



U.S. Department
of Transportation
**Federal Aviation
Administration**

**Detroit Airports District Office
11677 South Wayne Road
Suite 107
Romulus, MI 48174**

January 4, 2011

Ms. Elaine Roberts, AAE
President & CEO
Columbus Regional Airport Authority
4600 International Gateway
Columbus, OH 43219

Dear Ms. Roberts:

Port Columbus International Airport, Columbus, Ohio
Issuance of Environmental Decision

On the basis of the evaluation in the Environmental Assessment (EA) dated December 10, 2010, the Federal Aviation Administration (FAA) Detroit Airports District Office has approved a Finding of No Significant Impact, (FONSI) for the following development:

- Proposed Northwest Airfield Development at Port Columbus International Airport.

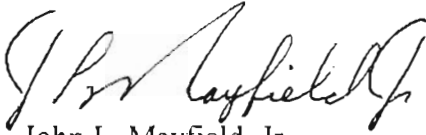
A copy of the signed environmental signature sheet and FONSI is enclosed for your records. A final EA with these enclosures and any other comment letters should be published. Our office will need a copy of this document. Other reviewing agencies that had substantial comments on the EA should also receive a copy of the final document.

The Council on Environmental Quality Regulation requires the FONSI be made available to the public. You will need to provide a notice for publication in the local media (in an area wide or local paper of general circulation) to inform the public of the finding.

Also, include in the notice the locations where the decision documents, background reports, the Final EA and the FONSI are available for public review. At a minimum they should be available in your office and any other public locations that you chose. Please provide us with a copy of the published notice (Proof of Publication). Additional copies of these documents should be available for public informational review as may be required by local practice or ordinance. The final EA and FONSI should be provided upon request to the public at no cost or a cost equaling the cost of document reproduction.

Please contact Ms. Katherine Delaney of my staff at (734) 229-2958 if you have any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "John L. Mayfield, Jr.", written in a cursive style.

John L. Mayfield, Jr.
Manager
Detroit Airports District Office

Enclosures (2)

cc: David Wall, CRAA



Department of Transportation
Federal Aviation Administration
Detroit Airports District Office

FINDING of NO SIGNIFICANT IMPACT
For
Proposed Northwest Airfield Development at
Port Columbus International Airport
Columbus, Ohio

The Federal Aviation Administration (FAA) has prepared this Finding of No Significant Impact (FONSI) for the proposed Northwest Airfield Development at the Port Columbus International Airport (CMH), owned and operated by the Columbus Regional Airport Authority (CRAA). In accordance with FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and based on the evaluation of the attached Environmental Assessment (EA), dated December 10, 2010, there are no significant impacts associated with the development actions. Therefore, an Environmental Impact Statement (EIS) will not be prepared and a FONSI is being issued.

I. Proposed Action

Specific items of the proposed project include (pages 1-1 through 1-3 and Exhibit 1-1 and 1-2 in the Final EA):

- Development of the Northwest Airfield in two phases. Phase I includes:
 - Expand the existing corporate office facility by approximately 140,000 square feet;
 - Expand the existing surface parking by approximately 345,000 square feet;
 - Relocate the existing cellular phone towers;
 - Realign and upgrade a section of Bridgeway Avenue between Johnstown Road and Goshen Lane;
 - Construct various roadway improvements along Johnstown Road, Goshen Lane and at the intersection of Hamilton Road and Sawyer Road;
 - Maintain a 150-foot stream buffer around Mason Run; and

- Construct various stormwater collection system improvements including a new stormwater detention basin to the southeast of the site.
- Phase II will be built when user demand warrants. However, the project boundary and stream buffer zone are fixed and will not be expanded. The elements of Phase II includes:
 - Develop the western portion of the site for related uses;
 - Demolish three existing commercial structures;
 - Close Gayle Drive and Englewood Drive;
 - Construct two new roadway crossings over Mason Run; and
 - Maintain a 150-foot stream buffer around Mason Run.

II. Purpose and Need

The CRAA owns and operates CMH. One of the goals of the CRAA is to provide for the development of infrastructure to support economic growth of the Airport and surrounding communities. The purpose and need for the Northwest Airfield Development project is tied to:

- The need to encourage economic development on unused or underutilized property at CMH;
- The need to expand the existing NetJets operation at one centralized location; and
- To develop vacant and underutilized property that has the utility, runway, and roadway access to the northwest airfield.

III. Alternatives Considered

In accordance with the FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, the EA identified and evaluated reasonable alternatives (pages 3-1 through 3-2). The analysis evaluated two alternatives available to meet the purpose and need, while minimizing environmental impacts and consisted of the following:

- No Action

The No Action alternative is used as the baseline alternative for comparison of the build alternative to the environmental impact categories. The No Action alternative for the Northwest Airfield Development project states existing conditions will remain in place. This means that no development for the northwest airfield would occur. The layout and current use would remain as it is today.

- Proposed Action (Preferred Alternative)

The Proposed Action or Preferred Alternative would include the expansion of the Northwest Airfield to include an expansion of the existing NetJets facility (building and associated parking), enhanced access to the site (surface transportation improvements), and utility development.

As a part of the Proposed Action, a protective stream buffer around Mason Run will be implemented. Mason Run is a north-south jurisdictional water that runs north-south within the project boundary. A 150-foot stream buffer will be preserved along Mason Run.

After careful analysis and consultation with various local, State, and Federal resource agencies, the Airport selected Alternative 2 – Proposed Action as the preferred alternative. This meets the purpose and need while minimizing impacts to the built and natural environment.

IV. Environmental Consequences and Mitigation

Environmental impact categories identified in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions* were evaluated through preparation of an environmental assessment (EA). The attached final EA discusses the environmental consequences of the Proposed Action (pages 5-2 through 5-20).

Given the location and nature of the proposed project, the following environmental resource and impact categories do not exist in the study area and would not be impacted by the Proposed Action or the No Action alternative.

- Air Quality
- Coastal Resources
- Department of Transportation Act, Section 303(c), formerly known as Section 4(f)
- Farmlands
- Fish and Wildlife
- 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 Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks
- Wild and Scenic Rivers

The Proposed Action could impact two environmental categories. These categories include:

- Wetlands
- General Construction Impacts

Wetlands: The Proposed Action will impact 2.04 acres of wetlands and 240 linear feet of stream [190 linear feet of unnamed headwater stream A and 50 linear feet of perennial stream D (Mason Run)]. A 150-foot stream buffer will be placed around Mason Run, this will minimize impacts to the stream.

The CRAA is required to obtain a Clean Water Act Section 404 permit (administered by the U.S. Army Corps of Engineers (USACOE)) and a Section 401 Water Quality Certification (administered by the OEPA). The CRAA, in coordination with the USACOE and the OEPA, must mitigate for unavoidable loss of wetlands associated with the Proposed Action as required by the permit conditions. Mitigation must be conducted off-site to avoid the creation of wildlife attractants, subject to FAA Advisory Circular (AC) 150/5200-33, "*Hazardous Wildlife Attractants On or Near Airports.*"

General Construction Impacts: Construction activity associated with the Proposed Action would include necessary construction of buildings, roads, mitigation, and utilities in an approximately 95-acre area. Fugitive dust, noise, vibrations, erosion, and sedimentation impacts from the Proposed Action could occur but would be localized and temporary.

An OEPA National Pollutant Discharge Elimination System permit is required. Mitigation measures must include implementation of Best Management Practices (BMPs) for sedimentation and erosion control subject to OEPA and the City of Columbus requirements.

The Airport must include BMPs to minimize construction impacts to avoid and/or reduce potential degradation of local air and water quality. Construction documents must identify specific environmental control methods to minimize noise, air, and water quality impacts. The CRAA must ensure that residential areas are considered when identifying haul routes and construction activity hours to minimize noise impacts. Construction must comply with the most current version of the FAA Advisory Circular (AC) 150/5370-2, "*Operational Safety on Airports during Construction*", AC 150/5370-10, "*Standards for Specifying Construction of Airports*", State of Ohio and City of Columbus regulations must be incorporated into the construction contract as required to prevent air and water pollution.

During construction, in the event that previously unknown contaminants are discovered or if a reportable spill occurs, work shall cease until the Airport notifies appropriate local, State, and Federal agencies.

All work shall cease upon the discovery of any cultural resources during construction until the CRAA notifies the State Ohio Historic Preservation Office and the FAA Detroit Airports District Office (DET-ADO). The CRAA shall protect the area until cultural resource concerns have been appropriately addressed, and the CRAA shall take action to comply with the National Historic Preservation Act, the Native American Graves Protection and Repatriation Act, and the Archaeological Resources Protection Act, as appropriate.

Tree clearing for the Proposed Action can only occur between September 30 and April 1. If endangered species are sighted during construction, work shall cease in the immediate area of the endangered species and all sightings shall be reported to the U.S. Fish and Wildlife Services, the Ohio Department of Natural Resources, and the FAA DET-ADO.

V. Public Review and Comment

Public involvement is a vital component of the NEPA process. To inform the public of the proposed project and to gather comments, the CRAA circulated the Draft EA for a 45-day comment period (August 5, 2010 - September 20, 2010). A public hearing was held on August 19, 2010. Agency comments were received from the U.S. EPA, U.S. Fish and Wildlife Services, U.S. Army Corps of Engineers, U.S. Department of Agriculture – Natural Resources Conservation Service, U.S. Department of Housing and Urban Design, Ohio Department of Natural Resources, Ohio Environmental Protection Agency, Ohio Historic Preservation Office, Ohio Department of Agriculture, Ohio Department of Transportation – Office of Aviation, City of Columbus – Department of Development Planning Division, City of Columbus – Division of Planning and Operations, and the City of Gahanna. Each agency comment is addressed in the Final EA – Appendix A. There were no public comments received during the comment period.

The Final EA and FONSI will be available for public review at the FAA, Detroit Airports District Office and the Columbus Regional Airport Authority administrative offices for 15 days after advertising the notice in the local Columbus newspaper.

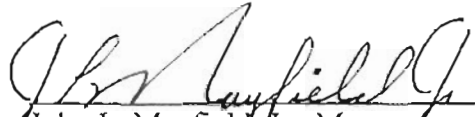
VI. Finding

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal Action is consistent with the existing national environmental policies and objectives of Section 101(a) of the National Environmental Policy Act of 1969 and other applicable environmental requirements. The proposed Federal Action will not significantly affect the quality of the human

environment or include any condition requiring consultation pursuant to Section 102(2)(C) of NEPA.

Having met all the relevant requirements for environmental considerations and consultation, the Proposed Action is authorized to be taken when all other requirements have been met. These decisions are taken pursuant to 49 U.S.C. § 40101, et seq. The FAA findings regarding the development of the northwest airfield, and any necessary funding, for the Port Columbus International Airport, constitute an order of the Administrator, which is subject to review by the Courts of Appeals of the United States, in accordance with the provisions of Section 1006 of the Federal Aviation Act of 1958, as amended, 49 U.S.C. § 46110.

APPROVED: *ix*



John L. Mayfield, Jr., Manager
Federal Aviation Administration
Detroit Airports District Office

DISAPPROVED: _____

DATE: 1/4/11