

Next Steps

The next step in the EIS process is to refine the alternatives that have been carried forward for further review and to complete the detailed analysis of the various environmental impact categories required under NEPA for each of the alternatives identified for further analysis.

The EIS process began in May 2006 when the FAA issued its Notice of Intent (NOI) to prepare an EIS in the Federal Register. It is anticipated that the full study process will take approximately three years to complete, with the FAA anticipated to issue its Record of Decision in April 2009. A draft of the full EIS is anticipated to be published in early 2008. Project-related items outside the control of the project team could impact the study schedule. The schedule will be monitored throughout the study and coordinated with appropriate parties. It will be revised and updated when necessary to remain current with the actual pace of the analysis and agency coordination and concurrence.

A specific date has not been set for the next set of public workshops at this time, but they are anticipated to occur in the summer of 2007. Dates and locations for these workshops will be published as soon as they are determined.

How can I Comment on the EIS Scope of Work?

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

The FAA welcomes written comments on the environmental analysis. Written comments may be submitted tonight on the comment forms found in the workshop area. If you prefer, you may submit comments to:

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Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174

Fax: (734) 229-2950
E-mail: CMHEIS@faa.gov.
Project website: www.airportsites.net/cmh-eis



April 24 and April 25, 2007

Public Workshops

What is the Purpose of Tonight's Public Meeting?

Tonight is the fourth public meeting to solicit comments on the Environmental Impact Statement (EIS) being prepared for proposed improvements to Port Columbus International Airport (CMH). Proposed improvements include the construction of a replacement for the airport's south runway (Runway 10R/28L), a new passenger terminal, and other support facilities.

The purpose of tonight's meeting is to provide information on the Purpose and Need for the proposed projects and findings of the preliminary review of the alternatives being considered to accomplish the proposed runway development.

The EIS Process

Before development of any of the proposed projects can begin, they must undergo a detailed review to ensure that they are in compliance with environmental regulations. This process is called an EIS. The Federal Aviation Administration (FAA)

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

In addition to public comments, local, state and federal agencies also provide input on the proposed development. Coordination with the agencies occurs throughout the EIS study process.

The following illustration graphically shows the EIS process.



Purpose and Need

One of the most important elements of the EIS process is to develop the Purpose and Need Statement. The Purpose and Need Statement concisely summarizes why each element of the proposed development program is needed. It serves as the basis upon which all alternatives to the proposed projects are evaluated. Alternatives that do not meet the Purpose and Need are excluded from more detailed environmental review. The purpose of the proposed development being evaluated in this EIS is to meet the following needs:

- The need to rehabilitate Runway 10R/28L
- The need to provide long-term airfield capacity and delay reduction during peak operating periods
- The need to provide sufficient terminal capacity to accommodate projected passenger levels
- The need to provide sufficient ancillary facilities to support the projected increase in air transportation demand
- The need to enhance the human environment by reducing noise impacts on the surrounding communities

Projects Being Considered in the EIS

The runway relocation and the terminal development are the primary projects being considered in the EIS. There are also other projects that will need to be completed to support these two facilities. The list below includes all of the projects being assessed in the EIS.

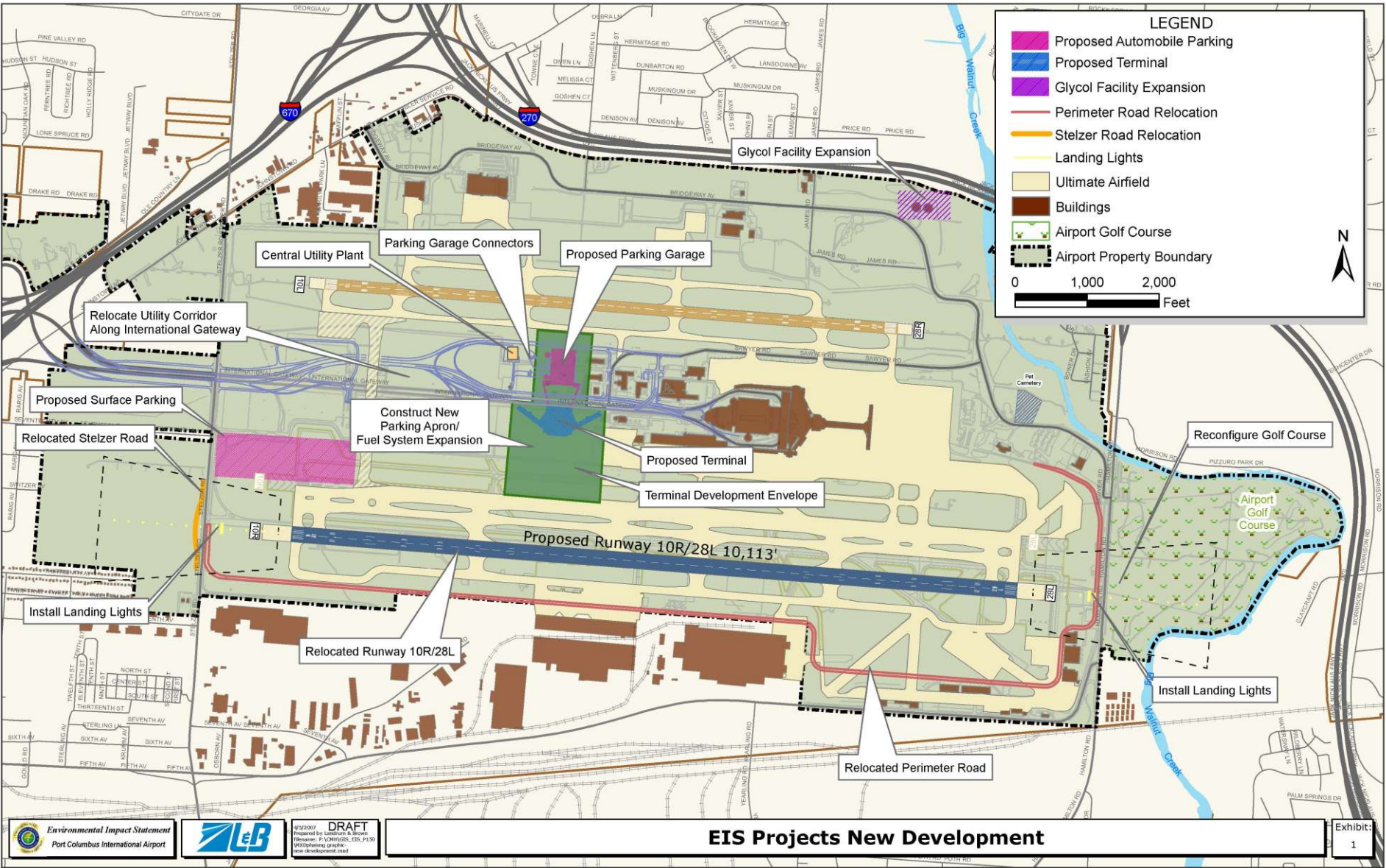
- Construction of a replacement runway, 10,113 feet long, located 702 feet south of the existing Runway 10R/28L
- Construction of additional taxiways to support the replacement runway
- Proposed terminal development (defined as a development area that will encompass Phase I of the CRAA terminal development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

Preliminary Review of Alternatives

In compliance with NEPA, one of the requirements of an EIS is that a full range of alternatives to the proposed project is also to be considered. Information about the range of alternatives being considered in the EIS is available at tonight's workshop. These alternatives are screened to determine if they meet the airport's needs based upon their environmental impacts, operational advantages and disadvantages, and cost. The most viable alternatives are carried forward for detailed environmental review. The range of alternatives that has been developed considers no-action, off-site alternatives, and on-site alternatives to the sponsor's proposed project. The no-action alternative would include no changes to the existing airport. This would not meet the Purpose and Need for the project, but according to NEPA regulations must be carried forward for detailed analysis. The no-action alternative serves as the baseline upon which other alternatives are evaluated for environmental impacts.

Off-site Alternatives

Off-site alternatives include the consideration of the use of other airports, other modes of transportation, and telecommunications. The use of other airports considers the feasibility of moving air traffic to another airport in the area to meet the needs of the users of CMH. The potential to move air traffic to Dayton International, Rickenbacker International, Bolton Field Airport, and the Ohio State University Airport was analyzed, but none would be capable of



accommodating the additional activity without major expansion. Similarly, the use of other modes of transportation was analyzed, but none was capable of reducing the need at CMH.

On-site Alternatives

The FAA has developed and evaluated on-site runway alternatives. Evaluation criteria include the ability of the alternative to meet the purpose and need for the project as well as operational, environmental and cost considerations. Based upon the results of initial screening, alternatives are either carried forward in the EIS process for further environmental review or are removed from further evaluation.

Runway Development Alternatives

The following six alternatives for runway development were evaluated:

- **No- Action**
- Reconstruct Runway 10R/28L in place
- Reconstruct Runway 10R/28L in current location and relocate Runway 10L/28R 700 feet to the north
- Relocate Runway 10R/28L 1,500 feet to the south
- **Relocate Runway 10R/28L 800 feet to the south**
- **Relocate Runway 10R/28L 702 feet to the south**

The three alternatives shown in bold are being carried forward for further evaluation.

Terminal Development Alternatives

The FAA has independently evaluated four terminal development envelope alternatives. The evaluation for these alternatives was primarily based upon whether or not the required terminal development could be accommodated within the available space.

The following four terminal development envelope alternatives were evaluated:

- **No- Action**
- Maximize existing terminal
- **Construct a new terminal in the south airfield**
- Construct a new terminal in the north airfield

The two alternatives shown in bold are being carried forward for further environmental evaluation.

Information on all of the alternatives that have been developed and reviewed is available at tonight's workshop.