

# What is an Environmental Assessment?

## Purpose Of An Environmental Assessment

An Environmental Assessment (EA) is a comprehensive analysis of the social, economic, and environmental impacts, both positive and negative, of a project. At the conclusion of the EA, which involves public outreach and public involvement, a determination will be made by the FAA as to whether the potential impacts are significant enough to warrant the preparation of an Environmental Impact Statement. If potential impacts identified in the EA are not considered significant, the proposed project may proceed.

## Why Are We Doing An Environmental Assessment?

- Required by Law - National Environmental Policy Act (NEPA) of 1969
- Federal Money or Federal Permits - The NEPA process is required when federal money is being used, and/or a federal permit is required
- Unknown Environmental Impacts - An EA is required to determine potential impacts associated with a proposed action

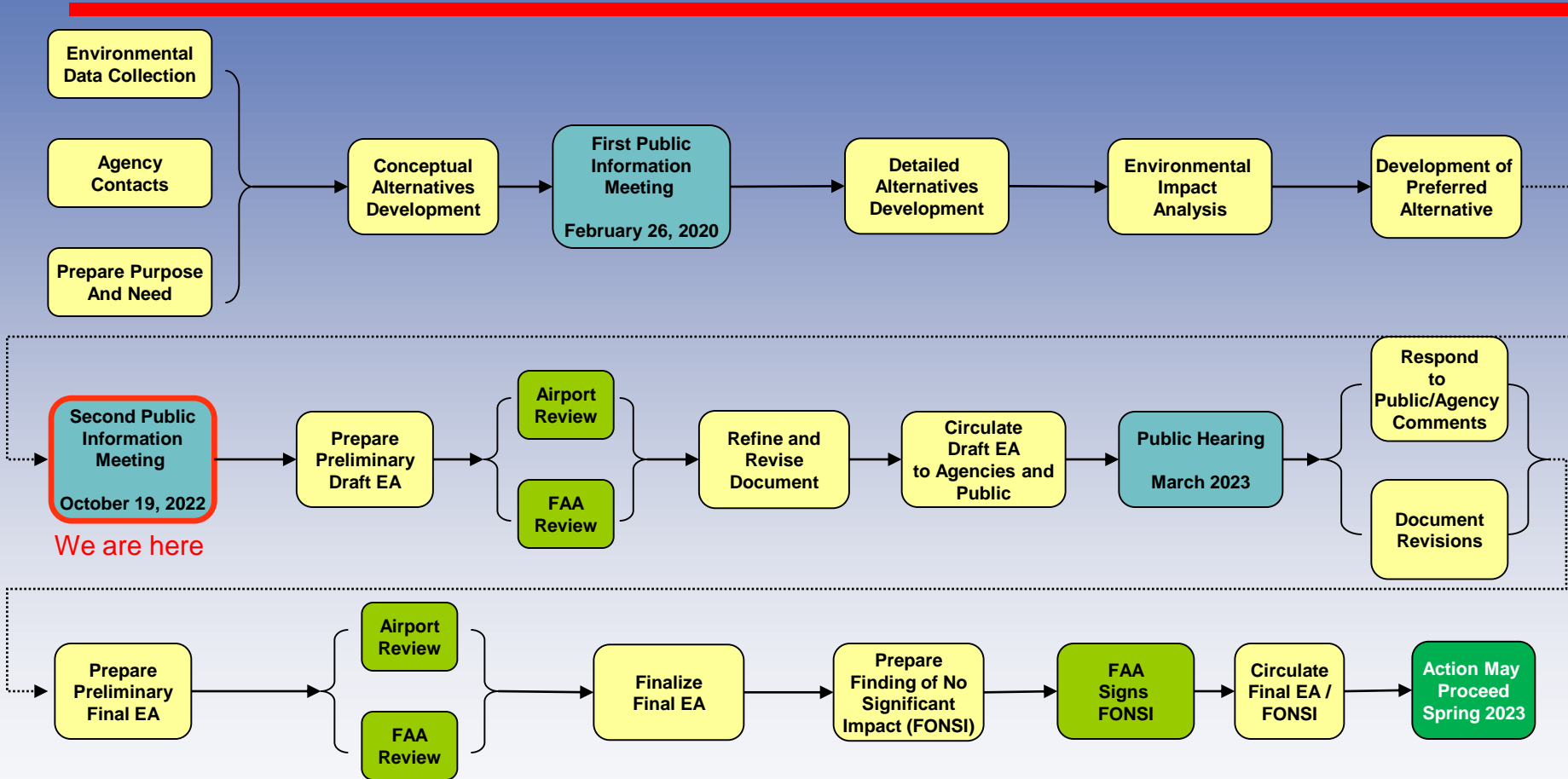


# Environmental Categories

**During the EA, the following environmental categories were evaluated for potential significant impacts to the surrounding communities and the environment:**

- Air Quality
- Biological Resources, Threatened and Endangered Species
- Climate
- Coastal Resources
- Section 4(f) Resources
- Farmlands
- Hazardous Materials, Solid Waste and Pollution Prevention
- Historic, Architectural, Archeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise Compatible Land Use
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety
- Light Emissions and Visual Effects
- Water Resources, Wetlands, Floodplains
- Cumulative Impacts
- Irreversible and Irretrievable Commitment of Resources

# ENVIRONMENTAL ASSESSMENT (EA) PROCESS FLOW CHART



# Summary of Environmental Impacts

Comparison of Alternatives						
Category	Criterion	No Action Alternative	Alternative 1	Alternative 2 (Preferred)	Alternative 3	Alternative 4
Project Purpose and Need	Provides 7,650 ft of Runway Length	No	No	Yes	No	No
	Corrects Taxiway C Geometric Deficiencies	No	Yes	Yes	No	Yes
	Provides a 1,000-Foot Runway Extension at Runway 35 End	No	No	Yes	Yes	No
Implementation Factors	Requires Norfolk Southern Railroad Relocation	No	Yes	Yes	Yes	No
	Requires NAVAIDS Relocation	No	Yes	Yes	Yes	Yes
	Amount of New Incompatible Land Uses within Runway 17 RPZ	No	Low	Low	None	High
	Amount of New Incompatible Land Uses within Runway 35 RPZ	No	Med	High	High	None
	Intensity of New Obstruction Removals in Milwood Neighborhood	Med	Med	Med	None	High
	Requires New Easements to Remove Obstructions in Runway 17/35 Approaches	No	Yes	Yes	Yes	Yes
	Level of Expected Public Opposition	None	Low	Low	Low	High
	Requires Kilgore Rd. Relocation	No	No	No	No	Yes
Environmental Impacts	Potential Impacts to Wetlands (acres)	0	0.40	0.40	0.17	0.22
	Impacts to Bloomfield Subdivision Historic District	No	Low	Low	None	High
	Potential Farmland Impacts (acres)	0	6.42	5.96	5.96	0.0
	Presence of Potential Forested Habitat for Northern Long-eared Bat and Indiana Bat	No	Yes	Yes	Yes	Yes
	Likelihood of Increased Noise Exposure to Noise Sensitive Land Uses	None	None	None	None	High
Cost	Estimated Cost to Implement (2021 dollars)	\$0	\$39.2 million	\$40.0 million	\$36.5 million	\$13.9 million
The colors "green" and "red" represents the highest or lowest intensity of impact when compared to the other build alternatives for a specific category.						