

**Preliminary Results of Environmental Studies**  
In an environmental documentation process, the proposed development is reviewed for potential environmental impacts in eighteen categories that are identified in *FAA Order 1050.1E, Environmental Impacts: Policies and Procedures for Considering Environmental Impacts*, and *FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

In addition to the impact categories listed below, any other past, present and foreseeable future actions which may be applicable or pertinent to the proposed development will also be addressed. The proposed development's relationship to other plans, directives and goals of the Columbus area will also be studied. The cumulative impacts of all of the proposed improvements, when combined with the existing and reasonable foreseeable future projects with the area will be considered. Projects that are within five years beyond the build-out of the proposed projects are generally considered reasonable foreseeable.

To date, baseline data has been collected for all of the impact categories. Detailed analysis of the noise impacts of the various alternatives for construction of the proposed development has been carried out in the Part 150 Noise Compatibility Study that is being simultaneously conducted with the EIS.

Detailed analysis of the potential impacts to historic, architectural, archaeological and cultural resources, as well as potential impacts to wetlands and fish, wildlife, and plants has also been completed. Information on the findings of these analyses is available at tonight's workshop. There are approximately 0.75 acres of direct impacts to wetlands and 592 feet of direct impacts to streams. A preliminary review of the project area found several archaeological sites and 43 historic sites (3 are on the National Register of Historic Places (NRHP) and one is eligible for the NRHP. No threatened and endangered species have been documented within one mile of the project area.

Environmental Impact Categories
Air Quality
Coastal Resources
Compatible Land Use
Construction Impacts
Department of Transportation Act: Section 4(f)
Farmlands
Fish, Wildlife and Plants
Floodplains
Hazardous Materials, Pollution Prevention, and Solid Waste
Historical, Architectural, Archaeological and Cultural Resources
Light Emissions and Visual Impacts
Natural Resources and Energy Supply
Noise
Secondary (Induced) Impacts
Socioeconomic, Environmental Justice, Children's Health and Safety Risks
Water Quality
Wetlands
Wild and Scenic Rivers

Source: *FAA Order 1050.1E, Environmental Impacts: Policies and*

**Next Steps**  
The FAA issued its Notice of Intent (NOI) to prepare an EIS in the Federal Register on May 1, 2006. It is anticipated that it will take approximately three years to complete the full study process with the FAA anticipated to issue its Record of Decision in April 2009. A draft of the EIS is anticipated to be available to the public in approximately 20 months from the issuance of the NOI.

The next steps in the EIS process are to complete the detailed environmental analysis of the various environmental impact categories and to assemble a draft EIS document.

It should be noted that there are project-related items outside the control of the project team. Therefore, changes in the project schedule could occur as the study progresses. 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 Spring 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 third 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:

Ms. Katherine S. Jones  
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](mailto:CMHEIS@faa.gov).  
Project website: [www.airportsites.net/cmh-eis](http://www.airportsites.net/cmh-eis)



**Public Workshops**

**What is the Purpose of Tonight's Public Meeting?**

Tonight is the third public meeting being held to solicit comments on the findings of an 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) and a new passenger terminal.

The purpose of tonight's workshop is to provide information on the various alternatives that are being considered for the construction of the proposed projects and information that has been obtained during the early review of the potential environmental impacts of the alternatives.

**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

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an Environmental Impact Statement. 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 of 1969 (NEPA.) 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 will occur throughout the EIS study process.

The following illustration graphically shows the EIS process.





**Why are the proposed development projects needed?**

CMH serves as the primary air transportation facility for most of central Ohio. The proposed development projects being considered in this EIS are needed to ensure that CMH can continue to maintain its role as an essential transportation resource well into the future.

Careful evaluation of airport operations and facilities at CMH conducted over the past five years has identified the need to:

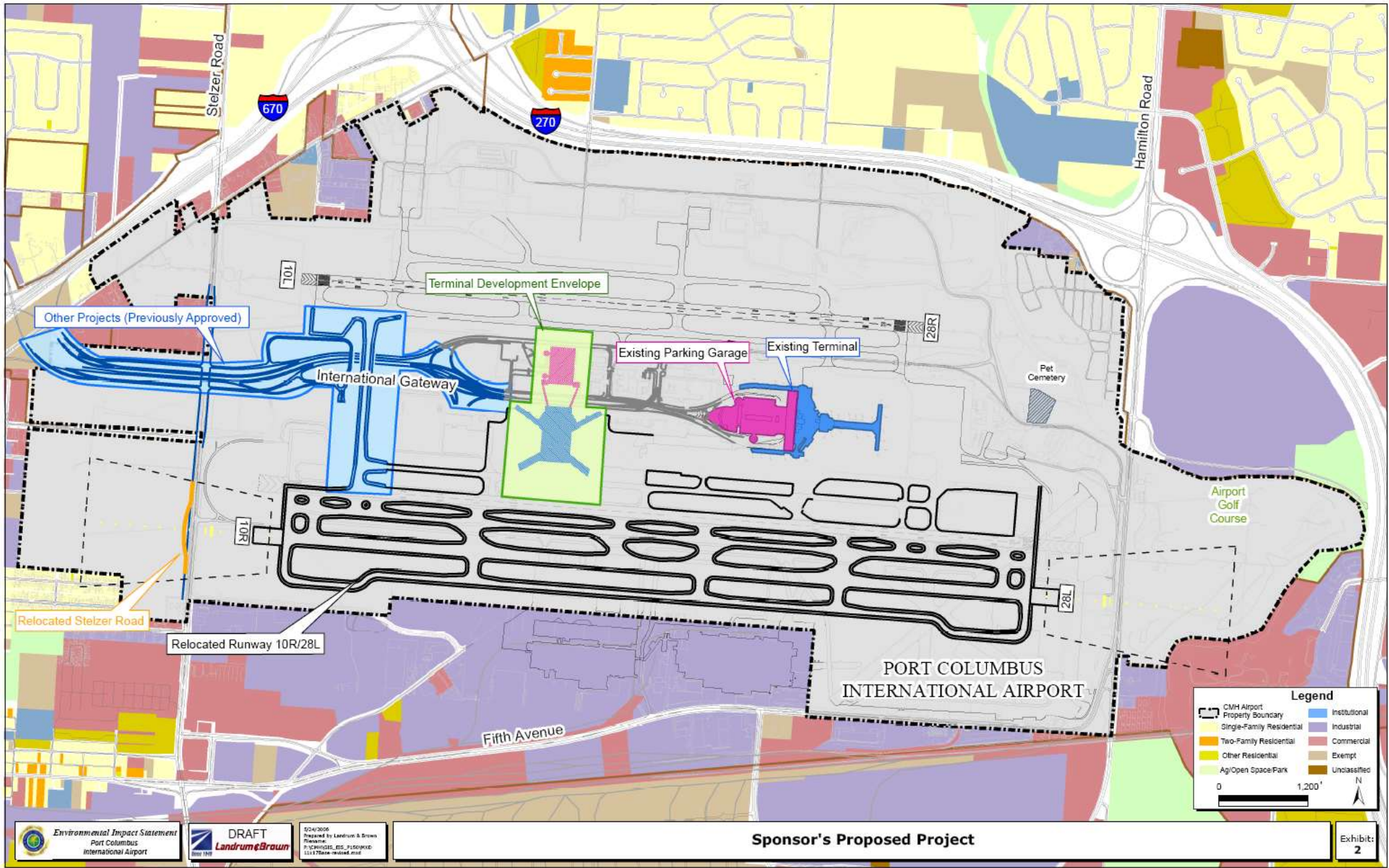
- rehabilitate Runway 10R/28L;
- provide long-term airfield capacity, delay reduction during peak operating periods, and airfield efficiency; and
- provide sufficient terminal capacity to accommodate projected passenger levels over the next 20 years.

Evaluation of the pavement condition of Runway 10R/28L determined that some areas of this runway are in need of full depth/structural repair. The CRAA examined two options to accomplish the needed repairs: rebuild Runway 10R/28L in the same location or build a replacement runway. Full reconstruction of the runway would require a lengthy closure time, require the airport to operate with capacity constraints during construction, result in higher noise impacts during construction and would not result in additional airfield capacity. The second option, relocation of the runway, would allow the airport to operate normally during construction and increase peak period operating capacity. At the same time, it would open a larger envelope for terminal development, allowing the CRAA to develop the terminal facilities forecast to be needed to meet the growth in passenger demand over the next 20 years.

**Projects Being Considered in the EIS**

Although the runway relocation and the terminal development are the primary projects being reviewed in the EIS, there are 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 and II 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, and farms, 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)



In compliance with NEPA, one of the requirements of an EIS is that a full range of alternatives to the proposed project are also to be considered. Information about the range of alternatives being considered in the EIS is available at tonight's workshop.

**Forecast**

A forecast of enplanements and aircraft operations was prepared for this EIS for 2012 (the opening year of the runway) and 2018 conditions. These projections of activity at CMH are used in the EIS to assist in determining the potential impacts of the proposed development. Two operating scenarios are presented in the forecast and described below.

**Base Case Scenario:** The Base Case Scenario includes projected passenger and operations growth at the airport using the best available data related to national and local trends in aviation. This scenario represents a relatively conservative view of the future activity levels at the airport. For 2012, the Base Case Scenario projects 4,215,000 enplaned passengers and 241,600 operations, which is a 25 percent and 15 percent increase over current levels, respectively.

**High Growth Scenario:** The High Growth Scenario represents the Base Case Scenario plus additional growth brought on by the operation of a low-cost carrier at CMH. Recently, Skybus Airlines announced their intention to start operation in the U.S. with their primary hub being CMH. This type of airline may be extremely successful at CMH and therefore could have a major impact on the number of passengers and operations at CMH in the future. This scenario represents a relatively aggressive view of the future activity levels at the airport. For 2012, the High Growth Scenario projects 6,848,000 enplaned passengers and 288,400 operations, which is a 103 percent and 37 percent increase over current levels, respectively.