

CHAPTER FIVE

ENVIRONMENTAL CONSEQUENCES

5.A INTRODUCTION

This chapter presents an assessment of the environmental impacts of the Sponsor's Proposed Project and its alternatives, including the No Action Alternative. It also presents a discussion of preliminary mitigation measures that the Federal Aviation Administration (FAA) and the Columbus Regional Airport Authority (CRAA) would consider to avoid and minimize potential adverse environmental effects.

As stated in FAA Order 1050.1E, *Environmental Impacts: Policy and Procedures* the environmental consequences section forms the scientific and analytical basis for comparing the Sponsor's Proposed Project and reasonable alternatives. It includes considerations of direct and indirect effects and their significance and possible conflicts between the Sponsor's Proposed Project and the objectives of Federal, regional, state, tribal, and local land use plans, policies, and controls for the area concerned.

The following analysis discloses the impacts for the projected future conditions in 2012 and 2018. The FAA uses 2012 and 2018 as a basis for analysis because 2012 is the projected implementation year of the proposed runway relocation and 2018 is the projected implementation year for the proposed passenger terminal development in the Sponsor's Proposed Project. The 2012 implementation year is based on the lifespan of the runway and the projected need for conducting major repair work. The 2018 implementation year is based on the currently approved forecast of passengers (See Appendix C, *Aviation Activity Forecast*).¹ Appendix P, *Analysis of Accelerated Sponsor's Proposed Project Alternative*, includes an assessment of environmental impacts for the Sponsor's Proposed Project under an accelerated schedule, where both the proposed runway relocation and the proposed passenger terminal development occur in the same general timeframe. In addition, based on recent traffic data, it appears that the growth rate is higher than expected. Appendix P provides an analysis of the higher numbers at the Airport.

Based on the guidance provided by FAA Order 1050.1E, the environmental impacts of the Sponsor's Proposed Project and alternatives have been evaluated under the categories listed below. In general, the proposed installation of navigational aids (NAVAIDs), relocation of the perimeter road, and modification to Stelzer Road will not result in direct or indirect environmental impacts. Therefore, these elements of the Sponsor's Proposed Project are not directly referenced in most of the impact category sections in this chapter.

¹ FAA approved the Port Columbus International Airport Forecast of Activity on January 9, 2007.

- Section 5.1: Noise
- Section 5.2: Compatible Land Use
- Section 5.3: Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks
- Section 5.4: Secondary (Induced) Impacts
- Section 5.5: Air Quality
- Section 5.6: Water Quality
- Section 5.7: Department of Transportation, Section 4 (f) Lands
- Section 5.8: Historic, Architectural, Archeological, and Cultural Resources
- Section 5.9: Fish, Wildlife, and Plants
- Section 5.10: Wetlands and Streams
- Section 5.11: Floodplains
- Section 5.12: Coastal Resources
- Section 5.13: Wild and Scenic Rivers
- Section 5.14: Farmland
- Section 5.15: Natural Resources and Energy Supply
- Section 5.16: Light Emissions
- Section 5.17: Hazardous Materials, Pollution Prevention, and Solid Waste
- Section 5.18: Construction Impacts