

# **EXECUTIVE SUMMARY**

## **ES.1 INTRODUCTION**

The Federal Aviation Administration (FAA) has prepared this Environmental Impact Statement (EIS) to analyze and disclose the potential environmental impacts resulting from the proposed implementation of a Federal action at the Port Columbus International Airport (CMH or Airport). A summary of the potential impacts of all alternatives assessed in this EIS is presented in **Table ES-1, Summary of Alternatives Including Potential Environmental Impacts** (located at the end of this chapter). The information contained in this EIS will be taken into consideration by the FAA in determining the agency's decision regarding the proposed Federal action.

This EIS is comprised of four volumes, containing the main document chapters (Chapters One through Eight) and Appendices A through R.

**Chapter One - Background** - *describes the history of the project and summarizes planning and environmental studies conducted by the Airport Sponsor and the FAA.*

**Chapter Two - Purpose and Need** - *describes the problem to be addressed, how the alternatives would resolve the problem, the underlying purpose and need for the action, the desires or preferences of the Airport Sponsor, and the parameters used to define a reasonable range of alternatives.*

**Chapter Three - Alternatives** - *describes the range of alternatives reviewed to address the previously identified purpose and need, the process used to screen and evaluate reasonable alternatives, and the alternatives carried forward for detailed environmental evaluation.*

**Chapter Four - Affected Environment** - *describes the existing conditions within the Study Area and establishes the 2006 baseline condition.*

**Chapter Five - Environmental Consequences** - *describes the analytical processes used and the potential impacts that would result from implementation of the reasonable alternatives in project years 2012 and 2018.*

**Chapter Six - Summary of Impacts and Mitigation** - *summarizes the adverse impacts which would result from implementation of the proposed action alternatives at CMH and introduces potential mitigation techniques that could be implemented to reduce or compensate for those impacts.*

**Chapter Seven - Cumulative Impacts** - *describes the potential combined impacts of a proposed action at CMH when added to the impacts of past, present, and reasonably foreseeable future projects in the vicinity of CMH through the year 2018.*

**Chapter Eight - List of Preparers and List of Agencies and Persons to Whom Copies are Sent** - *lists the people who contributed to the preparation of this EIS and the agency and public distribution list.*

The following appendices contain detailed information used in the development of the EIS for the subject area noted in the Appendix title:

- Appendix A - Agency Scoping and Coordination
- Appendix B - Public Involvement
- Appendix C - Aviation Activity Forecast
- Appendix D - Noise
- Appendix E - Air Quality
- Appendix F - Geographic Information System Database Development and Land Use Methodology
- Appendix G - Proposed Property Acquisition
- Appendix H - Preliminary Relocation Plan
- Appendix I - Airport Golf Course
- Appendix J - Historic Resources
- Appendix K - Biological Resources
- Appendix L - Farmlands
- Appendix M - Natural Resources and Energy Supply
- Appendix N - Department of Transportation Section 4(f)
- Appendix O - Comments Received
- Appendix P - Analysis of Accelerated Sponsor's Proposed Project Alternative
- Appendix Q - Hazardous Materials Reference
- Appendix R - Comments on the Draft EIS

**ES.1.1 THE ROLE OF THE FEDERAL AVIATION ADMINISTRATION**

As the lead Federal agency, the FAA is responsible for the preparation and content of this EIS which evaluates the potential environmental impacts of the proposed project at CMH. The FAA has prepared this EIS in compliance with the requirements of the *National Environmental Policy Act (NEPA)*, of 1969 (P.L. 91-190); the Council on Environmental Quality's (CEQ) regulations implementing NEPA (40 CFR Parts 1500 through 1508); FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*; and FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*.

This EIS addresses airport development actions for which the Airport Sponsor will seek Federal financial aid under the Airport Improvement Program (AIP). The information contained in this EIS will provide evidence to satisfy agency determinations and sponsor certifications under 49 USC 47106 and 47107.

The approving FAA official will include the following determinations and sponsor certifications in its Record of Decision.

- FAA determination of conformity under the Clean Air Act, 42 U.S.C. 7506(c)(1).
- FAA determination of consistency with existing plans of public agencies for the development of the area surrounding the airport. Airport Development Grant Program, 49 U.S.C. 47106(a)(1).
- FAA determination that fair consideration has been given to the interests of communities in or near the project location. Airport Development Grant Program, 49 U.S.C. 47106(b)(2).
- FAA determinations under 49 U.S.C. 303(c) with respect to use of any publicly-owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state or local significance; or land from an historic site of national, State, or local significance.
- FAA findings regarding the potential impact to endangered or threatened species, marine mammals, essential fish habitat and migratory birds. Endangered Species Act, 16 U.S.C. 1531-1544. Marine Mammal Protection Act, 16 U.S.C. 1361-1421h. Sustainable Fisheries Act, 16 U.S.C. 1855(b)(2). Migratory Bird Treaty Act, 16 U.S.C. 703-712.
- FAA floodplain determination and findings in accordance with Executive Order 11998, Floodplain Management. The environmental decision made by the FAA must also include floodplain findings in accordance with DOT Order 5650.2, Floodplain Management and Protection.
- FAA determination in accordance with Section 106 of the National Historic Preservation Act of 1966. The FAA is required to make a determination related to the possible effect of the proposed actions on properties either listed or eligible to be listed on the National Register of Historic Places that are in the vicinity of the development of the proposed actions. National Historic Preservation Act, 16 U.S.C. 470(f).
- FAA determination regarding coordination and consultation with Native American representatives in accordance with DOT Order 5301.1, Department of Transportation Programs, Policies, and Procedures Affecting American Indians, Alaska Natives, and Tribes; and FAA Order 1210.20, American Indian and Alaskan Native Tribal Consultation Policy and Procedures.
- FAA determination regarding environmental justice in accordance with Executive Order 12898 and DOT Order 5610.2, Environmental Justice.
- FAA determination that appropriate water quality requirements will be satisfied in accordance with the Clean Water Act. Clean Water Act, 33 U.S.C. §§1251, et seq.

- Determination by the FAA in accordance with Executive Order 11990, Protection of Wetlands. Any impact to wetlands would necessitate a wetlands determination by the FAA in accordance with the above-mentioned Executive Order and Department of Transportation (DOT) Order 5660.1A, Preservation of the Nation's Wetlands, and Section 404 of the Clean Water Act. 33 U.S.C. 1344.

## **ES.1.2 THE PROPOSAL**

CMH is an essential transportation resource centrally-located within the Columbus Metropolitan Region. As a result of the evaluations of the Airport's operations and facilities conducted during the CRAA's planning studies and the evaluations conducted under this EIS process, issues were identified at the Airport that affect its ability to maintain its critical transportation function, both now and in the near future. These issues must be addressed for CMH to continue to be an effective air carrier service provider. Additionally, the CRAA updated the Part 150 Noise Compatibility Program (NCP) for CMH in accordance with 14 CFR Part 150 and proposes the implementation of actions designed to abate aircraft noise. These measures need to be environmentally assessed to disclose the environmental consequences of the actions and to ensure that operational changes that reduce noise do not create other adverse environmental impacts.

### **ES.1.2.1 The Airport Sponsor's Proposed Project and Connected Actions**

The Airport Sponsor's Proposed Project includes the following elements:

- Construction of a replacement runway, 10,113 feet long, located approximately 702 feet south of the existing Runway 10R/28L;
- Development of new terminal facilities in the midfield area, with access from the south airfield; and,

The proposed project would also require the following connected actions:

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

### **ES.1.2.2 Proposed Federal Actions**

Several Federal actions are directly or indirectly proposed to occur. The CRAA will request Federal actions related to the following issues:

- Unconditional environmental approval of the 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 (PFCs);
- Development of air traffic control and airspace management procedures designed to affect the safe and efficient movement of air traffic to and from the proposed runway development. Such actions will include, but are not limited to, the establishment or modification of flight procedures and the installation and/or relocation of NAVAIDs associated with the proposed runway development;
- Implementation of approved noise abatement air traffic actions (Acceptability of the approved noise abatement air traffic actions and associated land use compatibility actions are addressed under the 2007 Part 150 Study Update).<sup>1</sup>

The EIS will constitute the environmental review of the proposed development depicted on the ALP and implementation of the approved noise abatement air traffic actions. The proposed development projects under consideration in this EIS are planned to allow the Airport to accommodate aviation traffic and passenger demand through 2018 and beyond. To complete the necessary development, the CRAA would phase the development of facilities between now and 2018, to coincide with demand and availability of funding.

### **ES.1.3 ENVIRONMENTAL REVIEW PROCESS**

FAA's environmental review responsibilities include compliance with NEPA, disclosure of environmental impacts, identification of a reasonable range of alternatives, and review and approval of Federal actions pertaining to airports and their operations. The FAA is required under NEPA to identify possible conflicts between the proposed action and the objectives of Federal; regional; state; tribal; and local land use plans, policies, and controls for the area concerned. The following summarizes the major efforts undertaken through this EIS process.

#### **ES.1.3.1 Notice of Intent/Scoping**

The FAA issued a Notice of Intent (NOI) to prepare the EIS on April 21, 2006. As part of the environmental process, Federal, state, and local governmental agencies, as well as the public, were afforded opportunities to be briefed on the Airport

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<sup>1</sup> The Final Part 150 Study Update for Port Columbus International Airport was submitted to the FAA for approval in November 2007. The FAA accepted the NEMs on December 5, 2007. The FAA issued a Record of Approval on the NCP on May 28, 2008.

Sponsor's Proposed Project and the runway development alternatives carried forward for detailed evaluation in this EIS. The FAA conducted scoping meetings with agencies and the public on May 31, 2006 and June 1, 2006.

### **ES.1.3.2 Purpose and Need/Alternatives**

The FAA prepared the final purpose and need statements. After the purpose and need was established, the FAA developed alternatives to the Sponsor's Proposed Project and evaluated them for their ability to meet the purpose and need. The alternatives were then evaluated to determine their ability to meet the need of the Airport. All alternatives that were not capable of meeting this need were eliminated from further analysis, resulting in a short-list of alternatives.

### **ES.1.3.3 Environmental Analysis**

A detailed analysis for each of the alternatives that were determined to have met the need of the Airport was prepared by the FAA. The appropriate agencies were coordinated with to discuss the methodologies and findings of the analysis.

### **ES.1.3.4 Draft EIS**

The Draft EIS was published on May 9, 2008. The draft was sent to appropriate agencies as well as libraries in the area to allow the public to access the document. Public comments on the Draft EIS were accepted from May 9, 2008 through June 27, 2008. During this period the FAA received 42 comments from agencies and 44 from the public. All comments received on the Draft EIS, including those received after the close of the official comment period, were included in the FAA's Administrative Record. No significant or substantial issues were identified in any of the comments received on the Draft EIS document.

### **ES.1.3.5 Final EIS**

This Final EIS was published on March 20, 2009 and made available for public and agency review and comment. This Final EIS has been published and made available for public and agency review and comment. The 30-day comment period began on March 20, 2009 with the publication of the Federal Register Notice of Availability of the *Final Environmental Impact Statement for the Replacement of Runway 10R/28L, Development of a New Passenger Terminal, and Other Associated Airport Projects at Port Columbus International Airport, Franklin County, Ohio*, and will end on April 20, 2009.

### **ES.1.3.6 Record of Decision (ROD)**

The FAA will review all comments received during the comment period and incorporate or revise information, as it deems necessary, in the preparation of its Record of Decision (ROD). The FAA's responses to comments received on the Final EIS will be included in the ROD. The ROD may clarify and respond to issues raised on the Final EIS. The FAA will then publish the ROD for public and agency review.

The ROD will complete the FAA's thorough and objective environmental decision-making process including FAA's public disclosure and review by the FAA decision maker of the analysis of impacts described in this EIS. The ROD will be prepared in compliance with the National Environmental Policy Act of 1969 (NEPA) [42 U.S.C. Section 4321, et seq.], the implementing regulations of the Council on Environmental Quality (CEQ) [40 CFR Parts 1500-1508] and FAA directives [Order 1050.1E, *Environmental Impacts: Policies and Procedures* and Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*]. The ROD will demonstrate and document the FAA's compliance with the procedural and substantive requirements and environmental, programmatic, and related statutes and regulations that apply to FAA decisions and actions on proposed airport projects.

### **ES.1.3.7 Public Outreach/Coordination**

The FAA convened a Study Advisory Committee (SAC) for this EIS with representatives from the CRAA, local jurisdictions, public, and regulatory agencies. Five SAC meetings were conducted where the participants were given the opportunity to review materials and provide comments about the EIS. In addition, the FAA encouraged public involvement by holding eight public workshops and two Public Hearings.

### **ES.1.4 LIST OF FEDERAL, STATE, AND LOCAL PERMITS AND APPROVALS**

The following actions are required by Federal agencies (other than the FAA) and state and local agencies for implementation of the Airport Sponsor's Proposed Project:

- Issuance of a Clean Water Act Section 404 permit by the U.S. Army Corps of Engineers (USACE) related to potential impacts to jurisdictional streams and wetlands.
- Review and comment to the USACE of Section 404 Dredge and Fill Permit application by the U.S. Environmental Protection Agency (USEPA), U.S. Fish and Wildlife Service (USFWS), and Ohio State Historic Preservation Office (SHPO).
- Section 401 Water Quality Certification from the Ohio Environmental Protection Agency (OEPA).
- Modification to the National Pollutant Discharge Elimination System (NPDES) permit (Section 402 of the Clean Water Act) for proposed construction activities; this would be coordinated through the OEPA.
- Outfall locations are defined by the coordinates specified in the CMH National Pollutant Discharge Elimination System (NPDES) permit.
- The CRAA has developed and implemented a Stormwater Pollution Prevention Plan (SWPPP) for Airport industrial activities, as required by the CMH NPDES permit.



- The 2008 Stormwater Management Master Plan (2008 SWMMP) was created. Regulatory criteria, including requirements from the City of Columbus Department of Sewers and Drains Manual, FAA AC 150/5320-5C, FAA AC 150/5200-33B, and NPDES Permit conditions were used to identify and assess applicable modifications to the stormwater system as required for new development.

## **ES.2 PURPOSE AND NEED**

### **ES.2.1 AIRPORT SPONSOR'S IDENTIFIED GOALS AND OBJECTIVES**

The CRAA has identified the following goals and objectives:

- 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.

### **ES.2.2 FEDERAL NEED AND PURPOSE**

#### **ES.2.2.1 Need for the Project**

The purpose and need is:

- To reconstruct Runway 10R/28L in a way that preserves the Airport's current and future flexibility to accommodate capacity needs both on the airfield and in the terminal and landside areas.

In an effort to provide for current and future flexibility at the Airport, additional benefits that support airfield and terminal and landside flexibility include:

- Long-term airfield capacity and delay reduction during peak operating periods;
- Sufficient terminal capacity to accommodate projected passenger growth;
- Sufficient ancillary facilities to support the projected increase in air transportation demand; and
- Enhance the human environment by reducing noise impacts on the surrounding communities.



In order for an alternative to be considered viable and carried forward for detailed evaluation within the NEPA process and this EIS, it must address one or more of these needs.

### **ES.2.2.2 Purpose of the Proposal**

The purpose of the proposal is to reconstruct Runway 10R/28L in a way that preserves the Airport's current and future flexibility to accommodate capacity needs both on the airfield and in the terminal and landside areas.

## **ES.3 ALTERNATIVES**

Federal guidelines 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 evaluated. Therefore, in compliance with NEPA and other special purpose environmental laws, the FAA independently reviews and analyzes those alternatives that could achieve the established purposes and need for the project.

Reasonable alternatives include those that are practicable or feasible from the technical and economic standpoint. As the lead agency, FAA has a responsibility to explore and objectively evaluate all prudent, feasible, reasonable, and practicable alternatives, including those beyond the agency's jurisdiction. In deciding which alternatives to consider, agencies must look hard at the factors relevant to the definition of purpose for the action. When an agency is asked to sanction a specific plan, it should take into account the needs and goals of the parties involved in the application. More importantly, the agency should always consider the views of Congress, expressed in the agency's statutory authorization to act, as well as in other pertinent congressional directives.

### **ES.3.1 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. The alternatives that the FAA considered in this analysis consisted of a No Action alternative, off-site alternatives, and on-site alternatives.

#### **ES.3.1.1 No Action Alternative**

As a requirement of NEPA, a No Action Alternative must be carried forward in the assessment of environmental impacts. To satisfy the intent of NEPA, FAA Orders, and other special purpose environmental laws, the No Action Alternative is carried forward in the analysis of environmental consequences. With the No Action Alternative, the airfield would remain as it is today. The No Action Alternative is a potential alternative under NEPA and serves as the baseline for the assessment of future conditions/impacts.

### **ES.3.1.2 Off-Site Alternatives**

Several off-site alternatives were evaluated against the purpose and need of the proposed project. The alternatives included the use of other means of transportation such as highway and rail, the use of other airports, and telecommunications technology. These alternatives were determined not to be reasonable, feasible, prudent, or practicable alternatives to the Sponsor's Proposed Project and were not carried forward for detailed environmental analysis.

### **ES.3.1.3 On-Site Alternatives**

On-site alternatives were evaluated against the purpose and need of the proposed project. The alternatives included non-runway development alternatives, other technologies, and activity or demand-management alternatives. It was determined that these on-site alternatives were not reasonable, feasible, prudent, or practicable alternatives to the Sponsor's Proposed Project and were not carried forward for detailed environmental analysis. The analysis then focused on runway development alternatives, terminal development alternatives, and noise abatement alternatives.

The runway development alternatives evaluated were:

- Alternative A: No Action
- Alternative B1: Reconstruct Runway 10R/28L in Current Location
- Alternative B2: Reconstruct Runway 10R/28L in Current Location and Relocate Runway 10L/28R 700 Feet to the North
- Alternative C1: Relocate Runway 10R/28L 1,500 Feet to the South
- 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)

The terminal development alternatives evaluated were:

- Alternative A: No Action
- Alternative T1: Expand Existing Terminal
- Alternative T2: Midfield Terminal Development Envelope – South Airfield (Sponsor's Proposed Project)
- Alternative T3: Midfield Terminal Development Envelope – North Airfield

The noise abatement alternatives evaluated were<sup>2</sup>:

- Noise Compatibility Program Scenario 1 (NCP1)
- Noise Compatibility Program Scenario 2 (NCP2)

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<sup>2</sup> For a complete description of each noise compatibility program scenario see Chapter 3, Section 3.5.

- Noise Compatibility Program Scenario 3 (NCP3)
- Noise Compatibility Program Scenario 4 (NCP4) (Sponsor's Proposed Project)

### **ES.3.2 ALTERNATIVES SCREENING RESULTS**

To determine if the runway development alternatives, terminal development alternatives, and noise abatement alternatives could substantially meet the stated purpose and need, the alternatives were further screened on environmental impacts, operational impacts, and associated cost. Alternatives were then eliminated from further evaluation if they failed to meet one or more of these criteria.

Although the No Action Alternative (Alternative A) does not meet the purpose and need, it is identified for further evaluation as required by NEPA. Out of the five initial runway alternatives only Alternatives C2 and C3 were determined to sufficiently meet the purpose and need for the project.

In combination with the runway alternatives the only terminal development alternative that was determined to satisfy the needs of the Airport was Alternative T2. For this reason the only terminal alternatives that were carried forward for additional analysis were the No Action and Alternative T2. The No Action and Noise Compatibility Program Scenario 4 (NCP 4) were also carried forward for additional analysis.

### **ES.3.3 ALTERNATIVES ASSESSED FOR ENVIRONMENTAL IMPACTS**

The following describes the alternatives that were carried forward and assessed for environmental impacts. The alternatives were assessed for the project years 2012 and 2018. Because 2018 is the projected implementation year for the proposed passenger terminal, Alternative C2 and Alternative C3 were assessed in 2012 without the midfield terminal development. Exhibits ES-1 through ES-3 graphically depicts each alternative assessed for environmental impacts.

#### **ES.3.3.1 Alternative A – No Action**

FAA Order 5050.4B<sup>3</sup> requires that the effects of a No Action Alternative be disclosed in the EIS along with the potential environmental impacts of the proposed action and its reasonable alternatives. For this EIS, the No Action Alternative presumes no runway or other major airfield improvements or development projects would occur.<sup>4</sup>

<sup>3</sup> FAA 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.

<sup>4</sup> Previously approved taxiway and/or apron improvement projects are considered as part of the baseline conditions.

### **ES.3.3.2 Alternative C2 – Relocate Runway 10R/28L to the South by 800 Feet and Construct Midfield Terminal (T2)**

*Noise Abatement Scenario A:* No new noise abatement procedures; and

*Noise Abatement Scenario B:* Implement recommended noise abatement procedures (NCP 4).

### **ES.3.3.3 Alternative C3 - Relocate Runway 10R/28L to the South by 702 Feet and Construct Midfield Terminal (T2) (Sponsor's Proposed Project)**

*Noise Abatement Scenario A:* No new noise abatement procedures; and

*Noise Abatement Scenario B:* Implement recommended noise abatement procedures (NCP 4).

## **ES.4 AFFECTED ENVIRONMENT**

The Affected Environment chapter provides a description of the existing<sup>5</sup> environmental conditions in and around the vicinity of CMH. This description of existing conditions describes the area(s) that may be affected by the Sponsor's Proposed Project. It also provides a basis of comparison to determine the environmental consequences of the Sponsor's Proposed Project and remaining alternatives, relative to existing social, economic, and environmental settings.

### **ES.4.1 GENERAL STUDY AREA AND DETAILED STUDY AREA**

For the purposes of this EIS, two study areas have been defined. The General Study Area (GSA) depicts the communities surrounding the Airport where indirect impacts may occur. A further refined Detailed Study Area (DSA) depicts the potential land area that may be directly, physically disturbed by the development of the Sponsor's Proposed Project and remaining alternatives.

#### **ES.4.1.1 General Study Area**

The GSA covers a broad area so that indirect impacts that may result from the development of the Sponsor's Proposed Project or any of its alternatives can be adequately assessed, such as potential noise impacts upon surrounding communities. The GSA boundary was developed using a composite of the projected future 60 Day-Night Average Sound Level (DNL) noise contours. A buffer area was then added to allow for potential future growth in the 60 DNL noise contour for the existing runway configuration and the runway configuration that would result from the Sponsor's Proposed Project and remaining alternatives.

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<sup>5</sup> The existing or baseline year for these analyses is 2006; the most recent complete calendar year with available data prior to the beginning of these analyses.

### **ES.4.1.2 Detailed Study Area**

The DSA covers a smaller area to allow a more detailed discussion and analysis of construction and development-related impacts that would result from the Sponsor's Proposed Project and remaining alternatives. The DSA boundary was developed using a composite of the airfield and operational changes that would result from the Sponsor's Proposed Project and remaining alternatives, such as the Runway Safety Areas (RSAs) and Runway Protection Zones (RPZs).

## **ES.5 ENVIRONMENTAL CONSEQUENCES**

The impacts resulting from implementation of the Sponsor's Proposed Project and all reasonable alternatives including the No Action Alternative are disclosed in the Environmental Consequences chapter of this EIS. The impacts of each alternative are disclosed for project years 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 environmental consequences section forms the scientific and analytical basis for comparing the impacts of the development alternatives. It includes considerations of direct and indirect effects and their significance and possible conflicts between the alternatives and the objectives of Federal; regional; state; and local land use plans, policies and controls for the area concerned.

Based on the guidance provided by FAA Orders 5050.4B, *NEPA Implementing Instructions for Airport Actions*, and 1050.1E, *Environmental Impacts: Policy and Procedures*, the environmental impacts of the runway development alternatives have been evaluated within 18 general impact categories. A summary of the potential impacts resulting from implementation of the alternatives considered is presented in Sections ES.6.1 through ES.6.14. A summary of the potential impacts resulting from implementation of the alternatives is also presented in **Table ES-1, Summary of Alternatives Including Potential Environmental Impacts**.

### **ES.5.1 NOISE AND COMPATIBLE LAND USE**

For 2012 conditions, the population and number of residential housing units located within the 65 Day – Night Average Sound Level (DNL) noise contour would increase for Alternatives C2a and C3a as compared to Alternative A. Alternatives C2b and C3b, which include implementation of the noise abatement measures (from the 2007 Part 150 Study), would reduce population and residential housing units located within the 65 DNL noise contour as compared to Alternative A.

For 2018 development alternatives (C2a, C2b, C3a, C3b), population and residential housing units would be less than the 2018 Alternative A. Alternative C3b (Sponsor's Proposed Project) results in the fewest population and residential housing unit impacts of all the alternatives in both 2012 and 2018.

Implementation of any of the development alternatives (C2a, C2b, C3a, C3b) would require a change in land use in the area of East 13<sup>th</sup> Avenue, east of Sterling Avenue. This area is currently residential and includes 36 residential properties (one vacant property). The construction of replacement Runway 10R/28L in any of the development alternatives would result in the acquisition of these properties to clear the Runway Protection Zone (RPZ). FAA design standards require that RPZs be clear of obstacles and human congregation, such as homes. The land use would be changed from residential to open space to comply with FAA design standards for maintaining clearance within a RPZ.

### **ES.5.2 SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S HEALTH AND SAFETY RISKS**

The proposed relocation of Runway 10R/28L to the south would result in 36 properties located on East 13<sup>th</sup> Avenue to be purchased and residents relocated. The acquisition area would be located within the relocated RPZ for both Alternative C2a/b and C3a/b. FAA design standards require that RPZs be clear of obstacles and human congregation, such as homes. 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 Alternatives C2b and C3b in 2012 and all of the alternatives in 2018, 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 alternatives.

### **ES.5.3 SECONDARY (INDUCED) IMPACTS**

Implementation of any of the development alternatives (C2a, C2b, C3a, C3b) would result in economic impacts. All of the alternatives would require the reconfiguration of the Airport Golf Course. In addition to the reconfiguration of the Airport Golf Course, those alternatives that include relocation of Runway 10R/28L 800 feet to the South (C2a and C2b), would require that the Columbus International Aircenter (CIAC) be relocated.

### **ES.5.4 AIR QUALITY**

Franklin County currently exceeds the Federal standard for emissions of Particulate Matter (PM<sub>2.5</sub>) and Ozone. Implementation of any of the development alternatives (C2a, C2b, C3a, C3b) would increase pollutant emissions on the Airport due to construction activities and increased aircraft taxi times resulting 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 mitigation.



### **ES.5.5 WATER QUALITY**

Impacts to water quantity, primarily from an increase in impervious surfaces, and water quality, primarily from increased use of deicing agents, would occur as a result of implementing any of the alternatives. The levels of impacts are essentially the same for the C2a/b and the C3a/b alternatives in both 2012 and 2018 conditions.

### **ES.5.6 DEPARTMENT OF TRANSPORTATION, SECTION 4(f) LANDS**

The development alternatives will require the reconfiguration of the Airport Golf Course located east of Hamilton Road. This effort will require the golf course to be reduced to nine holes for a period of up to 18 months. The reconfiguration is currently being coordinated with the City of Columbus and the U.S. Department of the Interior. Alternative C2a/b would result in the removal of Building 7 and a portion of Building 3 of the former Air Force Plant 85, which is eligible for listing on the NRHP. This would constitute a physical taking of these resources. Under Alternative C3a/b, one historic structure would be directly impacted due to the relocation of Runway 10R/28L 702 feet to the south. A ramp tower located on the top of Building 7 of the former Air Force Plant 85 would be removed to comply with FAA airport design standards. Air Force Plant 85 is eligible for listing on the NRHP due to the aircraft manufacturing activities that occurred at the site and the architectural significance of the original structures, which were designed by Albert Kahn.

Since its original construction in 1943, Building 7 has undergone a number of improvements and additions, one of which was the addition of a ramp tower in 1953. The FAA has determined that removal of the ramp tower would constitute an adverse impact because it would modify the existing structure which is a contributing building to the Air Force Plant 85 historic district. However, the ramp tower was not part of Albert Kahn's original work and was built after the time when the Air Force Plant 85 was being used for the manufacturing activities that made it eligible for the NRHP. Based on these facts, the FAA has determined that removal of the structure is not a significant impact and would actually return the site to a condition where it is closer to its original layout and architecture.

### **ES.5.7 HISTORIC, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES**

There are a number of significant historic sites located near the Airport and project site. Alternatives C2a/b would result in the greatest impact to historic structures, with the need for removal of portions of Buildings 3 and all of Building 7 of the former Air Force Plant 85 (now known as Columbus International Aircenter), 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 top of Building 7 of the former Air Force Plant 85. Air Force Plant 85 is eligible for listing on the NRHP due to the aircraft manufacturing activities that occurred at the site and the architectural significance of the original structures, which were designed by Albert Kahn. Since its original construction in 1943, Building 7 has



undergone a number of improvements and additions, one of which was the addition of a ramp tower in 1953. The FAA has determined that removal of the ramp tower would constitute an adverse impact because it would modify the existing structure which is a contributing building to the Air Force Plant 85 historic district. However, the ramp tower was not part of Albert Kahn's original work and was built after the time when the Air Force Plant 85 was being used for the manufacturing activities that made it eligible for the NRHP. Based on these facts, the FAA has determined that removal of the structure is not a significant impact and would actually return the site to a condition where it is closer to its original layout and architecture.

No archaeological sites of significance were found at the project area. Artifacts and a headstone associated with the Stelzer Cemetery, located east of Stelzer Road, were identified through field work. The headstone will be rejoined with the rest of the remains and headstones at the Mifflin Township Cemetery. The other artifacts will be placed back in the area where they were found and a ground plaque will be placed on to identify it as the site of the Stelzer Cemetery. The CRAA has coordinated this plan with the Stelzer family and they are in agreement.

### **ES.5.8 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 U.S. Fish and Wildlife Service to avoid impacts to potential Indiana bat roosting sites.

### **ES.5.9 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 1,005 linear feet of stream impacts. The proposed terminal would result in an additional 0.32 acres of wetland impacts.

### **ES.5.10 FARMLAND, FLOODPLAINS, WILD AND SCENIC RIVERS, AND COASTAL RESOURCES**

No unique farmlands, floodplains, wild and scenic rivers, or coastal resources would be impacted by any of the alternatives.

### **ES.5.11 NATURAL RESOURCES AND ENERGY SUPPLY**

The local supply of building and fill materials would not be significantly reduced as a result of implementing any of the alternatives.

Local suppliers of natural gas and electricity have confirmed that there would be no impact by their increased usage from implementing any of the alternatives.

### **ES.5.12 LIGHT EMISSIONS AND VISUAL IMPACTS**

No adverse light emissions or visual impacts would occur as a result of implementing any of the alternatives.

### **ES.5.13 HAZARDOUS MATERIALS, POLLUTION PREVENTION, AND SOLID WASTE**

Previous assessments of the former Air Force Plant 85 (now referred to as the Columbus International Aircenter) 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 removed. 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.

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.

### **ES.5.14 CONSTRUCTION IMPACTS**

Temporary impacts from dust, noise, and erosion are likely to occur as a result of constructing the development alternatives. The CRAA would implement Best Management Practices in order to avoid and minimize these temporary impacts.

## **ES.6 CUMULATIVE IMPACTS**

Chapter Seven, *Cumulative Impacts*, discloses the impacts of the runway development alternatives under consideration at CMH in combination with past, present, and reasonably foreseeable future actions at CMH. These notable actions have been implemented, are under current planning, or are anticipated in the near future to address transportation and infrastructure needs. When grouped together, these independent actions have a cumulative effect on resources, land use patterns, and the character of the Columbus community.

For the actions proposed in this EIS along with past, present, and reasonably foreseeable projects, cumulative impacts may occur in the areas of: air quality; noise; compatible land use; water quality and water resources; fish, wildlife, plants, and habitat; hazardous and solid wastes; social and community resources; light emissions and visual impacts; natural resources and energy supply; construction impacts; and sustainable design and development. The level of cumulative impact anticipated to occur within these categories is not significant because of the types of projects proposed, the extent of the built environment in which they will occur, and the options considered or implemented to mitigate for unavoidable impacts.

## **ES.7 IDENTIFICATION OF FAA'S PREFERRED ALTERNATIVE**

CEQ guidance requires all Federal agencies to identify a preferred alternative. According to FAA Order 5050.4B Paragraph 1007e.(7), the approving FAA official selects the preferred alternative after reviewing each alternative's ability to fulfill the agency's mission while considering their economic and environmental impacts, and technical factors.

As discussed in Chapter Two, *Purpose and Need*, only two of the runway development alternatives, both of which include the construction of a replacement runway to south of the existing Runway 10R/28L (C2 and C3), would meet the project purposes.

In identifying the FAA's Preferred Alternative, the FAA also considered the degree to which the alternatives satisfy the Airport Sponsor's goals and objectives (see Section ES.3.1, *Airport Sponsor's Identified Goals and Objectives*).

**FAA's Preferred Alternative:** In selecting its Preferred Alternative, the FAA considered each of the proposed runway development alternatives. See Section ES.4.3, *Alternatives Assessed for Environmental Impacts*, to review the full description of each of the runway development alternatives.

- Alternative A (No Action) does not meet the identified purpose and need nor does it address the Airport Sponsor's goals and objectives.
- Alternative C2a meets all of the stated needs for the project. However, there are increased environmental impacts and costs associated with the project as compared to the Sponsor's Proposed Project. Additionally, this alternative does not incorporate the noise abatement procedures which are design to enhance the human environment by reducing noise impacts to the surrounding communities.
- Alternative C2b meets all of the stated needs for the project. However, there are increased environmental impacts and costs associated with the project as compared to the Sponsor's Proposed Project.
- Alternative C3a would meet the need of reconstructing Runway 10R/28L and preserving the Airport's current and future flexibility to accommodate the capacity needs both on the airfield and in the terminal and landside areas. It also would meet the secondary needs for long-term delay reduction with additional NAVAIDs or ATC equipment and an expanded terminal development envelope. However, this alternative does not incorporate the noise abatement procedures which are design to enhance the human environment by reducing noise impacts to the surrounding communities.
- Alternative C3b (Airport Sponsor's Proposed Project) would meet the need of reconstructing Runway 10R/28L and preserving the Airport's current and future flexibility to accommodate the capacity needs both on the airfield and in the terminal and landside areas. It also would meet the secondary needs for long-term delay reduction with additional NAVAIDs or ATC equipment and an expanded terminal development envelope.

Alternative C3b is the FAA's Preferred Alternative. Replacing existing Runway 10R/28L with the proposed runway would achieve the goal of reconstructing the runway and preserving the current and future flexibility of the airfield and terminal and landside areas. The additional airfield capacity and larger terminal development envelope would be achieved by increasing the separation between the two runways.

## **ES.8 MITIGATION**

This EIS identified few potential impacts associated with implementation of any of the development alternatives. Mitigation possibilities (those actions considered to avoid, minimize, rectify, reduce, or eliminate potential impacts resulting from implementation of any of the runway development alternatives) are presented for only those categories where potential impacts were identified. Mitigation and other conditions established in this EIS, or during its review, are subsequently committed to by the FAA in its Record of Decision. These mitigation measures would be implemented by the Airport Sponsor. The FAA would ensure implementation of such mitigation measure through special conditions, funding agreements, contract specifications, directives, other review or implementation procedures and other appropriate follow-up actions in accordance with 40 CFR 1505.3.

### **ES.8.1 NOISE AND COMPATIBLE LAND USE IMPACTS**

The CRAA completed an update to the Part 150 Noise Compatibility Study for CMH (2007 Part 150 Study) during the EIS. In that study it is recommended that residential housing units within the 65 DNL be offered participation in the Airport's sound insulation program. This program would serve as mitigation for the noise impacts associated with the alternatives. The number of homes offered sound insulation is different for each alternative. See Chapter Five, Section 5.2, *Compatible Land Use*, for a discussion of the mitigation commitments of each alternative.

### **ES.8.2 SOCIOECONOMIC, ENVIRONMENTAL JUSTICE & CHILDREN'S HEALTH**

The CRAA and FAA would follow the *Uniform Relocation Assistance and Real Property Acquisition Policies Act* (49 CFR Part 24) in offering relocation assistance to residents and property owners located within the acquisition area on East 13<sup>th</sup> Avenue, east of Sterling Avenue. This Act identifies a process for acquiring property and outlines the benefits that residents and property owners are eligible for to help offset the cost of relocating.

### **ES.8.3 WETLANDS AND STREAMS**

The CRAA is currently working with the US Army Corps of Engineers (USACOE) to determine potential mitigation ratios and locations for these impacts. At the time this document was published, a potential site was being considered in Gahanna, Ohio and expected ratios of wetland mitigation were no more than 2:1, based on previous permitting efforts in this area.

### **ES.8.4 WATER QUALITY**

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 USACOE.

## **ES.8.5 HISTORIC, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES**

The FAA is currently working with the OHPO to determine the necessary level of mitigation for the project. The CRAA would implement the resulting preservation techniques from the preferred alternative.

## **ES.8.6 DEPARTMENT OF TRANSPORTATION 4(f)**

The CRAA would reconfigure the Airport Golf Course to insure that it returns to a comparable 18-hole facility. The CRAA and City of Columbus have negotiated an agreement regarding how this process would occur. That agreement has been memorialized in a Memorandum of Understanding, which was fully executed on December 10, 2008.

## **ES.8.7 HAZARDOUS MATERIALS/SOLID WASTE**

The CRAA would develop a demolition plan that would result in the minimum potential impact from hazardous materials.

## **ES.8.8 CONSTRUCTION**

Temporary impacts from dust, noise, and erosion are likely as a result of constructing the development alternatives. In order to prevent possible long-term impacts as a result of construction, all disturbed areas as a result of construction would be mulched and re-vegetated with native plants. In addition, the CRAA would implement Best Management Practices in order to avoid and minimize these temporary impacts.

## **ES.9 AGENCY AND PUBLIC INPUT**

### **ES.9.1 AGENCIES**

The following agencies provided comments on the Draft EIS:

- United States Environmental Protection Agency (U.S. EPA)
- United States Department of the Interior
- United States Army Corps of Engineers
- Ohio Environmental Protection Agency (OEPA)
- Ohio Department of Natural Resources (ODNR)
- Ohio Historic Preservation Office (OHPO)

Areas of concern included impacts to historic properties, impacts to Department of Transportation Section 4(f) properties, impacts to wetlands, avoidance of impacts to endangered species, and the inclusion of sustainability and implementation of green airport design, construction, operation, and maintenance elements. Comments received are included in Appendix R, *Response to Comments on the Draft EIS*.

## **ES.9.2 PUBLIC**

The public was provided the opportunity to comment on the Draft EIS from May 9, 2008 through June 27, 2008. The majority of comments received expressed concern on noise impacts and the mitigation measures to alleviate impacts. Comments received are included in Appendix R, *Response to Comments on the Draft EIS*.

## **ES.9.3 AREAS OF CONTROVERSY**

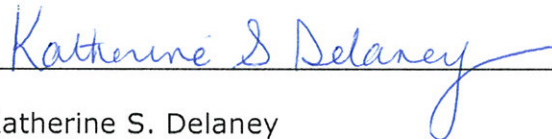
No areas of controversy exist regarding the Sponsor's Proposed Project or the analysis prepared for the EIS.

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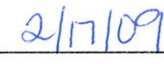


## Approval Declaration

Submitted by Responsible Federal Official:




Katherine S. Delaney  
Community Planner  
Detroit Airports District Office  
Great Lakes Region

  
Date



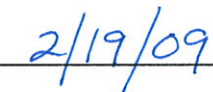
Matthew J. Thys  
Manager  
Detroit Airports District Office  
Great Lakes Region

  
Date

After careful and thorough consideration of the facts contained herein and following consideration of the views of those Federal agencies having jurisdiction by law or special expertise with respect to the environmental impacts described, the undersigned finds that the proposed Federal Action are consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the National Environmental Policy Act of 1969.

APPROVED: 

Jeri Alles  
Division Manager  
Airports Division  
Great Lakes Region

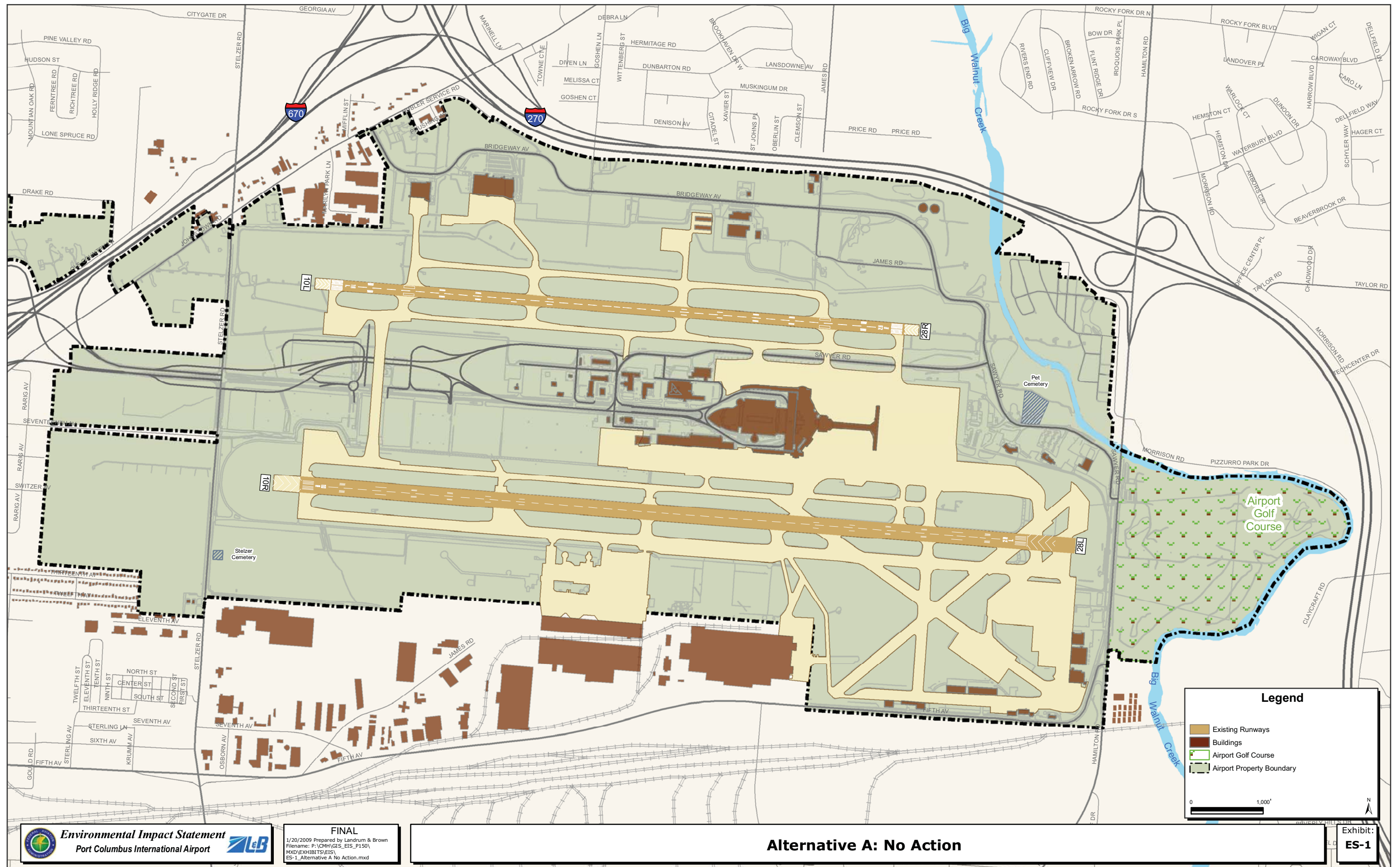
  
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DISAPPROVED: \_\_\_\_\_

Jeri Alles  
Division Manager  
Airports Division  
Great Lakes Region

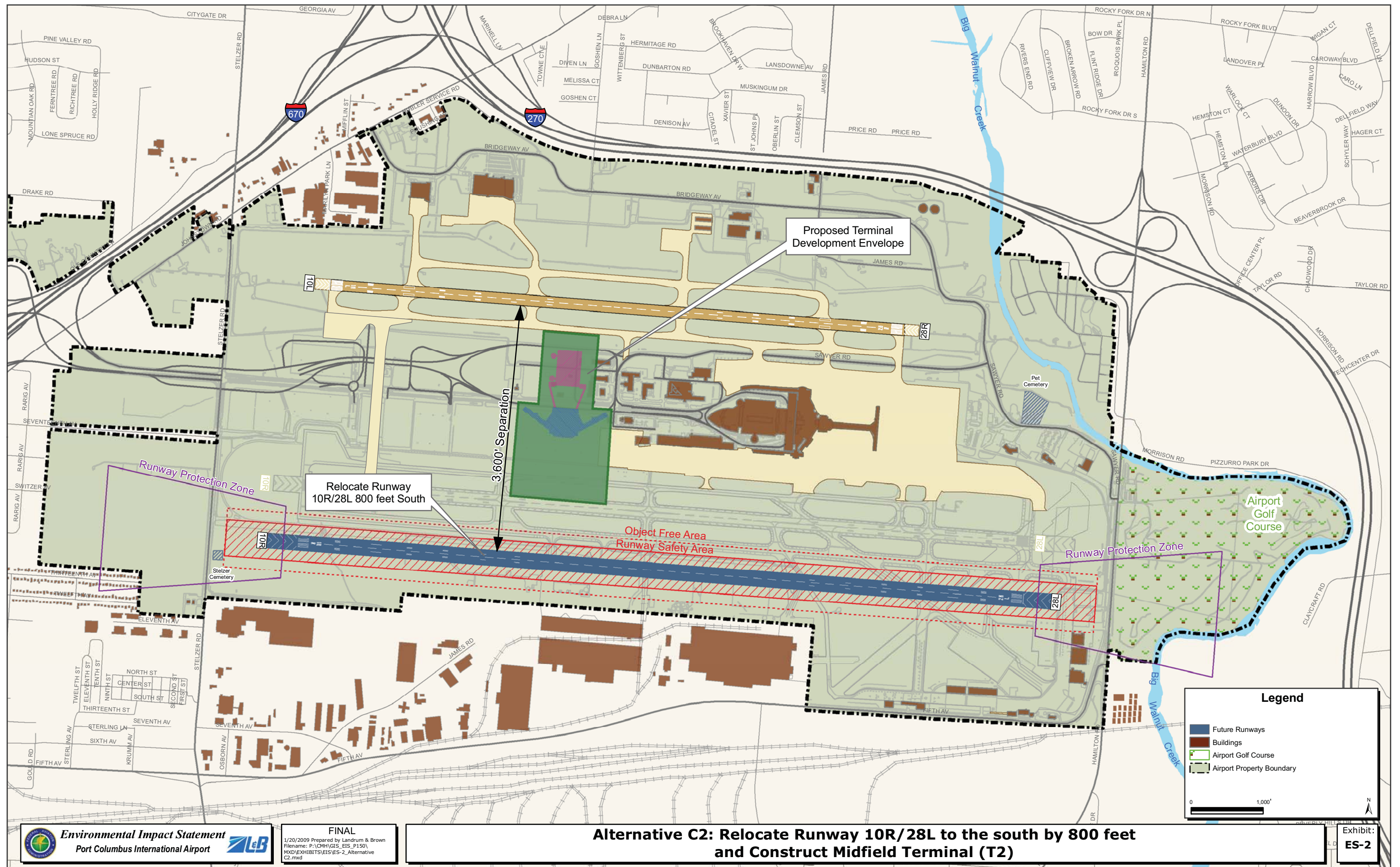
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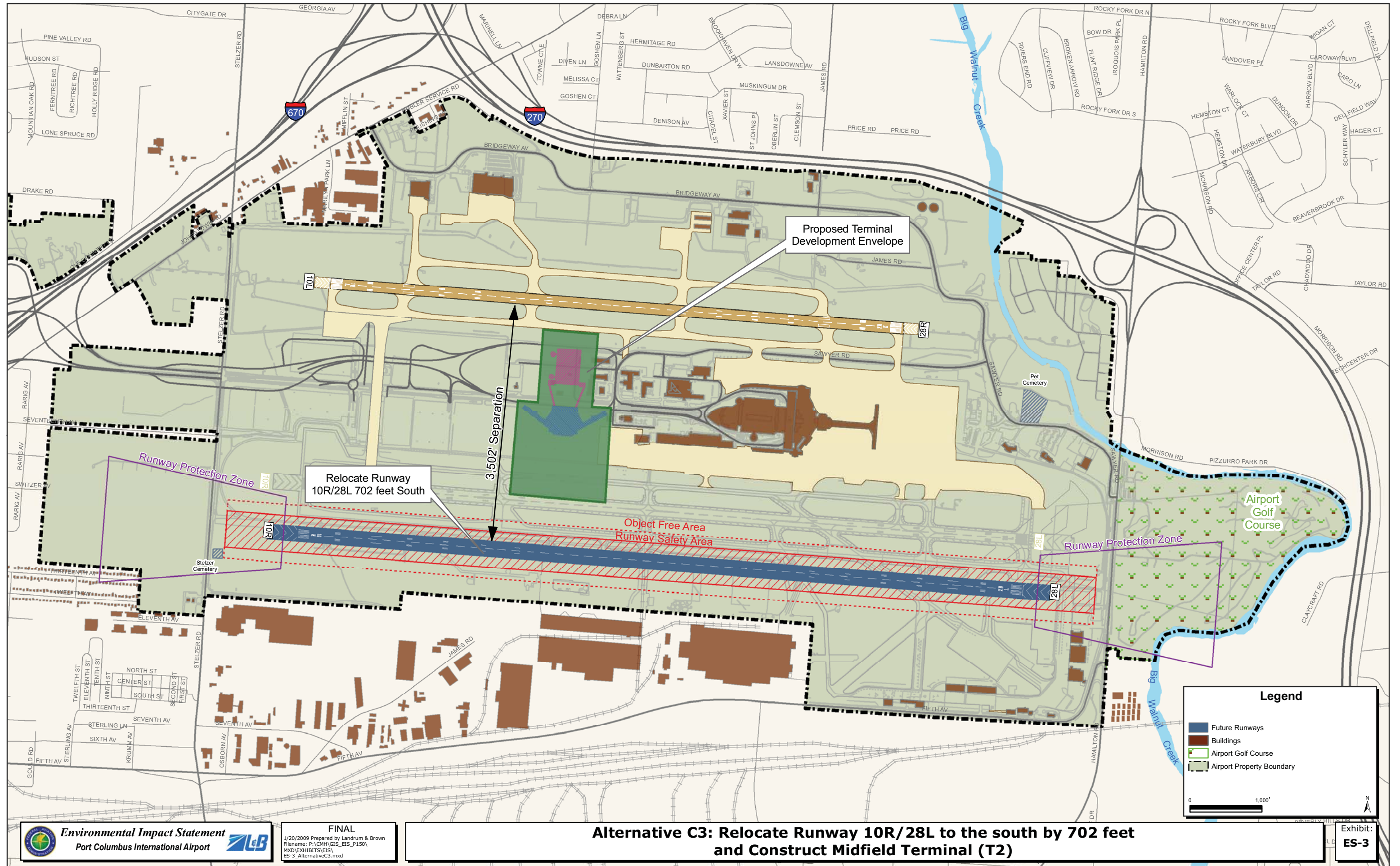
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**Table ES-1  
SUMMARY OF ALTERNATIVES INCLUDING POTENTIAL ENVIRONMENTAL IMPACTS  
Port Columbus International Airport**

Impact Category	Alternatives				
	Alt. A	Alt. C2a	Alt. C2b	Alt. C3a	Alt. C3b
<b>NOISE</b>					
2012:					
Total Residential Units	693	725	507	700	473
Unmitigated Residential Units	336	406	269	363	225
Noise - Sensitive Facilities	4	1	No Impact	No Impact	No Impact
2018					
Residential Dwelling Units	819	811	740	738	656
Unmitigated Residential Units	437	523	502	420	400
Noise - Sensitive Facilities	5	2	2	3	2
<b>COMPATIBLE LAND USE</b>					
Noise Impacts	No Impact	2012 Noise Impacts	2012 Noise Impacts	2012 Noise Impacts	2012 Noise Impacts
Land Use Impacts	No Land Use/Zoning Changes	Land Use Change in RPZ Area	Land Use Change in RPZ Area	Land Use Change in RPZ Area	Land Use Change in RPZ Area
<b>SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS</b>					
Socioeconomic Impacts	No Impact	Acquisition and removal of 36 properties on East 13 <sup>th</sup> Avenue	Acquisition and removal of 36 properties on East 13 <sup>th</sup> Avenue	Acquisition and removal of 36 properties on East 13 <sup>th</sup> Avenue	Acquisition and removal of 36 properties on East 13 <sup>th</sup> Avenue
Environmental Justice	No Impact	No Impact	No Impact	No Impact	No Impact

**Table ES-1, Continued**  
**SUMMARY OF ALTERNATIVES INCLUDING POTENTIAL ENVIRONMENTAL IMPACTS**  
**Port Columbus International Airport**

Impact Category	Alternatives				
	Alt. A	Alt. C2a	Alt. C2b	Alt. C3a	Alt. C3b
Children's Environmental Health and Safety	No Impact	No Impact	No Impact	No Impact	No Impact
<b>SECONDARY INDUCED</b>					
Economic Impacts	No Impact	CIAC Business Relocations / Airport Golf Course Reconfiguration	CIAC Business Relocations / Airport Golf Course Reconfiguration	Airport Golf Course Reconfiguration	Airport Golf Course Reconfiguration
Public Services	No Impact	No Impact	No Impact	No Impact	No Impact
<b>AIR QUALITY</b>					
	Franklin County nonattainment for ozone and PM <sub>2.5</sub> ; exceeds the PM <sub>2.5</sub> NAAQS under Existing (2006) Conditions and the future baselines. <sup>1</sup>	Complies with CAA Section 176(c)(1) <sup>2</sup>	Complies with CAA Section 176(c)(1) <sup>2</sup>	Complies with CAA Section 176(c)(1) <sup>2</sup>	Complies with CAA Section 176(c)(1) <sup>2</sup>
<b>WATER QUALITY</b>					
	<i>Impacts Would Not Exceed Standards</i>	<i>Impacts Would Not Exceed Standards</i>	<i>Impacts Would Not Exceed Standards</i>	<i>Impacts Would Not Exceed Standards</i>	<i>Impacts Would Not Exceed Standards</i>
<b>DOT SECTION 4(f) (RECODIFIED AS 303c) LANDS</b>					
	<i>No Direct Impacts, 1 park (Pizzurro) in 65 DNL</i>	<i>Airport Golf Course, Remove Building 7 &amp; portions of Building 3, 1 park in 65 DNL</i>	<i>Airport Golf Course, Remove Building 7 &amp; portions of Building 3, 1 park in 65 DNL</i>	<i>Airport Golf Course, Remove Ramp Tower, 1 park in 65 DNL</i>	<i>Airport Golf Course, Remove Ramp Tower, 1 park in 65 DNL</i>

**Table ES-1, Continued**  
**SUMMARY OF ALTERNATIVES INCLUDING POTENTIAL ENVIRONMENTAL IMPACTS**  
**Port Columbus International Airport**

Impact Category	Alternatives				
	Alt. A	Alt. C2a	Alt. C2b	Alt. C3a	Alt. C3b
<b>HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, &amp; CULTURAL RESOURCES</b>					
Direct Effects (Physical Impacts)	No Direct Impacts	Remove Bldg. 7 & portions of Bldg 3	Remove Bldg. 7 & portions of Bldg 3	Remove Ramp Tower 1	Remove Ramp Tower 1
Indirect Effects (Noise Impacts)	12 Sites within 65 DNL, 5 Historic	13 Sites within 65 DNL, 6 Historic	11 Sites within 65 DNL, 5 Historic	13 Sites within 65 DNL, 6 Historic	11 Sites within 65 DNL, 5 Historic
<b>FISH, WILDLIFE, &amp; PLANTS</b>					
Federally-Listed Species & Critical Habitats	No Impact	No Impact	No Impact	No Impact	No Impact
State - Listed Species	No Impact	No Impact	No Impact	No Impact	No Impact
Essential Fish Habitat	No Impact	No Impact	No Impact	No Impact	No Impact
<b>WETLANDS</b>					
2012	No Impact	0.33 acres	0.33 acres	0.33 acres	0.33 acres
2018	No Impact	0.65 acres	0.65 acres	0.65 acres	0.65 acres
Streams	No Impact	1,005 feet	1,005 feet	1,005 feet	1,005 feet
<b>FARMLANDS</b>					
	No Impact	No Impact	No Impact	No Impact	No Impact
<b>FLOODPLAINS</b>					
	No Impact	No Impact	No Impact	No Impact	No Impact
<b>COASTAL RESOURCES</b>					
	No Impact	No Impact	No Impact	No Impact	No Impact

**Table ES-1, Continued**  
**SUMMARY OF ALTERNATIVES INCLUDING POTENTIAL ENVIRONMENTAL IMPACTS**  
**Port Columbus International Airport**

Impact Category	Alternatives				
	Alt. A	Alt. C2a	Alt. C2b	Alt. C3a	Alt. C3b
<b>WILD &amp; SCENIC RIVERS</b>					
	No Impact	No Impact	No Impact	No Impact	No Impact
<b>NATURAL RESOURCES AND ENERGY</b>					
	No Impact	Increases in demand for power and fuel can be met by current suppliers and facilities.	Increases in demand for power and fuel can be met by current suppliers and facilities.	Increases in demand for power and fuel can be met by current suppliers and facilities.	Increases in demand for power and fuel can be met by current suppliers and facilities.
<b>LIGHT EMISSIONS &amp; VISUAL IMPACTS</b>					
	No Impact	No Impact	No Impact	No Impact	No Impact
<b>HAZARDOUS WASTE/SOLID WASTE</b>					
Hazardous Materials	No Impact	Impacts to AF Plant 85 Bldgs. 3 & 7, 2 Hangars	Impacts to AF Plant 85 Bldgs. 3 & 7, 2 Hangars	Ramp Tower, 1 Hangar	Ramp Tower, 1 Hangar
Solid Waste	No Impact	No Impact	No Impact	No Impact	No Impact
<b>CONSTRUCTION</b>					
	No Impact	Temporary Impacts	Temporary Impacts	Temporary Impacts	Temporary Impacts

<sup>1</sup> National Ambient Air Quality Standards (NAAQS). Fine particulate matter (PM<sub>2.5</sub>).

<sup>2</sup> Clean Air Act, including the 1990 Amendments (CAA). Federal actions compliant under CAA Section 176(c)(1) would not have the potential to cause significant adverse air quality impacts and would not (1) cause or contribute to any new violation of any standard; or, (2) increase the frequency or severity of any existing violation of any standard.

Source: Landrum & Brown, Incorporated, 2007