

The Project Team

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

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

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

Next Steps

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

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

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

How can I Comment on the EIS Scope of Work?

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

There are two ways that you can provide comments tonight. Written comments may be submitted on the comment forms that can be found in the workshop area; or, you may provide oral comments to the court reporter that is also stationed in the workshop area.

The FAA welcomes written comments on the scope of the environmental analysis. If you prefer, you may submit comments until the close of business on July 1, 2006 to:

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

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



May 31 and June 1, 2006

Public Scoping Meetings

What is the Purpose of Tonight's Public Meeting?

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

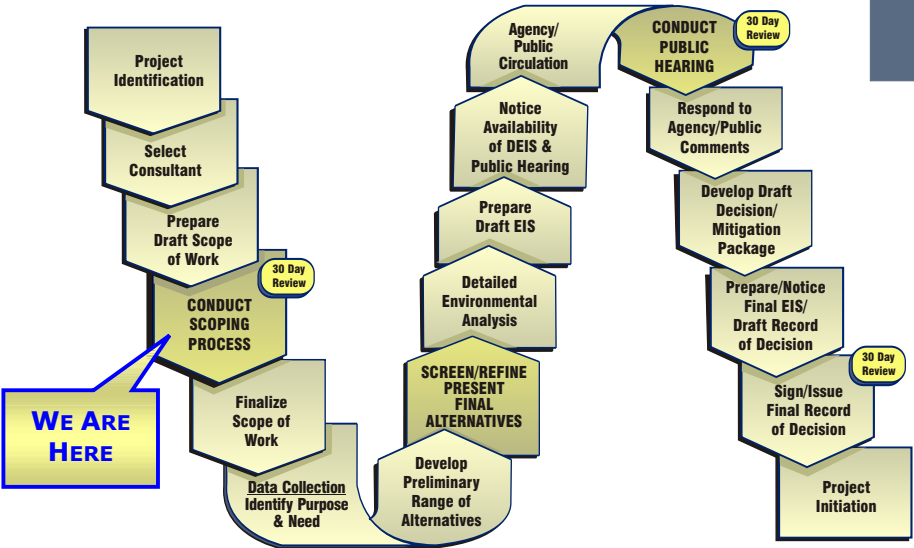
The primary purpose of an EIS is to analyze and disclose significant environmental impacts caused by proposed airport actions and their reasonable alternatives. The scoping process is the initial step in the preparation of the EIS. The intent of the scoping process is to collect comments on the scope of issues to be analyzed in the EIS. Through the scoping process some issues may also be eliminated if it is determined that they are not significant, or if they have been covered by prior environmental reviews.

The EIS Process

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

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

The following illustration graphically shows the EIS process.



How was the Need for the Proposed Development Projects Identified?

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

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

Why are the proposed development projects needed?

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

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

The need to rehabilitate Runway 10R/28L

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

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

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

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

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

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

The most recent passenger forecasts for CMH predict continued steady growth in terms of passengers and operations for the next 20 years. The CRAA studied a number of possibilities for meeting this demand. An analysis of the existing terminal facilities at CMH found that it cannot efficiently accommodate future passenger

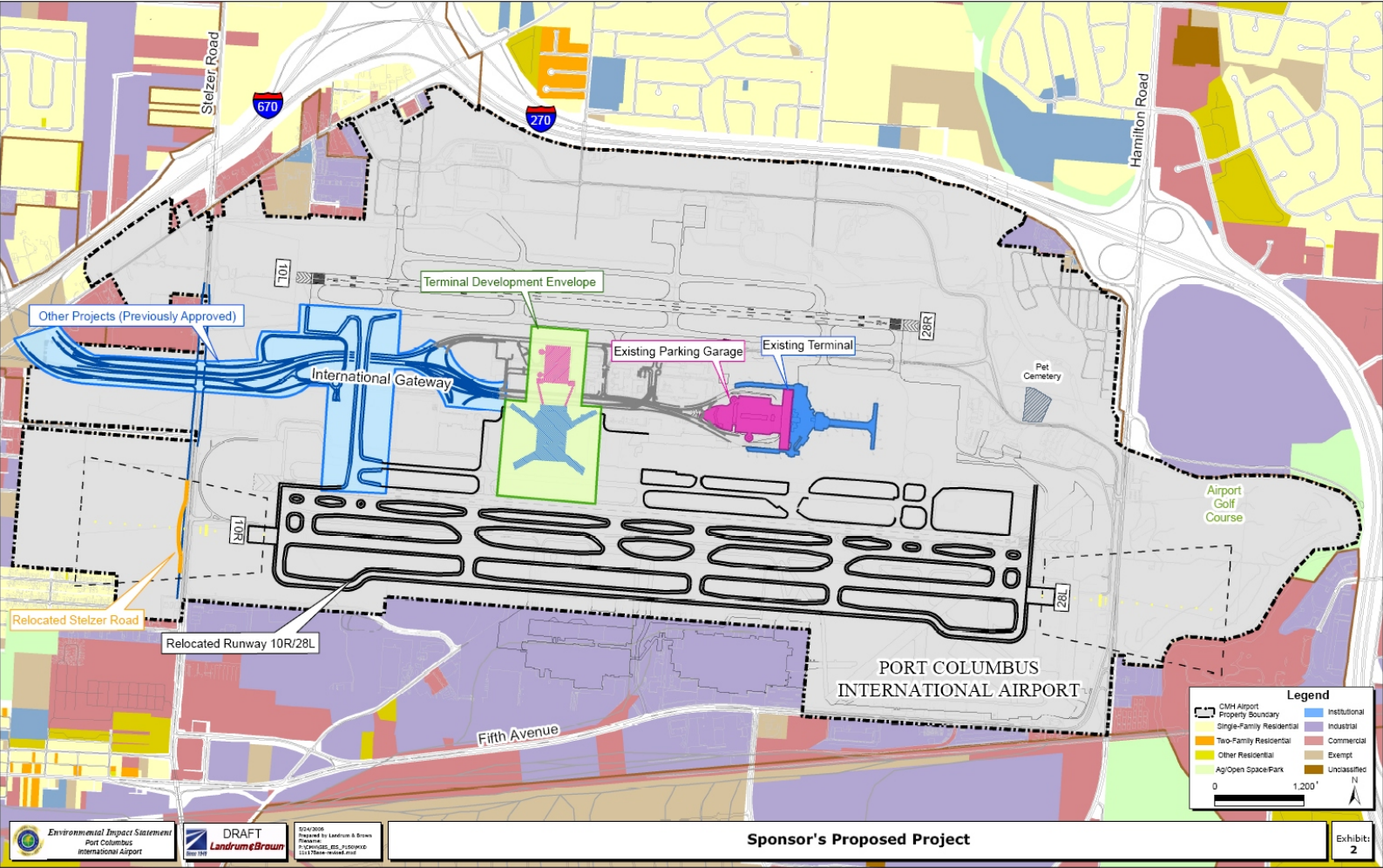
demand beyond five million annual enplaned passengers. The limitations of the existing terminal include the lack of necessary baggage make-up areas, the lack of adequate space to provide security screening, and a lack of aircraft gates to meet long-term demand. Current forecasts indicate that with continued steady growth, CMH will exceed five million enplaned passengers in 2018. Therefore, in order to meet the projected long-term passenger demand, the development of a new passenger terminal facility will be required.

What are the advantages of relocating the runway?

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

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

The illustration below shows the development concept.



Projects being considered in the EIS

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

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

What environmental impacts are being considered?

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

Environmental Consequences

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

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

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

Cumulative Impacts

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