#### 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. Additional agency coordination regarding impacts can be found in various appendices for the City of Columbus, Parks and Recreation Division (Appendix I), Ohio Historic Preservation Office (Appendix J), the US Army Corps of Engineers (Appendix K), and the Department of Interior (Appendix N).

THIS PAGE INTENTIONALLY LEFT BLANK

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

THIS PAGE INTENTIONALLY LEFT BLANK

### ENVIRONMENTAL IMPACT STATEMENT Federal Aviation Administration

# REPLACEMENT RUNWAY AND TERMINAL PROJECT

## PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING - US ARMY CORPS OF ENGINEERS

AGENDA

APRIL 27, 2006

### Introductions

#### **Project Background** II.

#### Project Description III.

- 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)
- Potential Impacts to Streams & Wetlands ≥.

### Next Steps/Project Schedule >

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

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

### **ENVIRONMENTAL IMPACT STATEMENT** Federal Aviation Administration

## REPLACEMENT RUNWAY AND TERMINAL PROJECT PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING - US ARMY CORPS OF ENGINEERS

APRIL 27, 2006 AGENDA

## Next Steps/Project Schedule (continued)

Two public scoping meetings:

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

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

# **DESCRIPTION OF POTENTIALLY IMPACTED WETLANDS**

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

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

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

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

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

### ENVIRONMENTAL IMPACT STATEMENT Federal Aviation Administration

## REPLACEMENT RUNWAY AND TERMINAL PROJECT PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING - US ARMY CORPS OF ENGINEERS

MINUTES

APRIL 27, 2006

### Introductions -

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

#### Project Background -Ħ

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.

#### **Project Description** Ħ

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.

### Potential Impacts to Streams & Wetlands ≥.

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

### ENVIRONMENTAL IMPACT STATEMENT Federal Aviation Administration

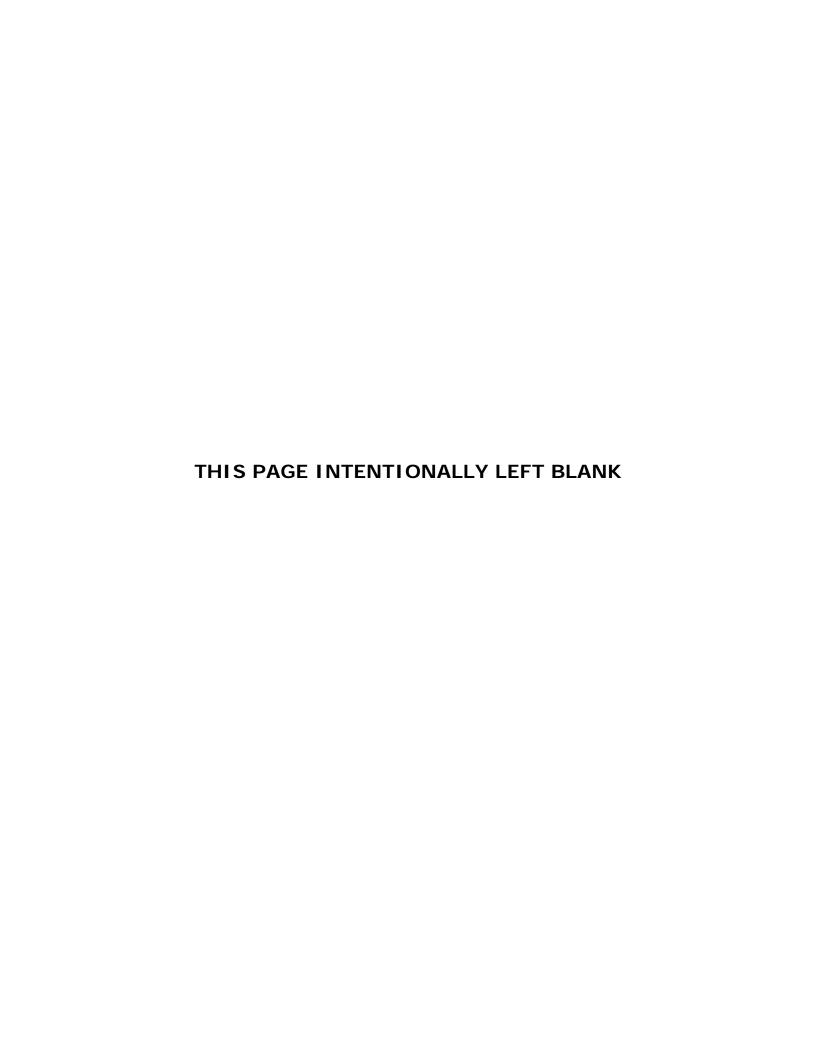
## REPLACEMENT RUNWAY AND TERMINAL PROJECT PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING - US ARMY CORPS OF ENGINEERS

APRIL 27, 2006 MINUTES

### Next Steps/Project Schedule >

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



Agency Pre-Scoping Meeting Ohio EPA April 28, 2006 THIS PAGE INTENTIONALLY LEFT BLANK

### ENVIRONMENTAL IMPACT STATEMENT Federal Aviation Administration

# REPLACEMENT RUNWAY AND TERMINAL PROJECT

## PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING - OHIO EPA

AGENDA

APRIL 28, 2006

Introductions

**Project Background** Ħ

#### **Project Description** ΞÏ

- 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)

### Potential Environmental Impacts ;

### Next Steps/Project Schedule >

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

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

### ENVIRONMENTAL IMPACT STATEMENT Federal Aviation Administration

## REPLACEMENT RUNWAY AND TERMINAL PROJECT PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING - OHIO EPA

AGENDA

APRIL 28, 2006

Next Steps/Project Schedule (continued)

Two public scoping meetings:

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

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

### ENVIRONMENTAL IMPACT STATEMENT Federal Aviation Administration

## REPLACEMENT RUNWAY AND TERMINAL PROJECT PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING - OHIO EPA (WATER RESOURCES)

MINUTES

**APRIL 28, 2006** 

### 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,

### Ξ

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

#### **Project Description** Ξ

- 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
- They were familiar with the wetlands located on the airport. Mr. Bournique described the Ohio EPA's revised procedures for processing 401 proposed project.
  - o The Ohio EPA has 180 days to act on a complete application (Ohio

    - revised Code 6111.30) The definition of a complete application is included in this code and

### **ENVIRONMENTAL IMPACT STATEMENT** Federal Aviation Administration

## REPLACEMENT RUNWAY AND TERMINAL PROJECT PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING – OHIO EPA (WATER RESOURCES)

MINUTES

APRIL 28, 2006

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

### Next Steps/Project Schedule >

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

Agency Pre-Scoping Meeting Ohio EPA (Air Quality) May 2, 2006 THIS PAGE INTENTIONALLY LEFT BLANK

### ENVIRONMENTAL IMPACT STATEMENT Federal Aviation Administration

# REPLACEMENT RUNWAY AND TERMINAL PROJECT

## PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING - OHIO EPA (AIR QUALITY)

AGENDA

MAY 2, 2006

### Introductions

#### **Project Background** Ï.

#### **Project Description** III.

- 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)

### Potential Environmental Impacts ..

#### Next Steps/Project Schedule >

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

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

### **ENVIRONMENTAL IMPACT STATEMENT** Federal Aviation Administration

## REPLACEMENT RUNWAY AND TERMINAL PROJECT PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING - OHIO EPA (AIR QUALITY)

AGENDA

MAY 2, 2006

## Next Steps/Project Schedule (continued)

Two public scoping meetings:

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

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

### ENVIRONMENTAL IMPACT STATEMENT Federal Aviation Administration

# REPLACEMENT RUNWAY AND TERMINAL PROJECT

PORT COLUMBUS INTERNATIONAL AIRPORT PRE-AGENCY MEETING - OHIO EPA DIVISION OF

AIR POLLUTION CONTROL

MAY 2, 2006 MINUTES

### Introductions -

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

## Ħ

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.

### Potential Impacts to Air Quality -H.

- Ms. Raps explained the basic elements of an airport air quality assessment, emphasizing the possible impacts to air quality as a result of the CMH proposed project,
- attainment in Franklin County, which would include estimates of the precursor Mr, Spires identified the year 2008 as the emissions budget year for ozone pollutants nitrogen oxides (NOx) and volatile organic compounds (VOCs).
  - Mr. Spires identified the year 2009 as the emissions budget year for fine particulate matter (PM $_{2,5}$ ) attainment in Franklin County, which in addition to PM $_{2,5}$  emissions, would include estimates of the precursor pollutants NO $_{x}$ , VOCs, and sulfur dioxide (SO $_2$ ).

### ENVIRONMENTAL IMPACT STATEMENT Federal Aviation Administration

## REPLACEMENT RUNWAY AND TERMINAL PROJECT PORT COLUMBUS INTERNATIONAL AIRPORT

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

MAY 2, 2006 MINUTES

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

### Next Steps/Project Schedule -≥

Mr. Adams summarized the overall scoping schedule for the EIS indicating the agency scoping meeting will be held on May 31, 2006, following by two public scoping meetings, one on May 31, 2006, and one on June 1, 2006, where the time and place were printed on the meeting agenda. Agency Pre-Scoping Meeting U.S. EPA May 12, 2006

THIS PAGE INTENTIONALLY LEFT BLANK

## Federal Aviation Administration

## **ENVIRONMENTAL IMPACT STATEMENT**

# REPLACEMENT RUNWAY AND TERMINAL PROJECT

## PORT COLUMBUS INTERNATIONAL AIRPORT

PRE-AGENCY MEETING - US EPA

AGENDA

MAY 12, 2006

Introductions ,;

**Project Background** ij.

#### Project Description III.

- 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)

### Potential Environmental Impacts ≥ં

### Next Steps/Project Schedule ÷

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

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

### **ENVIRONMENTAL IMPACT STATEMENT** Federal Aviation Administration

## REPLACEMENT RUNWAY AND TERMINAL PROJECT PORT COLUMBUS INTERNATIONAL AIRPORT

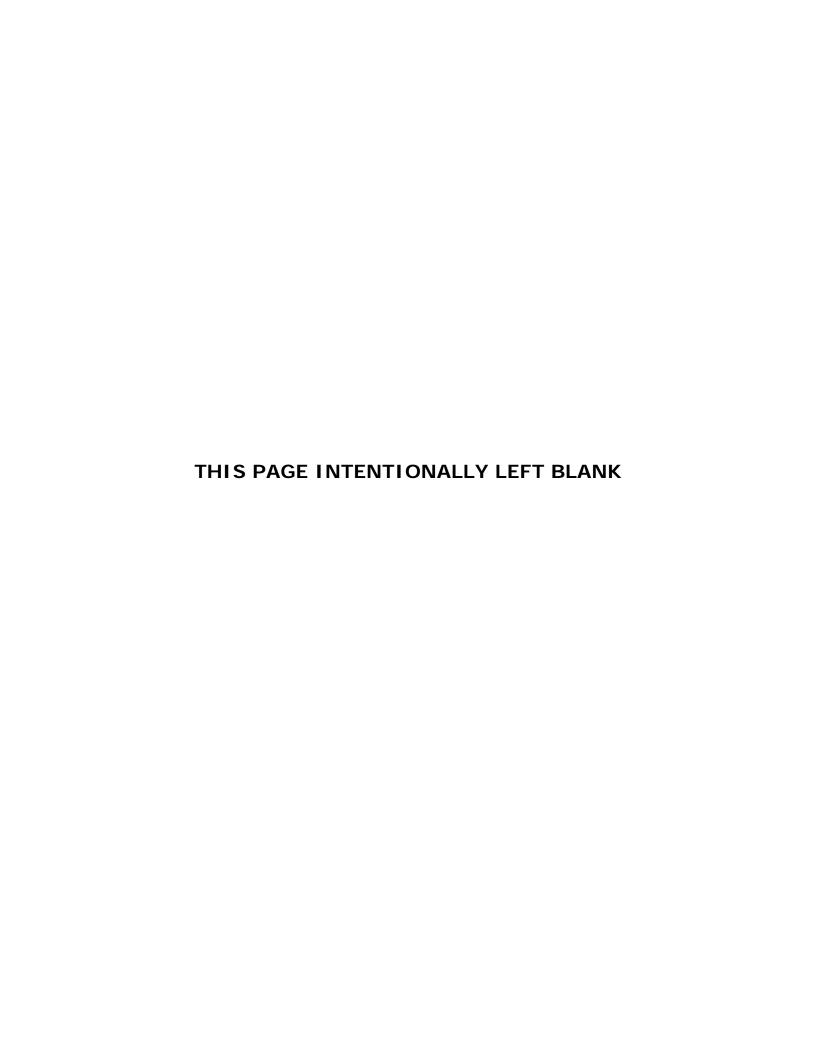
PRE-AGENCY MEETING - US EPA

MAY 12, 2006

- Next Steps/Project Schedule (continued) >
- Two public scoping meetings;

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

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



#### Agency Scoping Meeting May 31, 2006

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

THIS PAGE INTENTIONALLY LEFT BLANK

[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 publicity that an Environmental Impact Statement (EIS) will be prepared and considered for the proposed construction of a replacement runway, proposed terminal development, and anoillary development, and air traffic procedures developed in the Part 160 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 Mayne Road, Suite 107, Romulus, Michigan 48174, (734) 229-2958. Project Website: www.airportsites.net(CMH-EIS

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

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

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

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

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

Scoping: To ensure that the full range of issues related to the proposed project is addressed and that all significant issues are identified, comments and suggestions are invited from all interested parties. Public and as 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, Ohlo 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 m and 8 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, Great 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.

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

------

NOTARY PUBLIC - STATE OF OHIO Kundul



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

DEPARTMENT OF TRANSPORTATION
Faceto Worldon, Apprintion in
Faceto Worldon, Apprintion in
Fort Columbia, international American
Entractional International American
ACERCY, Federal Culpinol, 01
ACERCY, Federal Culpinol, 04
ACERCY, ACERCY, 04
ACERCY,

The redicement runnow would be 10,11 ket land.
The redicement runnow would be 10,11 ket land.
Existing several runnow would be 10,11 ket land.
Existing several runnow redicement runnow runnow

Anager, Detrait Alroorts District Lakes Region.

Scoling: To exerce that the full consend it leave relative for exercise the full consended and that it is a consended to that it is a consended to the full interested to the full inte



U.S. Department of Transportation Federal Aviation Administration

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

May 5, 2006

<Name>
<Title>
<Company>
<Address1>
<Address2>
<Citry>
<Citry>
<State> <Zip>

## Re: Port Columbus International Airport Environmental Impact Statement

Dear <name>:

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

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

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

Ms. Katherine S. Jones Federal Aviation Administration Detroit Airports District Office 11677 South Wayne Road Suite 107 Romulus, Michigan 48174 Email: CMHEIS@faa.gov Project website: www.airportsites.net/cmh-eis Please do not hesitate to contact me if you have any questions regarding the EIS scoping process -- (734) 229-2958.

incerely,

Katherine Algores

Katherine S. Jones Community Planner

Enclosure

### PORT COLUMBUS INTERNATIONAL AIRPORT **ENVIRONMENTAL IMPACT STATEMENT**

### Federal Aviation Administration AGENCY SCOPING MEETING

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

#### AGENDA

Welcome:

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

- History, Background, Purpose and Need
- Introduction to the Scoping Process
- EIS Scope of Services III.
- Sponsor's Proposed Project Σ.

Range of Alternatives

>

- Assessing Environmental Impacts Ÿ.
- Cumulative Impacts Analysis VII.
- Other Environmental Studies VIII.
- Next Steps in the EIS Process ×.
- EIS Schedule ×
- Opportunity for Agencies to comment on the EIS Scope of Work Ä.

AGENCY CONTACT:

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

\* \* \* \*

Romulus, Michigan 48174
Telephone: (734) 229-2958
Email: CMHEIS@faa.gov
Project website: www.airportsites.net/cmh-eis

### CMH Agency Scoping Mailing List 05-05-06

Ž	FNAME LNAME	E TITLE	COMPANY	ADDRESS1	ADDRESS2	CITY	STATE ZIP	ZIP AGENC
Vince	pe Papsidero	ero Planning Administrator	City of Columbus	109 North Front St.	Ground Floor	Columbus	동	43215 LOCAL
Eagan	an Foster	Transportation Administrator	City of Columbus	109 North Front St.	2nd Floor	Columbus	픙	43215 LOCAL
Tom	n Russell	Storm Water Division Section Manager	City of Columbus	910 Dublin Road		Columbus	9	43215 LOCAL
Erika	a Witzke	Principal Engineer	Mid Ohio Regional Planning Commission	285 East Main St.		Columbus	₽	43215-5272 LOCAL
	Golf Division	vision Department of Recreation and Parks	City of Columbus	200 Greenlawn Ave.		Columbus	P	43215 LOCAL
James	ies Bryant	Aviation Administrator	Ohlo Department of Transportation Aviation	2829 W. Dublin-Granville Road		Columbus	동	43235-2786 STATE
Randy	dy Sanders	rs Environmental Review Administrator	Ohio Department of Natural Resources	Division of Real Estate and Land Management	1952 Belcher Dr. Building C-4	Columbus	둉	43224 STATE
Brad	d Briggs	Environmental Liaison Business Representative for Appalachia	Ohio Department of Development	77 S. High St. 28th Floor		Columbus	¥	43216 STATE
Bob	Hodanbosi	oosi Headquarters Chief	Ohlo Environmental Protection Agency, Air Quality	122 S. Front St.		Columbus	둉	43216-1049 STATE
Ken	Kenneth Lammars	52	Fish and Wildlife Services, Division of Ecological Services	6950 Americana Parkway		Reynoldsburg	ᅙ	43068-4127 STATE
Mark	k Epstein	Department Head	Ohio Historic Preservation Office	567 East Hudson		Columbus	용	43211 STATE
Pearl	ri 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	8	20044 FEDERA
Reb	Rebecca Rutherford	ford Chief North Permit Section	U.S. Army Corps of Engineers	Huntington District	502 Eighth St.	Huntington	¥	24701 FEDERA
Mark	k Yachmetz	etz Associate Administrator Rail Development	Federal Railroad Administration	1120 Vermont Av. NW		Washington	2	20240 FEDERA
Nic	Nicholas Chevance	) in the second	Environmental Compliance, National Park Service	Curtis Building	601 Riverfront	Omaha	¥	68102 FEDERA
Bha	Bharat Mathur	Deputy Regional Administrator	U.S. EPA Region 5	77 W. Jackson Blvd.		Chicago,	ᆸ	60604 FEDERA
Ken	Kenneth Westlake	ke Chief, Environmental Planning and Evaluation Branch	U.S. EPA Region 5	77 W. Jackson Blvd.		Chicago	11	60604 FEDERA
Willie	ie 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 FEDERA
			Federal Emergency Management Agency	175 W. Jackson Blvd., 4th Floor		Chicago	11	60604 FEDERA
Ant	Anthony Mitchell	l Bio Security Manager	U.S. Department of Agriculture	8995 E. Main St.		Reynoldsburg	된	43068 FEDERA
Ross	s Carlson	Environmental Officer Community Planning and Development	U.S. Department of Housing and Urban Development	200 North High St.		Columbus	Đ	43215 FEDERA
And	Andrew Bayham	n District Conservationist	USDA, Natural Resources Conservation Service	2650 Richville Drive SE		Massillon	둉	44646 FEDERA
			U.S.D.A. Natural Resource Conservation Service	240 W. Lake Street		Oak Harbor	ë ë	43449-1013 FEDERA
Mark	k Agricola	a Regulatory Specialist	U.S. Army Corps of Engineers	Dover Regulatory Field Office	5336 State Route 800 NE	Dover	HO	44622-6910 FEDERA
Ψ	Mary M. Knapp,	Knapp, Ph.D. U.S. Department of the Interior	Fish and Wildlife Services, Ecological Services	6950 Americana Parkway, Suite H		Reynoldsburg	동	43068-4127 FEDERA
Roger	er Ryder	Program Engineer	Federal Highway Administration	200 N. High St., Room 328		Columbus	F O	43215 FEDERA
D. I	D. Bambi Kraus		National Association of Tribal Historic Preservation Officers	P.O. Box 19189		Washington	2	20036-9189 FEDERA
Katy	y Jones		Federal Aviation Administration	Detroit Airports District Office	11677 S. Wayne Rd.	Romulus	Ψ	48174 FEDERA



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

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

Dear Ms. Jones;

Thank you for your letter of May 5, 2006 to our Acting Regional Administrator Bharat Mathur, requesting our participation at a May 31, 2006 agency scoping meeting for the Port Columbus International Airport. I am responding to your request on behalf of Mr. Mathur. We understand that an Environmental Impact Statement will be prepared to study the proposed replacement of Runway 10R/28L and terminal developments at the airport. The NEPA Implementation Section will have a representative at the May 31st meeting. We intend to forward scoping comments on this project by the July 1, 2006 deadline.

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

312-886-2910.

Sincerely yours,

This is

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

Resydect/Racyclable-Printed with Vogshable Oil Based Inia on 100% Recycled Paper (41% Portionsumer)

### 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	31GIT-IIT FORM	
(PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Brian Mitch	ODUR - 2045 Morse Road	(614) 265-6344
Drian Mitch	Colombus Ohio	
Sherry Kanke	U.S. EPA Region 5 TT W. Jackson, Chirago El 60604	312-353-5794
1 ~ /		
ROSS CARLSON	HUD 200 N. HILH ST.	614- #980 469-5737, X8252
	COLUMBUS, OH 43215 11279 Cornell PK Dr.	
Sarah Potter	Cincinnati, Ott 45242	513 530 1271
Katherine Jones	FHA, 11677 5. wayne Rd #107	0.7 0.70
name me some	Romalus M1 48174	734 229 2958
Irene R Porter	FAA 11677, 5 Wayne Rd Ste 107	
	Pomulus, MI 49174	(734) 229 - 2900
Virginia L. Raps	11279 Cornell Parkor.	50 50 000
V, J	Concernet OH	513-530-1238
Mark Perryman	11279 Cornell But Dr	513-530-1235
	Cincinnati OH 45242	313-320-1235
OFCMHIETE MTG OF 30 OF CHILL ACCURAGE THE		

5:\06CMH\EIS\MTG 05-30-06\CMH AGENCYMTG SIGNIN FORM-05-31-06.DOC

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

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Greg Poston	Pirport Golf Course 900 N. Hamilton Rd.	(614) 645-3127
POCED PADES	COLUMBUS OF 4372	(614)280-6849
Chris Gawronski Tohn Lengel	MORPC' 295 E. Man St., Col's 43205	614-233-4166
Cohnleagel	651 - 380 D. Fort St Dikess Colonbus OA 43215	614-221-067 F
		·

#### FEDERAL AVIATION ADMINISTRATION ENVIRONMENTAL IMPACT STATEMENT

AGENCY SCOPING MEETING
PORT COLUMBUS INTERNATIONAL AIRPORT
May 31, 2006
10 A.M. – 1 P.M.

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Dave Clawson	CRAA	C14-239-5059
TIM ARENOT  DAVE WALL	GRESHAM SMITH - PARTNERS	614 721 0678
DAVE WALL	CRAA	614-239-4063

S:\06CMH\EIS\MTG 05-30-06\CMH AGENCYMTG SIGNIN FORM-05-31-06.DOC

#### FEDERAL AVIATION ADMINISTRATION ENVIRONMENTAL IMPACT STATEMENT AGENCY SCOPING MEETING PORT COLUMBUS INTERNATIONAL AIRPORT May 31, 2006

NAME	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	
Stacey Heaton	10 10 11 11	614-239-4011 614-239-3175
H\EIS\MTG 05-30-06\CMH AGENCYMTG SIGNIN FORM-05-31-06.DOI		

## PORT COLUMBUS INTERNATIONAL AIRPORT

**ENVIRONMENTAL IMPACT STATEMENT** 

Agency Scoping Meeting Discussion Outline

May 31, 2006 10:00 a.m. – 1:00 p.m. **Emergency Operations Center** 

Port Columbus International Airport Columbus, Ohio

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

AGENCY SCOPING DISCUSSION OUTLINE

## I. HISTORY, BACKGROUND, AND PURPOSE AND NEED

# Proposed Replacement Runway and Terminal Expansion at CMH

## WHERE DID THIS ALL BEGIN?

1958	Existing Terminal at Port Columbus International Airport opened
1989	The South Concourse (Concourse A) opened.
1995	The North Concourse (Concourse C) opened and was extended in 2002.
2000	The Columbus Regional Airport Authority (CRAA) completed an Airport Master Plan Update (AMPU), recommends the need for a new midfield terminal, based on the forecast of passengers.
WHAT'S HAPPENED?	PENED?
2001	CRAA initiates terminal study in response to continued passenger growth and revised security requirements that were instituted after September 11, 2001.
2003	Peer Review recommends shifting Runway 10R/28L south to obtain a larger envelope for terminal development.
2003	CRAA Board accepted recommendation and initiated Airfield Planning and Environmental Overview studies to analyze the concept further.
2003	CRAA defers full rehabilitation of Runway 10R/28L in anticipation of relocation project.
2005	Airfield Planning Study recommended Runway 10R/28L be relocated at least 700 feet south of existing Runway 10R/28L.
2005	Environmental Overview Study analyzed potential environmental impacts and recommended that an Environmental Impact Statement (EIS) be prepared due to the likelihood of significant noise impacts.

Landrum & Brown Team May 2006

.

Page 1

Port Columbus International Airport Environmental Impact Statement

AGENCY SCOPING DISCUSSION OUTLINE

AGENCY SCOPING DISCUSSION OUTLINE

## WHAT'S HAPPENING NOW?

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

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

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

## Preliminary Understanding of Purpose and Need

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

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

## THE NEED TO REHABILITATE RUNWAY 10R/28L

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

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

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

Landrum & Brown Team May 2006

### PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

<u>THE NEED TO PROVIDE LONG-TERM AIRTIELD CAPACITY, DELAY REDUCTION DURING PEAK</u> OPERATING PERIODS, AND AIRTIELD EFFICIENCY The primary factors that dictate a runway system's ability to accommodate overall levels of traffic or peak hour traffic include the length of the runways, the orientation and separation of the runways, the navigational instrumentation on each runway end, and the remainder of the airfield infrastructure (taxiways, hold pads, etc.).

The CRAA has identified that relocating Runway 10R/28L would provide a larger terminal development envelope and would increase peak period operating capacity. A study determined that a runway with a minimum length of 10,100 feet, relocated to the south of existing Runway 10R/28L by at least 700 feet, with the capability of obtaining Category II approaches, and other supporting airfield improvements would be necessary to maintain and in some cases would enhance the ability of the alroport 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 navigational aides would be required.

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

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

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

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

### 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:

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

Development of new terminal facilities at CMH will result in the need for the construction of additional auto parking and the relocation/construction of roadways within the terminal area. Maintaining the parking facilities within the terminal development envelope eliminates the need for remote parking and its associated additional property acquisition, as well as enhances passenger convenience by allowing the parking to be near the terminal. Likewise, the roadway infrastructure providing access to the terminal area and parking will need to be relocated or newly constructed to support a new terminal. THE NEED TO INCORPORATE 14 CFR PART 150 NOISE ABATEMENT AND LAND USE MITIGATION RECOMMENDATIONS (IF NECESSARY)

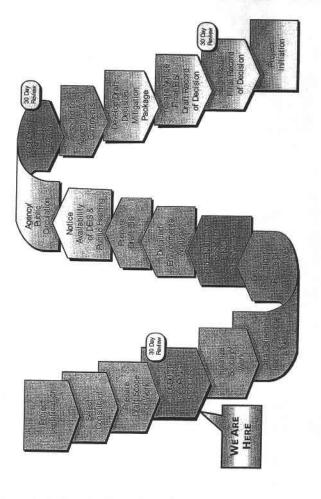
a Part 150 Noise Compatibility Study Update to address noise and land use incompatibilities. Implementation of the noise abatement air traffic actions and land use impacts and prevent new ones being established around the airport. Noise abatement air traffic actions and land use mitigation associated with the proposed project will be addressed in the ongoing CMH FAR Part 150 Study, as appropriate. 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 associated land use mitigation would reduce and/or eliminate existing incompatible

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

AGENCY SCOPING 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, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions.



Landrum & Brown Team May 2006

## PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

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 proposed action." Therefore, the scoping process will identify:

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

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

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

The scoping process will identify and eliminate from detailed study the issues which are not significant or which have been covered by prior documentation. The FAA issued a Notice of Intent (NOI) to prepare an Environmental Impact Statement in the Federal Register on May 1, 2006.

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

Federal Aviation Administration, Ms. Katherine S. Jones

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 May 2006

Page 6

Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

AGENCY SCOPING DISCUSSION OUTLINE

# 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:

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

# AGENCY COORDINATION and COMMENT AT KEY PROJECT MILESTONES

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

## Scope of Services for the EIS

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

## Purpose and Need and Alternatives Analysis

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 The Purpose and Need for the Proposed Project will be developed using planning studies prepared by the Columbus Regional Airport Authority (CRAA) and with The Draft Purpose and Need statement(s) and the methodologies used will be during a reasonably foreseeable timeframe identified for discussion in the EIS. presented to the agencies for review, discussion, and input. The Draft Purpose and Need statement(s) may be revised based on the outcome of coordination with the agencies.

This statement will be based off of the overall purpose and need and is intended for the review and concurrence of the U.S. Army Corps of Engineers and other water resources permitting agencies in accordance with the U.S. Army Corps of statement that expresses the purpose and need for improvements that may affect wetlands and other sensitive natural resources will also be developed. Engineers Highway Methodology, which are established streamlining provisions. Multi-faceted environmental permitting and interface with the following will involve early, extensive coordination and interface with the following. Environmental Protection Agency (EPA), and the Ohio Environmental Protection Agency (OEPA)

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

### Port Columbus International Airport Environmental Impact Statement

AGENCY SCOPING DISCUSSION OUTLINE

AGENCY SCOPING 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.

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 sultable 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.

Page 8

Landrum & Brown Team May 2006

### PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

# IV. SPONSOR'S PROPOSED PROJECT

## SPONSOR'S IDENTIFIED GENERAL GOALS

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

\* \* \*

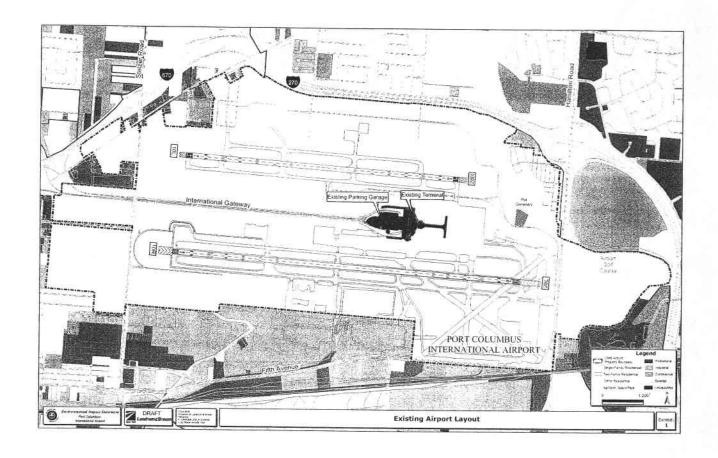
## SPONSOR'S PROPOSED PROJECT

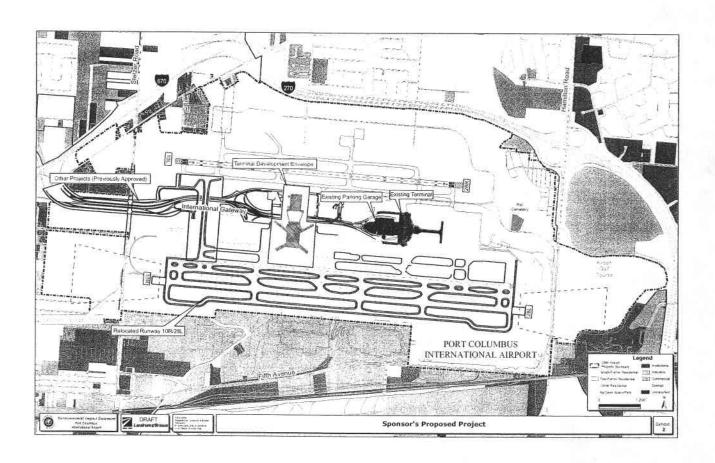
- Construction of a replacement runway, 10,113 feet long, located approximately 702 feet south of the existing Runway 10R/28L
- Construction of additional taxiways to support the replacement runway
- Proposed terminal development (defined as a development area that will
  encompass Phase I and II of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

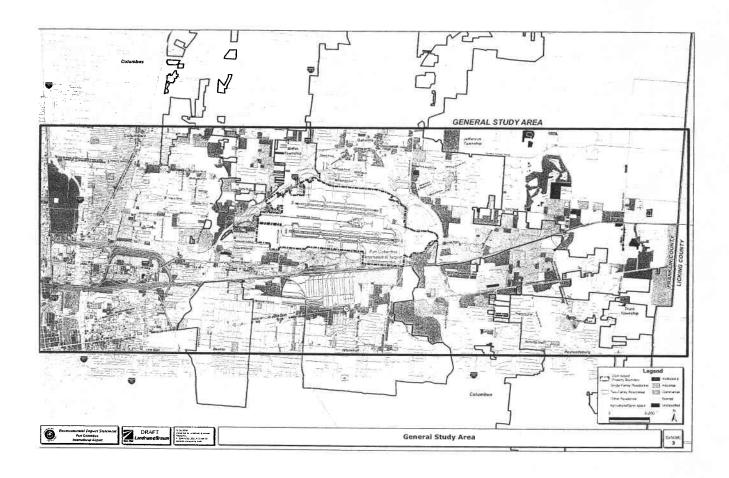
The existing airfield layout is depicted on **Exhibit 1**, *Existing Airport Layout*. The proposed relocated runway and terminal expansion proposed by CRAA is depicted on Exhibit 2, Sponsor's Proposed Project.

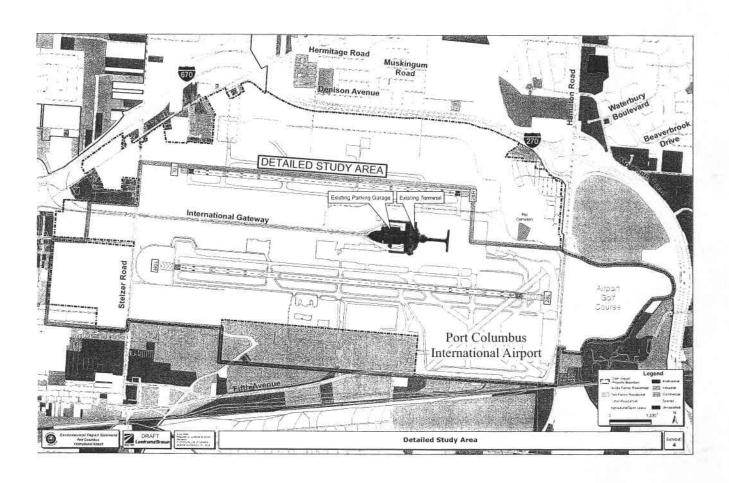
## **DEVELOPMENT OF STUDY AREA BOUNDARIES**

airport property and surrounding communities. Exhibits were created using digital mapping and Geographic Information System (GIS) and show these study areas with existing political jurisdictions, noise-sensitive land uses, compatible land uses, major and minor streets and roadways, and major physical, geographic, and natural features, along with selected place names, road names, and names of For the purposes of this EIS two study areas have been developed illustrating the geographic features. The General Study Area (GSA), as shown on Exhibit 3, General Study Area, covers 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 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 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.









## V. RANGE OF ALTERNATIVES

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

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

The comprehensive range of alternatives will consider:

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

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

Landrum & Brown Team May 2006

Page 15

#### Port Columbus International Airport Environmental Impact Statement

AGENCY SCOPING DISCUSSION OUTLINE

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

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

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

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

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

Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

AGENCY SCOPING 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**

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

### NOISE AND COMPATIBLE LAND USES

Land-Use Compatibility Airport Noise

Airport Noise and Access Restrictions Determination of Consistency with Local Planning

### PUBLIC PROPERTIES/ RESOURCES

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

#### **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

Vatural Resources

Landrum & Brown Team May 2006

Page 17

#### PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

AGENCY SCOPING 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

Secondary, Induced, and Infrastructure Safety Risks

Light Emissions and Visual

Energy Supply

Sustainable Design & Development Construction

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

# VII. CUMULATIVE IMPACTS ANALYSIS

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

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

Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

DISCUSSION OUTLINE

### VIII. OTHER PROJECTS OR ENVIRONMENTAL STUDIES

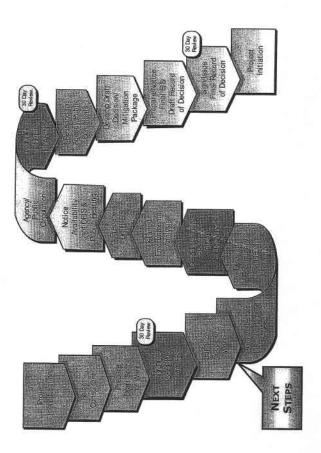
Other projects or environmental studies that are planned or currently underway at the Port Columbus International Airport. This list will continue to be updated as information about new projects and studies are identified.

PROJECT	AGENCY
Crossover Taxiway	Columbus Regional Airport Authority
proval previously obtained	
Steizer 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	

Page 19

# 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 May 2006

Page 21

#### PORT COLUMBUS INTERNATIONAL AIRPORT **ENVIRONMENTAL IMPACT STATEMENT**

AGENCY SCOPING 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 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

# PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

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.

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

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:

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

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

#### **Generalized EIS Schedule**

Task		2006				07			21	008		20	009
in any materia	Qrt 2	Qtr 3	Qrt 4	Qtr 1	Qrt 2	Qtr 3	Qrt 4	Qtr 1	Qrt 2	Qtr 3	Qrt 4	Qtr 1	Qrt 2
FAA Issued Notice of Intent	5/1												
Agency/Public Scoping Meetings	5/31												
Environmental Analysis		Legge Sign											
Preparation of Draft EIS					No.		AMESO X	1/11					
Response to Comments								E AND E					
Preparation of Final EIS											11/25		
FAA Issues Record of Decision	Review	Purpose	Review Alternative	) ( <u>.                                    </u>	Review Key	$\neg$							4/30
Agency Meetings		K	A	Enviro	onmental Findi	ngs_j							



U.S.Department of Transportation Federal Aviation Administration

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

June 8, 2006

<name> <Address>

Re; Port Columbus International Airport Environmental Impact Statement

•

Dear <name>:

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

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

Ms. Katherine S. Jones Federal Aviation Administration

Detroit Airports District Office

11677 South Wayne Road

11077 South wayne Suite 107

Romulus, Michigan 48174

Email: CMHEIS@FAA.GOV

Website: www.Airportsites.net/CMH-EIS

Please do not hesitate to contact me if you have any questions regarding the EIS scoping

process -- (734) 229-2958.

Sincerely,

Katherine Dyonas

Katherine S, Jones Community Planner

#### INTERNATIONAL AIRPORT PORT COLUMBUS

**ENVIRONMENTAL IMPACT STATEMENT** 

Agency Scoping Meeting Discussion Outline

May 31, 2006 10:00 a.m. – 1:00 p.m.

**Emergency Operations Center** 

Port Columbus International Airport Columbus, Ohio

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

AGENCY SCOPING DISCUSSION OUTLINE

#### I. HISTORY, BACKGROUND, AND **PURPOSE AND NEED**

# Proposed Replacement Runway and Terminal Expansion at

### WHERE DID THIS ALL BEGIN?

1958	Existing Terminal at Port Columbus International Airport opened.
1989	The South Concourse (Concourse A) opened.
1995	The North Concourse (Concourse C) opened and was extended in 2002.
2000	The Columbus Regional Airport Authority (CRAA) completed an Airport Master Plan Update (AMPU), recommends the need for a new midfield terminal, based on the forecast of passengers.
WHAT'S HAPPENED?	PENED?
2001	CRAA initiates terminal study in response to continued passenger growth and revised security requirements that were instituted after September 11, 2001.
2003	Peer Review recommends shifting Runway 10R/28L south to obtain a larger envelope for terminal development.
2003	CRAA Board accepted recommendation and initiated Airfield Planning and Environmental Overview studies to analyze the concept further,
2003	CRAA defers full rehabilitation of Runway 10R/28L in anticipation of relocation project.
2005	Airfield Planning Study recommended Runway 10R/28L be relocated at least 700 feet south of existing Runway 10R/28L.
2005	Environmental Overview Study analyzed potential environmental impacts and recommended that an Environmental Impact Statement (EIS) be prepared due to the likelihood of significant noise impacts.

Landrum & Brown Team May 2006

### WHAT'S HAPPENING NOW?

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

May 2006

FAA issues Notice of Intent to Prepare an EIS for the CRAA Proposed Project,

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

# Preliminary Understanding of Purpose and Need

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 Port Columbus International Airport (CMH) is an essential transportation resource,

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

### <u>THE NEED TO REHABILITATE RUNWAY 10R/28L</u>

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

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 The CRAA examined two options: rebuild Runway 10R/28L at the same location or ( $10ar{ extsf{L}}/28R$ ), a capacity constrained and high noise impact situation. At the end of this construction period, the airport will return to its current conditions in terms of airfield capacity and development envelope between the two runways.

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

Landrum & Brown Team May 2006

Page 2

### PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

AGENCY SCOPING

THE NEED TO PROVIDE LONG-TERM AIRFIELD CAPACITY, DELAY REDUCTION DURING PEAK OPERATING PERIODS, AND AIRFIELD EFFICIENCY The primary factors that dictate a runway system's ability to accommodate overall levels of traffic or peak hour traffic include the length of the runways, the orientation and separation of the runways, the navigational instrumentation on each runway end, and the remainder of the airfield infrastructure (taxiways, hold

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 The CRAA has identified that relocating Runway 10R/28L would provide a larger A study determined that a runway with a minimum length of 10,100 feet, relocated condition of the proposed runway site, the Sponsors Proposed Project (defined in terminal development envelope and would increase peak period operating capacity, 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 airport to accommodate long-term and peak period aviation demand. navigational aides would be required.

NEED TO PROVIDE SUFFICIENT TERMINAL CAPACITY TO ACCOMMODATE PROJECTED PASSENGER LEVELS The most recent passenger forecasts for CMH predict continued steady growth in terms of passengers and operations for the next 20 years. The CRAA studied a terminal facilities at CMH found that it can not efficiently accommodate future passenger demand beyond five million annual enplaned passengers (5 MAEP). The limitations of the existing terminal include the lack of necessary baggage make up areas, the lack of adequate space to provide security screening, and a lack of An analysis of the existing 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 number of possibilities for meeting this demand. terminal facility will be required.

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

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

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

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

### The Need to provide sufficient ancillary facilities and roadway infrastructure to SUPPORT THE PROJECTED INCREASE IN AIR TRANSPORTATION DEMAND

additional property acquisition, as well as enhances passenger convenience by allowing the parking to be near the terminal. Likewise, the roadway infrastructure 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 providing access to the terminal area and parking will need to be relocated or newly constructed to support a new terminal.

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

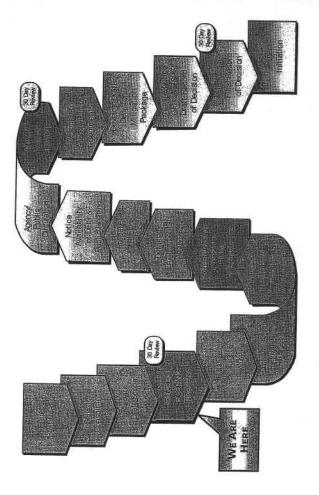
to the airport. In response to that potential, the CRAA is concurrently undertaking a Part 150 Noise Compatibility Study Update to address noise and land use incompatibilities. Implementation of the noise abatement air traffic actions and associated land use mitigation would reduce and/or eliminate existing 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. The proposed project may result in increased noise levels for communities adjacent

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, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions.



## Port Columbus International Airport

AGENCY SCOPING DISCUSSION OUTLINE

ENVIRONMENTAL IMPACT STATEMENT

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

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

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

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

The scoping process will identify and eliminate from detailed study the issues which are not significant or which have been covered by prior documentation. issued a Notice of Intent (NOI) to prepare an Environmental Impact Statement in the Federal Register on May 1, 2006. The FAA

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

Ms. Katherine S. Jones

Federal Aviation Administration, Detroit Airports District Office

11677 South Wayne Road, Suite 107

Romulus, Michigan 48174

Telephone: (734) 229-2958

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

Landrum & Brown Team May 2006

Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

DISCUSSION OUTLINE AGENCY SCOPING

# 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:

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

# AGENCY COORDINATION and COMMENT AT KEY PROJECT MILESTONES

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

### Scope of Services for the EIS

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

## Purpose and Need and Alternatives Analysis

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

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 This statement will be based off of the overall purpose and need and is intended statement that expresses the purpose and need for improvements that may affect wetlands and other sensitive natural resources will also be developed Engineers Highway Methodology, which are established streamlining provisions.

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

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 environmental impacts and permitting Issues will be obtained, integrated,

#### PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

DISCUSSION OUTLINE AGENCY SCOPING

AGENCY SCOPING DISCUSSION OUTLINE

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

comment. (The discussion of the range of alternatives is presented more fully 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 in Section V. of this outline.)

# Results of Key Environmental Studies/Mitigation

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 Agencies will be informed as to the findings of natural and cultural resources 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.

Landrum & Brown Team May 2006

#### Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

SPONSOR'S PROPOSED PROJECT

## SPONSOR'S IDENTIFIED GENERAL GOALS

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

### SPONSOR'S PROPOSED PROJECT

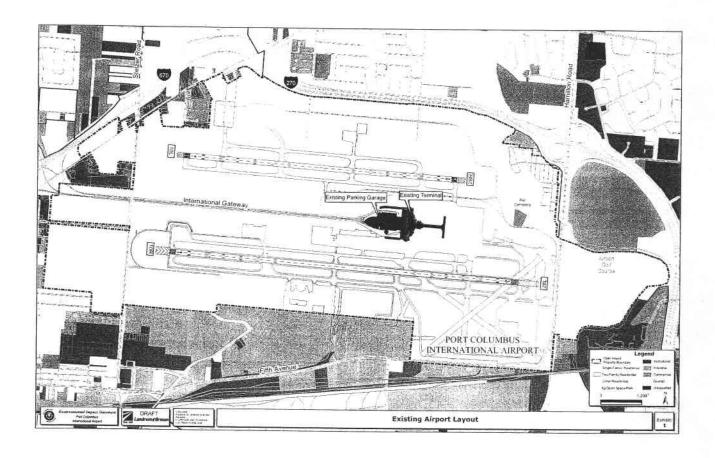
- long, located Construction of a replacement runway, 10,113 feet approximately 702 feet south of the existing Runway 10R/28L
  - Construction of additional taxiways to support the replacement runway
- the number of gates, approximate square footage of the structure, number of levels and if any are underground,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

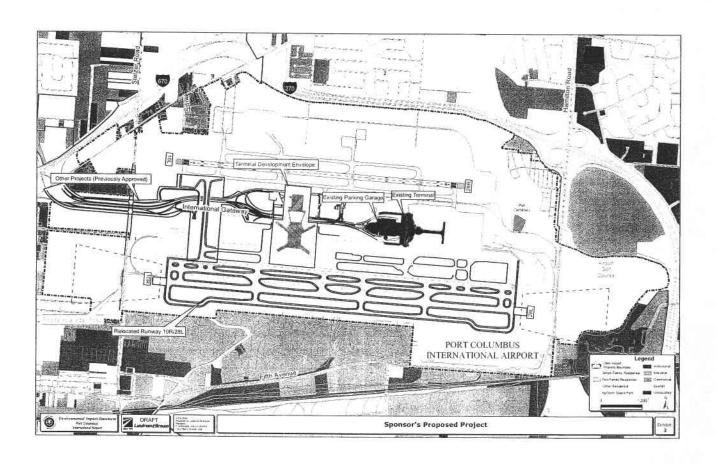
## **DEVELOPMENT OF STUDY AREA BOUNDARIES**

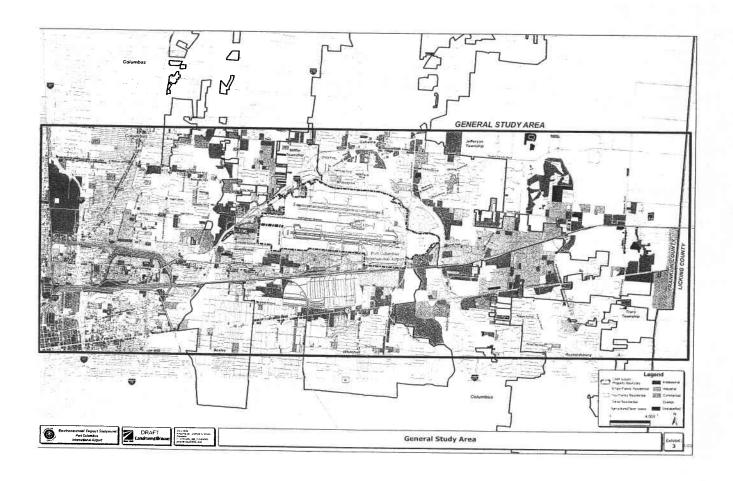
For the purposes of this EIS two study areas have been developed illustrating the alrport property and surrounding communities. Exhibits were created using digital mapping and Geographic Information System (GIS) and show these study areas with existing political jurisdictions, noise-sensitive land uses, 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.

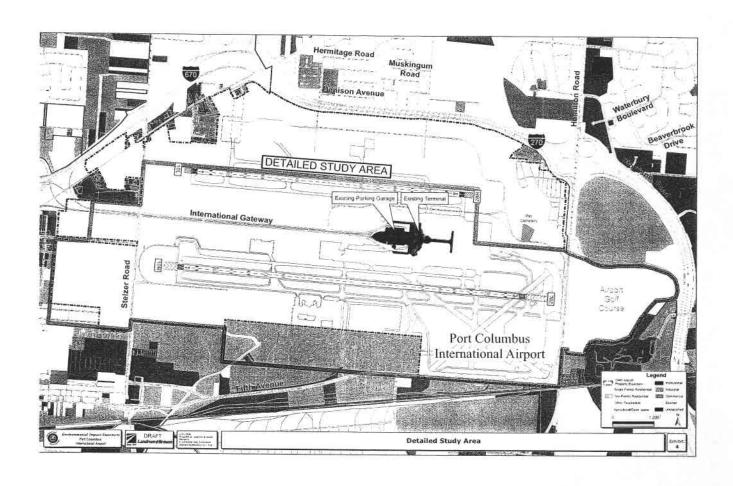
The General Study Area (GSA), as shown on **Exhibit 3**, *General Study Area*, covers a broad area so that the potential impacts due to the Proposed Project and its alternatives can be adequately assessed, in particular for the assessment of potential noise impacts. The GSA was developed using a composite of previous 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.









## V. RANGE OF ALTERNATIVES

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

- Identify a comprehensive range of alternatives. <del>, i</del>
- 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. 4
- Perform detailed evaluation of the short listed alternatives to consider operational, financial, constructability, and environmental impacts. m

The comprehensive range of alternatives will consider:

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

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

Landrum & Brown Team May 2006

Page 15

#### Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

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

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

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

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

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

Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

AGENCY SCOPING DISCUSSION OUTLINE

AGENCY SCOPING

# 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

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

### NOISE AND COMPATIBLE LAND USES

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

### PUBLIC PROPERTIES/ RESOURCES

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

#### WATER RESOURCES

Water quality Wetlands

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

## BIOLOGICAL AND NATURAL RESOURCES

Fish, Wildlife, Plants, and Habitat Essential Fish Habitat

Farmlands

Natural Resources

Landrum & Brown Team May 2006

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

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

Social Impacts, and Historic and Archaeological Sites, USC Section 303(c) From an initial qualitative evaluation, it is anticipated that Noise, Land Use, 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.

Page 17

# 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

AGENCY SCOPING DISCUSSION OUTLINE

### 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.

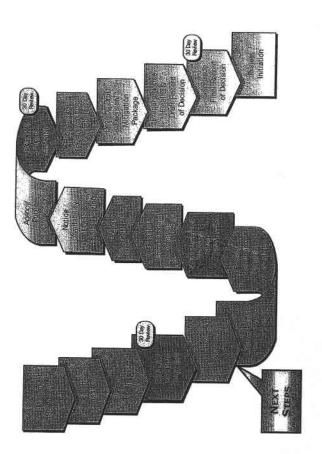
PROJECT	AGENCY
Crossover Taxiway	Columbus Regional Airport Authority
ᆲ	
Stelzer Road - International Gateway Interchange	Gateway Columbus Regional Airport Authority
Environmental approval previously obtained	
FAR Part 150 Study Update	Columbus Regional Airport Authority
FAR Part 150 Study Update for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

Landrum & Brown Team May 2006

Page 20

# 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 May 2006

Page 21

#### 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

#### PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

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.

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

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>

#### **Generalized EIS Schedule**

Task		20					200	7				8008			2	009
iuok	Qrt 2	Qti	r 3	Qrt 4	Qtr 1	Qrt	2	Qtr 3	Qrt 4	Qtr 1	Qrt 2	Q	r 3	Qrt 4	Qtr 1	Qrt 2
FAA Issued Notice of Intent	5/1															
Agency/Public Scoping Meetings	5/31															
Environmental Analysis				. 15 E. W		Service Control										
Preparation of Draft EIS						39		# # (6		1/11						
Response to Comments										asal.	Market at					
Preparation of Final EIS														11/25		
FAA Issues Record of Decision	Revie	ew Purpo	\$0	Review Alternative		Review I	Cey	7								4/3
Agency Meetings		Ā		Anemative	Env	ironmental	Finding	gs_1								

#### ENVIRONMENTAL IMPACT STATEMENT Federal Aviation Administration

# REPLACEMENT RUNWAY AND TERMINAL EXPANSION

# PORT COLUMBUS INTERNATIONAL AIRPORT

AGENCY SCOPING MEETING

MEETING SUMMARY MAY 31, 2006 10:00 A.M. – 1:00 P.M.

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 Meeting Attendees: Irene Porter, FAA, Katherine Jones, FAA, Rob Adams,

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

#### ENVIRONMENTAL IMPACT STATEMENT Federal Aviation Administration

# REPLACEMENT RUNWAY AND TERMINAL EXPANSION

### AGENCY SCOPING MEETING

PORT COLUMBUS INTERNATIONAL AIRPORT

10:00 A.M. - 1:00 P.M. MEETING SUMMARY MAY 31, 2006

- 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.
- 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.
  - 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 during the project:
  - Purpose & Need and Alternatives refinement.
- 2. After impact analysis on the alternatives is complete.
  - Before the Draft EIS is published.
- agencies throughout the process rather than just when the Draft EIS is Answer: Mark Perryman, L&B, Vision 100's purpose was to involve the 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?

# Federal Aviation Administration ENVIRONMENTAL IMPACT STATEMENT

FOR

# REPLACEMENT RUNWAY AND TERMINAL EXPANSION

PORT COLUMBUS INTERNATIONAL AIRPORT

AGENCY SCOPING MEETING

MEETING SUMMARY MAY 31, 2006 10:00 A.M. – 1:00 P.M.

- Answer: Rob Adams, L&B, Yes, we will be having the separate air quality
- Question: Sherry Kamke, USEPA, Will there be a separate meeting for the Purpose & Need and the Alternatives?
- Answer: Rob Adams, L&B, No, we will be having one meeting to present the Purpose & Need and the details of the alternatives.
  - Question: Angela Newland, CRAA, Will the schedule of the meetings be on the project website?
- Answer: Rob Administration (RB) Yes, as we decide on specific dates they will be noted on the working
  - be posted on the website.

     Question: Stacey Heaton, CRAA, How far in advance will you notify
    - everyone of the next meetings?
- Answer: Rob Adams, L&B, Approximately 3 weeks.
   Question: Stacey Heaton, CR44, During the cumulative impact analysis when other projects are looked at, does it open up those projects for further environmental review?
- Answer: Rob Adams, *L&B*, No, if 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, FHWA, When are the public meetings being held for this project?
  - Answer: Rob Adams, L&B, There will be a meeting held tonight (May 31st) and tomorrow evening (June 1st). There will be total of four more public workshops. The next will be on July 11th and 12th, one on the east and one on the west side of the airport.

Page 3

# Federal Aviation Administration ENVIRONMENTAL IMPACT STATEMENT

REPLACEMENT RUNWAY AND TERMINAL EXPANSION

# PORT COLUMBUS INTERNATIONAL AIRPORT

### AGENCY SCOPING MEETING

MEETING SUMMARY MAY 31, 2006 10:00 A.M. – 1:00 P.M.

- Question: Greg Poston, Airport Golf Course, Was the public notified of this project?
- Answer: Rob Adams, L&B, 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, FHWA, 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, L&B, The FAA's process is different than the FHWA's process. The FAA requires the airport to have a very detailed project planned before any environmental analysis can occur.

Page 4

#### CMH Agency Scoping Mailing List 05-05-06

FNAME	ELNAME	TITLE	COMPANY	ADDB6661				
Vince	Papsidero	Planning Administrator	City of Columbus		ADDRESS2	Ç <del>I</del> I	STATE ZIP	ZIP AGENCY
Eagan	Foster	Transportation Administrator		109 North Front St.	Ground Floor	Columbus	동	43215 LOCAL
E	Passid	Charles Minner Printing State of	City of Columbus	109 North Front St.	2nd Floor	Columbus	Ю	43215 LOCAL
5	Nussell	Storm water Division Section Manager	City of Columbus	910 Dublin Road		o marine	3	
James	Bryant	Avlation Administrator	Ohio Department of Transportation Aviation	2829 W Dublin-Granville Boad		spoilings .	5	43215 LOCAL
Brad	Briggs	Environmental Liaison Business Representative for Appalachia	Ohlo Department of Develonment	DATE TO THE ROAD		Columbus	5	43235-2786 STATE
Bob	Hodanbosi	Headquarters Chief	Ohio Environmental Protection Agency, Ale Carality	// S. High St. 28th Floor		Columbus	ē	43216 STATE
Kenneth	h Lammars		ליינים אינים	122 S. Front St.		Columbus	동	43216-1049 STATE
Mark		Denartment Head	rish and Wildlife Services, Division of Ecological Services	6950 Americana Parkway		Reynoldsburg	ъ Б	43068-4127 STATE
Pear	pallox	II C Triving months   Destroyers at 1	Unio Historic Preservation Office	567 East Hudson		Columbus	Ю	43211 STATE
400		C.C. LIVE OF THE LEGIT AGENCY	Office of Federal Activities, Ariel Rios Building (South Oval Lobby)	NEPA Compliance Division, EIS Filing Section	Mail Code 2252-A, Room 7241	Washington	20	20044 FEDERAL
Repecta		Chief North Permit Section	U.S. Army Corps of Engineers	Huntington District	502 Eighth St.	Huntington	<b>XX</b>	24701 EEDEBAI
Mark	Yachmetz	Associate Administrator Rail Development	Federal Railroad Administration	1120 Vermont Av. NW		11/1-11/1	: 2	
Nicholas	s Chevance		Environmental Compliance, National Park Service	Supplied Supplied		wasnington	ນ	20240 FEDERAL
Wille	Taylor	Director, Office of environmental Policy and Compliance	U.S. Department of Interior		601 Kivertront	Omaha	¥	68102 FEDERAL
Anthony	/ Mitcheli	Blo Security Manager	U.S. Department of Agriculture	total Careet, N.W.	Office of the Secretary	Washington	D.C.	20240 FEDERAL
				6995 E. Main St.		Reynoldsburg	용	43068 FEDERAL
Andrew	Bayham	District Conservationist	USDA, Natural Resources Conservation Service	2650 Richville Drive SE		2	ë	
Mark	Agricola	Regulatory Specialist	U.S. Army Corps of Engineers	Control of the Contro		Massillon	5	44646 FEDERAL
Mary M.	Knapp, Ph.D.	). U.S. Department of the Interior	Fish and Wildlife Services Froloning Constant	Cover Acquiatory Trend Office	5336 State Route 800 NE	Dover	Ð	44622-6910 FEDERAL
D. Bamb	D. Bambi Kraus		National Accordation of Talket Distance Control of Control	bysu Americana Parkway, Suite H		Reynoldsburg	Ð	43068-4127 FEDERAL
Katv	Jones		reconstruction of titles historic Preservation Officers	P.O. Box 19189		Washington	2	20036-9189 FEDERAL
11	1		rederal Aviation Administration	Detroit Airports District Office	11677 S. Wayne Rd.	Romulus	Ξ	48174 FEDERAL
2	WICKE		Mid Ohlo Regional Planning Commission	285 East Main St.		Columbus	9 -	43215-5272 LOCAL
	Golf Division	Department of Recreation and Parks	City of Columbus	200 Greenlawn Ave.		1		277. COCAL
Randy	Sanders	Environmental Review Administrator	Ohio Department of Natural Resources	Division of Real Estate and I and Management		Columbus	5	43215 LOCAL
Bharat	Mathur	Deputy Regional Administrator		בייניים ואפני האפוני מווח דמווח ואמושמפווופוני	1952 Beicher Dr. Building C-4	Columbus	픙	43224 STATE
Kenneth	Westlake	Chief. Environmental Planning and Evaluation Branch		// W. Jackson Bivd.		Chicago,	描	60604 FEDERAL
Ross		Fruitronmental Officer Community Planning	C.S. ErA Kegion 5	77 W. Jackson Blvd.		Chicago	ᆸ	60604 FEDERAL
Poper	Bridge	Process Comments Community Planning and Development	U.S. Department of Housing and Urban Development	200 North High St.		Columbus	ᆼ	43215 FEDERAL
i i	ianky	rogram crigineer	Federal Highway Administration	200 N. High St., Room 328		Columbus	동	43215 FEDERAL



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

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

#### Dear Erika Witzke:

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

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

Ms. Katherine S. Jones Federal Aviation Administration Detroit Airports District Office 11677 South Wayne Road

Suite 107 Romulus, Michigan 48174

Email: CMHEIS@FAA.GOV

Website: www.Airportsites.net/CMH-EIS

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

Sincerely,

Kotherine Dyones-

Katherine S. Jones Community Planner



U.S.Department of Transportation Federal Aviation Administration

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

June 12, 2006

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

Dear Golf Division:

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

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

Ms. Katherine S. Jones Federal Aviation Administration

Detroit Airports District Office 11677 South Wayne Road

Suite 107

Romulus, Michigan 48174

Email: CMHEIS@FAA.GOV

Website: www.Airportsites.net/CMH-EIS

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

Sincerely,

Kotherine Dyones-

Katherine S. Jones

Community Planner



Federal Aviation Administration U.S. Department of Transportation

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

June 12, 2006

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

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:

Federal Aviation Administration Detroit Airports District Office 11677 South Wayne Road Ms. Katherine S. Jones 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

Email: CMHEIS@FAA.GOV

Romulus, Michigan 48174

Sincerely,

(734) 229-2958

Katherine Dyones

Community Planner Katherine S. Jones

Federal Aviation Administration U.S. Department of Transportation

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

June 12, 2006

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

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:

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

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

Sincerely,

Katherine Syones

Katherine S. Jones

Community Planner



Federal Aviation Administration U.S. Department of Transportation

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

June 12, 2006

Kenneth Westlake

Chief, Environmental Planning and Evaluation Branch U.S. EPA Region 5

77 W. Jackson Blvd.

Chicago, IL 60604

Dear Kenneth Westlake:

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

Email: CMHEIS@FAA.GOV Romulus, Michigan 48174

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,

Rotherine Symps

Community Planner Katherine S. Jones



U.S. Department of Transportation Federal Aviation Administration

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

June 12, 2006

Ross Carlson

Environmental Officer Community Planning and Development U.S. Department of Housing and Urban Development

200 North High St.

Columbus, OH 43215

Dear Ross Carlson:

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

Email: CMHEIS@FAA.GOV Romulus, Michigan 48174

Website: www.Airportsites.net/CMH-EIS

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

Sincerely,

Katherine Dyones-

Katherine S. Jones

Community Planner



U.S.Department of Transportation Federal Aviation Administration

11677 South Wayne Road, Ste. 107 Romulus, MI 48174

Detroit Airports District Office Metro Airport Center

June 12, 2006

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

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 11677 South Wayne Road

Romulus, Michigan 48174 Email: CMHEIS@FAA.GOV

Suite 107

Website: www.Airportsites.net/CMH-EIS

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

Sincerely,

Katherine Dyones

Katherine S. Jones Community Planner

#### **ENVIRONMENTAL IMPACT STATEMENT** Federal Aviation Administration

# REPLACEMENT RUNWAY AND TERMINAL EXPANSION

# PORT COLUMBUS INTERNATIONAL AIRPORT

AGENCY SCOPING MEETING

MEETING SUMMARY MAY 31, 2006

10:00 A.M. - 1:00 P.M.

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 Meeting Attendees: Irene Porter, FAA, Katherine Jones, FAA, Rob Adams,

- 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
- All comments should be sent to Katy Jones by July 1, 2006.
- Airport Authority and described the process for the airfield tour that followed Dave Wall, CRAA, welcomed everyone on behalf of the Columbus Regional the meeting. ri
- Mark Perryman, Landrum & Brown, welcomed everyone on behalf of the Consultant Team. m
- Introductions were made by all attendees of the meeting.
   Mark described the history/background of the project and the purpose and need for the project
- followed in preparing the EIS (see attached materials for presentation)
  The presentation will be available on the project website by June 9, 2006. Rob Adams discussed the EIS process and the methodologies that will be

REPLACEMENT RUNWAY AND TERMINAL EXPANSION PORT COLUMBUS INTERNATIONAL AIRPORT AGENCY SCOPING MEETING MEETING SUMMARY MAY 31, 2006

**ENVIRONMENTAL IMPACT STATEMENT** ederal Aviation Administration

Ginny Raps presented information on air quality and informed the group that the air quality workshop will be held on July 19<sup>th</sup>.

10:00 A.M. - 1:00 P.M.

- A site tour followed the presentation where participants visited the location of the proposed runway and terminal development.
- 4. The following questions were asked during/after the presentation:
   Question: Chris Gawronski, MORPC, How detailed would you like the
- possible to help determine if the level of detail contained in the scope, Comments to be on the scope?
  Answer: Rob Adams, L&B, The comments should be as detailed as meets the needs of the agencies.
  - 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 during the project:
  - Purpose & Need and Alternatives refinement.
- After impact analysis on the alternatives is complete.
  - 3. Before the Draft EIS is published.
- agencies throughout the process rather than just when the Draft EIS is Answer: Mark Perryman, L&B, Vision 100's purpose was to involve the 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

#### ENVIRONMENTAL IMPACT STATEMENT Federal Aviation Administration

# REPLACEMENT RUNWAY AND TERMINAL EXPANSION

# PORT COLUMBUS INTERNATIONAL AIRPORT

### AGENCY SCOPING MEETING

10:00 A.M. — 1:00 P.M. MEETING SUMMARY MAY 31, 2006

- Rob Adams, L&B, Yes, we will be having the separate air quality
- Question: Sherry Kamke, USEPA, Will there be a separate meeting for the Purpose & Need and the Alternatives?
- Answer: Rob Adams, L&B, No, we will be having one meeting to present the Purpose & Need and the details of the alternatives. Question: Angela Newland, CRAA, Will the schedule of the meetings be
  - - Answer: Rob Adams, L&B, Yes, as we decide on specific dates they will be posted on the website. on the project website?
      - Question: Stacey Heaton, CRAA, How far in advance will you notify
      - everyone of the next meetings?
- Answer: Rob Adams, L&B, Approximately 3 weeks.
- Question: Stacey Heaton, CRAA, During the cumulative impact analysis when other projects are looked at, does it open up those projects for further environmental review?
  - environmentally assessed, the findings do not change as a result of the Answer: Rob Adams, L&B, No, if the projects have already been cumulative assessment in this EIS
- Question: Roger Ryder, FHWA, When are the public meetings being held
- Answer: Rob Adams,  $L\&B_c$ , There will be a meeting held tonight (May 31s) and tomorrow evening (June 1s). There will be total of four more public workshops. The next will be on July 11th and 12th, one on the east and one on the west side of the airport.

#### **ENVIRONMENTAL IMPACT STATEMENT** Federal Aviation Administration

# REPLACEMENT RUNWAY AND TERMINAL EXPANSION

# PORT COLUMBUS INTERNATIONAL AIRPORT

**AGENCY SCOPING MEETING** 

#### MEETING SUMMARY MAY 31, 2006

10:00 A.M. - 1:00 P.M.

Question: Greg Poston, Airport Golf Course, Was the public notified of

newspapers, over 300 postcards were mailed to residences involved in previous studies, news stations were notified and press releases were Answer: Rob Adams, L&B, Yes, advertisements were run in the local sent to the local news media.

Question/Comment: Roger Ryder, FHWA, 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, L&B, The FAA's process is different than the FHWA's process. The FAA requires the airport to have a very detailed project planned before any environmental analysis can occur.

Page 4

/ 00/800 **B** 

#### RECEIVED

## Mid-Ohio Regional Planning Commission FAA, DETROIT ADO an ossociation of local governments providing planning, programs and services for the region

June 21, 2006

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

RE: Port Columbus International Airport EIS

Dear Ms. Jones:

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

Ç Virginia Berney

Michael Cope Vice Chair Mark Barbash Secretory

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

Ensure clean fuel options and anti-idling policies for airport ground equipment are considered in the AQ calculations.

During construction, establish methods to control fugitive dust which contributes to regional fine particulate ( $PM_{2.5}$ ) pollution.

> 8111 Mabig Executive Director

Consider providing contract incentives to construction companies or other contractors which use clean fuels in their equipment.

NOISE AND COMPATIBLE LAND USES

Land-Use Compatibility – Utilize previous Airport Environs Overlay recommendations sponsored by CRAA.

WATER RESOURCES

Water Quality – Green roofs, an aspect of green building, should be considered for all buildings to reduce the quantity and improve the quality of stormwater runoff. Also, carefully consider the needs for sediment control both during and immediately after construction while vegetation is establishing itself.

> 285 East Main Street Columbus, OH 43215.

Wetlands - Any mitigation or replacement should take place locally (nearby within the same watershed) if possible

HAZARDOUS AND WASTE MATERIALS

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

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

Ms. Katherine S. Jones Page Two June 21 immediate area that can be used to recycle materials and reduce

ransportation costs.

Pollution Prevention – The solid waste strategies mentioned above would reduce pollution associated with both the construction activities and the construction materials used.

SOCIAL AND COMMUNITY RESOURCES

renewable energy given its expansive land and buildings. Opportunities should be explored to install solar panels and wind turbines to generate some parking (short- and long-term). This is also an aspect of sustainable design. Socioeconomic / Environmental Justice - Site design should accommodate all modes of traveling to the airport including transit, bloycle and walking by considering passenger rail connections, sidewalks, bike lanes and bicycle of the airport's required electricity and offset its demand on the regional power system. Renewable energy production can also be considered a Energy Supply - The airport is in a unique position to be a generator of pollution prevention strategy.

Sustainable Design & Development – Aspects of sustainable design have been mentioned in several of the categories above, but additional considerations include: use of green building materials, natural lighting and ventilation, passive solar orientation, geothermal heating and cooling, and

GENERAL COMMENT

Existing Airport Layout map - This map presented during the agency scoping meeting (and other maps that show land uses) shows some residential land as commercial or industrial. In particular, note the area south of the airport property along the west side of Stelizer Rd. Although the land may be zoned commercial or industrial, the map should indicate the existing use as residential so that the full impact to residents of any changes can accurately considered,

CRAA should consider joining the U.S. EPA SmartWay program as part of its long-term pollution prevention and energy efficiency strategies. (http://www.epa.gov/smartway/)

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

Yours truly, But E. Bunch Robert E. Lawler, P.E.

Director, Transportation

F00/400 B



### RECEIVED UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5 77 WEST JACKSON BOULEVARD CHICAGO, IL 60604-3590

FAA, DETROIT ADO

300, 0.3 2006

REPLY TO THE ATTENTION OF

B-19J

Federal Aviation Administration Detroit Airports District Office 11677 South Wayne Road Ms. Katherine S. Jones

Romulus, Michigan 48174 Suite 107

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

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 Section 309 of the Clean Air Act, we have reviewed the Notice of Intent (NOI) to prepare an have also attended the May 31, 2006 scoping meeting hosted by the Federal Aviation Administration (FAA) in Columbus, Ohio.

20 years. In addition to these primary needs, the need to provide ancillary facilities and roadway 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 to and the project sponsor, the Columbus Regional Airport Authority (CRAA) have evaluated the infrastructure was determined to be significant, as was the need to incorporate noise abatement 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

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

- 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)

Recycled/Recyclabie-Pfinicd with Vegetable Oil Based Inka on 100% Recycled Paper (40% Postconsumer)

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

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

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

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

#### A

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

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

F006/007

•

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.

#### Water

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

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

#### Noise

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

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

Sincerely yours,

Kenneth A. Westlake, Chief NEPA Implementation Section

4

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

To Katherine S Jones/AGL/FAA@FAA

cc Virginia Marcks/AGL/FAA@FAA

ည္တ

Subject Comments on the CMH Scoping Document

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

1. During construction of the new ATCT, chlorinated solvent contamination was found in the soils and a significant amount of contaminated soil was excevated to allow for construction of the ATCT. The Environmental Due Diligence Audit that was prepared for the ATCT site indicated that at one time there were two aircraft engine or maintenance buildings located on that site. I believe one of them was used by cleaning solvents in one of those buildings. This was a result of past use of degreasing or parts history of the underground storage tanks associated with the buildings that were used for heating and mayde 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 cleaning the footprint of the ATCT.

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

Jenny Ross, RPMES 847-294-8147

7 G 0 / 2 A D 🗖

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

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

Annette Davis Acting Manager, Airspace and Procedures Branch Central Terminal Operations Phone: 847-294-8011

9-AGL-600-CMHEIS/AGL/FAA@FAA To:

07/05/2006 04:12PM

Port Columbus Runway 10R/28L Replacement Project Ohio DNR Comments 06-0157; Subject:

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

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

County, Ohio.

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

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

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

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 Fish and Wildlife: progresses,

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 A list of community floodplain administrators The proposed project may or may not be located in a To assist you in this determination, please contact the for your project area, you can either contact the community floodplain administrator, or obtain a copy online from the FEMA Flood Map Store at community's floodplain administrator. Special Flood Hazard Area: Special Flood Hazard Area. http://store.msc.fema.gov/ ODNR appreciates the opportunity to provide these comments. Please contact Randy Sanders at 614,265,6344 if you have questions about these comments or need additional information.

Randall E. Sanders

Environmental Administrator

Division of Real Estate & Land Management

Ohio Department of Natural Resources

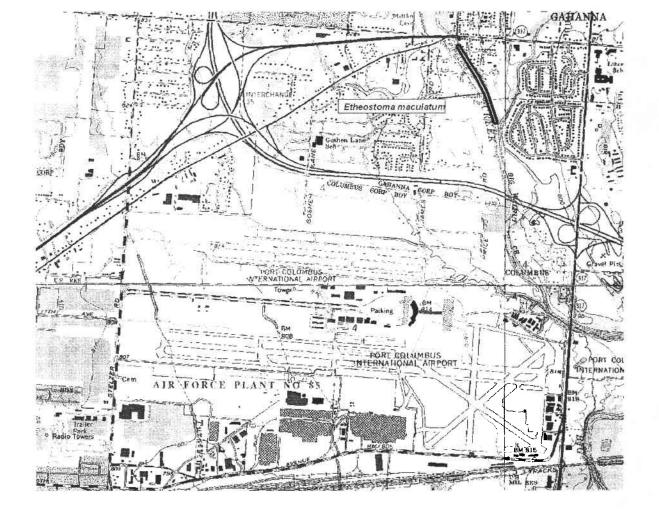
2045 Morse Rd, C4

Ohio 43229-6693

614.265,6344

randy.sanders@dnr.state.oh.us fax 614.267,4764

(See attached file: 06-0157.jpg)



DAVID W. ZOLL' MICHELLE L. KRANZ PAMELA A. BORGESS WESLEY D. MERILLAT

\*CERTIFIED NATIONAL BOARD OF TRIAL ADVOCACY

ZOLL & KRANZ, LLC
ATTORNEYS AT LAW
6620 WEST CERTAL ANNUE
TOLEGO, CHICH 43617
TELFHONE (18) 641-9623
FAX (419) 841-9719
EN 34198114

INTERNET
E-MAIL deld@bloddew.com
E-MAIL motelle@ toleddew.com
E-MAIL pemale @ toleddew.com
E-MAIL west @ toleddew.com
HOME PAGE. http://www.toleddew.com

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,  $15^{th}$  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 any actions by CMH to review environmental impacts ought to consider the effects of these existing airspace restrictions. Such a



•

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

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

# . HISTORY, BACKGROUND, PURPOSE AND NEED

### WHERE DID THIS ALL BEGIN?

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

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

### WHAT'S HAPPENED?

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

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

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

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

# Preliminary Understanding of Purpose and Need

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

### Comment:

The bottom line of this proposed airport enhancement is that those proposals, which do not support the NEW / Relocated 10R/28L Runway, will always fail to meet the "Purpose and Need" of the project. The airport is NOT currently operationally capacity constrained nor is if forecasted to be. The only alternative that may provide an operational capacity if the only alternative that may provide an operational capacity.

# 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 for qualitative data were not available at the Agency Scoping Meeting.

(FAA Order 5050.48, Chapters 5, 9)

# THE NEED TO REHABILITATE RUNWAY 10R/28L

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

### Comment: No comment.

# <u>THE NEED TO PROVIDE LONG-TERM AIRFIELD CAPACITY, DELAY REDUCTION DURING PEAK OPERATING PERIODS, AND AIRFIELD EFFICIENCY</u>

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 for 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 IRR/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 il does not require relocation. (FAA Order 5050.4B, Chapters 5, 9)

~

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

# <u>THE NEED TO PROVIDE SUFFICIENT TERMINAL CAPACITY TO ACCOMMODATE PROJECTED PASSENGER LEVELS</u>

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

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

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

# <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.

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

# II. INTRODUCTION TO THE SCOPING PROCESS

The scoping process will identify:

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

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

# 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 timely public notice.

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

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

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

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

# III. SUMMARY: EIS SCOPE OF SERVICES

# AGENCY COORDINATION and COMMENT AT KEY PROJECT MILESTONES

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

# Purpose and Need and Alternatives Analysis

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

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

# SPONSOR'S PROPOSED PROJECT

## SPONSOR'S IDENTIFIED GENERAL GOALS

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

### SPONSOR'S PROPOSED PROJECT

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

# DEVELOPMENT OF STUDY AREA BOUNDARIES

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

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

## V. RANGE OF ALTERNATIVES

No Action / No Build:

No Comment

Reconfiguration of the airfield:

No Comment

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

## Operational procedure modifications:

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

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

## Development of alternatives airports:

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

### Technology:

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

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

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

# 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 property 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 450

# 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 vitality important that any ElS or Part 150 study at CMH take into account the indirect impacts which CMH has on operations at OSU, and the impacts of those operations on the citizens of Worthington.

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

# 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 then all IFR departures (irrespective of runway) to a heading of 050 degrees. The turn and the attitude restriction exposes the noise sensitive community to all classes and types of aircraft including the predominate use of Stage 2 business jets. Thus, a Stage 2 jet departure turns to heading of 050 degrees and is restricted to 3,000' MSL (2,000' AGL) while flying at slightly less than 250 knots, indicated air speed (IAS), for approximately five hours.

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

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

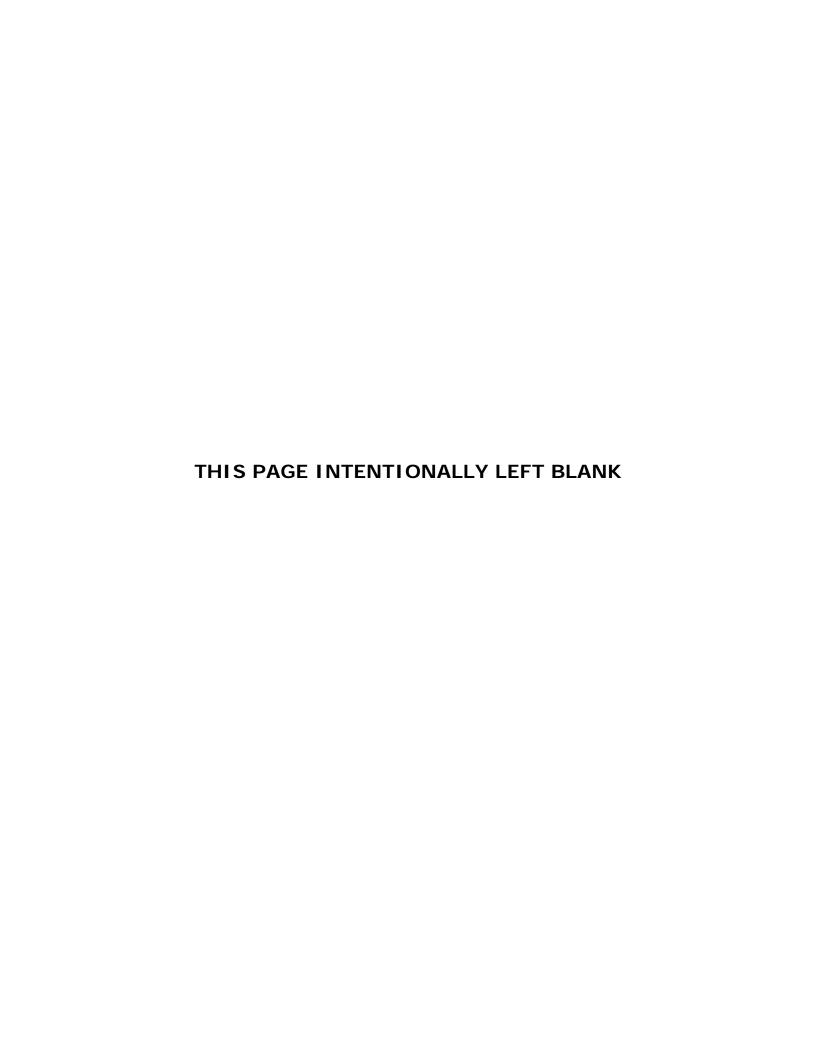
The aforementioned air traffic actions promoted the City to undertake a "Noise Complaint Program" in order to validate overall aircraft noise complaints but especially those during "nighttime hours" and of the "single event," magnitude. To date the program has tracked over 10,000 complaints.

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

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

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

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



### Study Advisory Committee Meeting #1 July 11, 2006

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

THIS PAGE INTENTIONALLY LEFT BLANK



PORT COLUMBUS . RICKENBACKER . BOLTON COLUMBUS REGIONAL AIRPORT AUTHORITY



June 16, 2006

Address City, State Zip Company Name

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

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).

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 Before these projects can be started, the Federal Aviation Administration (FAA) will prepare an Environmental Impact Statement (EIS) for the proposed projects. 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



PORT COLUMBUS . RICKENBACKER . BOLTON COLUMBUS REGIONAL AIRPORT AUTHORITY

Federal Aviation Administration U.S. Department of Transportation

The first meeting of these committees is scheduled for

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

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.

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 The Emergency Operations Center is located on the second level of the airport terminal 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 Alroort and your participation in these studies. Please let us know the are able to attend the July 11<sup>th</sup> meetings by responding to Melanie DePoy of Aeroffnity, inc by June 30, 2006. Melanie may be reached by phone at (317) 955-8395 ext. 304 or e-mail at <a href="mailto:mdepoy@aeroffnity.com">mdepoy@aeroffnity.com</a>.

Sincerely,

Kotherine Spones

Elain Roberts

Sincerely,

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

Federal Aviation Administration

Community Planner Katherine S. Jones

## 6/16/07 SAC Distribution List

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

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

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

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

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



PORT COLUMBUS . RICKENBACKER . BOLTON COLUMBUS REGIONAL AIRPORT AUTHORITY

Federal Aviation Administration U.S. Department of Transportation

June 16, 2006

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

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)

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 Before these projects can be started, the Federal Aviation Administration (FAA) will primary purpose of an EIS is to analyze and disclose the environmental impacts caused mitigation options or recommendations to help minimize noise impacts on the prepare an Environmental Impact Statement (EIS) for the proposed projects. 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

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

EIS SAC Part 150 PAC



RICKENBACKER . BOLTON COLUMBUS REGIONAL AIRPORT AUTHORITY PORT COLUMBUS

Federal Avlation Administration U.S. Department of Transportation

The first meeting of these committees is scheduled for

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.

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 The Emergency Operations Center is located on the second level of the airport terminal. parking ticket to the meeting with you for validation. We will manage our time so that we end promptly at 12:30 p.m. As always, we appreciate your interest in Port Columbus International Airport and your participation in these studies. Please let us know if you are able to attend the July 11th meetings by responding to Melanie DePoy of Aerofinity, Inc by June 30, 2006. Melanie may be reached by phone at (317) 955-8395 ext. 304 or e-mail at <a href="madepoy@aerofinity.com">madepoy@aerofinity.com</a>.

Sincerely,

Katherine & Yones

Sincerely,

Elain Roberts

Elaine Roberts, A.A.E.

Columbus Regional Airport Authority President & CEO

Federal Aviation Administration

Community Planner Katherine S. Jones

## 6/16/06 PAC/SAC Distribution List

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

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

**Executive Vice President** Net Jets 625 N. Hamilton Road Columbus, OH 43219 Mr. Richard G. Smith III

4389 International Gateway Columbus, OH 43219 Ms. Katy Jones Community Planner

Federal Aviation Administration - Detroit ADO 11677 S. Wayne Road Mr. James Bryant Aviation Administrator Ohio Office of Aviation 2829 W. Dublin-Granville Road Columbus, OH 43219 Romulus, MI 48174

Columbus, OH 43215 Mr. Chris Gawronski Senior Planner 285 E. Main St. MORPC

MORPC 285 E. Main St. Columbus, OH 43215 Principal Engineer Mr. Erike Witzke

Ms. Dorothy Pritchard Service Director City of Bexley 2242 E. Main St. Bexley, OH 43209

Manager CMH Air Traffic Control Tower 4277 International Gateway Columbus, OH 43219 Mr. Chris Lenfest Director of Building Maintenance Lane Aviation Corporation

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

Director of Transportation Columbus, OH 43215 Mr. Robert Lawler 285 E. Main St.

City of Columbus 109 N. Front Street, Second Floor Columbus, OH 43215 Long Range Planning Manager

Sode Enforcement Officer City of Bexley 2242 E. Main St. Bexley, OH 43209 Mr. Bill Bellamy

# 6/16/06 PAC/SAC Distribution List

Director of Development City of Gahanna 200 South Hamilton Gahanna, OH 43230 Ms. Sadicka White

City of Gahanna 200 South Hamilton Gahanna, OH 43230

Zoning Administrator

Ms. Bonnie Gard

Reynoldsburg, OH 43068 Development Director City of Reynoldsburg 7232 E. Main Street Mr. John A. Brandt

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

Development Dept. and Zoning Enforcement 280 East Broad Street, 2<sup>nd</sup> Floor Columbus, OH 43215 Franklin County Mr. Lee Brown

421 Aviation Way Frederick, MD 21701

Airports Division

American/American Eagle Port Columbus International Airport Frank Martino, General Manager

Continental Airlines Port Columbus International Airport

Mr. Mark Dooley, Manager

4600 International Gateway

Columbus, OH 43219

Bryan Levandusky, Manager 4600 International Gateway Columbus, OH 43219

Northwest/Mesaba Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

Midwest Connect/Skyway
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219

Ms. Patti Froehlich, Manager

Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Mr. Brian Kennedy, Manager United/United Express

US Airways/US Airways/America West Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

Sandy Dicocco, Manager

Ms. Joni Taylor, Manager Southwest Airlines

Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

Port Columbus International Airport

Mr. Felix Scuilli, Manager

Delta/Delta Connection

4600 International Gateway

Columbus, OH 43219

# 6/16/06 PAC/SAC Distribution List

Mr. Jeff Lischak, Regional Manager Chautauqua Airlines Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

Dr. Harold E. McDaniel President St. Mary S Civic Association 979 Wellington Blvd. Columbus, OH 43219 Mr. 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

4300 East Fifth Avenue Columbus, OH 43219 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 27a3 East 5th Ave. Columbus, OH 43219

Mr. Columbus Russell President Cumberland 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 Ooden

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 Yorkoffiff 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

Federal Aviation Administration

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

### AGENDA

## WELCOME/INTRODUCTIONS

- Overview of Projects at Port Columbus International Airport
- What is an EIS?/Introduction to the EIS Process
- Role of the SAC
- Sponsor's Proposed Project ≥.
- Range of Alternatives
- Assessing Environmental Impacts Z.
- Cumulative Impacts Analysis VII,
- Next Steps in the EIS Process VIII.
- **EIS Schedule** ×.
- Opportunity to comment on the EIS

AGENCY CONTACT:

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

\* \* \* \*

Telephone: (734) 229-2958

### Port Columbus International Airport FAR Part 150 Noise Compatibility Study

PLANNING ADVISORY COMMITTEE/STUDY ADVISORY COMMITTEE MEETING - July 11, 2006 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 Airports Division 421 Aviation Way Frederick, MD 21701 Airport Business Partners Net Jets (614) 239-<del>5500</del> 5518 Richard G. Smith III 4111 Bridgeway Avenue Columubus, OH 43219 rsmith @netjets.com Executive Vice President Lane Aviation Corporation (614) 237-3747 x157 Lane Aviation Corporation Ron Moodespaugh
Director of Building Maintenance 4389 International Gateway moodespaugh@laneaviation.com Columbus, OH 43219 Nationwide Insurance Company (614) 249-8000 Dan Wolfe 3945 Bridgeway Avenue Wolfeda@nationwide.com Manager Columbus, OH 43219 with FTOK Million Air (614) 238-3900 4130 East Fifth Avenue Bill Tylka Columbus, OH 43219 billtylka@millionair-cmh.com The Columbus International Air Center (614) 236.0843 Ken Waite 4300 East Fifth Avenue Columbus, OH 43219 Facility Manager Limited Brands (614) 415.1800 Tim Stehle 4387 International Gateway Tstahle@Limitedbrands.com Columbus, OH 43219 **Director of Flight Operations** 

Citizens/Citizen Groups Columbus Flight Watch 614 890 106Z 40 Massey Drive Don Peters Westerville, OH 43081 2185 Olde Sawmill Road DOS PETERS@COLUMBUS, RR. COM Thomas Lusch Dublin, OH 43016-8221 East Columbus Civic Association Dr. Troy Lee Shaw President (614) 253-9429 East Columbus Community Center 2743 East 5th Avenue shaw.162@osu.edu Columbus, OH 43219 Elwood Rayford Northeast Area Commission 2776 Yorkcliff Rd (614) 475-1448 Elwood Rayford Columbus, OH 43219 Chair North Central Area Commission Jimmie Moreland III 1314 Sigsbee Avenue Columbus, OH 43219 Chair **Cumberland Ridge Civic Association** 1876 Mountain Oak Rd (614) 475-7277 Columbus Russell President Jarfull@sbcglobal, Net Columbus, OH 43219 Brittany Hills Civic Association 2463 Peekskill Drive Ms. Grisetta Griffin Columbus, OH 43219 ggriffil @columbus.rr.com
(614) 252-7782 St.Mary's Civic Association 979 Wellington Blvd -Dr. Harold E. McDaniel Columbus, OH 43219 hMcdanie//2 Columbus, cr. com Mail Postcard Copy for his reference

	Total Control of the	lines	
	Continental/Continental Express		(614) 239-4060 mdoole@coair.com
	Mark Dooley, Manager		mucoletycoaii.com
	Air Canada Jazz		
	No local contact.		
	American/American Eagle		(614) 239-4245
	Frank Martino, General Manager		Frank.Martino@aa.com
	Midwest Connect/Skyway		(614) 238-7752
	Patti Froehlich, Manager		
S. J. m. 1	Northwest/Mesaba		(614) 239-4313
yan Dellindusky	Bryan Levandusky, Manager	Road lournature.	Bryan, Levandusky@nwa.com
athy GASLin	US Airwaya/US Airways Express/America/Wes	Notice Terroration	CATHERINE, GASLIN DNWA. CON (614) 238-7515
	Sandy Dicocco, Manager		Sandy Dicocco@usairways.com
	United/United Express		(614) 239-4286
	Brian Kennedy, Manager		Brian.F.Kennedy@ual.com
	Delta/Delta Connection		(614) 239-4448
	Felix Sciulli, Manager		
	Southwest		(614) 238-7722
	Joni Taylor, Manager		Joni.Taylor@wnco.com
	Chautauqua		(614) 235-1193
	Jeff Lischak, Regional Manager		jlischak@flychautuqua.com
	Age	ncies	
/a/h . h . a	FAA ADO		> 0 00 - 0
atherine forces	Katherine Jones, Environmental Specialist	11677 S. Wayne Road	(734) 229-2958
$\Lambda \Omega = \Omega \Lambda$	Detroit Airports District Office	Romulus, MI 48174	
This Land	FAA CMH ATCT		(NOIS. Lendest @ FLA. Gov
Jus renter	Chris Lenfest, Manager CMH Air Traffic Control Tower	4277 International Gateway Columbus, OH 43219	CKUD. Trugesto LY4. DON
11-201 -	CIMITAL TRAINC CONTROL TOWER		614-338-4092
applied the	Bruce Gibson	(Same to Above)	BRUCE. GIBSON @ FAA.COV
	011 055 5115		
1 1	Ohio Office of Aviation		
<i>V</i> - <i>V</i> -	James Bryant, Aviation Administrator	2829 W. Dublin-Granville Road Columbus, OH 43219	(614) 387.2341 james.bryant@dot.state.oh.us

	Municipali	ties	1
Dwayani Puronik	City of Columbus Vince Papsidero, Planning Administrator Long Range Planning Manager  Devayani Puranik, Planner	109 N. Front Street, Ground Floor Columbus, OH 43215	(614) 645-8664 (614) 645-0663
Robert Sourles	City of Entumbus - MORPC Chris Gawronski, Sasier Planner Princip   Robert Lawler, Director of Transportation Erike Witzke, Principal Engineer	285 E. Main St. Columbus, OH 43215 (Same La Above)	(614) 233.4160-4166 Cgawronski@morpc.org (614) Hawler @ Moopc.org 4160
	City of Bexley Dorothy Pritchard, Service Director  Bill Bellamy, Code Enforcement Officer	2242 E. Main St. Bexley, OH 43209	(614) 235-8694
Bonnie Gard	City of Gahanna Sadicka White, Director of Development  Bonnie Gard Attending  Matthew Huffman, Planner	200 South Hamilton Gahanna, OH 43230	614) 342-4015 bonnie.gard©gahamna.gol
	City of Reynoldsburg  John A. Brandt, Development Director	7232 E. Main Street Reynoldsburg, OH 43068	(614) 322-6807
L. M How	Lucas Haire, Planning Administrator  Jefferson Twp.  Charles McCroskey, Zoning Administrator	7232 F. Man SF Reynoldsburg, OH 43068 6545 Havens Road Blacklick, OH 43004	(614)322-6829 [haire@ci.reynoldsbøng.oh.us (614)8554265
	Franklin County Lee Brown Development Department and Zoning Enforcement	280 E. Broad St., 2nd Floor Columbus, OH 43215	(614) 462-3095

	Onio State University Doug Hammon, Director School Representatives City of Columbus Schools	2160 West Case Road Columbus, OH 43235-2526	(614) 292-5460 dhammon@osuairport.com
,	Dr. Gene Harris Superintendent	270 East State Street Columbus, OH 43215	(614) 365-5000
		additional Attendees	
Attendance Sign-in	Name	Please Print Address	Phone/e-mail
Jainel Wall	_ CRIL		
MARK KELBY	CRAA		
Scott WHITLUCK	(ity of Worthington (WOOSE)	6081 Olenterry Rive Row 6077 Olentarry Rv. Pd We	whit/scead.com
Dennis Stermen Stacey Heaton	_ (WOOSE)	198 Caren Ave, Worthington	whit/sceadicon whigh tim@nixmbell.com on and dsh@dsh.org 5-614-430-0403
Betham J. Mill	w1 Bonnie Gard Cit	ty of Glahanna	
Ame Churn	CRAL		
Dewnyani Purgal	E CORROLL CHEST COM	<del>Muse</del>	

	STUDY ADVISORY COMMITTEE MI	and the second s	Dhana/a mail
Attendance Sign-in	Name	Address	Phone/e-mail
	Agencies		
	Ohio EPA		
	Bob Hodanbosi	122 S. Front St.	(614) 644.2270
	Headquarters Chief	Columbus, OH 43216-1049	bob.hodanbosi@epa.state.oh.us
	Municipalities		
	City of Columbus		
	Eagan Foster, Transportation Administrator	109 N. Front Street	
	Patricia Austin, Transportation Division		
	Tom Russell, Division of Water Quality	910 Dublin Road	
	Golf Course - Recreation	200 Greenlawn Ave.	
	City of Whitehall		
	Raymond Ogden, Public Service Director	360 S. Yearling Road	(614) 237-8612
1 0	City of Whitehall Planning Commission	Whitehall, OH 43213	rogden@cityofwhitehall.com
Vilen Blis	Matthew Shad, Development Director	360 S. Yearling Road	(614) 338-3103
		Whitehall, OH 43213	development@cityofwhitehall.com
	Old (Old O		
	Citizens/Citizen Gro	ups	
	Friends of Big Walnut Creek Susan Moeller	116 Mill Street	(614) 470-9699

execution of the control of the cont

The need to rehabilitate Runway 19R/28L. The CRAA initiated pavement evaluation and design studies for Runway 19R/28L in 2000. Based on visual inspection of the pavement condition and associated ingineering evaluations. We studies provided recommendations to improve the servicesobility of the nurway. Some areas of the runway were determined to be in need of full depth/structural repair.

be in need of full dopthysbuctural regists: rebuild Runway The CRAA examined two options: rebuild Runway Rocardian and State of the and of this construction pend the sport will return to sourcet conditions in series of alrifeid capacity and overloopment enreship between the two runways. The CRAA recognition pend to the State of this consideration of the State of the

The need to provide sufficient terminal capacity to accommodate projected passenger levels. The most recent passenger forecasts for CMH predict confined steedy growth in terms of passengers and operations for the max 20 years. The CRAA studied a operations for the max 20 years. The CRAA studied a mumber of possibilities for meeting this demand. An analysis of the existing terminal facilities at CMH found that cannot efficiently accommodate future passenger.

demand beyond five million annual enplaned passengers. The imitations of the existing terminal include the tack of necessary begange make-up areas, the tack of seeputate space to provide an experience of the passenger of the passenger of the passenger of demand. Current forecasts note consist passenger of growth. Clark viet exceed five million enplaned cases growth 2018. Therefore, in order to meet the projected long-term passenger demand, the development of a new passenger terminal facility will be required.

forminal facility will be required.

What are the advantages of reflecting the rewwey?

What are the advantages of reflecting the rewwey?

Study of options for developing a new terminal found that with the ournet runway separation. It is virtually impossible to develop a command large enough to meet fong-term demand and terminal large enough to meet for the property of the study of the study

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

- he list below includes at in the projects being assessed in he ES.

  Constitution of a replacement running, 10,113 feet loag, located 702 feet south of the acising Runway 108/22.

  Construction of additional tudways to support the replacement runway
  Proposed terminal development (defined as a development area that will ancompass Phase I and II of the CPAA terminal development program) examining the development program) examining the the CPAA terminal development program (examining the the CPAA terminal development program) examining the school and the control of the contr

Wlast 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 I.E. Environmental terpacts: Policies and Procedures, and FAA Order 1500.18, National Environmental Policy Act (NEPA) implementation instructions for airport actions. In accordance with these orders the environmental impacts of the proposed development projects will consider the following.

- following.

  Environmental Consequences

  Air Quality

  Public Properties Resources, Inistoric properties,

  Public Properties Resources, Inistoric properties,

  architectural, archaeological and cultural resources, USC
  Saction 303 properties parks or recreational areas).

  Water Resources (water quality, wedlands, floodplains and
  floodways, coastal resources, with and scenic-rivers).

  Biological and Natural Resources (fich, widdle, Leants, and
  habitals, farmiands, natural resources).

  Social and Community Resources (socioeconomic
  impacts, arrivonneosial yields, children's antwomenental
  health and safety risks, light emissions, energy supply,

  sustainable design and swelopment, construction

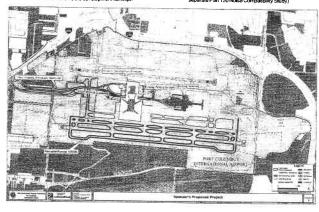
  From an intital qualitative evaluation it is audicinated that

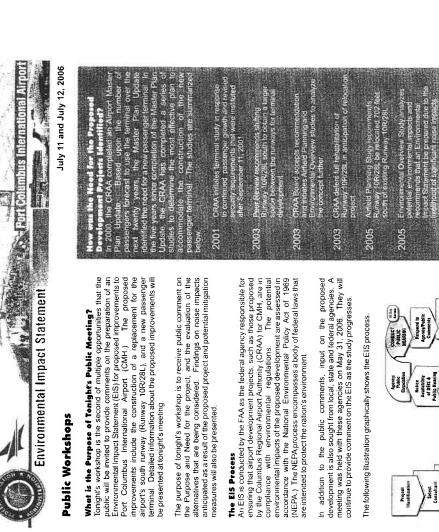
The EIS will specifically review minority and tow-income communities to ensure that they are not subject to disproportionately high and adverse environmental effects Mitigation measures will be developed for adverse impacts created by the proposed actions.

Cumulative Imposes acrons.

Cumulative Impacts

Any other past, present of foresesable future actions which
may be applicable or periment to the proposed developments
will also be softensed. The proposed developments
colorisation to other plans, directives and goals of the
colorisation to other plans, directives and goals of the
colorisation of the plans, directives and goals of the
proposed improvements, the cumulative impacts of all
the proposed improvements, and common with the
ansisting and reasonably foreseeable future (generally five
years beyond build-out) projects within the area will be
considered.







**Public Workshops** 

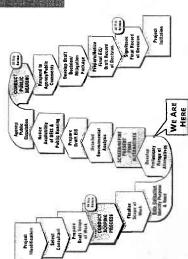
The purpose of tonight's workshop is to receive public comment on the Purpose and Need for the project, and the evaluation of the alternatives that are being considered. Findings on noise impacts anticipated as a result of the proposed project and potential mitigation measures will also be presented.

### EIS Process

An EIS is conducted by the FAA as the federal agency responsible for ensuring that airport development projects, such as those proposed by the Columbus Regional Airport Authority (CRAA) to 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 (KIEPA). The NEPAprocess encompasses a body of federal laws that are intended to protect the nation's environment.

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

The following illustration graphically shows the E1S process



### The Project Team

The FAA has selected the consulting firm of Landrum & Brown to complete the EIS. Landrum & Brown is a nationally-recognized airpott 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 feam 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 that, and information about the study process will be available throughout the study on the FAA project website listed at the end of this handout.

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

### **Next Steps**

The EIS is a federal process that seeks to disclose any environmental effects of proposed federal actions, such as approval and funding of birport 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 declara Register on May. 1, 2006. It is anticipated that it will lake approximately three years to complete the full study process with the FAA anticipated to issue its Record of Decision in April 2009, A draft of the EIS is anticipated to be available in approximately 20 months.

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

# Foreight is the second of multiple times that the public will be asked to provide comments to the FAA on the EIS Public comments are imporfant to easist the FAA in making decisions about the proposed development projects at CMH. The FAA welcomes written comments on the environmental analysis. Written comments may be submitted tonget on the comment forms found in the workshop area. If you prefer, you may submit comments until the close of business on July 31 2006 to. Wis Karherine S. Jones Federal Anninostration Demoit Amministration Demoit Amministration Demoit Amministration From Uses A Suite 107 From Lius Michigan 48 174 Fox (734 229-2950 or submit them via e-mail at CMHEIS@fea gov. Project website: www.airportsites.net/cmh-eis.

### INTERNATIONAL AIRPORT PORT COLUMBUS

**ENVIRONMENTAL IMPACT STATEMENT** 

**Study Advisory Committee Discussion Outline** 

July 11, 2006 10:00 a.m. – 11:00 a.m.

**Emergency Operations Center** 

Port Columbus International Airport Columbus, Ohio

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

STUDY ADVISORY COMMITTEE
DISCUSSION OUTLINE

### I. HISTORY, BACKGROUND, AND **PURPOSE AND NEED**

# Proposed Replacement Runway and Terminal Expansion at CMH

## WHERE DID THIS ALL BEGIN?

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

### WHAT'S HAPPENED?

2001	CRAA initiates terminal study in response to continued passenger growth and revised security requirements that were instituted after September 11, 2001.
2003	Peer Review recommends shifting Runway 10R/28L south to obtain a larger envelope for terminal development.
2003	CRAA Board accepted recommendation and initiated Airfield Planning and Environmental Overview studies to analyze the concept further.
2003	CRAA defers full rehabilitation of Runway 10R/28L in anticipation of relocation project.

Landrum & Brown Team July 2006

Page 1

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.

Airfield Planning Study recommended Runway 10R/28L be relocated at least 700 feet south of existing Runway 10R/28L.

2005

2005

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE

WHAT'S HAPPENING NOW?

December 2005

CRAA provides definition of Proposed Project and airport objectives to Federal Aviation Administration (FAA). FAA issues Notice of Intent to Prepare an EIS for the CRAA Proposed Project.

May 2006

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

FAA conducts Public Information Workshops for EIS. July 2006

# Preliminary Understanding of Purpose and Need

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

# THE NEED TO REHABILITATE RUNWAY 10R/28L

engineering evaluations, the studies provided recommendations to improve the The CRAA initiated pavement evaluation and design studies for Runway 10R/28L in Based on visual inspection of the pavement condition and associated Some areas of the runway were determined to be in serviceability of the runway. Some need of full depth/structural repair. The CRAA examined two options: rebuild Runway 10R/28L at the same location or build a replacement runway. Reconstruction of Runway 10R/28L will involve a lengthy closure time in which the airport would have to operate with one runway (10L/28R), a capacity constrained and high noise impact situation. At the end of this construction period, the airport will return to its current conditions in terms of airfield capacity and development envelope between the two runways.

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

Landrum & Brown Team July 2006

### Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE

# THE NEED TO PROVIDE LONG-TERM AIRFIELD CAPACITY, DELAY REDUCTION DURING PEAK <u>OPERATING PERIODS, AND AIRFIELD EFFICIENCY</u>

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

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

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 The most recent passenger forecasts for CMH predict continued steady growth in limitations of the existing terminal include the lack of necessary baggage make up continued steady growth, CMH will exceed 5 MAEP in 2018. Therefore, in order to 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 meet the projected long-term passenger demand, the development of a new terminal facility will be required.

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

### PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

DISCUSSION OUTLINE STUDY ADVISORY COMMITTEE

PORT COLUMBUS INTERNATIONAL AIRPORT

STUDY ADVISORY COMMITTEE 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:

# <u>THE NEED TO PROVIDE SUFFICIENT ANCILLARY FACILITIES AND ROADWAY INFRASTRUCTURE TO</u> SUPPORT THE PROJECTED INCREASE IN AIR TRANSPORTATION DEMAND

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

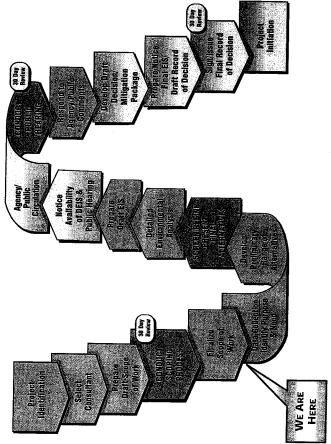
# <u>THE NEED TO INCORPORATE 14 CFR PART 150 NOISE ABATEMENT AND LAND USE MITIGATION</u> RECOMMENDATIONS (IF NECESSARY

associated land use mitigation would reduce and/or eliminate existing incompatible The proposed project may result in increased noise levels for communities adjacent Implementation of the noise abatement air traffic actions and 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. 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.

Landrum & Brown Team July 2006

### II. INTRODUCTION TO THE SCOPING PROCESS ENVIRONMENTAL IMPACT STATEMENT

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.



Landrum & Brown Team July 2006

Page 4

### Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

Study Advisory Committee DISCUSSION OUTLINE

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 proposed action." Therefore, the scoping process will identify.

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

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

- Actions
- Dependent/Independent
  - Cumulative
- Alternatives
- No-Action
- Alternative Expansion of Airport Facilities
- Alternative to Noise Abatement Procedures
- Impacts
- Direct
- Indirect 1
- Cumulative

The scoping process will identify and eliminate from detailed study the issues which are not significant or which have been covered by prior documentation. The FAA issued a Notice of Intent (NOI) to prepare an Environmental Impact Statement in the Federal Register on May 1, 2006.

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

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

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

Landrum & Brown Team July 2006

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

STUDY ADVISORY COMMITTEE

# 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.

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

# AGENCY COORDINATION and COMMENT AT KEY PROJECT MILESTONES

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

## Scope of Services for the E1S

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

# Purpose and Need and Alternatives Analysis

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

# Results of Key Environmental Studies/Mitigation

Agencies will be informed as to the findings of natural and cultural resources surveys, air quality and noise modeling methodologies and results. Any mittigation 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 comment, and input.

Landrum & Brown Team July 2006

Page 6

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE

STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE

# IV. SPONSOR'S PROPOSED PROJECT

# SPONSOR'S IDENTIFIED GENERAL GOALS

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

SPONSOR'S PROPOSED PROJECT

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

Landrum & Brown Team July 2006

Page 8

### Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

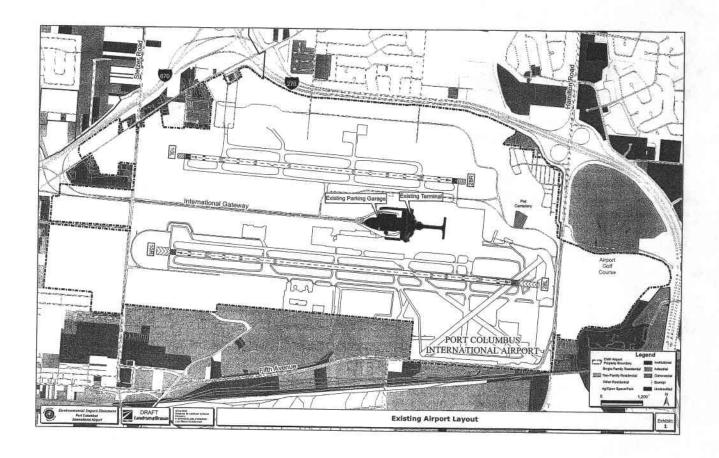
The existing airfield layout is depicted on **Exhibit 1**, Existing Airport Layout. The proposed relocated runway and terminal expansion proposed by CRAA is depicted on Exhibit 2, Sponsor's Proposed Project.

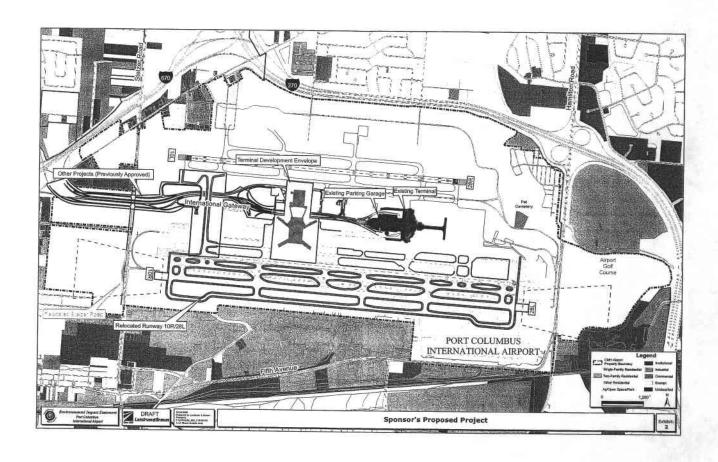
# **DEVELOPMENT OF STUDY AREA BOUNDARIES**

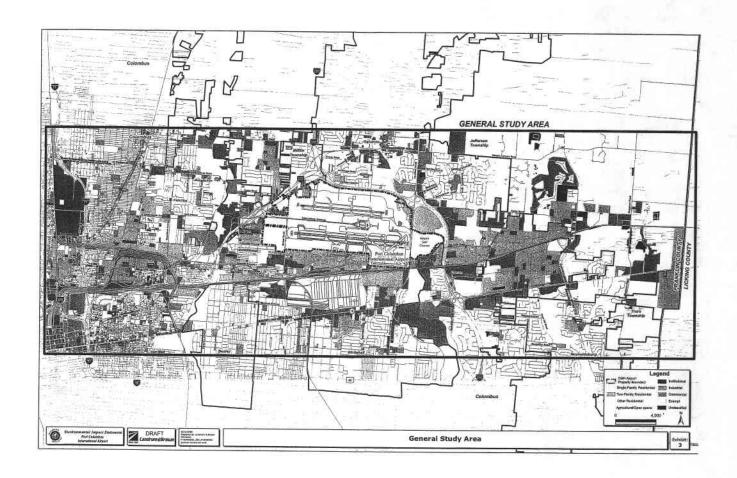
airport property and surrounding communities. Exhibits were created using digital mapping and Geographic Information System (GIS) and show these study areas For the purposes of this EIS two study areas have been developed illustrating the major and minor streets and roadways, and major physical, geographic,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

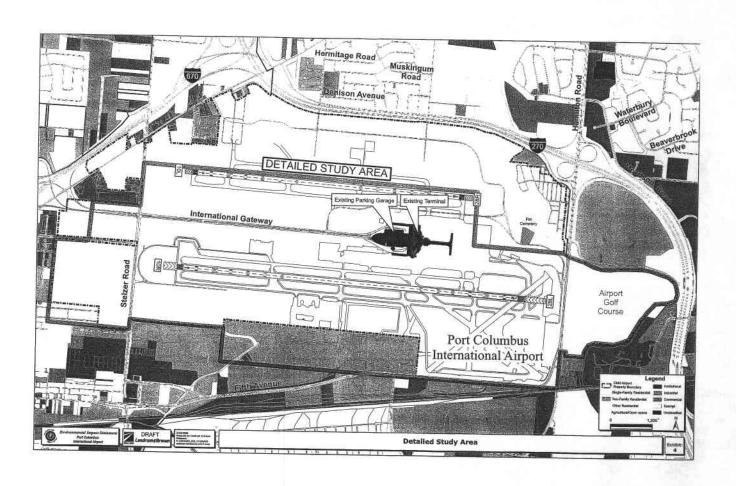
a broad area so that the potential impacts due to the Proposed Project and its alternatives can be adequately assessed, in particular for the assessment of potential noise impacts. The GSA was developed using a composite of previous paths. A substantial buffer area was then added to allow for any increase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









# V. RANGE OF ALTERNATIVES

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-In addition to the Sponsor's Proposed Project, the EIS will evaluate a comprehensive range of alternatives. This is necessary to ensure that other phased approach:

- Identify a comprehensive range of alternatives. <del>,</del>i
- Conduct a qualitative evaluation of all alternatives and define a short list of alternatives to be considered for further evaluation based on compliance with the project's purpose and need. 7
- Perform detailed evaluation of the short listed alternatives to consider operational, financial, constructability, and environmental impacts. ĸ,

The comprehensive range of alternatives will consider:

- 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 This alternative would include maintaining the evaluating other alternatives. No Action/No Build:
- Development of new runway and/or taxiway components also are considered Reconfiguration of the airfield: Alternatives that would realign, extend, and or shorten existing runways and/or taxiways would be considered to be a reconfiguration of the airfield.
- 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 Operational procedure modifications: Operational changes may include,
- 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 conferencina.

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 This comprehensive range of alternatives will be subjected to qualitative evaluation

Page 14 Landrum & Brown Team July 2006

### Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

DISCUSSION OUTLINE

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

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

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

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

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

Port Columbus International Airport

STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE

# **ENVIRONMENTAL IMPACT STATEMENT**

## **ASSESSING ENVIRONMENTAL IMPACTS** ΔI.

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

### **AIR QUALITY**

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

## NOISE AND COMPATIBLE LAND USES

Airport Noise

Land-Use Compatibility

Determination of Consistency with Local Planning Airport Noise and Access Restrictions

## PUBLIC PROPERTIES/ RESOURCES

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

### 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** Natural Resources **Farmlands** 

Landrum & Brown Team July 2006

Page 16

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

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

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

STUDY ADVISORY COMMITTEE

DISCUSSION OUTLINE

DISCUSSION OUTLINE

## **CUMULATIVE IMPACTS ANALYSIS** VII.

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].

Page 18 Landrum & Brown Team July 2006

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

STUDY ADVISORY COMMITTEE

# **VIII. OTHER PROJECTS OR ENVIRONMENTAL** STUDIES

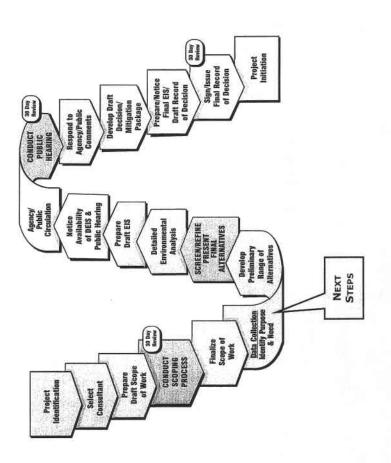
Other projects or environmental studies that are planned or currently underway at the Port Columbus International Airport. This list will continue to be updated as information about new projects and studies are identified.

PROJECT	AGENCY
Crossover Taxiway	Columbus Regional Airport Authority
Environmental approval previously obtained	
Stelzer Road – International Gateway Interchange	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.	

Landrum & Brown Team July 2006

# 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 July 2006

Page 20

# **ENVIRONMENTAL IMPACT STATEMENT**

PORT COLUMBUS INTERNATIONAL AIRPORT

### X. EIS SCHEDULE

The project schedule (next page) shows that the DRAFT EIS document will be produced in approximately 20 months from the issuance of the FAA Notice of Intent to Prepare an EIS. There are, however, project-related items outside the control of the Project Team, such as FAA and CRAA review(s) of preliminary documentation, additional studies/surveys that may be required for regulatory agency approval or for permitting or mitigation, or the extent of public/agency comments for which responses need to be prepared. The schedule will be monitored throughout the study and coordinated with appropriate parties. The project schedule is attached. It will be revised and updated when necessary to remain current with the actual pace of the analysis, and agency coordination and concurrence.

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

Landrum & Brown Team July 2006

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

STUDY ADVISORY COMMITTEE
DISCUSSION OUTLINE

SAC Meetings

# 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>

☆

 $\Rightarrow$ 

2006 Qtr 3 2007 Qtr 1 | Qrt 2 | Qtr 3 | Qrt 4 Task Qrt 2 Qrt 4 FAA Issued Notice of Intent Agency/Public Scoping Meetings Environmental Analysis Preparation of Draft EIS **Response to Comments** 11/25 Preparation of Final EIS **FAA Issues Record of Decision** 

\*\*

☆

\*\*\*

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

- History, Background, and Purpose and Need
- Introduction to the Scoping Process 11.
- 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
- EIS Schedule
- Opportunity to Comment on the EIS ΧI



### **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
- Non-Committee Members out of respect for the committee, please hold your questions until the end of the presentation or during the break



### Why are we Here?

- CRAA has proposed a development project that includes:

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



### Differences between an EIS and a Part 150 Study

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



### Differences between an EIS and a Part 150 Study

- A Part 150 is ...
  - A planning document that focuses solely on the issue of aircraft noise and compatible land use
  - A public oriented process that encourages community input into the recommendations
  - Required to follow FAA guidelines, but is managed by the
- 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, Background, and **Purpose and Need**

### **History and Background**

1958 - Existing terminal at Port Columbus International Airport opened.

1989 - The South Concourse (Concourse A) opened.

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

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



### History, Background, and **Purpose and Need**

### **History and Background**

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

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

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



### 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.



### History, Background, and **Purpose and Need**

### What's Happening Now?

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

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

July 2006 - FAA conducts Public Information Workshops for the EIS



### History, Background, and **Purpose and Need**

### Purpose and Need

### **Primary Needs**

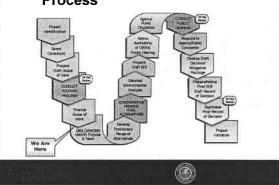
- The need to rehabilitate Runway 10R/28L
- The need to provide long-term airfield capacity, delay reduction during peak operating periods, and airfield efficiency. The need to provide sufficient terminal capacity to
- accommodate projected passenger levels

### 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)



### Introduction to the Scoping **Process**



### II. Introduction to the Scoping Process

### **ROLE OF THE STUDY ADVISORY COMMITTEE**

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



### II. Introduction to the Scoping Process

### FEDERAL: REGULATORY AGENCIES

Federal Department of Transportation Federal Emergency Management Agency Federal Highway Administration Federal Railroad Administration

National Park Service

- U.S. Army Corps of Engineers U.S. Department of Agriculture
- U.S. Department of Agriculture
  U.S. Department of Housing and Urban Development
- U.S. Department of Interior
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- National Association of Tribal Historic Preservation Office



### II. Introduction to the Scoping Process

### **STATE: REGULATORY AGENCIES**

Ohio Environmental Protection Agency

Ohio Department of Transportation - Aviation

Ohio Department of Natural Resources

Ohio Department of Development

Ohio Historic Preservation Office

### **LOCAL AGENCIES**

City of Columbus Mid-Ohio Regional Planning Commission



### III. Summary EIS Scope Of Services

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



### III. Summary EIS Scope Of Services

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

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



### IV. Sponsor's Proposed Project

### Sponsor's Identified General Goals

### CRAA seeks to:

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

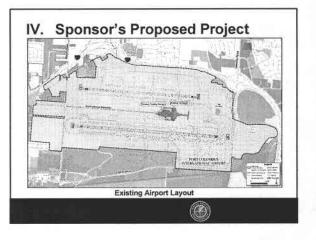


### IV. Sponsor's Proposed Project

### Sponsor's Proposed Project

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











IV. Sponsor's Proposed Project



### IV. Sponsor's Proposed Project

### EIS for the Sponsor's Proposed Project

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



### V. Range of Alternatives

### Three Phased Approach

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

### Potential Range of Alternatives

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



### V. Range of Alternatives

### **On-Site Alternatives**

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



### V. Range of Alternatives

### Off-Site Alternatives

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



### V. Range of Alternatives

### **No-Action Alternatives**

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



### VI. Assessing Environmental Impacts

### **Regulatory Background**

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



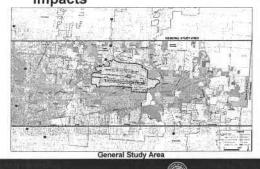
### VI. Assessing Environmental Impacts

### **Definition of General Study Area**

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



### VI. Assessing Environmental Impacts



## VI. Assessing Environmental **Impacts**

## **Definition of Detailed Study Area**

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



## VI. Assessing Environmental Impacts

## VI. Assessing Environmental **Impacts**

## Air Quality

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





- · Emissions inventory
- · Dispersion analysis



- **CAL3QHC**
- MOBILENONROAD



## VI. Assessing Environmental **Impacts**

## Noise and Compatible Land Uses

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



## VI. Assessing Environmental **Impacts**

## **Public Properties/Resources**

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

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



## VI. Assessing Environmental **Impacts**

## **Social and Community Resources**

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



## VI. Assessing Environmental Impacts

## **Water Resources**

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



## VI. Assessing Environmental Impacts

## **Biological and Natural Resources**

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



## VI. Assessing Environmental Impacts

## **Hazardous and Waste Materials**

- Hazardous Waste
- Solid Waste
- · Pollution Prevention



## VII. Cumulative Impact Analysis

- Identification of pertinent past, present and foreseeable future actions for which an accounting is required.
  - [including those despite prior environmental study and Federal, non-Federal, and private actions]
- Identification of ecological and other resources affected.

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



## VII. Cumulative Impact Analysis

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

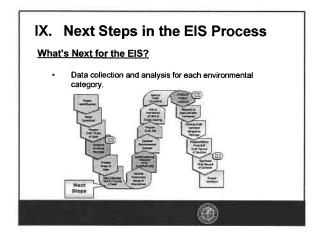
[including ecosystem integrity, bio-diversity, and sustainable development].



## VIII. Other Projects or Environmental Studies

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





## 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

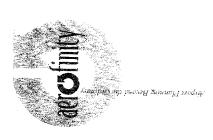
Written comments and/or questions should be mailed to:

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: <u>CMHEIS@faa.gov</u>

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





September 7, 2006

Vame Title

Company Address

City, State, Zip Code

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

Dear Name:

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

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

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

Sincerely,

Mutanie A. Wildy

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 Jersay St., 2" 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. Jones then made comments about the EIS process and introduced Rob Adams, Project Manager for Landrum & Brown, the consulting firm contracted by the FAA and the CRAA to conduct the EIS. Mr. Adams introduced the other members of the consulting team including: Sarah Potter of Landrum & Brown; Melanie DePoy and Stacy Pollert of Aerofinity. He explained that two other firms, Gresham, Smith & Partners and ASC are also team members assisting Landrum & Brown in conducting the EIS. Mr. Adams asked the meeting participants to introduce themselves. He noted that three guests were also in attendance because of their interest in the Ohio State University

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.)

## pject 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 nuway. 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 ferminal development. He noted that one of the reasons this alternative was considered was because Runway 10R/28L was due for a total reconstruction. In anticipation of its relocation, full rehabilitation was deferred and a maintenance overlay was completed. Mr. Adams detailed subsequent studies that confirmed shifting the runway to the south (702 feet) as the most viable alternative, An Environmental Overview conducted in 2005 recommended the preparation of an EIS due to the potential for significant noise impacts.

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

## S/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 afternatives is developed. Second, a short-list of the afternatives will be identified based upon the environmental impact. A three-phased approach is used to review the projects. First, a range of

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.

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

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: www.airportsites.net/cmh-eis

iarfull@sboglobal.net (614) 338-3103 development@cityofwhilehall.co (614) 239-5518 naire@c. reynoldsgurg. oh. ur 734) 229-2958 JonPeters@columbus.rr.com 616) 665-0663 chris lenfest@faa.gov (614) 252-7782 smith@netiets com 314) 238-3900 kim@nixonbell.com hmodaniel@colur (614) 342-4015 whitisc@aol.com (614) 233-4160 (514) 890-1062 (614) 475-1448 Gahema OH 43210
Gahema OH 43230
F. D Box 188
Lockbourne, OH 43137
Z85 E Main Street
Columbus, OH 43215
GAT Informational Gateway
Columbus, OH 43219
Z453 Deserskelli Drive
Columbus, OH 43219
Z453 Deserskelli Drive
Columbus, OH 43219 286 E. Main Street
Columbus, OH 42215
4277 International Gateway
Columbus, OH 42219
Columbus, OH 42219
Galumbus, OH 42219
Galumbus, OH 43230
40 Massay Drive
Mesterville, OH 43291
109 N. Ford Street
Columbus, OH 43219
2776 Yorkding Road
Whitehall Advante
Columbus, OH 43219
4111 Bridgeway Avenue
Columbus, OH 43219
4111 Bridgeway Avenue
Columbus, OH 43219
4130 East Fifth Avenue
Columbus, OH 43219 6061 Olentangy River Road Worthington, OH 43085 5677 Clentangy River Road Worthington, OH 43085 198 Caren Ave. Reynoldsburg, OH 43068 11677 S. Wayne Rd Romulus, MI 48174 11279 Cornell Park Drive Cincinnati, OH 45242 51 S. New Jersey Street Indianapolis, IN 46204 Mid-Ohio Regional Planning Comm Principal Planner Pedera Matton Administration CMH ATCT C Britany Hills Civic Association 2 City of Reynoldsburg
Planning Administrator
Federal Avalund Administration
Federal Avalund Administration
Federal Avalund Specials
Derrolt Artonic District Office
Mid-Ohio Responsi Planning Camm. Director of Transportation Port Columbus Infl. Airport ATCT Planner Northeast Area Commission Manager St. Mary's Civic Association Chair
Cily of Whitehall
Development Director
NetJets
Executive Vice President Director, Planning & Develo Capital Program Manager Airport Planner Columbus Flight Watch Representing/Title City of Gahanna Northwest/Mesaba City of Columbus President Oity of Gahanna City of Worthingtor WOOSE WOOSE Dr. Harold E. McDaniel Richard G. Smith III Kimberly Nixon-Bell Dennis S. Herman Chris Gawronsk (atherine Jones Devayani Puranik Columbus Regio nnie Gard Shsetta Griffin Iwood Raylord Bruce Gibson nservers off Whitlock Mark Kelby Bernie Meleski Cathy Gastin Sethany Miller ucas Haire Robert Lawler Chris Lenfest atthew Shad Jon Peters Bill Tyka

## PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT



Federal Aviation Administration U.S. Department of Transportation

Federal Aviation Administration STUDY ADVISORY COMMITTEE

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

## AGENDA

## WELCOME/INTRODUCTIONS

- Overview of Projects at Port Columbus International Airport
- What is an EIS?/Introduction to the EIS Process
- Role of the SAC
- Sponsor's Proposed Project ≥.
- Range of Alternatives
- Assessing Environmental Impacts
- Cumulative Impacts Analysis ΖÏ.
- VIII. Next Steps in the EIS Process
- EIS Schedule ×.
- 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

Somes at CMM. Three pomary needs have been destribed.

The need to reshabitate Runway 19R-288.

The CAPA instand pavement variation and design studies for Runway 19R-281 in 2010. Based on missi aspection of the pavement condition and associated angineering variations, the 16thes provided angineering variations, the 16thes provided angineering variations, the 16thes provided angineering variations, and 16thes provided angineering variations, and the semicobable of description of the pavement of the semicobable of description of the pavement of the semicobable of descriptions of the pavement of the semicobable of the semicobable of the pavement of the

The need to provide sufficient terminal capacity to accommodate projected passenger towls. The most recurred assumptions are to the project of the project continued sheatly growth in terms of passenger provided continued sheatly growth in terms of passengers and contribute for the need 20 years. The CRAA studies a number of consibilities for meeting this stemane, and analysis of the easing terminal studies at CMAI calculated and that cannot efficiently second-potate studies as CMAI to cannot efficiently second-potate studies.

demand beyond five million armusi emplaned bassengers. The lientations of the existing terminal include the laxy of necessary objects of the existing terminal include the laxy of necessary objects of the laxy of the lax

What are the advantages of reducating the reasonary Sudy of colors or developing in one aromatic unit at an the Juriant conway separation it is intuited in mossible to general aromatic conversal and in the subject to general and appropriate properties and subject to general and some proport framenos. Another reasonary indivision pursuit, and street proport framenos. Another reasonary may be previously and affected in the subject to the s

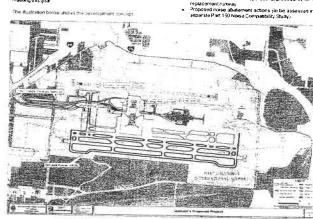
Phasetore in order to option the necessary valvelagment envelope to accommodate a terminal trial voll meet teny-term cleanand and allow for other september the programment reflectation of one of the numbers was recommended. Purther makes of the resolution of commenced in the makes of the resolution of the number's forces that makes the programment of the programment programment of the programment of the programment meeting the purchase.

Projects being considered in the EIS
The runway relocation and the terminal shoolpmant are the
primary projects that are being reviewed in the EIS. In indier
to accomplish these two projects there will also be the need
to complete other projects that will support the voir disables.
The list below includes all of the projects being assessed in
the EIS.

- The list helpful morbides as on the projects owing assessed in the ETS

  Construction of a replacement owney, 10, 113 set long, located 702 feet bouth ofthe rectang fluxues; INEX 22.

  Construction of additional taxways to support the replacement inverse;
  Proposed i terminal development itselfixed as a development area that will accompass have a final to the DEAA terminal development program, examining the INEX 500 set morbid development program, examining the INEX 500 set morbid development program, examining the INEX 500 set morbid of texts and development of the INEX 500 set of



What environmental impacts are being considered? 
The Ell's sperify property by the FAA to ompty with the reporterness of NEPA as implemented by FAA Order 150 IE Environmental impacts Poticos and Procedures, and FAA Dover 1950-38. Nasional Environmental Poticy Act And FAA Dover 1950-38. Nasional Environmental Impacts of the Potician Control of the Potician Impacts of the protection of the Potician Impacts of protection of the Potician Impacts of protection of the Potician Impacts of the protection of the Potician Impacts of the protection of the Potician Impacts of the Poti

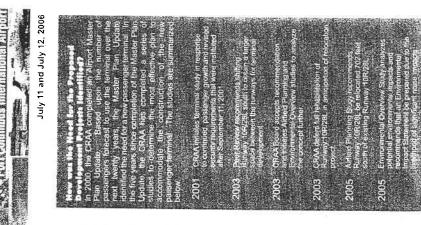
Environmental Consequences

Environmental Consequences

Environmental Consequences

Arricinativ

Mini-a Ar

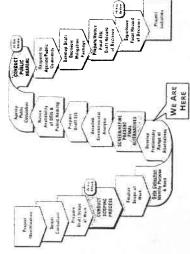




An EIS is conducted by the FAA as the federal agency responsible for ensuming that amount development projects, such as those proposed by the Columbos Regional Amount Authority (CIRAA) for CMH, are in compliance with environmental regulations. The potential compliance with any concreted development are assessed in The purpose of tonight's workshop is to receive public comment on the Purpose and Need for the proper, and the evaluation of the afternatives that are being considered. Findings on noise impacts inhicipated as a result of the proposed project and potential minigation. compliance with environmental regulations. The potential environmental impacts of the proposed development are assessed in accordance with the National Environmental Policy Act of 1969 accordance with the National Environmental Policy Act of 1969 (NEPA.) The NEPA process encompasses a body of federal laws that are intenided to protect the nation's environment. measures will also be presented.

In addition to the public comments, input on the proposed development is also sought formition; state and teledral 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 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 Ilroughout the county. Landoun & 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 ETS. 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 fonight'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
enveronmental effects of proposed federal actions, such as
approval and funding of airport improvements. This process is
also used to obtain all necessary environmental permits required by federal and state agencies prior to construction.

Federal Register on May 1, 2006. Its 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 ElS is anticipated to be available in approximately 20. The FAA issued its Notice of Intent (NO!) to prepare an EIS in the months. It should be noted that there are project-retaled items outside the control of the Project fram. Therefore, changes in the project schedule could occur as the study progresses. The schedule will be monitored throughout the study and coordinated with the monitored throughout the study and coordinated with necessary to remain current with the actual parce of the analysis, and agency coordination and agency coordination and concurrence.

## nents on the environmental analysis. Written comments may be submitted tonight on the strop area. If you prefer, you may submit comments until the crose of business on July 31. en the TIS Scope of Work? multiple times that the public will be asked to provide confinents to the FAA on the EIS Public against the FAA in making disclosing about the protoced development projects at CMH. The FAA welcomes written compounded forms (ound in the wor

# PORT COLUMBUS INTERNATIONAL AIRPORT

ENVIRONMENTAL IMPACT STATEMENT

Study Advisory Committee Discussion Outline

July 11, 2006 10:00 a.m. – 11:00 a.m. **Emergency Operations Center** 

Port Columbus International Airport Columbus, Ohio

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

STUDY ADVISORY COMMITTEE
DISCUSSION OUTLINE

## I. HISTORY, BACKGROUND, AND PURPOSE AND NEED

# Proposed Replacement Runway and Terminal Expansion at CMH

## WHERE DID THIS ALL BEGIN?

1958 1989 1995	Existing Terminal at Port Columbus International Airport opened.  The South Concourse (Concourse A) opened.
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 passagements.
WHAT'S HAPPENED?	PENED?
2001	CRAA initiates terminal study in response to continued passenger growth and revised security requirements that were instituted after September 11, 2001.
2003	Peer Review recommends shifting Runway 10R/28L south to obtain a larger envelope for terminal development.
2003	CRAA Board accepted recommendation and initiated Airfield Planning and Environmental Overview studies to analyze the concept further.
2003	CRAA defers full rehabilitation of Runway 10R/28L in anticipation of relocation project.
2005	Airfield Planning Study recommended Runway 10R/28L be relocated at least 700 feet south of existing Runway 10R/28I
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

ı ream

Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE

STUDY ADVISORY COMMITTEE

DISCUSSION OUTLINE

## WHAT'S HAPPENING NOW?

CRAA provides definition of Proposed Project and airport December 2005

objectives to Federal Aviation Administration (FAA).

May 2006

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

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

FAA conducts Public Information Workshops for EIS. July 2006

# Preliminary Understanding of Purpose and Need

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 Port Columbus International Airport (CMH) is an essential transportation resource,

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

## THE NEED TO REHABILITATE RUNWAY 10R/28L

The CRAA initiated pavement evaluation and design studies for Runway 10R/28L in 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.

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 The CRAA examined two options: rebuild Runway 10R/28L at the same location or (10L/28R), a capacity constrained and high noise impact situation. At the end of this construction period, the airport will return to its current conditions in terms of airfield capacity and development envelope between the two runways.

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

Landrum & Brown Team July 2006

Page 2

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT THE NEED TO PROVIDE LONG-TERM AIRFIELD CAPACITY. DELAY REDUCTION DURING PEAK OPERATING PERIODS, AND AIRFIELD EFFICIENCY

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

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 A study determined that a runway with a minimum length of 10,100 feet, relocated would be necessary to maintain and in some cases would enhance the ability of 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 Due to the The CRAA has identified that relocating Runway 10R/28L would provide a larger terminal development envelope and would increase peak period operating capacity. In order to obtain Category II approaches on Runway 10R/28L, additional airport to accommodate long-term and peak period aviation demand. navigational aides would be required.

NEED TO PROVIDE SUFFICIENT TERMINAL CAPACITY TO ACCOMMODATE PROJECTED PASSENGER LEVELS The most recent passenger forecasts for CMH predict continued steady growth in terms of passengers and operations for the next 20 years. The CRAA studied a number of possibilities for meeting this demand. An analysis of the existing An analysis of the existing 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 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 meet the projected long-term passenger demand, the development of a new terminal facility will be required.

Study of new terminal concepts found that with the current runway separation (2,800 feet), it is virtually impossible to develop a terminal large enough to meet support functions. Another disadvantage of the development envelope that exists long-term demand and accommodate the necessary roadways, parking, and other with the current runway separation is in addressing security concerns. The current (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 July 2006

## PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

STUDY ADVISORY COMMITTEE

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:

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

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

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

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. 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.

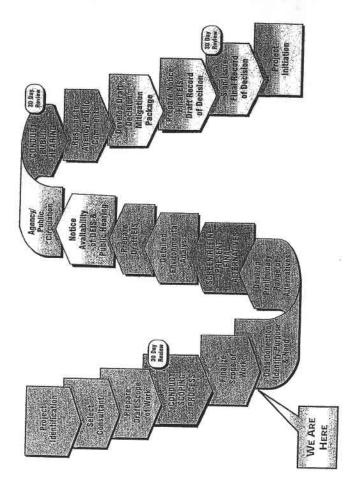
Landrum & Brown Team July 2006

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

STUDY ADVISORY COMMITTEE 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, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions,



Landrum & Brown Team July 2006

## Port Columbus International Airport 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 to be addressed and for identifying the significant issues related to the proposed action." Therefore, the scoping process will identify:

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

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

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

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

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

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

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

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

Landrum & Brown Team July 2006

Page 6

Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

STUDY ADVISORY COMMITTEE
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 EIS process;

## Scope of Services for the EIS

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

# Purpose and Need and Alternatives Analysis

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

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 The range of reasonable and practical alternatives to fulfill the project Purpose in Section V. of this outline.)

# Results of Key Environmental Studies/Mitigation

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 Agencies will be informed as to the findings of natural and cultural resources suitable mitigation strategies.

## Development of the Draft EIS

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

Landrum & Brown Team July 2006

# IV. SPONSOR'S PROPOSED PROJECT

# SPONSOR'S IDENTIFIED GENERAL GOALS

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

## SPONSOR'S PROPOSED PROJECT

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

Landrum & Brown Team July 2006

Page 8

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE

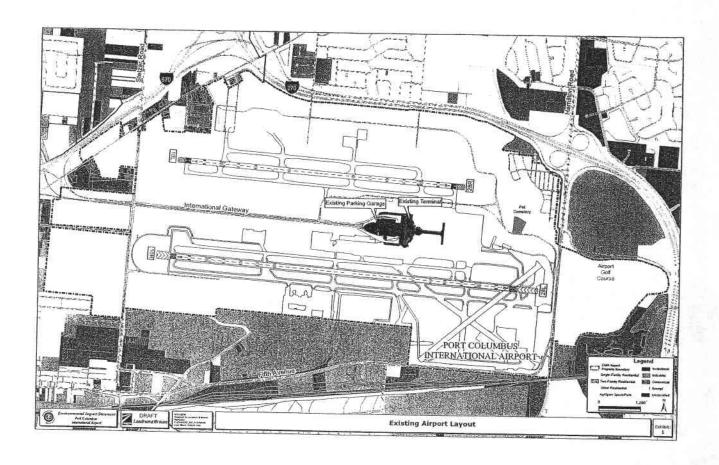
The existing airfield layout is depicted on **Exhibit 1**, *Existing Airport Layout*. The proposed relocated runway and terminal expansion proposed by CRAA is depicted on Exhibit 2, Sponsor's Proposed Project.

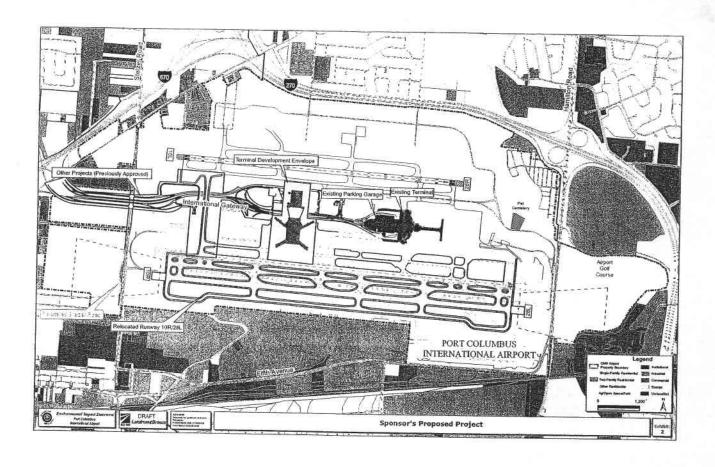
# DEVELOPMENT OF STUDY AREA BOUNDARIES

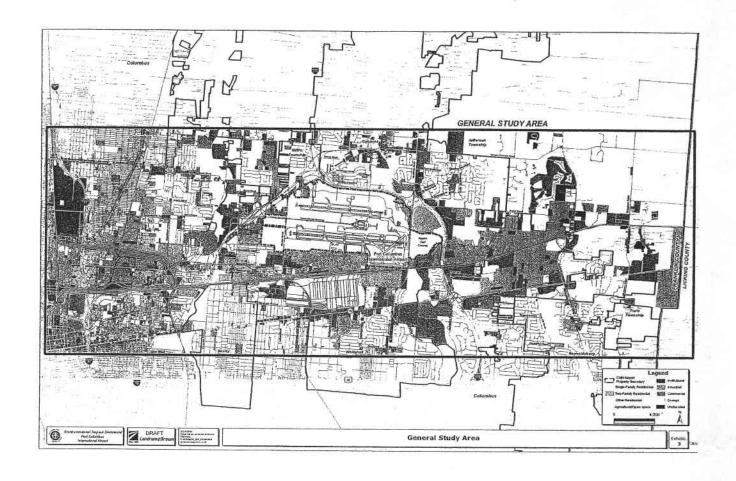
mapping and Geographic Information System (GIS) and show these study areas For the purposes of this EIS two study areas have been developed illustrating the airport property and surrounding communities. Exhibits were created using digital major and minor streets and roadways, and major physical, geographic,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

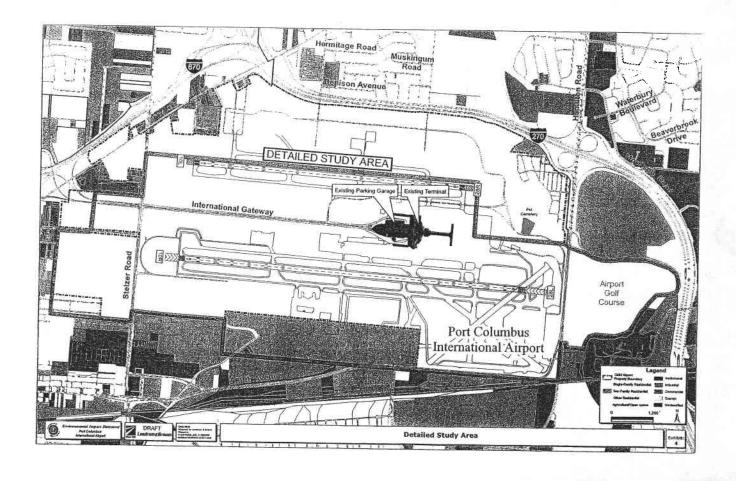
a broad area so that the potential impacts due to the Proposed Project and its alternatives can be adequately assessed, in particular for the assessment of paths. A substantial buffer area was then added to allow for any increase in the The General Study Area (GSA), as shown on **Exhibit 3**, General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

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.









# V. RANGE OF ALTERNATIVES

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 EIS will evaluate a consideration. The evaluation of these alternatives will be subject to a threethe In addition to the Sponsor's Proposed Project, phased approach:

- Identify a comprehensive range of alternatives. <del>..i</del>
- 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. 'n
- Perform detailed evaluation of the short listed alternatives to consider operational, financial, constructability, and environmental impacts. 'n

The comprehensive range of alternatives will consider:

- 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 This alternative would include maintaining the evaluating other alternatives. No Action/No Build:
- Reconfiguration of the airfield: Alternatives that would realign, extend, and or shorten existing runways and/or taxiways would be considered. Development of new runway and/or taxiway components also are considered to be a reconfiguration of the airfield
- **Operational procedure modifications:** Operational changes may include, but are not limited to, preferential runway use, revision of aircraft taxi routes, and/or instituting new air traffic control (flight) procedures. Allocating demand to other nearby airports serving the region will also be
- 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 /ideo conferencing.

These evaluations will focus on the ability of the project's purpose and need. The Scope of Services 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 alternatives to satisfy the project's purpose and need. more detailed analysis.

Landrum & Brown Team July 2006

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

DISCUSSION OUTLINE

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

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

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, Refinement of Alternatives: Federal) for construction.

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

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

Landrum & Brown Team July 2006

Page 14

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

STUDY ADVISORY COMMITTEE

DISCUSSION OUTLINE

Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE

## **ASSESSING ENVIRONMENTAL IMPACTS** VI.

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**

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

## NOISE AND COMPATIBLE LAND USES

Land-Use Compatibility Airport Noise

Determination of Consistency with Local Planning Airport Noise and Access Restrictions

## PUBLIC PROPERTIES/ RESOURCES

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

## 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

## 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

Construction

Sustainable Design & Development

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

- Mitigation measures will be developed for adverse impacts created by the
- 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

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

STUDY ADVISORY COMMITTEE DISCUSSION OUTLINE

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

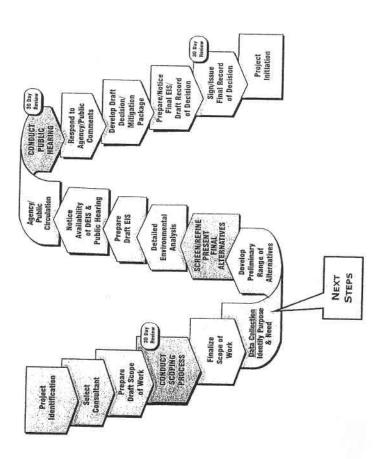
STUDIES

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	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	

# 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 environmental permits required by Federal and state agencies for projects. The illustration below shows the general process of preparing and coordinating an EIS. funding of airport improvements. This process is also used to obtain all necessary



Landrum & Brown Team July 2006

Page 20

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 updated when necessary to remain current with the actual pace of the analysis, and agency coordination and concurrence.

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

Landrum & Brown Team July 2006

Landrum & Brown Team July 2006

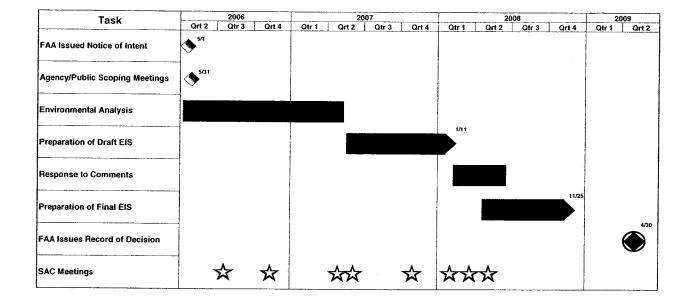
# PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

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

XI. OPPORTUNITY TO COMMENT ON THE EIS

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>



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

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

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

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

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

US Airways/America West
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219 Ms. Sandy Dicocco, Manager

Chautauqua Airlines
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219 Mr. Jeff Lischak, Regional Manager

Port Columbus International Airport 4600 International Gateway

Mr. Felix Scuilli, Manager

Delta/Delta Connection

Columbus, OH 43219

Port Columbus International Airport 4600 International Gateway Mr. Brian Kennedy, Manager United/United Express 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. James Bryant, Aviation Administrator Ohio Office of Aviation 2829 W. Dublin-Granville Road Columbus, OH 43219

Columbus Flight Watch 2185 Olde Sawmill Road Dublin, OH 43016-8221

Mr. Thomas Lusch

North Central Area Commission 1314 Sigsbee Avenue Columbus, OH 43219 Mr. Jimmie Moreland III, Chair

Dr. Troy Lee Shaw, President East Columbus Civic Association East Columbus Community Center 2743 East 5th Avenue Columbus, OH 43219

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

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

Northwest/Mesaba
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219 Mr. Bryan Levandusky, Manager

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

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

Director of Flight Operations Limited Brands 4387 International Gateway Columbus, OH 43219

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

> Facility Manager The Columbus International Air Center 4300 East Fifth Avenue Columbus, OH 43219 Mr. Ken Waite

421 Aviation Way Frederick, MD 21701

Airports Division

AOPA

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

Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Mr. Mark Dooley, Manager Continental Airlines

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

Ms. Dorothy Pritchard City of Bexley 2242 E. Main St. Bexley, OH 43209

Planning Administrator City of Columbus 109 N. Front Street, Ground Floor Columbus, OH 43215

Mr. Vince Papsidero

City of Whitehall Planning Commission 360 S. Yearling Rd. Whitehall, OH 43213 Mr. Raymond Ogden Public Service Director

Mr. Bill Bellamy City of Bexley 2242 E. Main St. Bexley, OH 43209

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, 2<sup>nd</sup> Floor Columbus, OH 43215

Sadicka White

City of Gahanna 200 South Hamilton Gahanna, OH 43230

Mr. Charles McCroskey Jefferson Twp. 6545 Havens Road Blacklick, OH 43004

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

Mr. Doug Hammon, Director OSU Airport 2160 West Case Road Columbus, OH 43235-2526

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

Long Range Planning Manager City of Columbus 109 N. Front Street, Second Floor Columbus, OH 43215

September 7, 2006

Name Title

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

Dear Name:

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

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

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

Sincerely,

Mulonii A. M. Hog

Melanie K. DePoy Managing Principal

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



# MEETING MEMO

MEETING

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

MEETING DATE

July 11, 2006

## ATTENDING

A meeting attendance list is attached.

## **DISCUSSION SUMMARY**

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

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

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

SAC-1

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.)

## roject History

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

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

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

## S/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 CRA4 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 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

## 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.

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

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

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

- Development of alternative airports
  - Technology solutions

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

## Assessing Environmental Impacts

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 velfands or biological resources are environmental consequences where there may be Cumulative

## 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 draff 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.

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: <a href="https://www.airportsites.net/cmh-eis">www.airportsites.net/cmh-eis</a>.

	. 4.7 87	
	Same	
	- 100	
	v 543	
	4.4 6.83	
	1	
	T	
	0	
	0.	
	ional Airport	
	= "	
	. ≥	
	=	
	2	
	=	
	G .	
	=	
	23.5	
	~ ~	
_	_= = ×	
Ħ	so Ti	
v	= ≥	
ت	5 h	
ú	# 25	
5	- E	
in	<b>-</b>	
ž	= ~ 9	
₽	0 % 0	
2	0.3	
£	_ E ~	۱
σ	E E .	
⋖	0 =	
_	a F	
도	- 5	
О		
₽	# U	
	= -	
≂	ਭੁਣ	
3	e C	
₹	sory	
\ <u>\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\</u>	temer	
3 A K	atemer	
arai Avi	Statemer	
deral Avi	Statemer	
deral Avi	t Statemer	
ederal Avi	ot Statemer	
Federal Avi	act Statemer	
Federal Aviation Administration	pact Statemer	
Federal Av	mpact Statemer Study Advisory	
Federal Avi	Impact Statemer Study Advisory	
Federal Avi	Impact Statemer Study Advisory	
Federal Avi	al Impact Statemer Study Advisory	
Federal Avi	tal Impact Statemer Study Advisory	
Federal Avi	intal Impact Statemer Study Advisory	
Federal Avi	iental Impact Statemer Study Advisory	
Federal Avi	mental Impact Statemer Study Advisory	
Federal Avi	nmental Impact Statemer Study Advisory	
Federal Avi	onmental Impact Statemer Study Advisory	
Federal Avi	ronmental Impact Statemer Study Advisory	
Federal Avi	/Ironmental Impact Statemer	
Federal Avi	ivironmental impact Statemer Study Advisory	
Federal Avi	Invironmental Impact Statemer	
Federal Avi	Environmental Impact Statemer Study Advisory	
Federal Avi	Environmental Impact Statemer Study Advisory	
Federal Avi	Environmental Impact Statemer Study Advisory	
Federal Avi	Environmental Impact Statemer Study Advisory	
Federal Avi	Environmental Impact Statemer Study Advisory	
Federal Avi	Environmental Impact Statemer Study Advisory	
Federal Avi	Environmental Impact Statemer Study Advisory	
Federal Avi	Environmental Impact Statemer Study Advisory	
Federal Avi	Environmental Impact Statemer Study Advisory	
Federal Avi	Environmental Impact Statement - Port Columbus Interna Study Advisory Committee Attendance	
Federal Avi	Environmental Impact Statemer Study Advisory	
Federal Avi	Environmental Impact Statement - Port Columbus International Airport. Study Advisory Committee Attendance	

Name		Tuesday, July 11, 2006	Phone/F-mail
Bonnnie Gard	City of Gahanna	200 South Hamilton	(614) 342-4015
Cathy Gaslin	Northwest/Mesaba	P.O. Box 186	(614) 239-4313
		Lockbourne, OH 43137	catherine gaslin@nwa.com
Chris Gawronski	Mid-Ohio Regional Planning Comm.	285 E. Main Street	(614) 233-4166
Decision Change	Frincipal Francer	Columbus, OH 43215	coawronski@morpc.org
anged Gloson	CMH ATCT	Columbus, OH 43219	(514) 555-4092 bruce gibson@faa.gov
Grisetta Griffin	Brittany Hills Civic Association	2463 Peekskill Drive	(614) 471-3947
		Columbus, OH 43219	agriffi1@columbus.rr.com
Lucas Haire	City of Reynoldsburg	7232 E. Main St.	(614) 322-6829
	Planning Administrator	Reynoldsburg, OH 43068	lhaire@ci.reynoldsgurg.oh.us
Katherine Jones	Federal Aviation Administration	11677 S. Wayne Rd.	(734) 229-2958
	Environmental Specialist	Romulus, MI 48174	
Robert Lawler	Mid-Onio Regional Planning Comm.	285 E. Main Street	(614) 233-4160
	Director of Transportation	Columbus, OH 43215	rlawler@morpc.org
Chris Lenfest	Port Columbus Int'l. Airport ATCT	4277 International Gateway	(614) 338-4030
	Manager	Columbus, OH 43219	chris lenfest@faa.gov
Dr. Harold E. McDanlei	St. Mary's Civic Association	979 Wellington Blvd	(614) 252-7782
Rethany Miller	City of Cabana	200 South Hamilton	Act 47, 343, 4015
	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	Gahanna, OH 43230	242-4013
Don Peters	Columbus Flight Watch	40 Massey Drive	(614) 890-1062
		Westerville, OH 43081	DonPeters@columbus.rr.com
Devayani Puranik	City of Columbus	109 N. Front Street	(616) 665-0663
	Planner	Columbus, OH 43215	
Elwood Raytord	Northeast Area Commission	2776 Yorkeliff Rd.	(614) 475-1448
Matthew Shad	City of Whitehall	360 C Vesting Board	(614) 339 3403
	Development Director	Whitehall OH 43213	development@citvofwhitehall.com
Richard G. Smith III	NetJets	4111 Bridgeway Avenue	(614) 239-5518
	Executive Vice President	Columbus, OH 43219	rsmith@netjets.com
Bill Tylka	Million Air	4130 East Fifth Avenue	(614) 238-3900
Observer		Columbus, OH 43219	biltylka@millionair-cmh.com
Scott Whitlock	City of Monthington	ROOT Clasterent Birer Bread	
		Worthington, OH 43085	whitisc@aol.com
Kimberly Nixon-Bell	WOOSE	6077 Olentangy River Road	
		Worthington, OH 43085	kim@nixonbell.com
Dennis S. Herman	WOOSE	198 Caren Ave.	(614) 430-0403
Columbus Regional Almost Authority Staff	proof Authority Staff	Worthington, OH 43085	dsh(a)dsh.org
Dave Clawson	Airoot Planner	4600 International Cataman	(614) 239-5059
Mark Kelby	Airort Dianoar		(614) 230 5014
Bernie Melocki	Offsetor Disserted & Development		(614) 238-3014
Dave Wall	Capital Program Manager		(614) 230 4063
Stacev Heaton	Airort Dianner		2001-002 (1-0)
Consulting Team			
Rob Adams	Landrum & Brown	11279 Cornell Park Drive	(513) 530-1201
Sarah Potter	Landrum & Brown	Cincinnati, OH 45242	(513) 530-1233
Melanie DePoy	Aerofinity, Inc.	51 S. New Jersey Street	(317) 955-8395 Ext. 304
Stacy Pollert	Aerofinity, Inc.	Indianapolis, IN 46204	(317) 955-8395 Ext. 306

n ( < 0

## 9/7/06 SAC Attendees Distribution List

Executive Vice President Mr. Richard G. Smith III 625 N. Hamilton Road Columbus, OH 43219

Zoning Administrator City of Gahanna Gahanna, OH 43230 200 South Hamilton Ms. Bonnie Gard

St. Mary's Civic Association Dr. Harold E. McDaniel Columbus, OH 43219 979 Wellington Blvd. President

285 E, Main St. Columbus, OH 43215 Mr. Chris Gawronski Senior Planner

Columbus Flight Watch Westerville, OH 43081 40 Massey Drive Mr. Don Peters

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

Reynoldsburg, OH 43068 Planning Administrator City of Reynoldsburg 7232 E. Main Street Mr. Lucas Haire

Mr. Chris Lenfest Manager

CMH Air Traffic Control Tower 4277 International Gateway Columbus, OH 43219

4130 East Fifth Avenue Columbus, OH 43219 Mr. Bill Tylka Million Air

Federal Aviation Administration 11677 S. Wayne Road Community Planner Romulus, MI 48174 Ms. Katy Jones Detroit ADO

Director of Transportation Columbus, OH 43215 Mr. Robert Lawler 285 E. Main Street MORPC

Northeast Area Commission Mr. Elwood Rayford, Chair Columbus, OH 43219 2776 Yorkcliff Road

Ms. Devayani D. Puranik Columbus, OH 43215 109 N. Front Street Senior Planner

Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Northwest/Mesaba Ms. Cathy Gaslin

# 9/7/06 SAC Attendees Distribution List

City of Whitehall 360 S. Yearling Road Whitehall, OH 43213 Development Director Mr. Matthew Shad

Gahanna, OH 43230 City of Gahanna 200 South Hamilton Ms. Bethany Miller

City of Worthington 6081 Olentangy River Road Worthington, OH 43085 Scott Whitlock

> Federal Aviation Administration 4277 International Gateway

Bruce Gibson CMH ATCT Columbus, OH 43219

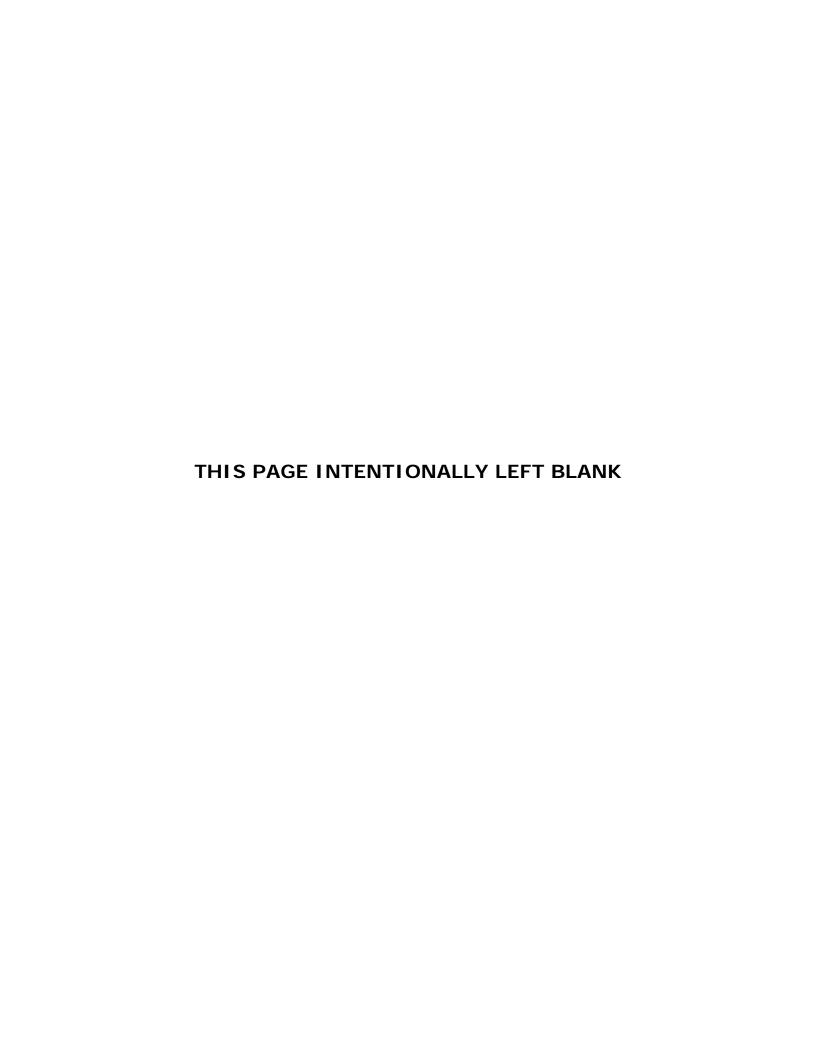
Dennis S. Herman WOOSE

Worthington, OH 43085 198 Caren Avenue

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 Distribution List
Attendee Post-Meeting Mailing Distribution List
Attendee Post-Meeting Mailing Distribution List

THIS PAGE INTENTIONALLY LEFT BLANK



COLUMBUS REGIONAL AIRPORT AUTHORITY PORT COLUMBUS • RICKENBACKER • BOLTON

U.S. Department of Transportation

Federal Aviation Administration

November 3, 2006

Name Titte Company

Address City, State Zip RE: Port Columbus International Airport

Environmental Impact Statement and Part 150 Noise Compatibility Study Update Study Advisory Committee and Planning Advisory Committee Meetings

Dear Name:

Please mark your calendar for the second meeting of the Planning Advisory Committee and the Study Advisory Committee meetings for the Port Columbus International Airport Environmental Impact Statement and Part 150 Noise Compatibility Study Update. The meeting(s) are scheduled for:

Tuesday, December 5, 2006 Port Columbus International Airport Emergency Operations Center An agenda for the two meetings is enclosed with this letter. The SAC will meet from 10:00 a.m. to 10:50 a.m. There will be a short break and the PAC will meet from 11:00 a.m. to 1:00 p.m.

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

Our meeting(s) will end promptly at 1:00 p.m. We appreciate your interest in Port Columbus International Airport and your participation in these studies. Please confirm your attendance by responding to Melanie DePoy of Aerofinity, Inc by Monday, November 27, 2006. Melanie may be reached by phone at (317) 955-8395 ext. 304 or e-mail at <a href="mailto:maggo-mailto:maggo-mailto:maggo-mailto:maggo-mailto:maggo-mailto:maggo-mailto:maggo-mailto:maggo-mailto:maggo-mailto:maggo-magg

Sincerely,

Kotherine Dyones

Katherine S. Jones Community Planner Federal Aviation Administration

Sincerely,

Elan Roberta

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

# PORT COLUMBUS INTERNATIONAL AIRPORT PART 150 NOISE COMPATIBILITY STUDY UPDATE



Columbus Regional Airport Authority PLANNING ADVISORY COMMITTEE

11:00 a.m. to 1:00 p.m.

December 5, 2006

## AGENDA

## WELCOME

- . What is a Part 150?/Part 150 Process
- How the Part 150 fits into the EIS Process
- Existing Conditions Contours
- Future Conditions Contours
- VI. Noise Abatement, Land Use, and Program Implementation Alternatives Breakout Sessions
- II. Next Steps
- VIII. Part 150 Schedule

## 11/3/06 SAC Distribution List

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

Executive Vice President Net Jets 625 N. Hamilton Road Columbus, OH 43219 Mr. Richard G. Smith III

> 421 Aviation Way Frederick, MD 21701 Airports Division

Mr. Ron Moodespaugh Director of Building Maintenance Lane Aviation Corporation 4389 International Gateway Columbus, OH 43219

4130 East Fifth Avenue Columbus, OH 43219 Bill Tylka

Director of Flight Operations 4387 International Gateway Columbus, OH 43219 Mr. Tim Stehle Limited Brands

Bryan Levandusky, Manager Northwest/Mesaba Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

United/United Express
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219 Mr. Brian Kennedy, Manager

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

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

Mr. Ken Waite, Facility Manager The Columbus International Air Center 4300 East Fifth Avenue Columbus, OH 43219

Continental Airlines Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Mr. Mark Dooley, Manager

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

Sandy Dicocco, Manager US Airways/US Airways/America West Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Mr. Felix Scuilli, Manager Delta/Delta Connection

Southwest Airlines
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219 Ms. Joni Taylor, Manager

## 11/3/06 SAC Distribution List

Mr. Bill Bellamy

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

Mr. Charles McCroskey. Zoning Administrator Jefferson Twp. 6545 Havens Road Blacklick, OH 43004 City of Bexley 2242 E. Main St. Bexley, OH 43209

> Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Mr. Mark Kelby

Ms. Dorothy Pritchard, Service Director City of Bexley 2242 E. Main St. Bexley, OH 43209

> Mr. Columbus Russell, President Cumberland Ridge Civic Association 1876 Mountain Oak Rd. Columbus, OH 43219 Mr. Jeff Lischak, Regional Manager

Mr. Raymond Ogden, Public Service Director City of Whitehall Planning Commission 360 S. Yearling Road Whitehall, OH 43213

Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

Chautauqua Airlines

Mr. Lucas Haire, Planning Administrator Reynoldsburg, OH 43068 City of Reynoldsburg 7232 E. Main Street

Dr. Troy Lee Shaw, President East Columbus Civic Association East Columbus Community Center 2743 East 5th Ave. Columbus, OH 43219

Development Department and Zoning Enforcement 280 East Broad Street, 2<sup>rd</sup> Floor Columbus, OH 43215 Mr. Lee Brown

> North Central Area Commission Mr. Jimmie Moreland III, Chair 1314 Sigsbee Avenue Columbus, OH 43219

Dr. Gene Harris, Superintendent City of Columbus Schools 270 East State Street Columbus, OH 43215

Dr. Harold E. McDaniel, President St. Mary's Civic Association 979 Wellington Blvd. Columbus, OH 43219

Mr. Robert Lawler, Director of Transportation 285 E. Main St. Columbus, OH 43215

Mr. Alan Harding Columbus Flight Watch 5731 Blinnton Place Columbus, OH 43235-7205

## 11/3/06 SAC Distribution List

Frank Martino, General Manager	American/American Eagle	Port Columbus International Airport	4600 International Gateway	Columbus, OH 43219
Frank A	America	Port Co	4600 In	Columb

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

> Ms. Katy Jones, Community Planner Federal Aviation Administration – Detroit ADO 11677 S. Wayne Road Romulus, MI 48174

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

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

Ms. Devayani D. Puranik Senior Planner 109 N. Front Street Columbus, OH 43215

> Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Ms. Stacey Heaton

Mr. Matthew Shad, Development Director City of Whitehall 360 S. Yearling Road Whitehall, OH 43213

Mr. Elwood Rayford, Chair Northeast Area Commission 2776 Yorkcliff Rd. Columbus, OH 43219 Mr. Chris Lenfest, Manager CMH Air Traffic Control Tower 4277 International Gateway Columbus, OH 43219

Columbus Flight Watch 40 Massey Drive Westerville, OH 43081 Mr. Don Peters

Mr. Bernie Meleski 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

City of Reynoldsburg 7232 E. Main Street Reynoldsburg, OH 43068 Mr. John Brandt

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

Mr. Eagan Foster

Mr. Chris Gawronski, Senior Planner 285 E. Main St.

Columbus, OH 4321

Sadicka White, Director of Development City of Gahanna 200 South Hamilton Gahanna, OH 43230

## 11/3/06 SAC Distribution List

Mr. Matthew Huffman, Planner City of Gahanna 200 South Hamilton Gahanna, OH 43230

Friends of Big Walnut Creek 116 Mill Street Gahanna, OH 43230

Ms. Susan Moeller

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

Mr. Bruce Gibson FAA CMH ATCT 4277 International Gateway Columbus, OH 43219

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

JetBlue Airways 118-29 Queens Blvd. Forest Hills, NY 11375

Mr. Kevin Costello

Ms. Cathy Ferrari Ohio State University 2160 West Case Road Columbus, OH 43235

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

## Port Columbus International Airport Environmental Impact Statement - FAR Part 150 Noise Compatibility Study Study Advisory Committee December 5, 2006

Attendance Sign-in	Name	Address	Phone/E-mail
	Indus	try Groups	
	Air Transport Association Thomas J. Browne	1301 Pennsylvania Ave., NW-Suite 100 Washington, DC 20004-1707	
	Airline Pilots Association Bill Cumbow	262 McKenna Creek Drive Gahanna, OH 43230	(614) 337-8864
	AOPA Airports Division	421 Aviation Way Frederick, MD 21701	
	Airport Bus	iness Partners	
Matter	Net Jets Richard G. Smith III	4111 Bridgeway Avenue Cołumbus, OH 43219	(614) 239-5518 rsmith@netjets.com
	Lane Aviation Corporation  Ron Moodespaugh	4389 International Gateway Columbus, OH 43219	(614) 237-3747 x157 moodespaugh@laneaviation.com
	Nationwide Insurance Company Dan Wolfe	3945 Bridgeway Avenue Columbus, OH 43219	(614) 249-8000 Wolfeda@nationwide.com
	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
			Page 1

		Limited Brands _Tim Stehle	4387 International Gateway Columbus, OH 43219	(614) 415-1800 Tstehle@Limitedbrands.com
		Airlin	(69)	
		Continental/Continental Express Mark Dooley	4600 International Gateway Columbus, OH 43219	(614) 239-4060 mdoole@coair.com
		Air Canada Jazz No local contact	4600 International Gateway Columbus, OH 43219	
(	Fra Mitra	American/American Eagle Frank Martino	4600 International Gateway Columbus, OH 43219	(614) 239-4245 Frank.Martino@aa.com
		Midwest Connect/Skyway Patti Froehlich	4600 International Gateway Columbus, OH 43219	(614) 238-7752
		<b>Northwest/Mesaba</b> Bryan Levandusky	4600 International Gateway Columbus, OH 43219	(614) 239-4313 Bryan, Levandusky@nwa.com
	,	US Airways/US Airways Express/America West Sandy Dicocco	4600 International Gateway Columbus, OH 43219	(614) 238-7515 Sandy Dicocco@usairways.com
	3	United/United Express Brian Kennedy	4600 International Gateway Columbus, OH 43219	(614) 239-4286 Brian.F.Kennedy@ual.com
		Delta/Delta Connection Felix Sciulli	4600 International Gateway Columbus, OH 43219	(614) 239-4448 felix.sciulli@delta.com
	<u> </u>	Southwest _Joni Taylor	4600 International Gateway Columbus, OH 43219	(614) 238-7722 Joni.Taylor@wnco.com

(718) 709-3349 118-29 Queens Blvd. JetBlue Airways Forest Hills, NY 11375 kevin.costello@jetblue.com Kevin Costello (614) 235-1193 4600 International Gateway Chautauqua Jeff Lischak Columbus, OH 43219 jlischak@flychautauqua.com (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 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** Elevered 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

> 910 Dublin Road Columbus, OH 43215

200 Greenlawn Ave.

Columbus, OH 43223

City of Columbus

City of Columbus

Alan McKnight

Tom Russell

Page 4

(614) 645-6311

(614) 545-3310 admcknight@columbus.gov

tarussell@columbus.gov

Surre Suit City of Columbus Terri Leist	90 West Broad Street Columbus, OH 43215	(614) 645-5420 tsleist@columbus.gov
City of Columbus Devayani Puranik	109 N. Front Street Columbus, OH 43215	(614) 645-0663 ddpuranik@columbus.gov
MORPC Chris Gawronski	285 E. Main St. Columbus, OH 43215	(614) 233-4166 cgawronski@morpc.org
MORPC Robert Lawler	285 E. Main St. Columbus, OH 43215	(614) 233-4160 <u>rlawler@morpc.org</u>
Bue Langne Bruce Langner	2242 E. Main St. Bexley, OH 43209	(614) 235-8694
City of Whitehall Raymond Ogden	360 S. Yearling Road Whitehall, OH 43213	(614) 237-8612 rogden@cityofwhitehall.com
City of Whitehall Lynn Ochsendorf  City of Whitehall	360 S. Yearling Road Whitehall, OH 43213	(614) 338-3106 mayorochsendorf@cityofwhitehall.com
City of Whitehall Matthew Shad	360 S. Yearling Road Whitehall, OH 43213	(614) 338-3103 development@cityofwhitehall.com
Signed City of Gahanna Sadicka White  City of Gahanna Bonnie Gard	200 South Hamilton Gahanna, OH 43230	(614) 342-4015 sadicka white@gahanna.gov
Grammi Saw City of Gahanna Bonnie Gard	200 South Hamilton Gahanna, OH 43230	bonnie.gard@gahanna.gov
		Page 5
City of Gahanna Matthew Huffman	200 South Ḥamilton Gahanna, OH 43230	
Gity of Reynoldsburg John A. Brandt	7232 E. Main Street Reynoldsburg, OH 43068	(614) 322-6807 jbrandt@ci.reynoldsburg.oh.us
City of ReynoldsburgLucas Haire	7232 E. Main Street Reynoldsburg, OH 43068	(614) 322-6829 Ihaire@ci.reynoldsburg.oh.us
Jefferson Twp. Charles McCroskey	6545 Havens Road Blacklick, OH 43004	(614) 855-4265 cmccroskey@jeffersontownship.org
Franklin County Lee Brown	280 E. Broad St., 2nd Floor Columbus, OH 43215	(614) 462-3095 rlbrown@franklincountyohio.org
	Schools	数数20mm (40mm) (20mm) (40mm)
Ohio State University Cathy Ferrari	2160 West Case Road Columbus, OH 43235	(614) 292-5823 cferrari@osuairport.org
C. L. Ferrari Cathy Ferrari City of Columbus Schools Dr. Gene Harris	270 East State Street Columbus, OH 43215	(614) 365-5000
Column	bus Regional Airport Authority	
Dave Clawson	4600 International Gateway Columbus, OH 43219	
Stacey Heaton		
Mark Kelby	M	
Bernie Meleski	"	
Dave Wall  Ougcla Z. Newland Angela Newland		Page 6
Chycla K. Newland Angela Newland		

Address Name 116 MILLSTREET DR. SUSANN MOELLER 470-8689 FOBUC - ECOSCAPES @ COLUMBUS . RR. COM FORWC- greenout 20 man. com 8551495 2005. Hamilton 342.4015 MAN Hypens Gahanna 2005 Hamilton 342 4015 Betham J. Mills Genenre C. L. Forari OSN AMPORT Dorglas E Hammon CECILIA LAMMERS BARD DAVIDSON FAA-AOO-PETRUT 734-229-290 Page 7

### Study Advisory Committee Meeting

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

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



#### **Agenda**

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



#### **Got Questions?**

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



#### Why are we Here?

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



#### I. Where are we in the EIS Process?



#### II. Sponsor's Proposed Project

#### Long-Term Needs of the Port Columbus Int'l Airport

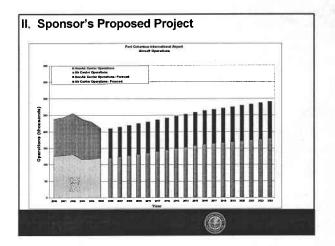
- The need to rehabilitate Runway 10R/28L
- The need to provide long-term airfield capacity, delay reduction during peak operating periods, and airfield efficiency
- The need to provide sufficient terminal capacity to accommodate projected passenger levels

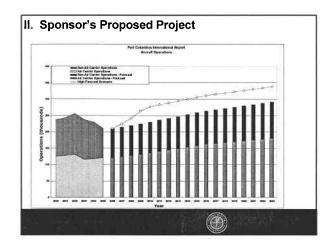


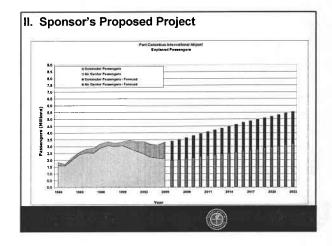
#### II. Sponsor's Proposed Project

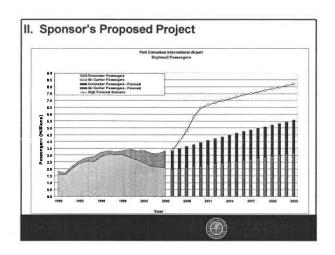
- · Forecast of passengers and operations was prepared for this EIS
  - 2012 (the opening year of the runway)
  - 2018 (future out-year)
- Two operating scenarios are presented in the forecast
  - Base Case Scenario: Includes projected growth at the airport using the best available data related to national and local trends in aviation.
     For 2012:
    - 4,215,000 enplaned passengers (25% increase over current levels)
    - 241,600 annual operations (15% increase over current levels)
  - High Growth Scenario: Represents the Base Case Scenario plus additional growth brought on by the operation of a low-cost carrier (e.g., Skybus). For 2012:
    - 6,848,000 enplaned passengers (103% increase over current levels)
    - 288,400 operations (37% increase over current levels)











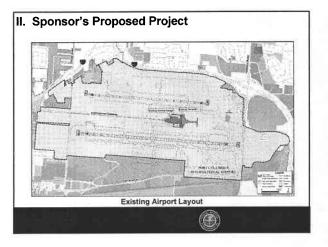
# III. Sponsor's Proposed Project Sponsor's Identified General Goals CRAA seeks to: Continue to expand CMH as a major passenger air hub Balance airfield and terminal capacity Phase project schedules to maximize funding while ensuring flexibility to accommodate growth Accomplish goals in a manner that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

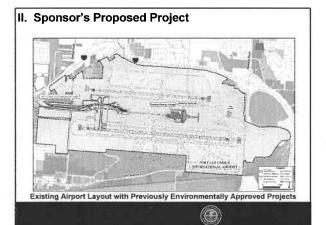
#### II. Sponsor's Proposed Project

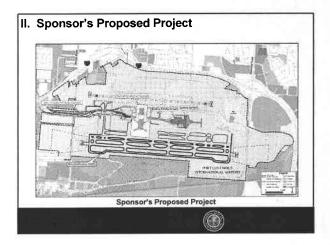
#### **Sponsor's Proposed Project**

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









#### III. Preliminary Review of Runway Alternatives

#### **Three Phased Approach**

- Identify comprehensive range of alternatives
- Evaluate and define a short-list of alternatives
  - Environmental
  - Operational
  - Cost
- Detailed analysis of short-listed alternatives

#### Potential Range of Alternatives

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

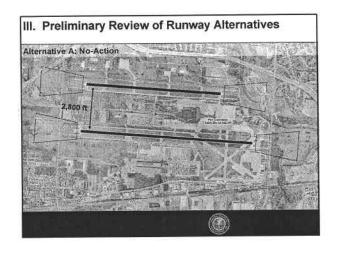


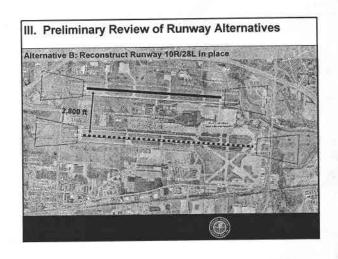
#### III. Preliminary Review of Runway Alternatives

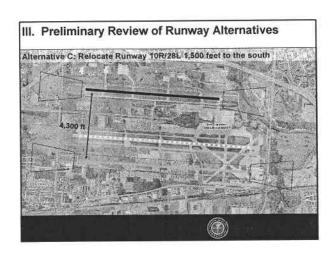
#### **On-Site Runway Alternatives**

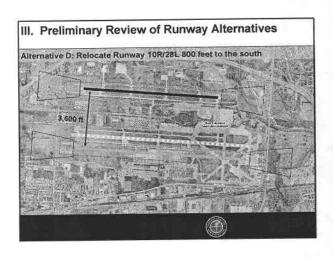
- Develop alternatives (realign, extend and/or shorten existing runways and/or taxiways; new runway development)
- Operational Procedures
- Other technologies (reduce separation between aircraft, multi-lateration based Precision Runway Monitoring, and Vertical and/or Short Take-off and Landing)
- Activity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

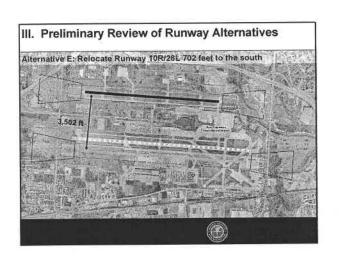


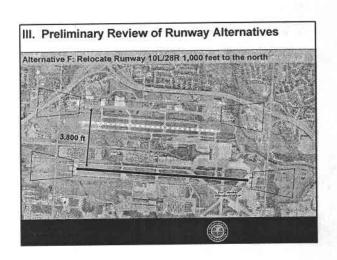


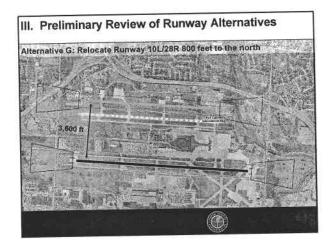


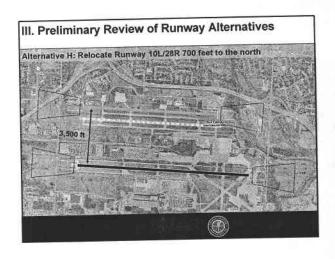












# 

		ed the Airport's	Marria?		
Allemative Description	of Recovery	Additional Long Term Capacity	Sufficient Terrebral Erromites	Positives [EnettranentalOperatoralCost]	Hagativas (Envarantement/Operational/Cost)
Attended E: Stell Runway 10H/28L to the south by 70Q feet (Sponse's Proposed Proposit)	10POINL yes	yes	y==	Austriace di necta Sirratoreous amente wit nostronal apperrent Maintaina aparistoris during construction	Nase Impuris Aeport Oof Okuran Ramoras > 50 hother
Attenuative F: Staff Ranway 102,7259 to the learn by 1,000 feet and retrial ranway 109/251, in place	yes	yes	,-	Aggregas armeits with additional equipment	Addres reports Impacts hardput and businesses to the roce By White Circle Road Resources Systemy has new runways:
Alternative 9) Soft Russey 10L/25R to the north by 50 feet and relate numery 10R/25K, in	Yes		,-	Addresses of roods  Emistancias artivals will additional equipment	Falso impacts stipacts began and businesses to the north flow Wared Cores Read Platocolonis Suiting has now retween
Alternative III. Staff Rurrany 10L/28R to the north by 700 feet and retiab namely 10R/28L in glace	yes	yes.	y=	Addresses all roots Smithsterns arrivals with additional egyptimes	Note the set in the next transcent to the next to your Ores. Set on the next Sout Releases. Subject to the retrest,

### IV. Preliminary Environmental Impacts

#### **Regulatory Background**

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

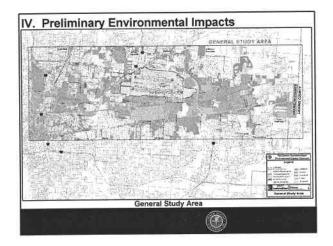


#### IV. Preliminary Environmental Impacts

#### **Definition of General Study Area**

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



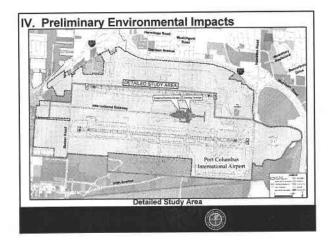


#### IV. Preliminary Environmental Impacts

#### **Definition of Detailed Study Area**

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





#### IV. Preliminary Environmental Impacts - Noise

#### Noise and Compatible Land Uses

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



#### IV. Preliminary Environmental Impacts - Wetlands

#### Wetlands

- Field surveys of wetlands and streams completed in August 2006
- In the process of scheduling a meeting with the US Army Corps of Engineers
- Preliminary impact assessment of Sponsor's Proposed Project
  - ~0.75 acres of direct impacts to wetlands
  - 592 feet of direct impacts to streams
  - No anticipated impacts to ponds



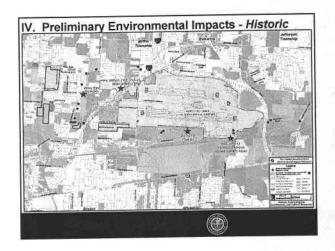
# IV. Preliminary Environmental Impacts - Wetlands ORI COLUMBIS OTHER VARIABLE ALBERTAT OTHER V

#### IV. Preliminary Environmental Impacts - Historic

#### Historic, Archaeological, Architectural, and Cultural Resources

- Research and field surveys of historic resources completed in August 2006 (coordinating findings with Ohio State Historic Preservation Office)
- · Preliminary review of the project area found:
  - 7 archaeological sites in project area (none significant)
  - 43 historic sites in project area
  - 3 are on NRHP (Original Passenger Terminal, Elam Drake Residence, Valley Dale Ballroom)
  - 1 is eligible for the NRHP as a district (AF Plant 85)





#### IV. Preliminary Environmental Impacts - Biotic/T&E

#### Biotic Communities/Threatened and Endangered Species

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



#### IV. Preliminary Environmental Impacts - Biotic/T&E

#### Federal and State Threatened and Endangered Species

Scientific Name	Corretion Name	Federal Status	Ohio Status	Habitat	Parameted Highward Properties the Project Aces
Conditioned Senting resignation	Hartwee officered custors	E		Large shouse and small rivers in the free sand of other cons	Yes. Big Wathat Creek contains stitable habitat for this species, but the species has not been documented within mile of the project area (Appends A: OONR 2006)
Mysic miles	helana Nat	(¥)	((6)	Managing recess in send phone constant with well backuped transpor- ments, upland broots	Yes Desail to aging brown as well as advertic tour their as located in worder femal and along the shallout Overet. It the species has not been demonstrated within 1 rate of the project area (Apparets A. IEDAS, 2004).
Melada Asalinsa	Succession days	(4)	•	Straight of the of residence flow som savely grand before	Yes: Big Reind Const contains subspin habited to the quarter, bit its sprace has not been department with other it to proper ones (Assemble & COSE) 2005
Autom	Cultural records	£)	,	Commissed and grand creat of non- ant office white blooms and small charge.	Yee, No Water Chald contident state to be imported the special from the been decreased with sole of the property was (Appendix A. OCHA 2500).
10km Ashem	Rayad bean mared	9:		mail, shaltow rivers, in and near riffee where a is buried deep in sand and/or gravel, other near aquatic vegetation. The rayed bean courses in also found in also flowing rivers, and along the shaltow, wave-weept aboves of lates.	Yee. Big Planta Crisis contains mainte highlist for Bin- quelen, hat the species has not been decreased sollins rate of the project area (hypotode A: OCHE 2006)



#### IV. Preliminary Environmental Impacts - Air Quality

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

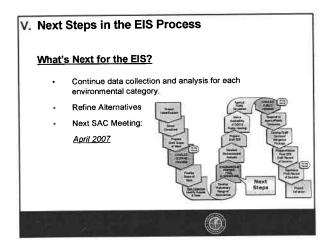


#### IV. Preliminary Environmental Impacts - Air Quality

	POOR ANNAL.		-		*****	set mitte	**	
RESERVED TANK	DES MATORINA	000463	co	MME	190	100	-	**
		CQ1884	-	-3	1.5	. 1	_	- 1
AND IN COLUMN	E-801	PARCINET	13		35	- 2		- 1
A STATE OF THE STA	2000	Trans.	181		24	1	_8_	-
		STIME A PARKS	date	11.000		01/87/2		11.3
Andrew State	2.299	ANCINE	140		21.	-	-50	13
	77771	7404	484	3.0	29.		-	10.0
	367.76	state press	1,000	34	575	12	-	
Berne 1787	24,981	Aered	5.83	27	239	12	- 1	
ALTO STATE OF THE	100	This	1,111	100	- 5	.0		
	498	SOLINA	1 7	17.	14	17.1		1967
Brettal TM	738	Total .	100	1.8	14	100	- 1	
	1000	100/000	7000	34	31		- 1	1 2
	20,666	Arrest.	930	100	46	136	-4-	13
Business (etc.	Sirvin	Tuna	1,116	110	133	12	- 1	1.3
		CHEZARE	345	-		- 0		
County Sattering	1.000	Accept	2.5	4.		100		1111
Company Colorest		Trotal			1.8	E E		100
	10.100	COM. LAME	399		101			- 0
Googna be-4	4,100	ARCOST.		4	. 44	- 5		
Contract of the Contract of th		Tione	211	13	12		_	1
Contract of the Contract of th	2777	CHARM	想	100				E3
Sefferme (marks \$1142)	3,406	Parnet	14.		266	10.50	- 1	F-3
		Date	225	2.1	42		-	-
EUTHER MECTION		USKNOWN	1 . 4		3		- 1	U :
ACC-COLUMNIA'S TANKS	3,400	Attende	34		32		-	-
		TURN			320	-5-		lin.
		SHIPE	3,580	M.	179	14	-	400
Augment hit	0,69	Tested	1,399	121	250	200	1	Hist.
		THE COURSE	3,868	-111	239	11	- 0	-
DOWN TOWNS THE	13.994	ANTON		100	1 2	-2-	- 0	1 6
Bright brights (Frig.)	27,504	Tess	10	-		100	-	1
		LINK/APA	100	- 60	1.4	4	- 0.	100
Sale Strategisteria	12,901	Appen	37%	- 1	1	- 0	- 4	10
THE CHARGE	20,000	Teast	2018	-	1175	- 2		100
-		NOTABLE.	4,859	112	167	49	- 4	
Street States	196,996	Agreed	2,946	-	613	(2		. 1
		Terrinal	4.567	210	638	*1	- 48	1 1

- Stationary source/GSE inventory conducted July 2006
- 57% of total emissions from regional/business jets
  22% of total emissions from
- B737 operations
  CO is most prominent
- CO is most prominent pollutant (80%) – most from GSE
- NOx, VOC, and PM primarily due to aircraft
- Mobile sources add to CO and NOx





## Next Steps in the EIS Process 20 months to DRAFT EIS after issuance of NOI MILESTONE meetings for concurrence with Agencies Mitigation / Permitting Activities

• Public Hearing

• RECORD OF DECISION expected - April 2009



## 

VI. Opportunity to Comment on the EIS

Written comments and/or questions should be mailed 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



December 21, 2006

Name ij

City, State Zip Company Address

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

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.

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 As always, we appreciate your interest in Port Columbus be sent in advance of the meeting.

Sincerely,

Metamic St Kleton

Melanie K. DePoy Managing Principal

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



## MEMO MEETING

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

## MEETING

Study Advisory Committee - Meeting 2 Port Columbus International Airport Environmental Impact Statement Federal Aviation Administration

**MEETING DATE** 

December 5, 2006

A meeting attendance list is attached.

ATTENDING

## 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).

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 Ms. Jones thanked Committee members for their participation and explained that the EIS is being 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

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 Mr. Adams reminded participants that the CRAA has proposed a redevelopment program that includes the

SAC-1

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 long-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 falking with SkyBus for over four years. The To date SkyBus has raised SkyBus President was a former executive with Southwest Airlines. raised from local investors.

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 afroraft. 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 Stelzer 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.

## 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

through the study process for a detailed review along with the CRAA's proposed project. These alternatives undergo detailed review from an environmental, operational and cost perspective. Mr. Adams then presented ten alternatives for the runway development that are being reviewed. The pros and cons of each alternative were presented as detailed in the handout provided at the meeting.

Mr. Adams reviewed a matrix that is used to assess each alternative. He explained that each alternative is screened to determine if it meets the airport's need to rehabilitate Runway 10R/28L, provide additional long-term capacity and create a sufficient envelope for terminal development.

## Preliminary Environmental Impacts

Mr. Adams explained that the EIS is prepared according to the requirements of the National Environmental Policy Act of 1969 (NEPA) as implemented in FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions

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 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 occur and therefore more detailed analysis will be conducted in this area.

Preliminary review of the following has been completed:

- Noise and Compatible Land Uses
- Historic, Archaeological, Architectural, and Cultural Resources Wetlands
- Biotic Communities/Threatened and Endangered Species

Mr, Adams detailed the preliminary results of each of these analyses. Several questions were raised by committee members following the presentation as follows:

- There was a question about the need for simultaneous arrivals.
- Rob Adams responded that the ability to conduct simultaneous arrivals is critical now during some peak operating periods but will become more critical after approximately 2018.
- There was some concern expressed about the impacts that the proposed development would have to the stormwater quality downstream in the Whitehall area which is located downstream of the
- analysis. He further noted that the study team is still in need of a copy of the Stormwater Plan Rob Adams responded that stormwater impacts would be considered as a part of the EIS for the City of Whitehall.
- side of the airport. They also asked if there was any new aircraft technology that would be coming Representatives of Gahanna expressed some concern over the noise impacts to their area based upon the atternatives being considered for development of the replacement runway on the north on line that would decrease noise impacts.
  - airport that it would be shorter than the runway alternatives being considered to the south. He Rob Adams responded that if a replacement runway were developed on the north side of the further explained that aircraft meeting what are known as Stage 2 and weighing less than

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

- A question was raised as to the required runway lengths and the timing for rehabilitating Runway
- 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
- Rumway 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.

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

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

FOBWC-ECOSCAPES@columbus.rr.com (614) 338-3106 nayorochsendorf@cityofwhilehall.com 1evelopment@cityofwhitehall.com ibrandt@ci.reynoldsbiug.ch.us (718) 709-3349 donpeters@columbus.rr.com (614) 645-0663 admcknight@columbus.gov 614) 342-4015 (513) 530-1201 (513) 530-5333 (317) 955-8395 Ext. 304 (317) 955-8395 Ext. 307 (evin.costello@jetblue.com 734) 229-2900 thammon@osuairport.com 614) 855-1495 depuranik@columbus gov 614) 475-1448 cferrari@osvajrport.org bonnie gard@gahanna.gov Ggawronski@morpc.org (614) 233-4166 (614) 338-4092 Bruce Glbson@FAA Gov (614) 471-3947 ggriff1@columbus,rr.com (614) 292-5460 Frank Martino@aa.com (614) 545-3310 Isleist@columbus gov Chris Lenfest@faa gov arfull@sbcqlobal.net 614) 645-6311 (614) 342-4015 sadicka white@g 614) 239-4042 614) 239-4063 (614) 239-4245 (614) 890-1062 (614) 342-4015 (614) 645-5420 34) 229-2958 (614) 235-8694 (614) 470-9699 614) 292-5823 Gananna, OH 43230 11677 S. Wayne Road Romulus, M 48174 2160 West Case Road Columbus, OH 43235-2526 2242 E. Main SI. Columbus, OH 43219 2160 West Case Road Columbus, OH 43235-2526 116 Mill Street Bexley. OH 43209 90 West Broad Street Columbus, OH 43215 4277 International Gateway 4600 International Gateway Columbus, OH 43219 Columbus, OH 43219 4600 International Gateway Columbus, OH 43216-1049 200 South Hamilton Port Columbus International Airport FAR Part 150 Noise Compatibility Study Reynolósburg, OH 43068 118-29 Queens Blvd. Forest Hills, NY 11375 FIFT S. Wayne Road Romulus, MI 45174 2160 West Case Road Columbus, OH 43235-2526 200 South Hamilton Columbus, OH 43215 4277 International Gateway 11279 Cornell Park Drive Cincinnati, OH 45242 51 S. New Jersey Street Indianapolis, IN 46204 Columbus. OH 43219
200 Greenlawn Ave.
Columbus. OH 43223
200 South Hamiton
Gahanna. OH 43230
116 Mill Street Whitehall, OH 43213 4111 Bridgeway Avenue Columbus, OH 43219 40 Massey Drive Columbus, OH 43215 2776 Yorkcilff Rd. Whitehall, OH 43213 270 East State Street Columbus, OH 43215 200 South Hamilton Gahanna, OH 43230 Westerville, OH 43081 109 N. Front Street Columbus, OH 43219 910 Dublin Road Columbus, OH 43215 360 S. Yearling Road Gahanna, OH 43230 122 S. Front St. Gahanna, OH 43230 360 S. Yearling Road Columbus, OH 43219 2463 Peekskill Drive Gahanna, OH 43230 285 E. Main St. Development Director Columbus Parks and Recreation Assistant Director/Interim Golf Admin. Federal Aviation Administration The Ohio State University Airport Detroit Airports District Office The Ohio State University Airport Seneral Manager Columbus Parks and Recreation tetroit Airports District Office the Ohio State University Airport Planner Federal Aviation Administration ederal Aviation Administration Principal Planner ederal Aviation Administration CMH ATCT Brittany Hills Civic Association Friends of Big Walnut Creek Watershed Coordinator City of Whitehall City of Columbus Senior Planner Northeast Area Commission Friends of Big Watnut Creek evelopment Director Division of Water Quality City of Whitehall Jolumbus Flight Watch CMH ATCT - Manager American/American Ex nal Airport Authority Staff Development Director JetBlue Airways Chair City of Columbus City of Gahanna Director City of Gahanna City of Gahanna City of Gahanna City of Bexley Ohio EPA Mayor Net Jets Iting Team Devayani Puranik althew Huffman nn Ochsendorf wood Rayford herine Jones ecilia Lammers usann Moeller atthew Shad dicka White ris Gawronski arah Hediund uce Langner Jan McKnight oug Hammon ank Martino thany Miller ad Davidson isetta Griffin eve Vargo A. Brandt evin Costello ris Lenfest om Russell athy Ferran nnie Gard ice Gibson in Peters erri Leist Peters Harter

## Committee Meeting Study Advisory

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







### Agenda

- Where are we in the EI'S Process?
   Special Production
   Preliminary Alternatives
   Medicininary Devicemental impacts
   Next Special Process
   Next Special Process
   Next Special Process
   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 retraction
   Nove passingly element of the property of the property
- 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



## . Where are we in the EIS Process?



## Sponsor's Proposed Project

- Long-Term Needs of the Port Columbus Int'l Airport
- The needs to rehabilish Brunay 10R128.

  The maint provide upgener and open good with order of during pass to sell or good order of the control provides and and additionary for mental provides sufficient thermal approvid



## II. Sponsor's Proposed Project

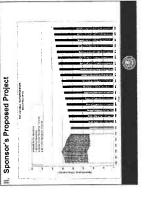
· Forecast of passengers and operations was - 2012 line oppning year of the summy!

- 2018 (future out-year)

Base Case Scenario: Includes projected growth at the alread using the best available data related to national and local irends or avuidion. For 2017.

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

ness (103% increase over current levels) 



## II. Sponsor's Proposed Project



## II. Sponsor's Proposed Project



## II. Sponsor's Proposed Project



## II. Sponsor's Proposed Project

## Sponsor's Identified General Goals

- Continue to export CMH as a maint Ballings affekt and Mirmital curaring CRAA seeks in.
- Flatece artest and terminal caretry
  Phase project schedules to maximize funding while ensuming
  flexible to accommodite growth
  Accomplete grant manner that preserves vability and
  character of neighboring communities

## II. Sponsor's Proposed Project

## Sponsor's Proposed Project

- Constitution of a teleconomic form of the first provided proteomorphic of actional changes (provide pilitization of proteins pilitization of personal pilitization and personal pilitization personal pilitization of personal personal pilitization of personal personal pilitization personal personal pilitization personal pe



## II. Sponsor's Proposed Project

## II. Sponsor's Proposed Project

II. Sponsor's Proposed Project



# III. Preliminary Review of Runway Alternatives

- Three Phased Approach
  funity compensative range of aternatives
  Evaluate and defense a strictural of aternatives
  Commences
  Operation
  Despite Analysis of strent aternatives

Potential Range of Alternatives
On-side alternatives
Off-side alternatives
No-action alternatives



## III. Preliminary Review of Runway Alternatives

## On-Site Runway Alternatives

- Develop alternatives (realign, extend and/or shexisting runways and/or (axiways, new runway-fevelopment)
- Other inchnologies (reduce separation bolween percraft mutit-teloration based Precision Runway Monitoring, and Vertical andfor Short Take-off and Landing).



# III. Preliminary Review of Runway Alternatives



# III. Preliminary Review of Runway Alternatives







# III. Preliminary Review of Runway Alternatives

ives	# 18: # 20:1	50 0		) land		
Preliminary Review of Runway Alternatives	of the hou	//e	松	1	10	Œ.
way A	200 Years (100 Years)		打工	1		9)
of Rur	10U/28R					
eview	Runway					
nary R	Relocate		122		极	
rellmi	H		8		45	
ď. ≡	A then the state of the state o		Ž,		8	

natives	horth		
reliminary Review of Runway Atternatives	J28R 700 faut to the		<b>@</b>
ry Review of	Relocate Runway 101		
rellminar	live H. Rolt	2004	

mental Impacts	General Study Area	6
V. Preliminary Environmental Impacts	Gen	

## Preliminary Environmental Impacts Definition of Detailed Study Area Avea likely to receive dread empatts Provided buffer oresitor analysis of s Squared off boundary lines

-		H	1	1	ŀ
į				-	200 marin 1
		10	22	11112 mg mg mg	1
1000	•	300			
	Ť	3			10 to

The second second			A STATE OF THE PARTY OF THE PAR	
	1	2000	!!	
115	r	Ω		E.
	1	1	1	ī
-				1



## IV. Preliminary Environmental Impacts

## Regulatory Background

The environmental documentation will be prepared to comply with the requirements of the Machada Environmental Policy Act on 1958 (MEPA) as implemented in FAA Order 1959; (Environmental Instable Policies and Pocadiums, and FAA Order 5556 At Mahoral Environmental Instable Policies and Procedures, and FAA Order 5556 At Mahoral Environmental Policy Act (MEPA) implementing instructions for Airrort Actions.



## IV. Preliminary Environmental Impacts

## Definition of General Study Area

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



# IV. Preliminary Environmental Impacts - Noise

IV. Preliminary Environmental Impacts

III. Preliminary Review of Runway Alternatives

(a)

- Noise and Compatible Land Uses
  Properties register for Existing (2006) Bearing and
  Interest (2017) No Adjance contributes
  Propagate preferrance without the 651-01.
  If showed within the 651-0
  - More information on the noise impacts in the Part 150 Noise Compatibility Study PAC meeting

# IV. Preliminary Environmental Impacts - Wetlands

### Wetlands

- Field surveys of wellands and sur August 2005
- in the process of scheduling a meeting with the US Army Corps of Engineers
  - Preliminary impact susassmant of Sponsor's Proposed Project



# IV. Preliminary Environmental Impacts - Historic

## Historic, Archaeological, Architectural, and Cultural Resources

- Research and field surveys of historic resources completed in August 2006 (coordinating findings with Ohio State Historic Preservation Office)
- Preteninary review of the project area found:
   7 archaeological sites in project area (none significant)
  - A3 historic altea in project area
     3 are on NRHP (Original Passengar Terminal, Elam
    Drave Residence, Valley Dale Baltroom)



# Preliminary Environmental Impacts - Historic

# IV. Preliminary Environmental Impacts - Biotic/T&E

## Biotic Communities/Threatened and Endangered

- Field surveys of Biotic Communities/Threatened and Endangered Species completed in August 2006
- Survey catalogued existing plants and animals, as well as potential habitets for T&E species
- No T&E species have been documented within 1 mile of project area (Record search and field survey)
   Potential habital for T&E spaces does exist within project area



# IV. Preliminary Environmental Impacts - Air Quality

- Frankin County non-attainment for ozone and fine particulate matter (PMs s) emissions requiring a General Conformity Evaluation under the Gigen Air Act
- Meir Sleps
   mensieht anneten inventione uning annual
  menga invention and annual annual heapt.
   Propiae controlling mension through heapt.
   Propiae controlling mension franchistory of deposition annual annual propiae.
   Granded deposition mension by the usef (or the deposition annual annual propiae.)
   Granded deposition mension in the transfer of deposition annual an



# IV. Preliminary Environmental Impacts - Biotic/T&E

Annual dress	-	į	See sepa	1000	
*******		-	-		
1	İ	9	*	The same of the sa	and open years and make the second
-	1			-	The second secon
-	1		7		delicate a money of a said size as
!	1		1		
	married to work the service				

# IV. Preliminary Environmental Impacts - Air Quality

	mventory conducted to
	1
1	
a service and a service and a service as a s	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1	Commence of the property of th
	Sie Samskonander
· · · · · · · · · · · · · · · · · · ·	22% of Ibial emissions
i	ST37 operations
1 1	. CO 6 most promunol
1	
i	250
1	
1	mly due
100	Mobile sources and to Co
A CONTRACTOR OF THE PARTY OF TH	andyDx

## V. Next Steps in the EIS Process

- 20 months to DRAFT EIS after issuance of NO!
  - MilLESTONE meetings for concurrence with Agencies

Continue data collection and analysis for each environmental calegory

Refine Alternatives Next SAC Meeting: April 2007

What's Next for the EIS?

V. Next Steps in the EIS Process

- Mitigation / Permitting Activities
- Public Hearing

RECORD OF DECISION expected – April 2009



## V. Next Steps in the EIS Process

And of Paris 2			I	١	•	
1					I	
1						
name Annual or Paradice						•
10.000	ř	3		-	50000	

## VI. Opportunity to Comment on the EIS

Written comments and/or questions should be mailed to: Ms. Katherine S. Jones Federal Aviation Admoistration Datest Airports District Office 11677 South Vitayon Road, Suite 107 Remulus Michigan 48174.

Tringhone (734) 229-2958 Fax (734) 229-2050 Email ÇMİŞEİS(QÜBB,gov

Project Website: www.aitportsites.neVcmh.ejs

# 12/21/06 SAC Non-Attendee Distribution List

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

Director of Building Maintenance Mr. Ron Moodespaugh 421 Aviation Way Frederick, MD 21701 Airports Division

4389 International Gateway Columbus, OH 43219 Lane Aviation Corporation 4130 East Fifth Avenue Columbus, OH 43219 Mr. Bill Tylka Million Air

Director of Flight Operations Limited Brands 4387 International Gateway Columbus, OH 43219 Mr. Tim Stehle

Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Bryan Levandusky, Manager Northwest/Mesaba

Port Columbus International Airport Mr. Brian Kennedy, Manager 4600 International Gateway Columbus, OH 43219 United/United Express

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

Executive Vice President Mr. Richard G. Smith III

Net Jets 625 N. Hamilton Road Columbus, OH 43219

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

Mr. Ken Waite, Facility Manager The Columbus International Air Center 4300 East Fifth Avenue Columbus, OH 43219

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

Mr. Columbus Russell, President

Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Mr. Mark Dooley, Manager Continental Airlines

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

Sandy Dicocco, Manager US Airways/America West Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Mr. Felix Scuilli, Manager Delta/Delta Connection

Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Ms. Joni Taylor, Manager Southwest Airlines

# 12/21/06 SAC Non-Attendee Distribution List

Mr. Bill Bellamy

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

Mr. Charles McCroskey, Zoning Administrator City of Bexley 2242 E. Main St. Bexley, OH 43209

> Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Mr. Mark Kelby

Blacklick, OH 43004 6545 Havens Road

Jefferson Twp.

Ms. Dorothy Pritchard, Service Director City of Bexley 2242 E. Main St. Bexley, OH 43209

> Chautauqua Airlines Port Columbus International Airport Mr. Jeff Lischak, Regional Manager 4600 International Gateway Columbus, OH 43219

Mr. Raymond Ogden, Public Service Director City of Whitehall Planning Commission 360 S. Yearling Road Whitehall, OH 43213

Mr. Lucas Haire, Planning Administrator City of Reynoldsburg 7232 E. Main Street

Reynoldsburg, OH 43068

East Columbus Civic Association East Columbus Community Center 2743 East 5<sup>th</sup> Ave. Columbus, OH 43219

Dr. Troy Lee Shaw, President

Development Department and Zoning Enforcement 280 East Broad Street, 2<sup>rd</sup> Floor Columbus, OH 43215 Mr. Lee Brown

North Central Area Commission 1314 Sigsbee Avenue Columbus, OH 43219

Mr. Jimmie Moreland III, Chair

Dr. Harold E. McDaniel, President St. Mary's Civic Association 979 Wellington Blvd. Columbus, OH 43219

Dr. Gene Harris, Superintendent City of Columbus Schools 270 East State Street Columbus, OH 43215

Mr. Robert Lawler, Director of Transportation Columbus, OH 43215 285 E. Main St.

Mr. Alan Harding Columbus Flight Watch 5731 Blinnton Place Columbus, OH 43235-7205

# 12/21/06 SAC Non-Attendee Distribution List

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

Mr. Bob Hodanbosi, Headquarters Chief Ohio Erwironmental Protection Agency Alr Guality 122 S. Front St. Columbus, OH 43216-1049

> 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



December 21, 2006

Name Title Company

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

Dear Name:

Enclosed are meeting minutes for the December 5, 2006 Study Advisory Committee (SAC) meeting for the Port Columbus International Airport Environmental Impact Statement (EIS).

For those who were unable to attend, we are also sending a copy of the handout that was given at the meeting.

As always, we appreciate your interest in Port Columbus International Airport and thank you for your participation in these studies. The next SAC meeting is anticipated to occur in April, 2007. A meeting reminder and agenda will be sent in advance of the meeting.

Sincerely,

Melanie K. DePoy Managing Principal

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



# MEETING MEMO

51 S. New Jersey St., 2" 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 2

MEETING DATE

December 5, 2006

## ATTENDING

A meeting attendance list is attached.

## **DISCUSSION SUMMARY**

The second Study Advisory Committee (SAC) meeting for the Environmental Impact Statement (EIS) was opened by Rob Adams of Landrum & Brown, the consulting firm conducting the study on behalf of the Federal Aviation Administration. Mr. Adams welcomed participants and introduced Katy Jones. Project Manager for the Federal Aviation Administration (FAA).

Ms. Jones thanked Committee members for their participation and explained that the EIS is being conducted by the Federal Aviation Administration as the independent reviewer of the environmental impacts of the projects that are being proposed for construction by the Columbus Regional Airport Authority (CRAA). She introduced Dave Wall, Capital Program Manager for the CRAA, who welcomed participants and thanked them for their participation.

Mr. Adams asked the meeting participants to introduce themselves. He explained that the SAC meeting would be immediately followed by a Planning Advisory Committee (PAC) meeting for the Part 150 Noise Compatibility (Part 150) that is being simultaneously conducted with the EIS.

## Sponsor's Proposed Project

Mr. Adams reminded participants that the CRA4 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

SAC-1

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 atternatives 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 the truther expectsed. The new terminal complex would be built in phases as needed to accommodate projected passenger levels.

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

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

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

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

## 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 attenuatives.

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

through the study process for a detailed review along with the CRAA's proposed project. These alternatives undergo detailed review from an environmental, operational and cost perspective. Mr. Adams then presented ten alternatives for the runway development that are being reviewed. The pros and cons of each alternative were presented as detailed in the handout provided at the meeting.

Mr. Adams reviewed a matrix that is used to assess each alternative. He explained that each alternative is screened to determine if it meets the airport's need to rehabilitate Runway 10R/28L, provide additional long-term capacity and create a sufficient envelope for terminal development.

## Preliminary Environmental Impacts

Mr. Adams explained that the EIS is prepared according to the requirements of the National Environmental Prolicy 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 Arinna Arinna. 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 condrust (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 study area is where more direct environmental impacts are likely to occur and therefore more detailed analysis will be conducted in this area.

Preliminary review of the following has been completed:

- Noise and Compatible Land Uses
   Motions
- Historic, Archaeological, Architectural, and Cultural Resources
  - Biotic Communities/Threatened and Endangered Species
    - Air Quality

Mr. Adams detailed the preliminary results of each of these analyses, Several questions were raised by committee members following the presentation as follows:

- There was a question about the need for simultaneous arrivals.
- Rob Adams responded that the ability to conduct simultaneous arrivals is critical now during some peak operating periods but will become more critical after approximately 2018.
- There was some concern expressed about the impacts that the proposed development would have
  to the stormwater quality downstream in the Whitehall area which is located downstream of the
  airport.
- Rob Adams responded that stormwater impacts would be considered as a part of the EIS
  analysis. He further noted that the study team is still in need of a copy of the Stormwater Plan
  for the City of Whitehall.
- Representatives of Gahanna expressed some concern over the noise impacts to their area based upon the alternatives being considered for development of the replacement runway on the north side of the airport. They also asked if there was any new aircraft technology that would be coming on line that would decrease noise impacts.
- Rob Adams responded that if a replacement runway were developed on the north side of the
  airport that it would be shorter than the runway alternatives being considered to the south. He
  further explained that aircraft meeting what are known as Stage 2 and weighing less than

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
- 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 being proposed
  - Angela Newland, CRAA Vice President of Engineering and Construction, responded that Runway 10L/28R would require rehabilitation in approximately 2011-2012.
- There was a question about whether or not any alternatives were being considered that would took
- 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.

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 Dublic Workshops on the EIS and Part 160 study processes are being heid on December 5th and 6th and gave details of the meeting. Mr. Adams closed the meeting with a review of the EIS study schedule. He noted that a draft EIS is anticipated to be published 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

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 E-mail: CMHEIS@faa.gov Romulus, Michigan 48174 Ms. Katherine S. Jones

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

FOBMC-ECOSCAPES@columbus r. com 814) 338-3106 mayorochsendorf@dityofwhitehall.com fevelopment@citvofwhitehall.com brandt@ci reynoldsburg.oh.us (718) 709-3349 donpeters@columbus rr.com (614) 645-0663 evin costello@letblue.com 734) 229-2900 Serrari@osualmort org Donnie.gard@gananna.gov hammon@ssuairport.com 614) 855-1495 990/ff1@columbus.n.com 614) 292-5460 deuranik@columbus gov 614) 475-1448 11Ce Gibson@EAA Gov 14) 471-3947 (513) 530-5333 (317) 955-8395 Ext. 304 (317) 955-8395 Ext. 307 arussell@columbus.gov 614) 338-3103 Sqawronski@morpc.org Frank Martino@aa.com 614) 545-3310 sleist@columbus gov chris Leniest@faa.gov arfull@shcglobal nel (614) 645-6311 (614) 342-4015 (614) 342-4015 sadicka white@o 614) 292-5823 34) 229-2958 614) 235-8694 614) 645-5420 (614) 239-4245 614) 342-4015 614) 338-409 (614) 239-4042 614) 470-9699 614) 890-106 Forest Hills, NV 11375
110775, Wayne Road
Romulus, Mr 48174
Romulus, Mr 48174
Romulus, Mr 48174
Romulus, Mr 48178
Color South Hamilton
Galhaman, OH 421215
205 E. Day Man 581
Columbus, OH 421215
4277 Innernational Galeway
Columbus, OH 42219
4265 Pearsy OH 42219
4265 Pearsy OH 42219 Columbus, OH 43219 4600 International Gateway Columbus, OH 43219 Columbus, OH 43219 2160 West Case Road Columbus, OH 43235-2526 Romulus, MI 48174 2160 West Case Road Columbus, OH 43235-2526 2242 E. Main SI. Columbus, OH 43216-1049 200 South Hamilton Columbus, OH 43215 4277 International Galeway 4600 International Gateway Columbus, OH 43219 Reynoldsburg OH 43068 118-29 Queens Blvd. Whitehall OH 43213 4111 Bridgeway Avenue Columbus, OH 43219 Cincinnati, OH 45242 51 S. New Jersey Street Indianapolis, IN 46204 40 Massey Drive Westerville OH 43081 109 N. Front Street Columbus, OH 43215 2776 Yorkcliff Rd. Columbus, OH 43223 200 South Hamilton Gahanna, OH 43230 116 Mill Street Sahanna, OH 43230 11677 S. Wayne Road olumbus, OH 43219 10 Dublin Road 270 East State Street Columbus, OH 43215 300 South Hamilton Sahanna, OH 43230 22 S. Front St. Gahanna, OH 43230 360 S. Yearling Road Bexley, OH 43209 90 West Broad Street Jolumbus, OH 43215 **Gahanna**, OH 43230 Whitehall, OH 43213 11279 Con Assistant Director/Inlerim Golf Admir Federal Aviation Administration CMH ATCT - Manager Detroit Airports District Office The Onio State University Airport Detroit Airports District Office The Ohio State University Airport Alrport Planner

Director, Planning & Development

V.P. Engineering and Construction

Capital Program Manager he Ohio State University Airport Sevelopment Director Columbus Parks and Recreation General Manager Columbus Parks and Recreation ncipal Planner deral Aviation Administration anner aderal Aviation Administration ederal Aviation Administration MH ATCT intrany Hills Civic Association City of Columbus Senior Planner Northeast Area Commission ends of Big Wainul Creek Friends of Big Wahruf Greek Watershed Coordinator City of Whitehair merican/American Eagle Development Director City of Columbus Schools Division of Water Quality 2tty of Whitehall Columbus Flight Watch Development Director JefBlue Airways Landrum & Brown Aerofinity, Inc. City of Gahanna City of Gahanna Director City of Gahanna City of Columbus City of Gahanna ity of Baxley Ohio EPA MORPC latthew Huffman Jevayani Puranik umbus Regio hris Gawronski atherine Jones ecilia Lammers ynn Ochsendori Iwood Rayford ala Newland John A. Brandf oug Hammon sarah Hediund athany Miller evin Costello rad Davidson risetta Griffin Susann Moeller uce Langner an McKnight fatthew Shad adicka White ank Martino athy Ferran nnie Gard uce Gibson nris Lenfest om Russeif steve Vargo erri Leist Jon Peters I Peters Harter

# 12/21/06 SAC Attendee Distribution List

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

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

Ms. Katy Jones, Community Planner Federal Avvation Administration – Detroit ADO 11677 S. Wayne Road Romulus, MI 48174

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

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

Ms. Devayani D. Puranik Senior Planner 109 N. Front Street Columbus, OH 43215

> Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Ms. Stacey Heaton

City of Whitehall 360 S. Yearling Road Whitehall, OH 43213

Ms. Bonnie Gard, Zoning Administrator

City of Gahanna 200 South Hamilton Gahanna, OH 43230

Mr. Matthew Shad, Development Director

Northeast Area Commission 2776 Yorkcliff Rd. Columbus, OH 43219 Mr. Elwood Rayford, Chair

7232 E. Main Street Reynoldsburg, OH 43068 City of Reynoldsburg Mr. John Brandt

Mr. Chris Lenfest, Manager CMH Air Traffic Control Tower 4277 International Gateway Columbus, OH 43219

Mr. Don Peters Columbus Flight Watch 40 Massey Drive Westerville, OH 43081

Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Mr. Bernie Meleski

Sadicka White, Director of Development City of Gahanna 200 South Hamilton Gahanna, OH 43230

# 12/21/06 SAC Attendee Distribution List

Mr. Matthew Huffman, Planner Gahanna, OH 43230 City of Gahanna 200 South Hamilton

Ms. Cecilia Lammers Ohio State University Airport 2160 West Case Road Columbus, OH 43235

FAA CMH ATCT 4277 International Gateway Columbus, OH 43219 Mr. Bruce Gibson

Mr. Bruce Langner. Development Director City of Bexley 2242 E, Main St. City of Gahanna 200 South Hamilton Bexley, OH 43209 Ms. Bethany Miller

The Honorable Lynn Ochsendorf, Mayor City of Whitehall 360 S. Yearling Road Whitehali, OH 43213

Gahanna, OH 43230

JetBlue Airways 118-29 Queens Blvd. Forest Hills, NY 11375 Mr. Kevin Costello

4111 Bridgeway Avenue Columbus, OH 43219 Mr. Al Peters Net Jets

Ms. Cathy Ferrari Ohio State University 2160 West Case Road Columbus, OH 43235

Mr. Steve Vargo City of Columbus Schools 270 East State Street Columbus, OH 43215

Federal Aviation Administration – Detroit ADO 11677 S. Wayne Road Romulus, MI 48174

Mr. Brad Davidson

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

Friends of Big Walnut Creek 116 Mill Street Gahanna, OH 43230 Mr. Al Harter

Ohio Environmental Protection Agency 122 S. Front Street

Ms. Sarah Hedlund

Columbus, OH 43216

Mr. Chris Gawronski, Senior Planner

285 E. Main St. Columbus, OH 4321

Friends of Big Walnut Creek 116 Mill Street Ms. Susan Moeller

Gahanna, OH 43230

Columbus Parks and Recreation 200 Greenlawn Avenue Columbus, OH 43223

Mr. Alan McKnight, Director

Mr. Doug Hammon The Ohio State University Airport 2160 West Case Road Columbus, OH 43235

Assistant Director/Interim Golf Administrator Columbus Parks and Recreation 90 West Broad Street Columbus, OH 43215 Terri Leist

#### 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 Distribution List

THIS PAGE INTENTIONALLY LEFT BLANK



PORT COLUMBUS . RICKENBACKER . BOLTON COLUMBUS REGIONAL AIRPORT AUTHORITY

Federal Aviation Administration U.S. Department of Transportation

March 23, 2007

Address Address Address Name

Port Columbus International Airport Study Advisory Committee Meeting Environmental Impact Statement

Dear Name:

Please mark your calendar for the third meeting of the Study Advisory Committee for the Port Columbus International Airport Environmental Impact Statement. The meeting is scheduled for:

Concourse Hotel and Conference Center Meeting Rooms: Logan A&B 4300 International Gateway Tuesday, April 24, 2007 10:00 a.m. – 11:00 a.m. Columbus, OH 43219

adjacent to Port Columbus International Airport. Free parking is provided adjacent to the hotel. Please note the meeting will be held at the Concourse Hotel, which is located immediately

An agenda for the meeting is enclosed with this letter along with a summary of the Purpose and Need for the EIS. In addition, a summary of the alternatives will be mailed to you approximately two weeks prior to the SAC meeting. Please review both of these items for questions or comments that can be discussed at the SAC meeting, Also enclosed is a flyer with details of the Public Information Workshops that will be held on April 24" and 25". Please use the flyer to let others who may be interested in the mannead airmort 24" and 25". Please use the flyer to let others who may be interested in the proposed airport development know about the Public Information Workshops. If you would like an electronic version of the flyer, please contact Melanie DePoy at the e-mail address below. Our meeting will end promptly at 11:00 a.m. We appreciate your interest in Port Columbus International Airport and your participation in this study. Please confirm your attendance by responding to Metanie DePoy of Aerofinity, Inc. by Monday, April 16, 2007. Metanie may be reached by phone at (317) 955-8395 ext. 304 or e-mail at <a href="mailto:mojoogage:

Sincerely.

Rotherine Dyonas

Federal Aviation Administration Community Planner Katherine S. Jones

Sincerely,

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

Elain Roberto

Columbus Regional Airport Authority



COLUMBUS REGIONAL AIRPORT AUTHORITY

PORT COLUMBUS . RICKENBACKER . BOLTON

Federal Aviation Administration

U.S Department of Transportation

Address

Address Address

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

Dear Name

Enclosed are meeting minules for the March 13, 2007 Planning Advisory Committee (PAC) for the Port Columbus International Airport Part 150 Noise Compatibility Study Update (Part 150). For those who were unable to attend, a copy of the handout provided at the meeting is also enclosed.

The next meeting of the PAC will be held on the same day as the Study Advisory Committee (SAC) for the Environmental Impact Statement that is being concurrently conducted by the Federal Aviation Administration. The PAC and SAC meetings will be held on:

Concourse Hotel and Conference Center Meeting Rooms: Logan A&B 4300 International Gateway Tuesday, April 24, 2007 Columbus, OH 43219 Please note the meeting will be held at the Concourse Hotel, which is located immediately adjacent to Port Columbus International Airport. Free parking is provided adjacent to the hotel. The SAC will meet from 10:00 a.m. to 11:00 a.m. There will be a short break and the PAC will meet from 11:00 a.m. The meetings will end promptly at 1:00 p.m. Lunch will not be served but coffee and cookies will be available throughout the morning.

An agenda for the meeting is enclosed with this letter along with a summary of the Purpose and Need for the EIS. In addition, a summary of the alternatives will be mailed to you approximately two weeks prior to the SAC meeting. Please review both of these items for questions or comments that can be discussed at the SAC meeting Also enclosed is a flyer with details of the Public Information Workshops that will be held on April 24<sup>th</sup> and 25. Passas use the flyer to let others who may be interested in the proposed airport development know about the Public Information Workshops, If you would like an electronic version of the flyer, please contact Melanie DePoy at the e-mail address below.

As always, we appreciate your interest in Port Columbus International Airport and your participation in these studies. Please let us know if you are able to attend the April 24" meetings by responding to Melanie DePoy of Aerofinity, Inc. p. Monday, April 16, 2007. Melanie may be reached by phone at (317) 955-8395 ext, 304 or e-mail at <a href="mailto:mdepoy@aerofinity.com">mdepoy@aerofinity.com</a>.

Sincerely,

-

Federal Aviation Administration Katherine S. Jones Community Planner

Sincerely,

Elain Roberts

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

## PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT



US Department of Transportation

Federal Aviation Administration STUDY ADVISORY COMMITTEE

Federal Aviation Administration

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

## AGENDA

# WELCOME/INTRODUCTIONS

- Where are we in the EIS Process?
- Sponsor's Proposed Project Ξ
- Purpose and Need III.
- Alternatives Considered ≥.
- Next Steps in the EIS Process >
- Opportunity to comment on the EIS 2

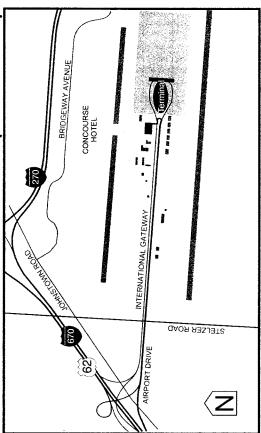
\* \* \* \*

AGENCY CONTACT:

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

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

# Port Columbus International Airport Area Map



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

(614) 237-2515

#### **Public Workshops**

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

#### **Port Columbus International Airport**

The meetings will be held at:

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

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

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

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





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

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

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

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

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

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

Telephone: (614) 239-4063

Email: dwall@ColumbusAirports.com

Project Website:

www.columbusairports.com/noise/

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

## CHAPTER TWO PURPOSE & NEED

Port Columbus International Airport (CMH) is owned and operated by the Columbus Regional Airport Authority (CRAA). CMH, located in Franklin County, Ohio, provides commercial air service for the Columbus region and Central Ohio. The CRAA continuously undertakes planning efforts designed to meet passenger and facility demand well into the 21<sup>st</sup> Century. To address the changing aviation needs at the airport, the CRAA prepared the 1999 Master Plan Update<sup>1</sup> study, which identified and exceed requirements and expectations. The study identified the meet to evaluate the possibility of either expanding the existing passenger terminal or developing a new expanded terminal complex.

The CRAA conducted a terminal planning study between 2002 and 2004 to provide more information on the size, location, and layout of terminal improvements. Through the process of evaluating various terminal options, the relocation of existing Runway 10R/28L was identified as an alternative which may provide both airfield capacity enhancements and additional space for terminal development. In 2000, the CRAA identified the need to reconstruct runway 10R/28L due to severe deterioration of the runway surface. Progress on this reconstruction was halted until the optimum location of the runway was determined based on the findings of the terminal planning study.

The CRAA commenced two studies to evaluate the potential relocation of Runway 10R/28L. The first study² determined the optimum location and length of a recoated 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 study³ evaluated the potential impacts of the proposed runway location in order to determine the level of environmental processing that would be required through NEPA. This second study identified the likelihood of significant environmental impacts occurring as a result of the proposed improvements and recommended the preparation of an EIS. The Federal purpose and need for FAA actions and the time frame for these actions are discussed below.

# 2.1 Purpose and Need for FAA Actions

The FAA prepared this EIS, in accordance with the provisions of CEQ 1506.2 which directs Federal agencies to cooperate with state and local agencies "to the fullest extent possible" to reduce duplication between NEPA and comparable state and local requirements. In addition, this EIS will satisfy the requirements of the US

Port Columbus International Airport - Environmental Impact Statement March 2007

# CHAPTER TWO - PURPOSE AND NEED

PRELIMINARY DRAFT

Army Corps of Engineers Section 404 process for impacts to waters of the United States, as well as Section 106 consultation for impacts to historic structures. The proposed FAA actions, which are the subject of this EIS, respond to the need for the proposed development at CMH. The requested actions are specifically linked to the requirements for a replacement parallel runway and supporting infrastructure.

The proposed Federal action, which is the subject of this EIS, has as its primary purpose meeting the following need:

To reconstruct Runway 10R/28L

Additional needs include:

- To provide long-term airfield capacity and delay reduction during peak operating periods;
- To provide sufficient terminal capacity to accommodate projected passenger levels;
- To provide sufficient ancillary facilities to support the projected increase in air transportation demand; and
- To enhance the human environment by reducing noise impacts on the surrounding communities.

The following paragraphs provide a summary discussion of the needs to remedy the airport issues identified above. Each need statement is shown in **bold italics**.

# THE NEED TO RECONSTRUCT RUNWAY 10R/28L

As part of the CRAA's continuing pavement management planning, pavement evaluation and design studies for Runway 10R/28L were initiated in 2000. Based on visual inspection of the pavement condition and associated engineering evaluations, the studies provided recommendations to improve the serviceability of the runway. Some areas of the runway were determined to be in need of full depth/structural repair. The recent overlay project will allow the life of the runway pavement to extend through 2012, at which time the runway will require reconstruction.

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

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

The CRAA has identified the need to reconstruct Runway 10R/28L. A study was initiated to determine a minimum runway length, the optimum runway separation, the necessary navigational instrumentation, and other airfield improvements that would be necessary to maintain and in some cases enhance the ability of the airport to accommodate long-term and peak period aviation demand. The needs assessment for each of these is described below:

Port Columbus International Airport - Environmental Impact Statement March 2007

Master Plan Update - Port Columbus International Airport, Final, April 1999, prepared by Leigh

Airfield Planning Report Associated with Replacement of Runway 10R/28L at the Port Columbus International Airport, February 2006, prepared by URS.

<sup>3</sup> Environmental Overview - Replacement Runway 10R/28L at Port Columbus International Airport, March 2006, prepared by Landrum & Brown, Inc.

## Runway Length

Runway length requirements for the replacement runway were determined through version 4.2, Aircraft Manufacturers' Airport Compatibility Manuals, and Aircraft Takeoff Performance Tables. The analysis resulted in a recommended runway length of approximately 10,250 feet, which is the same as the existing Runway a combination of methodologies including FAA "Airport Design" Computer Program ~

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 Additional analysis was conducted to determine the most appropriate location of overall length of 10,113 feet for the replacement runway, which is 137 feet shorter than the existing Runway 10R/28L,

## Runway Separation

Currently, the airport has two runways that are separated by 2,800 feet. This separation allows the two runways to operate "independently" (simultaneous arrivals and departures) during Visual conditions. However, the existing airfield These conditions are taken into account when calculating the Annual Service Volume (ASV), which is the theoretical limit of the number of annual operations an airfield can efficiently accommodate. At CMH, with the existing airfield, the ASV is loses the ability to perform simultaneous arrivals during Instrument conditions. approximately 370,000 to 410,000 annual operations. FAA's AC 5090.3C, Field Formulation of the National Plan of Integrated Airport Systems, Table 3-2, specifies that when an airport's annual operations approach 100 percent ASV, the construction of additional airfield enhancement projects should be underway. In addition, the airport sponsor should initiate planning studies to evaluate means of increasing airfield capacity when annual operations approach 60 to 75 percent of the calculated ASV. The existing airfield reached 56 to 62 percent of the estimated ASV in 2006. The forecast of activity for CMH includes two scenarios, Base-Growth and High-Growth. By 2013, the existing CMH Growth conditions and 70 to 78 percent ASV under the High-Growth conditions. Both forecast scenarios project continued growth in operations for the airport and Based on this airfield configuration is projected to reach 67 to 74 percent of ASV under the Baseanalysis, it can be demonstrated that a long-term need exists for additional airfield as a result the percentage of ASV would continue to increase.

In addition to applying the handbook methodology, an airfield delay analysis was completed to further analyze the long-term needs during peak operating periods. The analysis was conducted using the FAA Airport and Airspace Simulation Model, SIMMOD. Simulations were conducted with aircraft traffic flowing to the east for both visual and instrument flight rules, **Table 2-1** summarizes the daily Visual Flight Rules (VFR) and Instrument Flight Rules (IFR) average arrival and departure delays for the existing airfield for both the 2023 Base-Growth and High-Growth scenarios in the forecast. The VFR and IFR

Port Columbus International Airport - Environmental Impact Statement March 2007

## CHAPTER TWO - PURPOSE AND NEED

PRELIMINARY DRAFT

daily average arrival and departure delays for the existing runway layout at the 2023 Base-Growth demand level are within acceptable National Plan of Integrated Airport Systems (NPIAS) limits. For the 2023 High-Growth demand level, the VFR and IFR average arrival delay are This increase is due to a slightly higher than the Base-Growth conditions due to the increase in operating levels. However, the IFR average departure delay increases significantly (by over combination of increased operations and the anticipated peaking of departures in Based on this analysis, it can be determined that if growth occurs quicker than described in the Base-Growth scenario, there will be a need for additional IFR departure capacity/delay reduction. 60 minutes) over the Base-Growth conditions. the morning and afternoon timeframes.

# COMPARISON OF DAILY VFR AND IFR AVERAGE ARRIVAL & DEPARTURE TIMES - EXISTING AIRFIELD Port Columbus International Airport

## 2023 BASE-GROWTH DEMAND

RASE	RACE CDOWTH DEMAND	AVER	AVERAGE ARRIVAL TIME (IN MINUTES)	L TIME	AVEF DEPARTL (IN MI	AVERAGE DEPARTURE TIME (IN MINUTES)
, <b>-</b> ,	SCENARIO	AIR DELAY	GROUND	GROUND	GROUND + QUEUE DELAY	GROUND
VFR	Existing Airfield	0,6	0.0	3.8	1,3	8.6
IFR	Existing Airfield	8.0	0.0	3.9	7.6	9.0

## 2023 HIGH-GROWTH DEMAND

AVERAGE DEPARTURE

Ė	HIGH GROWTH DEMAND	AVER,	AVERAGE ARRIVAL TIME (IN MINUTES)	L TIME S)	AVERAGE DEPARTURE TIME (IN MINUTES)	PARTURE E UTES)
	SCENARIO	AIR DELAY	GROUND GROUND DELAY TAXI	GROUND	GROUND + QUEUE DELAY	GROUND
VFR	Existing Airfield	6.0	0.0	4.0	3.0	9.2
IFR	Existing Airfield	1.1	6.5	4.1	>60	9,6
Source:	Source: Results of SIMMOD Analysis for the Port Columbus International Airport Aircide Canadia	is for the t	Port Columbus	International	Airport Aircide	Canacity

Airport Airside Capacity Analysis, TransSolutions, January 2005

## Navigational Instrumentation

Although CMH does not presently support CAT II/III instrument approaches, maintaining the capability to do so in the future was deemed an important operational objective by the CRAA and the FAA Airport Traffic Control Tower (ATCT) as the planning for this runway was occurring. Computer modeling was performed and determined a 700-foot southern relocation of Runway 10R/28L would allow CAT II/III instrument approaches to occur to the Runway 10R end. The airport currently has CAT I instrument approaches on Runways 10R and 10L

## Other Airfield Improvements

south sides of the runway. The optimum taxiway layout from an emciency perspective is to have a dual parallel taxiway system on the north side of Runway 10R/28L. This would allow free flow of traffic to and from the terminal area and the runway ends. To the south of Runway 10R/28L a full length single taxiway is Currently, Runway 10R/28L has a full-length parallel taxiway on both the north and needed to provide access to airport users located in the south airfield area. runway ends.

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

The existing passenger terminal facilities were analyzed to estimate when the The results of the modeling determined the capacity of the existing terminal by increasing the number of passengers within the peak hour until demand exceeded the available capacity of the various terminal elements. This peak hour passenger volume was converted into an annual passenger volume using the peak hour/average day/peak month 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 terminal would exceed its current capacity4. mathematical relationship. included the following:

- Ticketing Lobby
- Security Screening Checkpoints

Major Vertical Circulation elements Gates and Aircraft Parking Apron

Restrooms

- Baggage Claim Hall
  - Inbound/Outbound Baggage
    - Passenger Holdrooms
- Arrival and Departure Curbs Meeter/Greeter Areas
- MAEP) with modification, however others cannot. The primary limiting components configured, is beginning to experience losses in Level of Service (LOS) at some key The capacity of each of these processing components was identified and a time frame established for when each of these as presently functions would reach that capacity. Some of the individual terminal components can accommodate activity levels beyond 5 Million Annual Enplaned Passengers (5 the existing terminal are the Outbound Baggage Systems, followed by the The capacity analysis determined that the existing terminal, Baggage Claim Hall and the Security Screening Checkpoints. passenger-processing functions.

Port Columbus International Airport - Environmental Impact Statement March 2007

Page 2-5

For these functions,

# CHAPTER TWO - PURPOSE AND NEED

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 the ability to expand much beyond their current capacity is extremely limited.

cases given the existence of other airport facilities.

The CRAA studied the possibilities for meeting this demand by expanding the facility; as the existing terminal cannot be expanded to accommodate the projected long-term demand. Additional study of new terminal concepts identified the need for a development envelope that is sufficiently large enough to accommodate a existing terminal and found that it would require the development of a new terminal other support facility terminal that will meet long-term demand, allow for other sup development, and maintain airfield operational flexibility and efficiency

# THE NEED TO PROVIDE SUFFICIENT ANCILLARY FACILITIES TO SUPPORT THE PROJECTED INCREASE IN AIR TRANSPORTATION DEMAND

The ancillary facilities needed to support the potential increase in air transportation demand include the addition of an auto parking garage, development of access roadways to support the new terminal and parking garage, the relocation of the airport's perimeter road in the south airfield, and future development of presently analysis of the existing capacity and projected demand for parking facilities was undeveloped areas (relocation of support facilities and hangars). based on the following assumptions:

- Existing demand for public parking spaces was increased at the same rate as forecast origination and destination (O&D) enplanements to determine future need for public parking.
- The total number of required public parking spaces was increased by 15 percent to minimize the amount of time required to find a parking space,
- Parking demand was allocated according to the current utilization percentages for each of the parking facilities.

on the CRAA's analysis of parking demand by passengers and employees, CMH will require approximately 2,700 to 4,000<sup>5</sup> additional parking spaces by 2018 for public Currently, there are approximately 12,000 parking spaces available at CMH. Based majority of these spaces will require direct access to the new passenger terminal. on-airport short-term/long-term and airport/rental car employee spaces.

# THE NEED TO ENHANCE THE HUMAN ENVIRONMENT BY REDUCING NOISE IMPACTS ON THE SURROUNDING COMMUNITIES

Implementation of the measures associated with the development program recommended in the ongoing 49 CFR Part 150 Noise Compatibility Study Update would abate and mitigate the impacts of aircraft noise for both the existing and projected future conditions. The new or modified air traffic measures would change the operating system of the airfield to reduce delay and increase capacity while

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.

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.

structures newly impacted by the 65 DNL noise contour, and to residential structures experiencing a 1.5 dB increase in noise in the 65 DNL noise contour because of the project. Those residential structures experiencing a 3 dB increase in noise between the 60 and 65 DNL noise contours would also be eligible for sound insulation after all of the areas within the 65 DNL noise contour have been offered Sound insulation under environmental mitigation would be offered to residential mitigation,

## 2.2 Development Projects

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 The CRAA's planning studies and the ongoing Part 150 Study Update identified or 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)

achieved by increasing the separation between the two runways. With the proposed relocation of the runway, the airport would be able to maintain operations as it does today with minimal need to close Runway 10R/28L. The additional airfield capacity and larger terminal development envelope would be achieved by increasing the separation between the two runways. With the In addition, by relocating the runway 702 feet to the 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 10Ř/28L. Replacing existing Runway 10R/28L with the proposed runway would achieve the goal of gain additional airfield capacity, a larger terminal development envelope, and would not be reduced in capacity during construction. reconstructing the runway. south, the airport would

LEGEND Future Artielo Airport Golf Course 1 ay 10R/28L 10,113 包 ¢ i 15 Sponsor's Proposed Project ZLB

Port Columbus International Airport - Environmental Impact Statement March 2007

Page 2-7

# Construct parallel taxiways to support the relocation of Runway 10R/28L

proposed runway centerline). High-speed taxiway exits would be provided on the north side of the proposed runway. To the south of Runway 10R/28L, a parallel taxiway would be separated by 400 feet from the proposed runway centerline for the majority of the runway length. The separation would be increased to 610 feet for the last 1,100 feet from both runway ends, due to NAVAID critical area criteria. 10R/28L would be separated by 400 feet from the proposed runway centerline. The existing Runway 10R/28L would be converted into the northernmost taxiway and would be separated by 241 feet from the southern taxiway (641 feet from the 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

# 2.2.2 Passenger Terminal Development

# Construct a new passenger terminal and apron in the midfield area (2018)

To meet future aircraft parking and passenger processing requirements, a new midfield terminal complex would be constructed. Three structures and automobile parking lots located along the south side of International Gateway would be demolished in preparation for construction of the new midfield terminal. The first phase of a new terminal core and passenger processing units, with approximately 10 aircraft parking gates, would then be constructed. In addition, a new terminal apron area (approximately 1.3 million square feet) located south of the proposed midfield terminal would be constructed to accommodate aircraft parking and movement,

midfield terminal to accommodate the increased passenger levels, and would provide approximately 2,700 short-term parking spaces. New automobile parking lots would be constructed on airport owned property to replace the parking lots that will be demolished for the proposed midfield terminal. This 45-acre area would projects at CMH. This EIS will assess only those portions that have not been accommodate approximately 6,600 long-term parking spaces. Because of the new terminal and parking garage, the internal loop roadway system will have to be modified to provide access to the new facilities. Most of the loop roadway system has been planned and environmentally reviewed as part of other development A new automobile parking garage would be constructed north of the previously environmentally approved and are required for this project.

# 2.2.3 Other On-Airport Development Projects

# Relocate Airport Perimeter Road (2012)

The Airport Perimeter Road will be relocated as part of the project to a more southerly position. There will be no land acquisition or facility modification required

Port Columbus International Airport - Environmental Impact Statement March 2007

CHAPTER TWO - PURPOSE AND NEED

PRELIMINARY DRAFT

## navigational aids and lighting to support the proposed development. (2012) Site select, purchase, install, and flight check all necessary

The proposed project includes upgrading Runway 28L to a CAT I approach and Runway 10R to a CAT II/III approach. This would require the installation of new navigational aids and lighting systems. Site selection, purchase, installations, and flight checking of the equipment would be necessary.

# Implementation of necessary air traffic control procedures to support the proposed development. (2012)

The proposed runway development would require development of arrival and The flight procedures would be coordinated with the Part 150 study to identify options for reducing noise departure procedures to and from the proposed runway.

## proposed facilities to support the ancillary development. (2012/2018) ō Implementation

The proposed runway development would require the expansion of the central utility plant, aircraft fueling system, airside-landside drainage system, and the glycol collection and treatment system. In addition, a number of utility corridors in the project area would need to be relocated.

# 2.2.4 Other Off-Airport Development Projects

# Acquire and demolish approximately 40 homes located on 13th Avenue in the City of Columbus. (2012)

The proposed runway development would require the acquisition of off-airport of the airport. In addition, land acquisition or easements would be required for the property for the relocated Runway Protection Zone (RPZ) areas both east and west relocation of the outer markers for the relocated runway.

# Reconfigure Airport Golf Course to accommodate new landing lights on the east side of the airport. (2012)

The proposed development would require new landing lights on the east end of Runway 10L/28R in the Airport Golf Course. This would require 12 of the 18 holes at the Airport Golf Course to be reconfigured or reconstructed to allow for golfers to play around the new light lane. At least nine holes would be playable during the reconfiguration or reconstruction of the Airport Golf Course.

# Relocate a portion of Stelzer Road to the west to accommodate landing light locations (2012)

A portion of Stelzer Road, south of the intersection with International Gateway would be relocated for the project. The location and safety requirements of the navigation landing lights will require that the road be moved approximately 100 feet to the west of its current location for a length of approximately 0.25 miles.

# Remove non-functioning control tower from the top of Building 7 of the International Air Center. (2012)

occur to remove signal interference with the CAT II navigation system. Air Force Plant 85 has been identified as an Eligible property for the National Register of Historic Places. The portion of the Air Force Plant 85 that would be removed is a A portion of the Air Force Plant 85 (now known as the International Air Center) will non-functioning control tower that is located on top of Building 7.

# 2.2.5 Implementation of Proposed Noise Abatement and Associated Land Use Mitigation Measures Proposed in this EIS and the Updated Noise Compatibility Program (TBD)

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 The CRAA is currently preparing a 49 CFR Part 150 Noise Compatibility Study The noise abatement and land use mitigation recommendations from the Part 150 Study Update will be included in the EIS to the south.

## 2.3 Federal Actions

The CRAA will Several Federal actions are directly or indirectly proposed to occur. request Federal actions related to the following issues:

- Unconditional approval of the Airport Layout Plan (ALP);
- Federal environmental approval necessary to proceed with processing of Federal funding for those development items qualifying under the Airport and Airway Improvement Act as amended, or an approval to use Passenger Facility Charges (PFC);
- the proposed runway development. Such actions will include, but are not limited to, the establishment or modification of flight procedures and the designed to affect the safe and efficient movement of air traffic to and from installation and/or relocation of navigational aids associated with Development of air traffic control and airspace management proposed runway development;
- (Acceptability of the approved noise abatement air traffic actions and associated land use compatibility actions will be addressed under the Part Implementation of the approved noise abatement air traffic actions. 150 Study Update.)

air traffic actions. The proposed development projects under consideration in this CRAA would phase the development of facilities between now and 2023, in The EIS will constitute the environmental review of the proposed development depicted on the ALP and for the implementation of the approved noise abatement EIS are planned to allow the airport to accommodate aviation traffic and passenger demand through 2023 and beyond. To complete the necessary development, the accordance with demand and availability of funding.

# 2.4 Time Frame for Federal Actions

Port Columbus International Airport - Environmental Impact Statement March 2007

Page 2-11

# CHAPTER TWO - PURPOSE AND NEED

PRELIMINARY DRAFT

CMH. A public and agency scoping meeting was conducted on May 31, 2006. Review of the Noise Compatibility Program for purposes of 49 CFR Part 150 is being The FAA issued a Federal Register Notice in May 2006, announcing its intent to prepare an Environmental Impact Statement for the proposed improvements at addressed separately

environment. The EIS constitutes the environmental review of the proposed development depicted on the Airport Layout Plan (ALP) and for the implementation The FAA prepared this EIS for the proposed development and implementation of the recommendation of the updated Noise Compatibility Plan. The EIS was prepared to evaluate the impact of the proposed development and its alternatives on the of the noise abatement measures and strategies contained within this document. The proposed Federal actions under consideration in this E1S 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.

taxiways. The proposed runway would be commissioned as Runway 10R/28L and at the same time existing Runway 10R/28L would be decommissioned. At that point, flight operations would begin using the replacement runway instead of the existing runway. Final air traffic changes (standard and noise abatement) would be implemented consistent with the proposals identified in this EIS. Work would then Construction on the proposed passenger terminal and parking garage would commence by first clearing the site of any existing structures or facilities. The 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 begin on converting the existing Runway 10R/28L into a taxiway to support the rest noise abatement and land use mitigation measures that are not dependent upon the new airfield reconfiguration. Concurrently, final design for the proposed airfield would be completed and construction would begin on the replacement runway and of the airfield. After airfield construction is completed, final architecture and design program would end with the completion and opening of the proposed passenger would be completed for the proposed passenger terminal and parking garage. terminal and parking garage.

# 2.5 Independent Utility of Other Airport Development Projects

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

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

PAYCMH\2006 ETSYDOCUMENT\PURPOSE AND NEED\SUMMARY OF PURPOSE AND NEED.DOC

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.

Port Columbus International Airport - Environmental Impact Statement March 2007

CHAPTER TWO - PURPOSE AND NEED

Port Columbus International Airport - Environmental Impact Statement March 2007

Page 2-14

## 3/23/07 SAC Distribution List

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

Executive Vice President Net Jets 625 N. Hamilton Road Mr. Richard G. Smith III Columbus, OH 43219

> 421 Aviation Way Airports Division

Frederick, MD 21701

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

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

Mr. Alan Harding Columbus Flight Watch 5731 Blinnton Place Columbus, OH 43235-7205

Dr. Gene Harris, Superintendent City of Cotumbus Schools 270 East Slate Street Columbus, OH 43215

Columbus Regional Airport Authority

Port Columbus International Airport

4600 International Gateway Columbus, OH 43219

3/23/07 SAC Distribution List

Director of Building Maintenance 4389 International Gateway Lane Aviation Corporation Ron Moodespaugh Columbus, OH 43219 ž

Mr. Ken Waite, Facility Manager The Columbus International Air Center 4300 East Fifth Avenue Columbus, OH 43219

Chautauqua Airlines Port Columbus International Airport Mr. Jeff Lischak, Regional Manager 4600 International Gateway Columbus, OH 43219

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

> Million Air 4130 East Fifth Avenue Columbus, OH 43219 Bill Tylka ž

Port Columbus International Airport 4600 International Gateway Mr. Mark Dooley, Manager Continental Airlines Columbus, OH 43219

Dr. Harold E. McDaniel, President St. Mary's Civic Association 979 Wellington Blvd. Columbus, OH 43219

Federal Aviation Administration -- Detroit ADO 11677 S. Wayne Road Romulus, MI 48174 Ms. Katy Jones, Community Planner

Columbus Regional Airport Authority

Mr. Dave Wall

Mr. Robert Lawler, Director of Transportation

285 E. Main St. Columbus, OH 43215

Port Columbus International Airport

4600 International Gateway Columbus, OH 43219

Mr. Tim Stehle Director of Flight Operations Limited Brands 4387 International Gateway Columbus, OH 43219

Ms. Patti Froehlich, Manager Midwest Connect/Skyway Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Mr. Charles McCroskey, Zoning Administrator Blacklick, OH 43004 Jefferson Twp. 6545 Havens Road

Ms. Stacey Heaton Columbus Regional Airport Authority Port Columbus International Airport 4600 International Galeway Columbus, OH 43219

Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Bryan Levandusky, Manager Northwest/Mesaba

Sandy Dicocco, Manager US Airways/US Airways/America West Port Columbus International Airport 4600 International Gateway

Columbus, OH 43219

Port Columbus International Airport 4600 International Gateway Mr. Felix Scuilli, Manager Delta/Delta Connection Columbus, OH 43219

Mr. Lucas Haire, Planning Administrator Reynoldsburg, OH 43068 City of Reynoldsburg 7232 E. Main Street

Mr. Elwood Rayford, Chair Northeast Area Commission 2776 Yorkcliff Rd. Columbus, OH 43219

> Airline Pilots Association 262 McKenna Creek Drive Gahanna, OH, 43230 Mr. Bill Cumbow

Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

Mr. Brian Kennedy, Manager

United/United Express

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

Development Department and Zoning Enforcement Franklin County 280 East Broad Street, 2<sup>nd</sup> Floor Columbus, OH 43215 Mr. Lee Brown

Mr. Chris Lenfest, Manager CMH Air Traffic Control Tower 4277 International Gateway Columbus, OH 43219

# 3/23/07 SAC Distribution List

Mr. Don Peters Columbus Flight Watch 40 Massey Drive Westerville, OH 43081

Ms. Sadicka White, Director of Development City of Gahanna 200 South Hamilton Gahanna, OH 43230

Mr. Bernie Meleski Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

Mr. Matthew Huffman, Planner City of Gahanna 200 South Hamilton Gahanna, OH 43230

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

Mr. Bruce Gibson FAA CMH ATCT 4277 International Gateway Columbus, OH 43219

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

Ms. Devayani D. Puranik Senior Planner 109 N. Front Street Columbus, OH 43215

Bonnie Gard, Zoning Administrator Ms. Bonnie Gard, Zonin City of Gahanna 200 South Hamilton Gahanna, OH 43230

Mr. John Brandt City of Reynoldsburg 7232 E. Main Street Reynoldsburg, OH 43068

Mr. Chris Gawronski, Senior Planner MORPC 285 E. Main St. Columbus, OH 4321

The Honorable Lynn Ochsendorf, Mayor City of Whitehall 360 S. Yearling Road Whitehall, OH 43213

JetBlue Airways 118-29 Queens Blvd. Forest Hills, NY 11375 Mr. Kevin Costello.

122 S. Front St. Columbus, OH 43216-1049

Air Quality

Ohio State University 2160 West Case Road Columbus, OH 43235 Ms. Cathy Ferrari

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

Mr. Michael Rucker, Manager 4600 International Gateway Columbus, OH 43219

# 3/23/07 SAC Distribution List

Ms. Tiffany White North Central Area Commission 1204 Woodnell Avenue Columbus, OH 43219

Whitehall Parks & Recreation 402 North Hamilton Road Whitehall, OH 43213

Terry Gee, Director

East Columbus Civic Association 2978 E. 12<sup>th</sup> Avenue Columbus, OH 43219 Interim President Mr. Bill Adams

> Friends of Big Walnut Creek 116 Mill Street Watershed Coordinator Gahanna, OH 43230 Ms. Susan Moeller

Alan McKnight, Dept. Representative Columbus Parks and Recreation 200 Greenlawn Ave. Columbus, OH 43223

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

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

Golf Administrator Columbus Parks and Recreation 200 Greenlawn Ave. Columbus, OH 43223

Mr. Bob Hodanbosi, Headquarters Chief Ohio Environmental Protection Agency

Columbus Regional Airport Authority 4600 International Gateway Columbus, OH 43219 Mr. Paul Kennedy

A Better Community 2437 Delavan Drive Columbus, OH 43219 Mary Dewberry

Real Estate Programs Manager, Central Region Air Canada Jazz 5955 Airport Road, Sulie 318 Mississauga, ON L4V 1R9 CANADA

Mr. Mark Fleetham

Air Canada Jazz 4600 International Gateway Columbus, OH 43219

Southwest Airlines
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219 Ms. Joni Taylor, Manager

Mr. Bruce Langner, Development Director

City of Bexley 2242 E. Main St. Bexley, OH 43209

Skybus 4181 Arlingate Plaza Columbus, OH 43228

Mr. Denis Carvill

# 3/23/07 SAC Distribution List

Dr. Troy Lee Shaw, President East Columbus Civic Association East Columbus Community Center 2743 East 5th Ave. Columbus, OH 43219 Mr. Jimmie Moreland III. Chair North Central Area Commission 1314 Sigsbee Avenue Columbus, OH 43219

Ms. Dorothy Pritchard, Service Director City of Bexley 2242 E. Main St. Bexley, OH 43209

Mr. Bill Bellamy 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. Matthew Shad, Development Director City of Whitehall 380 S, Yearling Road Whitehall, OH 43213

Mr. Donald I. Camerino
Vice President
Schottenstein Management Company
Property Management Division
1798 Frebis Avenue
Columbus, OH 43206

Mr. Eagan Foster Transportation Administrator City of Columbus 109 N. Front Street Columbus, OH 43215 Mr. Paul Kennedy Columbus Regional Airport Authority 4600 International Gateway Columbus, OH 43219

Ms. Susan Moeller Friends of Big Walnut Creek 116 Mill Street Gahanna, OH 43230 Ms. Terri Leist, Golf Administrator Columbus Parks and Recreation 200 Greenlawn Ave. Columbus, OH 43223

Mr. Tom Russell Division of Water Quality Gity 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 Alan McKnight, Dept, Representative Columbus Parks and Recreation 200 Greenlawn Avenue Columbus, OH 43223

Port Colum	nous inti	DITHUU	nal Airport
Environn	ental In	pact S	tetement
	Advisor		

tendance Sign-In	Name	Address	Phone/E-mail
	AOPA - Airports Division	AOPA 421 Aviation Way Frederick, MD 21701	
4.4	Brandt, John A. Development Director	City of Reynoldsburg 7232 E. Main Street Reynoldsburg, OH 43088	(614) 322-6807 ibrandt@ci.reynoldsburg.oh.us
Massis	Brown, Lee Ma.H  Development Department and Zoning Enforcement	Franklin County 280 E. Broad St., 2nd Floor Columbus, OH 43215	(614) 462-3095 ribrown@franklincountyohio.org
	Browne, Thomas J.  Managing Director Airports	Air Transport Association of America 1301 Pennsylvania Avenue, NW - Sulte 1100 Washington, DC 20004-1707	
	Bryant, James Aviation Administrator	Ohio Office of Aviation 2829 W. Dublin-Granville Road Columbus, OH 43235	(614) 387-2341 james.bryantt@dot.state.oh.us
	Carvill, Denis	Skybus 4181 Arlingate Plaza Columbus, OH 43228	denis.carvili@skybus.com (614) 246-8823/(614) 246-8804
	Costello, Kevin	JetBlue Airways 118-29 Queens Blvd. Forest Hills, NY 11375	(718) 709-3349 kevin.costello@jetblue.com
n S	Cumbow, Bill	Airline Pilots Association 262 McKenna Creek Drive Gahanna, OH 43230	(614) 337-8864
ary Dewl	Dewberry, Mary	A Better Community 2437 Delavan Drive Columbus, OH 43219	(614)475-2469
	Dicocco, Sandy Manager	US Airways/US Airways Express/America West 4600 International Gateway Columbus, OH 43219	(614) 238-7515 Sandy_Dicocco@usainways.com
	Dooley, Mark Manager	Continental/Continental Express 4600 International Gateway Columbus, OH 43219	(614) 239-4060 mdoole@coair.com

1 of 5

la			
C. L. Ferran	Ferrari, Cathy	Otio State University 2160 West Case Road Columbus, OH 43235	(614) 292-5823 cferrati@osuairport.org
	Fleetham, Mark Real Estate Programs Manager, Central Region	Air Canada Jazz 5955 Airport Road, Suite 318 Mississauga, ON L4V 1R9 CANADA	(905) 694-9889 Mark,Fletham@flyiazz.ca
	Foster, Eagan Transportation	City of Columbus 109 N. Front Street Columbus, OH 43215	(614) 645-7738 elfoster@columbus.gov
- M O	Froehlich, Patti Manager	Midwest Connect/Skyway 4600 International Cateway Columbus, OH 43219	(614) 238-7752 partifroehlich@midwest-express.com
Jonnie Man	Gard, Bonnie	City of Gahanna 200 South Hamilton Gahanna, OH 43230	bonnie gard@gahanna.gov
Marionan -	Gawronski, Chris Principal Planner	MORPC 285 E. Main St. Columbus, OH 43215	coawronski@morpc.org Chris: (614) 233-4166 Robert: 233-4160
The Ball	Gibson, Bruce	FAA CMH ATCT 4277 International Gateway Columbus, OH 43219	(614) 338-4092 <u>Bruce Gibson@FAA.Gov.</u>
£	Griffin, Grisetta	Brittany Hills Civic Association 2463 Peekskill Drive Columbus, OH 43219	(614) 471-3947 ggriff1@columbus.rr.com
	Haire, Lucas Planning Administrator	City of Reynoldsburg 7232 E. Main Street Reynoldsburg, OH 43068	(614) 322-6829  haire@ci.reynoldsburg.oh.us
V Bl	Doug Hammon Diretor	Ohio State University 2160 West Case Road Columbus, Ohio 43235-2526	(614) 292-5460 dhammon@osuairport.org
Hunkfindre	Harding, Alan	Columbus Flight Watch 5731 Blinnton Place Columbus, OH 43235-7205	alan41ah@gmail.com
Must Chall	Harris, Dr. Gene Superintendent	City of Columbus Schools 270 East State Street Columbus, OH 43215	(614) 365-5000
Kathan show	Huffman, Matthew Planner	City of Gahanna 200 South Hamilton Gahanna, OH 43230	(614) 342-4015
Wender 3 Jans	Jones, Katherine Community Planner	FAA Detroit ADO 11677 S. Wayne Road Romulus, MI 48174	(734) 229-2958 Brad: (734) 229-2900 Katherine S. Jones@faa.goy

$\sim$ $\sim$ $\sim$	Kennedy, Brian Manager	United/United Express 4600 International Gateway Columbus, OH 43219	(614) 239-4286 <u>Brian.F.Kennedv@ual.com</u>
Bruce Langu	Langner, Bruce Development Director	City of Bexley 2242 E. Main St. Bexley, OH 43209	(614) 235-8694
0 . 0.	Lawler, Robert Director of Transportation	MORPC 285 E. Main St. Columbus, OH 43215	rlawler@morpc.org
Juni S. Fyet	Leist, Terri Assistant Director/Interim Golf Administrator	City of Columbus Columbus Parks and Recreation 90 West Broad Street Columbus, OH 43215	(614) 645-5420 tsleist@columbus.gov
This derfest	Lenfest, Chris Manager	FAA CMH ATCT 4277 International Gateway Columbus, OH 43219	Chris.Lenfest@faa.gov
V	Levandusky, Bryan Manager	Northwest/Mesaba 4600 International Gateway Columbus, OH 43219	(614) 239-4313 Bryan,Levandusky@nwa.com
- Dan D	Lischak, Jeff Régional Manager	Chautauqua 4600 International Gateway Columbus, OH 43219	(317) 484 - 6000 ext. 3125 jlischak@flychautauqua.com
Sam Macdonals	MacDonald, Sam Hodanbosi, Bob Headquarters Chief	Ohio EPA 122 S. Front St. Columbus, OH 43216-1049	(614) 644-2270 sam.macdonald@epa.state.oh.us
0.5	Martino, Frank Generał Manager	American/American Eagle 4600 International Gateway Columbus, OH 43219	(614) 239-4245 Frank.Martino@aa.com
	McCroskey, Charles Zoning Administrator	Jefferson Twp. 6545 Havens Road Blacklick, OH 43004	(614) 855-4265 cmccroskev@jeffersontownship.org
Maltin O Downell	_ McDaniel, Dr. Harold E. President	St.Mary's Civic Association 979 Wellington Blvd Columbus, OH 43219	(614) 252-7782 hmcdaniel@columbus.π.com
MOVIE O LONNOI	_ McKnight, Alan Director	City of Columbus Columbus Parks and Recreation 200 Greenlawn Ave.	(614) 545-3310 admcknight@columbus.gov
	Moelier, Susann Watershed Coordinator	Columbus, OH 43223 Friends of Big Watnut Creek 116 Mill Street Gaharna, OH 43230	(614) 470-9699 smoeller@friendsofbigwalnutcreek.com
	Moodespaugh, Ron Director of Building Maintenance	Lane Aviation Corporation 4389 International Gateway Columbus, OH 43219	fotwc@stoglobal.net (614) 237-3747 x157 moodespaugh@laneaviation.com
	Moreland III, Jimmie	North Central Area Commission	(614) 291.4399
	Chair	North Central Area Commission 1314 Sigsbee Avenue Columbus, OH 43219	(614) 291-4399
	Chair  Ochsendorf, Lynn Mayor	1314 Sigsbee Avenue Columbus, OH 43219 City of Whitehall 360 S. Yearling Road Whitehall, OH 43213	(614) 291-4399  (614) 338-3106  mavorochsendorf@cityofwhitehall.com
	Chair  Ochsendorf, Lynn	1314 Sigsbee Avenue Columbus, OH 43219 City of Whitehall 360 S. Yearling Road	(614) 338-3106
DOMA DO	Chair  Ochsendorf, Lyrin Mayor  Ogden, Raymond	1314 Sigsbee Avenue Columbus, OH. 43219 City of Whitehall 360 S. Yearling Road Whitehall, OH 43213 City of Whitehall 360 S. Yearling Road	(614) 338-3106 mayorochsendorf/Bcityofwhitehall.com (614) 237-8612
RDD and Polan	Chair  Ochsendorf, Lyrin Mayor  Ogden, Raymond Public Service Director  Papsidero, Vince	1314 Sigsbee Avenue Columbus, OH 43219 City of Whitehall 360 S. Yearling Road Whitehall, OH 43213 City of Whitehall 360 S. Yearling Road Whitehall 360 S. Yearling Road Whitehall, OH 43213 City of Columbus 109 N. Front Street, Ground Floor	(614) 338-3106 mavcrochsendorf@cityofwhitehall.com (614) 237-8612 rogden@cityofwhitehall.com (614) 645-8664
ADD Ra PLan	Chair  Ochsendorf, Lynn Mayor  Ogden, Raymond Public Service Director  Papsidero, Vince Planning Administrator	1314 Sigsbee Avenue Columbus, OH 43219 City of Whitehall 360 S. Yearling Road Whitehall, OH 43213 City of Whitehall 360 S. Yearling Road Whitehall 360 S. Yearling Road Whitehall, OH 43213 City of Columbus 109 N. Front Street, Ground Floor Columbus, OH 43215 Columbus, OH 43215 Columbus	(614) 338-3106 marcrochsendor@cityofwhitehall.com (614) 237-8612 rogden@cityofwhitehall.com (614) 645-8864 VAPapaidero@Columbus.gov (614) 890-1062
RDD 40 P Lan	Chair  Ochsendorf, Lynn Mayor  Ogden, Raymond Public Service Director  Papsidero, Vince Planning Administrator  Peters, Don  Puranik, Devayani	1314 Sigsbee Avenue Columbus, OH 43219 City of Whitehall 360 S. Yearing Road Whitehall, OH 43213 City of Whitehall 360 S. Yearing Road Whitehall, OH 43213 City of Columbus 109 N. Front Street, Ground Floor Columbus, OH 43215 Columbus, OH 43215 Columbus Flight Watch 40 Massey Drive Westerville, OH 43081 City of Columbus 109 N. Front Street	(614) 338-3106 marcrochsendorf@cityofwhitehall.com (614) 237-8612 roaden@cityofwhitehall.com. (614) 645-8684 VAPapsidero@Columbus.cov (614) 890-1062 donceters@columbus.rr.com (614) 645-0663
RDD and Plan	Chair  Ochsendorf, Lyrin Mayor  Ogden, Raymond Public Service Director  Papsidero, Vince Planning Administrator  Peters, Don  Puranik, Devayani Senior Planner  Rayford, Elwood	1314 Sigsbee Avenue Columbus, OH 43219 City of Whitehall 360 S. Yearling Road Whitehall, OH 43213 City of Whitehall 360 S. Yearling Road Whitehall, OH 43213 City of Columbus 109 N. Front Street, Ground Floor Columbus, OH 43215 Columbus Flight Watch 40 Massey Drive Westerville, OH 43081 City of Columbus 109 N. Front Street Columbus, OH 43215 Northeast Area Commission 2776 Yorkciff Rd	(614) 338-3106 minorochsendorf@cityofwhitehall.com (614) 237-8612 rogden@cityofwhitehall.com. (614) 645-8684 VAPapsidero@Columbus.gov (614) 890-1062 dongeters@columbus.rr.com (614) 645-0663 ddouranik@columbus.gov (614) 475-1448
RDD Res Potar	Chair  Ochsendorf, Lynn Mayor  Ogden, Raymond Public Service Director  Papsidero, Vince Planning Administrator  Peters, Don  Puranik, Devayani Senior Planner  Rayford, Elwood Chair  Russell, Columbus	1314 Sigsbee Avenue Columbus, OH 43219 City of Whitehall 380 S. Yearing Road Whitehall, OH 43213 City of Whitehall 380 S. Yearing Road Whitehall, OH 43213 City of Columbus 109 N. Front Street, Ground Floor Columbus, OH 43215 Columbus Flight Watch 40 Massey Drive Westerville, OH 43081 City of Columbus 109 N. Front Street Columbus, OH 43215 Northeast Area Commission 2776 Yorkcliff Rd Columbus, OH 43219 Cumberland Ridge Civic Association 1876 Mountain Oak Rd	(614) 338-3106 minrorochsendorf@cityofwhitehall.com (614) 237-8612 rogden@cityofwhitehall.com. (614) 645-8664 VAPapsidero@Columbus.gov (614) 890-1062 donoeters@columbus.rr.com (614) 645-0683 ddburanik@columbus.gov (614) 476-1448 jartuil@sbcqlobal.net (614) 475-7277
	Chair  Ochsendorf, Lynn Mayor  Ogden, Raymond Public Service Director  Papsidero, Vince Planning Administrator  Peters, Don  Puranik, Devayani Senior Planner  Rayford, Elwood Chair  Russell, Columbus President  Russell, Columbus Russell, Tom	1314 Sigsbee Avenue Columbus, OH 43219 City of Whitehall 360 S. Yearling Road Whitehall, OH 43213 City of Whitehall 360 S. Yearling Road Whitehall, OH 43213 City of Columbus 109 N. Front Street, Ground Floor Columbus, OH 43215 Columbus Flight Watch 40 Massey Drive Westerville, OH 43081 City of Columbus 109 N. Front Street Columbus, OH 43215 Northeast Area Commission 2776 Yorkciff Rd Columbus, OH 43219 Cumbertand Ridge Civic Association 1876 Mountain Oak Rd Columbus, OH 43219 City of Columbus 910 Dublin Road	(614) 338-3106 mm/crochsendorf@cit/orlwhitehall.com (614) 237-8612 rogden@cit/orlwhitehall.com (614) 645-8664 VAPapsidero@Columbus.gov (614) 890-1062 donpeters@columbus.rr.com (614) 645-0633 ddpuranik@columbus.gov (614) 475-1248 jarniii@sbcqlobal.net (614) 475-7277 trussel@@columbus.rr.com (614) 645-6311
Res Plan	Chair  Ochsendorf, Lynn Mayor  Ogden, Raymond Public Service Director  Papsidero, Vince Planning Administrator  Peters, Don  Puranik, Devayani Senior Planner  Rayford, Elwood Chair  Russell, Columbus President  Russell, Tom Division of Water Quality  Sciulti, Felix	1314 Sigsbee Avenue Columbus, OH 43219 City of Whitehall 360 S. Yearling Road Whitehall, OH 43213 City of Whitehall 360 S. Yearling Road Whitehall, OH 43213 City of Columbus 109 N. Front Street, Ground Floor Columbus, OH 43215 Columbus Flight Watch 40 Massey Orive Westerville, OH 43081 City of Columbus 109 N. Front Street Columbus, OH 43215 Northeast Area Commission 2776 Yorkciff Rd Columbus, OH 43219 Cumbertand Ridge Civic Association 1876 Mountain Oak Rd Columbus, OH 43219 City of Columbus 910 Dublin Road Columbus, OH 43219 City of Columbus 910 Dublin Road Columbus, OH 43215	(614) 338-3106 marcrochsendori@citvofwhitehall.com (614) 237-8612 rogden@citvofwhitehall.com. (614) 645-8884 VAPapsidero@Columbus.gov (614) 890-1062 donpeters@columbus.rr.com (614) 645-0663 ddpuranik@columbus.gov (614) 475-1448 jartull@sbcqlobal.net (614) 475-7277 trussel@@columbus.rr.com (614) 455-8311 tarussel@@columbus.gov (614) 239-4448
	Chair  Ochsendorf, Lynn Mayor  Ogden, Raymond Public Service Director  Papsidero, Vince Planning Administrator  Peters, Don  Puranik, Devayani Senior Planner  Rayford, Elwood Chair  Russell, Columbus President  Russell, Tom Divisien of Water Quality  Sciutti, Feitx Manager  Shad, Matthew	1314 Sigsbee Avenue Columbus, OH 43219 City of Whitehall 380 S. Yearling Road Whitehall, OH 43213 City of Whitehall 380 S. Yearling Road Whitehall, OH 43213 City of Whitehall 380 S. Yearling Road Whitehall, OH 43213 City of Columbus 109 N. Front Street, Ground Floor Columbus, OH 43215 Columbus Flight Watch 40 Massey Drive Westerville, OH 43081 City of Columbus 109 N. Front Street Columbus, OH 43215 Northeast Area Commission 2776 Yorkcillf Rd Columbus, OH 43219 Cumbertand Ridge Civic Association 1876 Mountain Oak Rd Columbus, OH 43219 City of Columbus 910 Dublin Road Columbus, OH 43215 Delta/Delta Connection 4600 International Gateway Columbus, OH 43219 City of Columbus Olimbus OH 43219 City of Columbus 100 Dublin Road Columbus, OH 43215 Delta/Delta Connection 4600 International Gateway Columbus, OH 43219 City of Whitehall 360 S. Yearling Road	(614) 338-3106 minerochsendori@citvofwhitehall.com  (614) 237-8612 rogden@citvofwhitehall.com.  (614) 645-864 VAPapsidero@columbus.gov  (614) 890-1062 donceters@columbus.rr.com  (614) 645-063 ddpuranik@columbus.gov  (614) 475-1448 jarfull@sbcqlobal.net  (614) 475-7277 trussel@@columbus.rr.com  (614) 645-6311 tarussell@columbus.gov  (614) 239-4448 fejix.sciulli@deita.com  (614) 338-3103
	Chair  Ochsendorf, Lynn Mayor  Ogden, Raymond Public Service Director  Papsidero, Vince Planning Administrator  Peters, Don  Puranik, Devayani Senior Planner  Rayford, Elwood Chair  Russell, Columbus President  Russell, Tom Division of Water Quality  Sciult, Felix Manager  Shad, Matthew Development Director  Shaw, Dr. Troy Lee	1314 Sigsbee Avenue Columbus, OH 43219 City of Whitehall 360 S. Yearling Road Whitehall, OH 43213 City of Whitehall 360 S. Yearling Road Whitehall, OH 43213 City of Columbus 109 N. Front Street, Ground Floor Columbus, OH 43215 Columbus Flight Watch 40 Massey Drive Westerville, OH 43081 City of Columbus 109 N. Front Street Columbus, OH 43215 Northeast Area Commission 2776 Yorkciff Rd Columbus, OH 43219 Cumbertand Ridge Civic Association 1876 Mountain Oak Rd Columbus, OH 43219 City of Columbus 910 Dublin Road Columbus, OH 43219 City of Columbus 910 Dublin Road Columbus, OH 43219 City of Columbus 910 Dublin Road Columbus, OH 43215 Deta/Deta Columbus, OH 43219 City of Whitehall 360 S. Yearling Road Whitehall, OH 43219 City of Whitehall 360 S. Yearling Road Whitehall, OH 43213 East Columbus Community Center 2731 East Sith Avenue	(614) 338-3106 mineroscheinderfücitvofwhitehall.com  (614) 237-8612 rogden@citvofwhitehall.com.  (614) 645-8684 VAPapsidero@Columbus.gov  (614) 890-1062 donceters@columbus.rr.com  (614) 645-0663 ddpuranik@columbus.gov  (614) 475-1448 jarfull@sboolobal.net  (614) 475-7277 trussel@@columbus.rr.com  (614) 645-6311 tarussel@@columbus.gov  (614) 239-4448 felix.sciulli@delta.com  (614) 338-3103 development@citvofwhitehall.com  (614) 253-8429

Taylor, Joni Manager	Southwest 4600 International Gateway Columbus, OH 43219	(614) 238-7722 Joni Taylor@wnoo.com
Tylka, Bill	Millon Air 4130 East Fifth Avenue Columbus, OH 43219	(614) 238-3900 bilitylka@millionair-cmh.com
Walte, Ken Facility Manager	The Columbus International Air Center 4316 East Fifth Avenue Columbus, OH 43219	(614) 236-0843 ken.waite@vcf.com
White, sadicka Director of Development	City of Gahanna 200 South Hamilton Gahanna, OH 43230	(614) 342-4015 sadicka.while@gahanna.gov
Certaform Hety-Wate, Titany	North Central Area Commission 1204 Woodnell Avenue Columbus, OH 43219	(614) 253-8819/(614)570-5369 tiffarry_white@progressive.com/tiffarrywhite9@aol.com
Wolfe, Dan Manager	Nationwide Insurance Company 3945 Bridgeway Avenue Columbus, OH 43219	(614) 249-8000 Wolfeda@nationwide.com
Lawson, Dave	CRAA Staff 4800 International Gateway Columbus, OH 43219	
Heaton, Stacey	4600 International Gateway Columbus, OH 43219	
KellyKelby, Mark	4600 International Gateway Columbus, OH 43219	
Kennedy, Paul	4600 International Gateway Columbus, OH 43219	(614) 239-3347 pkennedy@columbusairports.com
Meleski, Bernie	4600 International Gateway Columbus, OH 43219	
Sus Wall Wall Dave	4600 International Gateway Columbus, OH 43219	
BATOL DAVIDOR, BEN	FAA DETWIT ADO	734-229 2900 brod.n.dauston e MA Rou
Kinhauly wire bah VOhw S. O'Keefe	Woose	
NOhNS. Offeethe	MANDE Wondhinste	A
Betrangs. Mills Gahanne	worse wonthings	
AND THE STATE OF T		

#### **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?
- Purpose and Need П
- 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
- Non-Committee Members out of respect for the committee, please hold your questions until the end of the presentation or during the break



#### Why are we Here?

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



# Where are we in the EIS Process?

#### II. Purpose and Need

#### What is a Purpose and Need Statement?

- Statement of the need(s) for the project
  - Typically are contained in concise statements that are easy to understand
  - Include some indication of when the need exists (timeframe)
  - Statement of the <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



#### II. Purpose and Need

#### Primary need of the airport includes:

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

#### Additional needs of the airport include:

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



#### II. Purpose and Need

#### Additional needs of the airport include:

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



#### II. Purpose and Need

#### Additional needs of the airport include:

- The need to provide sufficient terminal capacity to accommodate projected passenger levels
  - Factors that impact terminal capacity include anticipated passenger levels and development envelope

    - The existing terminal will not effectively handle levels above 5 Million Annual Enplaned Passengers (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 planning for JMAELY, 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



#### II. Purpose and Need

#### Additional needs of the airport include:

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



#### III. Sponsor's Proposed Project

#### CRAA Conducted Studies to Address the Needs:

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



#### III. Sponsor's Proposed Project

#### CRAA Conducted Studies to Address the Needs:

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



#### III. Sponsor's Proposed Project

#### CRAA Conducted Studies to Address the Needs:

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



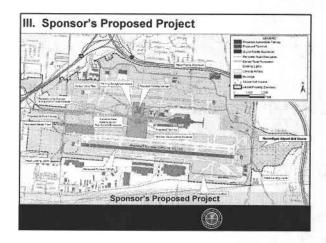
#### III. Sponsor's Proposed Project

#### **Sponsor's Proposed Project**

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







#### IV. Preliminary Review of Alternatives

#### Three Phased Approach

- Identify comprehensive range of alternatives to the Sponsor's Proposed Project
- Evaluate and define a short-list of alternatives
  - Environmental
  - Operational
  - Cost
- Detailed analysis of short-listed alternatives

#### Potential Range of Alternatives

- No-Action alternative
- Off-site alternatives
- On-site alternatives



#### IV. Preliminary Review Alternatives

#### No-Action Alternative

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



#### IV. Preliminary Review Alternatives

#### Off-Site Alternatives:

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



#### IV. Preliminary Review Alternatives

#### Off-Site Alternatives:

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



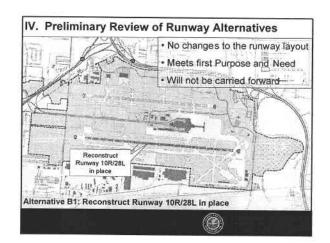
#### IV. Preliminary Review Alternatives

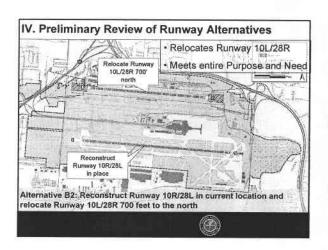
#### On-Site Alternatives - Runway Development:

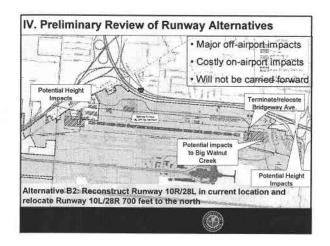
- FAA developed and evaluated runway alternatives to meet the purpose and need
- Evaluation criteria includes:
  - Ability to meet the purpose and need
  - Operational considerations
  - Environmental considerations
  - Cost considerations
- Alternatives are either carried forward for further evaluation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

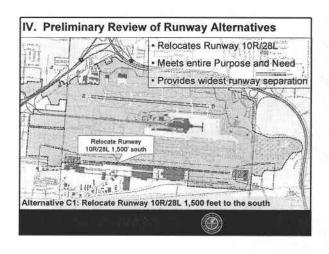


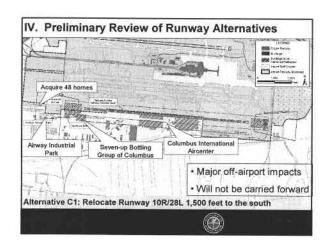
#### IV. Preliminary Review of Runway Alternatives No changes to the runway layout Does not meet Purpose and Need Will be carried forward per NEPA Alternative A: No-Action

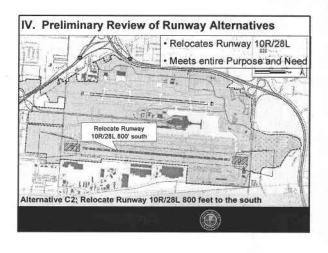


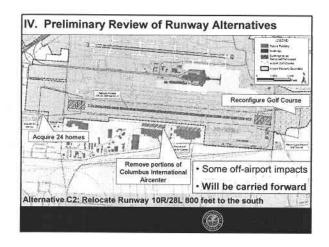


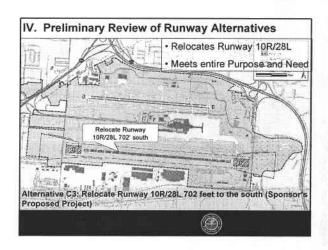


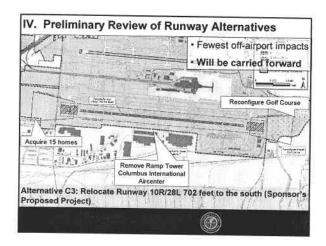


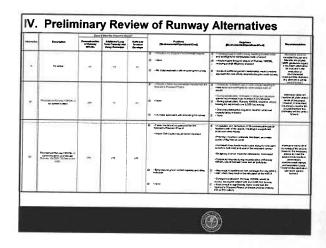


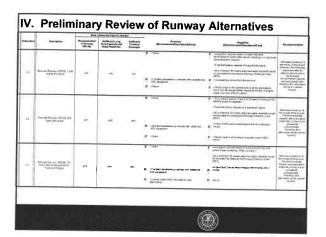


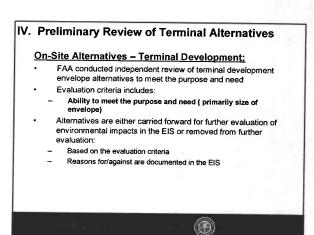


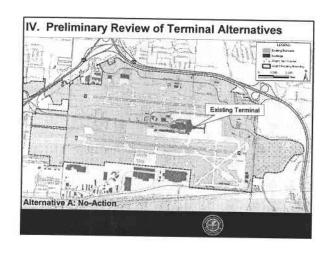


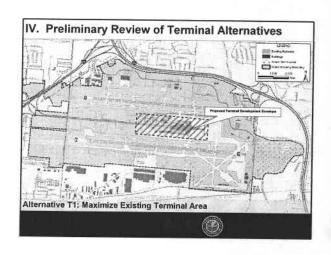


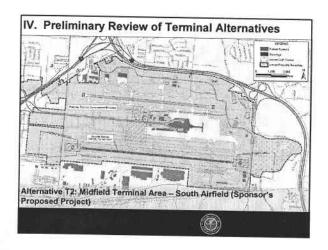


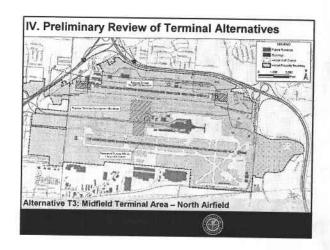












#### IV. Preliminary Review of Alternatives

#### Summary of Alternatives Carried Forward for Further **Evaluation in the EIS:**

- Runway Development Alternatives
  - Alternative C2: Relocate Runway 10R/28L 800 feet south
  - Alternative C3: Relocate Runway 10R/28L 702 feet south (Sponsor's Proposed Project)
- Terminal Development Alternatives
  - Alternative T2: Midfield Terminal Area South Airfield (Sponsor's Proposed Project)
- No Action Alternative
  - Alternative A: No Action (runway and terminal)



#### V. Next Steps in the EIS Process

#### What's Next for the EIS?

- Continue data collection and analysis for each environmental category
- Refine Alternatives
- Next SAC Meeting: Late Summer 2007





#### V. Next Steps in the EIS Process

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



#### VI. Opportunity to Comment on the EIS

Written comments and/or questions should be mailed by May 25th to:

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

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

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



Ë

May 11, 2007

Name Title Company Address City, State Zip Port Columbus International Airport Environmental Impact Statement Study Advisory Committee Meeting Follow-up

Dear Name:

Enclosed in follow-up to the April 24, 2007 Study Advisory Committee (SAC) meeting for the Port Columbus International Afriport Environmental Impact Statement (EIS) is the Alternatives Chapter and the presentation handout.

The Federal Aviation Administration (FAA) has requested comments on the EIS Purpose and Need and Alternatives Chapters by June 8, 2007. Comments on these chapters should be sent to:

Ms. Katherine S. Jones Federal Aviation Administration Detroit Airports District Office 11677 South Wayne Road, Suite 107 Romulus, MI 48174 Telephone, (734) 229-2958 Fax. (734) 229-2950 Email: <u>CMHEIS@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, please contact Melanie DePoy at 317,955 8395 ext. 304 or vil a email at mdepoy@aerofinity.com and a duplicate copy will be sent to you.

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

Sincerely,

Mulanie A. Met Ly

Melanie K. DePoy Managing Principal

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

#### **CHAPTER THREE ALTERNATIVES**

# INTRODUCTION AND BACKGROUND

Environmental Policy Act (NEPA), states that alternatives are the heart of the Environmental Impact Statement (EIS). Those regulations require that the Federal The Council on Environmental Quality (CEQ) regulations, implementing the National decision-maker perform the following tasks;

- Assess and objectively evaluate all reasonable alternatives, including alternatives not within the jurisdiction of the Federal agency; and for alternatives which were eliminated from the detailed study, briefly discuss the reasons for their having been eliminated; and
- including a No Action alternative and the airport sponsor's preferred Disclose the potential environmental consequences for each alternative, alternative, so that reviewers may evaluate their comparative merits.

Federal guidelines, as set forth in NEPA concerning the environmental review process, require that all reasonable, feasible, prudent, and practicable alternatives that might accomplish the objectives of a proposed project be identified and Therefore, in compliance with NEPA¹ and other special purpose environmental laws, the Federal Aviation Administration (FAA) independently reviews and analyzes those alternatives that could achieve the established purpose and need for the project, evaluated.

1502.14(c), the FAA, as the lead agency, has a responsibility to explore and Reasonable alternatives include those that are practicable or feasible from the Therefore, according to CEQ Section objectively evaluate all prudent, feasible, reasonable, and practicable alternatives, including those beyond the agency's jurisdiction, technical and economic standpoint.<sup>2</sup>

alternative, which addresses the project purpose and need and might enhance environmental quality (or have a less detrimental effect), has not been inappropriately dismissed from consideration. This chapter describes the process of The examination of alternatives serves to establish the conclusion that an identifying and evaluating alternatives for meeting the established purpose and need for the proposed project,

Landrum & Brown Team April 2007

Chapter Three - Alternatives Page 3-1

Draft Deliberative Material for Discussion Purposes Only

## Port Columbus International Airport **ENVIRONMENTAL IMPACT STATEMENT**

# RANGE OF ALTERNATIVES

The analysis of EIS alternatives is an independent examination by the FAA of all alternatives that could reasonably meet the identified purpose and need for the Sponsor's Proposed Project as described in detail in Chapter Two, Purpose and Need. The alternatives that the FAA considered in this analysis are grouped into eight categories including two off-site and five on-site alternatives, and a No Action alternative.

## Off-Site Alternatives

- 1. Use of Other Airports/Regional Management Alternatives These alternatives would entail the transfer of the projected aircraft operations from Port Columbus International Airport (CMH) to other airports within the region. This would be used to reduce operational demand at CMH and reduce the need for additional terminal capacity.
- Other Modes of Transportation and/or Telecommunications These alternatives entail the use of other modes of transportation or communication technology (e.g., trucks, trains, rail, and telecommunications/video-conferencing), which could be used to reduce operational demand at CMH and reduce the need for additional passenger terminal capacity.

## On-Site Alternatives

- airfield enhancements other than runway and terminal development that would satisfy all or a portion of the established purpose and need. Among 3. Non-Runway/Terminal Development Alternatives - These alternatives the projects considered are the new construction, extension, and/or are designed to meet the need for additional capacity through physical expansion of taxiways, runway exits, hold pa reconstruction/expansion of the existing passenger terminal.
- Other Technologies A number of technologies exist or are being developed that may ultimately reduce aircraft delay during poor weather. The goal of these technological opportunities is to increase capacity by aiding aircraft movement on approach, on the ground, and during departure. In addition, there are operational/air traffic procedural concepts that aim to make improvements through non-technological methods to postpone the need for physical improvements. 4.
- 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. 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 'n

Landrum & Brown Team April 2007

Chapter Three - Alternatives

NEPA alternatives evaluation: National Environmental Policy Act of 1969 (NEPA) 40 CFR Part 1202, Environmental Inpact Statement, Section 1302.14.
46 Federal Register 18026, Memorandum: Forty Most Asked Questions Concerning CEQ's National Environmental Policy Act Regulations, March 16, 1981.

# Port Columbus International Airport

# ENVIRONMENTAL IMPACT STATEMENT

**ADMINISTRATIVE DRAFT** 

- Runway Development Alternatives The range of proposed development alternatives to expand the existing airfield includes those identified on the CMH Airport Layout Plan (ALP) drawings,3 those projects defined in the FAA etter to the Columbus Regional Airport Authority (CRAA), dated March 20, 2007,4 and those development alternatives independently identified by FAA. ø
- Passenger Terminal Alternatives The range of proposed development alternatives to develop additional passenger terminal facilities include those identified on the CMH ALP and those development alternatives identified in CMH planning studies. ζ.

## No Action Alternative

As a requirement of NEPA, a No Action alternative must be carried forward in the Environmental Consequences. With a No Action Alternative, the airfield would remain as it is today, with no additional runways or improvements to any existing assessment of environmental impacts. $^{5}\,$  To satisfy the intent of NEPA, 5050,4B, and other special purpose environmental laws, the No Action Alternative is carried forward in the analysis of environmental consequences provided in Chapter Five, runways, no expansion of existing or development of new passenger terminal facilities, and no new air traffic actions. Although not always reasonable, feasible, prudent, or practicable, the No Action Alternative is a potential alternative under NEPA and serves as the baseline for the assessment of future conditions/impacts.

# **OFF-SITE ALTERNATIVES**

This section evaluates the use of other means of transportation, including the use of other airports, highway, rail, and telecommunications technology to satisfy the Each of the means of transportation or transportation replacement will be evaluated against the purpose and need of the proposed project to reconstruct Runway 10R/28L; provide long-term airfield capacity, delay reduction during peak operating periods, and airfield efficiency; and to provide sufficient terminal capacity to accommodate projected passenger levels. purpose and need for this project.

#### Use of Other Airports 3.2.1

Airports across the country function as an inter-related system. To coordinate and fund this system, the FAA developed the National Pian of Integrated Airport Systems (NPIAS), a system of 3,344 of the nation's 5,280 aviation facilities that are

Landrum & Brown Team April 2007

Chapter Three - Alternatives Page 3-3

Draft Deliberative Material for Discussion Purposes Only

### Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

**ADMINISTRATIVE DRAFT** 

open to the public. Including CMH, there are seven primary service airports located Six are in Ohio and another airport (Cincinnati/Northern Kentucky International Airport) is located in Northern Ohio. within 180 miles of Columbus,

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), For CMH, the Airport Service Area (ASA) extends approximately 90 miles from the Only Dayton International Airport (DAY) is located within 90 miles of CMH. Bolton Field Airport (TZR), and The Ohio State University Airport (OSU). airports are all less than 20 nautical miles from CMH. The ability to use another airport to address purpose and need is largely based on significant increase in passengers. CMH currently serves nearly 3.5 million enplaned passengers annually at 38 aircraft gates. This is almost three times the number of passengers at DAY, the airport with the largest terminal located in the the potential for that airport to reduce or eliminate the current and projected aircraft operations on Runway 10R/28L at CMH, DAY, LCK, TZR, and OSU would require a major expansion of passenger handling facilities to accommodate any Expansion of terminal facilities would include additional aircraft gates, security screening capabilities, baggage handling facilities, and automobile parking. Additionally, the runways at TZR and OSU are not long enough to accommodate ASA, and over 1.5 times the number of aircraft gates that are available at DAY. regional jet and large jet passenger operations. Because these airports cannot to divert aircraft operations/passengers from Runway 10R/28L would still need to be reconstructed. nsed reasonably

need to reconstruct Runway 10R/28L; the need to provide long-term capacity and surrounding communities. Based on this information using DAY, LCK, TZR, or OSU to address the needs of CMH is not a reasonable, feasible, prudent, or practicable This alternative does not meet the following purpose and need statements: the capacity to accommodate projected passenger levels; the need to provide sufficient and the need to enhance the human environment by reducing noise impacts on the delay reduction during peak periods; the need to provide sufficient terminal ancillary facilities to support the projected increase in air transportation demand, alternative to the Sponsor's Proposed Project and will not be carried forward for nore detailed environmental analysis.

# Other Modes of Transportation and/or Telecommunications 3.2.2

highway, conventional and high-speed rail, and telecommunications. These modes or alternatives to transportation were considered for their potential to meet the Other modes of transportation or communication that were considered include; purpose and need of the proposed development at CMH.

Landrum & Brown Team April 2007

Chapter Three - Alternatives Page 3-4

Port Columbus International Airport Revised Airport Layout Plan (ALP), conditionally approved by FAA in August 1999, including the partial revision approved on 2/23/06.

Letter from Irene Porter, Manager, FAA Detroit ADO, to Elaine Roberts, CEO, Columbus Regional Airport Authority; Subject: Port Columbus International Airport Environmental Impact Statement dated March 20, 2007.

A Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects, April 28, 2006, Chapter 10, Section 1001. EIS PURPOSE. 40 CFR 1502.1 states the primary purpose of an EIS is to be an "action-forcing tool" to ensure Federal government programs and actions meet NEPA's goals and policies. The EIS allows the agency to take a "hard look" at the environmental impacts of the No Action, the proposed action, and its reasonable alternatives,

Telephone conversation between consultant and John Malabad, Manager - Business Development, Columbus Regional Airport Authority staff. September 13, 2006.

### PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

**ADMINISTRATIVE DRAFT** 

#### Highway 3.2.2.1

destinations from CMH shows that passengers traveling to seven out of the top ten markets begin or end their trips more than 250 air miles, or 500 road miles, from the airport. **Table 3-1** shows a comparison of the air and road miles for the top 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 en CMH markets,

COMPARISON OF AIR AND ROAD MILES - TOP 10 CMH MARKETS Port Columbus International Airport

RANK	CITY NAME	AIR MILES	ROAD MILES
	Las Vegas	1.534.0	2 093
2	Chicago (Midway)	245.1	361
m	Orlando (Int1)	698.5	951
4	Chicago (O'Hare)	256,2	378
Ŋ	New York (LGA)	414,6	557
9	Tampa	721.6	1.029
7	Phoenix (Sky Harbor)	1,447.6	1.927
80	Baltimore/Washington	291.9	420
თ	Los Angeles	1,728.9	2.266
10	Atlanta (Hartsfield)	388.7	571

September 2006, Online search at Road miles retrieved September 13, Online search at <a href="https://www.napplest.com">www.mapplest.com</a> for driving directions from Columbus, OH. 2006. Source:

Chicago O'Hare (#4 market); and Baltimore/Washington International Airport (#8 market). Although Chicago Midway, Chicago O'Hare, and Baltimore/Washington airports are located less than 500 miles from CMH, it is likely that many passengers are flying to these destinations to take advantage of multiple options for connecting service available from these cities. Therefore, although these passengers might have an initial destination of less than 500 miles, their final The exceptions to this are Chicago Midway (#2 market), air and road miles; destination may be beyond 500 miles,

desirable, especially for business travelers who are typically more time sensitive. The same 500 miles by air would take approximately one and one-half hours flying by traveling 60 miles per hour with a one-hour stop), highway travel becomes less time plus approximately two hours for check-in, security screening, and baggage Beyond 500 miles (approximately ten hours, or a one-day drive time – estimated claim, for a total of approximately three and one-half hours, not including driving time to and from the airport.

Landrum & Brown Team April 2007

Chapter Three - Alternatives Page 3-5

Draft Deliberative Material for Discussion Purposes Only

### Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

**ADMINISTRATIVE DRAFT** 

Driving may be a viable alternative to flying for passengers whose destination is actually Chicago, IL, or Baltimore, MD. However, there are no indications that a significant increase in the use of highways for these destinations is occurring or is even likely. In fact, being in the top ten destinations of CMH indicates that flying to these destinations is a valid and preferable option,

surrounding communities. Therefore, the use of highways as a means to address the needs at CMH is not a reasonable, feasible, prudent, or practicable alternative to the Sponsor's Proposed Project and will not be carried forward for more detailed This alternative does not meet the following purpose and need statements: the need to reconstruct Runway 10R/28L; the need to provide long-term capacity and delay reduction during peak periods; the need to provide sufficient terminal capacity to accommodate projected passenger levels; the need to provide sufficient and the need to enhance the human environment by reducing noise impacts on the ancillary facilities to support the projected increase in air transportation demand; environmental analysis.

## Conventional and High-Speed Rail 3.2.2.2

The use of rail as an alternative to air travel is examined below,

#### Conventional Rail

service finds that Amtrak does not provide service to/from Columbus, OH,7 The Elyria stations are 101 and 127 miles from Columbus, respectively. Given that the Amtrak primarily serves conventional rail travel in the U.S. A review of Amtrak closest Amtrak stations are located in Cincinnati and Elyria, OH. The Cincinnati and typical traveler who uses CMH lives within 90 miles of the airport, the lack of passenger rail service in close proximity makes it an unacceptable alternative to air

#### High-Speed Rail

The Ohio Rail Development Commission (ORDC) is studying the potential for developing passenger rail service in the State of Ohio. The Ohio & Lake Erie Regional Rail Ohio Hub Study (Ohio Hub Study) prepared in October 2004<sup>®</sup> notes that the ORDC and the Ohio Department of Transportation have recognized the potential for intercity passenger rail service, and as a result have completed a feasibility study of a regional rail system. The study goal was to determine the financial and economic feasibility of developing a system serving four intercity ravel corridors with a central hub in Cleveland,

Landrum & Brown Team April 2007

Chapter Three - Alternatives Page 3-6

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,

# Port Columbus International Airport

ENVIRONMENTAL IMPACT STATEMENT

**ADMINISTRATIVE DRAFT** 

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 The Ohio Rail Development Commission<sup>9</sup> indicates that the development of the rail 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.

the Ohio Hub rail investment program possible. However, once approved and funding is secured, the detailed planning, design, and construction of the Ohio Hub development of the first leg of the rail corridor will be set until after the two-year environmental and project development review is complete. Initial service is No date for the A Federal funding program and a Federal/State partnership will be required to make anticipated to be two trains per day in each direction, and is said to potentially be operational within two to three years of initial construction. Service levels at full build-out would be at speeds up to  $110\,$  miles per hour with six to eight trains per day in each corridor  $^{10}$ will be completed in phases over a six to nine-year period.

This alternative does not meet the following purpose and need statements; the need to reconstruct Runway 10R/28L; the need to provide long-term capacity and delay reduction during peak periods; the need to provide sufficient terminal capacity to accommodate projected passenger levels; the need to provide sufficient and the need to enhance the human environment by reducing noise impacts on the at some point in the future a high-speed rail system is still a distant prospect with Therefore, it is not a prudent, reasonable, feasible, or practicable alternative to the Sponsor's Proposed Project and will not be carried forward for more detailed environmental analysis. In addition, the high-speed rail is not anticipated to directly serve any of the Top 10 markets. While high-speed rall may reduce the demand for air travel by a small amount, it would not replace ancillary facilities to support the projected increase in air transportation demand; surrounding communities. While high-speed rail is planned for this section of Ohio, no secure financing, the need for air travel.

## 3.2.2.3 Telecommunications

The potential for telecommunications to affect the need for business travel has the commercial market in the 1980s. Constantly emerging technology continues to improve the availability, affordability, reliability, and speed of voice and data communication, Continued technological advances and the widespread installation been studled since the two-way video-conferencing technology became available on fiber optics and other communications technology will continue to make telecommunication alternatives more widely available,

Landrum & Brown Team April 2007

Chapter Three - Alternatives

Draft Deliberative Material for Discussion Purposes Only

## PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

**ADMINISTRATIVE DRAFT** 

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 Evidence indicates that the use of telecommunications and video-conferencing may supplement travel, but is not seen as a substitute by a majority of the public for business travel. In addition, the impact of improvements in the communication field will have little or no impact on the leisure travel market.

need to reconstruct Runway 10R/28L; the need to provide long-term capacity and delay reduction during peak periods; the need to provide sufficient terminal alternative does not meet the following purpose and need statements: the 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 While communication technology may reduce the demand for air travel by a small amount, it would not replace the need for air feasible, or practicable alternative to the Sponsor's Proposed Project and will not be Therefore, telecommunication technology is not a prudent, reasonable, carried forward for more detailed environmental analysis. surrounding communities.

### **ON-SITE ALTERNATIVES** ე ც

## Non-Runway Development Alternatives 3,3,1

Additional airfield improvement alternatives to improve airfield geometry were reviewed to determine their potential to reduce the need for reconstructing Runway 10R/28L and for providing long-term airfield and terminal capacity at CMH. These types of improvements include taxiways, runway exits, aircraft hold pads, and Airfield improvements that have the potential to reduce the stated purpose and need are listed below: revised taxiway flow directions.

- Construct High-Speed Exits On Runway 10R/28L
- Construct High-Speed Exits On Runway 10L/28R
- Construct Dual Crossover Taxiway

high-speed exits on the north side of Runway 10R/28L would help to reduce runway occupancy times during arrival operations. These two exits would be used by most of the aircraft at the airport and would provide a negligible increase in runway capacity. By reducing the runway occupancy time, the physical impact on the runway would also be reduced by a small amount. The construction of high-speed Construct High-Speed Exits on Runway 10R/28L - The development of two new exits would not, however, address the need for additional terminal capacity. Therefore, while high-speed runway exits would reduce runway occupancy time and provide a minimal reduction in delay, it would not meet the need to reconstruct 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 April 2007

Chapter Three - Alternatives Page 3-8

Telephone conversation with consultant and Stuart Nicholson. Public Information Officer, Ohio Rail Development Commission. September 18, 2006.
The Ohio Hub Moving the Economy. Ohio Rail Development Commission. Received from the Ohio Rail Development Commission via e-mail. September 20, 2006.

# PORT COLUMBUS INTERNATIONAL AIRPORT

ENVIRONMENTAL IMPACT STATEMENT

ADMINISTRATIVE DRAFT

by most of the aircraft at the airport and would provide a minimal increase in runway capacity. The construction of high-speed exits on Runway 10L/28R would not, however, address the needs for reconstructing Runway 10R/28L or for additional terminal capacity. Therefore, while high-speed runway exits would reduce runway occupancy time and provide a minimal reduction in delay, it would not meet the need to reconstruct Runway 10R/28L.

Construct Dual Crossover Taxiways - Independent of the Runway 10R/28L project, the CRAA is currently in the process of constructing a single crossover taxiway on the west side of the airport between Runways 10R/28L and 10L/28R. The ultimate plan for this project is to create a dual crossover taxiway that will allow aircraft to cross the airfield in both directions at the same time. This project will increase efficiency of ground movements and reduce overall delays by providing better circulation on the airfield. However, this project will not reduce the need to reconstruct Runway 10R/28L or for additional terminal capacity.

The non-runway development projects, while adding flexibility, reducing runway occupancy time, and offering some minimal delay reduction, would not reduce the need for reconstructing Runway 10R/28L because it does not reduce the operational need for Runway 10R/28L. These development projects would also not provide for an expanded terminal envelope. Therefore, it is not a prudent, reasonable, feasible, or practicable alternative to the Sponsor's Proposed Project and will not be carried forward for more detailed environmental analysis.

# 3.3.2 Other Technologies

Technological opportunities and resources were reviewed to determine their potential to reduce the need for reconstructing Runway 10R/28L and for providing flong-term airfield and terminal capacity at CMH. The FA4 2003 Aviation Capacity Enhancement Plan provided detailed summaries of technologies currently being evaluated by the FAA to reduce delay. These procedures result in more efficient operations in the enroute, arrival, and departure phases of flight, and ultimately and landing times. Although less expensive and time-consuming than other capacity-enhancing solutions such as building new runways, the development and implementation of new flight procedures is a complex process. Of the various options listed in the FAA 2003 Aviation Capacity Enhancement Plan, only the use of needs for this project.

<u>Precision Runway Monitoring System (PRM)</u> - During periods of low visibility, simultaneous approaches to parallel runways separated by less than 4,300 feet are not permitted with conventional airport surveillance radar. For parallel runways separated by 3,400 feet to 4,300 feet, two arrival streams can be maintained but operations are limited to parallel dependent instrument approaches using 1.5 mile staggered separation. The two existing east-west parallel runways at CMH,

Landrum & Brown Team April 2007

Chapter Three - Alternatives

nnee - Alternatives Page 3-9

Draft Deliberative Material for Discussion Purposes Only

## PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

ADMINISTRATIVE DRAFT

Runways 10R/28L and 10L/28R, have a lateral separation of 2,800 feet. To help reduce the negative effect of weather on arrival capacity, the FAA has developed the PRM.<sup>12</sup> Currently, PRM technology is not being used at CMH.

The second drawback to limiting the use of Runway 10R/28L is that it does not remove the need to completely reconstruct the runway. The only way to address the need completely would be to either reconstruct the runway or close the runway. The latter would have negative consequences for the ability of the airport to accommodate aircraft activity with a much shorter runway and would ultimately accelerate the need to undertake repairs to the north runway.

The other technology initiatives, while adding flexibility, reducing runway occupancy time, and offering some minimal delay reduction, would not reduce the need for reconstructing Runway 10R/28L because it does not reduce the operational need for Runway 10R/28L. These development projects would also not provide for an expanded terminal envelope. Therefore, it is not a prudent, reasonable, feasible, or practicable alternative on its own to the Sponsor's Proposed Project and will not be carried forward for more detailed environmental analysis.

# 3.3.3 Activity or Demand-Management Alternatives

The primary objective of demand-management alternatives is to manage the efficient use of existing airport facilities through measures such as runway use priorities, peak-pricing, or regulatory actions implemented by the airport sponsor. Demand-management measures do not necessarily increase airport capacity or reduce delay. For this EIS, only a runway use priority would have the potential to address the need for reconstructing Runway 10R/28L.

Runway Use Priorities - The need to reconstruct Runway 10R/28L is in large part a function of the number of arrivals and departures that use the runway. At this time, the runway's useful life is expected to extend to 2009/2010. Therefore, a policy to significantly reduce flights on Runway 10R/28L would extend the life of the runway surface. For example, if the runway were to receive half of the current arrivals and departures, the remaining life of the runway pavement would be extended by some amount of time. It is difficult to determine the precise relationship between number of operations and life span of the surface, because the surface erodes due to a combination of use by aircraft and exposure to the elements. At some point, even with few or no flights, the runway pavement alternative are listed below.

The first drawback is that Runway 10R/28L is currently the preferred runway by a majority of the flights. The reasons for this are that Runway 10R/28L is the longest runway at CMH and as such, is the preferred runway by pilots of large jet aircraft. Large jet aircraft are the heavier aircraft and consequently result in the greatest

Landrum & Brown Team

Chapter Three - Alternatives Page 3-10

<sup>15</sup> FAA, 2003 Aviation Capacity Enhancement Plan.

<sup>&</sup>lt;sup>12</sup> Precision Runway Monitor (PRM) Training. Internet web site: <a href="http://www.faa.gov/education.research/training/prm/">http://www.faa.gov/education.research/training/prm/</a>. Updated: 11:53 am E7 June 16, 2005.

#### PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

ADMINISTRATIVE DRAFT

MAK

impact to the surface of the runway. In addition, airlines with gates located on the south side of the passenger terminal (representing approximately 63 percent of the large jet operations at the airport) prefer the south runway as well, due to reduced taxi times.

The second drawback to limiting the use of Runway 10R/28L is that it does not completely remove the need to reconstruct the runway. The only way to address the need completely would be to either reconstruct the runway or close the runway. The latter would have negative consequences for the ability of the airport to accommodate aircraft activity with a much shorter runway and would ultimately accelerate the need to undertake repairs to the north runway.

The final drawback to implementing a runway use priority alternative is that it does not address the need for additional long-term airfield and terminal capacity. In fact, by limiting the airport to a single runway or limiting the operations on Runway 10R/28L, an increase in delay is likely to occur.

The demand management initiatives cannot be implemented in time to be effective due to completion of the EIS in 2009. These initiatives would also not provide for an expanded terminal development envelope. Therefore, it is not a prudent, reasonable, feasible, or practicable alternative to the Sponsor's Proposed Project and Will not be carried forward for more detailed environmental analysis.

# 3.3.4 Runway Development Alternatives

A total of five runway development alternatives were identified for evaluation (plus the No Action Alternative). These alternatives were further screened to determine if they could substantially meet the stated purpose and need to reconstruct Runway 10R/28L, to provide additional long-term airfield delay reduction, and to provide additional terminal capacity through an expanded terminal envelope. Additional considerations included significant operational drawbacks, and significant costs. Alternatives were eliminated from further evaluation if they failed to meet the purpose and need or if additional considerations made the alternative unreasonable.

For the purposes of evaluating the range of runway development alternatives, the alternatives were grouped into categories by "like" design attributes. The following presents the initial runway development alternatives.

## Alternative A: No Action

Alternative A is identified as the No Action Alternative in this EIS. This alternative assumes that Runway 10R/28L is maintained in place without the full reconstruction recommended by the CRAA's pavement management report. <sup>13</sup> Instead of the full reconstruction, the runway would continue to undergo smaller overlays and localized reconstruction of portions of the runway. This approach, while feasible for some amount of time, results in increased cost in terms of conducting frequent

<sup>3</sup> Preliminary Engineering Report, Runway 10R/28L & Taxiway C Rehabilitation and Reconstruction Analysis, CRAA, April 2001:

Chap April 2007 Draft Deliberative Material for Discussion Purposes Only

Chapter Three - Alternatives

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

**ADMINISTRATIVE DRAFT** 

maintenance activities and the frequent closure of Runway 10R/28L to perform the maintenance. The increased closures for maintenance repairs will increase delay and reduce the capacity of the airfield.

No other actions, such as the development of a new passenger terminal, are included in the No Action. **Exhibit 3-1**, **Alternative A: No Action**, shows the airport layout for Alternative A: No Action.

# 3.3.4.1 Alternatives B1 and B2: Reconstruct Runway 10R/28L in current location

Two alternatives were identified for the reconstruction of Runway 10R/28L in its current location.

# Alternative B1: Reconstruct Runway 10R/28L in current location

Alternative B1 includes the full reconstruction of Runway 10R/28L in its current location. **Exhibit 3-2, Alternative B1 Layout,** illustrates the runway layout for Alternative B1. The following summarizes the elements of Alternative B1.

## Runway Development

Alternative B1 includes a 10,125-foot replacement runway in the same location as existing Runway 10R/28L. The airport would maintain Runway 10L/28R (north runway) in its present location and length.

## Taxiway Development

No new taxiways would be constructed as part of Alternative B1.

## Ancillary Development

No other infrastructure would be constructed as part of Alternative B1.

## Impacts to Existing Facilities

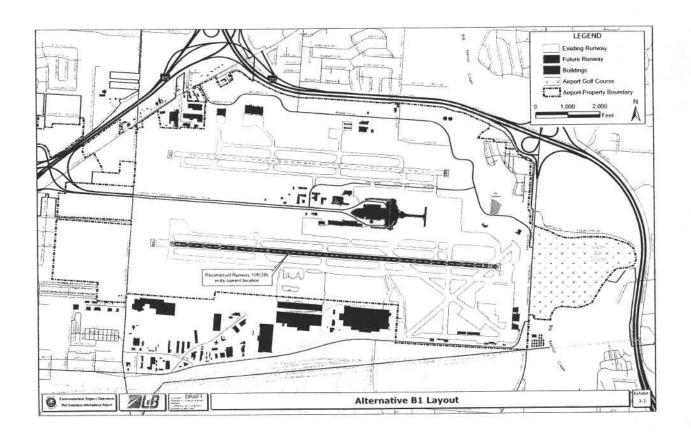
No existing structures would need to be acquired or demolished under this alternative,

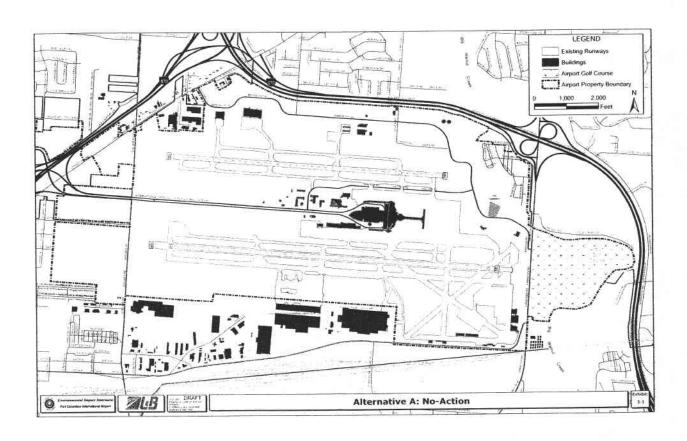
# Alternative B2: Reconstruct Runway 10R/28L in current location and relocate Runway 10L/28R 700 feet to the north

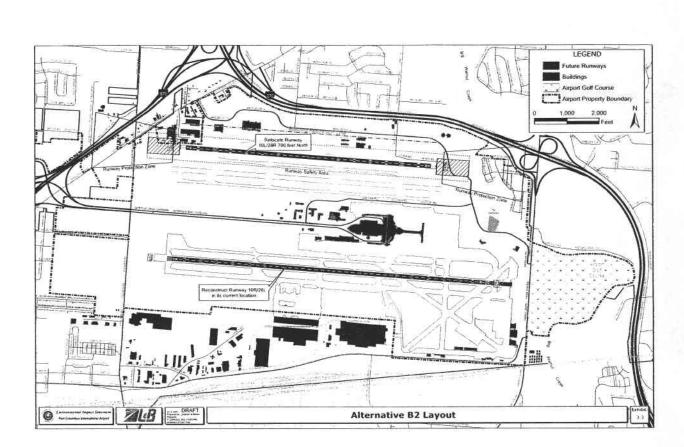
Alternative B2 includes the full reconstruction of Runway 10R/28L in its current location, as well as a relocation of Runway 10L/28R, 700 feet to the north to allow for an expanded terminal development envelope. **Exhibit 3-3, Alternative B2 Layout,** illustrates the location of the runways for Alternative B2. The following summarizes the elements of Alternative B2.

Landrum & Brown Team April 2007

Chapter Three - Alternatives Page 3-12







#### Port Columbus International Airport Environmental Impact Statement

**ADMINISTRATIVE DRAFT** 

### Runway Development

Alternative B2 includes a 10,125-foot replacement runway in the same location as existing Runway 10R/28L. Because the CRAA would be reconstructing the runway in place, the length would be maintained at 10,125 feet to avoid impacting navigational aids (NAVAIDs). Runway 10L/28R (north runway) would be relocated 700 feet to the north and maintained at its present length of 8,000 feet.

## **Taxiway Development**

Two new taxiways would be constructed on either side of the relocated Runway 10L/28R to support aircraft movement to/from the runway. The current north/south taxiways and the crossover taxiway (currently under construction) would be extended to the north to connect to the relocated runway. In addition, high-speed exits would be constructed to serve aircraft landing on relocated Runway 10L/28R.

## Ancillary Development

Other infrastructure would have to be constructed to support the relocated runway. This would include the siting and installation of NAVAIDs to allow for operations under Instrument Flight Rule (IFR) conditions, such as landing lights and centerline lighting.

## Impacts to Existing Facilities

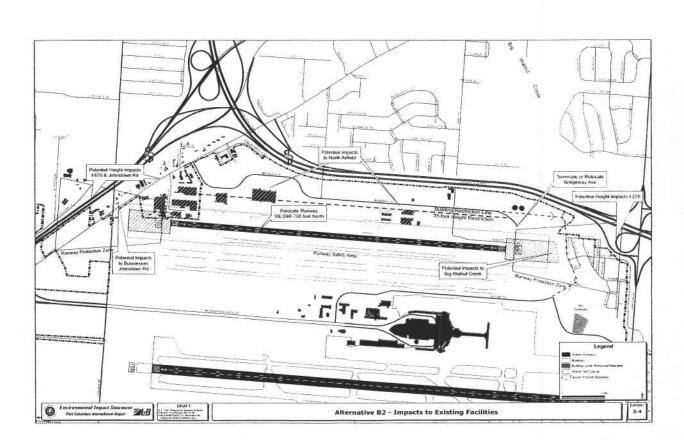
Alternative B2 would result in a number of impacts to existing facilities. These impacts are listed below and are shown on **Exhibit 3-4**, Alternative B2 - Impacts to Existing Facilities.

Bridgeway Avenue: Relocating Runway 10L/28R 700 feet to the north would require Bridgeway Avenue be either terminated or rerouted across Big Walnut Creek near the east end of the runway. This is due to the lack of space between the Runway Safety Area (RSA) and Big Walnut Creek on the east end of the runway. Termination or relocation of Bridgeway Avenue would cost between \$1 Million (if terminating Bridgeway Avenue) and \$20 Million (for construction of two bridges over Big Walnut Creek to relocate Bridgeway Avenue).

North Airfield Development: The relocation of Runway 10L/28R would require the removal of a number of existing facilities on the north side of the airport. The remaining land in the north airfield would allow a relatively small development to replace existing facilities due to heliquations. There would be sites located on the southeast and southwest corners of the airport where it would be possible to relocate the north airfield tenants. However, these are the last relatively large

Landrum & Brown Team April 2007

Chapter Three - Alternatives Page 3-16



#### 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 mpacted 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)<sup>15</sup>
- Remove North Airfield Fuel Farm (estimated demolition cost: \$25,000)
  - Remove Director's Residence (estimated demolition cost: \$25,000)

existing commercial/industrial businesses near the intersection of Stelzer and Johnstown Together, the value of the land and the structures is estimated to be The relocation of approximately \$18 million according to the Franklin County Assessor's office. 16 relocation of 18 does not include the cost of relocation or the demolition of the structures. Businesses near Intersection of Stelzer and Johnstown Roads: Runway 10L/28R would require the removal and/or Roads.

Land Acquisition for Runway Protection Zone: The relocation of Runway 10L/28R to the north would require the purchase of two businesses northwest of I-670 for clearing the Runway Protection Zone (RPZ). The estimated cost to purchase these properties is \$350,000,17 not including relocation and demolition costs.

# Alternatives C1 through C3: Relocation of Runway 10R/28L 3.3.4.2

existing ation of Alternatives C1 through C3 include the relocation οę redevelopment Runway 10R/28L at various offset distances from its current location the for identified were alternatives Runway 10R/28L. Three

Landrum & Brown Team April 2007

Chapter Three - Alternatives Page 3-18

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

Estimated costs provided by CRAA, April 18, 2007. Estimated costs for relocating businesses or for demolition of the structures. Estimated costs provided by CRAA, April 18, 2007. Estimated costs provided by CRAA, April 18, 2007. Estimated costs provided by Estimated costs of structures is based on the Franklin County Auditor tax assessment data as of February 12, 2007. The fair market value of these structures, which is what it would cost to purchase the structures, is typically higher than the value provided for tax purposes. This cost docs not include costs for relocating businesses or for demolition of the structures. This cost of February 12, 2007. The fair market value of these structures, which is what it would cost to purchase the structures, is typically higher than the value provided for tax purposes. This cost does not include costs for relocating businesses or for demolition of the structures. 15

# 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 achieves 4,300 feet of separation between the two runways, which allows for dual simultaneous operations during IFR conditions without additional Air Traffic Control (ATC) equipment.

## Runway Development

Alternative C1 includes a 10,113-foot replacement runway, located 1,500 feet south and parallel to the existing Runway 10R/28L. The airport would maintain Runway 10L/28R (north runway) in its present location and length.

Runway length requirements for the replacement runway were determined through a combination of methodologies including FAA "Airport Design" Computer Program - version 4.2, Aircraft Manufacturers' Airport Compatibility Manuals, and Aircraft Takeoff Performance Tables. The analysis resulted in a recommended runway length of approximately 10,125 feet, which is the same as the existing Runway 10R/28L.

Additional analysis was conducted to determine the most appropriate location of each runway end threshold. Based on the results of this analysis, the most appropriate location for the runway thresholds was identified. This resulted in an overall length of 10,113 feet for the replacement runway, which is 12 feet shorter than the existing Runway 10R/28L.

## Taxiway Development

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

Chap April 2007 Draft Deliberative Material for Discussion Purposes Only

Chapter Three - Alternatives Page 3-19

Fidure Runsey
Buildings
Appet Properly Boarday

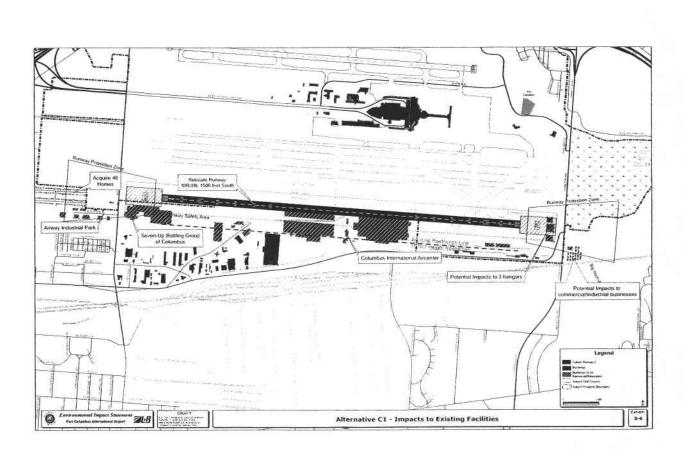
1,1000 2,000

1,1000 2,000

1,1000 2,000

Alternative C1 Layout

Alternative C1 Layout



#### Port Columbus International Airport Environmental Impact Statement

ADMINISTRATIVE DRAFT

Columbus International Aircenter: The development south of the airport known as Columbus International Aircenter (CIAC) would have to be acquired and demolished for this alternative. The acquisition of the CIAC would cost in excess of \$100 million based on recent estimates. Without additional property acquisition, it would be impossible to replace the entire facility on the airport.

Seven-Up Bottling Group of Columbus: The Seven-Up Bottling Group of Columbus facility located to the south of the airport along Stelzer Road would have to be acquired and demolished for this alternative. The acquisition of the Seven-Up Bottling Group of Columbus facility would cost in excess of \$50 million based on recent estimates.

Airway Industrial Park: The relocated RPZ on the west end of Runway 10R/28L would require the purchase and removal of the Airway Industrial Park located at Eleventh Avenue and Stelzer Road. The cost of these structures and land is estimated to be \$3 Million, 18

South Airfield Facilities: Three aircraft hangars and potentially the original airport passenger terminal, which is listed on the National Register of Historic Places (NRHP), would have to be removed for the construction of this alternative. The cost of removing the hangars is estimated to be \$1 Million. Additional cost would be anticipated for the collection and curation of artifacts from the historic terminal if the were necessary to remove it.

Residential Land Acquisition: At a minimum, 48 homes located in the relocated RPZ would be acquired and removed for Alternative C1. The cost of acquiring these homes and relocating the residents is estimated to be \$6 Million to \$7 Million. It is possible, that in an effort to maintain neighborhood continuity, additional homes could be included in the relocation. If that is offered, the cost for residential land acquisition would increase proportionate to the number of homes acquired.

Businesses along Hamilton Road on the Southeast Corner of the Airport: Three commercial/industrial businesses located east of Hamilton Road near the southeast corner of the airport would be acquired, relocated, and structures demolished due to this alternative. The estimated cost of acquiring the property is \$2.3 Million, "which does not include relocation or demolition costs.

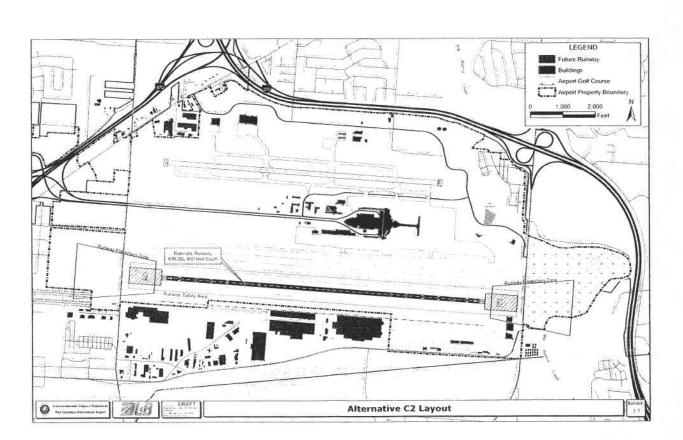
Alternative C2: Relocate Runway 10R/28L, 800 feet to the South – Alternative C2 includes the relocation of Runway 10R/28L 800 feet to the south of its current location. Exhibit 3-7, Alternative C2 Layout, illustrates the location of the runways for Alternative C2. The following summarizes the elements of

Landrum & Brown Team April 2007

Chapter Three - Alternatives Page 3-22

Estimated cost of structures is based on the Franklin County Auditor tax assessment data as of February 2007. The fair market value of these structures, which is what it would cost to purchase the structures, is typically higher than the value provided for tax purposes. This cost does not include costs for relocating businesses or for demolition of the structures.

Estimated cost of structures is based on the Franklin County Auditor tax assessment data as of February 2007. The fair market value of these structures, which is what it would cost to purchase the structures, is typically higher than the value provided for tax purposes. This cost does not include costs for relocating businesses or for demolition of the structures.



# PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

## ADMINISTRATIVE DRAFT

Alternative C2. This alternative was selected for review because the 1999 Master Plan included a third parallel runway located 800 feet south of the existing Runway 10R/28L and the Terminal Study used this separation as a starting point for developing the terminal program criteria.

## Runway Development

Alternative C2 includes a 10,113-foot replacement runway, located 800 feet south and parallel to the existing Runway 10R/28L. Dual simultaneous arrivals would require the installation of PRM technology. The airport would maintain Runway 10L/28R (north runway) in its present location and length.

## Taxiway Development

Three new parallel taxiways, two<sup>20</sup> located on the north side of the proposed runway and one on the south side of the proposed runway, would be constructed to support and provide aircraft access to and from the proposed runway. Existing taxiways and the crossover taxiway (currently being constructed) would be extended south to meet the new parallel taxiways and proposed runway. In addition, high-speed exits would be constructed to serve aircraft landing on relocated Runway 10R/28L.

## Ancillary Development

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

## impacts to Existing Facilities

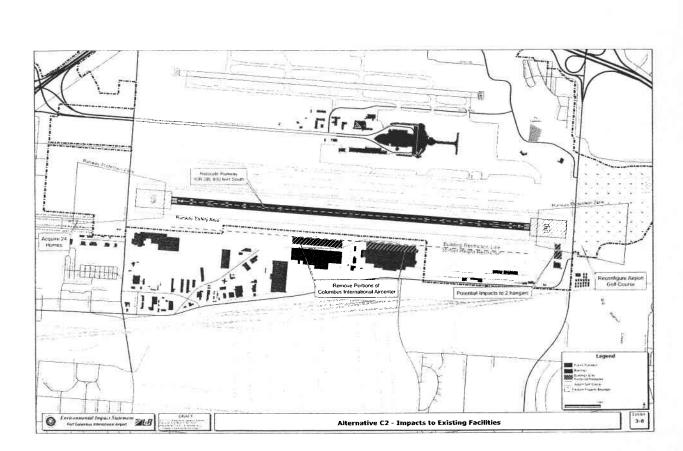
Alternative C2 would result in a number of impacts to existing facilities. These impacts are listed below and shown on **Exhibit 3-8**, Alternative C2 – Impacts to Existing Facilities.

Columbus International Aircenter: Portions of the CIAC would have to be acquired and removed for height restrictions. Removal of these portions of the CIAC would also allow the installation of a CAT II/III Instrument Landing System (ILS) on the east end of the runway. The acquisition and removal of portions of the CIAC would cost in excess of \$25 million. The tenants of the portion of the CIAC that would be removed could potentially be relocated to the area at the southeast corner of the airport. In addition, there are remnants of small structures that were associated with the Air Force Plant 85, which is the original name for the CIAC, that would have to be removed.

Landrum & Brown Team April 2007

Chapter Three - Alternatives Page 3-24

<sup>&</sup>lt;sup>20</sup> The existing Runway 10R/28L pavement would be converted to become the northernmost parallel taxiway, north of the relocated runway.



#### Port Columbus International Airport Environmental Impact Statement

ADMINISTRATIVE DRAFT

South Airfield Facilities. Two aircraft hangars would have to be removed for the construction of this alternative. The cost of removing these facilities is estimated to be \$500,000.

Residential Land Acquisition: At a minimum, 24 homes located in the relocated RPZ would be acquired and removed for Alternative C2. The cost of acquiring these homes and relocating the residents is estimated to be \$3 Million to \$4 Million. It is possible, that in an effort to maintain neighborhood continuity, additional homes could be included in the relocation. If that is offered, the cost for residential land acquisition would increase proportionate to the number of homes acquired.

Airport Golf Course: The Airport Golf Course located east of the airport would be reconfigured as a result of relocating the runway 800 feet to the south. The approach lighting system, which currently is located in the golf course would be shifted 800 feet to the south and cause at least nine holes to be reconfigured. It is estimated that it will cost \$2 Million to reconfigure the golf course. During reconstruction of the course, a minimum of nine holes would remain open. Because the Airport Golf Course is a public recreation facility, a Department of Transportation Section 303(c) evaluation would need to be completed.

Alternative C3: Relocate Runway 10R/28L 702 feet to the South (Sponsor's Proposed Project) – Alternative C3 includes the relocation of Runway 10R/28L 702 feet to the south of its current location. Exhibit 3-9, Alternative C3 Layout, illustrates the location of the runways for Alternative C3. The following summarizes the elements of Alternative C3.

## Runway Development

Alternative C3 includes a 10,113-foot replacement runway, located 702 feet south and parallel to the existing Runway 10R/28L. The distance of 702 feet was chosen because it provided enough distance between the runways to offer a sufficiently large terminal development envelope, and at the same time allowed for a CAT II/III approach to be obtained on the Runway 10R end. Additional considerations included the reduction of impacts to existing facilities as compared to Alternative C1 and C2. Dual simultaneous arrivals would require the installation of PRM technology. The airport would maintain Runway 10L/28R (north runway) in its present location and length.

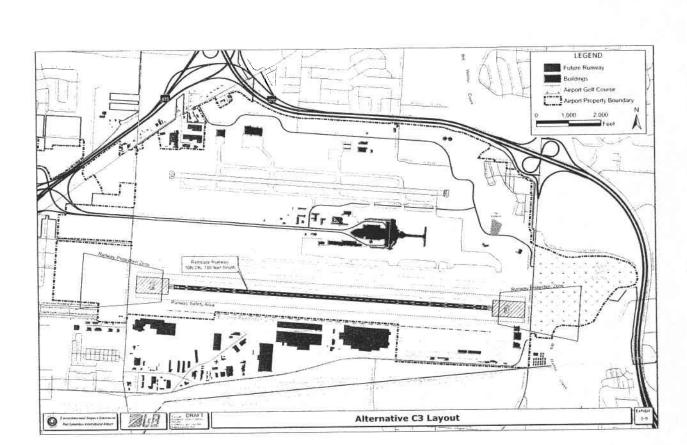
## Taxiway Development

Three new parallel taxiways, two<sup>21</sup> located on the north side of the proposed runway and another located south of the proposed runway, would be constructed to support and provide aircraft access to and from the proposed runway. Existing taxiways and the crossover taxiway (currently being constructed) would be extended south to meet the new parallel taxiways and proposed runway. In addition, high-speed exits would be constructed to serve aircraft landing on relocated Runway 10R/28L.

Landrum & Brown Team April 2007

Chapter Three - Alternatives Page 3-26

The existing Runway 10R/28L pavement would be converted to become the northernmost parallel taxiway, north of the relocated runway.



#### Port Columbus International Airport Environmental Impact Statement

**ADMINISTRATIVE DRAFT** 

## Ancillary Development

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

## Impacts to Existing Facilities

Alternative C.3 would result in a number of impacts to existing facilities. These impacts are listed below and shown on **Exhibit 3-10**, **Alternative C3 - Impacts to Existing Facilities**.

Columbus International Aircenter: A small portion of the CIAC would have to be acquired and to allow the installation of a CAT II/III ILS on the east end of the runway. This portion of the CIAC is a non-functioning ramp control tower on the top of Building 7. The acquisition and removal of portions of the CIAC would cost approximately \$63,000. However, if a CAT II/III ILS was not installed, the structure would not need to be removed. In addition, there are remnants of small structures that were associated with the Air Force Plant 85, which is the original name for the CIAC that would have to be removed.

South Airfield Facilities: One aircraft hangar would have to be demolished for the construction of this alternative. The cost of demolishing this facility is estimated to be \$382,000. The tenants of this hangar could be relocated to other areas of the airport.

Residential Land Acquisition: At a minimum, 15 homes located in the relocated RPZ would be acquired and removed for Alternative C3. The cost of acquiring these homes and relocating the residents is estimated to be \$2 Million to \$3 Million. It is possible, that in an effort to maintain neighborhood continuity, additional homes could be offered relocation. If that is offered, the cost for residential land acquisition would increase proportionate to the number of homes acquired.

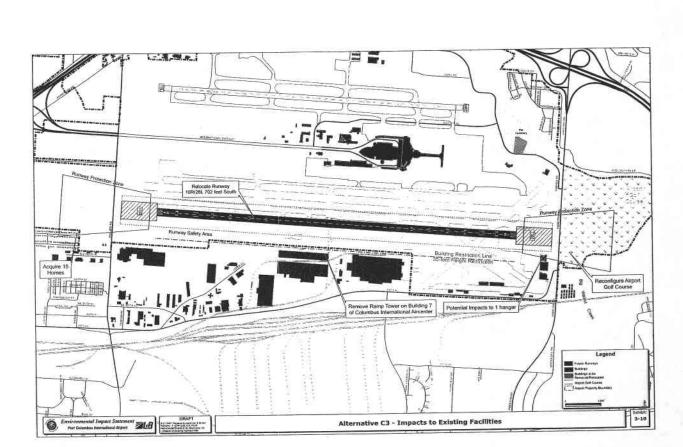
Airport Golf Course: The Airport Golf Course located east of the airport would be reconfigured as a result of relocating the runway 700 feet to the south. The approach lighting system, which currently is located in the golf course would be shifted 700 feet to the south and cause at least nine holes to be reconfigured. It is estimated that it will cost \$2 Million to reconfigure the golf course. During reconstruction of the course, a minimum of nine holes would remain open. Because the Airport Golf Course is a public recreation facility, a Department of Transportation Section 303 (c) evaluation would need to be completed.

# 3.3.5 Runway Development Alternatives Screening Results

The runway development alternatives described above were evaluated for their ability to meet the stated purpose and need and for a number of additional considerations. The need statements are discussed in detail in Chapter Two, Purpose and Need, and summarized below:

Landrum & Brown Team April 2007

Chapter Three - Alternatives Page 3-28



### Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

ADMINISTRATIVE DRAFT

destination) without restricting payload. However, based on the most recent forecasts and discussions with the airlines operating at CMH, a longer runway is not suggest reducing operations as a means of reducing the need for reconstructing Runway 10R/28L could not be implemented in time to be effective. A minimum runway length of 10,113 feet was identified to adequately serve the aircraft fleet mix projection for both 2012 and 2018. A runway exceeding this length would The primary need for the project is the reconstruction of Runway 10R/28L. A overlaid the runway in 2004, which will last through 2009/2010 depending on the use of the runway. Because the EIS will extend into 2009, the alternatives that study of the runway pavement condition found that large portions of the runway The CRAA are in a state of deterioration that will require full reconstruction. operators to increase departure stage lengths necessary to meet expected operational demand. allow aircraft

CMH in the future. The most recent forecasts and analysis of delay at the airport indicates that aircraft delay is not a major problem at this time. However, as the airport approaches operating levels currently forecast for 2023, an increase in delay is anticipated. Given that activity can occur sooner than forecast, it is appropriate to plan for ways to reduce delay, particularly if other projects with long-term implications to the layout of the airfield are being considered. One of the primary factors that limits the capacity of parallel runway systems is the spacing between the runways. Other ways to enhance capacity include airfield geometry Reduction of long-term airfield delay is based on the need to minimize delay at improvements and various types of navigational aids as appropriate.

assessment of terminal development options and the required runway separations found that a separation between 3,400 and 3,600 feet was necessary to meet the reach that level by 2018 or sooner if activity levels increase quicker than expected. The ability for the CRAA to develop a replacement or additional terminal with the size of development envelope, shape of development envelope, location of envelope, and integration with other long-term plans for the airport. An capability to handle more than 5 MAEP is critical to the long-term viability and growth of the airport and the region. Considerations in this criteria include overall Providing additional terminal capacity through an expanded development envelope considers the ability of an alternative to offer a terminal development envelope that is adequately sized and geographically positioned in a way that meets the need for an appropriate terminal development envelope. The analysis of the current passenger terminal indicates that a new or additional terminal will be required to meet passenger demand at or above 5 million annual enplaned passengers (5 MAEP). Forecasts of passenger activity indicate that the airport will

automatically eliminate an alternative from further consideration. These considerations are associated with direct impacts on existing facilities that would result in substantial redevelopment or inhibit development or maintenance of Additional considerations were identified that would, if of a significant nature, existing transportation infrastructure.

Landrum & Brown Team April 2007

Chapter Three - Alternatives Page 3-30

# PORT COLUMBUS INTERNATIONAL AIRPORT

ENVIRONMENTAL IMPACT STATEMENT

ADMINISTRATIVE DRAFT

- Operational Considerations: Any alternative that limits the ability of the airport to function now or in the future will be automatically rejected.
- Environmental Considerations: Any alternative with significant impacts beyond those of the Sponsor's Proposed Project will be automatically rejected. Environmental impacts equal to, but impacting different resources, will be considered on a case-by-case basis to determine the feasibility of implementation.
- Cost Considerations: Any alternative that includes costs significantly
  greater than the Sponsor's Proposed Project will be automatically rejected.
  This will particularly apply to alternatives that suggest facilities beyond the
  stated purpose and need. However, if a quantifiable benefit that offsets the
  additional cost is identified, then the alternative may be considered.

The screening results for each of the alternatives is provided below.

# 3.3.5.1 Alternative A: No Action

Alternative A is identified as the No Action Alternative in this EIS. This alternative assumes that Runway 10R/28L is maintained in place without the full reconstruction recommended by the CRAA's pavement management report. Instead of the full reconstruction, the runway would continue to undergo smaller overlays and localized reconstruction of portions of the runway.

## Ability to Meet Purpose and Need

Because Alternative A includes no actions, it would not address the stated purpose and need for the airport.

## Additional Considerations

Operational Considerations: As discussed above, Alternative A requires that the runway would undergo smaller overlays and localized reconstruction of portions of the runway beginning in 2009. This will result in frequent maintenance activities and the frequent closure of Runway 10R/28L to perform the maintenance, which will increase delay. From an operational perspective, runway closures reduce the overall efficiency and consistency of airport operations.

Environmental Considerations: This alternative would result in the fewest environmental impacts of all of the alternatives due to no significant or major construction activities occurring. However, it does not mean that there are no negative environmental impacts. With the runway requiring more closures for maintenance reasons, there would be increased use of Runway 104/28R, which would result in increased noise due to overflights of the communities located near the north runway. These additional noise impacts would be a direct result of not reconstructing Runway 10R/28L. In addition, having only one runway would increase delay and departure queue times, which would result in an increase in air pollutant emissions.

Landrum & Brown Team April 2007

Chapter Three - Alternatives Page 3-31

Draft Deliberative Material for Discussion Purposes Only

#### Port Columbus International Airport Environmental Impact Statement

**ADMINISTRATIVE DRAFT** 

Cost Considerations: This alternative would result in the lowest cost of all the alternatives due to no major construction activities. However, over time, the cost of performing smaller maintenance activities would begin to approach the cost of fully reconstructing the runway.

#### Kesuits

Alternative A does not meet the stated purpose and need for the project. However, because NEPA guidelines require that a No Action alternative be included in the evaluation of environmental consequences, this alternative will be carried forward for more detailed analysis and as a baseline comparison.

# 3.3.5.2 Alternative B1: Reconstruct Runway 10R/28L in its current location

Alternative B1 includes the full reconstruction of Runway 10R/28L in its current

## Ability to Meet Purpose and Need

Alternative B1 would meet the primary need of reconstructing Runway 10R/28L. It would not address the secondary needs for long-term delay reduction and an expanded terminal development envelope due to the runway separation remaining at 2,800 feet.

## Additional Considerations

Operational Considerations: There are two operational drawbacks to this alternative. The first is that during the reconstruction, Runway 10R/28L would be closed, leaving the airport with one 8,000-foot runway (10L/28R). This limits operational efficiency during peak operating periods. The second operational drawback is that this alternative does not allow for CAT II/III instrumentation to address the long-term need for additional capacity/delay reduction. The latest forecast of operations at CMH indicate that as operating levels reach those projected for 2023, delay reduction will be necessary.

Environmental Considerations: This alternative would result in few environmental impacts due to the construction activities occurring primarily where the existing runway is located. There would be some temporary negative environmental impacts that would occur during construction. With Runway 10R/28L being closed during the reconstruction, there would be increased noise and overflights for the communities located near the north runway. In addition, having only one runway would increase delay and departure queue times, which would result in an increase in air pollutant emissions.

Cost Considerations: The runway development portion of the Sponsor's Proposed Project is estimated to cost \$155 Million. Alternative B1 is estimated to cost approximately \$25 Million, a reduction of \$130 Million due to reconstructing the

Landrum & Brown Team April 2007

Chapter Three - Alternatives Page 3-32

#### PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

## **ADMINISTRATIVE DRAFT**

This alternative would result in lower costs than the Sponsor's Proposed Project due to reconstruction of the runway in the same runway in the same location. ocation.

#### Results

Alternative B1 does not meet the following purpose and need statements: the need to provide long-term capacity and delay reduction during peak periods; the need to 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 provide sufficient terminal capacity to accommodate projected passenger levels; the need to provide sufficient ancillary facilities to support the projected increase in Project and will not be carried forward for more detailed environmental analysis.

## Alternative B2: Reconstruct Runway 10R/28L In Current Location and Relocate Runway 10L/28R 700 Feet To The North 3.3.5.3

Alternative B2 includes the full reconstruction of Runway 10R/28L in its current location and the relocation Runway 10L/28R 700 feet to the north to allow for an expanded terminal development envelope.

## Ability to Meet Purpose and Need

Alternative B2 would meet the primary need of reconstructing Runway 10R/28L. It also would address the secondary needs for long-term delay reduction and an expanded terminal development envelope due to the runway separation increasing

## Additional Considerations

Operational Considerations: An operational drawback to this alternative is that during reconstruction of Runway 10R/28L, it would be closed, leaving the airport with one 8,000-foot runway (10L/28R). This would limit operational efficiency during peak operating periods. Another drawback is that it would not be possible to obtain a CAT II/III approach due to the height of the Air Traffic Control Tower in proximity to the existing Runway 10R/28L. Environmental Considerations: As discussed above, this alternative would require 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 the acquisition and demolition of a number of commercial/industrial facilities north mpacted by this alternative could be relocated. In addition, it is likely that this alternative would require the construction of a retaining wall on the east end of the RSA for Runway 28L. The retaining wall would be constructed near Big Walnut Creek resulting in potential impacts to the floodplain and increasing water quality impacts to Big Walnut Creek due to

andrum & Brown Team

Chapter Three - Alternatives

Draft Deliberative Material for Discussion Purposes Only

## PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT

There are 1.33 acres of wetlands located in the Increased noise levels and overflights would occur along the relocated centerline north airfield that would be impacted by the relocation of Runway 10L/28R. both east and west of the relocated north runway. increased impervious surface.

Bridgeway Avenue would either be terminated or relocated across Big Walnut Creek with two crossings. A termination of Bridgeway Avenue would result in the loss of an important east-west traffic route through the airport, including automobile access to the north airfield and would eliminate a segment of the airport's perimeter road system. If Bridgeway Avenue was relocated, it would require two bridge crossings of Big Walnut Creek. This would result in potential adverse impacts to Big Walnut Creek and the adjacent floodplain.

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. 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 relocation of Runway 10L/28R.

environmental considerations as compared to the Sponsor's Proposed Project include fewer residential acquisitions and the Airport Golf Course would not be impacted. Positive

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 IT 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). Which is a 35 to 47 percent increase Cost Considerations: This alternative would result in costs significantly higher than the cost of the runway project in the Sponsor's Proposed Project (\$155 Million).

the necessary actions to meet the stated needs results in unnecessary environmental impacts and associated costs. Therefore, it is not reasonable to Alternative B2 meets the majority of the stated needs for the project. However, carry this alternative forward for further evaluation.

Landrum & Brown Team April 2007

Chapter Three - Alternatives

Estimated cost of structures is based on the Franklin County Auditor tax assessment data as of February 12, 2007. The fair market value of these structure, which is what it would cost to purchase the structure, is typically higher than the value provided for tax purposes. This cost does not include costs for relocating businesses or for demolition of the structures.

# PORT COLUMBUS INTERNATIONAL AIRPORT

ENVIRONMENTAL IMPACT STATEMENT

ADMINISTRATIVE DRAFT

# 3.3.5.4 Alternative C1: Relocate Runway 10R/28L 1,500 feet to the South

Alternative C1 includes the relocation of Runway 10R/28L 1,500 feet to the south of and parallel to the current location of Runway 10R/28L.

## Ability to Meet Purpose and Need

Alternative C1 would meet the primary need of reconstructing Runway 10R/28L. It also would meet and exceed the secondary needs for long-term delay reduction and an expanded terminal development envelope. The resulting runway separation of 4,300 feet will meet the distance required for simultaneous operations even under IFR conditions and allow for CAT II/III operations, however, it is larger than necessary to provide delay reduction and an expanded terminal development envelope when coupled with additional NAVAIDs or ATC equipment.

## Additional Considerations

Operational Considerations: The primary operational drawback to this alternative is that taxi times from the terminal area and the north airfield would be the greatest of all the alternatives. The resulting runway separation of 4,300 feet would offer the ability to conduct simultaneous arrivals without the installation of additional ATC equipment.

Environmental Considerations: This alternative would result in the greatest environmental impacts due to the relocation of the runway 1,500 feet to the south of the existing runway. As discussed above, this alternative would require the acquisition and demolition of major industrial developments south of the airport (Columbus International Aircenter, Seven-Up Bottling Group of Columbus, and Airway Industrial Park). This would be considered a significant socioeconomic impact as there would be no guarantee that the businesses would relocate in the same general area. In addition, the CIAC (Eligible for listing on the NRHP as Air Force Plant 85) would be removed. Additional study would be required to determine if the original terminal building, which is listed on the NRHP, would be impacted by this alternative. At a minimum, 48 homes and the associated residents would be relocated for clearing the RPZ.

Cost Considerations: This alternative would result in the highest costs of all the alternatives due to the off-airport facility impacts discussed above. An estimate of the costs above the Sponsor's Proposed Project for removing these facilities is in excess of \$167 Million, which is a 108 percent increase over the runway project included with the Sponsor's Proposed Project.

#### Results

Alternative C1 meets all of the stated purpose and need for the project. However, this alternative results in unnecessary environmental impacts and associated costs. Therefore, it is not reasonable to carry this alternative forward for further evaluation.

Landrum & Brown Team April 2007

Chapter Three - Alternatives

Criptics Fines Faterialwas Page 3-35

Draft Deliberative Material for Discussion Purposes Only

Landrum & Brown Team
April 2007
Draft Deliberative Material for Discussion Purposes Only

## Port Columbus International Airport Environmental Impact Statement

## **ADMINISTRATIVE DRAFT**

# 3.3.5.5 Alternative C2: Relocate Runway 10R/28L 800 Feet to the South

Alternative C2 includes the relocation of Runway 10R/28L 800 feet to the south of, and parallel to the current location of Runway 10R/28L.

## Ability to Meet Purpose and Need

Alternative C2 would meet the primary need of reconstructing Runway 10R/28L. It also would meet the secondary needs for long-term delay reduction with additional NAVAIDs or ATC equipment and an expanded terminal development envelope.

## Additional Considerations

Operational Considerations: The resulting runway separation of 3,600 feet would offer the ability to conduct simultaneous arrivals with the installation of additional ATC equipment.

Environmental Considerations: This alternative would result in environmental impacts due to the relocation of the runway 800 feet to the south of the existing runway. As discussed above, this alternative would require the acquisition and demolition of the northern portion of the CIAC. This would be considered a significant socioeconomic impact as it would be a major reduction in the size of the building. In addition, potential historic impacts include removal of portions of the CIAC, which is eligible for listing on the NRHP as Air Force Plant 85. At a minimum, 24 homes and the associated residents would be relocated for clearing the RPZ. The Airport Golf Course, located east of the airport would require reconstruction of at least nine holes due to the relocation of the approach lighting system for Runway 10R/28L. Impacts to golf courses may be a Section 303(c) impact.

Cost Considerations: Alternative C2 is estimated to cost \$185 Million, which is \$30 Million more than the Sponsor's Proposed Project (\$155 Million).

#### Results

Alternative C2 meets all of the stated needs for the project. There are increased environmental impacts and costs associated with the project as compared to the Sponsor's Proposed Project. These impacts and costs are in a range that may or may not be considered unreasonable. In an effort to conduct a review of all alternatives that may be reasonable this alternative is carried forward for further evaluation.

# 3.3.5.6 Alternative C3: Relocate Runway 10R/28L 702 Feet to the South (Sponsor's Proposed Project)

Alternative C3 (Sponsor's Proposed Project) includes the relocation of Runway 10R/28L 702 feet to the south of and parallel to the current location of Runway 10R/28L.

# PORT COLUMBUS INTERNATIONAL AIRPORT

# ENVIRONMENTAL IMPACT STATEMENT

## **ADMINISTRATIVE DRAFT**

## Ability to Meet Purpose and Need

also would meet the secondary needs for long-term delay reduction with additional NAVAIDs or ATC equipment and an expanded terminal development envelope. Alternative C3 would meet the primary need of reconstructing Runway 10R/28L.

## Additional Considerations

The resulting runway separation of 3,502 feet would offer the ability to conduct simultaneous arrivals with the installation of additional Operational Considerations: ATC equipment.

Building 7. Because the CIAC is eligible for listing on the NRHP as Air Force Environmental Considerations: This alternative would result in environmental impacts due to the relocation of the runway 702 feet to the south of the existing runway. As discussed above, this alternative would require the acquisition and demolition of a non-functioning ramp control tower on the top of the CIAC Plant 85, coordination of this action would be with the State Historic Preservation Office. Approximately 15 homes and the associated residents would be relocated for clearing the RPZ. The Airport Golf Course, located east of the airport would require reconstruction of at least nine holes, due to the relocation of the approach ighting system for Runway 10R/28L. Impacts to goif courses may be a potential Section 303(c) impact.

Cost Considerations: This alternative has the lowest cost of the runway relocation alternatives.

Alternative C3 is the Sponsor's Proposed Project and meets all of the stated needs for the project. Therefore, this alternative is carried forward for further evaluation.

# 3.3.5.7 Runway Alternative Screening Summary

Based on the analysis presented above, the following alternatives are carried forward for further evaluation;

- 1. Alternative A: No Action
- 2. Alternative C2: Relocate Runway 10R/28L 800 feet to the south
- Alternative C3: Relocate Runway 10R/28L 702 feet to the south (Sponsor's Proposed Project)

## **Terminal Development Alternatives** 3.3.6

In 1999, the CRAA commissioned a Master Plan Update to address rapid growth at which was a new terminal to address the increasing passenger traffic anticipated CMH. A number of recommendations emerged from the Master Plan Update, one of

Landrum & Brown Team April 2007

Draft Deliberative Material for Discussion Purposes Only

Chapter Three - Alternatives Page 3-37

## Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

**ADMINISTRATIVE DRAFT** 

The new terminal would be in addition to the existing terminal and was to be developed west of the existing terminal along International over the next 20 years.

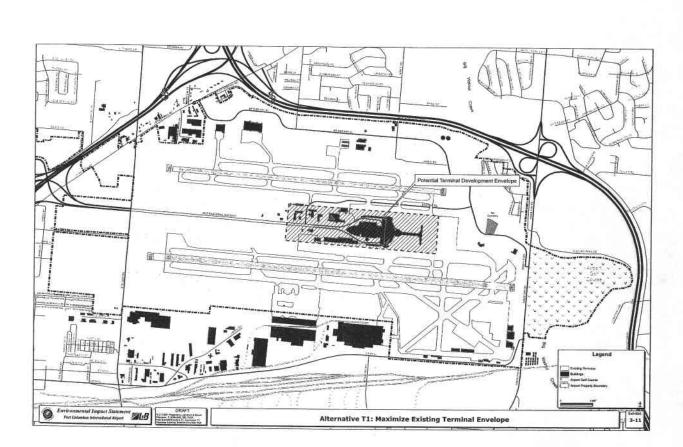
jet aircraft and the merging of various airlines were redefining changes in the Development Plan or PMADP) to define the requirements for a terminal to serve the aviation industry. As a response to these events, in November 2001 the CRAA initiated a terminal program definition study (Program Management Airport After the events of September 11, 2001, terminal design criteria were modified to reflect updated security requirements. At the same time, increased use of regional 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.<sup>24</sup> Among other tasks, this study updated the forecasts of aircraft and passenger activity, developed terminal design criteria, evaluated the existing terminal, reviewed the potential terminal development envelopes, and explored alternative terminal development The analysis and findings of alternative terminal development options included in the PMADP are hereby incorporated into this EIS. Terminal design criteria were developed to estimate overall space requirements for the anticipated activity levels, typical passenger characteristics, and industry planning and design standards. For CMH, the following criteria were identified:

- The ultimate terminal program should be a single terminal. The first phases may require a two terminal operation, but the goal of the program will be to consolidate all operations at the new terminal in later phases.
- Enhance passenger convenience by minimizing walking distances, offering the art concession areas, and providing the other necessary functions, such as restrooms, security halls, and baggage systems. state of
- Develop a terminal program that will not require an Automated People Mover
- The ultimate terminal will be designed to accommodate 9 MAEP. First phases will be designed to provide capacity beyond 5 MAEP, which is the functional limit of the existing terminal
- The ultimate terminal will include 75 gates. The first phase, which is being assessed in this EIS will include ten gates, with more gates added as passenger levels increase.
- Parking garages adjacent to the new terminal that will accommodate approximately 8,000 cars, broken into three sections that can be constructed as necessary. The first phase of the terminal development would require one of the three sections of the parking garage with approximately 2,700 spaces.

Landrum & Brown Team April 2007

Chapter Three - Alternatives Page 3-38

<sup>1999</sup> Master Plan Update, 1999, Columbus Airport Authority.
Port Columbus International Airport, Program Summary Document, 2005, The Program Management Team.



#### Port Columbus International Airport Environmental Impact Statement

**ADMINISTRATIVE DRAFT** 

The PMADP identified a number of terminal layout options to address the future needs of the airport. However, for the evaluation of environmental impacts in this EIS, the specific layout of the terminal is not as important as the terminal development envelope, the number of gates, the approximate square footage of the building, and the anticipated number of passengers. Therefore, this EIS will assess the ground disturbance impacts (archaeological, wetlands, etc.) for the development envelope of the ultimate terminal (75-gate terminal). Additional environmental analysis for the non-ground disturbance impacts (air quality, noise, etc.) would be necessary when the total number of gates at the airport exceeds 48 gates. The first phase of the terminal development would include a total of 48 gates at the airport (ten new plus 38 existing).

Based on the PMADP and an independent review by the FAA, four alternative terminal development envelopes were identified for evaluation in this EIS (including the No Action Alternative). These alternatives were evaluated for their ability to meet forecasted passenger demand and to function within the runway alternatives that were identified for further evaluation.

# 3.3.6.1 Alternative A: No Action

Alternative A is identified as the No Action Alternative in this EIS. This alternative assumes that no efforts are made to increase terminal capacity either at the existing terminal or at a different location. Alternative A does not meet the stated purpose and need for the project. However, because NEPA guidelines require that a No Action alternative be included in the evaluation of environmental consequences, this alternative will be carried forward for more detailed analysis.

# 3.3.6.2 Alternative T1: Expand Existing Terminal

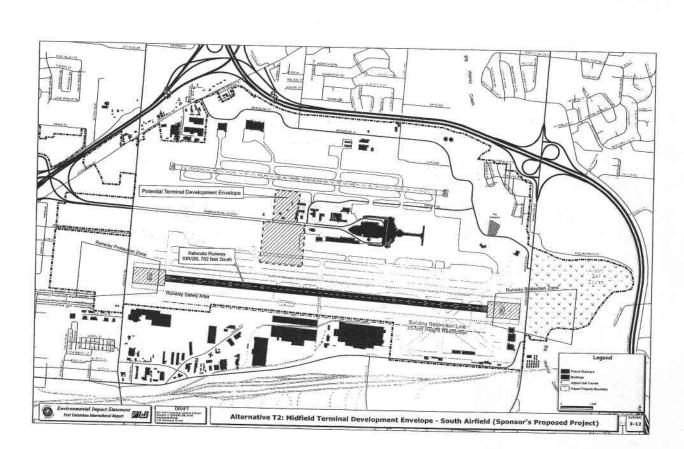
Alternative T1 includes the expansion of the existing passenger terminal to accommodate forecasted demand. **Exhibit 3-11** illustrates the area available for expanding the existing terminal. The PMADP analyzed the feasibility of the existing terminal meeting future demand.

The analysis concluded that the existing terminal in its current configuration is currently experiencing reduced level of service and cannot accommodate activity associated with 5 MAEP. However, with some modifications, the existing terminal could accommodate 5 MAEP. One of the design criteria established for the CMH terminal program is the ability to accommodate passenger levels of 9 MAEP with approximately 75 aircraft gates in a single terminal.

Both the 1999 Master Plan Update and the PMADP assessed potential alternatives for expanding the existing terminal to meet future demand. The 1999 Master Plan Update evaluated a concept that extended Concourses A and C, which are located north and south of the terminal core, towards the west. The PMADP evaluated another alternative that would construct an additional terminal that would be linked to the existing terminal with an APM.

Landrum & Brown Team April 2007

Chapter Three - Alternatives Page 3-39



#### Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

**ADMINISTRATIVE DRAFT** 

Both of these options fail to meet all of the design criteria identified above. The first option, developed in the 1999 Master Plan Update would require excessively long walking distances or the use of an APM. The second option would require the an APM to link the two terminals. Therefore, Alternative T1 will not be carried forward for further evaluation. use of

## Alternative T2: Utilize Midfield Terminal Development Envelope South Airfield (Sponsor's Proposed Project) 3.3.6.3

Alternative T2 includes the development of new terminal facilities in the midfield area, with aircraft access from the south airfield. Exhibit 3-12 illustrates the alternative is compatible with runway development Alternatives C1, C2, and C3 due to their inclusion of a relocation of Runway 10R/28L to the south. As such, this alternative would allow for future expansion of the terminal to accommodate This terminal development Therefore, Alternative T2 will be carried forward for further evaluation. terminal development envelope for Alternative T2. growth.

## Alternative T3: Utilize Midfield Terminal Development Envelope -North Airfield 3.3.6.4

Alternative T3 includes the development of new terminal facilities in the midfield area, with aircraft access from the north airfield. Exhibit 3-13 illustrates the As shown on the exhibit, the apron area required for the terminal would extend north of Taxiway E and would restrict future expansion of the terminal. In order to avoid this restriction, this This runway layout is included in Runway Alternative B2, but due to the operational, environmental, and cost factors, runway Alternative B2 is not being carried forward for further evaluation. As such, terminal development Alternative T3 is not a feasible or reasonable option. terminal development alternative would require the relocation of Runway 10L Therefore, Alternative T3 will not be carried forward for further evaluation. terminal development envelope for Alternative T3. to the north by at least 700 feet.

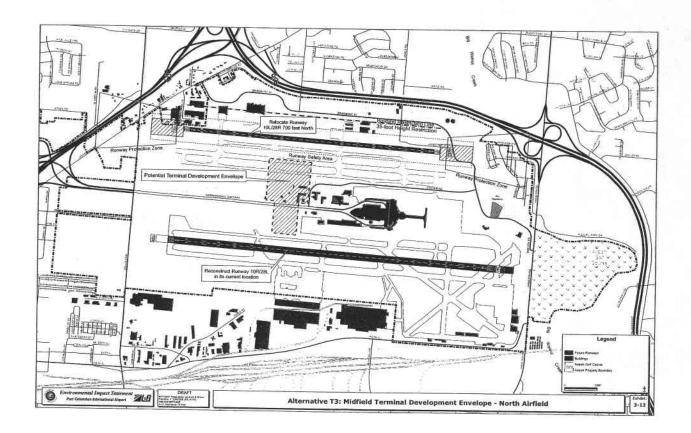
# 3.3.6.5 Terminal Alternative Screening Summary

Based on the analysis presented above, the following terminal alternatives are carried forward for further evaluation:

- 1. Alternative A: No Action
- 2. Alternative T2: Utilize Midfield Terminal Development Envelope South Airfield (Sponsor's Proposed Project)

Landrum & Brown Team April 2007

Chapter Three - Alternatives Page 3-41



## Committee Meeting Study Advisory

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





- Where are we in the EIS Process?
   Purpose and Need
   Shomsor's Proposed Project
   Proposed Project
   Proposed Project
   Ward Steps in the EIS Process
   Next Steps in the EIS Process

## 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
- Non-Committee Members out of respect for the committee, please hold your questions until the end of the presentation or during the break



# Columbus Regional Airport Authority (CRAA) has proposed a development project that includes in the content of the proposed and the content of the proposed realises. Other upper facilities

Why are we Here?

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



## I. Where are we in the EIS Process?



## II. Purpose and Need

## What is a Purpose and Need Statement?

- Statement of the geed§5) for the project
  Through we contained in crocies statements that are assy to interest are contained in crocies statements that are a project are contained in the than the sead exists (timelame) interests are interests are project and the sead of the contained to the government of the governmen



## II, Purpose and Need

Primary need of the airport includes.

II. Purpose and Need

- Additional insection of this airpoint includes:

  The resolution to provide increase married catalogues, shall yeld conduction
  of thing passing provides, and airpoint of the insection for insection for the passing periods. And airpoint district professional or may be used to the insection for the insection for the insection and insection for the insecti

The stood is recovating invasing 198(20)t.

Class areas of the company as a read of claring inspectations of the class areas of the class areas of the class areas of the clas

- Maintain of a transmission are other actual inharmonan. The physical many capability obligation and capability in the area the ability to maintain operation during best weather conditions (CATIVIII Instrument Meteopological Conditions).

## II. Purpose and Need

II. Purpose and Need

Additional needs of the airmost institution.

The residence of provide inferior invention among the in-screening ships proposition patterning levels

From the institution of the institution of the institution of the institution of the end of the institution of

- Additional needs of the airport include;

  The end to provide anching and support facilities
  Additional automobile nature
  Somer existingment automobile nature
  Enterprovingsment of universational
  Enterprovingsment of universation facilities
  The mand is included by the characteristic nature in the Characteristic nature in commany represents an increase in the Characteristic nature of the commandered not not one absenced and land use mitigation tax
  in accommandered in ones absenced and land use mitigation tax
  in accommandered in ones absenced and land use mitigation tax
  in accommandered in ones to have a propriet by Fig. 30001.



## III. Sponsor's Proposed Project

- CRAA Conducted Studies to Address the Needs:
  1504 March Plan.

  For it take to leavily for east do increased remove capacity.
  Words out one per 11 to 11 to 10 to 1

III. Sponsor's Proposed Project

- CRAA Conducted Studies to Address the Niseds.
  2005 CRAA completes an Environmental Overview Study which ensigned necession.
- identica the intellihood of algorithant noise impact (increase of 1.5 ON), over an orise-sensitive land use)

  Recomminded that all P.S. Carrapeved to fully analyze the range of potential environmental impacts



## III. Sponsor's Proposed Project

- CRAA Conducted Studies to Additios the Needs:

   From all Others studies, to CRAA dendided to following goals
   Ordines to space Other as major passwoper as his
   Controls to space Other as major passwoper as his
   Bearrow stiffed and service a magor basewoper as his
   Bearrow stiffed and service a magor basewoper as his
   Bearrow stiffed and service a masswork shading within service
   Additional power and service and service and service
   A neighboring communities

## III. Sponsor's Proposed Project

## Sponsor's Proposed Project

- Committee of a separation of the separation of separation



## ĝ Sponsor's Proposed Project



## IV. Preliminary Review of Alternatives

## Three Phased Approach

- Identify compariments are range of alternatives to the Spoutor's proceed Proger.
  Evaluate and define a short-ist of alternatives Environmental Operations
  Operations
  Operations
- Detailed analysis of short-listed alternatives
- Potential Range of Atternatives
  No-Action alemaine
  Off-site atternatives
  On-site atternatives



# IV. Preliminary Review Alternatives

## No-Action Alternative

- Includes no changes to the existing airport (runway): taxways, terminal, etc.)
- Whistal normal the Pupose and Need for the project
   Must be carried forward in accordance with NEPA guidelines.
  - Will the used as the baseline upon which all other Allerhatives are evaluated to environmental impa



# IV. Preliminary Review Alternatives Off.Site Alternatives. Includes use of other sports other modes (if transportation, sted includes and other sports other modes (if transportation and use of other sports of the sports of the sports of the sports of the sports of the sports of the sports of the sport of the spo

IV. Preliminary Review Alternatives

- Other Moderal Controlled Controll



0

## IV. Preliminary Review Alternatives

On-Site Alternatives - Rumany Development.

F Adverbeing not on a initial and a consistent to ment the purpose and read of and initial and and and a state of the state of the state of the surpose and read.

Ability invest the purpose and need.

Ability invest the purpose and need.

On significant contempora.

- Alternativas are either carried forward for further evaluation of environmental impacts in the EIS or removed from further
- Based on the evaluation criteria Reasons for/against are documented in the EIS













W. Preliminary Review of Runway Alternatives   Review of Runway Office
--

ves	OR/28L	a and Need	1		T	
Preliminary Review of Runway Alternatives	Relocates Runway 10R/28L	Moets entire Purpose and Need	修行	77		0
w of Runwa	· Reloc	- Meets				of ronain sou
nary Revie				Halecote Pares URCRL 800 to		and a second
V. Prelimir		1	5	II.	2	•

Major off-airport impacts

Will not be certied fow mistive Ct. Relocate Runway (9R/281, 1,800 feet to the south

IV. Preliminary Review of Runway Alternatives

IV. Preliminary Review of Runway Alternatives



the Runway 10R/28L' 800 heat to the south

	£ 7	14	1.50	× 1		2.21
w	Fewest off-arport impacts     Will be carried forward	1	Percentage Call Course		-	Alternative C1. Relocate Runway, IGR(28), 702 feet to the south (Sportson's Proposed Project.
IV. Preliminary Review of Runway Alternatives	Piport ried To		Approx.			outh (S
terni	st off.e		Recor	1		thes
Ϋ́Α	WIII P	I				feeth
W	W- #	-			James Stores	4, 70g
of Ri				7	100	ay 10R/28
M.	ij			11	Remove Ramp Tower	nway
Rev			1	17.	4.0	fe Rus
A PL	-	1		-		Petoca ct)
Ē		$F_{i}$	唐	ď.		Proje
6	10			Acres 15 hours		Alternative G3: Rei Propbased Projecti
≥	1	1		-1	냅	Pro Pro

	1				
Commission of College Street				TANK TO THE PARTY OF THE PARTY	Œ.
ol Auliway	1			100000	<b>W</b>
	H	-			
1	1				
	1	1//	4	- 6	
	1	1			
1	T	-			

1			
1			11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
-	-		
111	10		
4	9		- 10
1	14		- 1
ı		170	1
T	11		P.

	IV. Preliminary Review of Terminal Alternatives	FAA conducted independent review of terminal development envelope atternatives to meet the purpose and need envelope 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 and documented in the EIS	(6)
--	---	---	---	--	----------------------------------	---	-----









## IV. Preliminary Review of Alternatives

# Summary of Alternatives Carried Forward for Further Estatusion In the ESE; Remay Development Aleraneas Alternation of Release theory (1978), 60 feet from Alternation of Release theory (1978), 60 feet from Alternation of Release theory (1978), 72 feet from (Sporter) Perspected by Opening Terminal Development Alternatives Alternatives And Active Alternatives And Act



## What's Next for the EIS?



## V. Next Steps in the EIS Process

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

## VI. Opportunity to Comment on the EIS

Written comments and/or questions should be mailed by May 25th to:

Project Websits: www.airpodsiles.nevcoth-eis Telephone, (734) 229-2958 Fax. (734) 229-2950 Email: <u>CMMELS@fas.co</u>y



May 29, 2007

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

Dear Name:

Enclosed are minutes for the April 24, 2007 Study Advisory Committee (SAC) meeting for the Port Columbus International Airport Environmental Impact Statement (EIS).

As a reminder, the Federal Aviation Administration (FAA) has requested comments on the EIS Purpose and Need and Attentatives Chapters by June 8, 2007. Comments on these chapters should be sent to:

Ms. Katherine S. Jones Federal Aviation Administration Detroit Airports District Office 11677 South Wayne Road, Suite 107 Romulus, MI 48174 Fielphone, (734) 229-2958 Fax. (734) 229-2950 Email: CMHEIS@lea.gov

If members of the SAC Committee did not receive a copy, or need a duplicate copy of the Purpose and Need and Alternatives. Chapters, please contact Melanie DePoy at 317 955 8395 ext. 304 or via email at <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 sant to you approximately one month in advance of the meeting date,

Sincerely,

Mulani S. Hattey

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

Melanie K. DePoy Managing Principal



# 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 (RAC) meetings for the Port Columbus International Airport Environmental Impact Statement (EIS) and Part 150 Noise Compatibility Study Update (Part 150). For those who did not attend, the PAC meeting handout is also enclosed.

The next meeting of the **Planning Advisory Committee** for the Port Columbus International Airport Part 150 Noise Compatibility Study Update will be held on:

Wednesday, June 27, 2007, 1:00 p.m. – 3:00 p.m. Concourse Hotel and Conference Center 4300 International Gateway Collumbus, OH 43219 The Concourse Hotel is located immediately adjacent to Port Columbus International Airport. Free parking is provided adjacent to the hotel. The meeting will end promptly at 3:00 p.m. An agenda for the meeting is enclosed with this letter.

As always, we appreciate your interest in Port Columbus International Airport and your participation in these studies. Please let us known if you are able to attend the June 27" 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>indepoy@aerofinity.com</u>.

Sincerely,

Elain Roberts

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

Columbus Regional Airport Authority



## O E E E E MEETING

MEETING

Federal Aviation Administration

Study Advisory Committee - Meeting 3 Port Columbus International Airport Environmental Impact Statement

**MEETING DATE** 

April 24, 2007

## ATTENDING

A meeting attendance list is attached.

## DISCUSSION SUMMARY

The third Study Advisory Committee (SAC) meeting for the Environmental Impact Statement (EIS) was opened by Rob Adams of Landrum & Brown, the consulting firm conducting the study on behalf of the Federal Aviation Administration. Mr. Adams welcomed participants and introduced Katy Jones, Project Manager for the Federal Aviation Administration (FAA). Mr. Adams explained that the SAC meeting would be immediately followed by a Planning Advisory Committee (PAC) meeting for the Part 150 Noise Compatibility (Part 150) that is being simultaneously conducted with the EIS.

EIS Process
Mr. Adams briefly reviewed the projects proposed by the Columbus Regional Airport Authority (CRAA). These projects include the relocation of the airport's south runway, development of a new passenger terminal and other support facilities. He explained that before any work can begin on the proposed projects, the FAA must conduct an environmental review. In this case, because the relocated runway has the potential to result in significant changes in noise levels, the FAA is conducting an EIS which is the most detailed level of environmental review. In an EIS, the FAA reviews the development projects proposed by the CRAA as well as other attentatives to the project that would accomplish the same outcome. The result of this review is to determine if there is another alternative that would result in less environmental impact. Mr. Adams reviewed the EIS process stating that at the last meeting, the preliminary alternatives for the proposed development projects were presented. Since that time, these alternatives have been reviewed in greater detail to determine which of the alternatives meet the purpose and need and are reasonable,

feasible, practicable, and prudent. Those that meet these criteria will be carried forward for detailed environmental review.

## Purpose and Need

Mr. Adams continued the meeting by explaining the process to develop the Purpose and Need Statement for the EIS. The Purpose and Need Statement is simply a concise, easily understood statement of why the projects are being proposed, some indication of the timeframe for the development of the project and states how each element of the proposed project meets the stated need. It is important to carefully state all of the elements of the proposed projects, as only those elements that are approved by the FAA can be constructed. The Purpose and Need Statement serves as the basis upon which all of the alternatives are evaluated. Those alternatives that do not meet the Purpose and Need are excluded from further review. The CRAA's primary need is to reconstruct Runway 10R/28L. Due to normal wear, the pavement is deteriorating such that the runway is in need of full reconstruction. The CRAA has previously overlaid the runway to extend its usefulness to 2010 but some areas of the runway are still in need of full-depth

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.
- on the existing airport to construct a terminal facility that will meet the anticipated levels of The most important consideration in this need is the ability to identify a large enough development envelope passenger activity (approximately 9 million passengers). The existing terminal will not effectively handle more than 5 million passengers, a number which is anticipated by 2018. A single terminal versus multiple terminals connected by people movers, etc. is preferred as it provides a greater level of passenger service and achieves other economies of scale in terms of security, the need to provide terminal capacity to accommodate projected passenger levels. heating/cooling, etc.

Master Plan, 2002 Terminal Study, 2005 Airfield Planning Study, and a 2005 Environmental Overview. These include: From all of these studies, the CRAA has identified the following goals for this development project: Previous studies have been conducted to determine the need for these projects.

- Continue to expand CMH as a major passenger air hub
  - Balance airfield and terminal capacity
- Phase project development as funding is available and as growth is warranted
- Accomplish the development so that it preserves the viability and character of neighboring communities

are separated by 2,800 feet. The proposed replacement runway will be located 702 feet south of the Mr. Adams briefly reviewed other elements of the proposed project. He explained that the current runways 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-2

## Preliminary Review of Alternatives

As previously stated, under the requirements of the National Environmental Policy Act (NEPA), the FAA is fift agency responsible for reviewing the environmental impacts of proposed alroof development. In addition to the project proposed by the airport, the FAA's responsibility is to review other alternatives that coolid accomplish the Purpose and Need.

Mr. Adams explained that a three-phased approach is being used in the EIS to accomplish this review, First, the FAA developed a comprehensive range of alternatives to the project proposed by the CRAA. These alternatives are then evaluated based upon their environmental impacts, their operational efficiency and the cost to develop. Based upon this analysis, only the most viable alternatives are carried forward for further detailed environmental review.

The following categories of afternatives were presented:

- No-action assesses the environmental impacts that would occur if there were no changes in the
  existing airport
- Off-site alternatives assesses the potential to meet the Purpose and Need for the project if some
  or all of the activity at CMH were moved to other airports, was accommodated by other modes of
  transportation or other means of telecommunication.
  - On-site alternatives assesses the potential to meet the Purpose and Need through other afternatives for developing the proposed project on the existing airport.

## No-Action Alternative

The No-Action Alternative is required under NEPA to be assessed. If has been determined that it would not meet the Purpose and Need for the proposed project but must be carried forward as it will be used as the baseline upon which all other alternatives are evaluated for their environmental impacts.

## Off-Site Alternatives

The preliminary review of off-site alternatives reviewed the potential for moving air traffic from CMH to Dayfon International, Rickenbacker International, Botton Field or Ohio State University Airports. Because of insufficient facilities, none of these airports is capable of handling the projected levels of activity at CMH without major expansion. Therefore, using other airports does not meet the Purpose and Need to CRAA's proposed project.

A review of other modes of transportation has included a review of the potential to use high speed rail to reach the same destinations that are currently being used by passengers at CMH. The top destinations from CMH are typically greater than 500 miles. This sequates to between ten and twelve hours driving time which is generally the distance when people decide to fit rather than drive. High speed rail systems have been planned that include Columbus as an origin/destination that would fink CMH to other areas in Ohio. Indiana, Illinois and Pennsylvania. However, the top destinations from CMH are not served by these powerial links. Also, it was noted that none of the proposed rail projects have been funded at this time. Therefore, rail as an alternative mode of transportation does not meet the Purpose and Need of the CRAA's proposed project.

Telecommunications as an atternative to air travel was also analyzed. The analysis has shown that elecommunications typically supplements the conduct of business but does not replace business travel.

SAC-3

Telecommunications does not address the leisure market. Therefore, telecommunications does not meet the Purpose and Need of the CRAA's proposed project.

## On-Site Alternatives

The FAA has developed and evaluated on-site alternatives that include runway and terminal development. Mr. Adams reviewed six runway alternatives (including No-Action) for the replacement runway and identified the positives and the negatives of each alternative. Based upon the review of these six alternatives, the following will be carried forward for detailed environmental review:

- No-Action does not meet the Purpose and Need for the project but is required under NEPA to be carried forward in the evaluation of environmental consequences.
- Alternative C2: Relocation of Runway 10R/28L, 800 feet to the south meets all of the stated needs of the project but environmental impacts and associated costs may or may not be considered reasonable.
- Alternative C3: Relocation of Runway 10R/28L, 702 feet to the south Sponsor's proposed project, meets all of the stated needs but environmental impacts and costs may or may not be considered reasonable.

The FAA has also considered four alternatives (including No-Action) for the development of the terminal. Of these four alternatives, the No-Action and relocation of the terminal in Midfield Terminal Area – South Airfield will be carried forward for detailed environmental review.

## lext Steps

The next step in the EIS process is to continue data collection and analysis for each of the environmental categories and to continue refinement of the alternatives. It is anticipated that the next SAC meeting will occur in late summer/early fall 2007. Meeting participants will be notified in advance of the next meeting. Mr. Adams also noted that the robit meetings. Mr. Adams slos noted that bublic Workshops on the EIS and Part 150 study processes are being held on April 24th and 25th and gave details of the meetings. Mr. Adams closed the meeting with a review of the EIS study schedule. He noted that a draft EIS is anticipated to be published 20 months after the issuance of the publication of the Notice of Intent. A Record of Decision (ROD) is anticipated from the FAA in April 2009.

## Opportunity to Comment on the EIS

If was noted that in addition to oral comments received at today's meeting, comments can also be

Ms. Katherine S. Jones Federal Aviation Administration 11677 South Wayne Road, Suite 107 Romulus, Michigan 48174 Telephone: (734) 229-2988

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

## Questions

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

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

A definition of the acronym NOI was requested.

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

SAC-5

The state of the s	Kepresenting/Title	Address	PhonoiE mail.
Matt Brown	Franklin County Development Dept. and Zoning	280 E. Broad St., 2nd Floor	(614) 462-3095
Brad Davidson	Environmental Protection Specialist Federal Aviation Administration - Detroit ADO	Romulus, Mt 48174	(734) 229-2916
Mary Dewberry	A Better Community President	2437 Delavan Drive Columbus, OH 43219	(614) 475-2459
Cathy Ferran	The Ohlo State University Airport External Relations Manager	2160 West Case Road Columbus, OH 43235-2526	(614) 292-5823 Clerrad/@osuarrood ord
Bonnie Gard	City of Gahanna Zoning Administrator	200 South Hamilton Gahanna, OH 43230	(614) 342-4015 bonne gard@gattanoa gov
Chris Gawronski	MORPC Principal Planner	285 E. Main St. Columbus OH 43215	CBawronski@morpc.org
Bruce Gibson	Federal Aviation Administration CMH ATCT	4277 Infernational Galeway Columbia: OH 43219	(614) 338-4092 Rrice Gheon@Faa Gov
Alan Harding	Columbus Fright Watch	5731 Blinnton Place Columbus, OH 43235-7205	alan41ah@amail.com
Alfonso Hooper	North Central Area Commission	1204 Woodnell Avenue Columbus, OH 43219	(614) 253-8819 or (614) 570-5369
Matthew Huffman	City of Gahanna Planner	200 South Hamilton Gahanna, OH 43230	(614) 342-4015 matthew huffman@cahanna.cov
Katherine Jones	Community Planner Federal Aviation Administration - Detroit ADO	11677 S. Wayne Road Romulus Mi 48174	(734) 229-2958 Katherine S. Jopes (753 pour
Bruce Langner	City of Bexley Development Director	2242 E. Main St. Baxley, OH 43209	(614) 235-8694
em Leist	Assistant Director/Interim Golf Administrator Columbus Parks and Recreation	90 West Broad Street	(514) 645-5420 tsleist@columbus.gov
Chris Lenfest	Federal Aviation Administration CMH ATCT - Manager	4277 International Galeway	Chris.Lenfest@faa.gov
Sam MacDonald	Ohlo EPA	122 S. Front Street Columbus, OH 43216, 1049	(614) 644-2270 sam modonald@eba state oh or.
Dr. Harold E. McDaniel	St. Mary's Civic Association President	979 Welfington Blvd. Columbus, OH 43219	(614) 252-7782 hmcdaniel@columbus zr com
Bethany Miller	City of Gahanna	200 South Hamilton Gahanna, OH 43230	(614) 342-4015
Molle O'Donnell	City of Columbus Columbus Parks and Recreation	200 Greenlawn Ave. Columbus, OH 43223	(614) 545-3310
Don Peters	Columbus Flight Watch	40 Massey Drive Westerville OH 43081	(614) 890-1062 donnatare@colimbia rr.com
Matthew Shad	City of Whitehall Development Director	360 S. Yearing Road Whitehall, OH 43213	(614) 336-3103 development@civofunitehall.com
Richard G. Smith III	Net Jets Executive Vice President	#111 Bridgeway Avenue Columbus, OH 43219	(614) 239-5518 rsmith@netiets.com
3#I Tylka	Million Air	4130 East Fifth Avenue Columbus, OH 43219	(614) 238-3900 billyka@millionair-cmh.com
Sadicka White	City of Gahanna Director of Development	200 South Hamilton Gahanna, OH 43230	(614) 342-4015 sedicka while@gahanna.gov
Nicole Miller	Student		
Kimberly Nixon-Bell	WOOSE	5077 Clentangy River Road Worthington, OH 43085	kim@nixanbell.com
John S. O'Keeffe	WOOSE		
Columbus Regional Airport Authority Staff Dave Clawson Airport Planner	Airport Planner	4600 International Gateway	(614) 239-5059
Mark Kelby	Airport Planner	Columbus, OH 43219	(614) 239-5014
Paul Kennedy	Director Plannin & Development		(614) 239-3347
Dave Well	Capital Program Manager		(614) 239-4063
Rob Adams	Landrum & Brown	11279 Cornell Park Drive	(513) 530-1201
Sarah Potter Melania DaPov	Landrum & Brown	Cincinnati, OH 45242	(613) 530-5333
MANUE CHANGY	The state of the s	The Party inches a second	The state of the s

# 5/29/07 SAC Members Distribution List

Managing Director of Airports
Air Transport Association of America
1301 Pennsylvania Avenue, NW – Suite 1100
Washington, DC 20004-1707

**Executive Vice President** Net Jets 625 N. Hamilton Road Columbus, OH 43219 Mr. Richard G. Smith III

> Frederick, MD 21701 421 Aviation Way Airports Division

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

Columbus, OH 43219

Director of Building Maintenance Lane Aviation Corporation 4389 International Gateway Ron Moodespaugh Columbus, OH 43219

Mr. Ken Waite, Facility Manager The Columbus International Air Center 4300 East Fifth Avenue Columbus, OH 43219

> 4130 East Fifth Avenue Columbus, OH 43219 Bill Tylka

Director of Flight Operations 4387 International Gateway Columbus, OH 43219 Limited Brands Mr. Tim Stehle

Bryan Levandusky, Manager Northwest/Mesaba Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

United/United Express
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219 Mr. Brian Kennedy, Manager

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

Continental Airlines Port Columbus International Airport 4600 International Galeway Columbus, OH 43219 Mr. Mark Dooley, Manager

Ms. Patti Froehlich, Manager

Midwest Connect/Skyway
Port Columbus International Airport
4600 International Gateway Columbus, OH 43219

US Airways/US Airways/America West Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Sandy Dicocco, Manager

Delta/Delta Connection Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Mr. Felix Scuilli, Manager

Southwest Airlines Port Columbus International Airport 4600 International Gateway Ms. Joni Taylor, Manager Columbus, OH 43219

# 5/29/07 SAC Members Distribution List

Mr. Charles McCroskey, Zoning Administrator

6545 Havens Road Blacklick, OH 43004

Jefferson Twp.

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

Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Mr. Mark Kelby

Mr. Raymond Ogden. Public Service Director City of Whithehall Planning Commission 360 S. Yearling Road Whitehali, OH 43213

Mr. Lucas Haire, Planning Administrator City of Reynoldsburg Reynoldsburg, OH 43068 7232 E. Main Street

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

Chautauqua Airlines Port Columbus International Airport Mr. Jeff Lischak, Regional Manager 4600 International Gateway Columbus, OH 43219

Mr. Lee Brown Development Department and Zoning Enforcement Seve East Broad Street, 2" Floor Columbus, OH 43215

East Columbus Civic Association East Columbus Community Center Dr. Troy Lee Shaw, President 2743 East 5th Ave. Columbus, OH 43219

Dr. Gene Harris, Superintendent City of Columbus Schools 270 East State Street Columbus, OH 43215

Dr. Harold E. McDaniel, President St. Mary's Civic Association 979 Wellington Blvd. Columbus, OH 43219

Mr. Alan Harding Columbus Flight Watch 5731 Blinnton Place Columbus, OH 43235-7205

Mr. Robert Lawler, Director of Transportation 285 E. Main St. Columbus, OH 43215

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

> 2242 E. Main St. Bexley, OH 43209 Mr. Bill Bellamy City of Bexley

Ms. Katy Jones, Community Planner Federal Aviation Administration - Detroit ADO 11677 S. Wayne Road Romulus, MI 48174

# 5/29/07 SAC Members Distribution List

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

Ms. Devayani D. Puranik Senior Planner 109 N. Front Street Columbus, OH 43215

Ms. Stacey Heaton Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus. OH 43219

Mr. Matthew Shad, Development Director City of Whitehall 360 S. Yearling Road Whitehall, OH 43213

Mr. Chris Lenfest, Manager CMH Air Traffic Control Tower 4277 International Gateway Columbus, OH 43219 Mr. Elwood Rayford, Chair Northeast Area Commission 2776 Yorkcilff Rd. Columbus, OH 43219

Mr. Don Peters Columbus Flight Watch 40 Massey Drive Westerville, OH 43081

Mr. Bernie Meleski Columbus Regional Arrport Authority Port Columbus International Airport 4600 International Galeway Columbus, OH 43219

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

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

Ms. Bonnie Gard, Zoning Administrator

City of Gahanna 200 South Hamilton Gahanna, OH 43230

Reynoldsburg, OH 43068 City of Reynoldsburg 7232 E. Main Street Mr. John Brandt

Mr. Chris Gawronski, Senior Planner MORPC 285 E. Main St. Columbus, OH 4321 Sadicka White, Director of Development City of Gahanna 200 South Hamilton Gahanna, OH 43230

Mr. Matthew Huffman, Planner City of Gahanna 200 South Hamilton Gahanna, OH 43230

FAA CMH ATCT 4277 International Gateway Columbus, OH 43219 Mr. Bruce Gibson

# 5/29/07 SAC Members Distribution List

The Honorable Lynn Ochsendorf, Mayor City of Whitehall 360 S. Yearling Road Whitehall, OH 43213

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

JetBlue Airways 118-29 Queens Blvd. Forest Hills, NY 11375 Mr. Kevin Costello

North Central Area Commission 1204 Woodnell Avenue Columbus, OH 43219 Ms. Tiffany White

Mr. Bruce Langner, Development Director Bexley, OH 43209 2242 E. Main St. City of Bexley

Ms. Cathy Ferrari Ohio State University 2160 West Case Road Columbus, OH 43235

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

Friends of Big Walnut Creek 116 Mill Street Gahanna, OH 43230 Ms. Susan Moeller

2437 Delavan Drive Columbus, OH 43219

Mary Dewberry A Better Community

Columbus, OH 43228 4181 Arlingate Plaza

Mr. Denis Carvill

Ms. Terri Leist, Golf Administrator Columbus Parks and Recreation 200 Greenlawn Ave. Columbus, OH 43223

Mr. Alan McKnight, Dept. Representative Columbus Parks and Recreation 200 Greenlawn Avenue Columbus, OH 43223

Columbus Regional Airport Authority 4600 International Gateway Columbus, OH 43219 Mr. Paul Kennedy

Ms, Mollie O'Donnell
City of Columbus
Columbus Parks and Recreation
200 Greenlawn Avenue
Columbus, OH 43223

Mr. Bob Hodanbosi, Headquarters Chief Ohio Environmental Protection Agency

Division of Water Quality City of Columbus 910 Dublin Road

Mr. Tom Russell

Columbus, OH 43215

Air Quality 122 S. Front St. Columbus, OH 43216-1049

Ohio EPA 122 S. Front Street Columbus, OH 43216-1049 Mr. Sam MacDonald

Mr. Vince Papsidero, Planning Administrator

City of Columbus 109 N. Front Street, Ground Floor Columbus, OH 43215

## Study Advisory Committee Meeting #4 November 13, 2007

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

THIS PAGE INTENTIONALLY LEFT BLANK



PORT COLUMBUS . RICKENBACKER . BOLTON COLUMBUS REGIONAL AIRPORT AUTHORITY

U.S. Department of Transportation

Federal Aviation Administration

October 9, 2007

Company Name

City, State Zip

Port Columbus International Airport Environmental Impact Statement Study Advisory Committee Meeting Ä

## Dear Name:

Please mark your calendar for the fourth meeting of the Study Advisory Committee for the Port Columbus International Airport Environmental Impact Statement. The meeting is scheduled for:

1:00 p.m. – 3:00 p.m. Concourse Hotel and Conference Center 43:00 International Gateway Columbus, OH 43219 Tuesday, November 13, 2007

An agenda for the meeting is enclosed with this letter. We will use our time efficiently so that the meeting will end promptly at 3:00 p.m. Please note that free parking is provided adjacent to the hotel. We appreciate your interest in Port Columbus International Airport and your participation in this study. Please confirm your attendance by responding to Stacy Pollert of Aerofinity, Inc. by Friday, November 9. 2007. Stacy may be reached by phone at (317) 955-8395 ext. 306 or e-mail at <a href="mailto:spoilert@aerofinity.com">spoilert@aerofinity.com</a>.

Sincerely,

Kootherene Ayones

Katherine S. Jones Community Planner Federal Aviation Administration

PORT COLUMBUS INTERNATIONAL AIRPORT ENVIRONMENTAL IMPACT STATEMENT



Federal Aviation Administration

Federal Aviation Administration STUDY ADVISORY COMMITTEE

1:00 p.m. to 3:00 p.m. Concourse Hotel and Conference Center November 13, 2007

## **AGENDA**

# WELCOME/INTRODUCTIONS

- Project Review
- Review purpose and need
- Review Sponsor's Proposed Project
- Where are we in the EIS Process?
- Alternatives Evaluated
- Preliminary Environmental Impacts ≥
- Discussion of notable impacts
  - Introduction of mitigation
- Next Steps in the EIS Process >

Federal Aviation Administration Ms. Katherine S. Jones AGENCY CONTACT:

11677 South Wayne Road, Suite 107 Detroit Airports District Office

Romulus, Michigan 48174

Telephone: (734) 229-2958

Email: CMHEIS@faa.gov

## 10/9/07 SAC Distribution List

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

Mr. Richard G. Smith III Executive Vice President Columbus, OH 43219 Net Jets

> Frederick, MD 21701 421 Aviation Way Airports Division

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

Mr. Ron Moodespaugh Director of Building Maintenance Lane Aviation Corporation 4389 International Gateway

Columbus, OH 43219

4130 East Fifth Avenue Columbus, OH 43219 Mr. Bill Tylka Million Air

Director of Flight Operations Limited Brands 4387 International Gateway Columbus, OH 43219 Mr. Tim Stehle

Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Bryan Levandusky, Manager Northwest/Mesaba

United/United Express
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219 Mr. Brian Kennedy, Manager

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

625 N. Hamilton Road

Mr. Ken Waite, Facility Manager The Columbus International Air Center 4300 East Fifth Avenue Columbus, OH 43219

Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Mr. Mark Dooley, Manager Continental Airlines

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

Sandy Dicocco, Manager US Airways/US Airways/America West Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Mr. Felix Scuilli, Manager Delta/Delta Connection

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

# 10/9/07 SAC Distribution List

Dr. Gene Harris, Superintendent City of Columbus Schools 270 East State Street

Columbus, OH 43215

Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway

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

Mr. Alan Harding Columbus Flight Watch 5731 Blinnton Place Columbus, OH 43235-7205

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

> Chautauqua Airlines Port Columbus International Airport 4600 International Gateway Mr. Jeff Lischak, Regional Manager Columbus, OH 43219

Ms. Katy Jones, Community Planner Federal Ayution Administration – Detroit ADO 111677 S. Wayne Road Romulus, MI 48174

Dr. Harold E. McDaniel, President St. Mary's Civic Association 979 Wellington Blvd. Columbus, OH 43219 Mr. Dave Wall

Mr. Robert Lawler, Director of Transportation

285 E. Main St. Columbus, OH 43215

MORPC

Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Ms. Stacey Heaton Columbus Regional Airport Authority

Mr. Charles McCroskey, Zoning Administrator

6545 Havens Road Blacklick, OH 43004

Jefferson Twp.

Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

Mr. Elwood Rayford, Chair Northeast Area Commission 2776 Yorkcliff Rd. Columbus, OH 43219

Mr. Lucas Haire, Planning Administrator

Reynoldsburg, OH 43068

City of Reynoldsburg 7232 E. Main Street

Development Department and Zoning Enforcement Franklin County 280 East Broad Street, 2<sup>nd</sup> Floor Columbus, OH 43215 Mr. Lee Brown

Mr. Chris Lenfest, Manager CMH Air Traffic Control Tower 4277 International Gateway Columbus, OH 43219

## 10/9/07 SAC Distribution List

Columbus Flight Watch 40 Massey Drive Westerville, OH 43081

Sadicka White, Director of Development City of Gahanna 200 South Hamilton Gahanna, OH 43230

> Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Mr. Bernie Meleski

City of Gahanna 200 South Hamilton Gahanna, OH 43230

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

FAA CMH ATCT 4277 International Gateway Columbus, OH 43219 Mr. Bruce Gibson

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

Ms. Devayani D. Puranik Senior Planner 109 N. Front Street Columbus, OH 43215

Ms. Bonnie Gard, Zoning Administrator City of Gahanna 200 South Hamilton Gahanna, OH 43230

City of Reynoldsburg 7232 E. Main Street Reynoldsburg, OH 43068 Mr. John Brandt

Mr. Chris Gawronski, Senior Planner MORPC 285 E. Main St. Columbus, OH 4321

Mr. Matthew Huffman, Planner

The Honorable Lynn Ochsendorf, Mayor City of Whitehall 360 S. Yearling Road Whitehall, OH 43213

JetBlue Airways 118-29 Queens Blvd. Forest Hills, NY 11375 Mr. Kevin Costello

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 Mr. Michael Rucker, Manager Southwest 4600 International Gateway Columbus, OH 43219

## 10/9/07 SAC Distribution List

Ms. Tiffany White North Central Area Commission 1204 Woodnell Avenue Columbus, OH 43219

Terry Gee, Director Whitehall Parks & Recreation 402 North Hamilton Road Whitehall, OH 43213 Mr. Bill Adams

> Friends of Big Walnut Creek 116 Mill Street Watershed Coordinator Gahanna, OH 43230 Ms. Susan Moeller

East Columbus Civic Association 2978 E. 12<sup>III</sup> Avenue Columbus, OH 43219 Interim President

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

Alan McKnight, Dept. Representative Columbus Parks and Recreation 200 Greenlawn Ave. Columbus, OH 43223

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

Golf Administrator Columbus Parks and Recreation 200 Greenlawn Ave. Columbus, OH 43223

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

Columbus Regional Airport Authority 4600 International Gateway Columbus, OH 43219 Mr. Paul Kennedy

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

Mary Dewberry A Better Community 2437 Delavan Drive Columbus, OH 43219

4181 Arlingate Plaza Columbus, OH 43228 Mr. Denis Carvill

Mr. Bruce Langner, Development Director City of Bexley 2242 E. Main St. Bexley, OH 43209

attendance Sign-In	Name	Address	A 2978 Bustoned ACL. CON
H. ACCAMS	Adams, Bill Interim President	East Columbus Civic Association 2978 E. 12th Ave. Columbus, OH 43219	474/9 1792/6 48 MEY. C.
	AOPA - Airports Division	AOPA 421 Aviation Way Frederick, MD 21701	
	Brandt, John A. Development Director	City of Reynoldsburg 7232 E. Main Street Reynoldsburg, OH 43068	(614) 322-6807  brandt@ci.reynoldsburg.oh.us
Mark	Brown, tee_Ma, ## Development Department and Zoning Enforcement	Franklin County 280 E. Broad St., 2nd Floor Columbus, OH 43215	(614) 462-3005 Moornoottankincountychio odd Myorown & Grantlic wantez olire, 504
	Browne, Thomas J.  Managing Director Airports	Air Transport Association of America 1301 Pennsylvania Avenue, NW - Suite 1100 Washington, DC 20004-1707	, ,
	Bryant, James Aviation Administrator	Ohio Office of Aviation 2829 W. Dublin-Granville Road Columbus, OH 43235	(614) 387-2341 james.bryani@dot.state.oh.us
	Carvill, Denis	Skybus 4181 Arlingate Plaza Columbus, OH 43228	denis carvii配skybus com (614) 246-8823/(614) 246-8804
	Costello, Kevin	JetBlue Airways 118-29 Queens Blvd. Forest Hilfs, NY 11375	(718) 709-3349 kevin costelko@jetbkue com
n De	Cumbow, Bill	Artine Pilots Association 262 McKenna Creek Drive Gahanna, OH 43230	(614) 337-8864
(ary X) super	Ďewberry, Mary	A Better Community 2437 Delavan Drive Columbus, OH 43219	(614)475-2469
	Dicocco, Sandy Manager	US Airways/US Airways Express/America West 4600 International Gateway Columbus, OH 43219	(614) 238-7515 Sandy Dicocco@usainways.com
14 5	Dooley, Mark Manager	Continental/Continental Express 4600 International Gateway Columbus, OH 43219	(614) 239-4060 <u>mdodle@coair.com</u>
1 tener	Ferrari, Cathy	Onio State University 2160 West Case Road Columbus, OH 43235	(614) 292-5823 <u>சோளலேsuairport.org</u>
	Fleetham, Mark  Real Estate Programs Manager, Central Region	Air Canada Jazz 5955 Airport Road, Suite 318 Mississauga, ON L4V 1R9 CANADA	(905) 694-9889 Mark Fletham@flyjazz.ca
	Foster, Eagan Transportation	City of Columbus 109 N. Front Street Columbus, OH 43215	(614) 645-7738 elfoster@columbus.gov
	Froehlich, Pathl Manager	Midwest Connect/Skyway 4800 International Gateway	(614) 238-7752 patitiroehiich@midwest-express.com
	Gard, Bonnie	Columbus, OH 43219 City of Gahanna 200 South Hamilton Gahanna, OH 43230	tonnie gard@gahanna.gov
Colaviano	Gawronski, Chris Principel Planner	MORPC 111 Liberty St., Suite 100 Columbus, OH 43215	<u>сдачголькі@morpc.o/g</u> Chris: (614) 233-4166 Robert: 233-4160
Jo Ju	Gee, Ferry Director	Whitehall Parks and Recreation 402 North Hamilton Road Whitehall, OH 43213	(614) 863-0121 tgee@cityofwhitehall.com
1KJ + i	Gibson, Bruce	FAA CMH ATCT 4277 International Gateway Columbus. OH 43219	(614) 338-4092 Bruce Gibson@FAA.Gov.
for fle fof	Griffin, Grisetta	Brittany Hills Civic Association 2463 Peekskiti Drive Columbus, OH 43219	(614) 471-3947 ggriff   @columbus r. com
~ 1	Haire, Lucas Planning Administrator	City of Reynoldsburg 7232 E. Main Street Reynoldsburg, OH 43098	(614) 322-6829 hareஇப் reynoldsburg on us
77	Doug Hammon Diretor	Ohio State University 2160 West Case Road Columbus, Ohio 43235-2526	( <u>614) 292-5460</u> <u>фаттонФозиантрогt.org</u>
	Harding, Alan	Columbus Flight Watch 5731 Blimton Place Columbus, OH 43235-7205	atan41ah@gmad.com
	Harris, Dr. Gene Superintendent	City of Columbus Schools 270 East State Street Columbus, OH 43215	(614) 365-5000
	Hodanbosi, Bob Headquarters Chief	Ohio EPA 122 S. Front St. Columbus, OH 43216-1049	(614) 644-2270
V	Huffman, Matthew Planner	City of Gahanna 200 South Hamilton Gahanna, OH 43230	(614) 342-4015
Kadusera & Jory	Jones, Katherine Community Planner	FAA Detroit ADO 11677 S. Wayne Road Romutus, MI 48174	(734) 229-2958 Brad: (734) 229-2900 <u>Katherine S. Jones</u> 在aa <u>gov</u>
	Kennedy, Brian Manager	United/United Express 4600 International Gateway Columbus, OH 43219	(614) 239-4286 Brian F. Kennedv@uet.com
	Langner, Bruce Development Director	City of Bexley 2242 E. Main St. Bexley, OH 43209	(614) 235-8694
	Lawler, Robert	MORPC 111 Liberty St., Suite 100	rtawler@morpc.org

- Anne Douck	A		
	Leist, Terri Assistant Director/Interim Golf Administrator	Cay of Columbus Columbus Parks and Recreation 90 Mest Broad Street (111 E.Broad チン Columbus, OH 43215 じょく 43205)	(614) 645-5420 \$\text{\(\frac{1}{2}\) 200 \(\frac{15\)\(\frac{1}{2}\)\(\frac{1}\)\(\frac{1}{2}\)\(\frac{1}\)\(\frac{1}\)\(\frac{1}\)\(\frac{1}\)\(\frac{1}\
	Lenfest, Chris Manager	FAA CMH ATCT 4277 International Gateway Columbus, OH 43219	Chris.Lenfest@faa.gov
<u> </u>	t evandusky, Bryan Manager	Northwest/Mesaba 4600 International Gateway Columbus, OH 43219	(614) 239-4313 Bryan,Levandusky@nwa.com
=	Lischak, Jeff Regional Manager	Chautauqua 4600 International Gateway Columbus, OH 43219	(317) 484 - 6000 ext. 3125 itschak@fiychautauqua.com
	Martino, Frank General Manager	American/American Eagle 4600 International Gateway Columbus, OH 43219	(614) 239-4245 Frank Martino@aa.som
	McCroskey, Chartes Zoning Administrator	Jefferson Twp. 6545 Havens Road Blacklick, OH 43004	(614) 855-4265 cmccroskey@jeffersontownship.org
	McDaniel, Dr. Harold E President	St. Mary's Civic Association 979 Wellington Blvd Columbus, OH 43219	(614) 252-7782 hmodaniel@columbus.rr.com
	McKright, Alan Director  The Alan	City of Columbus Columbus Parks and Recreation 200 Greenfaum AVE. Columbus, OH 42223 Columbus, OH 42223	(614) 545-3310 admoknight@columbus.gov
	Moeter, Susann Watershed Coordinator	Columbus, OH 43223  Friends of Big Walnut Creek 116 MM Street	(614) 470-9699 smoeller@triendsofbigwalrutcreek.com
	Moodespaugh, Ron	Gahanna, OH 43230	fobwc@sbcgtobal.net
	Director of Building Maintenance  Ochsendorf, Lynn	Lane Aviation Corporation 4389 International Gateway Columbus, OH 43219	(614) 237-3747 x157 moodespaugh@tlaneaviation.com
-	Mayor  Papsidero, Vince	City of Whitehall 360 S. Yearling Road Whitehall, OH 43213	(614) 338-3106 mayorochsendorf@cityofwhilehall.com
De De	Planning Administrator	City of Columbus 109 N. Front Street, Ground Floor Columbus, OH 43215	(614) 645-6664 VAPapsidero@Columbus.gov
Devoyan Rison's	Peters, Don	Columbus Flight Watch 40 Massey Drive Westerville, OH 43081	(614) 890-1062 danpeters@columbus.rr.com
Devayan Risan's	Puranik, Devayani Senior Planner	City of Columbus 109 N. Front Street Columbus, OH 43215	(614) 645-0663 ddpuranik@columbus.gov
	Rayford, Elwood Chair	Northeast Area Commission 2776 Yorkofft Rd Columbus, OH 43219	(614) 475-1448 jarful@sbcglobsl.net
	Rucker Michael	Southwest	(614) 238-7722
	Manager	4600 International Gateway Columbus, OH 43219	Michael Rucker@wnco.com
	Russell, Columbus President	Cumbertand Ridge Civic Association 1876 Mountain Oak Rd Columbus, OH 43219	(614) 475-7277 trussel@@cokumbus.rr.com
	Russell, Tom Division of Water Quality	City of Columbus 910 Dublin Road Columbus, OH 43215	(614) 845-6311 tarussell@columbus.gov
	Sciuli, Felix Manager	Delta/Delta Connection 4600 International Gateway Columbus, OH 43219	(614) 239-4448 felix scutti@delta.com
alle	Smith III, Richard G. Executive Vice President	Net Jets 4111 Bridgeway Avenue Columbus, OH 43219	(814) 239-5518 rsmith@netjets.com
	Stehle, Tim Director of Flight Operations	Limited Brands 4387 International Gateway Columbus, OH 43219	(614) 415-1800 Tstehle@Limitedbrands.com
wille 7 /3 K	Tylka, 8lif	Millon Air 4130 East Fifth Avenue Columbus, OH 43219	(614) 238-3900 btylka million 9
	Waite, Ken Facility Manager	The Columbus International Air Center 4316 East Fifth Avenue Columbus, OH 43219	(614) 236-0843 ken.waite@vcf.com
	White, Sadicka Director of Development	City of Gahanna 200 South Hamilton Gahanna, OH 43230	(614) 342-4015 sadicka white@qahanna.gov
MILALLOWS R. Hooper	White, Titlany Duna lindens-	North Central Area Commission 1204 Woodnell Avenue Columbus, OH 43219	(614) 253-8819/(614)570-5369 Iffany white@progressive.com/liffanywhite9@act.com
	Wolfe, Dan Manager	Nationwide Insurance Company 3945 Bridgeway Avenue Columbus. OH 43219	(514) 249-8000 Vvolfeda@nationwide.com
	CRA Clawson, Dave	A Staff 4600 International Galeway	
	Heaton, Stacey	Columbus, OH 43219 4600 International Galeway	
		Columbus, OH 43219	
	Kelby, Mark	4600 International Gateway Columbus, OH 43219	(614) 220 2247 plannadu/flochimburalmoda com
000	Kennedy, Paul	4600 International Gateway Columbus, OH 43219	(614) 239-3347 pkennedy@columbusairports.com

Du arel

troy, en ton @ 2005, Homilton Kel. troy enton @ Cahanna, CH 43230 gahama gov. Tray Euton Saran VanderWieteri 50 N. Town Street COLUMBUS, CHIC 43215 Janua Vandenmeter & epar State on os 2011- hrank 24 6620 W. (editol 70/odo, CV-1 43617 davida) David 4130 C Sthart Cois on Angle Would CRAA ectiville columbic Cty of Columbus Elizabeth Lincille eikeessairport.org OSC Airport Elizabeth Ike

## 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

Alternative A: No Action

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

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

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

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

and for 2018 (anticipated opening year of proposed passenger terminal). The following summarizes the notable impacts identified in the assessment of each of the Sponsor's Proposed Action and its 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. The environmental consequences of the Sponsor's Proposed Action and its alternatives are provided for 2012 (anticipated opening year of proposed runway) The environmental

# Noise and Compatible Land Use

compared to Alternative A: No Action. Alternatives C2b and C3b, which include implementation of the noise abatement measures (from the Part 150 Study), would 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 reduce population and residential housing units located within the 65 DNL noise contour as compared to Alternative A: No Action. For 2018 conditions, all of the development alternatives (C2a, C2b, C3a, C3b), the number of population and Alternative C3b (Šponsor's Proposed Project) results in the fewest population and residential housing unit impacts of all the alternatives in both 2012 and 2018, **Exhibits 1 - 10** show the noise contours for each alternative. residential housing units would be less than the 2018 Alternative A: No Action.

Landrum & Brown November 2007

Draft Deliberative Material for Discussion Purposes Only

Summary of Impacts Page 1

## Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

Potential Mitigation Technique: The Columbus Regional Airport Authority (CRAA) is n 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,

Franklin County currently exceeds the Federal standard for emissions of PM 2.5 and C3b) would increase pollutant emissions on the airport due to construction activities and increased aircraft taxi times that would result from Runway 10R/28L being Ozone. Implementation of any of the development alternatives (C2a, C2b, C3a, 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 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 properties located on East  $13^{\rm th}$  Avenue to be purchased and the residents relocated. 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 impiementing any of the

Potential Mitigation Technique: The CRAA would follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act (49 CFR Part 24) in offering relocation assistance to affected residents.

## Wetlands and Streams

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 The development alternatives (C2a, C2b, C3a, C3b) would result in the same of wetland impacts.

Landrum & Brown November 2007

Summary of Impacts Page 2 Draft Deliberative Material for Discussion Purposes Only

## Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

PRELIMINARY

<u>Potential Mitigation Technique;</u> The CRAA is currently working with the US Army Corps of Engineers to determine potential mitigation ratios and locations for these

## Fish, Wildlife and Plants

No Federal or state threatened and endangered species or critical habitat would be impacted by any of the alternatives. Tree clearing and topping that may be necessary would be coordinated with the US Fish and Wildlife Service to avoid impacts to potential Indiana bat roosting sites.

## Water Quality

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 Impacts to water quantity (primarily from increase in impervious surfaces) and conditions.

Potential Mitigation Technique: The CRAA is currently preparing a Storm Water Master Plan to identify long-term solutions to water resource impacts that are anticipated from a number of current and proposed projects at the airport (including the proposed runway and terminal projects being assessed in this EIS). These solutions will require additional coordination with the City of Columbus, Ohio EPA, and the US Army Corps of Engineers.

# Farmlands, Floodplains, and Coastal Resources

No unique farmlands, floodplains, or coastal resources would be impacted by any of the alternatives.

# Historic, Architectural, Archaeological, and Cultural Resources

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 There are a number of significant historic sites located near the Airport and near the the National Register of Historic Places. Alternatives C3a/b would result in the removal of a ramp tower that is located on the top of Building 7 of the former Air Force Plant 85. This ramp tower is not considered to be a significant impact, but there will need to be coordination with the Ohlo Historic Preservation Office (OHPO) to determine the level of documentation necessary prior to removal.

Landrum & Brown November 2007

Draft Deliberative Material for Discussion Purposes Only

Summary of Impacts

## Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

PRELIMINARY

No archaeological sites of significance were found in the project area. Human remains associated with the former Stelzer Cemetery, located west of Stelzer Road, were identified through field work and will be relocated prior to construction activities in that area, <u>Potential Mitigation Technique:</u> The CRAA would work with the OHPO to determine the necessary level of mitigation for the project.

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 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 Interior. No other physical impacts to a DOT 4(f) property (parks, recreation facilities, wildlife refuges) are anticipated as a result of implementing any of the alternatives, Potential Mitigation Technique: The CRAA would reconfigure the Airport Golf Course to insure that it ultimately returns to an 18-hole facility. The CRAA and City of Columbus are currently negotiating the details of how this process would occur.

# Light Emissions/Visual Impacts

of as a result No adverse light emissions or visual impacts would occur implementing any of the alternatives.

# Hazardous Materials/Solid Waste

greatest impact to the former Air Force Plant 85, with both Buildings 3 and 7 being The former Air Force Plant 85 (now referred to as the Columbus International Air The results of these assessments have found hazardous materials in a number of the buildings and sites near the project area. Alternative C2a/b would result in the 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 Center) has been assessed in the past for the presence of hazardous materials. would result in demolition of structures that may contain asbestos and lead paint.

Management Practices in cleaning up and disposing of demolition materials. CRAA would the necessary, Mitigation Technique: As

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

Summary of Impacts Page 4 Draft Deliberative Material for Discussion Purposes Only

## Port Columbus International Airport Environmental Impact Statement

PRELIMINARY

# Natural Resources and Energy Supply

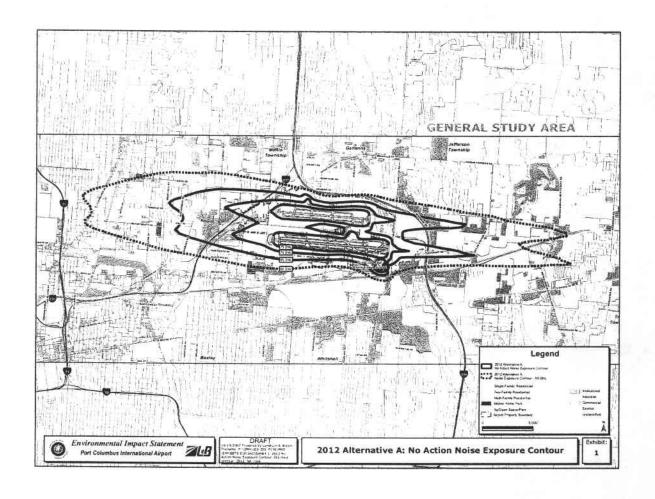
The local supply of building materials and fill materials would not be significantly reduced as a result of implementing any of the alternatives,

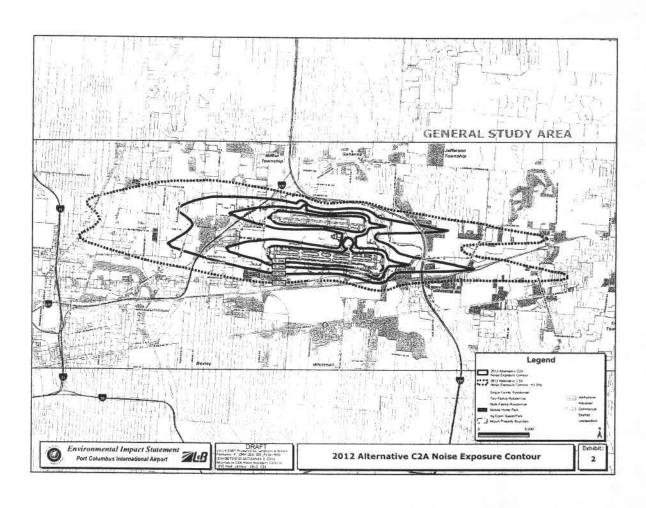
The local suppliers of natural gas and electricity have confirmed that there would be no impact to the increased usage that would result from implementing any of the alternatives.

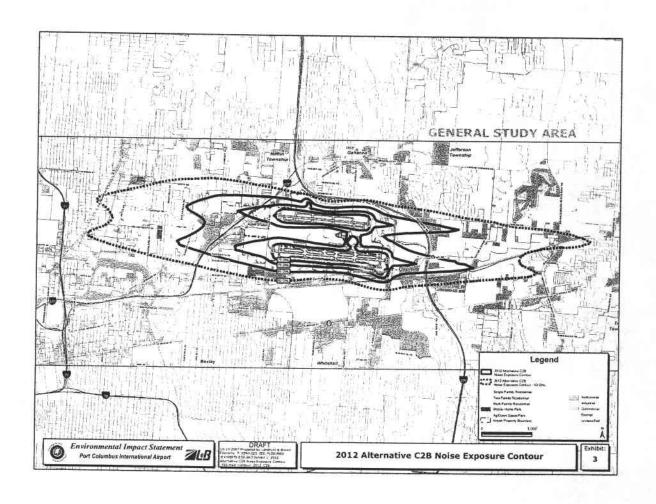
## Construction

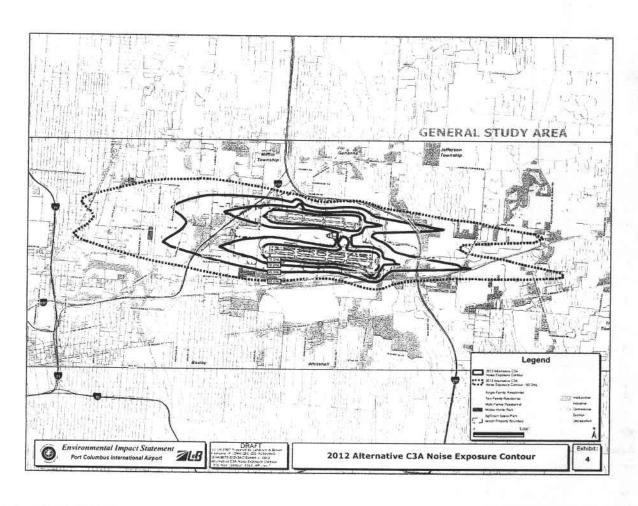
Temporary impacts as a result of dust, noise, and erosion are likely as a result of constructing the development alternatives. The CRAA would implement Best Management Practices in order to avoid and minimize these temporary impacts.

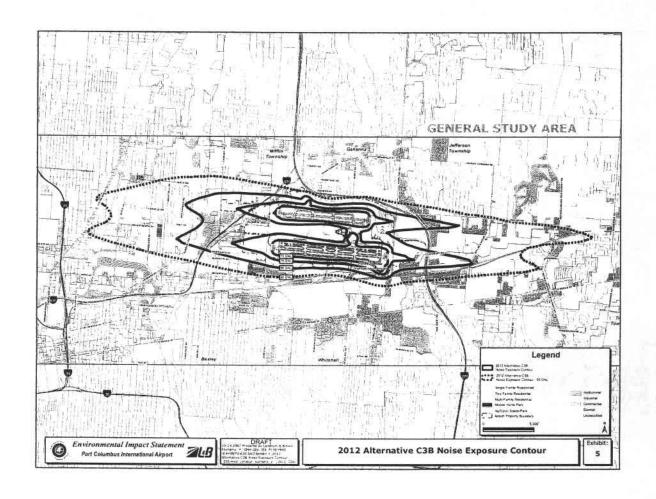
	H				ALTERNATIVE				
	^	<u> </u>	CSa	Ř.	C2b		€3a	Ů.	СЗЪ
ENVIRONMENTAL CONSEQUENCES	1MPACTS	IMPACTS	MITIGATION	IMPACTS	MITIGATION	E IMPACTS	MITIGATION	E IMPACTS	MITIGATION
Air Quality	Franklin Councy Non- Attainment for PN 2.5	Impacts Would Not Exceed Standards (NAAQS) 1	None	Impact: Would Bet Exceed Standards (NARQS) <sup>1</sup>	None	Impacts Would Not Exceed Standards (NAAQS)	None	Except Standards (NAAQS)	None
		E CONTRACTOR OF THE PARTY OF TH	THE RESERVE AND PARTY.	en de la companya de la companya de la companya de la companya de la companya de la companya de la companya de La companya de la 0 14 The 13 The 15 The		Company of the last	and the second	SACRES SECTION	
Airport Noise Impacts Within 55+DNL		ž	1		İ	E.		26 80	
2012: Total Residential Units <sup>2</sup>	653	725		50:		700		excases.	
Unimispated Residential Units	336	406	See Land Use	768	See Lood Use	1		477	
Noise Sensitive Facilities *		,		No Imparts	See Read Ose	36.9	Ser land the	224	Ser Land Use
2018 Residential Ewelling Units <sup>2-1</sup>	<b>6</b> 15		Commit to Opeating Ment within a visal of Rumnas Opening		Commit to Updating NFMs within a sear of Runway Opening	No Impers	Commit to Updating NEHs within a year or fromay Opening	No Impacts	Commit to Updating NEMs within a year o Runwa- Opening
	• "	727	İ	567		66-)	1	522	İ
Unmitigated Residenbal Units  Noise Sensitive Facilities **	4?7	524	Mot mitigating noise impacts for 2018 conditions	375	Not mitigating raps impacts for 2018 conditions	60 100 100 100 100 100 100 100 100 100 1	Not mitigating ness: impacts for 2018 conditions	266 766	Not micigating noise impacts for 2018 conditions
	<b>3</b> 5	2	1	<b>2</b> 2			}	2	1
	NAME OF TAXABLE PARTY.	CHEST OF STREET	A STATE OF THE STA	A VALUE OF MANAGEMENT AND AND ADDRESS OF THE ADDRES	A TRANSPORTED TO	B STORAGESTAN	MARKON MANUFACTURE OF THE PARTY	ARACANA Whitehamen	almanni dezemba
Compatible Land Use		ĺ						5	100000000000000000000000000000000000000
Noise Imparts	No Direct Impacts	2012 Note Impacts	Offer Sound Insulation to 564 homes in and adjacent to 65 DBL	2012 Noise Impacts	Offer Sound Production to 394 homes in and	2017 Noise Impacts	Offer Sound Insulation to 461 homes in and	2017 Nose Impacts	Offer Sound Insulation to 35¢ homes in and
Land lise Impacts	No Land tise/Zening Changes	Land use Change in RP; Area		kerić use change in SP.	See Socioeconomic	Land use etange in AT	adjacent to 65 DNI	Land use change in KF	adjacent to 65 Dfu
	THE STREET, ST	COLUMN CONTRACTOR DE LA COLUMN COLUMN COLUMN COLUMN COLUMN COLUMN COLUMN COLUMN COLUMN COLUMN COLUMN COLUMN CO		E ATE		Arra Mestandos de la propie	DEF SOURHORDING		See Socioeconomic
Historical, Architectural, Archeological, & Cultural Resources				100		į	TO SELECT THE PROPERTY OF	Marine The Marine Parcellage	ASSESSMENT OF THE PERSON
Direct Effects (Physical Impacts)	No Direct Impacts	Remove Building 3 & 7 Impacts to Stetzei Cemetery	MOA to: Bidgs. 3 8 7 . Relocate Steizer Cemeters	Remove Building 3 & 7 Impacts to Stelzer Cemeters	MCIA for Bidgs, 3 & 7 Relocate Stelzes Cometers	Remove Ranic Toker Impacts to Stelzer Cemetery	Assets Ramp Tower for Significance Relocate Statzer	Impacts to Stelzer	Assess Ramp Tower for Significance
Indirect Effects (Noise Impacts)	13 Sites within 65 DNE 6 Significant	13 Sites within 65 DNI 6 Significant	1 None-sensitive site - Currently sound	12 Sites within 65 Dist	2 Noise-sensitive site - currently sound	13 Sites Within 65 DNI	: Roise-sensitive site -	Cometers 17 Setes within 65 DNs	Relocate Steizer J Noise-sensitive site -
oenciro lucuavamenta	AND DESCRIPTION OF TAXABLE PARTY.		Contract of the Contract of th	6 Significant	Insulated	6 Sign#kilnt	msulated	6 Significant	currently sound moulated
Section 4f (Recodified as 303c) Lands	No Direct Impacts 1 park (Pizzurro) in 65	Remove Blags, 3 & 7	Reconfigure Golf Course MOA for	Amport Golf Course Remove Bldgs. 3 & 7	Reconfigure Golf	Arpon Gall Course	Reconfigure Golf	Airport Gelf Course	Reconfigure Golf
	DHL	1 park w 65 DNI	84dgs, 3 6 7	1 D2/K in 65 DNI	Course NGA for Bidgs 3 & 7	Remove Ramp Tower  1 park in 65 DNL	Course Assess Ramp Tower Significance	Remove Ramp Tower  1 park in 65 DNL	Course Assess Ramp Tower Significance
Water Quality	Impacts Would Not	Impacts Would Exceed	CRAA Preparing	Impacts Would Not	CRAA Preparinc			THE STREET, SHEET, STR	THE REAL PROPERTY.
	Exceed Standards	Standard:	Stormwater Master Plan	Exceed Standards	Stormwater Master Plan	Impacts Would Not Exceed Standards	CRAF Frepanng Stomwater Master Plan	Impacts Would Not Exceed Standards	CRAA Preparing Stormhater Master Man
Wetlands			Settings remaind the same	CHRISTIA CUTANIA	THE RESERVE OF THE PARTY OF	ALC: NEWSY, DEVELOPMENT	charge specimen	AND DESCRIPTION OF	desirence de mesacia
2012	No Impacts	0.33 acres	Would perma 2018	ĺ	Would permit 2618				
2018	No Impacts	0.55 acres	rmpacts 401/404 perms	0.33 acres	impacts .	0.33 acres	Would permit 2018 impacts	0.33 acres	Would permit 2018 impacts
Streams	No Impacts			0.65 acres	401/404 permit	0.65 acres	403/484 permit	D.65 acres	401/404 permit
Farmlands	No Adverse Impacts	592 feet No Adverse Impacts	403/404 permit	592 teet	401/404 permit	597 feet	461/404 permit	592 feet	401/404 permi
		no activity property	None Market Market Service	Bo Adverse Impacts	None	No Adverse Impacts	None	No Adverse Impacts	Mone
Floodplains	No Adverse Impacts	Nr. Adverse Impacts	None	No Adverse Impacts	None				adama ana ing
	A Tan Salar				C. C. C. C. C. C. C. C. C. C. C. C. C. C	No Adverse Impacts	None None	No Adverse Impacts	None
Coastal Resources	No Impacts	No Impacts	None	No Imperts	None	No Impacts	None	No Impacts	
								me snipacts	None

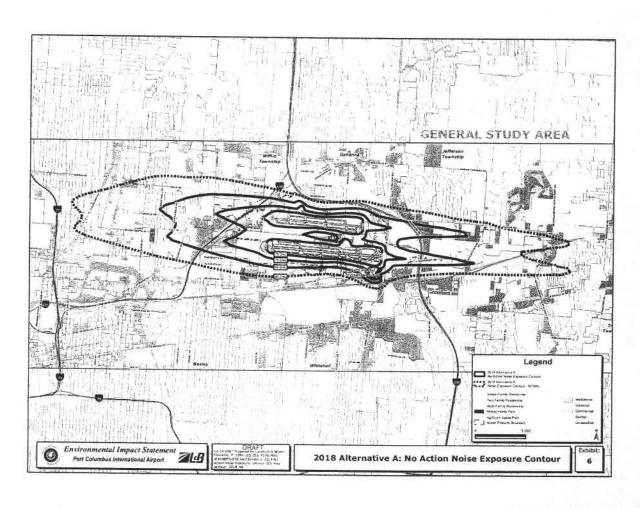


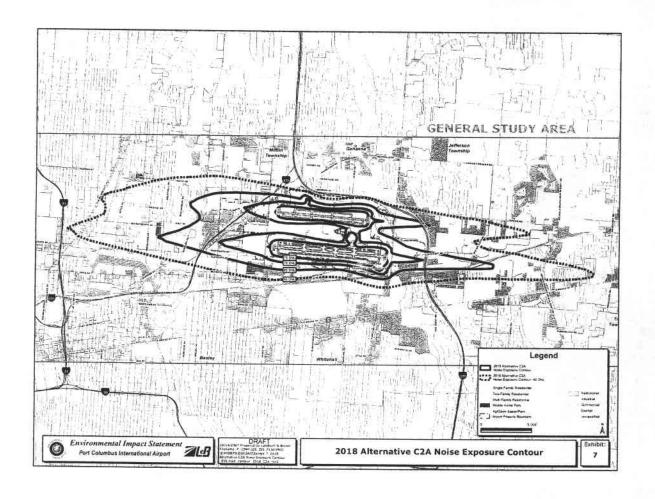


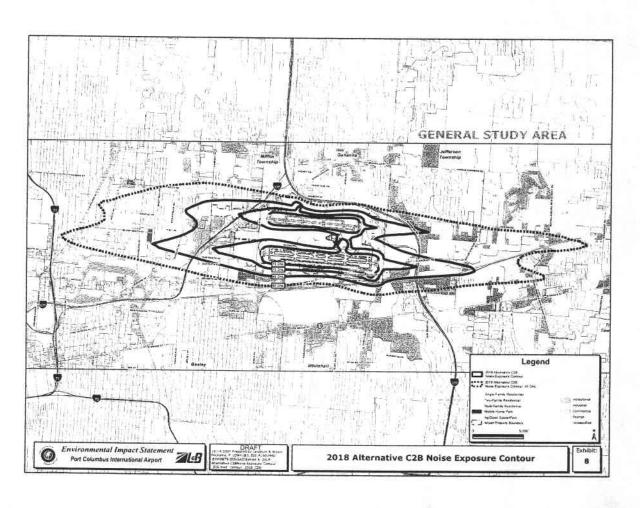


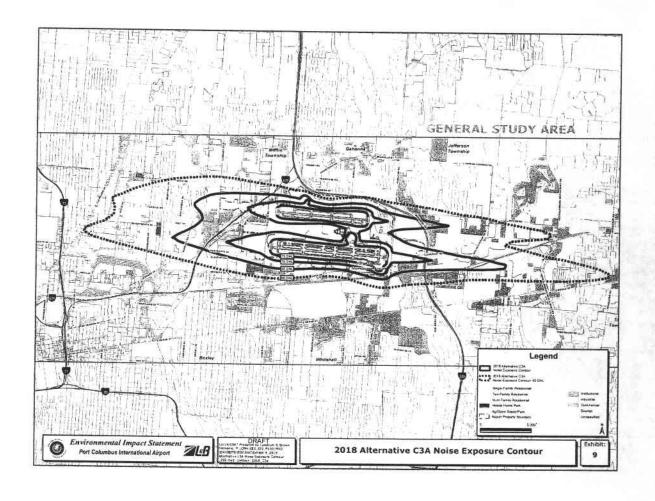


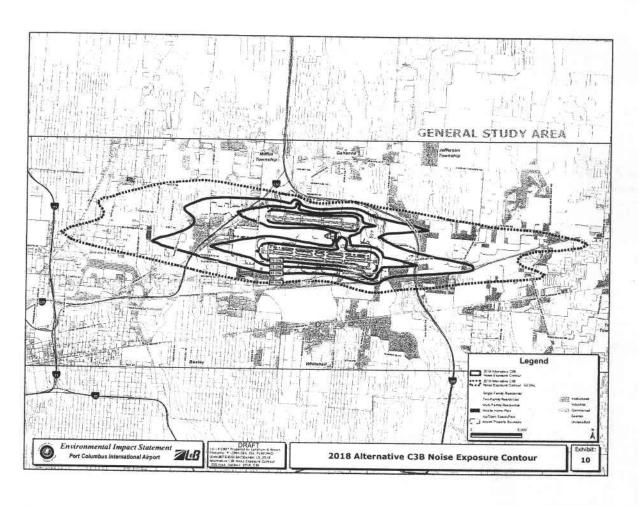


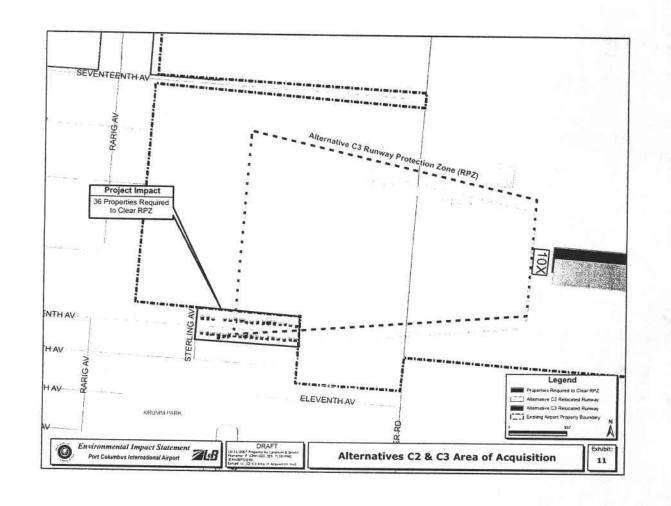












## Study Advisory Committee Meeting

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

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



### **Got Questions?**

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



## Why are we Here?

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



# I. Where are we in the EIS Process? | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol | Aprol |

## 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 <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



## II. Purpose and Need

### Primary need of the airport includes:

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

### Additional needs of the airport include:

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



## II. Purpose and Need

### Additional needs of the airport include:

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



### II. Purpose and Need

### Additional needs of the airport include:

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



### II. Purpose and Need

### Additional needs of the airport include:

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



## III. Sponsor's Proposed Project

## CRAA Conducted Studies to Address the Needs:

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



## III. Sponsor's Proposed Project

### CRAA Conducted Studies to Address the Needs:

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



## III. Sponsor's Proposed Project

## CRAA Conducted Studies to Address the Needs:

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



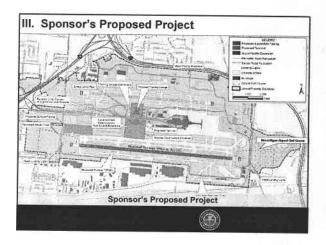
## III. Sponsor's Proposed Project

### Sponsor's Proposed Project

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







## 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
  - OperationalCost
- Detailed analysis of short-listed alternatives

## Potential Range of Alternatives

- No-Action alternative
- Off-site alternatives
- On-site alternatives



## IV. Preliminary Review Alternatives

### No-Action Alternative

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



### IV. Preliminary Review Alternatives

### Off-Site Alternatives:

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



### 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.
- <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
- Generally is used to supplement the conduct of business



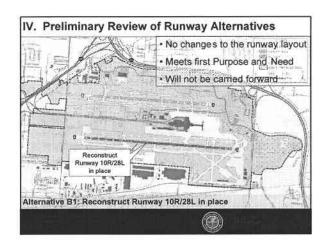
## IV. Preliminary Review Alternatives

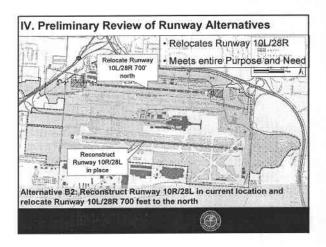
### On-Site Alternatives - Runway Development:

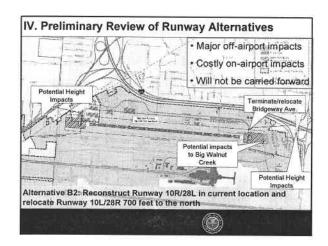
- FAA developed and evaluated runway alternatives to meet the purpose and need
- · Evaluation criteria includes:
  - Ability to meet the purpose and need
  - Operational considerations
  - Environmental considerations
  - Cost considerations
- Alternatives are either carried forward for further evaluation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

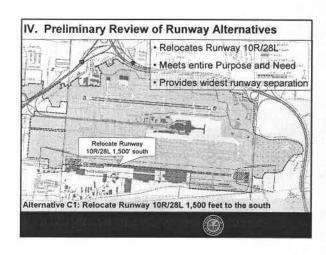


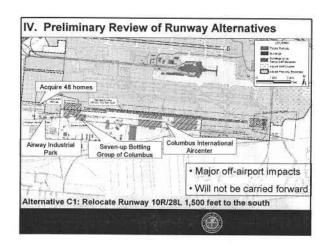
# IV. Preliminary Review of Runway Alternatives No changes to the runway layout Does not meet Purpose and Need Will be carried forward per NEPA Alternative A: No-Action

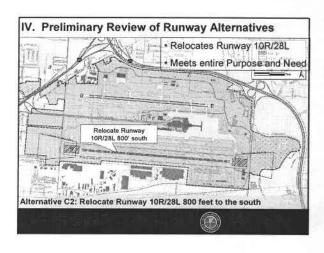


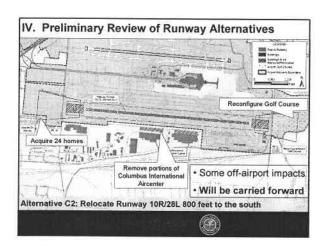


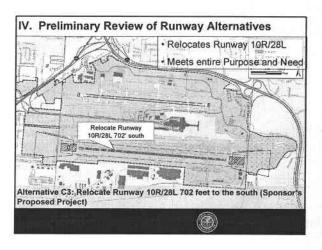


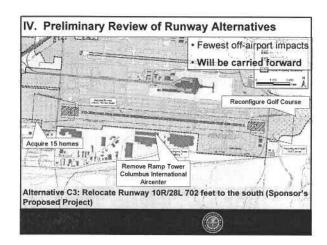


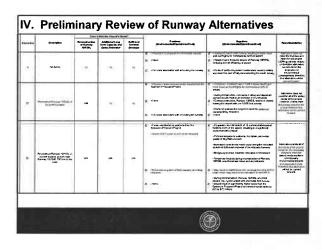


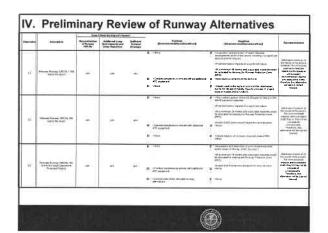


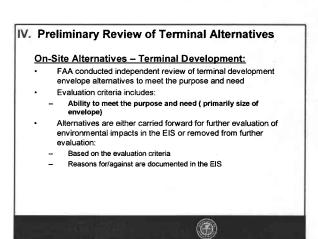


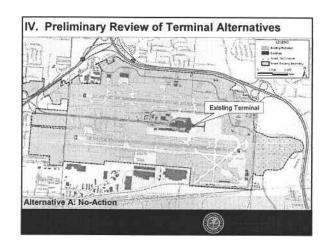


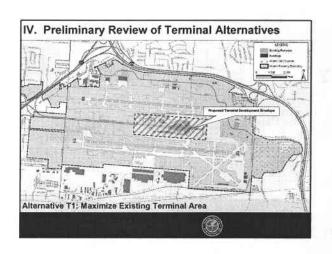


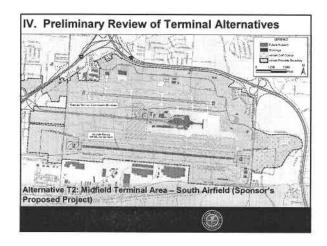


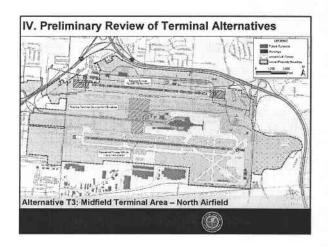












## IV. Preliminary Review of Alternatives

### <u>Summary of Alternatives Carried Forward for Further</u> <u>Evaluation in the EIS:</u>

- · Runway Development Alternatives
  - Alternative C2: Relocate Runway 10R/28L 800 feet south
    - Alternative C3: Relocate Runway 10R/28L 702 feet south (Sponsor's Proposed Project)
- Terminal Development Alternatives
  - Alternative T2: Midfield Terminal Area South Airfield (Sponsor's Proposed Project)
- No Action Alternative
  - Alternative A: No Action (runway and terminal)



## V. Next Steps in the EIS Process

### What's Next for the EIS?

- Continue data collection and analysis for each environmental category.
- Refine Alternatives
- Next SAC Meeting:

Late Summer 2007



## V. Next Steps in the EIS Process

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



## VI. Opportunity to Comment on the EIS

Written comments and/or questions should be mailed by May 25<sup>th</sup> 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: www.airportsites.net/cmh-eis



Port Columbi	us International Airport
Environmen	ntal Impact Statement
Study Advisor	y Committee Attendance
Tuneday	November 12 2007

	Tuesday, r	November 13, 2007	
Name	Representing/Title	Address	Phone/E-mail
Adams, Bill	East Columbus Civic Association	2978 E. 12th Ave.	
	Interim President	Columbus, OH 43219	
Matt Brown	Franklin County	280 E. Broad St., 2nd Floor	(614) 462-3095
	Development Dept. and Zoning	Columbus, OH 43215	mybrown@franklincountyohio.gov
Mary Dewberry	A Better Community	2437 Delavan Drive	(614) 475-2469
	President	Columbus, OH 43219	X
Cathy Ferrari	The Ohio State University Airport	2160 West Case Road	(614) 292-5823
•	External Relations Manager	Columbus, OH 43235-2526	cferrari@osuairport.org
Chris Gawronski	MORPC	285 E. Main St.	(614) 233-4166
	Principal Planner	Columbus, OH 43215	cgawronski@morpc.org
Terry Gee	Whitehall Parks and Recreation	402 North Hamilton Road	(614) 863-0121
iony occ	Director	Whitehall, OH 43213	taee@citvofwhitehall.com
Bruce Gibson	Federal Aviation Administration	4277 International Gateway	(614) 338-4092
Biuce Gibson	CMH ATCT		THE ACTION CHARLEST VALUE OF THE PARTY OF TH
O-1 O-166		Columbus, OH 43219	Bruce.Gibson@FAA.Gov
Grisetta Griffin	Brittany Hills Civic Association	2463 Peekskill Drive	(614) 471-3947
	T. 011 011 111 11 11 11	Columbus, OH 43219	ggriffi1@columbus.rr.com
Doug Hammon	The Ohio State University Airport	2160 West Case Road	(614) 292-5460
	Director	Columbus, OH 43235-2526	dhammon@osuairport.org
Katherine Jones	Community Planner	11677 S. Wayne Road	(734) 229-2958
	Federal Aviation Administration -Detroit ADO	Romulus, MI 48174	Katherine.S.Jones@faa.gov
Terri Leist	Assistant Director/Interim Golf Administrator	1111 E. Broad St., Ste. 200	(614) 645-5420
	Columbus Parks and Recreation	Columbus, OH 43205	tsleist@columbus.gov
Don Peters	Columbus Flight Watch	40 Massey Drive	(614) 890-1062
		Westerville, OH 43081	donpeters@columbus.rr.com
Devayani Puranik	City of Columbus	109 N. Front Street	(614) 645-0663
•	Senior Planner	Columbus, OH 43215	ddpuranik@columbus.gov
Bill Tylka			
	IMILION AIF	1413U Fast Fifth Avenue	16141 2.18-1900
DIII TYIKA	Million Air	4130 East Fifth Avenue Columbus, OH 43219	(614) 238-3900 btylka@millionair.com
	Million Air	Columbus, OH 43219	btylka@millionair.com
Observers			
Observers Alana Anderson	North Central Area Commission		
Observers Alana Anderson		Columbus, OH 43219	
Observers		Columbus, OH 43219 4130 E. 5th Ave.	
Observers Alana Anderson Shari Beston	North Central Area Commission	Columbus, OH 43219 4130 E. 5th Ave. Columbus, OH 43019	
Observers Alana Anderson		Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road	btylka@millionair.com
Observers Alana Anderson Shari Beston Troy Eaton	North Central Area Commission  City of Gahanna	Columbus, OH 43219 4130 E. 5th Ave. Columbus, OH 43019	
Observers Alana Anderson Shari Beston	North Central Area Commission	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road	btylka@millionair.com
Observers Alana Anderson Shari Beston Troy Eaton Alfonso Hooper	North Central Area Commission  City of Gahanna  North Central Area Commission	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road	btylka@millionair.com
Observers Alana Anderson Shari Beston Troy Eaton	North Central Area Commission  City of Gahanna	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road	btylka@millionair.com  troy.eaton@gahanna.gov
Observers Alana Anderson Shari Beston Troy Eaton Alfonso Hooper Elizabeth Ike	North Central Area Commission  City of Gahanna  North Central Area Commission  The Ohio State University Airport	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road	btylka@millionair.com
Observers Alana Anderson Shari Beston Troy Eaton Alfonso Hooper	North Central Area Commission  City of Gahanna  North Central Area Commission	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road	btylka@millionair.com  troy.eaton@gahanna.gov
Observers Alana Anderson Shari Beston Troy Eaton Alfonso Hooper Elizabeth Ike	North Central Area Commission  City of Gahanna  North Central Area Commission  The Ohio State University Airport	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road	btylka@millionair.com  troy.eaton@gahanna.gov
Observers Alana Anderson Shari Beston Troy Eaton Alfonso Hooper Elizabeth Ike	North Central Area Commission  City of Gahanna  North Central Area Commission  The Ohio State University Airport	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road	troy.eaton@gahanna.gov
Observers Alana Anderson Shari Beston Troy Eaton Alfonso Hooper Elizabeth Ike Elizabeth Linville	North Central Area Commission  City of Gahanna  North Central Area Commission  The Ohio State University Airport  City of Columbus	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road	troy.eaton@gahanna.gov
Observers Alana Anderson Shari Beston Troy Eaton Alfonso Hooper Elizabeth Ike Elizabeth Linville	North Central Area Commission  City of Gahanna  North Central Area Commission  The Ohio State University Airport  City of Columbus	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road	troy.eaton@gahanna.gov
Observers Alana Anderson Shari Beston Troy Eaton Alfonso Hooper Elizabeth Ike Elizabeth Linville Alan Peters	North Central Area Commission  City of Gahanna  North Central Area Commission  The Ohio State University Airport  City of Columbus  Net Jets  Ohio EPA	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road Gahanna, OH 43230  50 W. Town Street	troy.eaton@gahanna.gov  eike@osuairport.org eclinville@columbus.gov  (614) 644-3632
Observers Alana Anderson Shari Beston Froy Eaton Alfonso Hooper Elizabeth Ike Elizabeth Linville Alan Peters Sarah VanderWielen	North Central Area Commission  City of Gahanna  North Central Area Commission  The Ohio State University Airport  City of Columbus  Net Jets  Ohio EPA Meteorologist	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019  200 S. Hamilton Road Gahanna, OH 43230	troy.eaton@gahanna.gov  eike@osuairport.org eclinville@columbus.gov
Observers Alana Anderson Shari Beston Troy Eaton Alfonso Hooper Elizabeth Ike Elizabeth Linville Alan Peters	North Central Area Commission  City of Gahanna  North Central Area Commission  The Ohio State University Airport  City of Columbus  Net Jets  Ohio EPA	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road Gahanna, OH 43230  50 W. Town Street	troy.eaton@gahanna.gov  eike@osuairport.org eclinville@columbus.gov  (614) 644-3632
Observers Alana Anderson Shari Beston Troy Eaton Alfonso Hooper Elizabeth Ike Elizabeth Linville Alan Peters Sarah VanderWielen Brad Westall	North Central Area Commission  City of Gahanna  North Central Area Commission  The Ohio State University Airport  City of Columbus  Net Jets  Ohio EPA  Meteorologist  City of Columbus	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road Gahanna, OH 43230  50 W. Town Street Columbus, OH 43215	troy.eaton@gahanna.gov  eike@osuairport.org eclinville@columbus.gov  (614) 644-3632
Observers Alana Anderson Shari Beston Troy Eaton Alfonso Hooper Elizabeth Ike Elizabeth Linville Alan Peters Sarah VanderWielen Brad Westall	North Central Area Commission  City of Gahanna  North Central Area Commission  The Ohio State University Airport  City of Columbus  Net Jets  Ohio EPA Meteorologist	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road Gahanna, OH 43230  50 W. Town Street Columbus, OH 43215	troy.eaton@gahanna.gov  eike@osuairport.org eclinville@columbus.gov  (614) 644-3632 Sarah.Hedlund@epa.state.oh.us
Observers Alana Anderson Shari Beston Troy Eaton Alfonso Hooper Elizabeth Ike Elizabeth Linville Alan Peters Sarah VanderWielen Brad Westall David Zoll	North Central Area Commission  City of Gahanna  North Central Area Commission  The Ohio State University Airport  City of Columbus  Net Jets  Ohio EPA  Meteorologist  City of Columbus  Zoll & Krantz	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road Gahanna, OH 43230  50 W. Town Street Columbus, OH 43215	troy.eaton@gahanna.gov  eike@osuairport.org eclinville@columbus.gov  (614) 644-3632
Observers Alana Anderson Shari Beston Troy Eaton Alfonso Hooper Elizabeth Ike Elizabeth Linville Alan Peters Sarah VanderWielen Brad Westall David Zoll Columbus Regional Air	North Central Area Commission  City of Gahanna  North Central Area Commission  The Ohio State University Airport  City of Columbus  Net Jets  Ohio EPA  Meteorologist  City of Columbus  Zoll & Krantz	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road Gahanna, OH 43230  50 W. Town Street Columbus, OH 43215  6620 W. Central Toledo, OH 43617	troy.eaton@gahanna.gov  eike@osuairport.org eclinville@columbus.gov  (614) 644-3632 Sarah.Hedlund@epa.state.oh.us
Observers Alana Anderson Shari Beston Troy Eaton Alfonso Hooper Elizabeth Ike Elizabeth Linville Alan Peters Sarah VanderWielen Brad Westall David Zoll Columbus Regional Air Bernie Meleski	North Central Area Commission  City of Gahanna  North Central Area Commission  The Ohio State University Airport  City of Columbus  Net Jets  Ohio EPA  Meteorologist  City of Columbus  Zoll & Krantz	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road Gahanna, OH 43230  50 W. Town Street Columbus, OH 43215  6620 W. Central Toledo, OH 43617  4600 International Gateway	troy.eaton@gahanna.gov  eike@osuairport.org eclinville@columbus.gov  (614) 644-3632 Sarah.Hedlund@epa.state.oh.us
Observers Alana Anderson Shari Beston Froy Eaton Alfonso Hooper Elizabeth Ike Elizabeth Linville Alan Peters Sarah VanderWielen Brad Westall David Zoll Columbus Regional Air Bernie Meleski Angela Newland	North Central Area Commission  City of Gahanna  North Central Area Commission  The Ohio State University Airport  City of Columbus  Net Jets  Ohio EPA  Meteorologist  City of Columbus  Zoll & Krantz  rport Authority Staff  Director, Planning & Development	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road Gahanna, OH 43230  50 W. Town Street Columbus, OH 43215  6620 W. Central Toledo, OH 43617	troy.eaton@gahanna.gov  eike@osuairport.org eclinville@columbus.gov  (614) 644-3632 Sarah.Hedlund@epa.state.oh.us  david@toledolaw.com
Observers Alana Anderson Shari Beston Froy Eaton Alfonso Hooper Elizabeth Ike Elizabeth Linville Alan Peters Sarah VanderWielen Brad Westall David Zoll Columbus Regional Air Bernie Meleski Angela Newland Dave Wall	North Central Area Commission  City of Gahanna  North Central Area Commission  The Ohio State University Airport  City of Columbus  Net Jets  Ohio EPA  Meteorologist  City of Columbus  Zoll & Krantz	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road Gahanna, OH 43230  50 W. Town Street Columbus, OH 43215  6620 W. Central Toledo, OH 43617  4600 International Gateway	troy.eaton@gahanna.gov  eike@osuairport.org eclinville@columbus.gov  (614) 644-3632 Sarah.Hedlund@epa.state.oh.us
Observers Alana Anderson Chari Beston Croy Eaton Alfonso Hooper Elizabeth Ike Elizabeth Linville Alan Peters Carah VanderWielen Croy Eaton Alfonso Hooper Elizabeth Ike Elizabeth Linville Columbus Regional Air Columbus Re	North Central Area Commission  City of Gahanna  North Central Area Commission  The Ohio State University Airport  City of Columbus  Net Jets  Ohio EPA Meteorologist City of Columbus  Zoll & Krantz  rport Authority Staff Director, Planning & Development  Capital Program Manager	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road Gahanna, OH 43230  50 W. Town Street Columbus, OH 43215  6620 W. Central Toledo, OH 43617  4600 International Gateway	troy.eaton@gahanna.gov  eike@osuairport.org eclinville@columbus.gov  (614) 644-3632 Sarah.Hedlund@epa.state.oh.us  david@toledolaw.com
Observers Alana Anderson Shari Beston Troy Eaton Alfonso Hooper Elizabeth Ike Elizabeth Linville Alan Peters Sarah VanderWielen Brad Westall David Zoll Columbus Regional Air Bernie Meleski Angela Newland Dave Wall Consulting Team	North Central Area Commission  City of Gahanna  North Central Area Commission  The Ohio State University Airport  City of Columbus  Net Jets  Ohio EPA  Meteorologist  City of Columbus  Zoll & Krantz  rport Authority Staff  Director, Planning & Development	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road Gahanna, OH 43230  50 W. Town Street Columbus, OH 43215  6620 W. Central Toledo, OH 43617  4600 International Gateway	troy.eaton@gahanna.gov  eike@osuairport.org eclinville@columbus.gov  (614) 644-3632 Sarah.Hedlund@epa.state.oh.us  david@toledolaw.com
Observers Alana Anderson Shari Beston Troy Eaton Alfonso Hooper Elizabeth Ike Elizabeth Linville Alan Peters Sarah VanderWielen	North Central Area Commission  City of Gahanna  North Central Area Commission  The Ohio State University Airport  City of Columbus  Net Jets  Ohio EPA Meteorologist City of Columbus  Zoll & Krantz  rport Authority Staff Director, Planning & Development  Capital Program Manager	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road Gahanna, OH 43230  50 W. Town Street Columbus, OH 43215  6620 W. Central Toledo, OH 43617  4600 International Gateway Columbus, OH 43219	troy.eaton@gahanna.gov  eike@osuairport.org eclinville@columbus.gov  (614) 644-3632 Sarah.Hedlund@epa.state.oh.us  david@toledolaw.com  (614) 239-4042 (614) 239-4063
Observers Alana Anderson Shari Beston Troy Eaton Alfonso Hooper Elizabeth Ike Elizabeth Linville Alan Peters Sarah VanderWielen Brad Westall David Zoll Columbus Regional Air Bernie Meleski Angela Newland Dave Wall Consulting Team Rob Adams	North Central Area Commission  City of Gahanna  North Central Area Commission  The Ohio State University Airport  City of Columbus  Net Jets  Ohio EPA Meteorologist  City of Columbus  Zoll & Krantz  rport Authority Staff  Director, Planning & Development  Capital Program Manager  Landrum & Brown	Columbus, OH 43219  4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road Gahanna, OH 43230  50 W. Town Street Columbus, OH 43215  6620 W. Central Toledo, OH 43617  4600 International Gateway Columbus, OH 43219  11279 Cornell Park Drive	troy.eaton@gahanna.gov  eike@osuairport.org eclinville@columbus.gov  (614) 644-3632 Sarah.Hedlund@epa.state.oh.us  david@toledolaw.com  (614) 239-4042 (614) 239-4063

December 19, 2007



<mark>пірлО эйі Іноу</mark>эЯ <u>з</u>ыйниоМ глофій

City, State Zip Title Company Address

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

Dear Name

Committee (SAC) meeting for the Port Columbus International Airport Environmental Impact Statement (EIS) is the SAC meeting Enclosed in follow-up to the November 13, 2007 Study Advisory 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:

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

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.

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

Sincerely,

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



## N N N N

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

MEETING

Study Advisory Committee - Meeting 4 Port Columbus International Airport Environmental Impact Statement Federal Aviation Administration

November 13, 2007

**MEETING DATE** 

A meeting attendance list is attached.

ATTENDING

## DISCUSSION SUMMARY

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 The fourth Study Advisory Committee (SAC) meeting for the Environmental Impact Statement (EIS) was attendance please introduce themselves by stating their name and the organization they represent

## EIS Process

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

SAC-1

## 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 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 the need to achieve runway capacity, reduce delays during peak operating periods and increase passengers, but this also has other environmental impacts.
- The most on the existing airport to construct a terminal facility that will meet the anticipated levels of important consideration in this need is the ability to identify a large enough development envelope The existing terminal will not effectively the need to provide terminal capacity to accommodate projected passenger levels. handle more than 5 million passengers, a number which is anticipated by 2018, passenger activity (approximately 9 million passengers).

Previous studies have been conducted to determine the need for these projects. These include: 1999 Master Plan, 2002 Terminal Study, 2005 Airfield Planning Study, and a 2005 Environmental Overview From all of these studies, the CRAA has identified the following goals for this development project:

- Continue to expand CMH as a major passenger air hub Balance airfield and terminal capacity
- Phase project development as funding is available and as growth is warranted
- Accomplish the development so that it preserves the viability and character of neighboring communities.

Project Review - Sponsor's Proposed Project The FAA is preparing the EIS to review the CRAA's proposed project. Mr. Adams briefly reviewed other feet. The proposed reconstructed runway will be located 702 feet south of the existing south runway, which 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 elements of the sponsor's proposed project. He explained that the current runways are separated by 2,800 will be converted into a taxiway. The existing terminal is proposed to remain in place while the first phases of the new terminal are constructed. Mr. Adams noted that the relocation of International Gateway road

### Alternatives Evaluated

Mr. Adams explained that a three-phased approach is being used in the EIS to accomplish the 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 environmental review. First, the FAA developed a comprehensive range of alternatives to the project alternatives are carried forward for further detailed environmental review.

The following categories of alternatives were presented:

- No-action assesses the environmental impacts that would occur if there were no changes in the existing airport. According the Federal guidelines, an EIS must include a No-action alternative. This becomes the baseline to which all alternatives are evaluated against.
- or all of the activity at CMH were moved to other airports, was accommodated by other modes of Off-site alternatives - assesses the potential to meet the Purpose and Need for the project if some transportation or other means of telecommunication.
- On-site alternatives assesses the potential to meet the Purpose and Need through other alternatives for developing the proposed project on the existing airport

## Preliminary Environmental Impacts

Mr. Adams stated that there are 19 specific categories that are assessed in an E1S. The categories were Resources involves impacts on the coast which does not apply to this area. The following list represents grouped and certain ones were eliminated that had no reference to the area. For example, Coastal the Environmental Categories that were assessed:

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

### Alternative A: No Action

- Noise/Compatible Land Use
- 2012 Conditions 693 housing units in 65 DNL
- (336 have never been eligible for sound insulation/easement) 2018 Conditions - 819 housing units in 65 DNL
  - (437 have never been eligible for sound insulation/easement)
  - No physical impacts due to no development

Alternative C2a: Relocate Runway 10R/28L 800 feet to the south (no implementation of Noise Compatibility Program (NCP) measures). 2018 includes terminal developmen

- Noise/Compatible Land Use
- 2012 Conditions 725 housing units in 65 DNL
- (406 have never been eligible for sound insulation/easement)
  - 2018 Conditions 732 housing units in 65 DNL
- (524 have never been eligible for sound insulation/easement)
- Buildings 3 & 7 of Air Force Plant 85 (eligible for National Register of Historic Places (NRHP)) Reconfiguration of Airport Golf Course Public Properties/Resources
- Social/Community Resources

Acquisition/relocation of 36 properties on East 13th Avenue

Water Resources

2012 Conditions - 0.33 acres of wetlands and 529 feet of stream would be impacted

Increased run-off due to increased impervious surface - (Storm Water Master Plan being prepared 2018 Conditions - Additional 0.32 acres of wetlands

Hazardous Waste

Buildings 3 & 7 of Air Force Plant 85 would require additional remediation during demolition and redevelopment Alternative C2b: Relocate Runway 10R/28L 800 feet to the south (with implementation of NCP measures) 2018 includes terminal development.

Noise/Compatible Land Use

2012 Conditions - 507 housing units in 65 DNL

(268 have never been eligible for sound insulation/easement) 2018 Conditions - 567 housing units in 65 DNL

(329 have never been eligible for sound insulation/easement)

All other categories have same impacts as Alternative C2a .

Alternative C3a: Relocate Runway 10R/28L 702 feet to the south (no implementation of NCP measures). 2018 includes terminal development

Noise/Compatible Land Use

2012 Conditions - 700 housing units in 65 DNL

(363 have never been eligible for sound insulation/easement)

2018 Conditions – 661 housing units in 65 DNL

(444 have never been eligible for sound insulation/easement)

Public Properties/Resources

Ramp Tower on Building 7 of AF Plant 85 (eligible for NRHP)

Reconfiguration of Airport Golf Course

Social/Community Resources

Acquisition/relocation of 36 properties on East 13th Avenue

Water Resources

2012 Conditions - 0.33 acres of wetlands and 529 linear feet of stream would be impacted 2018 Conditions - Additional 0.32 acres of wetlands

Increased run-off due to increased impervious surface - (Storm Water Master Plan being prepared for entire airport)

Hazardous Waste

No significant issues

Alternative C3b: Relocate Runway 10R/28L 702 feet to the south (with implementation of NCP measures) This alternative is the sponsor's proposed alternative. 2018 includes terminal development

Noise/Compatible Land Use

2012 Conditions - 472 housing units in 65 DNL

(224 have never been eligible for sound insulation/easement)

2018 Conditions - 522 housing units in 65 DNL

(266 have never been eligible for sound insulation/easement)

All other categories have same impacts as Alternative C3a

and to assess a "what-if" scenario of accelerating development due to growth by Skybus Airlines and additional service by existing carriers at CMH. It is anticipated that the next SAC meeting will occur in spring 2008. Meeting participants will be notified in advance of the next meeting. Mr. Adams closed the meeting with a review of the EIS study schedule. He noted that a draft EIS is anticipated to be published in The next steps in the EIS process is to finish data collection and analysis for each environmental category the spring of 2008 while a Record of Decision (ROD) is anticipated from the FAA in April 2009 Mr. Adams also explained to the group that the construction that is currently taking place at the airport is not this project. No construction or mitigation can begin until the project is approved and the ROD is issued,

# Opportunity to Comment on the EIS

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

Ms. Katherine S. Jones

11677 South Wayne Road, Suite 107 Federal Aviation Administration

Romulus, Michigan 48174

Telephone: (734) 229-2958

Fax: (734) 229-2950

E-mail: CMHEIS@faa.gov

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

#### Questions

A question was asked about the Natural Resources and Energy Supply paragraphs on page 5 of the Summary of Impacts Preliminary Chapter.

resources in the area so this project does not overly tax one or more natural resources for the area. suppliers were contacted to see if they have enough reserves/capacity to supply energy for the Mr. Adams explained that the purpose of this section is to evaluate if there is enough natural 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. 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?

Environmental Design (LEED) Green Building Rating System Silver certification through their new Ms. Newland stated that the CRAA is determined to meet the Leadership in Energy and

Pertaining to the neighborhood on 13th Ave., a question was asked if the airport would relocate the whole neighborhood so they could stay intact as did a whole neighborhood in Kentucky who wanted to stay fogether.

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 montain.

If was stated that in the last census, there were 4,400 residents in the area. The neighborhood is not opposed to growth, but most of the residents have been there for 60 years+. Individual people need to be considered. The City of Columbus invested in infrastructure in this area. What will happen to the residents when all the energy is being used for the airport? Will the energy be limited to the residents?

Energy suppliers look at the whole area they service, this includes looking at many counties, when they review their current and future supply. At this time, they have indicated that this project would not reduce service to any certain area.

What is the status on the Noise Abatement Issues?

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

Where there any changes from the last meeting? (Part 150) You are basing these noise impacts on an assumption that the FAA will approve the Part 150 and since that has not happened, how can you make these statements about the number of people impacted?

Mr. Adams stated that the Part 150 has been refined, with no major revisions. Assumptions in the EIS are completely dependent on FAA approval. Our task under the EIS is to disclose what the impacts of a project are if the FAA approves it and it is implemented. Noise is important, but there are also 19 other categories that need to be assessed.

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

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

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

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

A question was asked regarding the comparison of the 2012 and 2018 Exhibit and if their assumptions are correct that there will be a reduction in the north runway in 2018. The trend has been to increase.

Mr. Adams stated that the south runway has historically been the more heavily used runway due to its length. With the development of a new terminal that puts aircraft gates on the south side of the airport, it is assumed that the south runway will get used more. Therefore, when compared to other conditions, there is a reduction of use on the north runway.

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

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

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

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

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

Which aircraft are drivers of noise? Isn't it true that more taxiing will be needed to operate off the south runway? Have you used arrival and departure models especially regarding an east departure? Mr. Adams stated that there would be an increase in taxi time, but that it is not a significantly longer taxi than is currently done. The selection of the runway for both arrivals and departnes 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 modelling for east flow was not done. Modelling 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 draff Part 150 will be included in the final Part 150 document. When the final document has been submitted, the Planning Advisory Committee (PAC) will be sent a copy of the document with a letter explaining any refinements.

Before the FAA makes their decision, can you do separate meetings before? There needs to be a meeting to address issues with neighborhoods before submitting to the FAA. Neighborhoods need to understand the impacts. Can someone explain? The airport needs a better partnership with the neighborhoods.

Mr. Adams stated that there will be more opportunities in the EIS. The draft stage of the EIS is April 2008. No decision will be made until Spring 2009.

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

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

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

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

During your modeling, did you take into account construction companies bidding on the project and their affects on the environment?

Mr. Adams stated that currently he does not have any specific information but they do take into account the construction equipment used. During the modeling they use a conservative estimate of equipment, meaning that the EIS would overestimate emissions from what would actually occur. The CRAA could commit in the EIS to limit contractors to a specific type of equipment, but that decision has not be made vet.

During construction there has been a problem with sand, dust, and dirt in general blowing around. Do you take this into affect during the Air Quality Study?

Mr. Adams stated that this is a factor which will be taken into account. Currently Best Management Practices are use to keep dust and like objects down by using a water sprinkler. In regard to the community which abuts the Airport property, during research in the past, did you physically come into neighborhoods to sound monitor or to conduct sound 'installation'? There were promises made in the 1990's that were not upheld regarding sound 'installation'.

Mr. Adams stated that his firm was not involved in the sound insulation of the East Columbus neighborhood. He stated that L&B was involved in the most recent noise map update that resulted in additional homes being sound insulated in Brittany Hills. Noise monitoring in East Columbus was conducted for the Part 150/EIS studies. It is impossible to go back and change decisions that were made ten years ago. However, what we can do is look to what is being done now and the additional 356 homes being proposed for sound insulation. Most of those homes are in the East Columbus neighborhood.

mybrown@franklincountyphio.gov (614) 475-2469 (614) 644-3632 Sarah, Hedlund@epa.state.oh.us Katherine S. Jones@faa.gov (614) 645-5420 hammon@osuairport.org 734) 229-2958 ddpuranik@columbus.gov (614) 238-3900 gee@cityofwhitehall com 614) 338-4092 ruce Gibson@FAA.Gov 314) 471-3947 19/16/1/@columbus rr.com 614) 292-5460 roy eaten@gehanna gov gawronski@morpc.org (614) 863-0121 Sinville@columbus gov ferrari@osuairport org 314) 233-4166 ike@osuairport.org (614) 292-5823 (614) 239-4042 (614) 239-4063 Columbus, OH 43235-2526 11677 S. Wayne Road 1711 E. Broad St., Ste. 200 Golumbus, OH 43205 40 Massey Drive Columbus, OH 43219 2160 West Case Road Columbus, OH 43235-2526 285 E. Main St. 4600 International Gateway Columbus, OH 43219 mell Park Drive , OH 45242 Columbus, OH 43215 402 North Hamilton Road Gincinnali, OH 452-4 51 S. New Jersey Street Indianapolis, IN 48204 Columbus, OH 43215 4130 East Fifth Avenue Columbus, OH 43219 4130 E. 5th Ave. Columbus, OH 43019 200 S. Hamilton Road Gahanna, OH 43230 Westerville, OH 43081 109 N. Front Street Columbus, OH 43215 2437 Delavan Drive Columbus, OH 43219 2463 Peekskill Drive 50 W. Town Street Columbus, OH 43215 Whitehall, OH 43213 4277 International Gr 6620 W. Central Toledo, OH 43617 Administration - Detroit ADO I/Interim Golf Administrator Federal Aviation Administration - De Assistant Director/Interim Golf Adm Columbus Parks and Recreation Columbus Flight Watch ort Authority Staff Director, Planning & Development esident ne Ohio State University Airport The Ohio State University Airport The Ohio State University Airport incipal Planner hitehali Parks and Recreation rector soeral Availon Administration **Yorth Central Area Commission** evelopment Dept. and Zoning Better Community North Central Area Commission MH ATCT rittany Hills Civic Association Mennal Relations Manager Capital Program Ma City of Columbus Senior Planner Million Air Meteorningist City of Columbus City of Columbus Jity of Gahanna Zoil & Krantz Ohio EPA vet Jets Sarah VanderWielen Devayani Puranik hris Gawronski Katherine Jones iizabeth Linville Jary Dewberry Joug Hammon Alfonso Hooper nsetta Griffin ruce Gibson athy Ferran lizabeth Ike Shari Beston Stad Westall Van Peters on Perers roy Eaton Adams, Bill Watt Brown emy Gee erri Leist David Zoll Bill Tylka

# SUMMARY OF IMPACTS

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

Alternative A: No Action

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

with Alternative C2b: Relocate Runway 10R/28L to the south by 800 feet implementation of the recommended noise abatement procedures Alternative C3a: Relocate Runway 10R/28L to the south by 702 feet with no new noise abatement procedures Alternative C3b: Relocate Runway 10R/28L to the south by 702 feet with implementation of the recommended noise abatement procedures (Sponsor's Proposed Project)

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

# Noise and Compatible Land Use

compared to Alternative A: No Action. Alternatives C2b and C3b, which include implementation of the noise abatement measures (from the Part 150 Study), would reduce population and residential housing units located within the 65 DNL noise contour as compared to Alternative A: No Action. For 2018 conditions, all of the development alternatives (C2a, C2b, C3a, C3b), the number of population and Alternative C3b (Šponsor's Proposed Project) results in the fewest population and residential housing unit impacts of all the alternatives in both 2012 and 2018. within the 65 DNL noise contour would increase for Alternatives C2a and C3a as residential housing units would be less than the 2018 Alternative A: No Action. For 2012 conditions, the population and number of residential housing units located Exhibits 1 - 10 show the noise contours for each alternative.

Landrum & Brown November 2007

Summary of Impacts Draft Deliberative Material for Discussion Purposes Only

Page 1

## Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

Potential Mitigation Technique: The Columbus Regional Airport Authority (CRAA) is 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 in the process of completing an update to the Part 150 Noise Compatibility Study for alternatives,

#### Air Quality

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

# Socioeconomic, Environmental Justice, & Children's Health

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

An assessment of potential environmental justice impacts found that there would not be a disproportionate impact to minority or low-income populations as a result of implementing any of the development alternatives. Under Alternative C2b and C3b in 2012 and all of the 2018 conditions, the noise impacts were reduced from the No Action condition, thereby reducing the potential impact on all populations. No impact to children's health was identified as a result of implementing any of the

<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 November 2007

Summary of Impacts Page 2 Draft Deliberative Material for Discussion Purposes Only

### 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

## Fish, Wildlife and Plants

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 No Federal or state threatened and endangered species or critical habitat would be mpacts to potential Indiana bat roosting sites.

#### Water Quality

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 Impacts to water quantity (primarily from increase in impervious surfaces) and

Master Plan to identify long-term solutions to water resource impacts that are anticipated from a number of current and proposed projects at the airport (including <u>Potential Mitigation Technique:</u> The CRAA is currently preparing a Storm Water the proposed runway and terminal projects being assessed in this EIS). These solutions will require additional coordination with the City of Columbus, Ohio EPA, and the US Army Corps of Engineers.

# Farmlands, Floodplains, and Coastal Resources

No unique farmlands, floodplains, or coastal resources would be impacted by any of the alternatives.

# Historic, Architectural, Archaeological, and Cultural Resources

There are a number of significant historic sites located near the Airport and near the project site. Alternatives C2a/b would result in the greatest impact to historic structures, with the removal of Buildings 3 and 7 of the former Air Force Plant 85 (now known as Columbus International Air Center), which is eligible for listing on the National Register of Historic Places. Alternatives C3a/b would result in the removal of a ramp tower that is located on the top of Building 7 of the former Air Force Plant 85. This ramp tower is not considered to be a significant impact, but there will need to be coordination with the Ohlo Historic Preservation Office (OHPO) to determine the level of documentation necessary prior to removal.

Landrum & Brown November 2007

Summary of Impacts Draft Deliberative Material for Discussion Purposes Only

## Port Columbus International Airport ENVIRONMENTAL IMPACT STATEMENT

PRELIMINARY

No archaeological sites of significance were found in the project area. Human remains associated with the former Stelzer Cemetery, located west of Stelzer Road, were identified through field work and will be relocated prior to construction activities in that area.

<u>Potential Mitigation Technique:</u> The CRAA would work with the OHPO to determine the necessary level of mitigation for the project.

#### DOT 4(f)

Course located west of Hamilton Road. This effort is likely to require the golf course to be reduced to 12 holes for a period of up to 18 months. The reconfiguration is currently being coordinated with the City of Columbus and the US Department of No other physical impacts to a DOT 4(f) property (parks, recreation The development alternatives will require the reconfiguration of the Airport Golf facilities, wildlife refuges) are anticipated as a result of implementing any of the alternatives. Interior,

Potential Mitigation Technique: The CRAA would reconfigure the Airport Golf Course to insure that it ultimately returns to an 18-hole facility. The CRAA and City of Columbus are currently negotiating the details of how this process would occur,

# Light Emissions/Visual Impacts

o a result as No adverse light emissions or visual impacts would occur implementing any of the alternatives.

# Hazardous Materials/Solid Waste

The former Air Force Plant 85 (now referred to as the Columbus International Air Center) has been assessed in the past for the presence of hazardous materials. The results of these assessments have found hazardous materials in a number of the buildings and sites near the project area. Alternative C2a/b would result in the greatest Impact to the former Air Force Plant 85, with both Buildings 3 and 7 being 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.

Management Practices in cleaning up and disposing of demolition materials, the necessary, Mitigation Technique: As

Local solid waste haulers stated that there was sufficient capacity in local landfills to accommodate the amount of construction debris that would be generated by the development projects.

#### Table 1 SUMMARY OF ANALYSIS Port Columbus International Airport

# PORT COLUMBUS INTERNATIONAL AIRPORT 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,

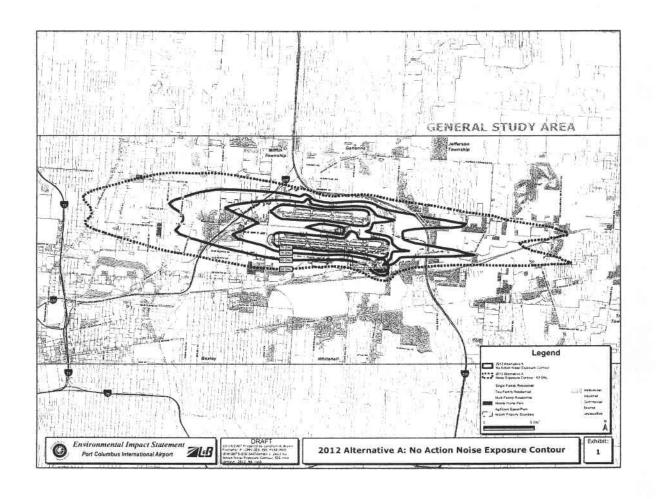
#### Construction

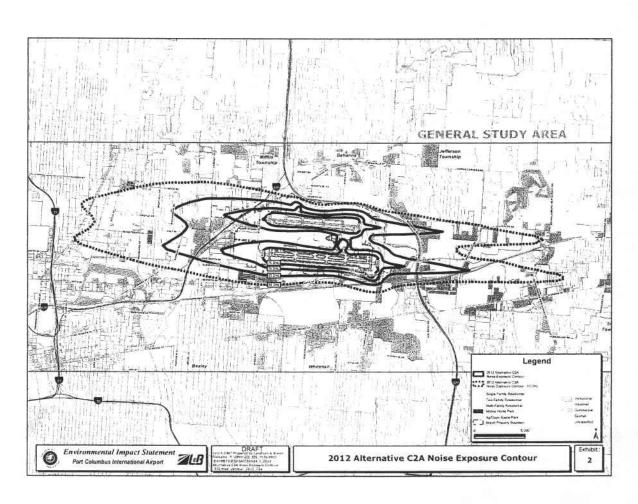
Temporary impacts as a result of dust, noise, and erosion are likely as a result of constructing the development alternatives. The CRAA would implement Best Management Practices in order to avoid and minimize these temporary impacts.

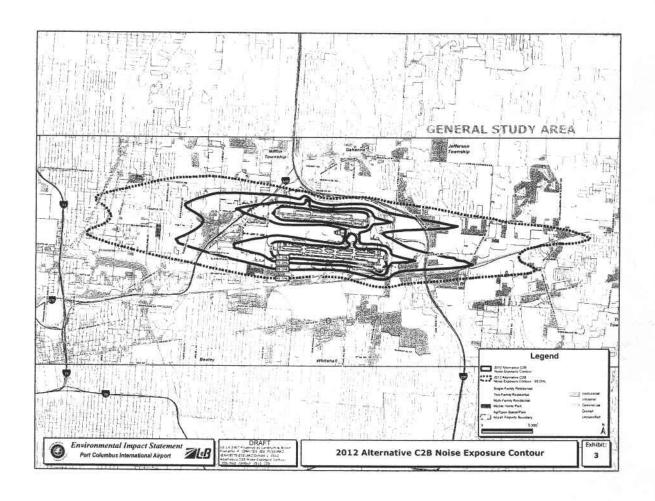
Summary of Impacts
Draft Deliberative Material for Discussion Purposes Only
Page 5

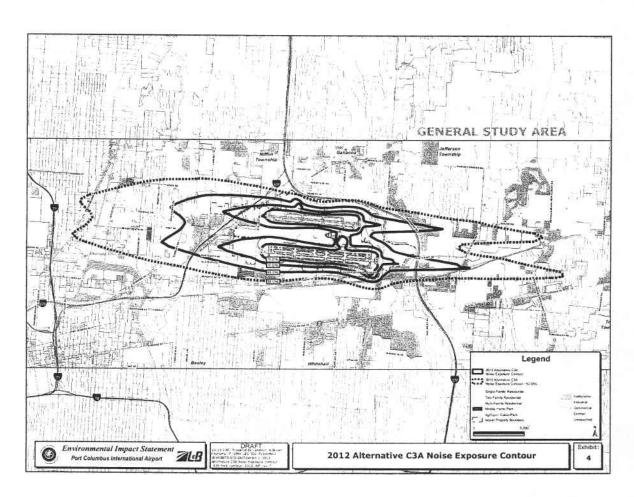
Landrum & Brown November 2007

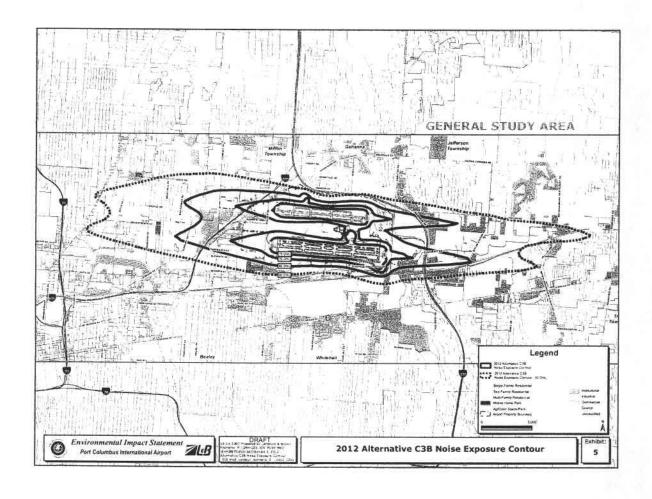
	(4)					II .		W	200
	-	E C	2a		26		32		36
ENVIRONMENTAL CONSEQUENCES	1MPACTS	IMPAC7S	MITIGATION	IMPACTS	MITEGATION	IMPACTS	HITIGATION	EMPACTS	HITTGATION
Air Quality	Artherities for BM 2.5	Impacts Would Not Exceed Standards (NAAQS) 1	Norw	Except Standards (MANGE)	None	Extrem Standing	Nation	French Someans (MAX(5))	Facrie
THE PERSON NAMED IN COLUMN TWO IS NOT THE	and the same of the same	CONTRACTOR MANAGEMENT	STREET, STREET	SHOOT PROPERTY.	ASSES TO THE SALE	der in sales som	STORES OF THE	CHANGE OF THE	200
Amport Noise Impacts Within 65+DML	li .								
2012; Total Keside-Mai sinon."	113	125	K li	507		- 10		472	
Unmitigated Residential Divito	236	are:	See Land Use	268	See Land Use	Tri I	beer and the	224	Ser tand Use
Horis Security Facilities *		,	Commit to tipdating NEMs within a year of Rumway Opening	Mo Imperes	Commit to Updating MEMs within a year of Kunwas Opening	to box are	Comme to Usualing fid to write a vest of Number Stations	No Impacts	Commit to Updating NERO water a vear Nunway Opening
2018 Fendental Eveling Units *	F19	127		567		764		527	
Unmelgated Residential times	417	524	Met mingating stone Majarti to 1616 Landfish	776	Wor expenses con- emparts for 1018 rendeats	444	mounts for 2018 exhautent	766	Not mitigating noise impacts for 2616 creditions
House Senistrie Pacamies <sup>II</sup>	4	2		191			3	2	
	anni Papp & Station	ones in electronic	SECTION STREET	CHIEF OF BRIDE	A CONTRACTOR OF THE PARTY OF TH	A CONTRACTOR OF THE PARTY OF	SECTION OF SECTION	Alle Albert Photographs and	ETAIL EXCIPETE
Compatible Land Use								Urban	
Hose Impacts	No Direct Imparts	2ft12 throse (majorts)	Offer Sound Systematics of SB4 homes in and adjustment to 61 Ohis	7012 Nove Impacts	Offer Sound Driuleton to 354 horse in and indjacent to 61 DNI.	7017 Morte Inscircts	(IMM Seund Sequence to ent homes in sec adjustment to bot DMI.	2017 Rose Incests	Offer Shared Braulack to 25e turners of and adjacent to 85 DNs
Land the Impacts	Hit Land Die/Zonne Changes	Land sor (hange in RF2 Ares	Ser Societingenii	Especial assistance of RES Area	See Sepperations.	Land use change in ESS Arce	See South (Notice)	Land use (Renge in 1972 Week	DEF SECRETARIAN
DESCRIPTION OF THE PERSON OF T	Online State of the last	CONTRACTOR OF THE REAL PROPERTY AND ADDRESS OF THE PROPERTY AND ADDRESS OF THE PROPERTY AND ADDRESS	SED WAY AND SKE	matrice open	DOMESTIC OF STREET	00000 00 00 00 00 00 00 00 00 00 00 00	tests or terminal units	WALLEY BUTTON	
Historical, Architectural, Archeological, B Cultural Resources		and the same of th							
Devect Effects (Physical Intoacts)	No Dentil Septerts	Femove Building 3 & 7 Presents to Stever Completes	PIDA to Birgs 3 & 7 Relucate Sterzes Compters	Remove Bushing 3 & 7 Dimparts to Stetler Centerters	Banjuger Stetzer Lemeturn	Remove Rang Tower . Imports to Server Females:	Digitalise Digitalise National Distant	Memory April Tower Impure to Stelcor Christies	Assert Rang Tower? Seprelyment Amount Steper
Inarea (Peas (Noise Impacts)	13 Scen within 15 DHL 6 Significant	13 Sear within 65 DNs. 11 Sephincism	T Rose sensitive use furnishing sound essented	12 Sees without ON 6 Significant	Dimently yound madaged	63 Selection of Disc is Significant	I floor-sensitive see : (umantly sound (meases)	12 Sden wehn kt DNL 6 Significant	T Replations to the Yumani's sound gradated
Section 4f (Recodified as 303<) Lands	No Denit Imparts Epark (Piczurio) in 65	Arport Soft Course Bemoir Blogs 1 & 7 1 0044 in 65 DRI	Reconfigure Gall Course MOX to Blogs, 2 B 2	Arpon Gell Course Remove Stoys, 3 h 1 1 pers m 6.5 DNI	Reconfigure Solf Course MEA for Burgs 3.6.7	Amptel Get Course Bantous Famy Towel 3 part of 5 0Mg	Encorrigue Gull Exercis Assets Famp Tower Santhcases	Airport Golf Course Remains Ramp Tower I park et 65 Days	Easter Dury Got Course Assess Rain Tower Septificance
	MARKET PROPERTY NA	ACADES STRINGS	200 A 22 BALLS	I SA SWILLIAM IN THE	OF THE REAL PROPERTY.	AND ASSESSMENT	SALES SECTION	PROPERTY AND INC.	STEET SECTION
Water Quality	Exceed Standards	Impacts would Except Standards	CASA Preparent Stormwater Matter Flan		ERAA Fregaring Stormwister Missier Plan	Imparts Weyle Not Exceed Standard	ERAF Freparing Stormwater Master Flan	Inserts Would Hot Entre Standards	CEAF Preparing Estimowaers Raster Fu
Wetherids			NUCLEO CONTRACTOR		THE PARTY OF THE PARTY.	MARKET STATE OF THE STATE OF TH	Charles and States	ANTEN SINSKINSTI	MANUFACTURE AND
3017	No Impacts	6.50 acres	Would permit 7018	0.33 som	Would permit 2018	\$ 13 mm;	Woold permit 2016	622 ave.	Mouth private 2018
2018	Ne Impects	G.65 ecres	401/404 Sexual	0,65 seres	#81/#04 perme	fint aver	et traffe prime	0.65 poet.	etitives became
Streams	No linearty	552 feet	402:404 perms	292 feet	401) 404 permir	507 her	eptiaba baums	392 feet	461, 494 permit
Farmlands	Mc Advelse Impacts	No Adverse Impacts	Rone	No Adverse Impects	None	No Adverse Impacts	None	No Adverse Impacts	Mone
The Waller of the Control of the Con	WINDS NO.	DESCRIPTION OF THE PARTY.	890 Marie Cale Cale Cale Cale Cale Cale Cale Cal	He and the	Section Const.	100000000000000000000000000000000000000			<b>新教教教育</b>
Floodplaine	He Adverse Impacts	No Adverse Impacts	Bone	No Adverse Imparis	None	No Adverse Streams	Horse	No Adverse Imparts	Aurie
	OF THE PERSON NAMED IN	INTERNET	TO STATE OF THE PARTY.	THE STATE OF THE STATE OF	THE REPORT OF	Am Section 1988	TO A COLUMN TWO IS NOT THE REAL PROPERTY.		EDITOR NOT WEST
Coastal Resources	the Empacts	- Nei Impochs	Provide	No Imparts	None	No Intensity	None	No Impacts	None

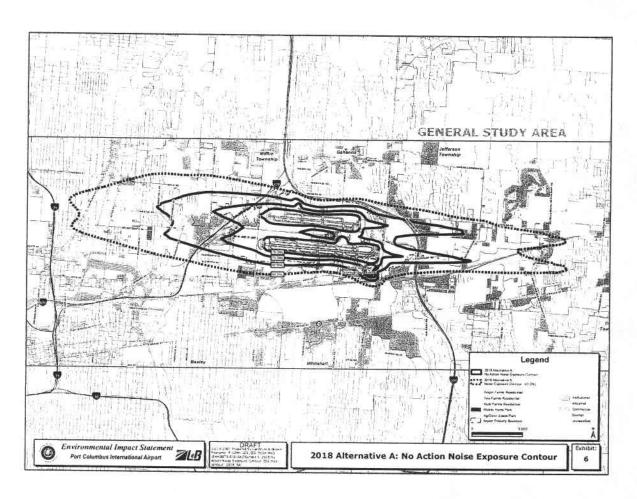


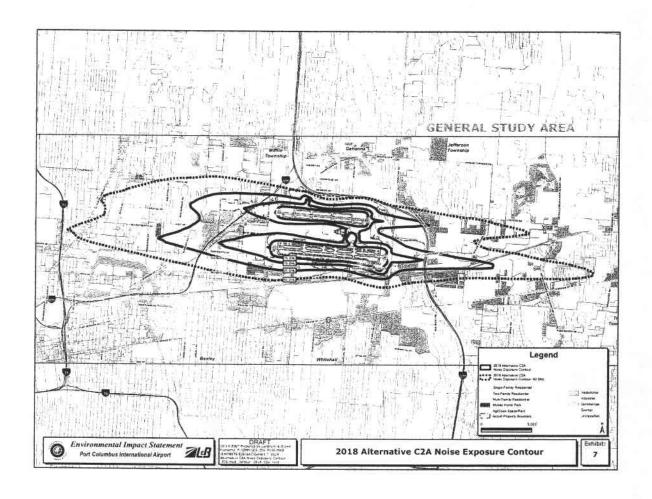


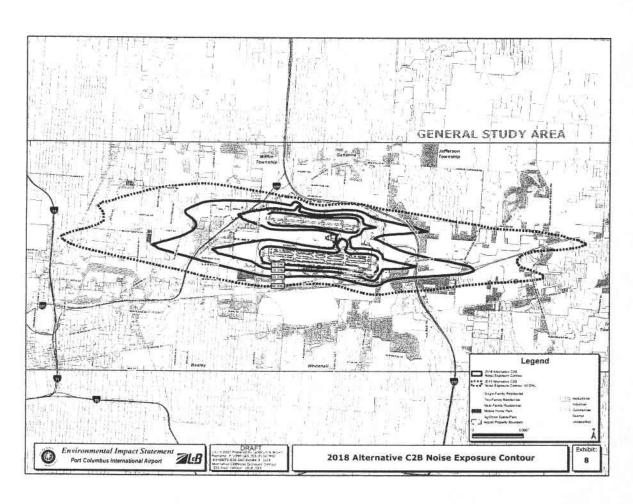


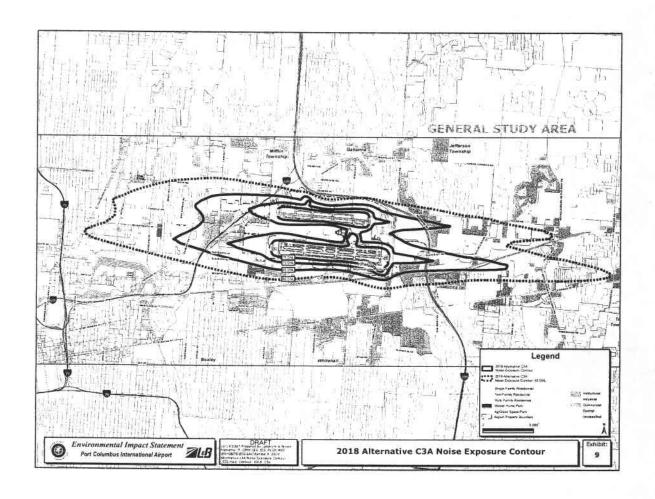


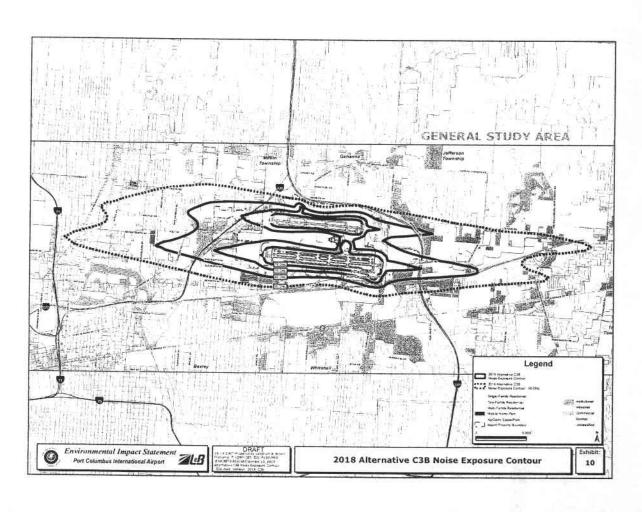


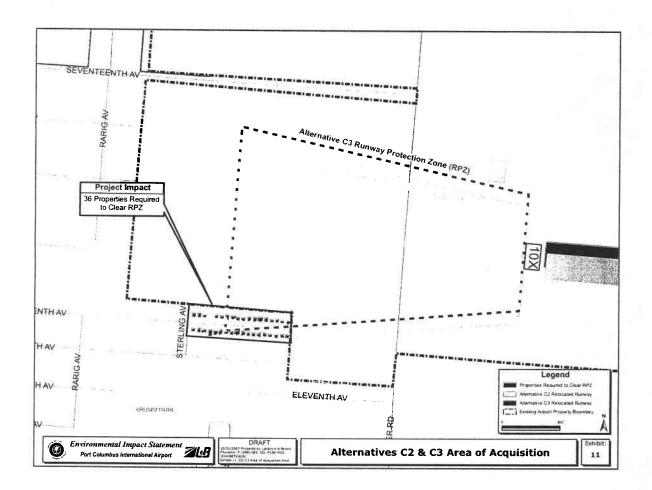












#### Committee Meeting Study Advisory

November 13, 2007 1:00 p.m. – 3:00 p.m. Environmental Impact Statement Port Columbus International Airport

Presentation Things Adjusters Committee By FAA Consultant, Landoum & Brown Date: November 13, 2007



- t Where are we in the EIS Process?

  II Project Review

  Purpose and Need

  Somera Proposed Popel

  III. Alternative & Evaluated

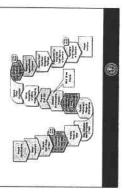
  V Prelimitary Environmental Impacts

  V Next Steps in the ESP Process

  VI Opportunity to Comment on the EIS



## I. Where are we in the EIS Process?



## II. Project Review - Purpose and Need

- Pro- medit or accountract Rammey 108/28.
  Sone acres of the remain are interested and additional medical for the agriculturing and additional medical for the agriculturing.

  The medit or provide long-some airfled capacity, deby reduction during peak operating perforts, and airfled efficiency.

  Fromparis of among modern press, operating perforts, and airfled efficiency.

# II. Project Review - Purpose and Need

- Additional needs of the airport include;

  The need to provide long-stern affield capacity, delay reduction during seak operating periods, and airfield efficiency (confined)

  Remark Length The support needs a runway that is approximately (0.13 feeling).
- Separation of Surways: The introof needs runway separation least 3,500 feet
- Navia-Brois Instrumentation and other Johnston Inflassingues The providency mayor for intuition deliniphoreseasy conducts to this area the stiffs to maintain remitted mining bas weather conclines ICATUS for somewhere A



- Primary need of the airport includes:



# II. Project Review - Purpose and Need

- Additional needs of the airport include.

  The rest of provide airport include,
  The rest of provide aircont include accommodate projected passenger levels accommodate projected passenger levels.

  The seriet permitting with the seriet permitting of series permitting of series permitting and series permitting for the series permitting for the series permitting of the series series are series and support facilities.

  Additional automobile parting, service rest, unites, alternating
- The need to enhance the human environment by reducing the impacts and the construction of the construction of the communications from Part 50 Update for none absence and the due shipsing this win account he proposed ele



Constitution of a programmer, many 101, 101 by located approximately 201 a such relaxed of commercial (100 kg).

Controllation of additional relaxed on the confidence of the proposed terminal properties of the confidence of the commercial controllation of additional development to be composed to place and relaxed terminal forecasted singletion related to every final proposed problemy related to every final proposed problemy related to every rel

II. Project Review - Sponsor's Proposed Project

Sponsor's Proposed Project

### III. Alternatives Evaluated

Project Review - Sponsor's Proposed Project

が、意

### Three Phased Approach

- Evaluation comprehensive range of attentivest to the Proposed Proper.

  Evaluate and define a short list of attentiatives of Evaluate and define a short list of attentiatives of Development of Development of Development and the Properties of Development and the Properties of Development and the Properties of Development and the Properties of Development and the Properties of Development and the Properties of Development and the Properties of Development and the Properties of Development and the Properties of Development and the Properties of Development and the Properties of Development and the Properties of Development and the Properties of Development and the Properties of Development and the Properties of Development and D

## Potential Range of Alternatives No-Action alternatives Off-site alternatives On-site alternatives

力した。

# III. Alternatives Evaluated

- Alternatives 2012 Condition
  - Afternative A. No Action

Includes no changes to the existing arrord (runways, laxiways, terminal, etc.)

III. Alternatives Evaluated

No-Action Alternative

 Will be used as the baseline upon which all other alternatives are evaluated for environmental impacts Must be carried forward in accordance with NEPA guidelines Would not make the Purpose and Need for the p.

- Alternative C2a: Relocate Runway 10R/28L B05 feet to the south (no implementation of NCP measures)
- Alternative C2b: Relocate Runway 10R/28t, 800 feet to the south (with implementation of NCP measures)
- Allemative G3s. Relocate Runway 10R/28L 702 feet to the south (no implementation of NGP measures)
- Alternative C3b; Relocate Rurway 10R/28L 702 feet to the south (with implementation of NCP measures)



### III, Alternatives Evaluated

- Alternatives 2018 Condition
- Alternative C2a: Relocate Runway 10R/28L 800 feet to the south plus terminal development (no implementation of NCP measures)
- Alternative C2b. Ralocale Runway 10R/28L 800 feet to the south plus terminal development (with implementation of NCP measures)
  - Alternative C3a: Relocate Runway 10R/281, 702 feet to the south plus terminal development (no implementation of NCP measures)
- Atternative C3b: Relocate Runway 10R/28L 702 feet to the south plus terminal development (with implementation of NCP measures)



## Environmental Categories Assessed

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



#### Alternative A: No-Action

IV. Preliminary Environmental Impacts

IV. Preliminary Environmental Impacts

#### Noise/Compatible Land Use

- 2012, Conditions 693 housing units in 65 DNL (336 have never been eligible for sound insulation/easement) \* 2018\_Conditions - 819 housing units in 65 DNL (437 have never heen eligible for sound insulation/nasament)
  - No physical impacts due to no development

The state of the s

To the second



# IV. Preliminary Environmental Impacts

IV. Preliminary Review of Runway Alternatives

#### Alternative C2a:

- Noise/Compatible Land Use
- 2012 Conditions 725 housing units in 65 DNL (405 have never been eligible for sound insulation/easement) 2018 Conditions - 732 housing units in 65 DNL (524 have never been eligible for sound insulation/easement)
- Buildings 3 & 7 of Air Force Plant 85 (eligible for NRHP)
  - Reconfiguration of Airport Golf Course
  - Social/Community Resources

way 10HJ28L 600 feet to the south (no N

8



#### IV. Preliminary Review of Runway Alternatives nativa C2at Relocate Rumery 10R/28L 800 feet to the sou



# IV. Preliminary Environmental Impacts

### Alternative C2a: (continued)

- 2<u>012</u> Conditions ~ 0.33 acres of wellands and 529 feet of stream would be impacted Water Resources
- · 2018 Conditions Additional 0.32 acres of wells Increased non-off que to not saved impercous si Storm Witter Master Plan being prepared for enter
  - Hazardous Waste
- Buildings 3 & 7 of Air Force Plant 85 would require additional remediation during demoktion and redevelopment





# IV. Preliminary Environmental Impacts

IV. Preliminary Review of Runway Alternatives

1

Noise/Compatible Land Use

Alternative C2b.

- 2012 Conditions 507 housing units in 65 DNL (268 have never been sligible for sound insulation/easement)
- 2018 Conditions 567 housing units in 65 DNL (329 have never been eligible for sound insufationleasement)
- All other categories have same impacts as Alternative C2s



nway 10R/28L 702 feet to the south

# IV. Preliminary Environmental Impacts

#### Alternative C3a:

· Notre/Compatible Land Use

• 2012 Conditions • 700 housing units in 65 DNL (363 have never been eligible for sound insulation/easement)

- <u>2018 Conditions</u> 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





# IV. Preliminary Environmental Impacts

IV. Preliminary Review of Runway Alternatives

Alternative C3a; [continued] Water Resources

• 2012 Conditions ~ 0.33 acres of weitlands and 529 feet of stream would be impacted

· 2018 Canditions - Additional 0.32 worst if well

Increased run-off due to increased impervious surface – Storm Water Master Plan being prepared for entire airport

· No significant issues Hazardous Waste

ilivo GJa, Rufocate Rumway 10H728L 800 feet to the



# 1V. Preliminary Environmental Impacts

IV. Preliminary Review of Runway Alternatives

#### Alternative C3b.

Noise/Compatible Land Use

 2012\_Conditions - 472 housing units in 65 DNL (224 have never been eligible for sound insulation/easament) • 2018 Copditions - 522 housing units in 65 DNL (265 have never been aligible for sound insulation/easement)

All other categories have same impacts as Alternative C3a



cate Ruhway 10R/28L 702 feet to the south (wr

Petrone Remain

## V. Next Steps in the EIS Process

V. Next Steps in the EIS Process

- Assess 'whal if' scenario of accelerating development due to growth by Skybus and additional service by existing carriers at CMH

- Next SAC Meeting Spring 2008
- Record of Decision
- Estimated April 2009



#### RECORD OF DECISION expected -- April 2009 Meetings as needed with Agencies Mitigation / Permitting Activities Publishing Draff EIS Public Hearing

# VI. Opportunity to Comment on the EIS

Written comments and/or questions should be mailed by December 14th to:

Ms. Katherine S. Jones Federal Aviation Administration Dentil Armonts District Office 11677 South Wenne Road, Suite 107 Romulus, Michigan 48174

Telephone (734) 228-2858 Fax: (734) 229-2950 Email: CMHEIS@fax.gov

# 12/19/07 Non-Attendee SAC Distribution List

421 Aviation Way Frederick, MD 21701 Airports Division

Mr. Ken Waite, Facility Manager The Columbus International Air Center 4300 East Fifth Avenue Columbus, OH 43219

> Director of Building Maintenance Lane Aviation Corporation 4389 International Gateway Columbus, OH 43219 Mr. Ron Moodespaugh

4600 International Gateway Mr. Mark Dooley, Manager Columbus, OH 43219 Continental Airlines

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

Director of Flight Operations Limited Brands

4387 International Gateway

Columbus, OH 43219

Port Columbus International Airport Bryan Levandusky, Manager 4600 International Gateway Columbus, OH 43219 Northwest/Mesaba

United/United Express
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219 Brian Kennedy, Manager

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

Executive Vice President Net Jets 625 N. Hamilton Road Columbus, OH 43219 Mr. Richard G. Smith III

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

Port Columbus International Airport

US Airvays/US Airvays/America West Port Columbus International Airport 4600 International Gateway Sandy Dicocco, Manager Columbus, OH 43219

Port Columbus International Airport 4600 International Gateway Mr. Felix Scuilli, Manager Delta/Delta Connection Columbus, OH 43219 James Bryant, Aviation Administrator Ohio Office of Aviation 2829 W. Dublin-Granville Road Columbus, OH 43219

Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Mr. Mark Kelby

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

# 12/19/07 Non-Attendee SAC Distribution List

Columbus Regional Airport Authority

Ms. Stacey Heaton

Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

Jeff Lischak, Regional Manager Chautauqua Airlines
Port Columbus International Airport
4600 International Gateway Columbus, OH 43219

Northeast Area Commission 2776 Yorkcliff Rd. Mr. Elwood Rayford, Chair Columbus, OH 43219

Dr. Harold E. McDaniel, President St. Mary's Civic Association 979 Wellington Blvd. Columbus, OH 43219 Mr. Chris Lenfest, Manager CMH Air Traffic Control Tower 4277 International Gateway Columbus, OH 43219

Mr. Robert Lawler, Director of Transportation Columbus, OH 43215 285 E. Main St.

Mr. Dave Clawson

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

Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

Mr. Lucas Haire, Planning Administrator 7232 E. Main Street Reynoldsburg, OH 43068 City of Reynoldsburg

Ms. Bonnie Gard, Zoning Administrator Gahanna, OH 43230 City of Gahanna 200 South Hamilton

> Development Department and Zoning Enforcement 280 East Broad Street, 2nd Floor Columbus, OH 43215 Franklin County Mr. Lee Brown

7232 E. Main Street Reynoldsburg, OH 43068

City of Reynoldsburg Mr. John Brandt

Sadicka White, Director of Development Gahanna, OH 43230 City of Gahanna 200 South Hamilton

Dr. Gene Harris, Superintendent City of Columbus Schools 270 East State Street Columbus, OH 43215

Mr. Matthew Huffman, Planner City of Gahanna 200 South Hamilton Gahanna, OH 43230

5731 Blinnton Place Columbus, OH 43235-7205

Mr. Alan Harding Columbus Flight Watch

The Honorable Lynn Ochsendorf, Mayor

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

City of Whitehall 360 S. Yearling Road Whitehall, OH 43213

# 12/19/07 Non-Attendee SAC Distribution List

JetBlue Airways 118-29 Queens Blvd. Forest Hills, NY 11375 Mr. Kevin Costello

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

Mr. Michael Rucker, Manager 4600 International Gateway Columbus, OH 43219 Southwest

Ms. Tiffany White North Central Area Commission 1204 Woodnell Avenue Columbus, OH 43219

Ms. Susan Moeller 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

Air Canada Jazz 5955 Airport Road, Sutie 318 Mississauga, ON L4V 1R9 CANADA

4181 Arlingate Plaza Columbus, OH 43228 Mr, Denis Carvill Skybus

Mr. Bruce Langner, Development Diractor City of Bexley 2242 E. Main St. Bexley, OH 43209

Alan McKnight, Dept, Representative Columbus Parks and Recreation 200 Greenlawn Ave. Columbus, OH 43223

Columbus Regional Airport Authority 4600 International Gateway Columbus, OH 43219 Mr. Paul Kennedy

Ms. Laura McKee Managing Director, Airport Affairs Air Transport Association of America 1301 Pennsylvania Avenue, NW –Suite 1100 Washington DC 20004-1707

Schottenstein Management Company Property Management Division 1798 Frebis Avenue Columbus, OH 43206 Mr. Donald I. Camerino Vice President

December 19, 2007



Sanupag ogi puosog minimaj nodog

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

Dear Name:

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

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

Ms. Katherine S. Jones Federal Aviation Administration Defroit Airports District Office 11677 South Wayne Road, Suite 107 Romulus, MI 48174 Telephone: (734) 229-2958 Fax: (734) 229-2950 E-mail: CMHEIS@jaa.gov. If members of the SAC Committee did not receive a copy, or need a duplicate copy, please contact Stacy Pollert at 317, 955,8395 ext. 306 or via e-mail at spollert@aerofinity.com and a duplicate copy will be sent to you.

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

Sincerely,

Stacy Poller

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

aerofinity

# MEETING MEMO

51 S. New Jersey St., 2" Floor Indianapolis, IN 48204 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

A meeting attendance list is attached.

ATTENDING

## **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 for CMH, are in compliance with environmental regulations. The potential environmental impacts of the proposed development will be assessed in accordance with the National Environmental Policy Act of 1969 (NEPA.) He provided a graphic illustration of the steps in the EIS process. Mr. Adams briefly reviewed the primary and additional needs of the airport which have been previously discussed. The primary need of the airport is the reconstruction of Runway 10R/28L. Additional needs of the airport include the need to provide terminal capacity to accommodate projected passenger levels, provide ancillary and support facilities, and the need to enhance the human environment by reducing noise impacts. He explained that before any of because the reconstructed runway has the potential to result in changes in noise levels, the FAA is conducting an EIS which is the most detailed level of environmental review. In an EIS, the FAA reviews the development projects proposed by the CRAA, as well as other alternatives to the project that would airport development projects, such as those proposed by the Columbus Regional Airport Authority (CRAA) long-term airfield capacity, delay reduction during peak operating periods, airfield efficiency, sufficient accomplish the same needs. The result of this review is to determine if there is another alternative that the work can begin on the proposed projects, the FAA must conduct an environmental review, in this case, would result in less environmental impact

## Project Review - Purpose and Need

The CRAA's primary need is to reconstruct Runway 10R/28L. Due to normal wear, the pavement is 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 deteriorating such that the runway is in need of full reconstruction. 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
- on the existing airport to construct a terminal facility that will meet the anticipated levels of important consideration in this need is the ability to identify a large enough development envelope passenger activity (approximately 9 million passengers). The existing terminal will not effectively the need to provide terminal capacity to accommodate projected passenger levels. handle more than 5 million passengers, a number which is anticipated by 2018.

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: Previous studies have been conducted to determine the need for these projects.

- Continue to expand CMH as a major passenger air hub
- Phase project development as funding is available and as growth is warranted Balance airfield and terminal capacity
- Accomplish the development so that it preserves the viability and character of neighboring communities.

# Project Review - Sponsor's Proposed Project

The FAA is prepaing the EIS to review the CRAA's proposed project. Mr. Adams briefly reviewed other elements of the sponsor's proposed project. He explained that the current runways are separated by 2,800 feet. The proposed reconstructed runway will be located 702 feet south of the existing south runway, which will be converted into a taxiway. The existing terminal is proposed to remain in place while the first phases of the new terminal are constructed. Mr. Adams noted that the relocation of International Gateway road has been previously environmentally assessed under another study. It is important to carefully state all of the elements of the proposed projects, as only those elements that are approved by the FAA can be

### 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 their operational efficiency and the cost to develop. Based upon this analysis, only the most viable proposed by the CRAA. These alternatives are then evaluated based upon their environmental impacts alternatives are carried forward for further detailed environmental review.

The following categories of alternatives were presented:

- No-action assesses the environmental impacts that would occur if there were no changes in the existing airport. According the Federal guidelines, an EIS must include a No-action alternative. This becomes the baseline to which all alternatives are evaluated against.
- Off-site atternatives assesses the potential to meet the Purpose and Need for the project if some or all of the activity at CMH were moved to other airports, was accommodated by other modes of transportation or other means of telecommunication.
  - On-site alternatives assesses the potential to meet the Purpose and Need through other alternatives for developing the proposed project on the existing airport

## Preliminary Environmental Impacts

Mr. Adams stated that there are 19 specific categories that are assessed in an EIS. The categories were Resources involves impacts on the coast which does not apply to this area. The following list represents grouped and certain ones were eliminated that had no reference to the area. For example, Coastal the Environmental Categories that were assessed

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

### Alternative A: No Action

- Noise/Compatible Land Use
- 2012 Conditions 693 housing units in 65 DNL
- (336 have never been eligible for sound insulation/easement)
- (437 have never been eligible for sound insulation/easement) 2018 Conditions - 819 housing units in 65 DNL
- No physical impacts due to no development

Alternative C2a: Relocate Runway 10R/28L 800 feet to the south (no implementation of Noise Compatibility Program (NCP) measures). 2018 includes terminal development

- Noise/Compatible Land Use
- 2012 Conditions 725 housing units in 65 DNL
- (406 have never been eligible for sound insulation/easement)
- 2018 Conditions 732 housing units in 65 DNL
- (524 have never been eligible for sound insulation/easement)
- Public Properties/Resources
- Buildings 3 & 7 of Air Force Plant 85 (eligible for National Register of Historic Places (NRHP)) Reconfiguration of Airport Golf Course
- Social/Community Resources
- Acquisition/relocation of 36 properties on East 13th Avenue
  - Water Resources
- 2012 Conditions 0.33 acres of wetlands and 529 feet of stream would be impacted

increased run-off due to increased impervious surface - (Storm Water Master Plan being prepared 2018 Conditions - Additional 0.32 acres of wetlands

Hazardous Waste for entire airport)

Buildings 3 & 7 of Air Force Plant 85 would require additional remediation during demolition and redevelopment Alternative C2b: Relocate Runway 10R/28L 800 feet to the south (with implementation of NCP measures) 2018 includes terminal development

Noise/Compatible Land Use

2012 Conditions - 507 housing units in 65 DNL

(268 have never been eligible for sound insulation/easement) 2018 Conditions - 567 housing units in 65 DNL

(329 have never been eligible for sound insulation/easement)

All other categories have same impacts as Alternative C2a

Alternative C3a: Relocate Runway 10R/28L 702 feet to the south (no implementation of NCP measures) 2018 includes terminal development

Noise/Compatible Land Use

2012 Conditions - 700 housing units in 65 DNL

(363 have never been eligible for sound insulation/easement)

2018 Conditions - 661 housing units in 65 DNL

(444 have never been eligible for sound insulation/easement)

Public Properties/Resources

Ramp Tower on Building 7 of AF Plant 85 (eligible for NRHP)

Reconfiguration of Airport Golf Course

Social/Community Resources

Acquisition/relocation of 36 properties on East 13th Avenue Water Resources

2012 Conditions - 0.33 acres of wetlands and 529 linear feet of stream would be impacted 2018 Conditions - Additional 0.32 acres of wetlands

Increased run-off due to increased impervious surface - (Storm Water Master Plan being prepared

Hazardous Waste for entire airport)

No significant issues

Alternative C3b: Relocate Runway 10R/28L 702 feet to the south (with implementation of NCP measures). This alternative is the sponsor's proposed alternative. 2018 includes terminal development

Noise/Compatible Land Use

2012 Conditions - 472 housing units in 65 DNL

(224 have never been eligible for sound insulation/easement)

2018 Conditions - 522 housing units in 65 DNL

(266 have never been eligible for sound insulation/easement)

All other categories have same impacts as Alternative C3a

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 The next steps in the EIS process is to finish data collection and analysis for each environmental category spring 2008. Meeting participants will be notified in advance of the next meeting. Mr. Adams closed the meeting with a review of the EiS study schedule. He noted that a draft EIS is anticipated to be published in the spring of 2008 while a Record of Decision (ROD) is anticipated from the FAA in April 2009.

Mr. Adams also explained to the group that the construction that is currently taking place at the airport is not this project. No construction or mitigation can begin until the project is approved and the ROD is issued.

ě Opportunity to Comment on the EIS It was noted that in addition to oral comments can also

Ms. Katherine S. Jones

Federal Aviation Administration

11677 South Wayne Road, Suite 107

Romulus, Michigan 48174

Telephone: (734) 229-2958

Fax: (734) 229-2950

E-mail: CMHEIS@faa.gov

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

#### Questions

A question was asked about the Natural Resources and Energy Supply paragraphs on page 5 of the Summary of Impacts Preliminary Chapter.

resources in the area so this project does not overly tax one or more natural resources for the area 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 Mr. Adams explained that the purpose of this section is to evaluate if there is enough natural Normally any airport project wouldn't have significant impacts in this category but these 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?

Environmental Design (LEED) Green Building Rating System Silver certification through their new Ms. Newland stated that the CRAA is determined to meet the Leadership in Energy and

Pertaining to the neighborhood on 13th Ave., a question was asked if the airport would relocate the whole neighborhood so they could stay intact as did a whole neighborhood in Kentucky who wanted to stay together.

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

If 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 on December 2007.

Where there any changes from the last meeting? (Part 150) You are basing these noise impacts on an assumption that the FAA will approve the Part 150 and since that has not happened, how can you make these statements about the number of people impacted?

Mr. Adams stated that the Part 150 has been refined, with no major revisions. Assumptions in the EIS are completely dependent on FAA approval. Our task under the EIS is to disclose what the impacts of a project are if the FAA approves it and it is implemented. Noise is important, but there are also 19 other categories that need to be assessed.

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

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

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

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

A question was asked regarding the comparison of the 2012 and 2018 Exhibit and if their assumptions are correct that there will be a reduction in the north runway in 2018. The trend has been to increase.

Mr. Adams stated that the south runway has historically been the more heavily used runway due to its length. With the development of a new terminal that puts aircraft gates on the south side of the airport, it is assumed that the south runway will get used more. Therefore, when compared to other conditions, there is a reduction of use on the north runway.

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

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

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

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

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

Which aircraff are drivers of noise? Isn't if true that more taxing 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 taxt time, but that it is not a significantly longer taxt itan is currently done. The selection of the runway for both arrivals and departures is more of a function of the location of the oper in proximity to the runway, the need for the longer runway, and origin/destination. The primary need for this project is not capacity, so simulation modeling for east flow was not done. Modeling of an increase in east departures was done for the noise analysis.

Where are comments that were submitted on the Part 150 and will there be an opportunity to review the draft response to comments?

Comments submitted on the draft Part 150 will be included in the final Part 150 document. When the final document has been submitted, the Planning Advisory Committee (PAC) will be sent a copy of the document with a letter explaining any refinements.

Before the FAA makes their decision, can you do separate meetings before? There needs to be a meeting to address issues with neighborhoods before submitting to the FAA. Neighborhoods need to understand the impacts. Can someone explain? The airport needs a better partnership with the neighborhoods.

Mr. Adams stated that there will be more opportunities in the EIS. The draft stage of the EIS is April 2008. No decision will be made until Spring 2009.

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

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

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

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

During your modeling, did you take into account construction companies bidding on the project and their affects on the environment?

Mr. Adams stated that currently he does not have any specific information but they do take into account the construction equipment used. During the modeling they use a conservative estimate of equipment, meaning that the EIS would overestimate emissions from what would actually occur. The CRAA could commit in the EIS to limit contractors to a specific type of equipment, but that decision has not be made wite.

During construction there has been a problem with sand, dust, and dirt in general blowing around. Do you take this into affect during the Air Quality Study?

Mr. Adams stated that this is a factor which will be taken into account. Currently Best Management Practices are use to keep dust and like objects down by using a water sprinkler. In regard to the community which abuts the Airport property, during research in the past, did you physically come into neighborhoods to sound monitor or to conduct sound 'installation? There were promises made in the 1990's that were not upheld regarding sound 'installation'.

Mr. Adams stated that his firm was not involved in the sound insulation of the East Columbus neighborhood. He stated that L&B was involved in the most recent noise map update that resulted in additional homes being sound insulated in Brittany Hills. Noise monitoring in East Columbus was conducted for the Part 150/EIS studies. It is impossible to go back and change decisions that were made ten years ago. However, what we can do is look to what is being done now and the additional 356 homes being proposed for sound insulation. Most of those homes are in the East Columbus neighborhood.

SAC-8

Port Columbus International Airport
Environmental Impact Statement
Study Advisory Committee Attendance

1 6

Adams, Bill	Fast Columbus Civic Association	2978 E 12th Ave.	
	Interim President	Columbus, OH 43219	The second secon
Matt Brown	Franklin County	280 E. Broad St., 2nd Floor	(614) 452-3095
	Development Dept. and Zoning	Columbus, OH 43215	mybrown@franklincountyohio gov
Mary Dewberry	A Better Community	2437 Delavan Drive	(614) 475-2469
1000	President	Columbus, OH 43219	CC03 COC (8.19)
Satuy Ferran	External Relations Manager	Columbus, OH 43235-2526	cferrari@osuairport.org
Chris Gawronski	MORPC	285 E. Main St.	(614) 233-4166
	Principal Planner	Columbus, OH 43215	cgawronski@mornc.org
тепу Gee	Whitehall Parks and Recreation	402 North Hamilton Road	(614) 863-0121
	Director	Whitehall, OH 43213	tgeetgctyowhitehall com
Sruce Gibson	Federal Aviation Administration	AZ77 International Gateway Columbus, OH 43219	(614) 338-4092 Bruce Gibson@FAA Gov
Grisetta Griffin	Brittany Hills Civic Association	2453 Peexskill Drive	(614) 471-3947
		Columbus, OH 43219	goriffit@columbus ir com
Doug Hammon	The Ohio State University Airport	Columbus OH 43235-2526	(614) 292-5460 dhammon@osuairport.org
Katherine Jones	Community Planner	11677 S. Wayne Road	(734) 229-2958
Terri Leist	Assistant Orector/Interim Gorf Administrator	1111 E. Broad St., Ste. 200	(614) 645-5420
	Columbus Parks and Recreation	Calumbus, OH 43205	tsleist@columbus.gov
Don Peters	Columbus Flight Watch	40 Massey Drive Westerville OH 43081	(614) 890-1062 donneters@columbus rr com
Devavani Puranik	City of Columbus	109 N. Front Street	(614) 645-0663
35	Senior Planner	Columbus, OH 43215	ddpuranik@cohimbus.gov
BIH TYIKB	Million Air	4130 East Fifth Avenue	(614) 238-3900
Observers		Commission, Constant	
Alana Anderson	North Central Area Commission		
Shan Beston		4130 E. 5th Ave. Columbia: OH 43019	
Troy Eaton	City of Gahanna	200 S. Hamilton Road	and a second
Alfonso Hooper	North Central Area Commission	20000	
Elizabeth Ike	The Ohio State University Airport		elke@osuairport.org
Elizabeth Linville	City of Calumbus		edinville@columbus.gov
Aran Peters	Net Jets		
Sarah VanderWielen	Ohio EPA	50 W. Town Street	(614) 644-3632
Brad Westall	City of Columbus	Commons, or 45213	aniio ale a calaminino de la calaminino
David Zoii	Zoll & Krantz	5620 W. Central	
		Toledo, OH 43617	david@toledolaw.com
Columbus Regional Au	Disease Blancing & Development	MEDA International Caleman	(614) 236.4042
Angela Newland	Condition, Training or Oddenopridate	Columbus, OH 43219	3404-003 (4:0)
Dave Wall	Capital Program Manager		(614) 239-4063
Consulting Team			
Rob Adams	Landrum & Brown	11279 Cornell Park Drive	(513) 530-1201
David Floor	Agendam a Srown	S+ S Now lector Street	(317) 055 R305 Evr 307
Dave rieel	Agroundy, Inc.	The second of the second	101 300 0000 EN. 001

# 12/19/07 Attendee SAC Distribution List

Million Air 4130 East Fifth Avenue Columbus, OH 43219 Mr. Bill Tylka

Mr. Chris Gawronski, Senior Planner MORPC 285 E. Main St. Columbus, OH 4321

Mr. Matt Brown
Development Department and Zoning Enforcement
Tarskin County
280 East Broad Street, 2" Floor
Columbus, OH 43215

Mr. Bruce Gibson FAA CMH ATCT

4277 International Gateway Columbus, OH 43219

Ms. Katy Jones, Community Planner Federal Aviation Administration – Detroit ADO 111677 S. Wayne Road Romulus, MI 48174

Ms. Cathy Ferrari Ohio State University 2160 West Case Road Columbus, OH 43235

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

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

Ms. Devayani D. Puranik Senior Planner 109 N. Front Street Columbus, OH 43215

City of Gahanna 200 S. Hamilton Road Gahanna, OH 43230 Mr. Troy Eaton

Terry Gee, Director Whitehall Parks & Recreation 402 North Hamilton Road Whitehall, OH 43213

Interim President
East Columbus Civic Association
2978 E. 12<sup>lh</sup> Avenue
Columbus, OH 43219 Mr. Bill Adams

Ms. Terri Leist Golf Administrator Columbus Parks and Recreation 200 Greenlawn Ave. Columbus, OH 43223

Ms. Mary Dewberry A Better Community 2437 Delavan Drive Columbus, OH 43219

Ms. Angela Newland Columbus Regional Airport Authority 4600 International Gateway Columbus, OH 43219

# 12/19/07 Attendee SAC Distribution List

Ms. Shari Beston 4130 E. 5<sup>th</sup> Ave. Columbus, OH 43019

Mr. Doug Hammon The Ohio State University Airport 2160 West Case Road Columbus, OH 43235

Mr. Alfonso Hooper 2517 Bethesda Ave. Columbus, OH 43219

Division of Air Pollution Control 50 W. Town Street Columbus, OH 43215

Ms. Sarah VanderWielen

#### Study Advisory Committee Meeting #5 May 8, 2008

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

THIS PAGE INTENTIONALLY LEFT BLANK



PORT COLUMBUS . RICKENBACKER . BOLTON COLUMBUS REGIONAL AIRPORT AUTHORITY

Federal Aviation Administration U.S. Department of Transportation

April 10, 2008

Address City, State Zip Code Company

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

Dear Name:

Please mark your calendar for the fifth meeting of the Study Advisory Committee for the Port Columbus International Airport Environmental Impact Statement. The meeting is scheduled for:

1:00 p.m. – 3:00 p.m. Concourse Hotel and Conference Center 4300 International Gateway Columbus, OH 43219 Thursday, May 8, 2008

An agenda for the meeting is enclosed with this letter. We will use our time efficiently so that the meeting will end promptly at 3:00 p.m.

Please note that free parking is provided adjacent to the hotel. We appreciate your interest in Port Columbus international Airport and you praticipation in this study. Please confirm your attendance by responding to Stacy Pollar of Aerofinity, Inc. by Friday, May 2, 2008. Stacy may be reached by phone at (317) 955-8395 ext. 306 or e-mail at <u>spoller@aerofinity.com</u>.

Sincerely,

Keetherene Syrus-

Katherine S. Jones Community Planner Federal Aviation Administration

# PORT COLUMBUS INTERNATIONAL AIRPORT **ENVIRONMENTAL IMPACT STATEMENT**



Federal Aviation Administration

**Federal Aviation Administration** STUDY ADVISORY COMMITTEE May 8, 2008 1:00 p.m. to 3:00 p.m. Concourse Hotel and Conference Center

#### AGENDA

# WELCOME/INTRODUCTIONS

- Where are we in the EIS Process?
- Project Review
- Purpose and need
- Sponsor's Proposed Project
  - Alternatives
- Discussion of notable impacts/mitigation
  - Update on proposed land acquisition
- Next Steps in the EIS Process Ħ

\* \* \* \*

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

AGENCY CONTACT:

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

# 4/10/08 SAC Invitation Letter Distribution List

Frederick, MD 21701 Airports Division 421 Aviation Way

Mr. Ken Waite, Facility Manager The Columbus International Air Center 4300 East Fifth Avenue Columbus, OH 43219

Mr. Ron Moodespaugh Director of Building Maintenance Lane Aviation Corporation 4389 International Gateway Columbus, OH 43219

Continental Airlines
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219 Mr. Mark Dooley, Manager

> Mr. Tim Stehle Director of Flight Operations Limited Brands 4387 International Gateway Columbus, OH 43219

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

Bryan Levandusky, Manager Northwest/Mesaba Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

Sandy Dicocco, Manager US Aliways/US Aliways/America West Port Columbus Infernational Airport 4600 International Galeway Columbus, OH 43219

United/United Express
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219 Mr. Brian Kennedy, Manager

Mr. Felix Scuilli, Manager Delta/Delta Connection Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

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

Million Air 4130 East Fifth Avenue Columbus, OH 43219 Mr. Bill Tylka

> Mr. Chris Gawronski, Senior Planner 285 E. Main St. Columbus, OH 4321

Mr. Bruce Gibson FAA CMH ATCT 4277 International Gateway Columbus, OH 43219

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

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

4/10/08 SAC Invitation Letter Distribution List

Chautauqua Airlines Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Mr. Jeff Lischak, Regional Manager

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

Ms. Stacey Heaton Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

Ms. Cathy Ferrari Ohio State University 2160 West Case Road Columbus, OH 43235

Mr. Robert Lawler, Director of Transportation

Columbus, OH 43215

285 E. Main St.

Ms. Terri Leist Golf Administrator Columbus Parks and Recreation 200 Greenlawn Ave. Columbus, OH 43223 Ms. Mary Dewberry

Columbus, OH 43219 A Better Community 2437 Delavan Drive

Mr. Charles McCroskey, Zoning Administrator

Jefferson Twp. 6545 Havens Road Blacklick, OH 43004

Mr. Dave Clawson

Mr. Lucas Haire, Planning Administrator

Reynoldsburg, OH 43068

Mr. Lee Brown

City of Reynoldsburg 7232 E. Main Street

Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

Ms. Devayani D. Puranik Senior Planner 109 N. Front Street Columbus, OH 43215

Development Department and Zoning Enforcement Franklin County 280 East Broad Street, 2<sup>nd</sup> Floor Columbus, OH 43215

Sadicka White, Director of Development City of Gahanna 200 South Hamilton Gahanna, OH 43230

Dr. Gene Harris, Superintendent City of Columbus Schools 270 East State Street Columbus, OH 43215

Columbus Regional Airport Authority 4600 International Gateway Columbus, OH 43219 Ms. Angela Newland

Mr. Alan Harding Columbus Flight Watch 5731 Blinnton Place Columbus, OH 43235-7205

The Honorable Lynn Ochsendorf, Mayor City of Whitehall 360 S. Yearling Road Whitehall, OH 43213

City of Reynoldsburg 7232 E. Main Street Reynoldsburg, OH 43068

Mr. John Brandt

Page 1 of 4

Page 2 of 4

# 4/10/08 SAC Invitation Letter Distribution List

			35	
Mr. Kevin Costello	JetBlue Airways	118-29 Queens Blvd.	Forest Hills, NY 11375	

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

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

Mr. Denis Carvill Skybus 4181 Arlingate Plaza Columbus, OH 43228

olumbus, OH 43215

Mr. Bruce Langner, Development Director

Mr. Michael Rucker, Manager Southwest 4600 International Gateway Columbus, OH 43219

City of Bexley 2242 E. Main St. Bexley, OH 43209

> Ms. Tiffany White North Central Area Commission 1204 Woodnell Avenue Columbus, OH 43219

Alan McKnight, Dept. Representative Columbus Parks and Recreation 200 Greenlawn Ave. Columbus, OH 43223

> Terry Gee, Director Whitehall Parks & Recreation 402 North Harmiton Road Whitehall, OH 43213

Mr. Paul Kennedy Columbus Regional Airport Authority 4600 International Gateway Columbus, OH 43219

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

Ms. Laura McKee
Managing Director, Airport Affairs
Air Transport Association of America
1301 Pennsylvania Avenue, NW –Suite 1100
Washington DC 20004-1707

Mr. Richard G. Smith III Executive Vice President Net Jets 4111 Bridgeway Avenue Columbus, OH 43219

Mr. Tom Russell Division of Water Quality City of Columbus 910 Dublin Road Columbus, OH 43215 Ms. Katy Jones, Community Planner Federal Aviation Administration – Detroit ADO 11677 S. Wayne Road Romulus, MI 48174

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

Mr. Dave Wall, Capital Program Mangager Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

> Friends of Big Walnut Creek 4991 Johnstown Road New Albany, OH 43054

Mr. Daniel Binder

Page 3 of 4

# 4/10/08 SAC Invitation Letter Distribution List

Mr. Don Peters, Vice President Columbus Flight Watch 40 Massey Drive Westerville, OH 43081

Mr. Matthew Huffman, Planner City of Gahanna 200 South Hamilton Gahanna, OH 43230

> Mr. Bemie Meleski, Director Planning & Development Columbus Regional Airport Authority Port Columbus International Airport 4600 International Galeway Columbus, OH 43219

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

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

Mr. Bill Adams Interim President East Columbus Civic Association 2978 E. 12" Avenue Columbus, OH 43219

> Ms. Bonnie Gard, Zoning Administrator City of Gahanna 200 South Hamilton Gahanna, OH 43230

Mr. Elwood Rayford, Chair Northeast Area Commission 2776 Yorkcliff Rd. Columbus, OH 43219

> Mr. Mark Kelby, Planner Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

Mr. Chris Lenfest, Manager FAA CMH ATCT 4277 International Gateway Columbus, OH 43219

> Dr. Harold E. McDaniel, President St. Mary's Civic Association 979 Wellington Blvd. Columbus, OH 43219

Attendance Sign-In	a Backersa ilia. Propinsi Ame	Address	Phone/E-mail
WM H. Adank	Adams, Bill Interim President	East Columbus Civic Association 2978 E. 12th Ave. Columbus, OH 43219	
	AOPA - Airports Division	AOPA 421 Avietion Way Frederick, MD 21701	
	Binder, Deniel	Friends of Big Weinut Creek 4891 Johnstown Road New Albany, OH 43054	
Mose	Brown, Matthew Development Department and Zoning Enforcement	Franklin County 280 E. Broad St., 2nd Floor Columbus, OH 43215	(614) 462-3095 mxbrown@franklincounkychło.goy
	Bryant, James Aviation Administrator	Ohio Office of Avistion 2829 W. Dublin-Granville Road Columbus, OH 43235	(614) 387-2341 james byenn@dot.state.oh.us
	Costello, Kevin Manager	JetBlue ARWays 118-29 Queens Blvd. Forest Hills, NY 11375	(718) 709-3349 kevin costolio@iethkre.com
	Cumbow, Bill Airport Representative	Airline Pilots Association 262 McKenna Creek Drive Gaharma, OH 43230	(614) 337-8864
·	Dewberry, Mary	A Better Community 2437 Delavan Drive Columbus, OH 43219	(014)475-2409
	Dicocce, Sendy Manager	US Airwaya/US Airweys Express/America West 4600 International Gateway Columbus, OH 43219	(614) 236-7515 Sendy Dicocco@usaicways.com
	Dooley, Mark Manager	Continental/Continental Express 4600 International Galaway Columbus, OH 43219	(814) 239-4060 mdoclet2coeir.com
	Ferrari, Celty	Ohio Stude University 2160 West Case Road Columbus, OH 43235	(614) 292-5823 Sterrari@countrari.org
	Fleetham, Mark Real Estate Programs Manager, Central Region	Air Ceneda Jazz 5955 Airport Roed, Suile 318 Miselsauge, ON L4V 1R9 CANADA	(905) 664-9686 Mork-Flethern@flydezz.ca
	Froehlich, Petil Manager	Midwest Commod/Silyway 4600 International Gatoway Golumbus, OH 43210	(614) 238-7752 pattifroefskrigtmidwest-express.com
Blano	Gard, Bonnie	City of Gaherina 200 South Hamilton Geherma, OH 43230	tornie gerdebeshanne sov.
	Gewronski, Chris Principal Planner	MORPC 111 Liberty St., Suite 100 Columbus, OH 43215	conversió@morpc.org Chris: (614) 233-4166 Robert: 233-4160
	Gibson, Bruce	FAÅ CMH ATCT 4277 International Galeway Columbus, OH 43219	(614) 338-4092 Bruce Gibeon@FAA.Goy,

Another fift	^ Griffin, Grisetta	Brittany Hills Civic Association 2463 Peekskill Drive Columbus, OH 43219	(814) 471-3947 goriff i 67cokmbus.rr.com
357	Hammon, Doug Director	Ohio State University 2160 West Case Road Columbus, Ohio 43235-2526	(614) 292-5460 chammon@countinport.org
	Harding, Alan	Columbus Flight Wetch 5731 Binnfon Place Columbus, OH 43235-7205	alan41 shiftomail.com
	Hanris, Dr. Gone Superintendent	City of Columbus Schoots 270 East State Street Columbus, OH 43215	(814) 385-5000
	Hodenbosi, Bob Headquarters Chief	Ohio EPA 122 S. Front St. Columbus, OH 43216-1049	(614) 644-2270
Mon Huga	Huffmen, Matthew Planner	City of Gehenne 200 South Hemilton Gehenne, OH 43230	(814) 342-4015
Katherine Jones	Jones, Katherine Community Planner	FAA Detroit ADO 11877 S. Wayne Roed Romulus, MI 48174	(734) 229-2958 Brad: (734) 229-2900 Katherine S. Jones (27ss. pov
	Kennedy, Brian Manager	United/United Express 4600 International Gateway Columbus, OH 43219	(614) 238-4286 Brian F. Kernecky@ust.com
	Langner, Bruce Development Director	City of Bextey 2242 E. Main St. Bextey, OH 43209	(614) 236-8994
	Lawler, Robert Director of Transportation	MORPC 111 Liberty St., Suite 100 Columbus, OH 43215	dewier@mysec.eco
	Leist, Terri Assistant Director/Interim Golf Administrator	City of Columbus Columbus Parks and Recreation 1111 E. Broad St., Ske. 200 Columbus, CH 43215	(614) 645-5420 taleist@columbra.ace
Chin Lenget	Lerriest, Chris Manager	FAA CMH ATCT 4277 International Gateway Columbus, OH 43219	Chris Lenfessi@fea.acv
	Levendusky, Brysn Manager	Northwest/Mesaba 4800 International Gateway Cotumbus, OH 43219	(614) 238-4313 Broan Levendurikv®gwa,com
	Luces Haire Davelopment Director	City of Reynoldsburg 7232 E. Mein Street Reynoldsburg, OH 43068	(614) 322-4807 Beire@cl.revnokisburo.oh.us
	Lischak, Jeff Regional Manager	Cheutsuque 4600 International Gateway Columbus, OH 43219	(317) 484 - 6000 ext. 3125 Escheliüzhicherisusus.com
	Martino, Frank General Manager	American/American Eagle 4600 International Caleway Columbus, OH 43219	(814) 239-4245 Frank Martino Dea, com
	McCroskey, Charles Zoning Administrator	Jefferson Twp. 6545 Hawens Road Blacklick, OH 43004	(614) 855-4285 smscpakev@infersentownship.em

McDeniet, Dr. Hereld E. President	St.Many's Civic Association 979 Wellington Blvd Columbus, OH 43219	(614) 252-7782 hmcdeniet@columbus.rt.com
McKée, Laura Managing Director Airports	Air Transport Association of America 1301 Pennsylvania Avenue, NW - Suite 1100 Washington, DC 20004-1707	
McKnight, Alan Oirector	City of Columbus Columbus Pariss and Recreation 1111 E. Broad St., Ste. 200 Columbus, OH 43205	(614) 545-3310 admckniehkthookumieus.acv
Moodespauph, Ron Director of Building Maintenance	Lane Avistion Corporation 4369 International Gateway Columbus, OH 43219	(614) 237-3747 x157 moodespeuch@laneevision.com
Pepsidero, Vince Ptenning Administrator	City of Columbus 109 N. Front Street, Ground Floor Columbus, OH 43215	(614) 645-8664 VAPapsidero@Columbus.adv
Peters, Don Vice President	Columbus Flight Welch 40 Messey Drive Westerville, CH 43081	(614) 890-1062 donpeters@columbus.rr.com
Puranik, Devayani Senior Planner	City of Columbus 109 N. Front Street Columbus, OH 43215	(614) 645-0663 (diouranik@columbus.goy
Raylord, Elwood Chair	Northeast Area Commission 2776 Yorkchiff Rd Columbus, OH 43219	(614) 475-1448 lartul@sbcglobal.net
Rucker, Michael Manager	Southwest 4000 International Gateway Columbus, OH 43219	(614) 238-7722 Michael Rustantifernou.com
Russell, Columbus President	Cumberland Ridge Clvic Association 1876 Mountain Cas Rd Columbus, OH 43219	(614) 475-7277 trusset@@cokumbus.rr.com
Russell, Tom Division of Water Quality	City of Columbus 810 Dublin Road Columbus, OH 43215	(614) 645-6311 tarussel@columbus.gov
Schaff, Felbr Manager	Delta/Delta Connection 4000 International Gateway Columbus, OH 43219	(614) 239-4448 felix sciull@dejla.com
Sekel, Jim Director	Whitehall Parks and Recreation 402 North Hemitton Road Whitehall, OH 43213	(614) 863-0121 isokol@citrofutilisheli.com
Smith III, Richard G. Executive Vice President	Net Jets 4111 Bridgowey Avenue Columbus, OH 43219	(614) 239-5518 Bmith@nelists.com
Stoke, Tim Director of Flight Operations	Limited Brands 4387 International Gateway Columbus, OH 43219	(614) 415-1800 Istohietik imiledbrands.com
Tylice, Bill General Manager - Vice President	Million Air 4130 East Fifth Avenue Columbus, OH 43219	(614) 238-3900 bhthadhrillionair.com
	President McKright, Alam McKright, Alam Obrector Aliporta McKright, Alam Obrector of Budding Maintenance Papaldero, Vince Papaldero, Vince Panning Administrator Planning Administrator Planning Administrator Planning Administrator Planning Administrator Rusters, Don Vince President Ruster, Elevand Chair Ruster, McCheel Meinstger Russell, Columbus President Russell, Tom Obrector Schola, Jam Obrector Schola, Jam Obrector Schola, Jam Drector of Right Operations Tyleka, 88	President UPT Wellington Bird Columbus, OH 43219 McKride, Laura Managin Director Aliports Air Trensport Association of America 1301 Perensylvania Average, NW - Safe 1100 Washington, DC 2000-1707 McKridght, Alan Oirector Calmbus, Ports and Recreation 111 E. Brood St., Sec. 200 Columbus, OH 43205 Moodespaugh, Ron Derector of Building Melatenance Occurrence ASSS International Galeway Columbus, OH 43219 Papalidero, Vinco Caly of Columbus 109 N. Front Street, Ground Floor Columbus, OH 43219 Peters, Don Vice President Vice President Of Vice President On On President On On On On On On On On On On On On On O

	T		
	Walla, Ken Facility Manager	The Columbus International Air Center 4316 East Fifth Avenue Columbus, QH 43219	(614) 236-0843 km,wallo@vgf.com
	White, Sadicia Director of Development	City of Gehanna 200 South Hamilton Gehanna, OH 43230	(614) 342-4015 sadicks white@pahams.cov
Olymn Hon	White, Tiffeny	North Central Area Commission 1204 Woodnet Avenue Columbus, OH 43219	(814) 253-8819/(614)570-5369 Many white@progressive.com/titlen/white%@aol.com
V	Wolfe, Dan Manager	Nationwide Insurance Company 3945 Bridgeway Avenue Columbus, OH 43219	(614) 249-8000 Wolfode@najkomide.com
STOTE OF PRESENTATION OF THE ANALYSIS OF THE STOTE OF THE	Wolfe, John A. Mayor	City of Whitehalf 360 S. Yeerling Road Whitehalf, OH 43213	(614) 338-3106 mayorwolfo@cibohyhhishal.com
2 12 12 12 12 12 12 12 12 12 12 12 12 12			CAT LANGUAGE BALL BALL DESCRIPTION
	Clawson, Dave	4800 International Galeway Columbus, OH 43219	
	Heaton, Stacey	4600 International Galeway Columbus, QH 43219	
Mark D. Kelly	Keiby, Mark	4800 International Gateway Columbus, OH 43219	
	Kennedy, Paul	4600 International Galaway Columbus, OH 43219	(614) 239-3347 pkennedy@columbuseirports.com
(S.F.	Meleski, Bernie	4800 International Galeway Columbus, OH 43219	
The hall	Wall, Dave	4600 International Galeway Columbus, OH 43219	

	PLEASE PI	RINT	
SIGNATURE	FIRST NAME, LAST NAME	ADDRESS	PHONE and E-MAR.
reke	MARK JUSTICE	abot are of AVIATIO	Mjustee Odd. state.ch.u N 387-2358
Wime Nu,	RIMBER BILL MONKER	NITTETS	meneoranetseticon
Mane Keesto	MARIE KEISTER	ENGROE	meneora netset con m Keister Genograp publica fla a eike Qosvairport.ora
Elizabeth IKe E. OL	<u>L</u> .	OSU Airport	e eike@osvairport.ora
		. ,	
		, www , , , , , ,	
		·····	·
·			
##00PPPPP,		<u> </u>	

### Study Advisory Committee Meeting

M ey 8, 2008 1:00 p.m. ~3:00 p.m. Environmental Impact Statement Port Cotumbus International Algori

Presented to: Study Advisory Committee By: FAA Consultert, Landnun & Brown Deie: May 8, 2008

#### Agenda

Where are we in the EIS Process?
 Progress Since November SAC Mee
 Project Review

Project Review - Sponsor's Proposed Project

- Preliminary Environmental Impacts
  Next Steps in the EIS Process
  Opportunity to Comment on the EIS

I. Where are we in the EIS Process?

- Part 150 Noise Compatibility Study Update

### 13th Avenue Acquisition Area

# Progress since November SAC Meeting

- Analysis identified a need to create an additional storms basin on east side of airport (outfall 4 ~ Big Walnut Cree
- Creation of the basin is being coordinated with the City of Columbus, Ohio EPA, and US Army Corps of Engineers
  - Stormwater basin has been added to the Sponson's Proposed Project
- Skybus Airline Bankruptcy
- Eis mesessed the potential impacts of Skybus continuing to operate and grow at CMH; However...
- The need for these projects is not dependent on Skybus or any other airline's specific operating plan at CMH

# Progress since November SAC Meeting

- Final submitted November 28, 2007
- Record of Approval expected June 1, 2008
- Accelerated Development Schedule Assessment

  Assessed the environmental impacts of socierating development schedule (turnery and terminal develop overlapina)
- Completed analysis and is included as Appendix P in the Orafi Et8

- Conducted Neighborhood Meeting on January 24, 2308

- Generally positive feedback from residents/owners

# II. Project Review - Sponsor's Proposed Project

#### Sponsor's Proposed Project

- controlled of a register of the CAL To the global approximately 702 in this of amount of the CAL To the global approximately 702 in this of amount of flower 100000.

  Proposed seminal severeless interest to expendent inclination for proposed seminal severeless who will be completed in prisons Proposed seminal severeless who will be formed to CALT approximately the complete seminal severeless and seminal servicements.

  Proposed seminal metal development between the CALT approximately accommended to contain the seminal times but as and parking paragraph qualities for the ALT after constraints and prosedures for the approximate for the approx

# Project Review - Sponsor's Proposed Project

## III. Alternatives Evaluated

### Alternatives - 2018 Condition

- Alternative A: No Action
- Alternative C2a: Relocate Runway 10R/28L 800 feet to the south plus terminal development (no implementation of NCP measures)
- Alternative C2b: Relocate Runway 10R/28L 800 feet to the south plus terminal development (with implementation of NCP measures)

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

Alternative C3b: Relocate Rumway 10R/28L 702 feet to the south (with implementation of NCP measures)

Alternative C2a: Relocate Runway 10R/28L 800 feet to the south (no implementation of NCP measures)

Alternatives - 2012 Condition

Alternative A: No Action

III. Atternatives Evaluated

- Alternative C3a: Relocate Runway 10R/28L 702 feet to the south plus terminal development (no implementation of NCP measures)
- Alternative C3b: Rebocate Runway 10P/28L 702 feet to the south plus terminal development (with implementation of NCP measures)

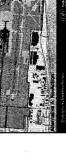


# IV. Preliminary Environmental Impacts

## Environmental Categories Assessed

acts

- Noise and Compatible Land Use:
  - Public Properties/Resources
     Social and Community Resource
     Water Resources
- Biological and Natural Resources
   Hazardous and Waste Materials



## IV. Preliminary Environmental Impacts

#### Alternative A: No-Action

Notes/Compatible Land Use
 2012.Comfilings 683 housing units in 68 DNL (336 have either news been eligible for sound trauslation/easement, or were previously eligible for sound insulation but have not yet been insulated.)

2018 CONTROLS. 819 housing units in 65 DNL (437 have either never been eligible for sound haulation/essement, or were previously eligible for sound insulation but have not yet been insulated).

No physical impacts due to no development





### IV. Preliminary Review of Runway Alternatives

NolawCompatible Land Use
 2012.Conditions 175 housing units in 65 DNL (406 have either new been eligible for sound insulation/essenners), or were previously eligible for sound insulation but have not jet been insulated).

IV. Preliminary Environmental Impacts

Alternative C2a;

2018 Conditions - 811 housing units in 85 DNL (\$23 have either navor been eligible for sound insulation/easement, or were previously eligible for sound insulation but have not yet been insulated)



# IV. Preliminary Environmental Impacts

#### Alternative C2a: (continued)

Public Propartize/Resources
 Buildings 3 & 7 of Air Force Plant 85 (eligible for NRHP)
 Reconfiguration of Altront Golf Course
 Relocation of Statzer Cemetery

Social/Community Resource

# IV. Preliminary Review of Runway Alternatives

• 2012 Conditions - 0.33 acres of wellands and 1,005 het of stream would be impeded - 2018 Conditions - Additional 0.32 acres of wellands (0.65 total acres)

IV. Preliminary Environmental Impacts

Alternative C2a: (continued)

• Increased run-off due to increased Impervious surface — Storm Water Master Plan being prepared for entire alroot

· Hazardous Waste

Buildings 3 & 7 of Air Force Plent 85 and two hangars would require additional remediation during demoition and redevelopment

# IV. Preliminary Review of Runway Alternatives

Note-Compatible Land Use

2012 Conditions - 507 housing units in 65 DNL (798 have either more been eligible for sound haudelon's semment, or wee previously eighble for sound haudelon's armonit and yet been familiated.

IV. Preliminary Environmental Impacts

2018 Contistions - 740 housing units in 65 DNL (502 have either never been eligible for sound insulation/easement, or were proviously eligible for sound insulation but have not jut been insulated)

All other categories have same impacts as Atternative C2s.

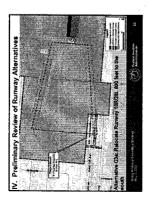
# IV. Preliminary Environmental Impacts

#### Alternative C3a;

Notes-Compatible Land Use
 2012 Conditions - 700 yearing units in 65 DNL (595 have alther new been dipple for sund building handless for sund building handless for sund finalistics build have not yet been besides).

- 2018 Conditions - 738 housing units in 65 DNL (420 have either never been eligible for sound insulation/easement, or were reprovesty eligible for sound insulation but have not yet been fraudated)





# IV. Preliminary Environmental Impacts

### Alternative C3a: (continued)

- Pubble Proparties-Resources
   Ramp Tower on Building 7 of AF Plant 35 (eligible for NRHP)
   Reconfiguration of Airport Golf Course
   Relocation of Statzer Cemslary

## IV. Preliminary Environmental Impacts

### Alternative C3a: (continued)

2012 Consilions — D.X acres of wellends and 1008 feet of several works when well are researched to the several control of the several control of the several control of the properties of wellends — increased runged of the binessed impactions under a Simul Market feat to the properties of the single or special of wellen as sport.

Hazardous Waste

One hanger would require additional remediation during demoition and redevelopment.



# IV. Preliminary Environmental Impacts

#### Atternative C3b:

Notes/Compatible Land Use
 2012 Coordings - 473 housing units in 65 DNL (225 have alther new been nightle for sound insulation/easement, or were previously wightle for sound insulation but have not yet been insulated.

\*2015 Conditions - 666 housing units in 66 ONL (400 have either have been eiligbis for sound insulation/easement, or were previously eiligbis for sound insulation but have not yet been insulated)
All other categories have serve impacts as Alternative C3a

## V. Next Steps in the EIS Process

# VI. Opportunity to Comment on the EIS

Written comments end/or questions on the Draft EIS should be mailed by July 11th to:



fune 2, 2008

City, State Zip Code Company Address. Name

Study Advisory Committee Meeting Minutes Port Columbus International Airport **Environmental Impact Statement** 

Dear Name:

Enclosed are meeting minutes for the May 8, 2008 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.

from 5 p.m. - 8 p.m. on June 11, 2008 at Oakland Park at Brentnell Elementary School and on June 12, 2008 at Whitehall Community Park Activities Center. The same information will be presented at The Final Public Workshops/Hearings on the EIS are being held both meetings.

International Airport and thank you for your participation in this As always, we appreciate your interest in Port Columbus study.

Sincerely,

Stacy Rollert

Lacy

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



# MEETING MEMO

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

#### MEETING

Study Advisory Committee - Meeting 5 Port Columbus International Airport Environmental Impact Statement Federal Aviation Administration

**MEETING DATE** 

May 8, 2008

#### ATTENDING

A meeting attendance list is attached.

## **DISCUSSION SUMMARY**

The fifth Study Advisory Committee (SAC) meeting for the Environmental Impact Statement (EIS) was opened by Rob Adams of Landrum & Brown (the consultant), 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.

## Where Are We in the EIS Process

2008. The post cards announcing the meetings have been mailed and flyers are currently available at the sign-in table for SAC members to take back to their communities. Mr. Adams encouraged all interested Mr. Adams explained the notice for the public workshops/hearings that are scheduled for June 11 and 12, Mr. Adams reviewed the EIS process and explained that this has been a two year process up to this point parties and all SAC members to participate in the workshops/hearings. Mr. Adams reminded the group of the results that were presented in November 2007. He also explained that the recent airline changes at Port Columbus International Airport will be discussed today. Lastly, he covered the ground rules for the meeting and emphasized that observer questions would be answered after SAC member's questions.

Progress Since November SAC Meeting Mr. Adams updated the group on the Part 150 Noise Compatibility Study Update. The FAA has accepted the noise maps as presented. Due to the 180 day approval process, a record of approval is expected June

Mr. Adams explained that an accelerated development schedule assessment as been included in the process. The FAA is considering the environmental impacts of an overlapping schedule for the runway and terminal development. The completed analysis of this compressed schedule is included in Appendix P of the Draft EIS Mr. Adams discussed the E. Thirteenth Avenue acquisition area. On January 24, 2008 the FAA and the consultant met with several of the property owners and renters who are affected by this acquisition. There was a letter that went to members of the SAC announcing and inviting them to this meeting. There are 36 properties and 35 homes in the affected area. There was a large representation of owners and renters at the meeting and of those who participated, 14 asked for acquisition to begin and requested assistance. Of the 14, 11 have been appraised and are working through the process.

the CMH market they were included in the EIS process, however it was a separate high growth scenario and did not affect the sponsor's purpose and need or the proposed projects. Skybus was not needed at CMH to justify the proposed projects. Mr. Adams went on to explain that no other one airline was needed to Mr. Adams discussed the Skybus bankruptcy. Mr. Adams reminded everyone that when Skybus entered ustify the proposed projects

# Project Review - Sponsor's Proposed Project

project. The proposed reconstructed runway will be located 702 feet south of the existing south runway (10R-2BL), which will be converted to a taxiway. Mr. Adams generally covered the projects just to remind the SAC members and to make sure everyone is on the same page. Mr. Adams then went in to greater detail about the runway relocation and the terminal development projects. He also explained that a new stormwater detention basin has been added to the project list and noted its proposed location on the map. The sponsor of the EIS is the CRAA. Mr. Adams briefly reviewed other elements of the sponsor's proposed The new stormwater basin will be located at Outfall 4.

## Alternatives Evaluated

Mr. Adams explained that the alternative review process is to ensure that another alternative to the sponsor's proposed projects is not possible with less environmental impact. He explained that of all the original alternatives studied, Alternatives C2a, C2b, C3a, and C3b in addition to a No Action alternative were advanced for continued assessment. C3b is the sponsor's proposed action. C3b includes the relocation of Runway 10R/28L 702 feet south and includes Noise Compatibility Program (NCP) recommendations as presented in the Part 150 Noise Compatibility Program Update that is expected to receive FAA approval by June 1, 2008.

environmental impacts. The 2018 scenario includes the new terminal. This accounts for the phased The alternatives were analyzed for two different scenarios; for the years 2012 and 2018 and for their development approach to the sponsor's proposed actions.

# Preliminary Environmental Impacts

grouped and certain ones were eliminated that had no reference to the area. The following list represents Mr. Adams stated that there are 22 specific categories that are assessed in an EIS. The categories were the Environmental Categories that were assessed:

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

### Alternative A: No Action

Noise/Compatible Land Use

2012 Conditions - 693 housing units in 65 DNL

(336 have never been eligible for sound insulation/easement)

(437 have never been eligible for sound insulation/easement) 2018 Conditions – 819 housing units in 65 DNL

Mr. Adams explained that the 65 DNL is a federal guideline that qualifies as a significant impact and is the hreshold that the FAA is able to fund mitigation.

No physical impacts due to new development

Alternative C2a: Relocate Runway 10R/28L 800 feet to the south (no implementation of Noise Compatibility Program (NCP) measures). 2018 includes terminal development.

- Noise/Compatible Land Use
- 2012 Conditions 725 housing units in 65 DNL
- (406 have never been eligible for sound insulation/easement)
  - 2018 Conditions 811 housing units in 65 DNL
- (523 have never been eligible for sound insulation/easement)
  - Public Properties/Resources

Buildings 3 & 7 of Air Force Plant 85 (eligible for National Register of Historic Places (NRHP)) Buildings 3 & 7 need removal because of the height restrictions associated with the relocated

Reconfiguration of Airport Golf Course

There is a cemetery, the exact location was not known, however through field work and analysis it Dave Wall with the CRAA advised the group that the cemetery was relocated in the 1930's to the was located, some remains were discovered and have been coordinated with the Stelzer family, Mifflin Township cemetery. The newly discovered remains will also be relocated to that location. Social/Community Resources

Acquisition/relocation of 36 properties on E. Thirteenth Avenue. Mr. Adams explained the height and land use restrictions associated with a Runway Protection Zone (RPZ). The 36 properties affect both height and land use. Mr. Adams also explained a portion of the Federal relocation requirements require the EIS to look at available housing in the area to ensure that comparable housing is available to those impacted. Comparable housing has been identified and is available.

- Water Resources
- increased from the 529 feet as presented in November because of the addition of the stormwater 2012 Conditions - 0.33 acres of wetlands and 1,005 feet of stream would be impacted; this
- 2018 Conditions Additional 0.32 acres of wetlands (.65 total acres).
- Increased run-off due to increased impervious surface (Storm Water Master Plan being prepared for entire airport)
- Hazardous Waste
- Buildings 3 & 7 of Air Force Plant 85 would require additional remediation during demolition and redevelopment

Alternative C2b: Relocate Runway 10R/28L 800 feet to the south (with implementation of NCP measures). 2018 includes terminal development.

- Noise/Compatible Land Use
- 2012 Conditions 507 housing units in 65 DNL vs. 693 in the no action
  - (269 have never been eligible for sound insulation/easement)
- 2018 Conditions 740 housing units in 65 DNL vs. 819 in the no action (502 have never been eligible for sound insulation/easement)
  - All other categories have same impacts as Alternative C2a

Alternative C3a: Relocate Runway 10R/28L 702 feet to the south (no implementation of NCP measures). 2018 includes terminal development.

- Noise/Compatible Land Use
- 2012 Conditions 700 housing units in 65 DNL
- (363 have never been eligible for sound insulation/easement)
  - 2018 Conditions 738 housing units in 65 DNL
- (420 have never been eligible for sound insulation/easement)
  - Ramp Tower on Building 7 of Air Force Plant 85 (eligible for NRHP) Reconfiguration of Airport Golf Course Public Properties/Resources
- Social/Community Resources
- Acquisition/relocation of 36 properties on E. Thirteenth Avenue
- Water Resources
- 2012 Conditions 0.33 acres of wetlands and 1,005 linear feet of stream would be impacted
- 2018 Conditions Additional 0.32 acres of wetlands (.65 total acres) Increased run-off due to increased impervious surface (Storm Water Master Plan being prepared for entire airoort)
  - Hazardous Waste

Building 7 will require common remediation during demolition.

Alternative C3b: Relocate Runway 10R/28L 702 feet to the south (with implementation of NCP measures), This atternative is the sponsor's proposed alternative. 2018 includes terminal development.

Noise/Compatible Land Use

2012 Conditions – 473 housing units in 65 DNL

(225 have never been eligible for sound insulation/easement)

2018 Conditions – 656 housing units in 65 DNL

Mr. Adams highlighted that this is the fewest number of impacted properties of all the alternatives. This is 440 fewer impacted people from the no action alternative. (400 have never been eligible for sound insulation/easement)

All other categories have same impacts as Alternative C3a

Mr. Adams asked if there were any questions at this point, before moving on to Next Steps See questions and responses below. The next steps in the EIS process are the public workshops/hearings coming up in June 2008 and the review and public comment period for the Draft EIS. He explained that all Draft EIS documents have been

delivered and are available for review and comment.

65 copies of the Draft EIS have been delivered to public agencies for review and comment as well as the documents available for public review. The Draft EIS is contained in four (4), 4" binders.

He noted that a Record of Decision (ROD) is anticipated from the FAA in April 2009.

Opportunity to Comment on the EIS

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

Ms. Katherine S. Jones

Federal Aviation Administration

11677 South Wayne Road, Suite 107

elephone: (734) 229-2958 Romulus, Michigan 48174

Fax: (734) 229-2950

E-mail: CMHEIS@faa.gov

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

#### Questions

- Unknown asked: why did the 2018 scenario change from 819 to 811 homes impacted by the 65 DNL? Mr. Adams explained that by shifting the Runway 10R/28L south 800' it changes the land development patterns and as a result the numbers are slightly different.
- Bill Adams of the East Columbus Civic Association asked if the 14 residences who have requested participation in the relocation program, would their home's value be accessed at today's value or those of one year ago. Rob Adams explained that the home's value would be a current

assessment. Bill Adams then asked if those residences would have a problem purchasing homes to relocate to. Rob Adams explained that they are not through the process yet, however ample housing is available. Mr. Adams also explained that in Appendix H of the Draff EIS, relocation and housing information is available.

- Bill Adams asked if the new basin and storm water runoff plan would impact anything west of Stelzer Road. Rob Adams explained that all impacts are east of Stelzer Road.
- Bill Adams asked if there is information available on a street location basis. Rob Adams explained that in Chapter 5 of the Draft EIS it contains information concerning all impacted properties that will be offered the sound insulation program.
- Mr. Hooper representing the North Central Area Commission asked who is paying to reconfigure
  the golf course. Rob Adams explained the CRAA will be responsible for its reconfiguration. Nine
  golf holes are impacted.
- Bill Adams explained that in the early 1990's houses that were identified as not in the 65 DNL yet were identified in the 60 to 65 range initially and asked if this upcoming process would be the same as it was in the early 1990's. What happens to the information? Those residents have not received any feedback. Rob Adams explained that all written comments received by various means and all verbal comments or questions made during the public hearing process to the court recorder would be included and responded too in the final E1S. He went on to explain that written comments will be accepted from May 16, 2008 to July 11, 2008. All written comments are received and reviewed by Katy Jones of the FAA.
- Bill Adams explained that the East Columbus Civic Association will hold another meeting to discuss
  these issues. 150 people showed up at the last meeting. They were all interested in how this will
  affect them. They want to know when they will get answers they can understand. Rob Adams
  encouraged them to participate in the workshops/hearings scheduled for June 11 and 12, 2008.
- Mr. Hooper questioned how the 65 DNL thresholds were arrived at.
   Mr. Hooper questions whether nearby homes in the 60 to 65 DNL range could be eligible for the program. Mr. Hooper questioned how and if an independent study could be done for the community. Mr. Hooper asked if the FAA would consider such a study.
- Rob Adams explained that the 65 DNL was reached as the threshold for significant impacts after several studies determined that it was the appropriate threshold for significant human impact. The FAA also recognized nuisance impacts below the 65 DNL. The FAA will only fund projects dealing with properties within the 65 DNL.
- Rob Adams explained that in the beginning of the sound program, adjacent homes to the 65 DNL, but not in the 65 DNL, were not eligible at all. However, in recent years the FAA has allowed exceptions to include homes immediately adjocent to the 65 DNL, so as to match physical boundaries; not necessarily whole neighborhoods. He went on to explain that more information concerning this matter is available in Chapter 5 of the Draft EIS.

- Rob Adams explained that there is no means to federally fund an independent study unless it is through a municipality sponsoring body. City or area planning commissions are examples of organizations that could conduct an independent study for the airport. However, most cities and local authorities took to the airport as their local expert in the field of aviation matters. Katy Jones confirmed this statement.
- Mr. Hooper wants to understand the Kentucky example of how an entire community was relocated so the local airport could expand. Rob Adams explained that in that example the FAA only funded those properties impacted by the 65 DNL and that the rest of the properties were acquired through state grants and city funds. Mr. Hooper then asked how. Rob Adams suggested he research the

SAC-6

### Study Advisory Committee Meeting

May 8, 2008 1:00 p.m. – 3:00 p.m. Environmental Impact Statement Port Columbus International Airport

Presented to: Study Advisory Committee By: FAA Consultant, Landrum & Brown

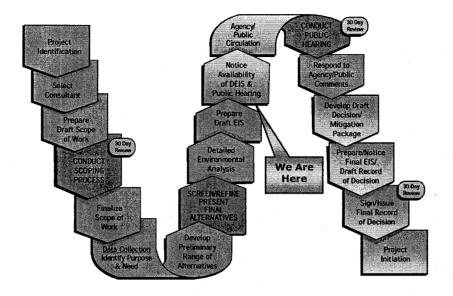
Date: May 8, 2008



#### **Agenda**

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

#### I. Where are we in the EIS Process?



Study Advisory Committee Meeting May 8, 2008



3

#### I. Progress since November SAC Meeting

#### Part 150 Noise Compatibility Study Update

- Final submitted November 28, 2007
- Record of Approval expected June 1, 2008

#### **Accelerated Development Schedule Assessment**

- Assessed the environmental impacts of accelerating the development schedule (runway and terminal development overlapping)
- Completed analysis and is included as Appendix P in the Draft EIS

#### 13th Avenue Acquisition Area

- Conducted Neighborhood Meeting on January 24, 2008
- Generally positive feedback from residents/owners



#### I. Progress since November SAC Meeting

#### **Stormwater Management**

- Analysis identified a need to create an additional stormwater basin on east side of airport (outfall 4 – Big Walnut Creek)
- Creation of the basin is being coordinated with the City of Columbus, Ohio EPA, and US Army Corps of Engineers
- Stormwater basin has been added to the Sponsor's Proposed Project

#### **Skybus Airline Bankruptcy**

- EIS assessed the potential impacts of Skybus continuing to operate and grow at CMH; However...
- The need for these projects is not dependent on Skybus or any other airline's specific operating plan at CMH

Study Advisory Committee Meeting May 8, 2008



5

#### II. Project Review - Sponsor's Proposed Project

#### **Sponsor's Proposed Project**

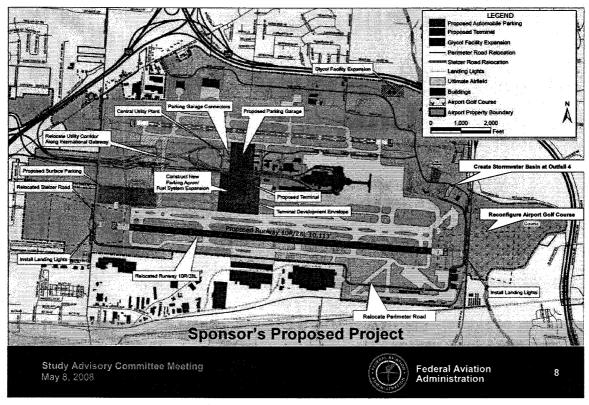
- Construction of a replacement runway, 10,113 ft. long, located approximately 702 ft. south of existing Runway 10R/28L
- Construction of additional taxiways to support replacement runway
- Proposed terminal development to be completed in phases
- Necessary Navigational Aids (NAVAIDS) to obtain a CATII 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



#### II. Project Review - Sponsor's Proposed Project



#### II. Project Review - Sponsor's Proposed Project



#### III. Alternatives Evaluated

#### **Alternatives – 2012 Condition**

- Alternative A: No Action
- Alternative C2a: Relocate Runway 10R/28L 800 feet to the south (no implementation of NCP measures)
- Alternative C2b: Relocate Runway 10R/28L 800 feet to the south (with implementation of NCP measures)
- Alternative C3a: Relocate Runway 10R/28L 702 feet to the south (no implementation of NCP measures)
- Alternative C3b: Relocate Runway 10R/28L 702 feet to the south (with implementation of NCP measures)

Study Advisory Committee Meeting May 8, 2008



q

#### III. Alternatives Evaluated

#### **Alternatives – 2018 Condition**

- Alternative A: No Action
- Alternative C2a: Relocate Runway 10R/28L 800 feet to the south plus terminal development (no implementation of NCP measures)
- Alternative C2b: Relocate Runway 10R/28L 800 feet to the south plus terminal development (with implementation of NCP measures)
- Alternative C3a: Relocate Runway 10R/28L 702 feet to the south plus terminal development (no implementation of NCP measures)
- Alternative C3b: Relocate Runway 10R/28L 702 feet to the south plus terminal development (with implementation of NCP measures)

#### **Environmental Categories Assessed**

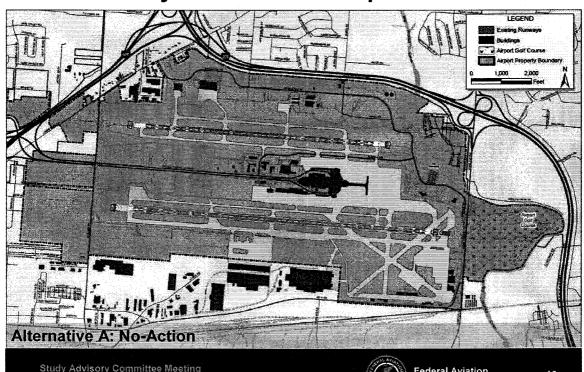
- Air Quality
- Noise and Compatible Land Uses
- Public Properties/Resources
- Social and Community Resources
- · Water Resources
- Biological and Natural Resources
- · Hazardous and Waste Materials

Study Advisory Committee Meeting May 8, 2008



11

#### IV. Preliminary Environmental Impacts



Study Advisory Committee Meeting May 8, 2008



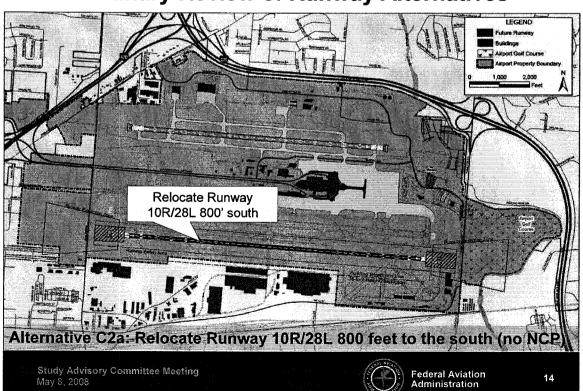
#### **Alternative A: No-Action**

- Noise/Compatible Land Use
  - <u>2012 Conditions</u> 693 housing units in 65 DNL (336 have either never been eligible for sound insulation/easement, or were previously eligible for sound insulation but have not yet been insulated)
  - <u>2018 Conditions</u> 819 housing units in 65 DNL (437 have either never been eligible for sound insulation/easement, or were previously eligible for sound insulation but have not yet been insulated)
- No physical impacts due to no development

Study Advisory Committee Meeting May 8, 2008



13



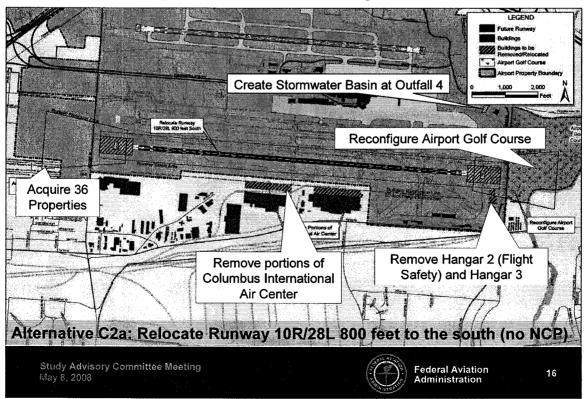
#### **Alternative C2a:**

- Noise/Compatible Land Use
  - <u>2012 Conditions</u> 725 housing units in 65 DNL (406 have either never been eligible for sound insulation/easement, or were previously eligible for sound insulation but have not yet been insulated)
  - <u>2018 Conditions</u> 811 housing units in 65 DNL (523 have either never been eligible for sound insulation/easement, or were previously eligible for sound insulation but have not yet been insulated)

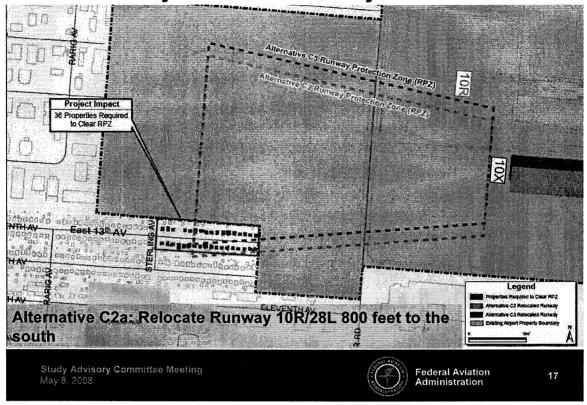
Study Advisory Committee Meeting May 8, 2008



15



IV. Preliminary Review of Runway Alternatives



#### IV. Preliminary Environmental Impacts

#### **Alternative C2a: (continued)**

- Public Properties/Resources
  - Buildings 3 & 7 of Air Force Plant 85 (eligible for NRHP)
  - Reconfiguration of Airport Golf Course
  - Relocation of Stelzer Cemetery
- Social/Community Resources
  - Acquisition/relocation of 36 properties on East 13th Avenue

#### Alternative C2a: (continued)

#### Water Resources

- <u>2012 Conditions</u> 0.33 acres of wetlands and 1,005 feet of stream would be impacted
- <u>2018 Conditions</u> Additional 0.32 acres of wetlands (0.65 total acres)
- Increased run-off due to increased impervious surface –
   Storm Water Master Plan being prepared for entire airport

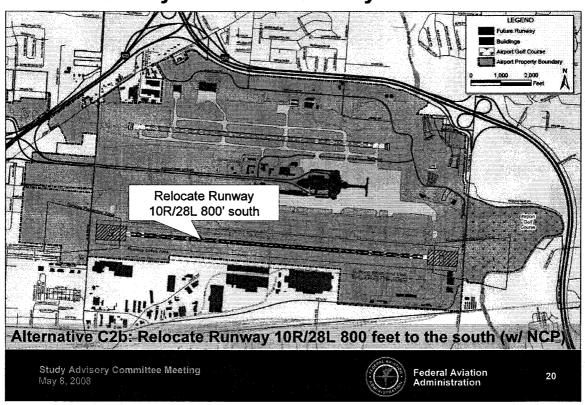
#### Hazardous Waste

 Buildings 3 & 7 of Air Force Plant 85 and two hangars would require additional remediation during demolition and redevelopment

Study Advisory Committee Meeting May 8, 2008



19



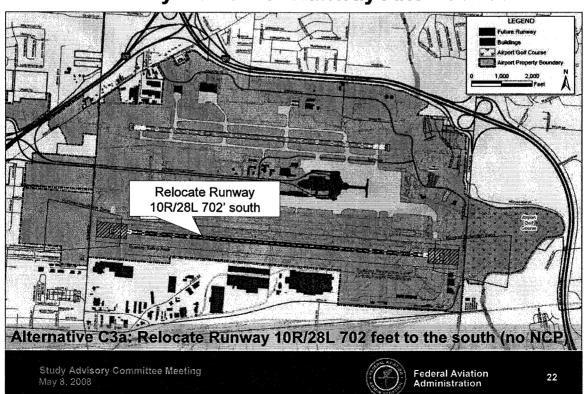
#### **Alternative C2b:**

- Noise/Compatible Land Use
  - <u>2012 Conditions</u> 507 housing units in 65 DNL (269 have either never been eligible for sound insulation/easement, or were previously eligible for sound insulation but have not yet been insulated)
  - <u>2018 Conditions</u> 740 housing units in 65 DNL (502 have either never been eligible for sound insulation/easement, or were previously eligible for sound insulation but have not yet been insulated)
- All other categories have same impacts as Alternative C2a

Study Advisory Committee Meeting May 8, 2008



21



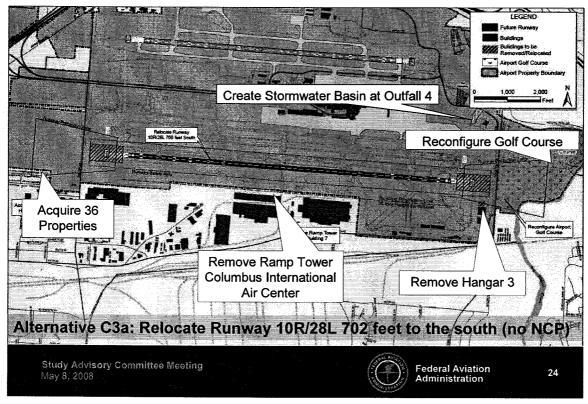
#### **Alternative C3a:**

- Noise/Compatible Land Use
  - <u>2012 Conditions</u> 700 housing units in 65 DNL (363 have either never been eligible for sound insulation/easement, or were previously eligible for sound insulation but have not yet been insulated)
  - <u>2018 Conditions</u> 738 housing units in 65 DNL (420 have either never been eligible for sound insulation/easement, or were previously eligible for sound insulation but have not yet been insulated)

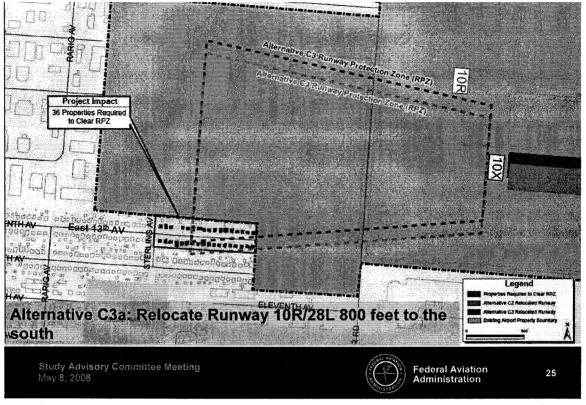
Study Advisory Committee Meeting May 8, 2008



23



IV. Preliminary Review of Runway Alternatives



#### IV. Preliminary Environmental Impacts

#### Alternative C3a: (continued)

- Public Properties/Resources
  - Ramp Tower on Building 7 of AF Plant 85 (eligible for NRHP)
  - Reconfiguration of Airport Golf Course
  - Relocation of Stelzer Cemetery
- Social/Community Resources
  - Acquisition/relocation of 36 properties on East 13th Avenue

#### **Alternative C3a: (continued)**

#### Water Resources

- <u>2012 Conditions</u> 0.33 acres of wetlands and 1,005 feet of stream would be impacted
- <u>2018 Conditions</u> Additional 0.32 acres of wetlands (0.65 total acres)
- Increased run-off due to increased impervious surface –
   Storm Water Master Plan being prepared for entire airport

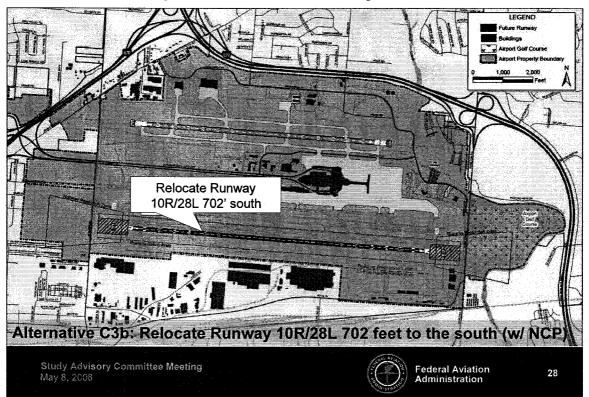
#### Hazardous Waste

One hangar would require additional remediation during demolition and redevelopment

Study Advisory Committee Meeting May 8, 2008



27



#### **Alternative C3b:**

- Noise/Compatible Land Use
  - <u>2012 Conditions</u> 473 housing units in 65 DNL (225 have either never been eligible for sound insulation/easement, or were previously eligible for sound insulation but have not yet been insulated)
  - <u>2018 Conditions</u> 656 housing units in 65 DNL (400 have either never been eligible for sound insulation/easement, or were previously eligible for sound insulation but have not yet been insulated)
- All other categories have same impacts as Alternative C3a

Study Advisory Committee Meeting May 8, 2008



29

#### V. Next Steps in the EIS Process

- Publish Draft EIS (SAC has received a CD)
- Publish Federal Register Notice

May 16, 2008

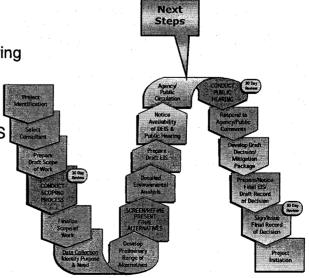
Public Workshop/Hearing

June 11th and 12th

- Collect public/agency comments on Draft EIS
- Prepare Final EIS
- Record of Decision

Estimated April 2009

Estimated Late 2008



#### VI. Opportunity to Comment on the EIS

Written comments and/or questions on the Draft EIS should be mailed by July 11th 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

Sandy Dicocco, Manager US Aiways/US Aiways/America West Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

Bryan Levandusky, Manager NorthwestMesaba Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

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 42219

Mr. Felix Scuilli, Manager

Study Advisory Committee Meeting



31

Midwest Connect/Skyway
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219

Mr. Tim Stehle Director of Flight Operations Limited Brands 4387 International Gateway Columbus, OH 43219

Ms. Patti Froehlich, Manager

Mr. Mark Dooley, Manager Continental Airlines Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

Mr. Ron Moodespaugh Director of Building Maintenance Lane Aviation Coproration 4389 International Gateway Columbus, OH 43219

Mr. Ken Waite, Facility Manager The Columbus International Air Center 4300 East Fitth Avenue Columbus, OH 43219

AOPA Airports Division 421 Aviation Way Frederick, MD 21701

6/2/08 Non-Attendee SAC Distribution List

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

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

Mr. Bruce Gibson FAA CMH ATCT 4277 International Gateway Columbus, OH 43219

Mr. Chris Gawronski, Senior Planner MORPC 285 E. Main St. Columbus, OH 4321

Mr. Bill Tylka Million Air 4130 East Fifth Avenue Columbus, OH 43219

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

Page 1 of 3

# 6/2/08 Non-Attendee SAC Distribution List

Chautauqua Airlines
Port Columbus International Airport
4600 International Gateway
Columbus, OH 43219 Mr. Jeff Lischak, Regional Manager

Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219 Ms. Stacey Heaton

Ms. Cathy Ferrari Ohio State University 2160 West Case Road Columbus, OH 43235

Ms. Terri Leist Golf Administrator Columbus Parks and Recreation 200 Greenlawn Ave. Columbus, OH 43223

> Mr. Robert Lawler, Director of Transportation 285 E. Main St. Columbus, OH 43215

Columbus, OH 43219 A Better Community 2437 Delavan Drive Ms. Mary Dewberry

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

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

> Mr. Lucas Haire, Planning Administrator City of Reynoldsburg 7232 E. Main Street Reynoldsburg, OH 43068

Ms. Devayani D. Puranik Senior Planner 109 N. Front Street Columbus, OH 43215

Reynoldsburg, OH 43068 Mr. John Brandt City of Reynoldsburg 7232 E. Main Street Development Department and Zoning Enforcement Franklin County 290 East Broad Street, 2" Floor Columbus, OH 43215

Mr. Lee Brown

Dr. Gene Harris, Superintendent City of Columbus Schools 270 East State Street Columbus, OH 43215

Sadicka White, Director of Development

Ms. Angela Newland Columbus Regional Airport Authority 4600 International Gateway Columbus, OH 43219 City of Gahanna 200 South Hamilton Gahanna, OH 43230

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

Mr. Alan Harding Columbus Flight Watch 5731 Blinnton Place Columbus, OH 43235-7205

The Honorable Lynn Ochsendorf, Mayor City of Whitehall 360 S. Yearling Road Whitehall, OH 43213

Page 2 of 3

6/2/08 Non-Attendee SAC Distribution List

JetBlue Airways 118-29 Queens Blvd. Forest Hills, NY 11375 Mr. Kevin Costello

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

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

4181 Arlingate Plaza Columbus, OH 43228 Mr. Denis Carvill

> Mr. Michael Rucker, Manager Southwest 4600 International Gateway Columbus, OH 43219

Mr. Bruce Langner, Development Director City of Bexley 2242 E. Main St. Bexley, OH 43209

> North Central Area Commission 1204 Woodnell Avenue Columbus, OH 43219 Ms. Tiffany White

Alan McKnight, Dept. Representative Columbus Parks and Recreation 200 Greenlawn Ave. Columbus, OH 43223

Watershed Coordinator Friends of Big Wainut Creek 116 Mill Street Gahanna, OH 43230 Ms. Susan Moeller

Columbus Regional Airport Authority 4600 International Gateway Columbus, OH 43219 Mr. Paul Kennedy

Ms. Shari Beston 4130 E. 5<sup>th</sup> Ave. Columbus, OH 43019

Ms. Laura McKee Managing Director. Airport Affairs Air Transport Association of America 1301 Pennsylvania Avenue, NW –Suite 1100 Washington DC 20004-1707

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

Schottenstein Management Company Property Management Division 1798 Frebis Avenue Ms. Sarah VanderWielen Columbus, OH 43206

Mr. Donald I. Camerino, Vice President

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

Division of Air Pollution Control 50 W. Town Street Columbus, OH 43215 Ohio EPA

> City of Gahanna 200 S. Hamilton Road Gahanna, OH 43230 Mr. Troy Eaton

Page 3 of 3



June 2, 2008

Name

Company

City, State Zip Code Address.

Study Advisory Committee Meeting Minutes Port Columbus International Airport **Environmental Impact Statement** 

Dear Name:

Enclosed are meeting minutes for the May 8, 2008 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. The Final Public Workshops/Hearings on the EIS are being held from 5 p.m. – 8 p.m. on June 11, 2008 at Oakland Park at Brentnell Elementary School and on June 12, 2008 at Whitehall Community Park Activities Center. The same information will be presented at both meetings.

international Airport and thank you for your participation in this As always, we appreciate your interest in Port Columbus study.

Sincerely,

HARY

Stacy Hallert

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



# MEETING MEMO

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

MEETING

Study Advisory Committee - Meeting 5 Port Columbus International Airport Environmental Impact Statement Federal Aviation Administration

**MEETING DATE** 

May 8, 2008

### ATTENDING

A meeting attendance list is attached.

## **DISCUSSION SUMMARY**

opened by Rob Adams of Landrum & Brown (the consultant), 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 The fifth Study Advisory Committee (SAC) meeting for the Environmental Impact Statement (EIS) was represent.

## Where Are We in the EIS Process

Mr. Adams reviewed the EIS process and explained that this has been a two year process up to this point. Mr. Adams explained the notice for the public workshops/hearings that are scheduled for June 11 and 12, 2008. The post cards announcing the meetings have been mailed and flyers are currently available at the sign-in table for SAC members to take back to their communities. Mr. Adams encouraged all interested parties and all SAC members to participate in the workshops/hearings. Mr. Adams reminded the group of the results that were presented in November 2007. He also explained that the recent airline changes at Port Columbus International Airport will be discussed today. Lastly, he covered the ground rules for the meeting and emphasized that observer questions would be answered after SAC member's questions.

Progress Since November SAC Meeting Mr. Adams updated the group on the Part 150 Noise Compatibility Study Update. The FAA has accepted Mr. Adams updated the group on the Part 150 Noise Compatibility Study Update. The FAA has accepted the noise maps as presented. Due to the 180 day approval process, a record of approval is expected June

Adams explained that an accelerated development schedule assessment as been included in the terminal development. The completed analysis of this compressed schedule is included in Appendix P of process. The FAA is considering the environmental impacts of an overlapping schedule for the runway and

Mr. Adams discussed the E. Thirteenth Avenue acquisition area. On January 24, 2008 the FAA and the was a letter that went to members of the SAC announcing and inviting them to this meeting. There are 36 properties and 35 homes in the affected area. There was a large representation of owners and renters at consultant met with several of the property owners and renters who are affected by this acquisition. There the meeting and of those who participated, 14 asked for acquisition to begin and requested assistance. Of the 14, 11 have been appraised and are working through the process.

the CMH market they were included in the EIS process, however it was a separate high growth scenario and did not affect the sponsor's purpose and need or the proposed projects. Skybus was not needed at CMH to justify the proposed projects. Mr. Adams went on to explain that no other one airline was needed to Mr. Adams discussed the Skybus bankruptcy. Mr. Adams reminded everyone that when Skybus entered ustify the proposed projects.

# Project Review - Sponsor's Proposed Project

he SAC members and to make sure everyone is on the same page. Mr. Adams then went in to greater detail about the runway relocation and the terminal development projects. He also explained that a new stormwater detention basin has been added to the project list and noted its proposed location on the map. (10R-28L), which will be converted to a taxiway. Mr. Adams generally covered the projects just to remind The sponsor of the EiS is the CRAA. Mr. Adams briefly reviewed other elements of the sponsor's proposed The proposed reconstructed runway will be located 702 feet south of the existing south runway The new stormwater basin will be located at Outfall 4.

### Alternatives Evaluated

organizar alternatives studied, Alternatives C.2a, C.2b, C.3a, and C.3b in addition to a No Action alternative organizar alternatives studied, Alternatives C.2a, C.2b, C.3a, and C.3b in addition to a No Action alternative area advanced for confined assessment. C.3b is the sponsor's proposed action. C.3b includes the relocation of Runway 10R/28L 702 feet south and includes Noise Compatibility Program (NCP) recommendations as presented in the Part 150 Noise Compatibility Program Update that is expected to sponsor's proposed projects is not possible with less environmental impact. He explained that of all the Adams explained that the alternative review process is to ensure that another alternative to the receive FAA approval by June 1, 2008.

environmental impacts. The 2018 scenario includes the new terminal. This accounts for the phased The alternatives were analyzed for two different scenarios; for the years 2012 and 2018 and for their development approach to the sponsor's proposed actions.

# Preliminary Environmental Impacts

grouped and certain ones were eliminated that had no reference to the area. The following list represents Mr. Adams stated that there are 22 specific categories that are assessed in an EIS. The categories were the Environmental Categories that were assessed:

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

### Alternative A: No Action

Noise/Compatible Land Use

2012 Conditions – 693 housing units in 65 DNL

(336 have never been eligible for sound insulation/easement)

2018 Conditions - 819 housing units in 65 DNL

(437 have never been eligible for sound insulation/easement)
Mr. Adams explained that the 65 DNL is a federal guideline that qualifies as a significant impact and is the threshold that the FAA is able to fund mitigation.

No physical impacts due to new development

Alternative C2a: Relocate Runway 10R/28L 800 feet to the south (no implementation of Noise Compatibility Program (NCP) measures). 2018 includes terminal development.

Noise/Compatible Land Use

2012 Conditions - 725 housing units in 65 DNL

(406 have never been eligible for sound insulation/easement)

(523 have never been eligible for sound insulation/easement) 2018 Conditions - 811 housing units in 65 DNL

Buildings 3 & 7 of Air Force Plant 85 (eligible for National Register of Historic Places (NRHP)) Public Properties/Resources

Buildings 3 & 7 need removal because of the height restrictions associated with the relocated

Reconfiguration of Airport Golf Course

There is a cemetery, the exact location was not known, however through field work and analysis it Dave Wall with the CRAA advised the group that the cemetery was relocated in the 1930's to the Mifflin Township cemetery. The newly discovered remains will also be relocated to that location. was located, some remains were discovered and have been coordinated with the Stelzer family

Acquisition/relocation of 36 properties on E. Thirteenth Avenue. Mr. Adams explained the height and land use restrictions associated with a Runway Protection Zone (RPZ). The 36 properties Social/Community Resources affect both height and land use.

at available housing in the area to ensure that comparable housing is available to those impacted. Mr. Adams also explained a portion of the Federal relocation requirements require the EIS to look Comparable housing has been identified and is available.

### Water Resources

increased from the 529 feet as presented in November because of the addition of the stormwater 2012 Conditions - 0.33 acres of wetlands and 1,005 feet of stream would be impacted; this

2018 Conditions – Additional 0.32 acres of wetlands (.65 total acres). Increased run-off due to increased impervious surface – (Storm Water Master Plan being prepared

for entire airport)

### Hazardous Waste

Buildings 3 & 7 of Air Force Plant 85 would require additional remediation during demolition and redevelopment Altemative 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 vs. 693 in the no action

(269 have never been eligible for sound insulation/easement) 2018 Conditions – 740 housing units in 65 DNL vs. 819 in the no action

(502 have never been eligible for sound insulation/easement)

All other categories have same impacts as Alternative C2a

Alternative C3a: Relocate Runway 10R/28L 702 feet to the south (no implementation of NCP measures). 2018 includes terminal development.

# Noise/Compatible Land Use

2012 Conditions - 700 housing units in 65 DNL

(363 have never been eligible for sound insulation/easement)

2018 Conditions - 738 housing units in 65 DNL

(420 have never been eligible for sound insulation/easement) Public Properties/Resources

Ramp Tower on Building 7 of Air Force Plant 85 (eligible for NRHP) Reconfiguration of Airport Golf Course

# Social/Community Resources

Acquisition/relocation of 36 properties on E. Thirteenth Avenue

### Water Resources

2012 Conditions - 0.33 acres of wetlands and 1,005 linear feet of stream would be impacted

2018 Conditions - Additional 0.32 acres of wetlands (.65 total acres)

Increased run-off due to increased impervious surface – (Storm Water Master Plan being prepared for entire airport)

### Hazardous Waste

Building 7 will require common remediation during demolition.

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 – 473 housing units in 65 DNL

(225 have never been eligible for sound insulation/easement)

(400 have never been eligible for sound insulation/easement) 2018 Conditions - 656 housing units in 65 DNL

Mr. Adams highlighted that this is the fewest number of impacted properties of all the alternatives. This is 440 fewer impacted people from the no action alternative.

All other categories have same impacts as Alternative C3a

Mr. Adams asked if there were any questions at this point, before moving on to Next Steps. See questions and responses below.

The next steps in the EIS process are the public workshops/hearings coming up in June 2008 and the review and public comment period for the Draft EIS. He explained that all Draft EIS documents have been delivered and are available for review and comment.

65 copies of the Draft EIS have been delivered to public agencies for review and comment as well as the documents available for public review. The Draft EIS is contained in four (4), 4" binders.

He noted that a Record of Decision (ROD) is anticipated from the FAA in April 2009

# Opportunity to Comment on the EIS

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

Ms. Katherine S. Jones

11677 South Wayne Road, Suite 107 Federal Aviation Administration

Telephone: (734) 229-2958 Romulus, Michigan 48174

Fax: (734) 229-2950

E-mail: CMHEIS@faa.gov

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

#### Questions

- Unknown asked: why did the 2018 scenario change from 819 to 811 homes impacted by the 65 DNL? Mr. Adams explained that by shifting the Runway 10R/28L south 800' it changes the land development pattems and as a result the numbers are slightly different.
- Bill Adams of the East Columbus Civic Association asked if the 14 residences who have requested participation in the relocation program, would their home's value be accessed at today's value or those of one year ago. Rob Adams explained that the home's value would be a current

SAC-4

housing is available. Mr. Adams also explained that in Appendix H of the Draft EIS, relocation and assessment. Bill Adams then asked if those residences would have a problem purchasing homes to relocate to. Rob Adams explained that they are not through the process yet, however ample housing information is available.

- Bill Adams asked if the new basin and storm water runoff plan would impact anything west of Stelzer Road. Rob Adams explained that all impacts are east of Stelzer Road.
- that in Chapter 5 of the Draft EIS it contains information concerning all impacted properties that will Bill Adams asked if there is information available on a street location basis. Rob Adams explained be offered the sound insulation program.
- Mr. Hooper representing the North Central Area Commission asked who is paying to reconfigure the golf course. Rob Adams explained the CRAA will be responsible for its reconfiguration. Nine golf holes are impacted.
- verbal comments or questions made during the public hearing process to the court recorder would be included and responded too in the final EIS. He went on to explain that written comments will be accepted from May 16, 2008 to July 11, 2008. All written comments are received and reviewed by were identified in the 60 to 65 range initially and asked if this upcoming process would be the same as it was in the early 1990's. What happens to the information? Those residents have not received any feedback. Rob Adams explained that all written comments received by various means and all Bill Adams explained that in the early 1990's houses that were identified as not in the 65 DNL yet Katy Jones of the FAA.
- Bill Adams explained that the East Columbus Civic Association will hold another meeting to discuss these issues. 150 people showed up at the last meeting. They were all interested in how this will encouraged them to participate in the workshops/hearings scheduled for June 11 and 12, 2008. affect them. They want to know when they will get answers they can understand. Rob Adams
- Mr. Hooper questions whether nearby homes in the 60 to 65 DNL range could be eligible for the program. Mr. Hooper questioned how and if an independent study could be done for the community. Mr. Hooper asked if the FAA would consider such a study. Mr. Hooper questioned how the 65 DNL thresholds were arrived at.
- several studies determined that it was the appropriate threshold for significant human impact. The FAA also recognized nuisance impacts below the 65 DNL. The FAA will only fund projects dealing Rob Adams explained that the 65 DNL was reached as the threshold for significant impacts after with properties within the 65 DNL.
- Rob Adams explained that in the beginning of the sound program, adjacent homes to the 65 DNL but not in the 65 DNL, were not eligible at all. However, in recent years the FAA has allowed exceptions to include homes immediately adjacent to the 65 DNL, so as to match physical boundaries; not necessarily whole neighborhoods. He went on to explain that more information concerning this matter is available in Chapter 5 of the Draft EIS.

- local authorities look to the airport as their local expert in the field of aviation matters. Katy Jones Rob Adams explained that there is no means to federally fund an independent study unless it is organizations that could conduct an independent study for the airport. However, most cities and through a municipality sponsoring body. City or area planning commissions are examples of confirmed this statement.
- so the local airport could expand. Rob Adams explained that in that example the FAA only funded those properties impacted by the 65 DNL and that the rest of the properties were acquired through Mr. Hooper wants to understand the Kentucky example of how an entire community was relocated state grants and city funds. Mr. Hooper then asked how. Rob Adams suggested he research the

SAC-6

# 6/2/08 Attendee SAC Distribution List

<b>=</b>	dent		inue	6
Mr. Richard G. Smith III	Executive Vice President	ets	1111 Bridgeway Avenue	Columbus, OH 43219
Mr. F	Exec	Net Jets	4111	Colc

Ohio Office of Aviation 2829 W. Dublin-Granville Road Columbus, OH 43235 Mr. Mark Justice

Mr. Matthew Brown Development Department and Zoning Franklin County 280 East Broad Street, 2" Floor Columbus, OH 43215

Mr. Mark Kelby, Planner Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 43219

Ms. Katy Jones, Community Planner Federal Aviation Administration – Detroit ADO 111677 S. Wayne Road Romulus, MI 48174

Dr. Harold E. McDaniel, President St. Mary's Civic Association 979 Wellington Blvd. Columbus, OH 43219

Mr. Dave Wall, Capital Program Mangager Columbus Regional Airport Authority Port Columbus International Airport 4600 International Gateway Columbus, OH 42219

Jim Sekel, Director Whitehall Parks & Recreation 402 North Hamilton Road Whitehall, OH 43213

Mr. Don Peters, Vice President Columbus Flight Watch 40 Massey Drive Westerville, OH 43081

East Columbus Civic Association 2978 E. 12<sup>th</sup> Avenue Columbus, OH 43219 Mr. Bill Adams Interim President

Mr. Bernie Meleski, Director Planning & Development Columbus Regional Airport Authority Part Columbus International Airport 4600 International Gateway Columbus, OH 43219

Northeast Area Commission 2776 Yorkcliff Rd. Columbus, OH 43219 Mr. Elwood Rayford, Chair

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

Mr. Chris Lenfest, Manager FAA CMH ATCT 4277 International Gateway Columbus, OH 43219

Ms. Bonnie Gard, Zoning Administrator City of Gahanna 200 South Hamilton Gahanna, OH 43230

Mr. Matthew Huffman, Planner City of Gahanna 200 South Hamilton Gahanna, OH 43230

# 6/2/08 Attendee SAC Distribution List

Ms. Elizabeth Linville City of Columbus 109 N. Front Street, Ground Floor Columbus, OH 43215

Mr. Alfonso Hooper North Central Area Commission 1204 Woodnell Avenue Columbus, OH 43219 Mr. Doug Hammon, Director The Ohio State University Airport 2160 West Case Road Columbus, OH 43235

Ms. Elizabeth Ike The Ohio State University 2160 West Case Road Columbus, OH 43235-2526

Ms. Marie Keister Engage Communications/Engage Public Affairs, LLC mkeister@engagepublicaffairs.com

Mr. Bill McNeer Net Jets 4111 Bridgeway Avenue Columbus, OH 43219

Page 1 of 2