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Writien comments and/or questions should be mailed by May 25 ^m to:	Ms. Katherine S. Jones Ereleval Autorico Admustration Dereit Autorico Admustration Dereit Autorico Dereit, Salar 107 Romuta, Nebigan 45724	Төмрлога (734) 229-2858 Fax (134) 228-2950 Email: СМИНСБОДеа.соч	Project Website: www.airpottsites.nevcmh-eis
Written (mailed b	₹587÷8	r	ă

COLUMBUS REGIONAL AIRPORT AUTHORITY PORT COLUMBUS • RICKENBACKER • BOLTON May 29. 2007	Name Title Company Address City, State Zip	RE: Port Columbus International Airport Part 150 Noise Compatibility Study Update Planning Advisory Committee Dear Name:	Enclosed are minutes for the April 24, 2007 Study Advisory Committee (SAC) and Planning Advisory Committee (PAC) meetings for the Port Columbus International Airport Environmental Impact Statement (EIS) and Part 150 Noise Compatibility Study Update (Part 150). For those who did not attend, the PAC meeting handout is also enclosed.	The next meeting of the Planning Advisory Committee for the Port Columbus International Airport Part 150 Noise Compatibility Study Update will be held on : Wednesday, June 27, 2007, 1:00 p.m. – 3:00 p.m. Concourse Hotal and Conference Center 4300 International Gateway Columbus, OH 3219	Free parking is provided adjacent to the hole. The meeting will end promptly at 3:00 p.m. An agenda for the meeting is enclosed with this letter. A submost adjacent is enclosed with this letter. As always, we appreciate your interest in Port Columbus International Airport and your participation in these studies. Please let us know if you are able to attend the June 2 ⁷ ^m meeting by responding to Melanie DePoy of Aerofinity, Inc. by Monday, June 18, 2007. Melanie may be	reached by phone at (317) 955-8395 ext. 304 or e-mail at <u>mdepoy@aerofinity.com</u> . Sincerely, Elasive Rallert	Elaine Roberts. A.A.E. President and CEO Columbus Regional Airport Authority	
May 29, 2007 Name Title	Company Address City, State Zip RE: Port Columbus International Airport RE: Proviormental Impact Statement Struck Advisory Committee Mestion Minutes	Dear Name: Enclosed are minutes for the April 24, 2007 Study Advisory Committee (SAC) meeting for the Port Columbus International Arroort Environmental Imosat Statement (EIS)	As a reminder, the Federal Aviation Administration (FAA) has requested comments on the EIS Purpose and Need and Atematives Chapters by June 8, 2007. Comments on these chapters should be sent to	Ms. Katherine S. Jones Federal Aviation Administration Detroit Airports District Office 11677 South Wayne Road, Suite 107 Romuius, MI 48172, 229-2958 Fax: (734) 229-2950 Email: OMHEIS@Aagov	If members of the SAC Committee did not receive a copy, or need a dupticate copy of the Purpose and Need and Alternatives Chapters, please contact Melanie DePcy at 317.958 8395 ext. 304 or via email at <u>mdepoy@aerofinity.com</u> and a duplicate copy will be sent to you.	As always, we appreciate your interest in Port Columbus International Airport and thank you for your participation in these studies. The next SAC meeting is anticipated to occur in late summer 2007. As in the past, a meeting announcement will be sent to you approximately one month in advance of the meeting date.	Sincerely, Martanei I. R. R. L. L.	Melanie K. DePoy Managing Principal
<i>Jores</i> finity	B Variation () with bar	ayəti guinnəl ^e l tre	dıŋ.					51 South New Jersey St. Indianalis, IN 46204 317.955,8395 Phone 317.955,8479 Fax

	MEETING MEMO	feasible, practicable, and prudent. Those that meet these criteria will be carried forward for detailed environmental review. Purpose and Need Mr. Adams continued the meeting by explaining the process to develop the Purpose and Need Statement
317 558385 317 355 8479 F AX	Federal Aviation Administration	The FLX. The Purpose and need statement is simply a concise, easily understood statement of why the projects are being proposed, some indication of the timeframe for the development of the project and states how each element of the proposed project meets the stated need. It is important to carefully state all of the elements of the proposed projects, as only those elements that are approved by the FAA can be constructed. The Purpose and Need Statement serves as the basis upon which all of the aitematives are evaluated. Those alternatives that do not meet the Purpose and Need are excluded from further review.
	Environmental Impact Statement Port Columbus International Airport Study Advisory Committee – Meeting 3	The CRAA's primary need is to reconstruct Runway 10R/28L. Due to normal wear, the pavement is deteriorating such that the runway is in need of full reconstruction. The CRAA has previously overlaid the runway to extend its usefulness to 2010 but some areas of the runway are still in need of full-depth reconstruction.
	April 24, 2007	Additional needs of the CRAA include;
ATTENDING A meeting attendance list is attached.	ched.	 the need to achieve runway capacity, reduce delays during peak operating periods and increase the efficiency of the airfield. The forecasts for the airport indicate that as activity grows, by the year 2023, it is possible that unreasonable delays could result. Not only is this an inconvenience for the passegers, but this also has other environmental impacts. the need to privide ferminal capacity to accommodate projected passenger levels. The most
DISCUSSION SUMMARY		important consideration in this need is the ability to identify a large enough development envelope
The third Study Advisory Comm opened by Rob Adams of Lanc Federal Aviation Administration. Manager for the Federal Aviation be immediately followed by a Compatibility (Part 150) that is be	The third Study Advisory Committee (SAC) meeting for the Environmental Impact Statement (EIS) was opened by Rob Adams of Landrum & Brown, the consulting firm conducting the study on behalf of the Federal Aviation Administration. Mr. Adams welcomed participants and introduced Katy Jones. Project Manager for the Federal Aviation Administration (FAA). Mr. Adams explained that the SAC meeting would be immediately followed by a Planning Advisory Committee (PAC) meeting for the Part 150 hoise Compatibility (Part 150) that is being simultaneously conducted with the EIS.	passenger activity (appoint or current and the maximum and the maximum and will be the effectively handle more than 5 million passengers, a number which is anticipated by 2018. A single terminal versus multiple terminals connected by people moves, etc. is preferred as it provides a greater level of passenger service and achieves other economies of scale in terms of security, heating/cooling, etc.
EIS Process Mr. Adams briefly reviewed the These projects include the relo. terminal and other support faciliti, the FAA must conduct an envir the FAA must conduct an envir potential to result in significant c potential level of environmental r the CRAA as well as other attern	EIS Process Mr. Adams briefly reviewed the projects proposed by the Columbus Regional Airport Authority (CRAA). These projects include the relocation of the airport's south runway, development of a new passenger terminal and other support facilities. He explained that before any work can begin on the proposed projects, the FAA must conduct an environmental review. In this case, because the relocated runway has the potential for result in significant changes in noise levels, the FAA is conducting an ES which is the most the CRAA as well as other alternetiar review. In a EIS, the FAA is conducting and the frojects, the CRAA as well as other alternatives to the project that would accomplish the same outcome. The result	 Previous studies have been conducted to determine the need for these projects. These include: 1999 Master Plan, 2002 Terminal Study, 2005 Airliad Planning Study, and a 2005 Environmental Overview. From all of these studies, the CRAA has identified the following goals for this development project: Balance airfield and terminal capacity Phase project development as funding is available and as growth is warranted Accomplish the development so that it preserves the viability and character of neighboring communities.
of this review is to determine if the Mr. Adams reviewed the EIS pro proposed development projects v greater detail to determine white	of this review is to determine if there is another alternative that would result in less environmental impact. Mr. Adams reviewed the EIS process stating that at the last meeting, the preliminary alternatives for the proposed development projects were presented. Since that time, these alternatives have been reviewed in greater detail to determine which of the alternatives meet the purpose and need and are reasonable,	Mr. Adams briefly reviewed other elements of the proposed project. He explained that the current runways are separated by 2,800 feet. The proposed replacement runway will be located 702 feet south of the existing south runway, which will be removed. The existing terminal is proposed to remain in place while the first phases of the new terminal are constructed. Mr. Adams noted that the relocation of International Gateway has been previously environmentally assessed under another study.
	SAC-1	SAC-2

Preliminary Review of Alternatives As previously stated, under the requirements of the National Environmental Policy Act (NEPA), the FAA is	Telecommunications does not address the leisure market. Therefore, telecommunications does not meet the Purpose and Need of the CRAA's proposed project.
the agency responsible for reviewing the environmental impacts of proposed airport development. In addition to the project proposed by the airport, the FAA's responsibility is to review other alternatives that could accomplish the Purpose and Need.	On-Site Alternatives The FAA has developed and evaluated on-site alternatives that include runway and terminal development. Mr. Adams Evenwed six runway alternatives (including No-Action) for the replacement runway and
Mr. Adams explained that a three-phased approach is being used in the EIS to accomplish this review, First, the FAA developed a comprehensive range of alternatives to the project proposed by the CFAA. These alternatives are then evaluated based upon their environmental impacts, their operational efficiency and the cost to develop. Based upon this analysis, only the most viable alternatives are carried forward for further detailed environmental review.	 untilined ure positives and the megatives of each attentiative. Based upon the review of mese six alternatives, the following will be carried forward for detailed environmental review. No-Action - does not meet the Purpose and deed for the project but is required under NEPA to be carried forward in the evaluation of environmental consequences. Alternative C2: Relocation of Runway 10R/28L, 800 feet to the south – meets all of the stated needs of the project but environmental impacts and associated costs may not be
	 considered reasonable. Alternative C3: Relocation of Runway 10R/28L, 702 feet to the south – Sponsor's proposed project, meets all of the stated needs but environmental impacts and costs may or may not be considered reasonable. The FAA has also considered four alternatives (including No-Action) for the development of the terminal. Of these four alternatives, the No-Action and relocation of the terminal in Midfield Terminal Area – South
Alternatives for developing the proposed project on the existing airport. No-Action Alternatives for developing the proposed project on the existing airport. The No-Action Alternative is required under NEPA to be assessed. It has been determined that it would not then the Purpose and Need for the proposed project but must be carried forward as it will be used as the baseline upon which all other alternatives are evaluated for their environmental impacts.	Antiretu wit use carrieu forward for detailed environmental review. Next Steps The next step in the EIS process is to continue data collection and analysis for each of the environmental categories and to continue refinement of the alternatives. It is anticipated that next SAC meeting will occur in late summericently fall 2007. Meeting participates will be notified in advance of the next meeting. Mr. Adams also noted the Public Workshops on the EIS and Part 150 study processes are being hald con-
Off-Sife Alternatives The preliminary review of off-site alternatives reviewed the potential for moving air traffic from CMH to payton International: Rickenbacker International. Bolton Field or Ohio State University Airports. Because of insufficient facilities, none of these airports is capable of handling the projected levels of activity at CMH without major expansion. Therefore, using other airports does not meet the Purpose and Need to CRAA's proposed project.	April 24th and 25th and gave details of the meetings. Mr. Adams closed the meeting with a review of the EIS study schedule. He noted that a draft EIS is anticipated to be published 20 months after the issuance of the publication of the Notice of Intent. A Record of Decision (ROD) is anticipated from the FAA in April 2009. Opportunity to Comment on the EIS dt was noted that in addition to oral comments received at today's meeting, comments can also be
A review of other modes of transportation has included a review of the potential to use high speed rail to reach the same destinations that are currently being used by passengers at CMH. The top destinations from CMH are typically greater than 500 miles. This equates to between ten and twelve hours driving time which is generally the distance when people descide to fly rather than drive. High speed rail systems have been planned that include Columbus as an origindestination that would link CMH to other areas in Chio. Indiana. Illinois and Pennsylvaina. However, the top destinations from CMH are not served by these potential rails links. Also, it was noted that none of the proposed rail projects have been funded at this contract.	submitted to: Ms. Katherine S. Jones Federal Aviation Administration 11677 South Wayne Road, Suite 107 Romulus, Micigan 48174 Telephone: (734) 229-2958 Fax: (734) 229-2950 Fax: (734) 229-2950 E-mail: <u>CMHEIS@itaa.gov</u>
CrAA's proposed project. Telecommunications as an alternative to air travel was also analyzed. The analysis has shown that telecommunications typically supplements the conduct of business but does not replace business travel.	Project Website: <u>www.airportsites.net/cmh-eis</u>
SAC-3	SAC-4

Questions

A question was asked about the purpose of the perimeter road.

Mr. Adams explained that the purpose of the perimeter road is that it allows vehicles that support airport operations (maintenance, security inspection, fueling, etc.) to move around the airfield without crossing active runways and taxiways and enhances airfield safety.

A definition of the acronym NOI was requested.

Mr, Adams explained that the NOI stands for Notice of Intent. It is the term used to describe the publication of the Notice-of-Intent that is published in the Federal Register to announce the official start of an Environmental Impact Statement.

Mamo	Partssanting/Titla	selences i uasday. April 24-2007, secondaran secondara Addree	an un commune source programme manuelle and an
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Ohio EPA 122 S. Front Street Columbus, OH 43216-1049 Mr. Sam MacDonald

Study Advisory Committee Meeting #4 November 13, 2007

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

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- Discussion of not - Introduction of m V. Next Steps in the E AGENCY CONTACT:	- Discussion of not - Introduction of m V. Next Steps in the E AGENCY CONTACT:	- Discussion of not - Introduction of m V. Next Steps in the F AGENCY CONTACT:	An agenda for the meeting is enclosed with this letter. We will use our time efficiently so that the meeting will and promotiv at 3:00 p.m.	
V. Next Steps in the F AGENCY CONTACT:	V. Next Steps in the F AGENCY CONTACT:	V. Next Steps in the F AGENCY CONTACT:	Please note that free parking is provided adjacent to the hotel. We appreciate your interest in Port Columbus International Airport and your participation in this study. Please confirm your	- Discussion of notable impacts - Introduction of mitigation
AGENCY CONTACT:	AGENCY CONTACT:	AGENCY CONTACT:	attendance by responding to Stacy Pollert of Aerofinity, Inc. by Friday, November 9, 2007. Stacy may be reached by phone at (317) 955-8395 ext. 306 or e-mail at <u>spollert@aerofinity.com</u> .	
AGENCY CONTACT:	AGENCY CONTACT:	AGENCY CONTACT:	Sincerely. Kotherme Syones-	
AGENCY CONTACT:	AGENCY CONTACT:	AGENCY CONTACT:	Katherine S. Jones	* * *
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Mr. Mark Dooley, Manager Continental Airlines Port Columbus International Airport 4600 International Gateway Columbus, OH 43219	Dr. Harold E. McDaniel. President St. Mary's Civic Association 979 Wellington Blvd. Columbus, OH 43219	Ms. Katy Jones. Community Planner Federal Aviation Administration – Detroit ADO 11677 S. Wayne Road Romulus, Mi 48174
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Sandy Dicocco. Manager US Aliways/US Airways/America West Port Columbus International Airport 4600 International Gateway Columbus, OH 43219	Mr. Charles McCroskey, Zoning Administrator Jefferson Twp. 6545 Havens Road Blacklick, OH 43004	Ms. Stacey Heaton Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219
Mr. Felix Scuilli, Manager Detta/Delta Connection Port Columbus International Airport 4600 International Gateway Columbus, OH 43219	Mr. Lucas Haire. Planning Administrator City of Reynoldsburg 7232 E. Main Street Reynoldsburg. OH 43068	Mr. Ewood Rayford, Chair Northeast Area Commission 2776 Yorkcliff Rd. Columbus, OH 43219
Mr. James Bryant, Aviation Administrator Ohio Office of Aviation 2829 W. Dublin-Granville Road Columbus, OH 43219	Mr. Lee Brown Development Department and Zoning Enforcement Franklin County 280 East Broad Street, 2 th Floor Columbus, OH 43215	Mr. Chris Lenfest, Manager CMH Air Traffic Control Tower 4277 International Gateway Columbus, OH 43219

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Attendance Sign-In Name

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Brandt, John A. Development Director

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Port Columbus In Environmental I

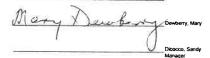
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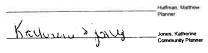
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PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT	PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT PRELIMINARY
SUMMARY OF IMPACTS	Potential Mitigation Technique. The Columbus Regional Airport Authority (CRAA) is
This report summarizes the adverse impacts which would result from implementation of the proposed action alternatives at Port Columbus International Airport (CMH or Airport) and introduces potential mitigation techniques that could be implemented to reduce or compensate for those impacts. Below is a brief	In the process of completing an update to the Part 150 Noise Compatibility Study for CMH. In that study it is recommended that residential housing units within the 65 DNL be offered participation in a sound insulation program. This program could serve as mitigation for the noise and land use impacts associated with the alternatives.
description of each alternative being assessed in this Environmental Impact Statement (EIS).	Air Quality
Alternative A: No Action	Franklin County currently exceeds the Federal standard for emissions of PM 2.5 and
Alternative C2a: Relocate Runway 10R/28L to the south by 800 feet with no new noise abatement procedures	
Alternative C2b: Relocate Runway 10R/28L to the south by 800 feet with implementation of the recommended noise abatement procedures	of Federal or State air pollution standards and therefore would not require mitigation.
Alternative C3a: Belocate Durway 100/301 to the court of a construction of the constru	Socioeconomic, Environmental Justice, & Children's Health
neuron active cost reliceder Kuliway JUR/28L to the south by /U2 feet with no new noise abatement procedures	The proposed relocation of Runway 10R/28L to the south would result in 36
Alternative C3b: Relocate Runway 10R/28L to the south by 702 feet with implementation of the recommended noise abatement procedures (Sponsor's Proposed Project)	Properties located on East 13" Avenue to be purchased and the residents relocated. The acquisition area would be located within the relocated Runway Protection Zone (RPZ) for both Alternative C2a/b and C3a/b. FAA guidelines require that RPZs be clear of obstacles and human congregation, such as homes. See Exhibit 11 for location of acquisition area. No other significant, long-term socioeconomic impacts are anticipated with implementation of any of the alternatives.
The environmental consequences of the Sponsor's Proposed Action and its alternatives are provided for 2012 (anticipated opening year of proposed runway) and for 2018 (anticipated opening year of proposed passenger terminal). The following summarizes the notable impacts identified in the assessment of each alternative. Table 1 , lists the impacts for each category and offers preliminary mitigation concepts that will be further explored with the CRAA and the FAA.	An assessment of potential environmental justice impacts found that there would not be a disproportionate impact to minority or low-income populations as a result of implementing any of the development alternatives. Under Alternative C2b and C3b in 2012 and all of the 2018 conditions, the noise impacts were reduced from the No Action condition, thereby reducing the potential impact on all populations.
Noise and Compatible Land Use	No impact to children's health was identified as a result of implementing any of the alternatives.
For 2012 conditions, the population and number of residential housing units located within the 65 DNL noise contour would increase for Alternatives C2a and C3a as compared to Alternative A: No Action. Alternatives C2b and C3b, which include implementation of the noise abatement measures (from the Part 150 Study), would	Potential Mitigation Technique: The CRAA would follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act (49 CFR Part 24) in offering relocation assistance to affected residents.
reduce population and residential housing units located within the 65 DNL noise contour as compared to Alternative A: No Action. For 2018 conditions, all of the	Wetlands and Streams
development atternatives (L2a, C2b, C3a, C3b), the number of population and residential housing units would be less than the 2018 Alternative A: No Action. Alternative C3b (Sponsor's Proposed Project) results in the fewest population and Atternative C3b (Sponsor's Proposed Project) results in the fewest population and Escidential housing unit impacts of all the alternatives in both 2012 and 2018, Exhibits 1 – 10 show the noise contours for each alternative.	The development alternatives (C2a, C2b, C3a, C3b) would result in the same impacts to wetlands and streams for both 2012 and 2018 conditions. The proposed runway relocation would result in 0.33 acres of wetland impacts and 592 lineal feet of stream impacts. The proposed terminal would result in an additional 0.32 acres of wetland impacts.
Landrum & Brown Summary of Impacts November 2007 Draft Deliberative Material for Discussion Purposes Only Page 1 Page 1	Landrum & Brown November 2007 Draft Deliberative Material for Discussion Purposes Only Page 2

ENVIRONMENTAL IMPACT STATEMENT	PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT
Potential Mitigation Technique: The CRAA is currently working with the US Army Corps of Engineers to determine potential mitigation ratios and locations for these impacts.	No archaeological sites of significance were found in the project area. Human remains associated with the former Stelzer Cemetery, located west of Stelzer Road, were identified through field work and will be relocated prior to construction archivities in that area
Fish, Wildlife and Plants	הרכה ורוכם זה ביומר מופמי
No Federal or state threatened and endangered species or critical habitat would be impacted by any of the alternatives. Tree clearing and topping that may be necessary would be coordinated with the US Fish and Wildlife Service to avoid impacts to potential Indiana bat roosting sites.	Potential Mitigation Technique: The CRAA would work with the OHPO to determine the necessary level of mitigation for the project. DOT 4(f)
Water Quality	The development alternatives will require the reconfiguration of the Airport Golf Course located west of Hamilton Road. This effort is likely to require the golf course
Impacts to water quantity (primarily from increase in impervious surfaces) and water quality (primarily from increased use of deicing agents) would occur as a result of implementing any of the alternatives. The level of impacts are essentially the same for the C2a/b and the C3a/b alternatives in both 2012 and 2018 conditions.	to be reduced to 12 holes for a period of up to 18 months. The reconfiguration is currently being coordinated with the City of Columbus and the US Department of Interior. No other physical impacts to a DOT 4(f) property (parks, recreation facilities, wildlife refuges) are anticipated as a result of implementing any of the alternatives.
<u>Potential Mitigation Technique</u> : The CRAA is currently preparing a Storm Water Master Plan to identify long-term solutions to water resource impacts that are anticipated from solutions for the solutions of the state of the solution of th	Potential Mitigation Technique: The CRAA would reconfigure the Airport Golf Course to insure that it ultimately returns to an 18-hole facility. The CRAA and City of Columbus are currently negotiating the details of how this process would occur.
the proposed from a number of current and proposed projects at the airport (including the proposed runway and terminal projects being assessed in this EIS). These	Light Emissions/Visual Impacts
solutions will require additional coordination with the City of Columbus, Ohio EPA, and the US Army Corps of Engineers.	No adverse light emissions or visual impacts would occur as a result of implementing any of the alternatives
Farmlands, Floodplains, and Coastal Resources	
No unique farmlands, floodplains, or coastal resources would be impacted by any of the alternatives.	Hazardous Materials/Solid Waste The former bir Forre Plant BS (now referred to set the Content of the set of t
Historic, Architectural, Archaeological, and Cultural Resources	Center) has been assessed in the past for the presence of hazardous meterials. The results of these assessments have found hazardous materials in a number of
There are a number of significant historic sites located near the Airport and near the project site. Alternatives C2a/b would result in the greatest impact to historic structures, with the removal of Buildings 3 and 7 of the former Air Force Plant 85 (now known as Columbus International Air Center), which is eligible for listing on the National Register of Historic Places.	the buildings and sites near the project area. Alternative C2a/b would result in the greatest impact to the former Air Force Plant 85, with both Buildings 3 and 7 being removed. These structures (in particular Building 3) have been shown to have previously contained hazardous materials. Alternative C3a/b would impact the ramp tower on the top of Building 7. In general, all of the development alternatives would result in demolition of structures that may contain asbestos and lead paint.
Alternatives C3a/b would result in the removal of a ramp tower that is located on the top of Building 7 of the former Air Force Plant 85. This ramp tower is not	Potential Mitigation Technique: As necessary, the CRAA would use Best Management Practices in cleaning up and disposing of demolition materials.
Obio Historic Preservation Office (OHPO) to determine the level of documentation with the necessary prior to removal.	Local solid waste haulers stated that there was sufficient capacity in local landfills to accommodate the amount of construction debris that would be generated by the development projects.

PORT COLUMBUS INTERNATIONAL AIRPORT	ENVIRONMENTAL IMPACT STATEMENT
PORT COLUMBUS.	ENVIRONMENTAL.

PRELIMINARY

Table 1 SUMMARY OF ANALYSIS Port Columbus International Airport

Natural Resources and Energy Supply

The local supply of building materials and fill materials would not be significantly reduced as a result of implementing any of the alternatives.

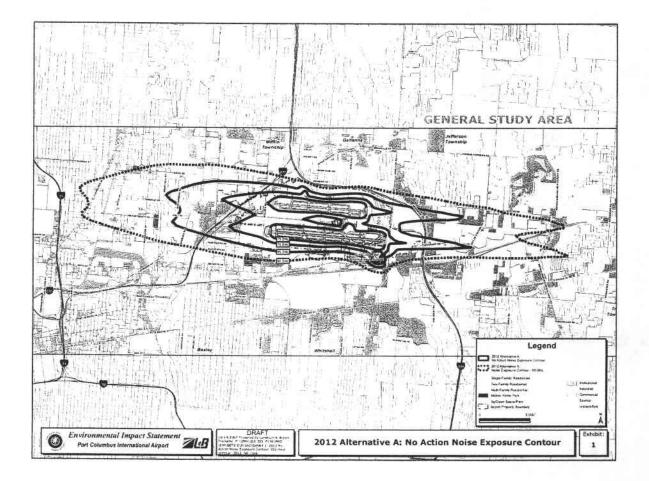
The local suppliers of natural gas and electricity have confirmed that there would be no impact to the increased usage that would result from implementing any of the alternatives.

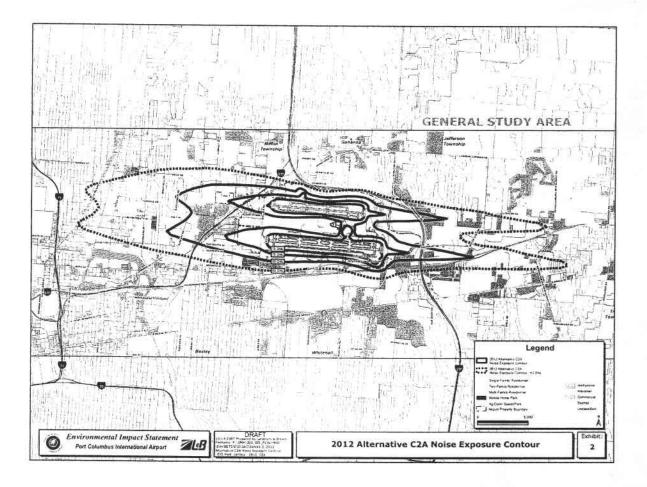
Construction

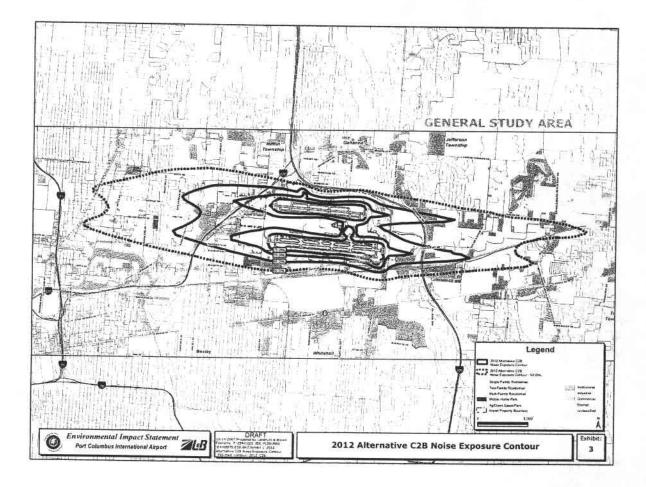
Temporary impacts as a result of dust, noise, and erosion are likely as a result of constructing the development alternatives. The CRAA would implement Best Management Practices in order to avoid and minimize these temporary impacts.

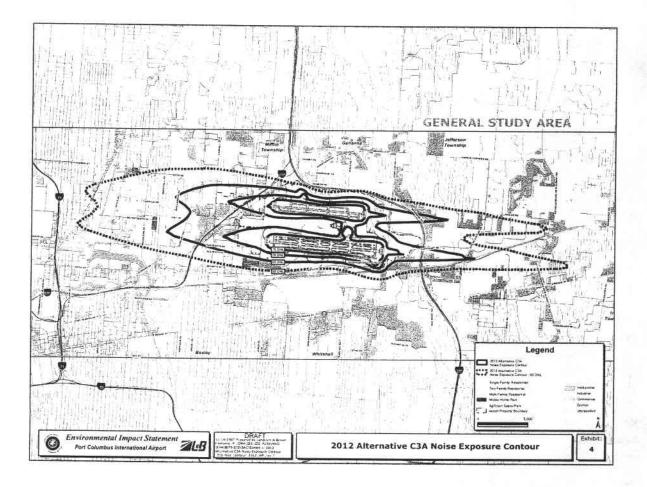
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the off inpets	Changes	4144	Ser Sociaeronamic	Lend use change in RP3 Area		Land use stangs in KT2 Area	See Sourceconomic	Land use change in RFZ	See Socioeconom
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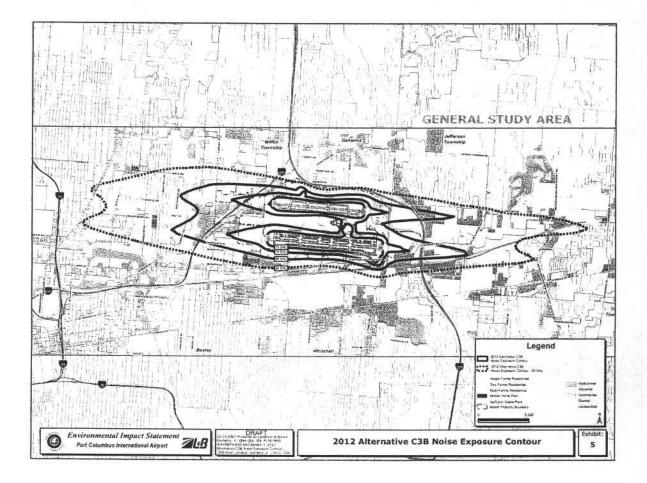
Summary of Impacts Page 5 Draft Deliberative Material for Discussion Purposes Only

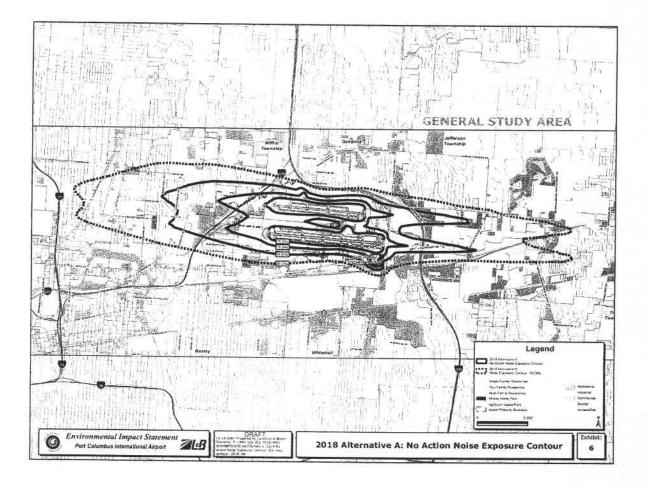


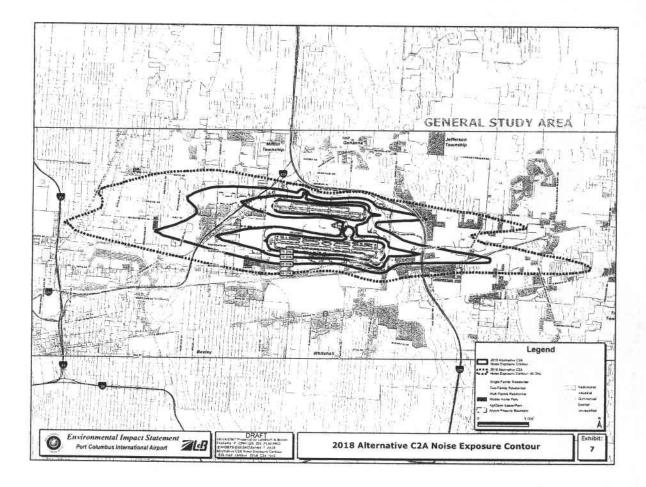


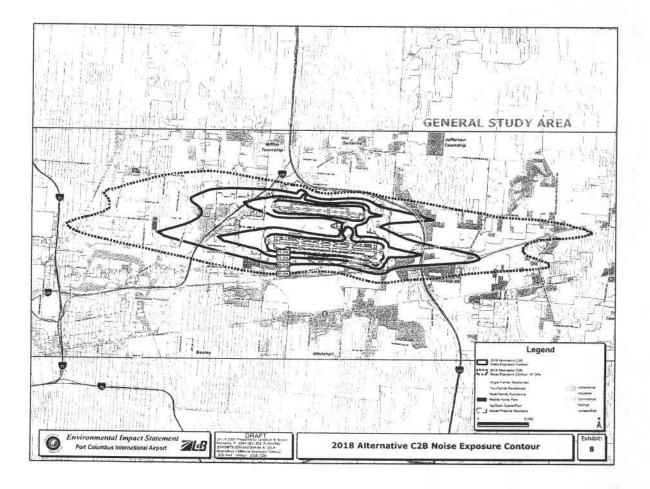


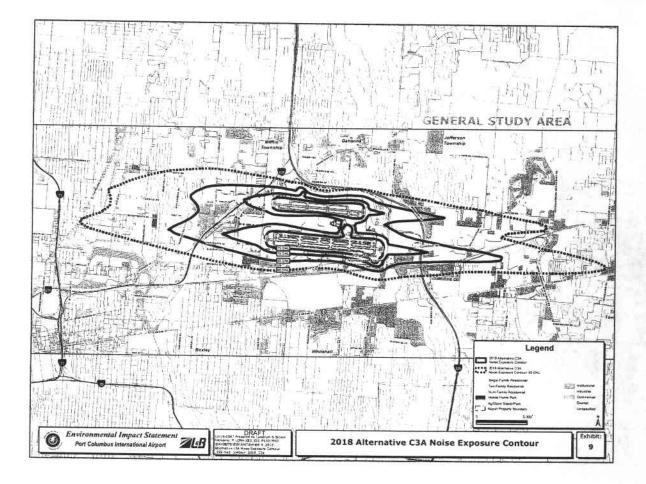


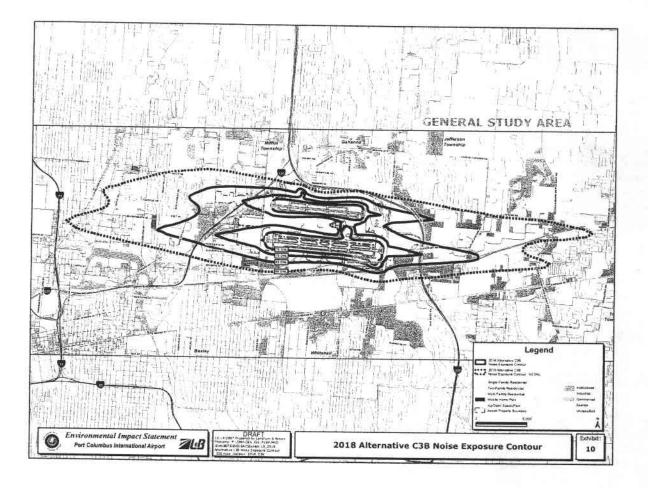


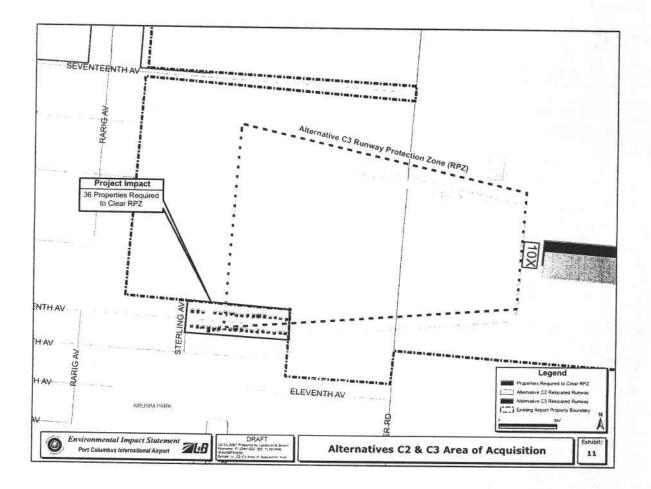












Study Advisory Committee Meeting

April 24, 2007 10:00 a.m. – 11:00 a.m. Environmental Impact Statement Port Columbus International Airport

Presented to: Study Advisory Committee By: FAA Consultant, Landrum & Brown Date: April 24, 2007



Agenda

- I. Where are we in the EIS Process?
- II. Purpose and Need
- III. Sponsor's Proposed Project
- IV. Preliminary Alternatives (including Sponsor's Proposed Project)
- V. Next Steps in the EIS Process
- VI. Opportunity to Comment on the EIS

Got Questions?

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

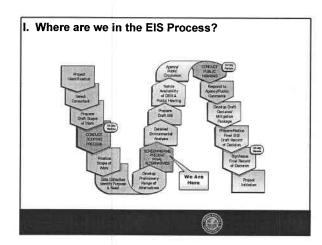
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Why are we Here?

 Columbus Regional Airport Authority (CRAA) has proposed a development project that includes:
 Runway relocation

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



II. Purpose and Need

What is a Purpose and Need Statement?

- Statement of the <u>need(s)</u> for the project - Typically are contained in concise statements that are easy to
 understand
- Include some indication of when the need exists (timeframe)
- Statement of the <u>purpose(s)</u> for the Sponsor's Proposed Project
 identifies the individual elements of the Sponsor's Proposed
- Project and how each satisfies the stated needs Basis upon which alternatives to the Sponsor's Proposed Project are evaluated
- Alternatives that do not meet the Purpose and Need are excluded from further evaluation

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II. Purpose and Need

Primary need of the airport includes:

- The need to reconstruct Runway 10R/28L Some areas of the runway are in need of full depth reconstruction
- CRAA recently overlaid the runway which extends the life to 2010 Additional needs of the airport include:

- The need to provide long-term airfield capacity, delay reduction during peak operating periods, and airfield efficiency Forecasts of activity indicate that unreasonable delay levels for
- certain conditions will occur by 2023
- Factors that impact delay/capacity include runway length, the separation of runways, navigational instrumentation, and other airfield infrastructure (taxiways, hold pads, etc.)

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II. Purpose and Need

Additional needs of the airport include:

- The need to provide long-term airfield capacity, delay reduction during peak operating periods, and airfield efficiency (continued)
- Runway Length: Analysis of runway length found that based on the projected fleet and destinations, the airport needs a runway that is approximately 10,125 feet long
- Separation of Runways: FAA ATCT guidelines indicate that the runway separation required for simultaneous arrivals is 4,300 feet or 3,500 feet with advanced radar system
 - Currently the runways are separated by 2,800 feet
 - Additional runway separation (3,500 feet or more) would increase capacity/reduce delay due to the ability to land two aircraft at the same
- Navigational Instrumentation and other Airfield Infrastructure: The primary means for reducing delay/increasing capacity in this area is the ability to maintain operation during bad weather conditions (CATII/III Instrument Meteorological Conditions)

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II. Purpose and Need

Additional needs of the airport include:

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

- Factors that impact terminal capacity include anticipated passenger levels and development envelope
 - The existing terminal will not effectively handle levels above 5 Million Annual Enplaned Passengers (5MAEP) which is expected by 2018
- When planning for future passenger levels, any solution must be able to modate 9MAEP When planning for 9MAEP, it is preferable to have a single terminal
- versus multiple terminals due to passenger efficiencies and othe economies of scale (security, heating/cooling, etc)
- Therefore, any solution must include a development envelope that is sufficiently large enough to have a single structure that can accommodate 9MAEP

II. Purpose and Need

Additional needs of the airport include:

- The need to provide ancillary and support facilities
 - Additional automobile parking
 - Service roads/facilities
 - Extension/expansion of utility infrastructure
 - Enhance storm water and glycol collection facilities
 - The need to enhance the human environment by reducing noise CRAA is currently preparing an update to the CMH Part 150 Study to address noise impacts
 - Recommendations for noise abatement and land use mitigation take into account the proposed relocation of Runway 10R/28L

- Recommendations should be complete by Fall 2007

III. Sponsor's Proposed Project

CRAA Conducted Studies to Address the Needs:

- 1999 Master Plan
 - First study to identify the need for increased terminal capacity
 - Working under pre-9/11 security requirements
 - Airline/aviation industry has changed dramatically since 9/11
 - 2001 CRAA initiated Terminal Study to address new security requirements and changes in industry
 - Developed terminal program
 - Identified the need for a single terminal
 - Recommended relocation of Runway 10R/28L to provide sufficient terminal development envelope
- 2005 CRAA completes Airfield Planning Study which analyzed the runway relocation in detail (length, separation, etc.)
- Recommended shifting Runway 10R/28L 702 feet south
- Based on runway length assessment and physical constraints of the site, recommended a runway length of 10,113 feet

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III. Sponsor's Proposed Project **CRAA Conducted Studies to Address the Needs:**

- 2005 CRAA completes an Environmental Overview Study which analyzed the potential environmental impacts of proposed relocation
- Identified the likelihood of significant noise impacts (increase of 1.5 DNL over a noise-sensitive land use)
- Recommended that an EIS be prepared to fully analyze the range of potential environmental impacts

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III. Sponsor's Proposed Project

CRAA Conducted Studies to Address the Needs:

From all of these studies, the CRAA identified the following goals for the project:

- Continue to expand CMH as a major passenger air hub _
- Balance airfield and terminal capacity
- Phase project schedules to maximize funding while ensuring flexibility to accommodate growth
- Accomplish goals in a manner that preserves viability and character of neighboring communities

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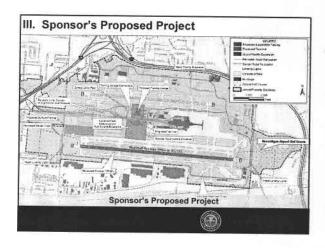
III. Sponsor's Proposed Project

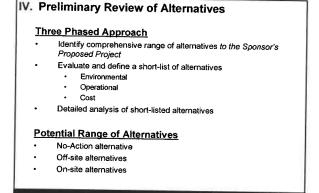
Sponsor's Proposed Project

- Construction of a replacement runway, 10,113 ft. long, located approximately 702 ft. south of existing Runway 10R/28L
- Construction of additional taxiways to support replacement runway
- Proposed terminal development to be completed in phases Necessary Navigational Aids (NAVAIDS) to obtain a CATII approach
- Proposed aviation related developments
- Associated roadway relocation and construction
- Parking improvements (including surface lots and parking garages)
- Property acquisition and relocation of residences
- Development of FAA Air Traffic operational procedures for the replacement runway
- Proposed Part 150 noise abatement and land use mitigation actions

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IV. Preliminary Review Alternatives

No-Action Alternative

- Includes no changes to the existing airport (runways, . taxiways, terminal, etc.)
- Would not meet the Purpose and Need for the project
- Must be carried forward in accordance with NEPA auidelines
- Will be used as the baseline upon which all other alternatives are evaluated for environmental impacts

IV. Preliminary Review Alternatives

Off-Site Alternatives:

Includes use of other airports, other modes of transportation, and telecommunications

- <u>Use of other Airports</u>: Analyzes the feasibility of moving air traffic to another airport in the area in an effort to meet the needs
 - Identified four airports (Dayton International, Rickenbacker International, Bolton Field, and Ohio State University Airports)
 - Dayton is the only one that currently has scheduled passenger service and the associated passenger handling facilities - would require expansion
 - However, Dayton is located 90 miles from Columbus unreasonable to assume large migration from CMH to DAY
 - Rickenbacker has some of the facilities (long runways and charter terminal) to accommodate passenger activity – would require major expansion of passenger and parking facilities
 - Neither TZR nor OSU have runway length or passenger handling capabilities

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IV. Preliminary Review Alternatives

Off-Site Alternatives:

<u>Other Modes of Transportation</u>: Analyzes the feasibility of using other modes of transportation in an effort to meet the needs

- Top destinations from CMH are greater than 500 miles, which is generally considered the decision distance between driving/flying
- High speed rail systems have been planned that include Columbus as a destination/origin
- The plans for most of the systems include linking major populated areas in Ohio, Indiana, Illinois, and Pennsylvania most of the top destinations from CMH would not be served by the planned systems
 At this point, funding for these systems has not been identified
- <u>Telecommunication</u>: Analyzes new telecommuting technology as an alternative to air travel
- Predictions of the reduction in the need for travel have not occurred

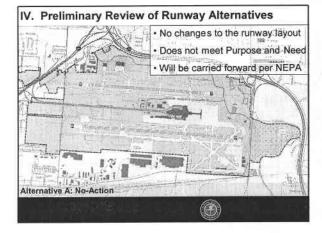
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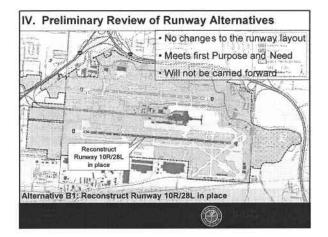
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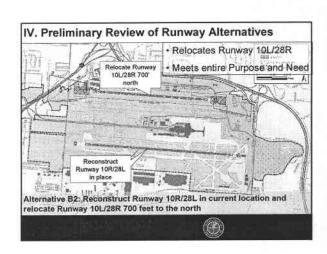
IV. Preliminary Review Alternatives

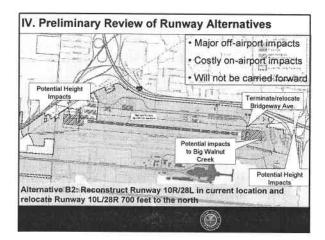
On-Site Alternatives – Runway Development:

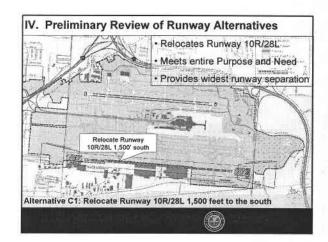
- FAA developed and evaluated runway alternatives to meet the purpose and need
- Evaluation criteria includes:
- Ability to meet the purpose and need
- Operational considerations
- Environmental considerations
- Cost considerations
- Alternatives are either carried forward for further evaluation of environmental impacts in the EIS or removed from further evaluation:
- Based on the evaluation criteria
- Reasons for/against are documented in the EIS

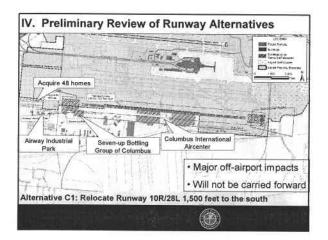


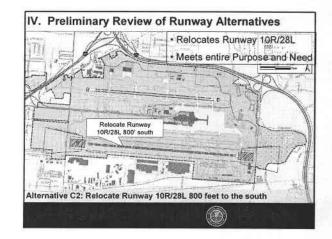


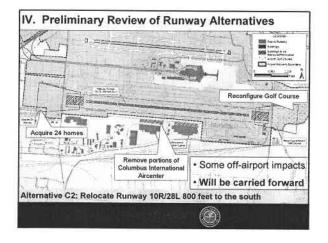


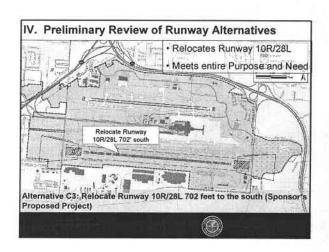


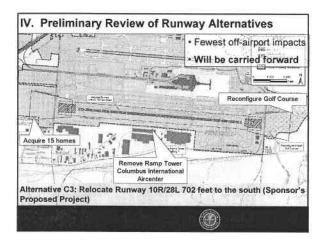






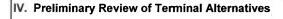






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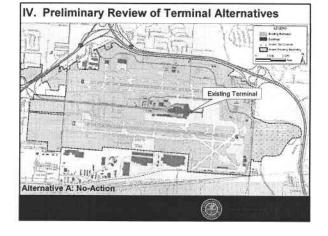
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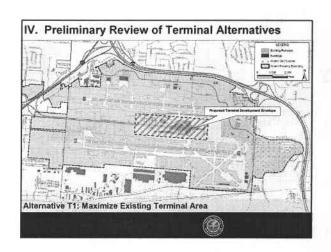


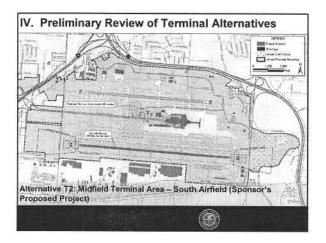
On-Site Alternatives – Terminal Development:

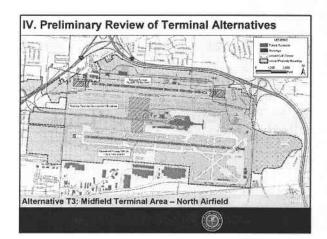
- FAA conducted independent review of terminal development envelope alternatives to meet the purpose and need
- Evaluation criteria includes:
- Ability to meet the purpose and need (primarily size of envelope)
- Alternatives are either carried forward for further evaluation of environmental impacts in the EIS or removed from further evaluation:

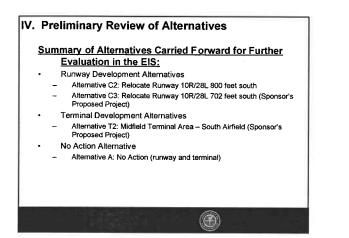
- Based on the evaluation criteria
- Reasons for/against are documented in the EIS

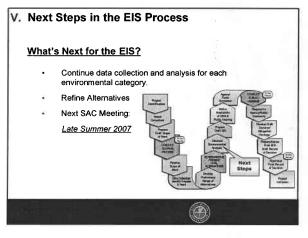


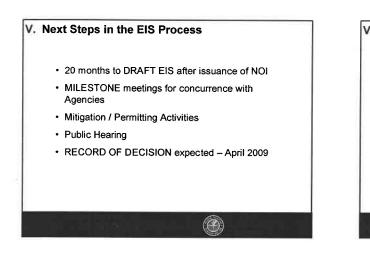


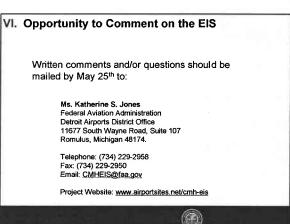












Cathy Ferrari Chris Gawronski Terry Gee Bruce Gibson Grisetta Griffin Doug Hammon Katherine Jones	Tuesday, N Representing/Title East Columbus Civic Association Interim President Franklin County Development Dept. and Zoning A Better Community President The Ohio State University Airport External Relations Manager MORPC Principal Planner Whitehall Parks and Recreation Director Federal Aviation Administration CMH ATCT Brittany Hills Civic Association The Ohio State University Airport Director Federal Aviation Administration CMH ATCT Brittany Hills Civic Association The Ohio State University Airport Director Community Planner Federal Aviation Administration -Detroit ADO Assistant Director/Interim Golf Administrator Columbus Parks and Recreation Columbus Flight Watch	Address2978 E. 12th Ave.Columbus, OH 43219280 E. Broad St., 2nd FloorColumbus, OH 432152437 Delavan DriveColumbus, OH 432152437 Delavan DriveColumbus, OH 432192160 West Case RoadColumbus, OH 43235-2526285 E. Main St.Columbus, OH 43215402 North Hamilton RoadWhitehall, OH 432134277 International GatewayColumbus, OH 432192463 Peekskill DriveColumbus, OH 432192463 Peekskill DriveColumbus, OH 43235-252611677 S. Wayne RoadRomulus, MI 481741111 E. Broad St., Ste. 200Columbus, OH 43205	Phone/E-mail (614) 462-3095 mybrown@franklincountyohio.gov (614) 475-2469 (614) 292-5823 cferrari@osuairport.org (614) 233-4166 cgawronski@morpc.org (614) 863-0121 tgee@cityofwhitehall.com (614) 371-3947 ogriffi1@columbus.rr.com (614) 292-5460 dhammon@osuairport.org (734) 229-2958 Katherine.S.Jones@faa.gov (614) 645-5420
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Jiii Tyika		Columbus, OH 43219	btylka@millionair.com
Observers		0010111003, 011 40213	bry india com
A SAUSSOINT AND A SAUTO	North Central Area Commission		
Shari Beston		4130 E. 5th Ave.	
		Columbus, OH 43019	
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,		Gahanna, OH 43230	troy.eaton@gahanna.gov
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Angela Newland		Columbus, OH 43219	
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Consulting Team			「ないなどないないない」としていた。
	Landrum & Brown	11279 Cornell Park Drive	(513) 530-1201
	Landrum & Brown	Cincinnati, OH 45242	(513) 530-1271
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December 19, 2007



51 South New Jersey St. Indianapolis. IN 46204 317.955.8395 Phone 317.955.8479 Fax

Address City, State Zip RE: Port Columbus International Airport

Title Company

Name

Port Columbus International Airport Environmental Impact Statement Study Advisory Committee Meeting Follow-up

Dear Name:

Enclosed in follow-up to the November 13, 2007 Study Advisory Committee (SAC) meeting for the Port Columbus International Airport Environmental Impact Statement (EIS) is the SAC meeting minutes. For those who did not attend, the Summary of Impacts Chapter and the presentation handout are also included.

Please submit any comments to the Federal Aviation Administration (FAA) at the address below:

Ms. Katherine S. Jones Federal Aviation Administration Detroit Airports District Office 11677 South Wayne Road, Suite 107 Romulus, MI 48174 Telephone: (734) 229-2958 Fax: (734) 229-2950 E-mail: <u>CMHELS@faa.gov</u>. If members of the SAC Committee did not receive a copy, or need a duplicate copy, please contact Stacy Pollert at 317.955.8395 ext. 306 or via e-mail at spollert@aerofinity.com and a duplicate copy will be sent to you.

As always, we appreciate your interest in Port Columbus International Airport and thank you for your participation in these studies. The next SAC meeting is anticipated to ocur in spring 2008. As in the past, a meeting announcement will be sent to you approximately one month in advance of the meeting date.

LLARY F. Stacy Pollen Plannel Sincerely,

MEMO

MEETING

51 S. New Jersey St., 2rd Floor Indianapolis, IN 46204 317.955.8395 317.955.8479 FAX

MEETING

Federal Aviation Administration

Environmental Impact Statement Port Columbus International Airport Study Advisory Committee – Meeting 4

November 13, 2007

MEETING DATE

ATTENDING

A meeting attendance list is attached.

DISCUSSION SUMMARY

The fourth Study Advisory Committee (SAC) meeting for the Environmental Impact Statement (EiS) was opened by Rob Adams of Landrum & Brown, the consulting firm conducting the study on behalf of the Federal Aviation Administration (FAA). Mr. Adams welcomed participants and asked that everyone in attendance please introduce themselves by stating their name and the organization they represent.

EIS Process

Mr. Adams stated that an EIS is conducted by the FAA as the federal agency responsible for ensuring that airport development projects, such as those proposed by the Columbus Regional Airport Aurhority (CRAA) for CMH, are in compliance with environmental regulations. The potential environmental impacts of the proposed development will be assessed in a coordance with the National Environmental Policy Act of 1969 (NEPA) he provided a praphic illustration of the steps in the EIS process. Mr. Adams briefly reviewed the primary and additional needs of the airport which have been previously discussed. The primary need of the airport is the reconstruction of Runway 10R/28L. Additional needs of the airport include the need to provide iong-term arified capacity, delay reduction during peak operating periods, airdield efficiency, sufficient terminal capacity to accommodate projected passenger levels, provide ancillary and support facilities, and the work can begin on the proposed projects, the FAA must conduct an environmental review. In this case, because the reconstructed runway has the potential to result in changes in noise levels, the FAA is conducting an EIS which is the most detailed level of new other alreview. In this case, because the reconstructed runway has the potential to result in changes in noise levels, the FAA is conducting the same needs. The result of this review is to determine if there is another alternative that would result in thes any noted.

 The following categories of alternatives were presented: No-action – assesses the environmental impacts that would occur if there were no changes in the existing airport. According the Federal guidelines, an EIS must include a No-action alternative. This becomes the baseline to which all alternatives are evaluated against. Off-site alternatives – assesses the potential to meet the Purpose and Need for the project if some or all of the activity at CMH were moved to other airports. 	 Transportation or other means or telecommunication. On-site alternatives is assesses the potential to meet the Purpose and Need through other alternatives for developing the proposed project on the existing airport. Preliminary Environmental Impacts Mr. Adams stated that there are 19 specific categories that are assessed in an EIS. The categories were grouped and certain ones were eliminated that had no reference to the area. For example, Coastal Resources involves impacts on the costs which does not apply to this area. The following list represents the Environmental Categories that were assessed: Air Quality 	 Public Properties/Resources Public Properties/Resources Social and Community Resources Water Resources Water Resources Biological and Natural Resources Biological and Natural Resources Hazardous and Waste Materials Atternative A: No Action Atternative A: No Action Noise/Compatible Land Use 2013 Conditions - 693 housing units in 65 DNL (336 have never been eligible for sound insulation/easement) No physical impacts due to no development 	 Atternative C2a: Relocate Runway 10R/28L 800 feet to the south (no implementation of Noise Compatibility Program (NCP) measures). 2018 Includes terminal development. Noise/Compatible Land Use 2012 Conditions - 725 housing units in 65 DNL (406 have never been eligible for sound insulation/easement) 2018 Conditions - 723 housing units in 65 DNL (606 more never been eligible for sound insulation/easement) 2018 Conditions - 723 housing units in 65 DNL (624 have never been eligible for sound insulation/easement) 2018 Conditions - 723 housing units in 65 DNL (624 have never been eligible for sound insulation/easement) 2018 Conditions - 732 housing units in 65 DNL (624 have never been eligible for National Register of Historic Places (NRHP)) Public Properties/Resources Buildings 3 & 7 of Air Force Plant 65 (eligible for National Register of Historic Places (NRHP)) Reconfiguration of Airport Golf Course Social/Community Resources Mater Resources 2012 Conditions - 0.33 acres of wetlands and 529 feet of stream would be impacted 2012 Conditions - 0.33 acres of wetlands and 529 feet of stream would be impacted 	
Project Review - Purpose and Need The CRAA's primary need is to reconstruct Runway 10R/28L. Due to normal wear, the pavement is deteriorating such that the runway is in need of full reconstruction. The CRAA has previously overlaid the runway to extend its usefulness to 2010 but some areas of the runway are still in need of full-depth reconstruction.	 Additional needs of the CRAA include: the need to achieve runway capacity, reduce delays during peak operating periods and increase the efficiency of the airfield. The forecasts for the airport indicate that as activity grows, by the year 2023, it is possible that unreasonable delays could result. Not only is this an inconvenience for the passengers, but this also has other environmental impacts. the need to provide terminal capacity to accommodate projected passenger levels. The most important consideration in this need is the ability to identify that will meet the anticipated levels of passenger activity (approximately 9 million passengers). The existing airport to construct a terminal tacility that will meet the anticipated levels of passenger activity (approximately 9 million passengers). The existing terminal will not effectively handle more than 5 million passengers, a number which is anticipated by 2018. 	 Previous studies have been conducted to determine the need for these projects. These include: 1999 Master Plan, 2002 Terminal Study, 2005 Airfield Planning Study, and a 2005 Environmental Overview. From all of these studies, the CRAA has identified the following goals for this development project: Continue to expand CMH as a major passenger air hub Balance airfield and terminal capacity Phase project development as funding is available and as growth is warranted Accomplish the development as funding is available and as growth is warranted Accomplish the development as funding is available and as growth is warranted Accomplish the development as funding is available and as growth is warranted Accomplish the development as funding is available and as growth is warranted Accomplish the development as throthing is available and as growth is warranted Accomplish the development as throthing is available and as growth is warranted Accomplish the development as throthing is available and as growth is warranted Accomplish the development as throthing is available and as growth is warranted Accomplish the development as throthing is available and as growth is warranted Accomplish the development as throthing is available and as growth is warranted Accomplish the development as throthing is available and as growth is warranted Accomplish the development as throthing is available and as growth is warranted Accomplish the development as throthing is available. Mr. Adams briefly reviewed other communities. 	of the new terminal are constructed. Michains and an intervence of the new terminal are constructed. Michains and that the relocation of the new terminal are constructed. Michains only those elements that are approved by the FAA can be constructed. The elements of the proposed projects, as only those elements that are approved by the FAA can be constructed. Alternatives Evaluated Michains explained that a three-phased approach is being used in the EIS to accomplish the environmental review. First, the FAA developed a comprehensive range of alternatives to the project phoposed by the CRAA. These alternatives are then evaluated based upon their environmental impacts, their operational efficiency and the cost to develop. Based upon this analysis, only the most viable alternatives are carried forward for further detailed environmental review.	3-040

Next Steps The next steps in the EIS process is to finish data collection and analysis for each environmental category and to assess a "what-if" scenario of accelerating development due to growth by Skybus Airlines and additional service by existing carriers at CMH. It is anticipated that the next SAC meeting will occur in spring 2008. Meeting participants will be notified in advance of the next meeting. Mr. Adams closed the meeting with acceve of the EIS study schedule. He noted that a draft EIS is anticipated to be published in the provision of the EIS study schedule. He noted that a draft EIS is anticipated to be published in	the spring of 2008 while a Record of Decision (ROU) is anticipated from the FAA in April 2009. Mr. Adams also explained to the group that the construction that is currently taking place at the airport is not this project. No construction or mitigation can begin until the project is approved and the ROD is issued,	Opportunity to Comment on the EIS It was noted that in addition to oral comments received at today's meeting, comments can also be submitted to:	Ms. Katherine S. Jones Federal Avation Administration 11677 South Wayne Road, Suite 107 Romulus, Michigan 4917 Telephone: (734) 229-2958 Fax: (734) 229-2958 Fax: (734) 229-2958 Fax: (734) 229-2950 Fax: (734) 229-2950	Project Website: <u>www.airportsites net/cmh-eis</u> Questions	A question was asked about the Natural Resources and Energy Supply paragraphs on page 5 of the Summary of Impacts Preliminary Chapter.	Mr. Adams explained that the purpose of this section is to evaluate if there is enough natural resources in the area so this project does not overly tax one or more natural resources for the area. Normally any airport project wouldn't have significant impacts in this category but these environmental categories are not just used for airports, they are used for other projects. Energy suppliers were contacted to see if they have enough reserves/capacity to supply energy for the project. The suppliers stated that this would not be a problem.	A recommendation was suggested to go another step. If the airport will need more energy supply, what can they do to lessen the amount?	Ms. Newland stated that the CRAA is determined to meet the Leadership in Energy and Environmental Design (LEED) Green Building Rating System Silver certification through their new terminal.	Pertaining to the neighborhood on 13 th Ave., a question was asked if the airport would relocate the whole neighborhood so they could stay intact as did a whole neighborhood in Kentucky who wanted to stay together.
 2018 Conditions – Additional 0.32 acres of wetlands Increased run-off due to increased impervious surface – (Storm Water Master Plan being prepared for entitie airport) Hazardous Waste Buildings 3 & 7 of Air Force Plant 85 would require additional remediation during demolition and redevelopment 	Alternative C2b: Relocate Runway 10R/28L 800 feet to the south (with implementation of NCP measures). 2018 includes terminal development. • Noise/Compatible Land Use	 2012. Contitions - 507 nousing units in 55 UNL (268 have never been eligible for sound insulation/easement) 2018 Conditions - 567 housing units in 65 DN (329 have never been eligible for sound insulation/easement) All other categories have same impacts as Alternative C2a 	 Alternative C3a: Relocate Runway 10R/28L 702 feet to the south (no implementation of NCP measures). 2018 includes terminal development. Noise/Compatible Land Use 2012 Conditions - 700 housing units in 65 DNL 2018 Conditions - 600 housing units in 65 DNL 2018 Conditions - 600 housing units in 65 DNL 	Public Properties/Resources Public Properties/Resources Ramp Tower on Building 7 of AF Plant 85 (eligible for NRHP) Reconfiguration of Aliport Golf Course Control Development Control Development	 Sociatrommunity resources Acquisition/relocation of 36 properties on East 13th Avenue Water Resources 	 2012 Conditions – 0.33 acres of wetlands and 529 linear feet of stream would be impacted 2018 Conditions – Additional 0.32 acres of wetlands Increased run-off due to increased impervious surface – (Storm Water Master Plan being prepared for entire airport) Hazardous Waste No significant issues 	Altermative C3b: Relocate Runway 10R/28L 702 feet to the south (with implementation of NCP measures). This alternative is the sponsor's proposed alternative. 2018 includes terminal development. Noise/Compatible Land Use 	2012 Conditions – 472 housing units in 65 DNL (224 have never been eligible for sound insulation/easement) 2018 Conditions – 522 housing units in 65 DNL (266 have never been eligible for sound insulation/easement)	 All other categories have same impacts as Alternative C3a

SAC-4

sowners move	A question was asked regarding the comparison of the 2012 and 2018 Exhibit and if their assumptions are correct that there will be a reduction in the north runway in 2018. The trend has been to increase.
they can. There In one large s to discuss the	Mr. Adams stated that the south runway has historically been the more heavily used runway due to its length. With the development of a new terminal that puts aircraft gates on the south side of the airport, it is assumed that the south runway will get used more. Therefore, when compared to other conditions, there is a reduction of use on the north runway.
ood is not pple need to be	Would there be another study at the completion of this project?
to the residence S?	Mr. Adams stated that a study could be done at a later date. Currently the airport updates their noise studies every 5 years by FAA standards, sometimes sooner.
counties, when is project would	A statement was made in reference to the noise projections and how they are false for the north runway. There is no reduction now and in the future it will increase. Planes get louder especially with cargo.
learing for the or December	Mr. Adams stated that the percentage of use will be reduced on the north runway, but that in fact as more operations occur at the airport over time, the number of aircraft would be more than today. The new aircraft being manufactured today are built to fly quieter than in the past. There are no large cargo operators at CMH. All of that activity is being operated at Rtckenbacker International Airport.
pacts on an can you make	When developing the new runway, will you have to shut down the south runway completely and increase the number of flights to the north runway?
umptions in the ose what the	At this time it is not anticipated that there will be significant closures. There will be times when the south runway will need to be closed, but by focusing the work during non-peak times, those closures should be minimal.
	Which aircraff are drivers of noise? Isn't if true that more taxiing will be needed to operate off the south runway? Have you used arrival and departure models especially regarding an east departure?
other categories	Mr. Adams stated that there would be an increase in taxi time, but that It is not a significantly longer taxi than is currently done. The selection of the runway for both arrivals and departures is more of a function of the location of the gate in proximity to the runway, the need for the longer runway, and origin/destination. The primary need for this project is not capacity, so simulation modeling for east
ie past?	flow was not done. Modeling of an increase in east departures was done for the noise analysis.
e an additional mber is different es sound	Where are comments that were submitted on the Part 150 and will there be an opportunity to review the draft response to comments?
e Draft Part 150 50 is available 1g. I can get you	Comments submitted on the draft Part 150 will be included in the final Part 150 document. When the final document has been submitted, the Planning Advisory Committee (PAC) will be sent a copy of the document with a letter explaining any refinements.

Mr. Adams stated that the Federal Relocation Act does not dictate where the homeowners to. If a homeowner would like to move next to their neighbor or move across town, they can are no plans at this point to move all the relocated residents to another community in one Is group. There will be meetings held with the affected property owners and residents to discu program. It was stated that in the last census, there were 4,400 residents in the area. The neighborhood is not opposed to growth, but most of the residents have been there for 60 years+. Individual people need to the considered. The City of Columbus invested in infrastructure in this area. What will happen to the reside when all the energy is being used for the airport? Will the energy be limited to the residents? Energy suppliers look at the whole area they service, this includes looking at many counties, when they review their current and future supply. At this time, they have indicated that this project would not reduce service to any certain area.

What is the status on the Noise Abatement Issues?

Mr. Adams stated that the Draft Part 150 was prepared and the Public Workshop/Hearing for the draft occurred in August 2007, The final will be submitted to the FAA in November or December 2007. Where there any changes from the last meeting? (Part 150) You are basing these noise impacts on an assumption that the FAA will approve the Part 150 and since that has not happened, how can you make these statements about the number of people impacted? Mr. Adams stated that the Part 150 has been refined, with no major revisions. Assumptions in the EIS are completely dependent on FAA approval. Our task under the EIS is to disclose what the impacts of a project are if the FAA approves it and it is implemented. Noise is important, but there are also 19 other categories that need to be assessed.

Noise is the only category that should be addressed because it is the most important.

Noise is important and is being addressed. However, in an EIS there are also 19 other categories that need to be assessed.

In regard to sound insulation, how many homes will be added other than the homes from the pas

According to the matrix in the Summary of Impacts, under Alternative C3b, you see an additional 356 homes will be offered sound insulation in and adjacent to the 65 DNL. This number is different from the recommendation in the Part 150 due to a difference in how the FAA handles sound insulation for Part 150 and EIS purposes. The Draft EIS will resolve this issue. The Draft Part 150 has the exact drawing which shows which homes will be affected. The Draft Part 150 is available on the approvis website and inocal libraries. If you are interested, after the meeting. I can get you the exact locations of those libraries.

Before the FAA makes their decision, can you do separate meetings before? There needs to be a meeting to address issues with neighborhoods before submitting to the FAA. Neighborhoods need to understand the impacts. Can someone explain? The airport needs a better partnership with the neighborhoods. Mr. Adams stated that there will be more opportunities in the EIS. The draft stage of the EIS is April 2008. No decision will be made until Spring 2009.

Are there any independent firms for communities that can do their own study and compare L&B's study to their own?

Mr. Adams stated that there are other firms, but he is not the appropriate person to answer that since currently L&B is conducting the EIS at CMH.

Do you have an update on the Air Quality Impacts and Modeling?

Mr. Adams stated that the modeling is complete. There is an increase in the air emissions, but the impacts do not go beyond the threshold levels. Therefore, there is no significant impact.

During your modeling, did you take into account construction companies bidding on the project and their affects on the environment? Mr. Adams stated that currently he does not have any specific information but they do take into account the construction equipment used. During the modeling they use a conservative estimate of equipment, meaning that the EIS would overestimate emissions from what would actually occur. The CRAA could commit in the EIS to limit contractors to a specific type of equipment, but that decision has not be made yet. During construction there has been a problem with sand, dust, and dirt in general blowing around. Do you take this into affect during the Air Quality Study?

Mr. Adams stated that this is a factor which will be taken into account. Currently Best Management Practices are use to keep dust and like objects down by using a water sprinkler. In regard to the community which abuts the Airport property, during research in the past, did you physically come into neighborhoods to sound monitor or to conduct sound "installation?? There were promises made in the 1990's that were not upheld regarding sound "installation". Mr. Adams stated that his firm was not involved in the sound insulation of the East Columbus neighborhood. He stated that L&B was involved in the most recent noise map update that resulted in additional homes being sound insulated in Brittany Hills. Noise monitoring in East Columbus was conducted for the Part 150/EIS studies. It is impossible to go back and change decisions that were made ten years ago. However, what we can do is look to what is being done now and the were made ten years ago. However, what we can do is look to what is being done now and the Columbus neighborhood.

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Grisetta Griffin	Brittany Hills Civic Association	2463 Peekskill Drive Columbus, OH 43219	(614) 471-3947 aarlffn@columbus.rr.com
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Port Columbus International Airport Environmental Impact Statement

PRELIMINARY

SUMMARY OF IMPACTS

This report summarizes the adverse impacts which would result from implementation of the proposed action alternatives at Port Columbus International Airport (CMH or Airport) and introduces potential mitigation techniques that could be implemented to reduce or compensate for those impacts. Below is a brief description of each alternative being assessed in this Environmental Impact Statement (EIS).

Alternative A: No Action

Alternative C2a: Relocate Runway 10R/28L to the south by 800 feet with no new noise abatement procedures

Alternative C2b: Relocate Runway 10R/28L to the south by 800 feet with implementation of the recommended noise abatement procedures

Alternative C3a: Relocate Runway 10R/28L to the south by 702 feet with no new noise abatement procedures

Alternative C3b: Relocate Runway 10R/28L to the south by 702 feet with implementation of the recommended noise abatement procedures (Sponsor's Proposed Project)

The environmental consequences of the Sponsor's Proposed Action and its alternatives are provided for 2012 (anticipated opening year of proposed runway) and for 2018 (anticipated opening year of proposed passenger terminal). The following summarizes the notable impacts identified in the assessment of each alternative. **Table 1**, jitst the impacts for each category and offers preliminary mitigation concepts that will be further explored with the CRAA and the FAA.

Noise and Compatible Land Use

For 2012 conditions, the population and number of residential housing units located within the 65 DNL noise contour would increase for Alternatives C2a and C3a as compared to Alternative A: No Action. Alternatives C2b and C3b, which include implementation of the noise abatement measures (from the Part 150 Study), would reduce population and residential housing units located within the 65 DNL noise contour as compared to Alternatives (C2a, C2b, C3a, C3b), the number of population and residential housing units located within the 65 DNL noise development alternatives (C2a, C2b, C3a, C3b), the number of population and residential housing units would be less than the 2018 Alternative A: No Action. Alternative A: No Action For 2018 Alternative A: No Action are residential housing units more of all the alternatives in both 2018.

Landrum & Brown November 2007 Draft Deliberative Material for Discussion Purposes Only

Summary of Impacts es Only Page 1

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

PRELIMINARY

Potential Mitigation Technique: The Columbus Regional Airport Authority (CRAA) is in the process of completing an update to the Part 150 Noise Compatibility Study for CMH. In that study it is recommended that residential housing units within the 65 DNL be offered participation in a sound insulation program. This program could serve as mitigation for the noise and land use impacts associated with the alternatives.

Air Quality

Franklin County currently exceeds the Federal standard for emissions of PM 2.5 and Ozone. Implementation of any of the development alternatives (C2a, C2b, C3a, C3b) bould increase pollutant emissions on the airport due to construction activities and increased aircraft taxi times that would result from Runway 10R/28L being relocated farther south. However, these increases would not create a new violation of Federal or State air pollution standards and therefore would not require mitigation.

Socioeconomic, Environmental Justice, & Children's Health

The proposed relocation of Runway 10R/28L to the south would result in 36 properties located on East 13th Avenue to be purchased and the residents relocated. The acquisition area would be located within the relocated Runway Protection Zone (RP2) for both Alternative C2a/b and C3a/b. FAA guidelines require that RP2s be clear of obstacles and human congregation, such as homes. See **Exhibit 11** for location of acquisition area. No other significant, long-term socioeconomic impacts are anticipated with implementation of any of the alternatives.

An assessment of potential environmental justice impacts found that there would not be a disproportionate impact to minority or low-income populations as a result of implementing any of the development alternatives. Under Alternative C2b and C3b in 2012 and all of the 2018 conditions, the noise impacts were reduced from the No Action condition, thereby reducing the potential impact on all populations. No impact to children's health was identified as a result of implementing any of the alternatives. <u>Potential Mitigation Technique:</u> The CRAA would follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act (49 CFR Part 24) in offering relocation assistance to affected residents.

Wetlands and Streams

The development alternatives (C2a, C2b, C3a, C3b) would result in the same impacts to wetlands and streams for both 2012 and 2018 conditions. The proposed runway relocation would result in 0.33 acres of wetland impacts and 592 lineal feet of stream Impacts. The proposed terminal would result in an additional 0.32 acres of wetland impacts.

Landrum & Brown Summary of Impacts November 2007 Draft Deliberative Material for Discussion Purposes Only Page 2

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT PRELIMINARY	PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT PRELIMINARY
Potential Mitigation Technique: The CRAA is currently working with the US Army Corps of Engineers to determine potential mitigation ratios and locations for these impacts.	No archaeological sites of significance were found in the project area. Human remains associated with the former Stelzer Cemetery, located west of Stelzer Road, were identified through field work and will be relocated prior to construction artivities in the second
Fish, Wildlife and Plants	
No Federal or state threatened and endangered species or critical habitat would be impacted by any of the alternatives Trae clastica and tooring that model be	Potential Mitigation Technique: The CRAA would work with the OHPO to determine the necessary level of mitigation for the project.
necessary would be coordinated with the US Fish and Wildlife Service to avoid the avoid impacts to potential Indiana bat roosting sites.	DOT 4(f)
Water Quality	The development alternatives will require the reconfiguration of the Airport Golf Course located west of Hamilton Road. This effort is likely to require the golf course
Impacts to water quantity (primarily from increase in impervious surfaces) and water quality (primarily from increased use of deicing agents) would occur as a result of implementing any of the alternatives. The level of impacts are essentially the same for the C2a/b and the C3a/b alternatives in both 2012 and 2018 conditions.	currently being coordinated with the City of Columbus and the US Department of Interior. No other physical impacts to a DOT 4(f) property (parks, recreation facilities, wildlife refuges) are anticipated as a result of implementing any of the alternatives.
<u>Potential Mitigation Technique</u> . The CRAA is currently preparing a Storm Water Master Plan to identify long-term solutions to water resource impacts that are	Potential Mitigation Technique: The CRAA would reconfigure the Airport Golf Course to insure that it ultimately returns to an 18-hole facility. The CRAA and City of Columbus are currently neortiation the details of how this process would soord.
anticipated from a number of current and proposed projects at the airport (including the proposed runway and terminal projects being assessed in this EIS). These	Light Emissions/Visual Impacts
and the US Army Corps of Engineers.	No adverse light emissions or visual impacts would occur as a result of implementing any of the alternatives.
Farmlands, Floodplains, and Coastal Resources	
No unique farmiands, floodplains, or coastal resources would be impacted by any of the alternatives.	The former Air Force Plant 85 (now referred to as the Columbus International Air
Historic, Architectural, Archaeological, and Cultural Resources	Center) has been assessed in the past for the presence of hazardous materials. The results of these assessments have found hazardous materials in a number of
There are a number of significant historic sites located near the Airport and near the project site. Alternatives C2a/b would result in the greatest impact to historic structures, with the removal of Buildings 3 and 7 of the former Air Force Plant 85 (now known as Columbus International Air Center), which is eligible for listing on the National Register of Historic Places.	the buildings and sites near the project area. Alternative C2a/b would result in the greatest impact to the former Air Force Plant 85, with both Buildings 3 and 7 being removed. These structures (in particular Building 3) have been shown to have previously contained hazardous materials. Alternative C3a/b would impact the ramp tower on the top of Building 7. In general, all of the development alternatives would result in demolition of structures that may contain asbestos and lead paint.
Alternatives C3a/b would result in the removal of a ramp tower that is located on the top of Building 7 of the former Air Force Plant 85. This ramp tower is not	Potential Mitigation Technique: As necessary, the CRAA would use Best Management Practices in cleaning up and disposing of demolition materials,
our sector or be a significant impact, but there will need to be coordination with the Ohio Historic Preservation Office (OHPO) to determine the level of documentation necessary prior to removal.	Local solid waste haulers stated that there was sufficient capacity in local landfills to accommodate the amount of construction debris that would be generated by the development projects.
Landrum & Brown November 2007 Draft Deliberative Material for Discussion Purposes Only Page 3	Landrum & Brown November 2007 Draft Deliberative Material for Discussion Purposes Only Page 4

PORT COLUMBUS INTERNATIONAL AIRPORT	IPACT STATEMENT
PORT COLUMBUS I	ENVIRONMENTAL IMPACT STATEMENT

PRELIMINARY

Natural Resources and Energy Supply

The local supply of building materials and fill materials would not be significantly reduced as a result of implementing any of the alternatives.

The local suppliers of natural gas and electricity have confirmed that there would be no impact to the increased usage that would result from implementing any of the alternatives.

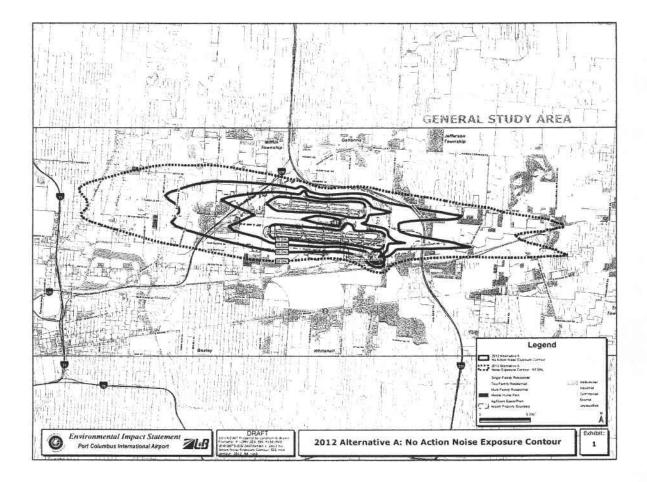
Construction

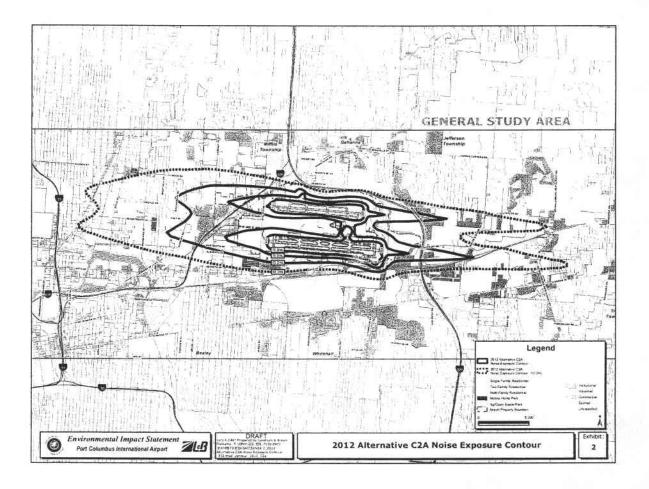
Temporary impacts as a result of dust, noise, and erosion are likely as a result of constructing the development alternatives. The CRAA would implement Best Management Practices in order to avoid and minimize these temporary impacts.

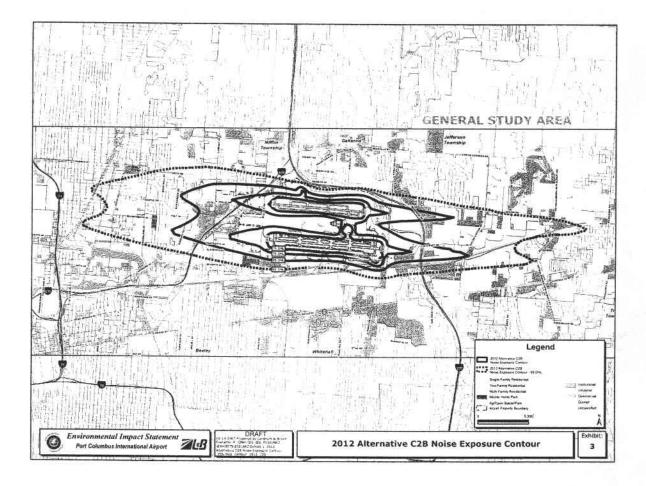
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		c c	2a		76	C	3a		3b
INVIRONMENTAL CONSEQUENCES	IMPACTS	IMPACTS	MITIGATION	IMPACTS	MITIGATION	IMPACTS	HITIGATION	IMPACTS	HITIGATION
Air Quality	Anarekim County, Non- Amarinent No. 844-2-5	impacts Would Noi Exceed Standards (NAAQS) ¹	Nore	Imparts Vould Her Excess Standards (WANGS) 1	More	Importri Woord Ros Latere Standero- Jakage	Native	Installs Would Not Proved Exercised (NAX(25) ³	facrile
and it with a state of the state of the state of the state		Contraction (Aller Definition)	1 2 3 1 1 2 1 2 1 Y 2	REASON PRODUCTS	AND TOTAL OF STREET	the set of the set of	Contenant and a		120日本世界 とうなかい
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2012, Totat fiesdelitai Vinti."	853	128	1. J	507				472	
Unmitigated Residential Dists	236	418	See Land Use	268	See Land Use	172	her sand the	224	See Land Use
North Security Facilities *			Commit to Updating NEMs within a visar of Rumway Opening	No Imperus	Commit to Updating NEMs within a year of Kurwe's Opening	to by are	Comme to Obditing Notes with a search of Numeric Dismos	No Impacts	Comme to Updating NEMo wati-nia vear o Kunway Opening
2018 Residential Evelling Units *		737		567		1000 C		\$27	
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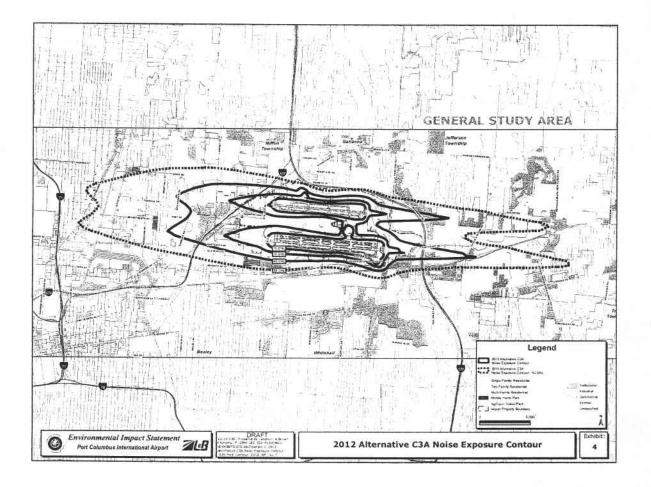
Summary of Impacts Page 5

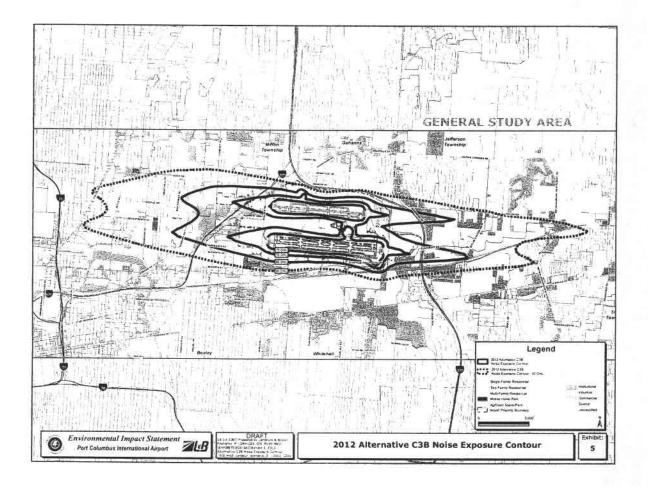
Table 1 SUMMARY OF ANALYSIS Port Columbus International Airport

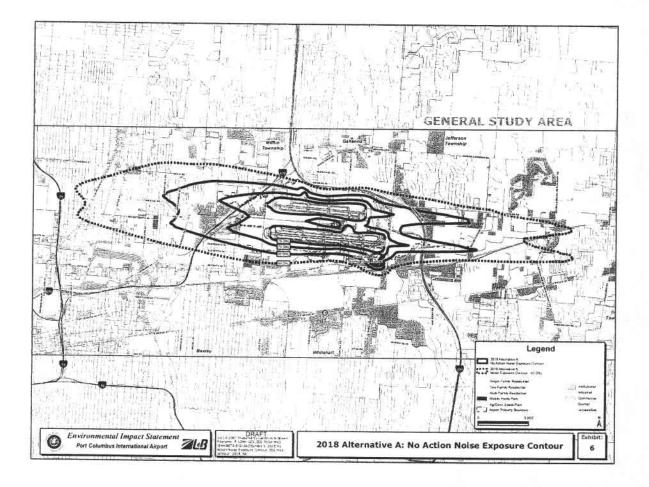


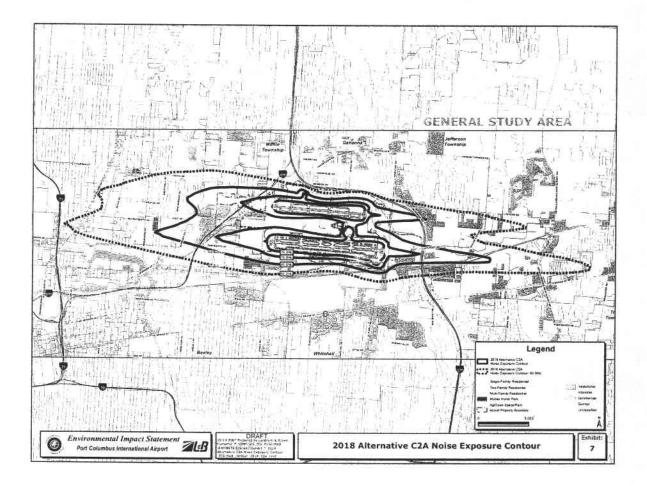


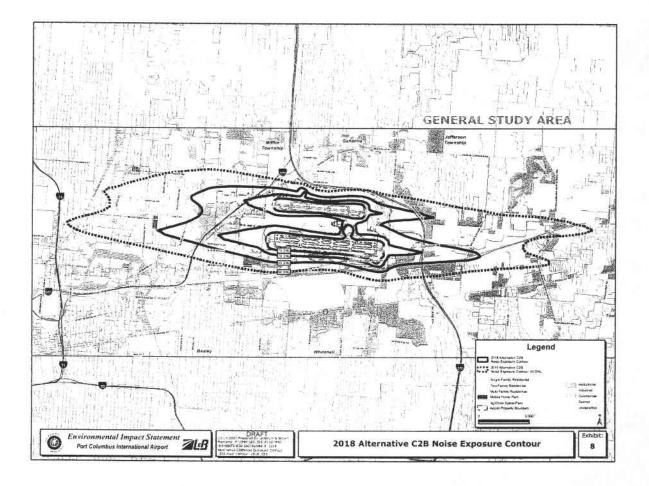


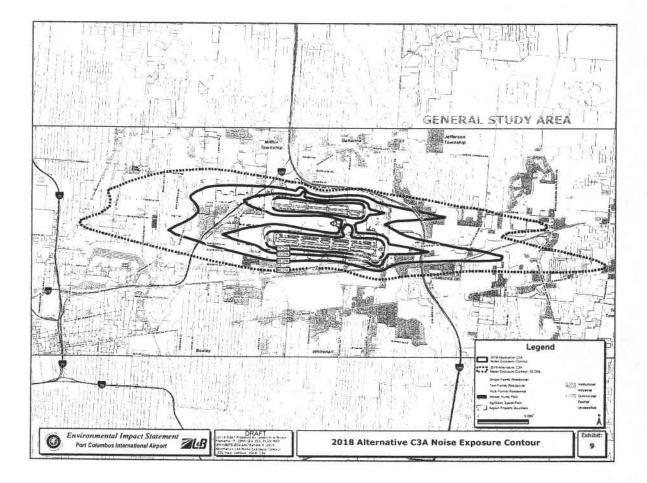


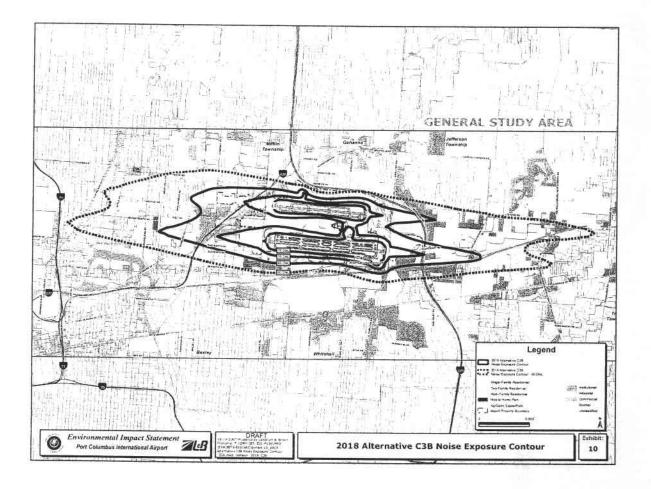


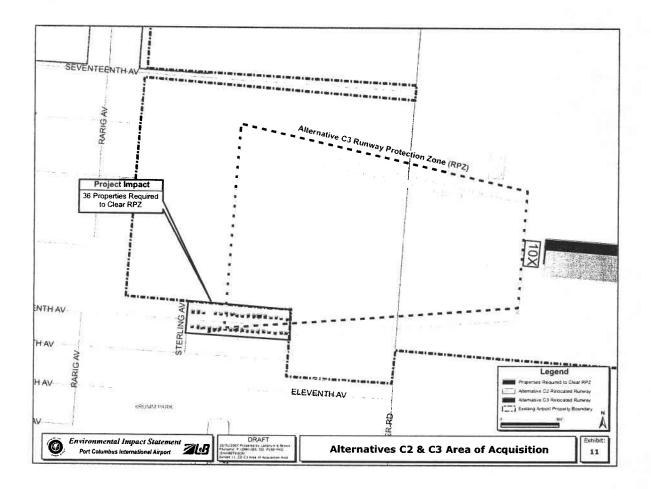


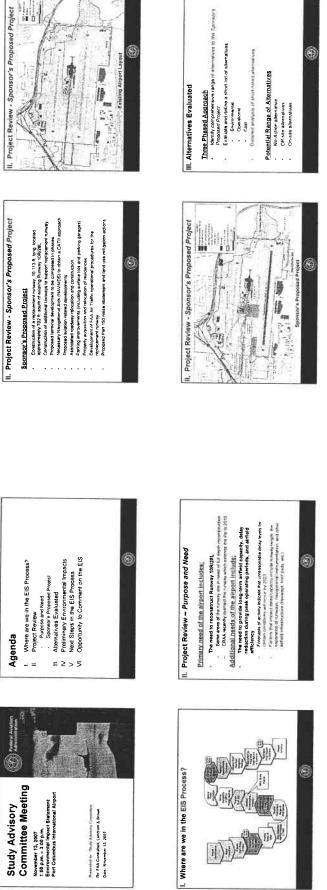


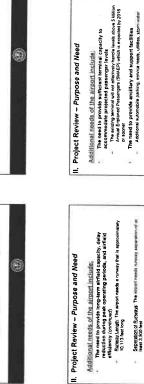


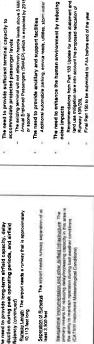












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 Alternative C2a: Relocate Runway 10R/28L B00 feat to the south (no implementation of NCP measures) Alternative C2b: Relocate Runway 10R/28L 800 feet to the south (with implementation of NCP measures) Allemative C3s: Relocate Runway 10R/28L 702 feet to the south (no implementation of NCP measures) Allemative C3b: Relocate Rurway 10R/28L 702 feet to the south (with implementation of NCP measures).

Alternatives - 2012 Condition

Afternative A: No Action

Includes no changes to the existing aroort (runways, laxiweys, terminal, etc.)

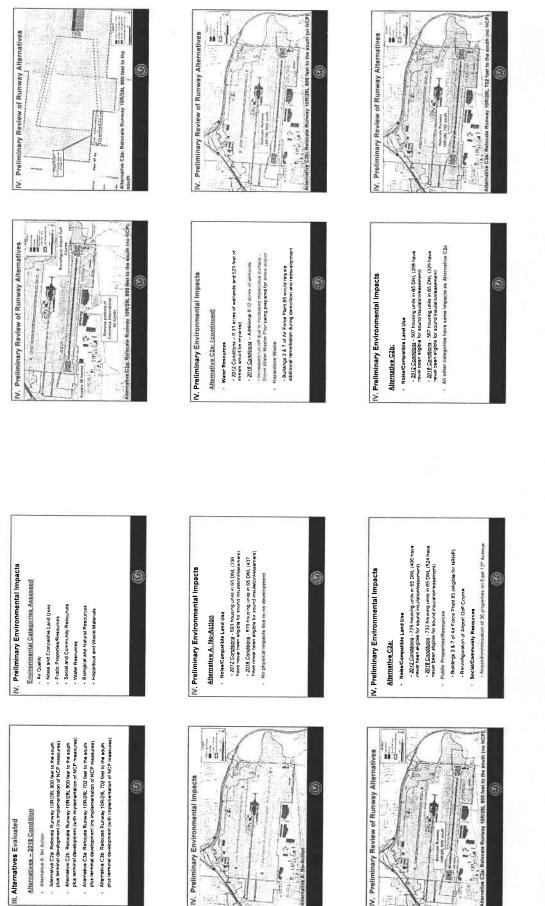
ill. Alternatives Evaluated

No-Action Alternative

Would not made the Purpose and Need for the pr

 Will be used as the beselve upon which all other alternatives are evaluated for environmental impacts Must be carried forward in accordance with NEPA guidalines

III. Alternatives Evaluated



- Alternative A No Action

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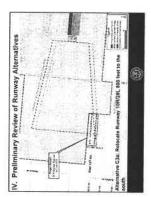


Noine/Compatible Land Use

- 2012 Conditions 700 housing units in 65 DNL (363 have never been eligible for sound insulation/leasement)
 - 2018 Conditions 661 housing units in 65 DNL (444 have never been eligible for sound insulationleasement)
- Public PropertiewResources Ramp Tower on Building 7 of AF Plan BS (eligible for NRHP)

 - Reconfiguration of Airport Golf Course
- Social/Community Resources
- petion of 36 properties on East 13th Avenue 0 Acquinit





IV. Preliminary Environmental Impacts

- Alternative C3a; [continued]
- Water Resources
- 2012 Conditions ~ 0.33 acres of weitands and 529 feet of stream would be impacted
 - Increased run-off due to increased impervious surface Storm Water Master Plan being prepared for entire airport · 2018 Conditions - Additional 0.32 work of well
 - No significant issues Hazardous Waste



IV. Preliminary Environmental Impacts

- Alternative C3b:
- Noise/Compatible Land Use
- 2012_Conditions 472 housing units in 65 DNL (224 have never been eligible for sound insulation/easement)
- 2018 Copditions 522 housing units in 65 DNL (265 have never them aligible for sound insulation/easement)
 - All other categories have same impacts as Alternative C3a



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SAC Distribution List	Ms. Stacey Heaton Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219	Mr. Elwood Rayford, Chair Northeast Area Commission 2776 Yorkoliff Rd. Columbus, OH 43219	Mr. Chris Lenfest, Manager CMH ar Traffic Control Tower 4277 International Gateway Columbus, OH 43219	Mr. Dave Clawson Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219	Ms. Bonnie Gard, Zoning Administrator City of Gahanna 200 South Hamilton Gahanna, OH 43230	Mr. John Brandt City of Reynoldsburg 7232 E. Main Street Reynoldsburg, OH 43068	Sadicka White. Director of Development City of Gahanna 200 South Hamilton Gahanna, OH 43230	Mr. Matthew Huffman, Planner City of Gahanna 200 South Hamilton Gahanna, OH 43230	The Honorable Lynn Ochsendorf, Mayor City of Whitehall 360 S. Yearling Road Whitehall, OH 43213
12/19/07 Non-Attendee SAC Distribution List	Mr. Jeff Lischak, Regional Manager Chautauqua Airlines Port Columbus International Airport 4600 International Gateway Columbus, OH 43219	Dr. Harold E. McDaniel. President St. Mary's Civic Association 979 Weilington Blvd. Columbus, OH 43219	Mr. Robert Lawler. Director of Transportation MORPC 285 E. Main St. Columbus, OH 43215	Mr. Charles McCroskey, Zoning Administrator Jefferson Twp. 6545 Havens Road Blacklick, OH 43004	Mr. Lucas Haire, Planning Administrator City of Reynoldsburg 7232 E. Main Street Reynoldsburg, OH 43058	Mr. Lee Brown Development Department and Zoning Enforcement Franklin County 280 East Broad Street, 2 nd Floor Columbus, OH 43215	Dr. Gene Harris, Superintendent City of Columbus Schools 270 East State Street Columbus, OH 43215	Mr. Alan Harding Columbus Flight Watch 5731 Blinnton Place Columbus, OH 43235-7205	Frank Martino, General Manager American/American Eagle Port Columbus International Airport 4600 International Gateway Columbus, OH 43219
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12/19/07 Non-Attend	AOPA Airports Division 421 Aviation Way Frederick, MD 21701	Mr. Ron Moodespaugh Director of Building Maintenance Lane Aviation Corporation 4389 International Gateway Columbus, OH 43219	Mr. Tim Stehle Director of Flight Operations Limited Brands 4387 International Gateway Columbus, OH 43219	Bryan Levandusky, Manager Northwest/Mesaba Port Columbus International Airport 4600 International Gateway Columbus, OH 43219	Mr. Brian Kennedy, Manager United/United Express Port Columbus International Airport 4500 International Gateway	Columbus, OH 43219 Mr. Bill Cumbow Airline Pitota Association 252 McKenne Creat	Gahanna, OH 43230 Mr Richard G. Smith II	Executive Vice President Net Jets 625 N. Hamilton Road Columbus, OH 43219	Mr. Dan Wolfe, Manager Nationwide Insurance Company 3945 Bridgeway Avenue Columbus, OH 43219

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Mr. Kevin Costello JetBlue Airways 118-29 Queens Blvd. Forest Hills, NY 11375 Mr. Eagan Foster Transportation Administrator City of Columbus 109 N. Front Street Columbus, OH 43215

Mr. Michael Rucker, Manager Southwest 4600 International Gateway Columbus, OH 43219 Ms. Tiffany White North Central Area Commission 1204 Woodnell Avenue Columbus, OH 43219

Ms. Susan Moeiler Watershed Coordinator Friends of Big Walnut Creek 16 Mill Street Gahanna, OH 43230 Mr. Vince Papsidero, Planning Administrator City of Columbus 109 N. Front Street, Ground Floor Columbus, OH 43215

Mr. Tom Russell Division of Water Quality City of Columbus 910 Dublin Road Columbus, OH 43215 Mr. Bob Hodanbosi, Headquarters Chief Ohio Environmental Protection Agency Air Quality 122 S. Front St. Columbus, OH 43216-1049

Mr. Mark Fleetham Real Estate Programs Manager, Central Region Real Canada Jazz 5955 Airport Road, Sutie 318 Mississauga, ON L4V 1R9 CANADA

Mr. Denis Carvill Skybus 4181 Arlingate Plaza Columbus, OH 43228 Mr. Bruce Langner, Development Director City of Bexley 2242 E. Main St. Bexley, OH 43209

Alan McKnight, Dept, Representative Columbus Parks and Recreation 200 Greenlawn Ave, Columbus, OH 43223 Mr. Paul Kennedy Columbus Regional Airport Authority 4600 International Gateway Columbus, OH 43219 Ms. Laura McKee Managing Director, Airport Affairs Transport Association of America 1301 Pennsylvania Avenue, NW –Suite 1100 Washington DC 20004-1707

Mr. Donald I. Camerino Vice President Schottenstein Management Company 1788 Frebis Avenue Columbus, OH 43206



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51 South New Jersey St. Indianapolis. IN 46204 317,955,8395 Phone 317,955,8479 Fax

 The following categories of alternatives were presented: No-action – assesses the environmental impacts that would occur if there were no changes in the existing airport. According the Federal guidelines, an EIS must include a No-action alternative. This becomes the baseline to which all alternatives are evaluated against. Off-site alternatives – assesses the potential to meet the Purpose and Need for the project if some or all of the activity at CMH were moved to other airports, was accommodated by other modes of transportation or felecommunication. 	 On-standard and include the proposed project on the existing airport. On-site alternatives - assesses the potential to meet the Purpose and Need through other alternatives for developing the proposed project on the existing airport. Preliminary Environmental Impacts Mr. Adams stated that there are 19 specific categories that are assessed in an EIS. The categories were grouped and catalio ones were eliminated fits rate and the area. For example, Coastal Resources involves impacts on the coast which does not apply to this area. The following list represents the Environmental Categories that were assessed: 	 Air Quality Noise and Compatible Land Uses Public Properties/Resources Social and Community Resources Watter Resources Biological and Natural Resources Hazardous and Waste Materials Alternative A: No Action Noise/Commarthie Land Use 	 2012 Conditions - 693 housing units in 65 DNL 2012 Conditions - 693 housing units in 65 DNL (336 have never been eligible for sound insulation/easement) 2018 Conditions - 619 housing units in 65 DNL (437 have never been eligible for sound insulation/easement) (437 have never been eligible for sound insulation/easement) No physical impacts due to no development Alternative C2a: Relocate Runway 10R/28L 800 feet to the south (no implementation of Noise Compatibility Program (NCP) measures). 2018 (no implementation of Noise Compatibility 2013 Conditione - 275 housing notion rules in 645 (DNI 	 Water Resources (406 have never been eligible for sound insulation/easement) (2018 Conditions - 732 housing units in 65 DNL (224 have never been eligible for sound insulation/easement) Public Properties/Resources Buildings 3.8, 7.6 and 7.6 rece primt 36 (eligible for National Register of Historic Places (NRHP)) Reconfiguration of Airport Golf Course Social/Community Resources Mater Resources Water Resources 2012 Conditions - 0.33 acres of wetlands and 529 feet of stream would be impacted 	SAC.3
Project Review - Purpose and Need The CRAA's primary need is to reconstruct Runway 10R/28L. Due to normal wear, the pavement is deteriorating such that the runway is in need of full reconstruction. The CRAA has previously overlaid the runway to extend its usefulness to 2010 but some areas of the runway are still in need of full-depth reconstruction.	 Additional needs of the CRAA include; the need to achieve runway capacity, reduce delays during peak operating periods and increase the efficiency of the airfield. The forecasts for the airport indicate that as activity grows, by the year 2023, it is possible that unreasonable delays could result. Not only is this an inconvenience for the passengers, but this also has other environmental impacts. the need to provide terminal capacity to accommodate projected passenger levels. The most important consideration in this need is the addity that will meet the anticipated levels of passenger activity (approximately 9 million passengers). The existing terminal will not effectively 	 handle more than 5 million passengers, a number which is anticipated by 2018. Previous studies have been conducted to determine the need for these projects. These include: 1999 Master Plan, 2002 Terminal Study, 2005 Airfield Planning Study, and a 2005 Environmental Overview. From all of these studies, the CRAA has identified the following goals for this development project: Continue to expand CMH as a major passenger air hub Balance airfield and terminal capacity Phase project development as funding is available and as growth is warranted Accomplish the development as that preserves the viability and character of neighboring communities. 	Project Review – Sponsor's Proposed Project The FAA is preparing the EIS to review the CRA4's proposed project. Mr. Adams briefly reviewed other elements of the sponsor's proposed project. He explained that the current runways are separated by 2,800 feet. The proposed reconstructed runway will be located 702 feet south of the existing south runway, which will be converted into a taxiway. The existing terminal is proposed to remain in place while the first phases of the mew termined are constructed. Mr. Adams noted that the relocation of international Gateway road has been previously environmentally assessed under another study. It is important to carefully state all of the elements of the proposed projects, as only those elements that are approved by the FAA can be constructed.	Alternatives Evaluated Mr. Adams explained that a three-phased approach is being used in the EIS to accomplish the environmental review. First, the FAA developed a comprehensive range of alternatives to the project proposed by the CRAA. These alternatives are then evaluated based upon their environmental impacts, their operational efficiency and the cost to develop. Based upon this analysis, only the most viable alternatives are carried forward for further detailed environmental review.	SAC-2

Next Steps The next steps in the EIS process is to finish data collection and analysis for each environmental category and to assess a "what-If" scenario of accelerating development due to growth by Skybus Airlines and additional service by existing carriers at CMH. It is anticipated that the next SAC meeting will occur in sping 2008. Meeting participants will be notified in advance of the next meeting. Mr. Adams closed the meeting with a review of the EIS study schedule. He noted that a daft EIS is anticipated to be published in the sorring 2008 while a Record of Decision (ROD) is anticipated from the FAA in April 2009.	Mr. Adams also explained to the group that the construction that is currently taking place at the airport is not this project. No construction or mitigation can begin until the project is approved and the ROD is issued.	Opportunity to Comment on the EIS It was noted that in addition to oral comments received at today's meeting, comments can also be submitted to:	Ms. Katherine S. Jones Federal Aviation Administration 11677 South Wayne Road, Suite 107 Romulus. Michigan 4814 Telephone: (734) 229-2958 Fax: (734) 229-2950 E-mail: <u>CMHEIS@itaa.gov</u>	Project Website: <u>www.airportsites.net/cmh-eis</u> Questions	A question was asked about the Natural Resources and Energy Supply paragraphs on page 5 of the Summary of Impacts Preliminary Chapter.	Mr. Adams explained that the purpose of this section is to evaluate if there is enough natural resources in the area so this project does not overly tax one or more natural resources for the area. Normally any airport project wouldn't have significant impacts in this category but these environmental categories are not just used for airports, they are used for other projects. Energy suppliers were contacted to see if they have enough reserves/capacity to supply energy for the project. The suppliers stated that this would not be a problem.	A recommendation was suggested to go another step. If the airport will need more energy supply, what can they do to lessen the amount? Ms. Newland stated that the CRAA is determined to meet the Leadership in Energy and Environmental Design (LEED) Green Building Rating System Silver certification through their new terminal.	Pertaining to the neighborhood on 13 ^m Ave a question was asked if the airport would relocate the whole neighborhood so they could stay intact as did a whole neighborhood in Kentucky who wanted to stay together.	SAC.5
 2018 Conditions – Additional 0.32 acres of wetlands Increased run-off due to increased impervious surface – (Storm Water Master Ptan being prepared for entire ariport) Hazardous Waste Buildings 3 & 7 of Air Force Plant 85 would require additional remediation during demolition and redevelopment 	Alternative C2b: Relocate Runway 10R/28L 800 feet to the south (with implementation of NCP measures). 2018 includes terminal development. • Noise/Compatible Land Use	 2012 Conditions – 507 housing units in 65 DNL (268 have never been eligible for sound insulation/easement) 2018 Conditions – 567 housing units in 65 DNL (329 have never been eligible for sound insulation/easement) All other rateboories have same ilments as Alternative C2a 	 Altermative C3a: Relocate Runway 10R/28L 702 feet to the south (no implementation of NCP measures). 2018 includes lemninal development. Noise/Compatible Land Up units in 65 DNL 2012 Conditions - 700 housing units in 65 DNL 2018 Conditions - 661 housing units in 65 DNL 	 (444 have never been eligible for sound insulation/easement) Public Properties/Resources Ramp Tower on Building 7 of AF Plant 85 (eligible for NRHP) Reconfiguration of Airport Golf Course 	Social/Community Resources Acquisition/relocation of 36 properties on East 13 th Avenue Water Resources	 2012 Conditions – 0.33 acres of wetlands and 529 linear feet of stream would be impacted 2018 Conditions – Additional 0.32 acres of wetlands Increased run-off due to increased impervious surface – (Storm Water Master Plan being prepared for entire airport) Hazardous Waste No significant issues 	 Alternative C3b: Relocate Runway 10R/28L 702 feet to the south (with implementation of NCP measures). This alternative is the sponsor's proposed alternative. 2018 includes terminal development. Noise/Compatible Land Use 2012 Conditions – 472 housing units in 65 DNL 2018 Conditions – 522 housing units in 65 DNL 2018 Conditions – 522 housing units in 65 DNL 	 (zoo nave neven been englobe lot sound insulation/reasenterit) All other categories have same impacts as Alternative C3a 	SAC.4

Mr. Adams stated that the Federal Relocation Act does not dictate where the homeowners move to if a homeowner would like to move next to their neighbor or move across town, they can. There are no plans at this point to move all the relocated residents to another community in one large group. There will be meetings held with the affected property owners and residents to discuss the program.

It was stated that in the last census, there were 4,400 residents in the area. The neighborhood is not opposed to growth, but most of the residents have been there for 60 years+. Individual people need to be considered. The City of Columbus invested in infrastructure in this area. What will happen to the residents when all the energy is being used for the airport? Will the energy be limited to the residents? Energy suppliers look at the whole area they service, this includes looking at many counties, when they review their current and future supply. At this time, they have indicated that this project would not reduce service to any certain area.

What is the status on the Noise Abatement Issues?

Mr. Adams stated that the Draft Part 150 was prepared and the Public Workshop/Hearing for the draft occurred in August 2007. The final will be submitted to the FAA in November or December 2007.

Where there any changes from the last meeting? (Part 150) You are basing these noise impacts on an assumption that the FAA will approve the Part 150 and since that has not happened, how can you make these statements about the number of people impacted? Mr. Adams stated that the Part 150 has been refined, with no major revisions. Assumptions in the EIS are completely dependent on FAA approval. Our task under the EIS is to disclose what the impacts of a project are if the FAA approves it and it is implemented. Noise is important, but there are also 19 other categories that need to be assessed.

Noise is the only category that should be addressed because it is the most important.

Noise is important and is being addressed. However, in an EIS there are also 19 other categories that need to be assessed.

In regard to sound insulation, how many homes will be added other than the homes from the past?

According to the matrix in the Summary of Impacts, under Alternative C3b, you see an additional 356 homes will be offered sound insulation in and adjacent to the 65 DNL. This number is different from the recommendation in the Part 150 due to a difference in how the FAA handles sound insulation for Part 150 and EIS purposes. The Draft EIS will resolve this issue. The Draft Part 150 has the exact drawing which shows which homes will be affected. The Draft Part 150 is available on the airports usbestie and in local libraries. If you are interested, after the meeting, I can get you the exact locations of those libraries.

A question was asked regarding the comparison of the 2012 and 2018 Exhibit and if their assumptions are correct that there will be a reduction in the north runway in 2018. The trend has been to increase. Mr. Adams stated that the south runway has historically been the more heavily used runway due to its length. With the development of a new terminal that puts aircraft gates on the south side of the airport, it is assumed that the south runway will get used more. Therefore, when compared to other conditions, there is a reduction of use on the north runway.

Would there be another study at the completion of this project?

Mr. Adams stated that a study could be done at a later date. Currently the airport updates their noise studies every 5 years by FAA standards, sometimes sconer.

A statement was made in reference to the noise projections and how they are faise for the north runway. There is no reduction now and in the future it will increase. Planes gel louder especially with cargo. Mr. Adams stated that the percentage of use will be reduced on the north runway, but that in fact as more operations occur at the airport over time, the number of aircraft would be more than loday. The new aircraft being manufactured today are built to fly quieter than in the past. There are no large cargo operators at CMH. All of that activity is being operated at Rickenbacker International Aliroot.

When developing the new runway, will you have to shul down the south runway completely and increase the number of flights to the north runway?

At this time it is not anticipated that there will be significant closures. There will be times when the south runway will need to be closed, but by focusing the work during non-peak times, those closures should be minimal.

Which aircraft are drivers of noise? Isn't if true that more taxiing will be needed to operate off the south runway? Have you used arrival and departure models especially regarding an east departure? Mr. Adams stated that there would be an increase in taxi time, but that it is not a significantly longer taxi than is currently done. The selection of the runway for both arrivals and departures is more of a function of the location of the gate in proximity to the runway, the need for the longer runway, and origin/destination. The primary need for this project is not capacity, so simulation modeling for east flow was not done. Modeling of an increase in east departures was done for the noise analysis.

Where are comments that were submitted on the Part 150 and will there be an opportunity to review the draft response to comments? Comments submitted on the draft Part 150 will be included in the final Part 150 document. When the final document has been submitted, the Planning Advisory Committee (PAC) will be sent a copy of the document with a letter explaining any refinements.

SAC-6

Before the FAA makes their decision, can you do separate meetings before? There needs to be a meeting to address issues with neighborhoods before submitting to the FAA. Neighborhoods need to understand the impacts. Can someone explain? The airport needs a better partnership with the neighborhoods. Mr. Adams stated that there will be more opportunities in the EIS. The draft stage of the EIS is April 2008. No decision will be made until Spring 2009.

Are there any independent firms for communities that can do their own study and compare L&B's study to their own?

Mr. Adams stated that there are other firms, but he is not the appropriate person to answer that since currently L&B is conducting the EIS at CMH.

Do you have an update on the Air Quality Impacts and Modeling?

Mr. Adams stated that the modeling is complete. There is an increase in the air emissions, but the impacts do not go beyond the threshold levels. Therefore, there is no significant impact.

During your modeling, did you take into account construction companies bidding on the project and their affects on the environment? Mr. Adams stated that currently he does not have any specific information but they do take into account the construction equipment used. During the modeling they use a conservative astimate of equipment, meaning that the EIS would overestimate emissions from what would actually occur. The CRAA could commit in the EIS to limit contractors to a specific type of equipment, but that desicon has not be made yet. During construction there has been a problem with sand, dust, and dirt in general blowing around. Do you take this into affect during the Air Quality Study?

Mr. Adams stated that this is a factor which will be taken into account. Currently Best Management Practices are use to keep dust and like objects down by using a water sprinkler.

In regard to the community which abuts the Alrport property, during research in the past, did you physically come into neighborhoods to sound monitor or to conduct sound 'installation'? There were promises made in the 1990's that were not upheld regarding sound 'installation'. Mr. Adams stated that his firm was not involved in the sound insulation of the East Columbus neighborhood. He stated that L&B was involved in the most recent noise map update that resulted in additional homes being sound insulated in Brittiany Hills. Noise monitoring in East Columbus was conducted for the Part 150/EIS studies. It is impossible to go back and change decisions that were made ten years ago. However, what we can do is look to what is being done now and the were made ten years ago. However, what we can do is look to what is being done now and the derivent being proposed for sound insulation. Most of those homes are in the East Columbus neighborhood.

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