

# Agency Scoping Meeting

May 31, 2006

10:00 a.m. – 1:00 p.m.

Environmental Impact Statement  
Port Columbus International Airport

Presented to: CMH EIS Agencies

By: FAA Consultant, Landrum & Brown

Date: May 31, 2006



Federal Aviation  
Administration



# Agenda

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



# I. 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.

# I. 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.

# I. 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.

# I. 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.



# I. History, Background, and Purpose and Need

## Purpose and Need

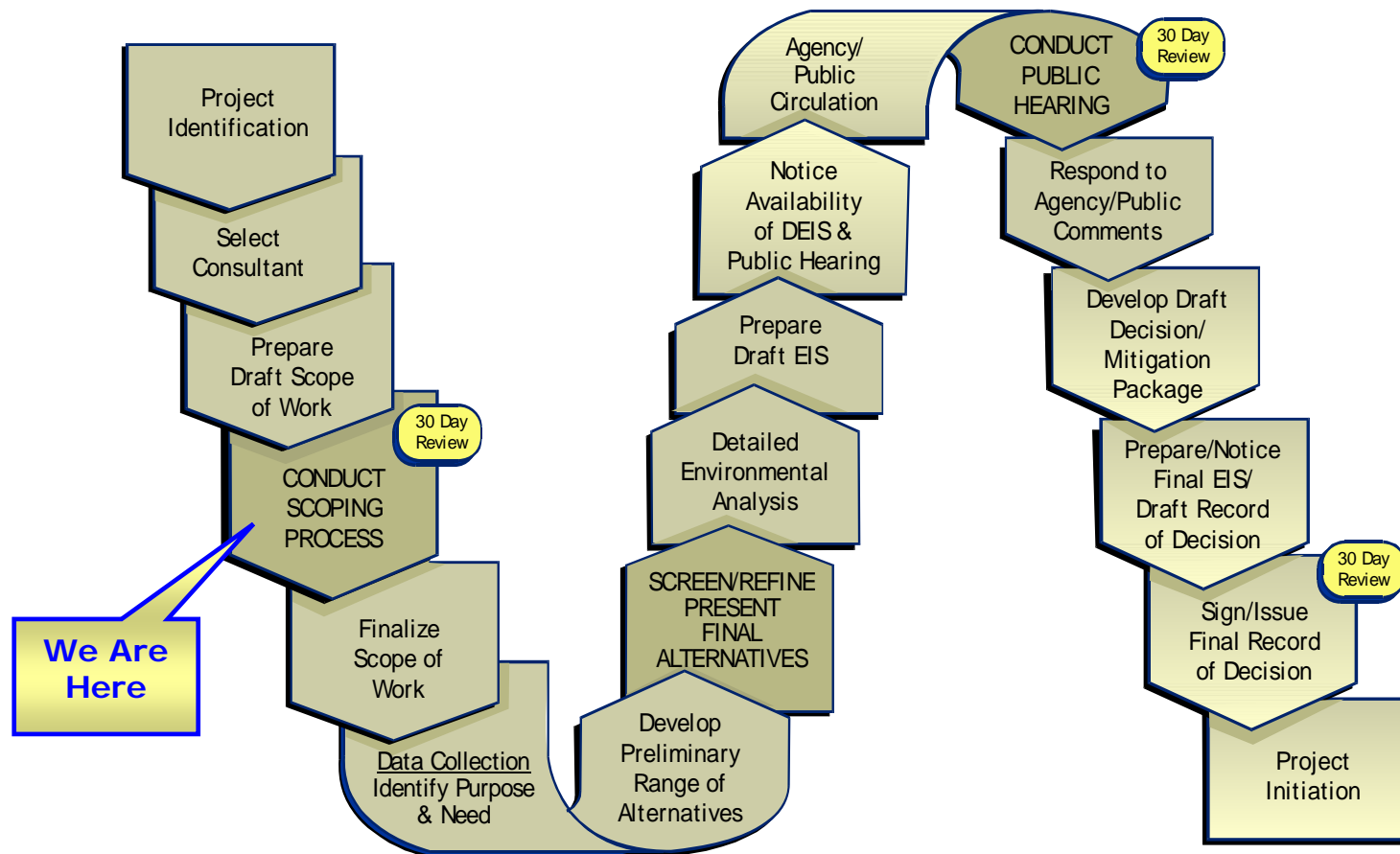
### Primary Needs

- 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)

# II. Introduction to the Scoping Process





# II. Introduction to the Scoping Process

## ROLE OF THE REGULATORY AGENCIES

- Review and comment on EIS findings
- Determine if impacts are significant
- Issue environmental permits
- Approve proposed mitigation strategies
- Ensure compliance with local, state, and Federal environmental regulations



# 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 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

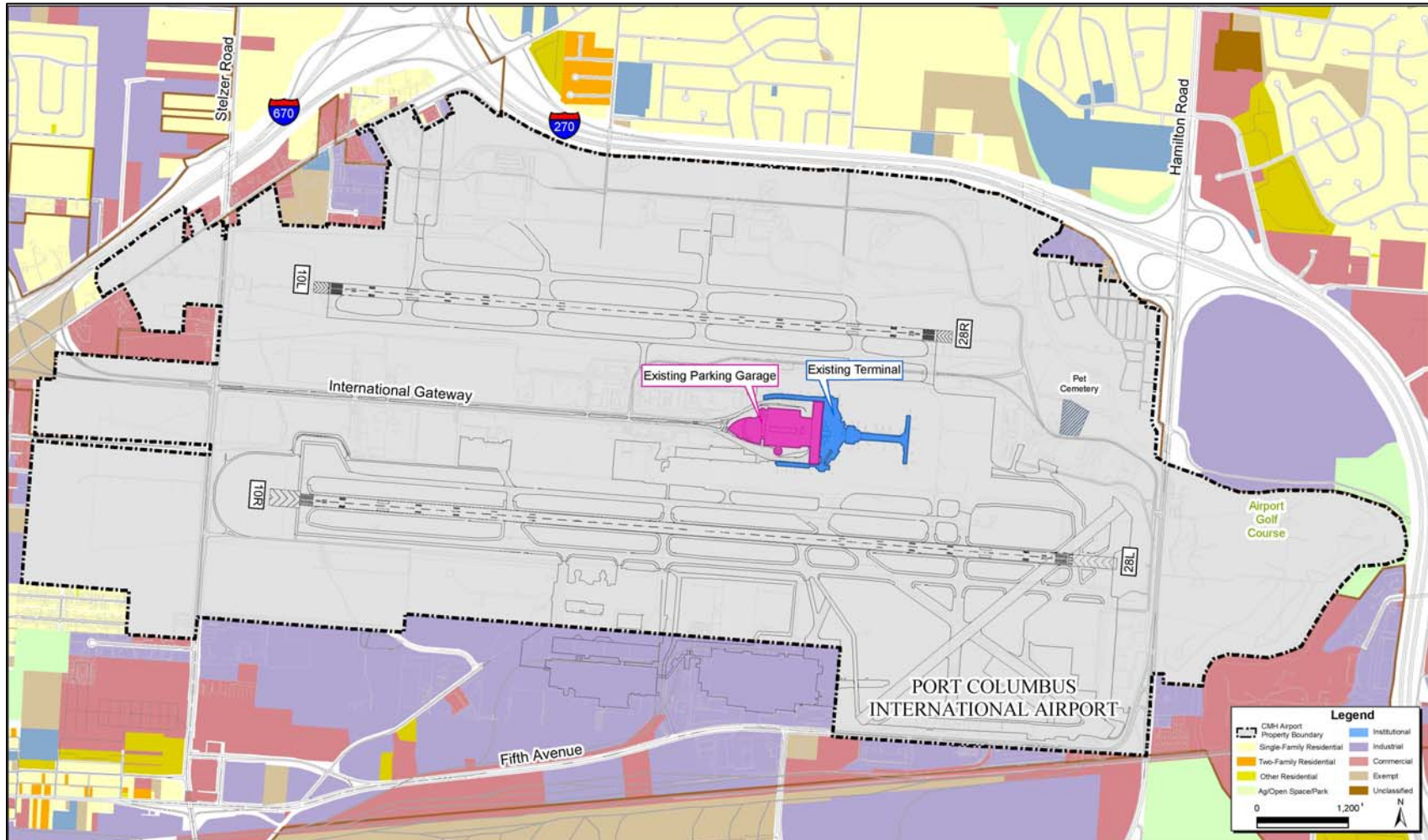
# IV. Sponsor's Proposed Project

## 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



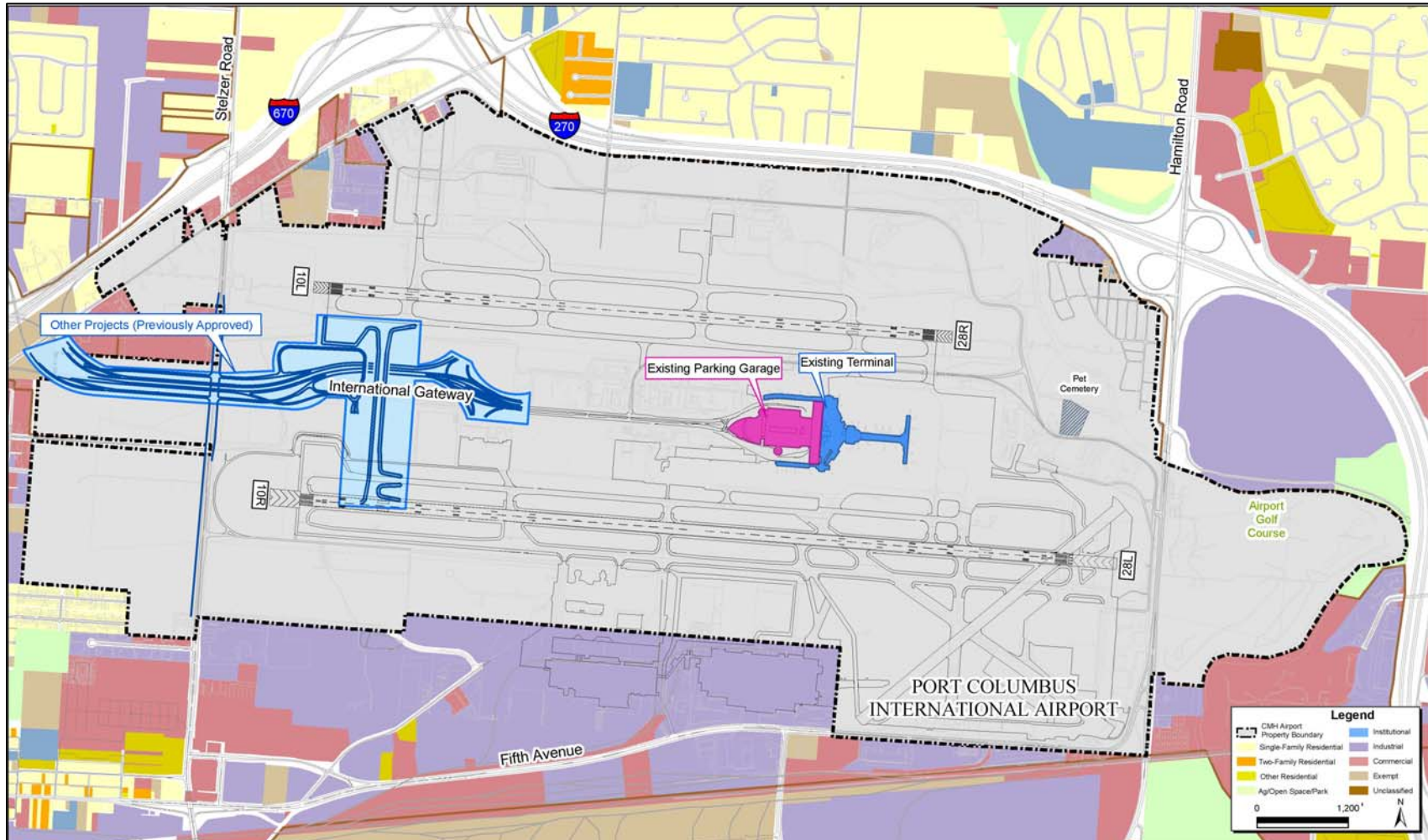
# IV. Sponsor's Proposed Project



Existing Airport Layout

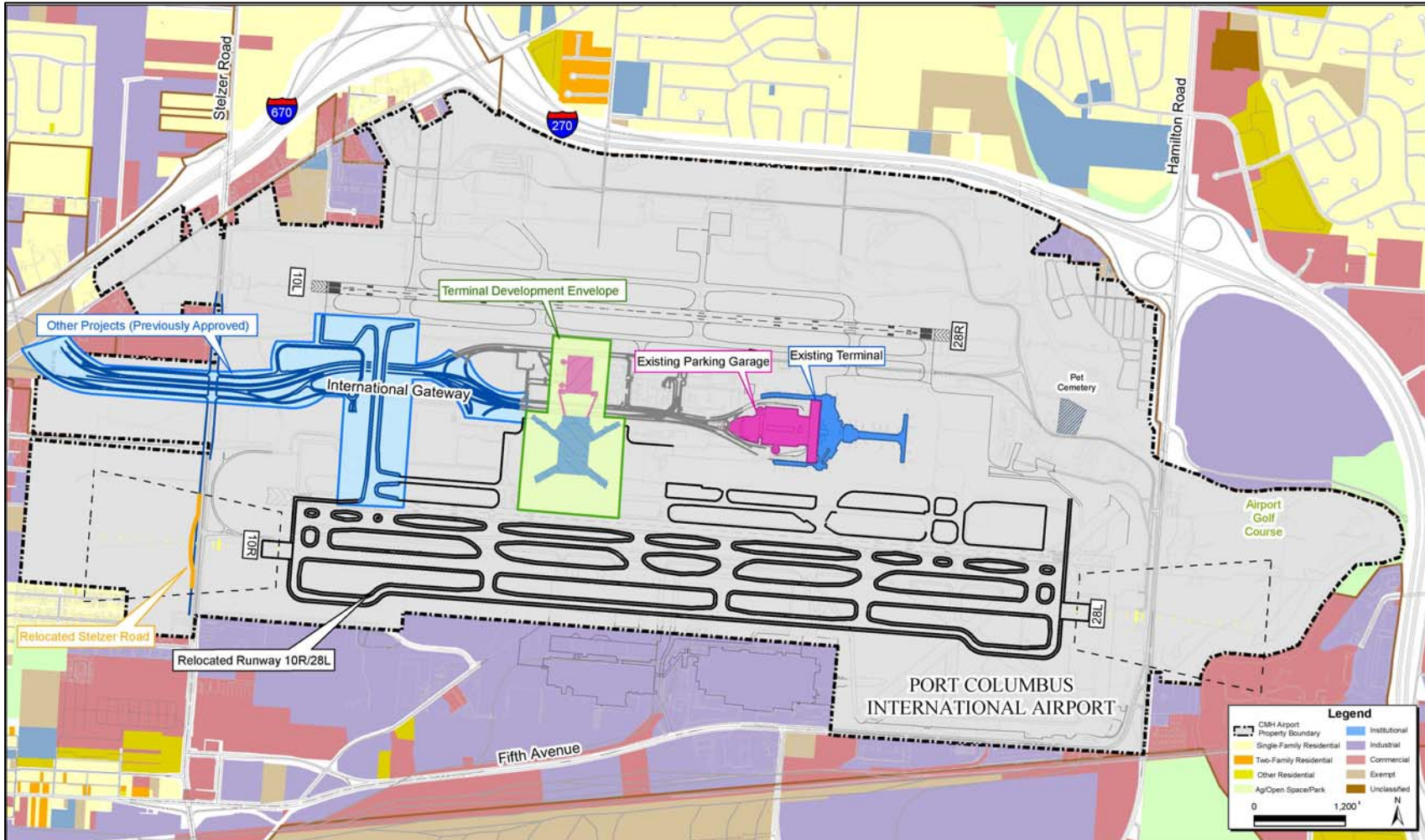


# IV. Sponsor's Proposed Project



Existing Airport Layout with Previously Approved Projects

# IV. Sponsor's Proposed Project



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*.



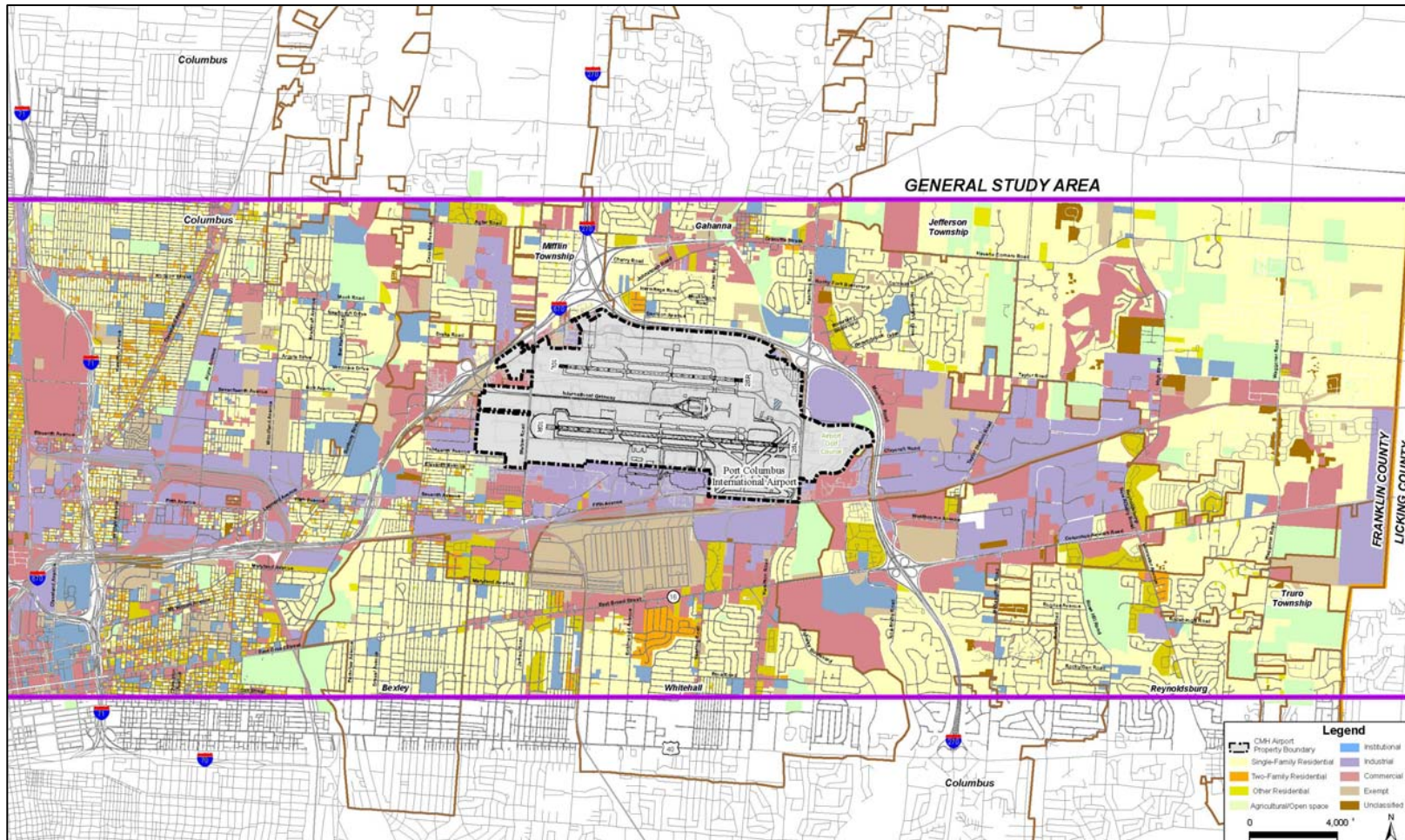
# VI. Assessing Environmental Impacts

## 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



General Study Area

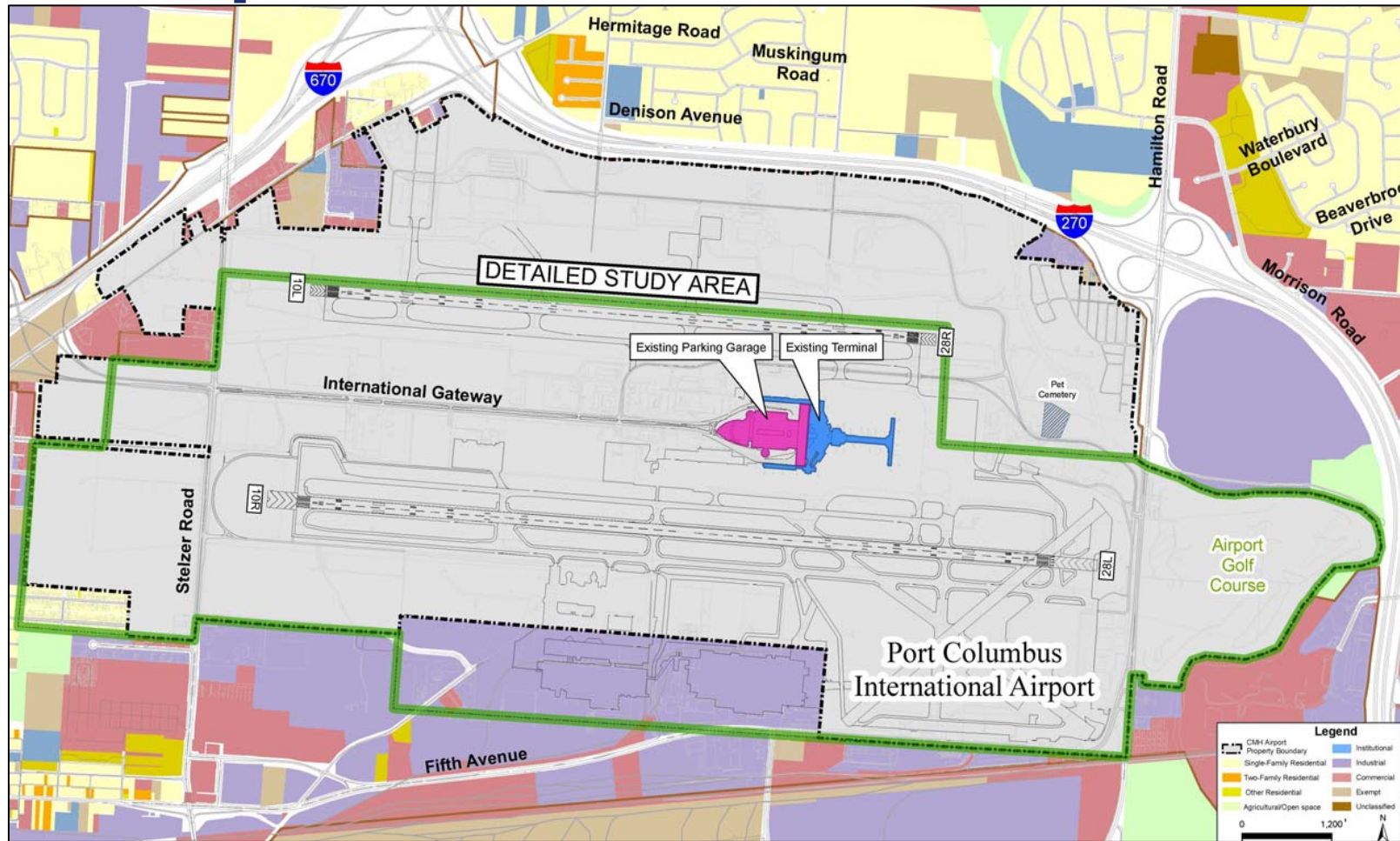
# VI. Assessing Environmental Impacts

## 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



Detailed Study Area

# VI. Assessing Environmental Impacts

## Air Quality

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



### EDMS

- Emissions inventory
- Dispersion analysis



- CAL3QHC
- MOBILE
- NONROAD

# 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  
and*

*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

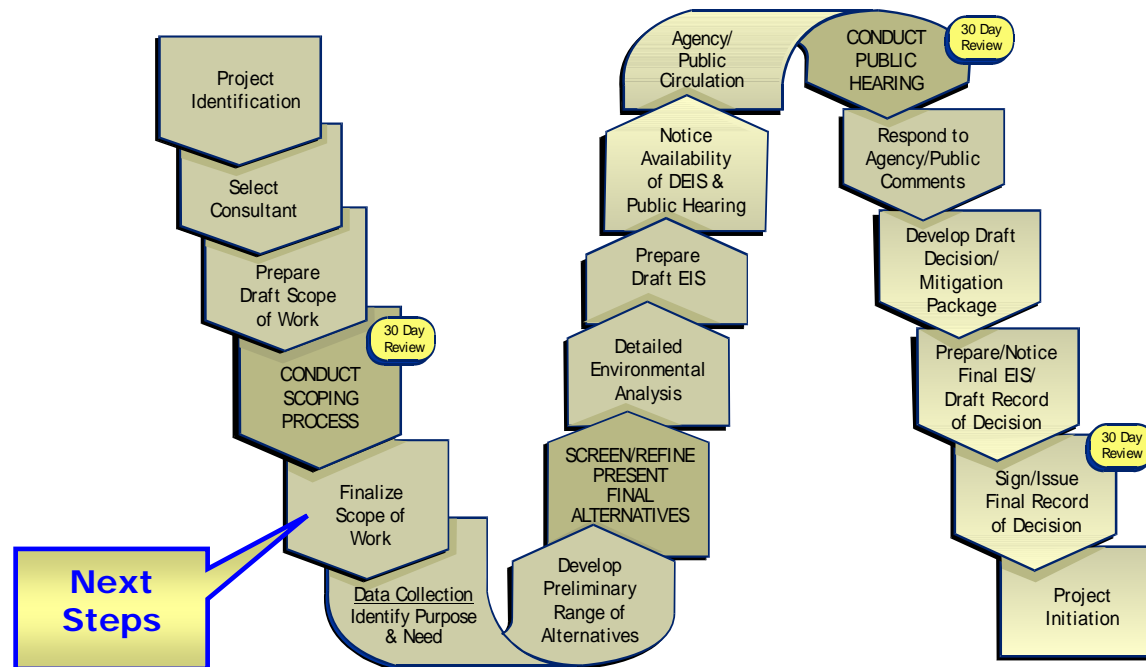
PROJECT	AGENCY
<b>Crossover Taxiway</b> Environmental approval previously obtained	Columbus Regional Airport Authority
<b>Stelzer Road – International Gateway Interchange</b> Environmental approval previously obtained	Columbus Regional Airport Authority
<b>FAR Part 150 Study Update</b> FAR Part 150 Study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



# IX. Next Steps in the EIS Process

## What's Next for the EIS?

- Agencies provide comments to the FAA for consideration.
- Comment period to end July 1, 2006.



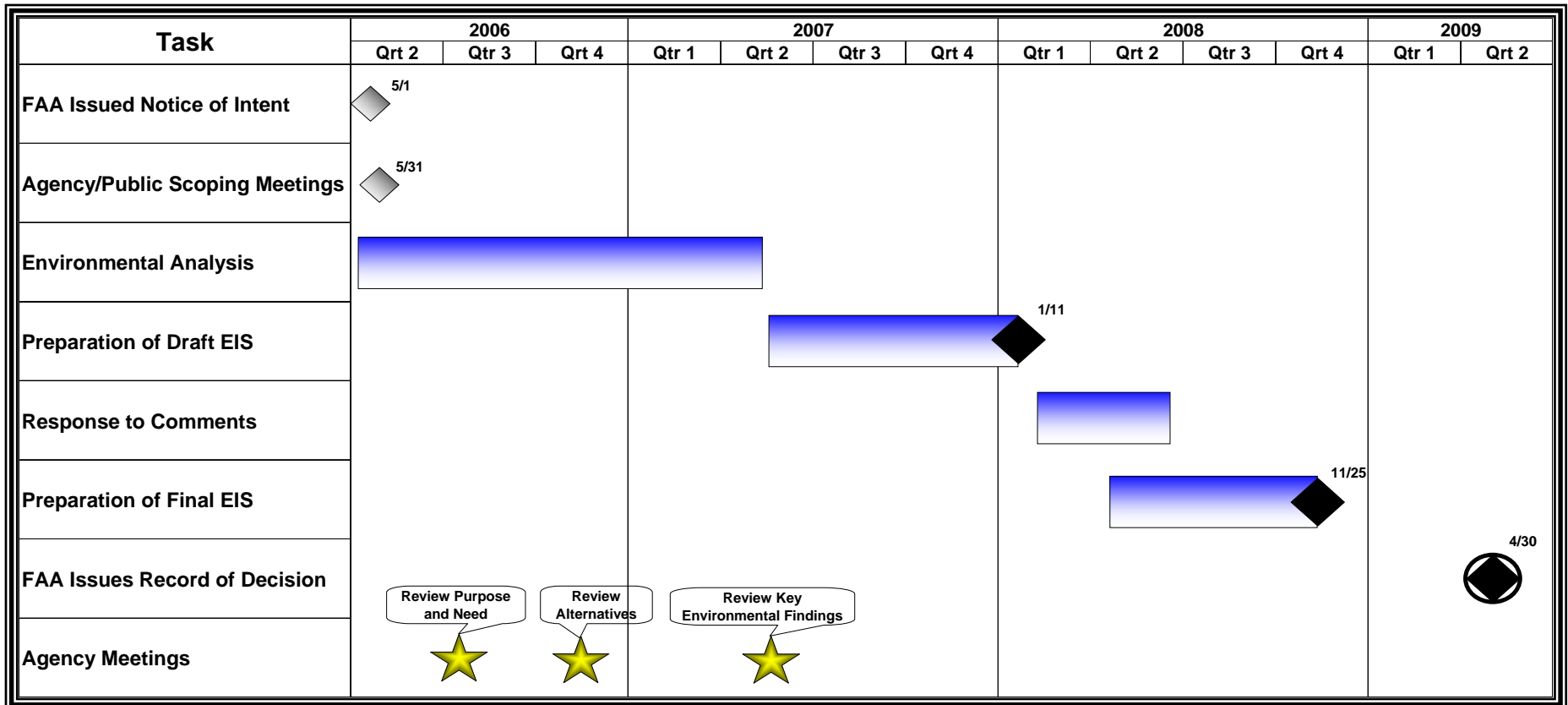
# X. EIS Schedule

- 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





# X. EIS Schedule



# XI. Opportunity for Agencies to Comment on the EIS Scope of Work

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

**Ms. Katherine S. Jones**

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Romulus, Michigan 48174.

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Project Website: [www.airportsites.net/cmh-eis](http://www.airportsites.net/cmh-eis)