

Next Steps

When all of the comments have been received, a Final EIS document will be prepared, which will include responses to all agency and public comments. The Final EIS is anticipated in late 2008, with the FAA issuing its Record of Decision in April 2009.

How can I Comment on the EIS?

The EIS process is designed to encourage public review and comment. Public comments are important to assist the FAA in making decisions about the proposed development projects at CMH. In addition to the information available at tonight's workshop/hearing, a Draft EIS document has been prepared and is available for public review at the following locations:

Columbus Regional Airport Authority

Port Columbus International Airport
Administrative Offices
4600 International Gateway
Columbus, OH 43219

City of Gahanna

200 South Hamilton Road
Gahanna, OH 43230

City of Whitehall

360 South Yearling Road
Whitehall, OH 43213

Jefferson Township

6545 Havens Road
Blacklick, OH 43004

City of Bexley

2242 East Main Street
Bexley, OH 43209

City of Reynoldsburg

7232 East Main Street
Reynoldsburg, OH 43068

Bexley Public Library

2411 East Main Street
Bexley, OH 43209

Columbus Metropolitan Branch

Main Branch
96 South Grant Avenue
Columbus, OH 43215

Columbus Metropolitan Library

Shepard Branch
790 N. Nelson Road
Columbus, OH 43219

Columbus Metropolitan Library

Linden Branch
2432 Cleveland Avenue
Columbus, OH 43211

Columbus Metropolitan Library

Whitehall Branch
4371 East Broad Street
Whitehall, OH 43213

Columbus Metropolitan Library

Reynoldsburg Branch
1402 Brice Road
Reynoldsburg, OH 43068

Columbus Metropolitan Library

Gahanna Branch
310 Granville Street
Gahanna, OH 43230

Project Website: www.airportsites.net/cmh-eis

Comments are encouraged at tonight's meeting. You may either provide written comments on the forms available in the workshop area, or you may provide oral comments to the court reporter that is available at tonight's meeting. Full names and addresses must be provided on comment forms. 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
Project website: www.airportsites.net/cmh-eis

All comments must be postmarked, faxed, or emailed by no later than **midnight, Friday, July 11, 2008**.



June 11 and June 12, 2008

Public Workshop/Hearing

What is the Purpose of Tonight's Public Meeting?

The final Public Information Workshop/Public Hearing is being held tonight to invite comments on the findings 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 Workshop/Hearing is to provide information on the Purpose and Need for the proposed projects and findings of the review of the alternatives being considered to accomplish the proposed projects.

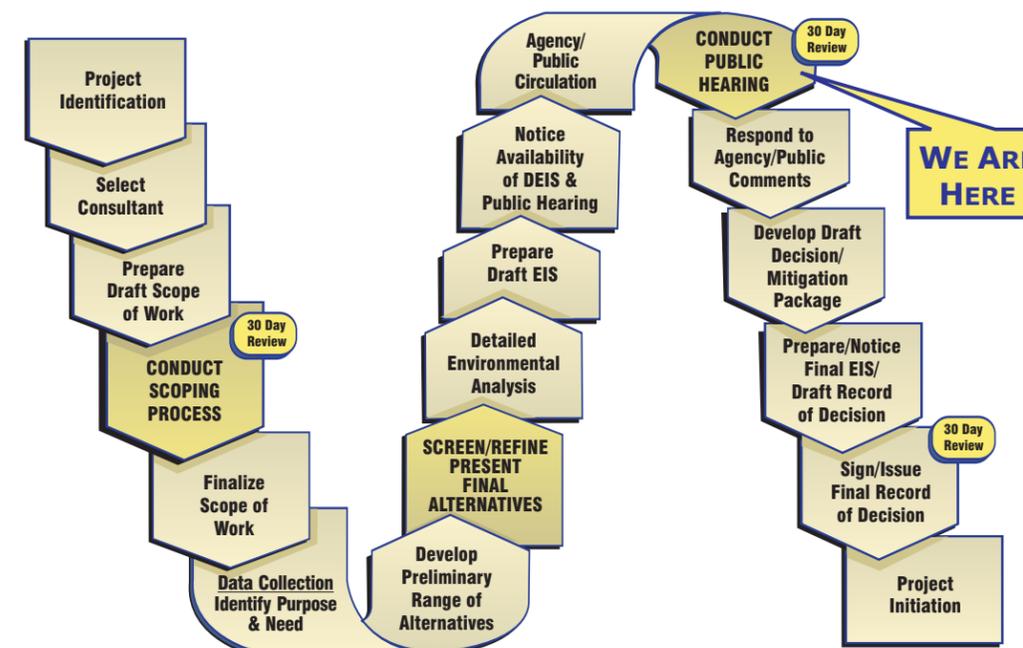
The EIS Process

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 provided input on the proposed development. Coordination with the agencies has occurred 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 reconstruct 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 category II (CAT II) approach
- Proposed aviation-related developments
- Associated roadway relocation and construction
- Parking improvements (including both surface lots and parking garages)
- Property acquisition and relocation of residences, businesses, as necessary
- Development of air traffic operational procedures for the replacement runway
- Proposed noise abatement actions (assessed in a separate Part 150 Noise Compatibility Study)

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 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 have been developed considers no-action, off-site alternatives, and on-site alternatives to the sponsor's proposed project. The no-action alternative includes 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.

On-site Alternatives

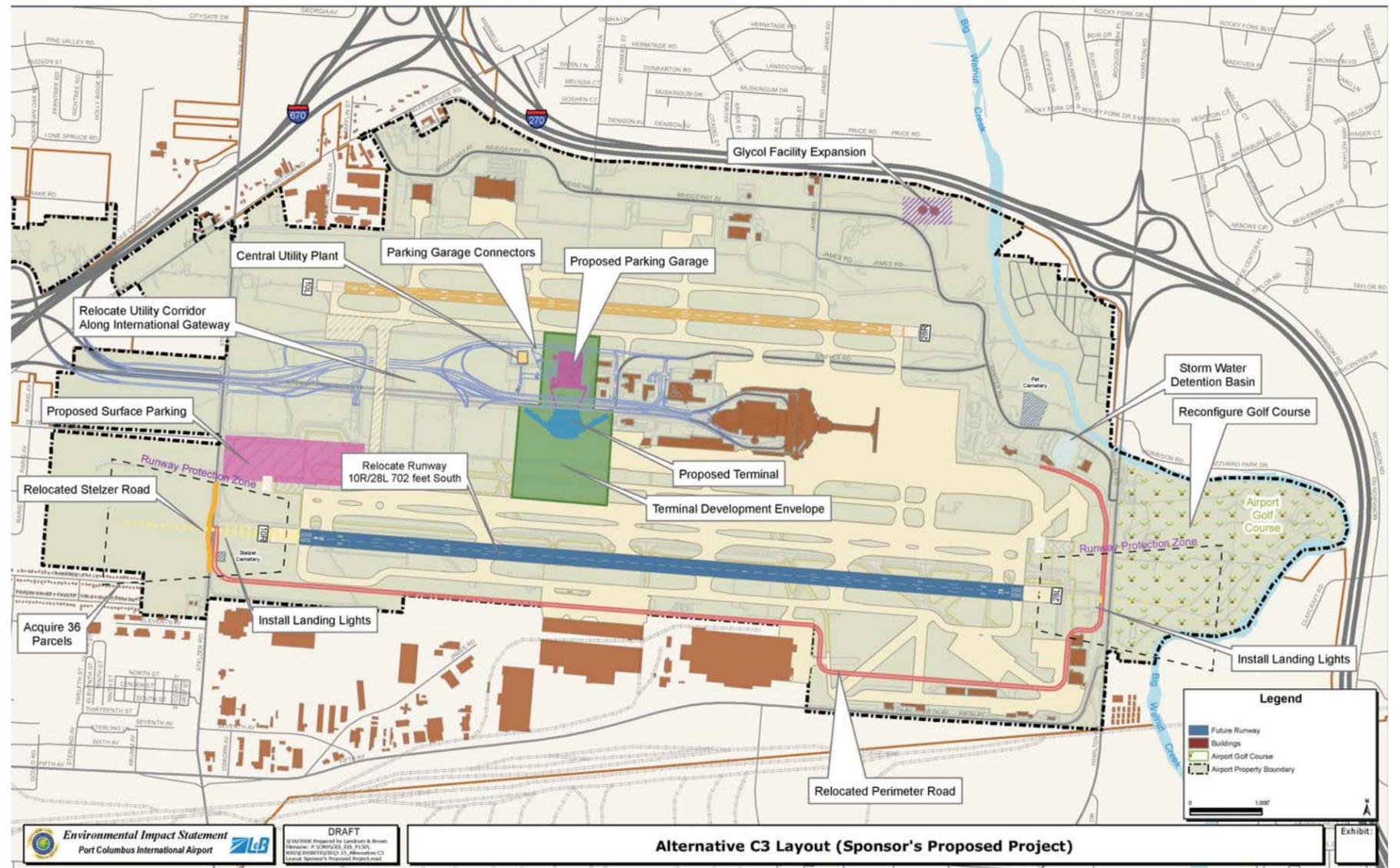
The FAA has developed and evaluated on-site runway alternatives. Evaluation criteria include the ability of the alternative to meet the purpose and need for the project as well as operational, environmental and cost considerations.

Runway Development Alternatives

The following alternatives for runway development were fully evaluated in the EIS:

- Alternative A No- Action
- Alternative C2 Relocate Runway 10R/28L 800 feet to the south
- **Alternative C3 Relocate Runway 10R/28L 702 feet to the south**

The alternative shown in bold is the proposed alternative to the FAA.



Summary of Impacts

No Action Alternative

In the 2012 Conditions, 693 housing units are in 65 DNL (336 have either never been eligible for sound insulation/easement, or were previously eligible for sound insulation but have not yet been insulated). No physical impacts would occur due to no development occurring in this alternative.

Alternative C2a

In the 2012 Conditions, 725 housing units are in 65 DNL (which is the level that the FAA identifies as significantly impacted). As a result, 422 homes will be added to the Airport's Sound Insulation Program. Physical impacts due to this alternative are reconfiguration of the Airport Golf Course, relocation of Stelzer Cemetery, acquisition/relocation of 36 properties on East 13th Avenue, and demolition of Buildings 3 & 7 of Air Force Plant 85 which are eligible for National Register of Historic Places. These buildings would also require additional remediation during demolition due to hazardous materials. In addition, 0.65 acres of wetlands and 1,005 feet of stream would be impacted. Also, increased run-off due to increased impervious surfaces would be contained in a new stormwater detention basin.

Alternative C2b

In the 2012 Conditions, 507 housing units are in 65 DNL (which is the level that the FAA identifies as significantly impacted). As a result, 297 homes will be

added to the Airport's Sound Insulation Program. **The physical impacts due to Alternative C2b are the same as C2a.**

Alternative C3a

In the 2012 Conditions, 700 housing units are in 65 DNL (which is the level that the FAA identifies as significantly impacted). As a result, 313 homes will be added to the Airport's Sound Insulation Program. Physical impacts due to this alternative are reconfiguration of the Airport Golf Course, relocation of Stelzer Cemetery, acquisition/relocation of 36 properties on East 13th Avenue, and demolition of the Ramp Tower on Building 7 of Air Force Plant 85 which is eligible for National Register of Historic Places. One hangar would require additional remediation during demolition due to hazardous materials. In addition, 0.65 acres of wetlands and 1,005 feet of stream would be impacted. Also increased run-off due to increased impervious surfaces would be contained in a new stormwater detention basin.

Alternative C3b

In the 2012 Conditions, 473 housing units are in 65 DNL (which is the level that the FAA identifies as significantly impacted). As a result, 247 homes will be added to the Airport's Sound Insulation Program. **The physical impacts due to Alternative C2b are the same as C3a.**