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

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.

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.

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.

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. 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.

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 continued steady growth, CMH will exceed 5 MAEP in 2018. Therefore, in order to meet the projected long-term passenger demand, the development of a new terminal facility will be required.

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

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

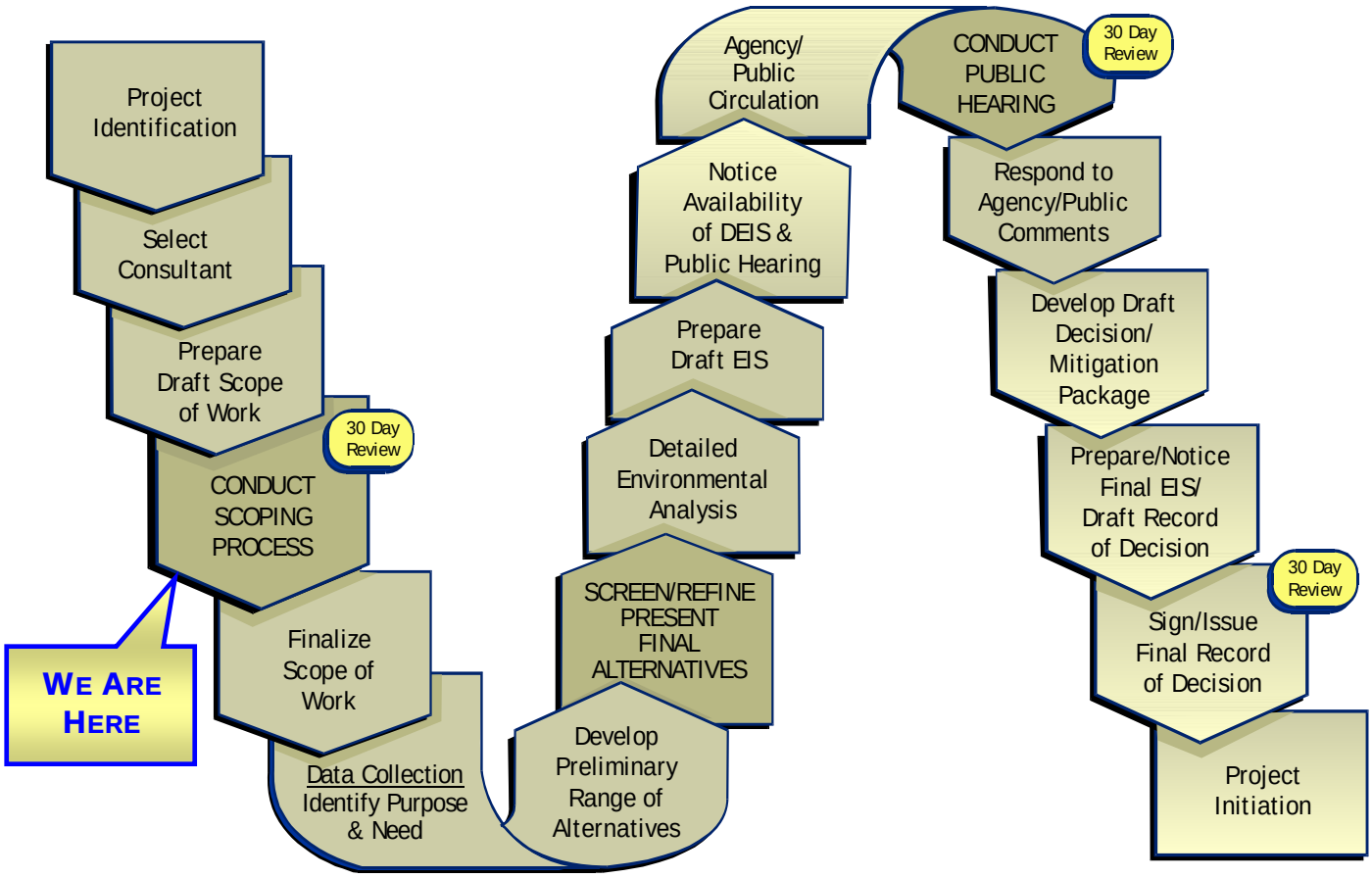
Development of new terminal facilities at CMH will result in the need for the construction of additional auto parking and the relocation/construction of roadways within the terminal area. Maintaining the parking facilities within the terminal development envelope eliminates the need for remote parking 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)

The proposed project may result in increased noise levels for communities adjacent to the airport. In response to that potential, the CRAA is concurrently undertaking a Part 150 Noise Compatibility Study Update to address noise and land use incompatibilities. Implementation of the noise abatement air traffic actions and associated land use mitigation would reduce and/or eliminate existing incompatible land use impacts and prevent new ones being established around the airport. Noise abatement air traffic actions and land use mitigation associated with the proposed project will be addressed in the ongoing CMH FAR Part 150 Study, as appropriate.

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*.



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.

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

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)
- Aerofinity Incorporated
- ASC Group 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**

  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.

  A statement that expresses the purpose and need for improvements that may affect wetlands and other sensitive natural resources will also be developed. This statement will be 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 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).

  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 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 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.

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

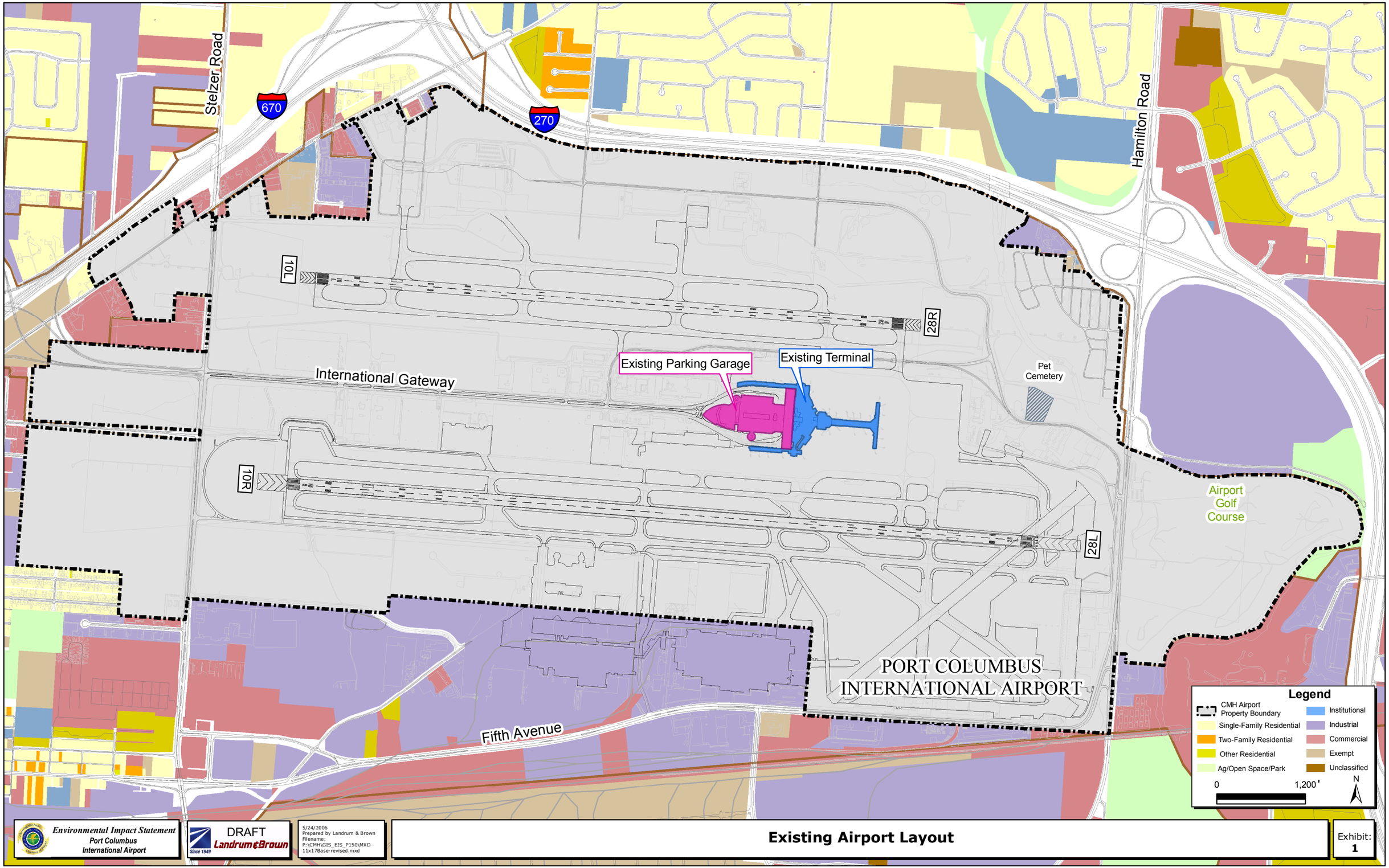
The existing airfield layout is depicted on **Exhibit 1**, *Existing Airport Layout*. The proposed relocated runway and terminal expansion proposed by CRAA is depicted on **Exhibit 2**, *Sponsor's Proposed Project.*

DEVELOPMENT OF STUDY AREA BOUNDARIES

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



Environmental Impact Statement
Port Columbus
International Airport

DRAFT
Landrum&Brown
Since 1949

5/24/2006
Prepared by Landrum & Brown
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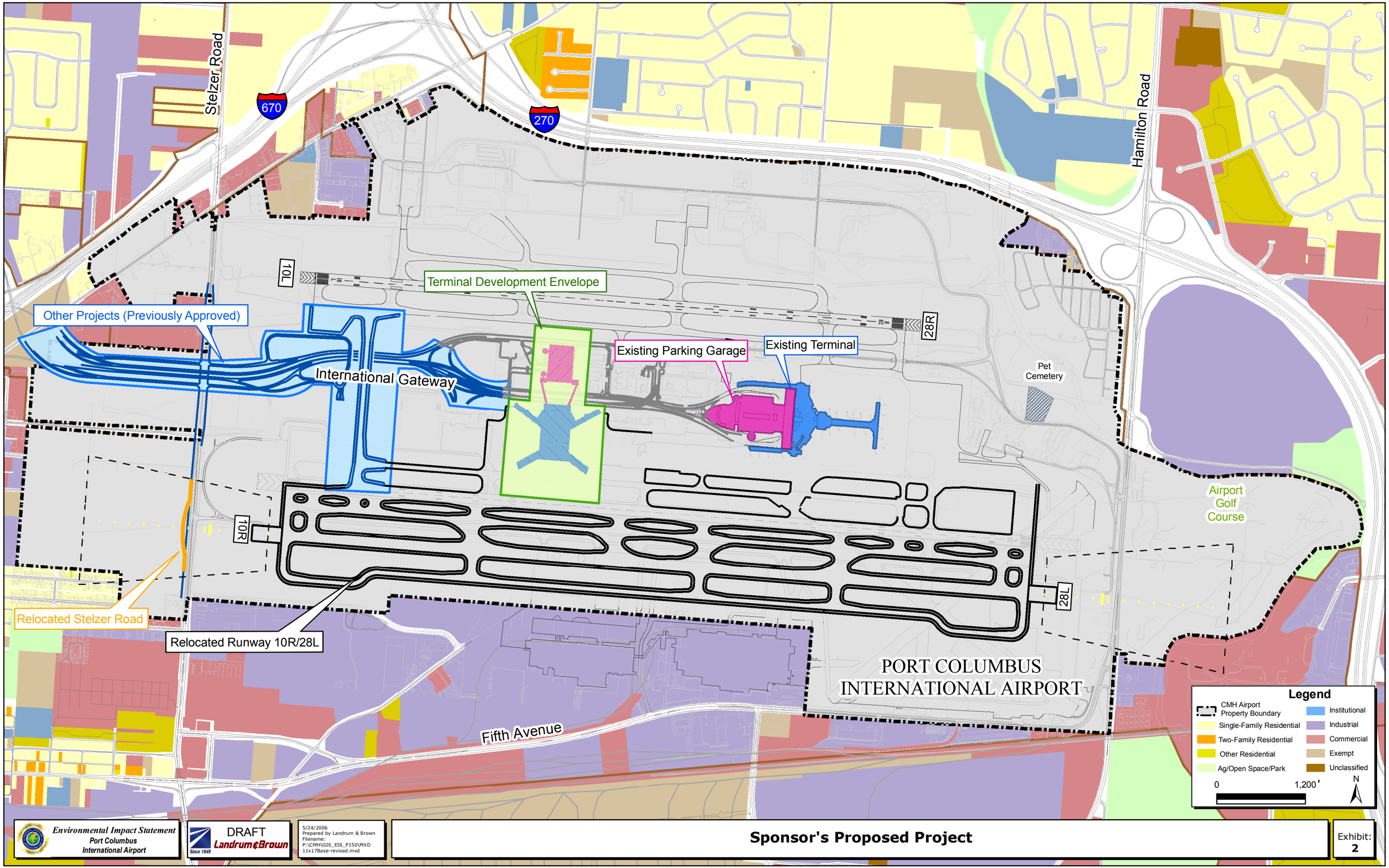
Existing Airport Layout

Exhibit:
1



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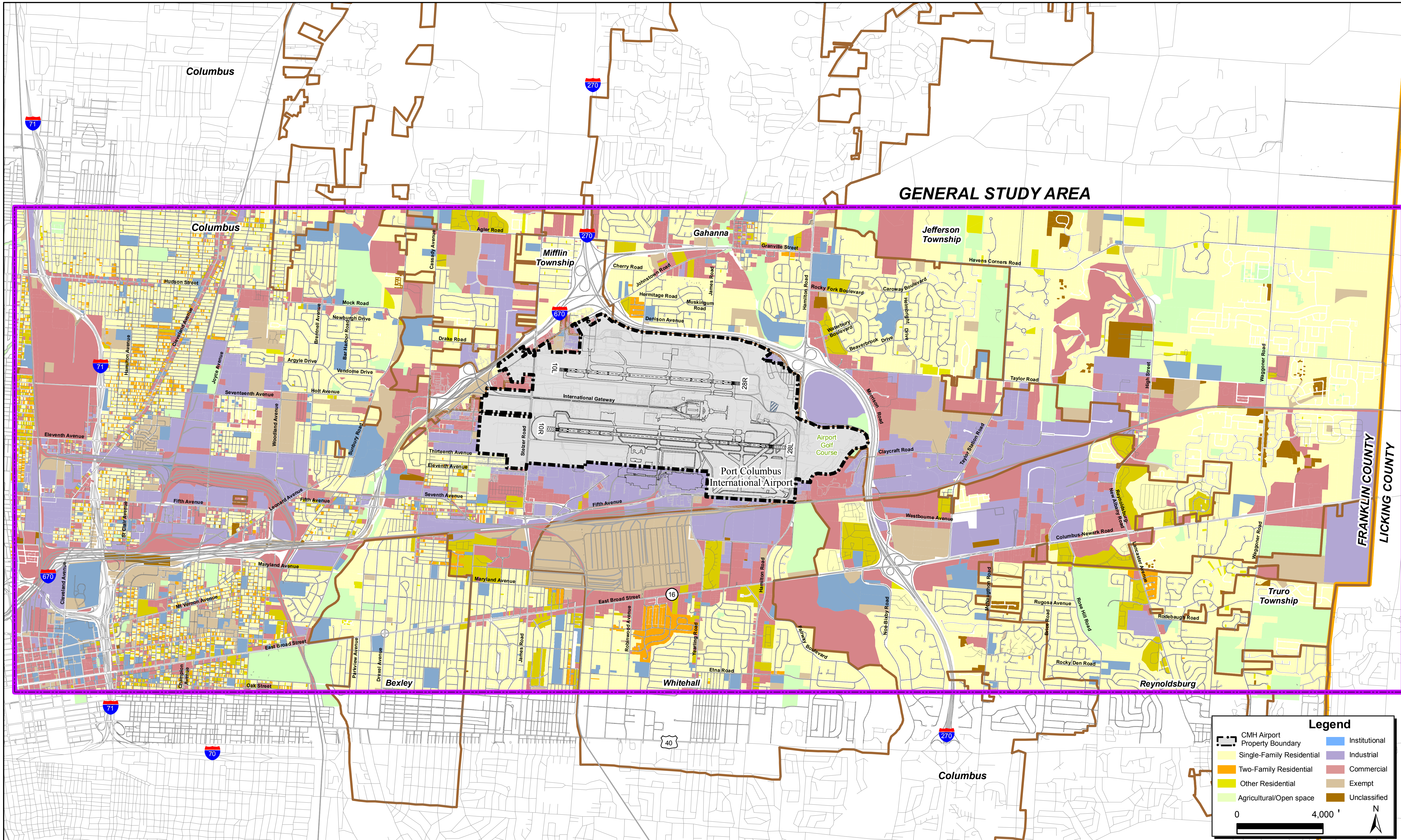
Sponsor's Proposed Project

Exhibit:
2



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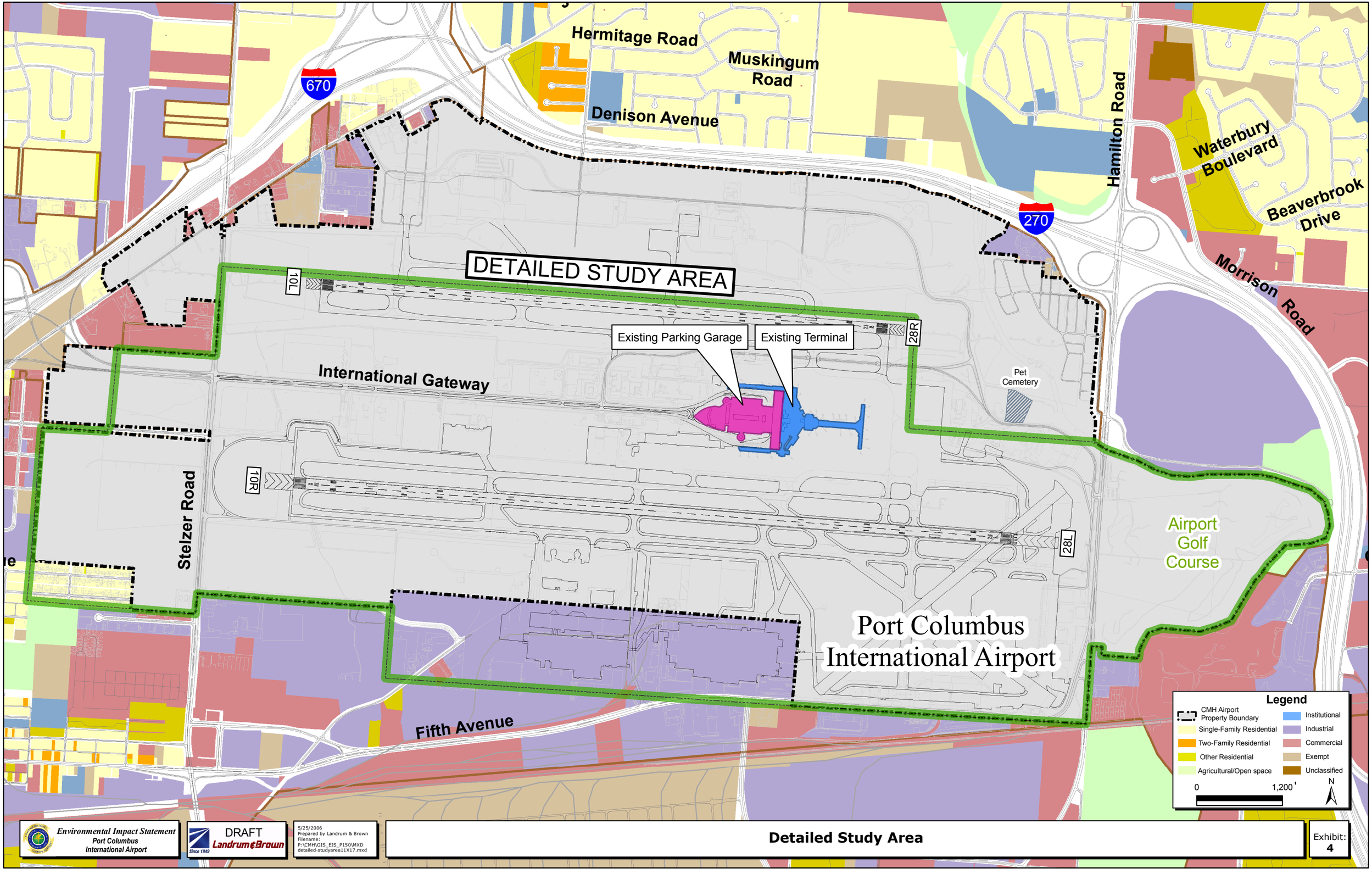
General Study Area

Exhibit: 3



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Since 1949

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Detailed Study Area

Exhibit: **4**

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:

1. Identify a comprehensive range of alternatives.

2. 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

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

VI. ASSESSING ENVIRONMENTAL IMPACTS

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

AIR QUALITY

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

NOISE AND COMPATIBLE LAND USES

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

PUBLIC PROPERTIES/ RESOURCES

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

WATER RESOURCES

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

BIOLOGICAL AND NATURAL RESOURCES

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

HAZARDOUS AND WASTE MATERIALS

Hazardous Waste
Solid Waste
Pollution Prevention

SOCIAL AND COMMUNITY RESOURCES

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

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

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].

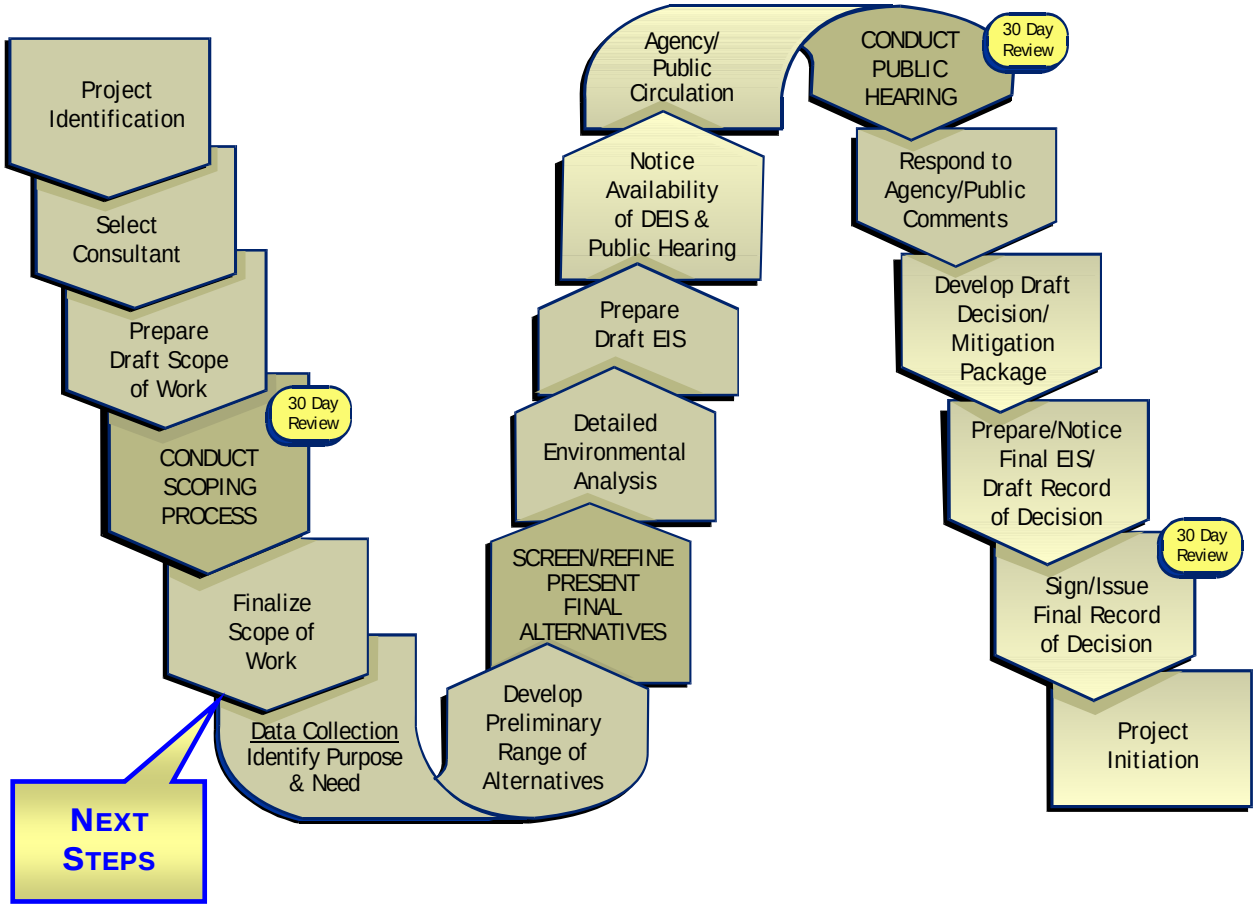
VIII. OTHER PROJECTS OR ENVIRONMENTAL STUDIES

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 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

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.



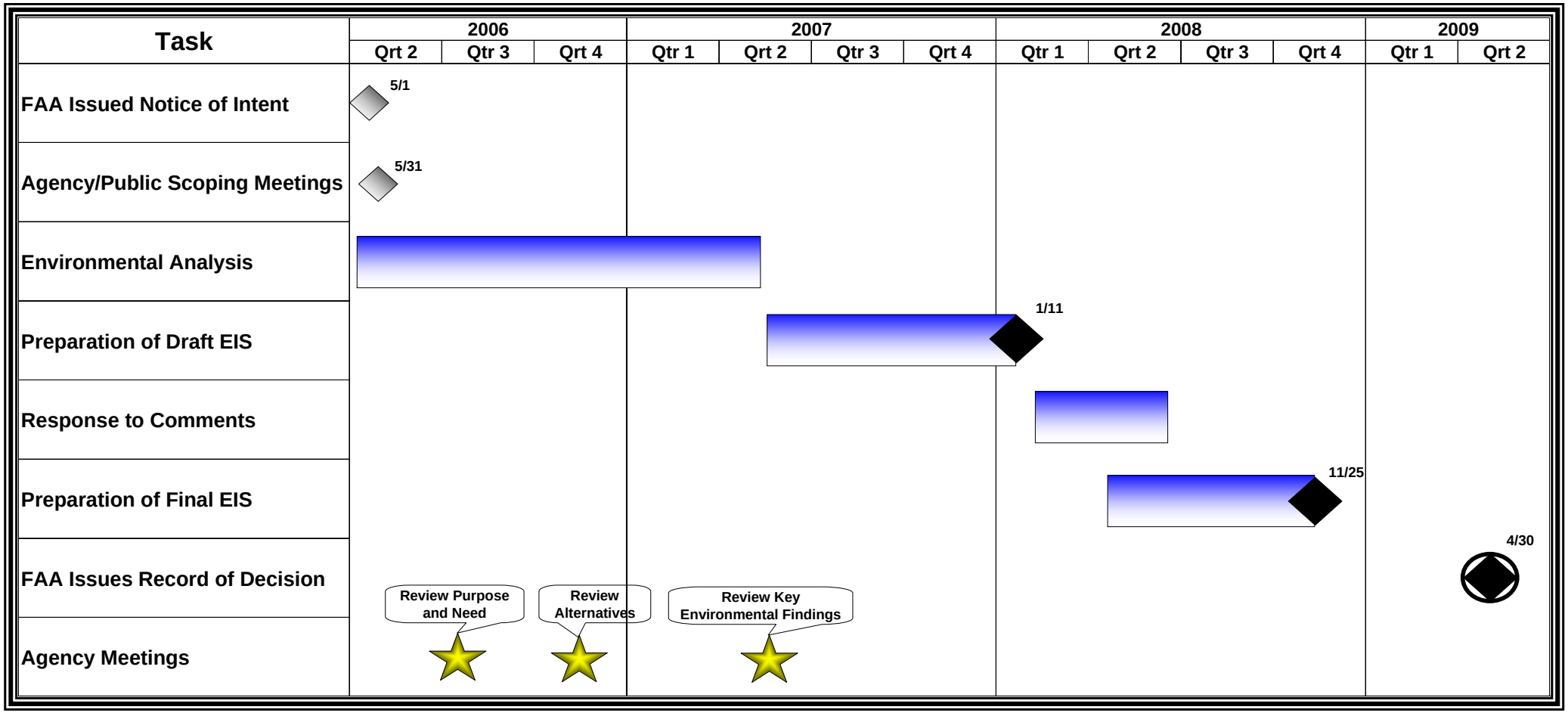
X. EIS SCHEDULE

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

Generalized EIS Schedule



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

To ensure that the full range of issues related to the proposed project are addressed and that all significant issues are identified, comments and suggestions are invited from all interested parties. An Agency Scoping meeting will be conducted to identify any significant issues associated with the Proposed Project.

The Agency Scoping meeting for all Federal, state, and local environmental regulatory agencies will be held on **May 31, 2006**, between **10:00 a.m. and 1:00 p.m.** in the Emergency Operations Center at the Port Columbus International Airport, Columbus Ohio.

Written comments and/or questions should be mailed within 30 days following the scoping meeting (**July 1, 2006**) to:

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

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