

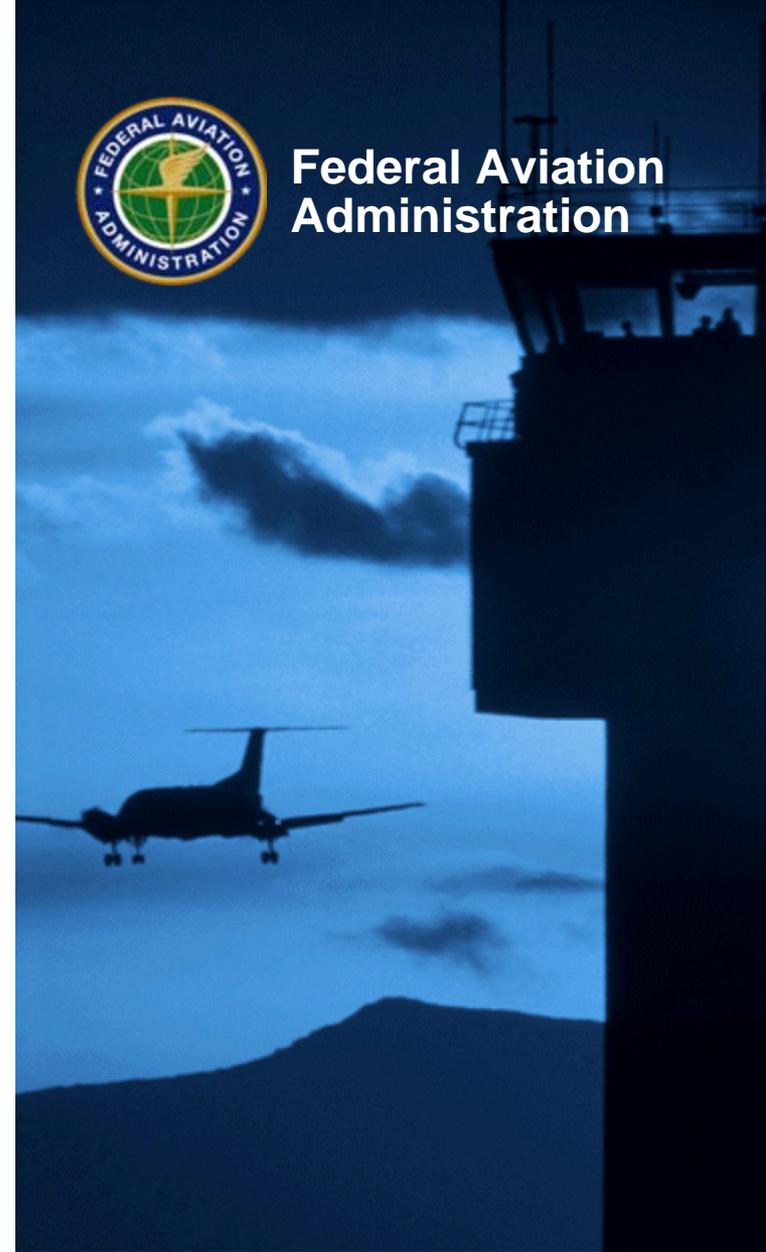
HOW TO TRANSLATE YOUR AIRPORT PLANNING INTO NEPA

The Quest for a Good Purpose and Need

Presented to: 2010 BIS-ADO Fall Conference
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Federal Aviation
Administration



Overview

- Why NEPA?
- Is the project ready for NEPA analysis?
- When do you approach FAA?
- What makes a good purpose and need?
- What is needed for justification?
- What good is airport planning ?



Why NEPA?

- Applies only to the Federal Government
- Establishes an interdisciplinary approach
- Documentation of analysis
- Requires public involvement
- Promotes informed decision-making



IS PROJECT READY FOR NEPA ANALYSIS?

- **Is the proposed project on the approved ALP?**
- **Is the project justified?**
- **Are the eligibility requirements met?**
- Is the original Purpose and Need still valid?
- **Is the funding likely?**
- Is the project ready for a decision?



Project coordination and when do you approach FAA?

- Sponsor
- Consultant
- ADO Environmental Specialist
- ADO Project Manager
- Resource and Regulatory Agencies
- Started 3 years Prior to Implementation of Action



Early Coordination

- Federal Aviation Administration
- United States Fish and Wildlife Service
- US Army Corps of Engineers
- State Health Departments
- State Historic Preservation Office
- Tribal Historic Preservation Offices
- US Department of Agriculture - Natural Resources Conservation Service
- US Environmental Protection Agency
- AND.....



What makes a good purpose and need?

- Description of the problem or need to be addressed. (*Purpose*)
- Identifies objectives that are to be achieved (*Need*)
- Answers to
 - Why here?
 - Why now?
- Includes supporting information (*Justification*)
- Does not include preferred alternative



Justification

- Directly supports the purpose and need statement
- Is current
- Detailed
- Documented
- Substantial



Information Types

- Operations
- Letters of support from users
- Compliance or Standard change
- Based aircraft
- Fuel data
- Haul Length
- Schedule Service
- Critical aircraft
- Terminal Area Forecast & Master Plan Forecast
- Capacity (actual use/need of aircraft, airlines)
- Commercial service (scheduled services)



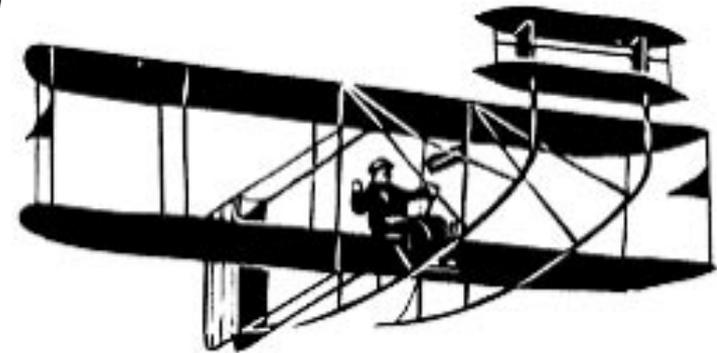
Example of Justification

Runway Extension

- Critical aircraft operations (meets threshold)
- Runway length required
- Terminal Area Forecast (TAF)/Forecast data
- Based aircraft

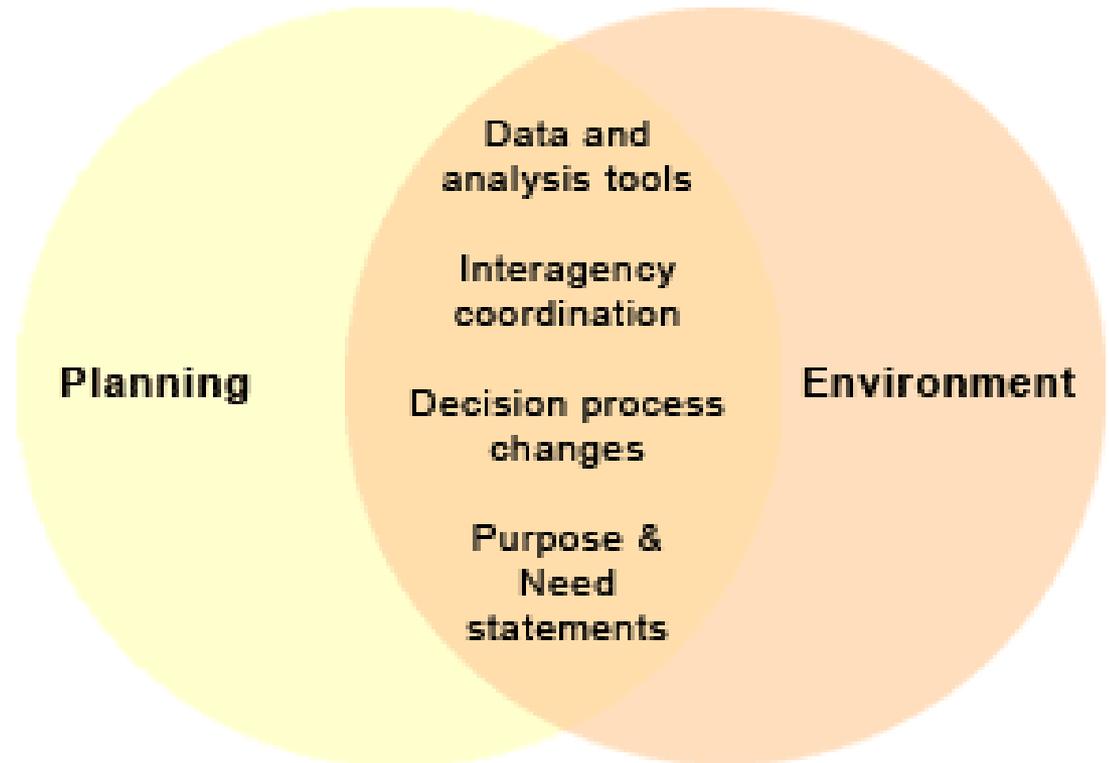
Crosswind runway

- Need is there (wind coverage)
- Critical aircraft
- TAF/Forecast Data
- Based Aircraft



COMPONENTS OF NEPA ANALYSIS

- **Purpose & Need**
- Alternative Analysis
- Affected Environment
- Environmental Consequences
- Mitigation
- Coordination
- Technical Appendices



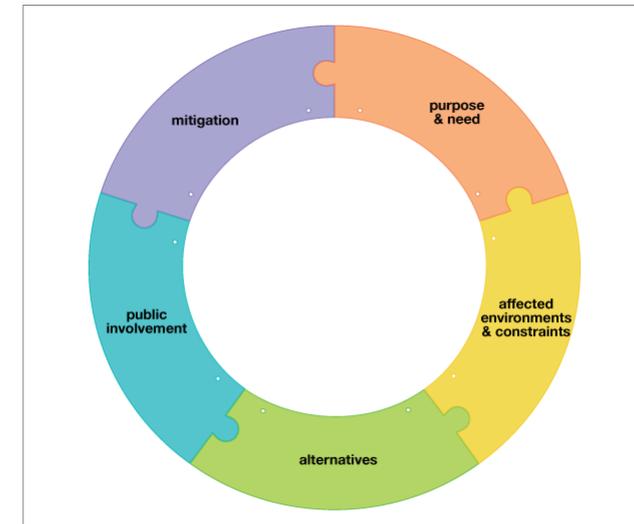
PURPOSE & NEED

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Purpose and Need – Airports Project - NEPA

- Current airport configuration does not provide ability for the critical design aircraft to operate at sixty percent of useful load
(Purpose)
- Existing runway does not meet FAA AC standards for ARC B II Aircraft for runway length
(Need)
- Critical design aircraft that regularly use the airport consist of Cessna Grand Caravan, King Air 200, and Cessna Citation. Data supported by interviews with FBOs, letters from Corporate users, TAF, and Forecast (Justification)



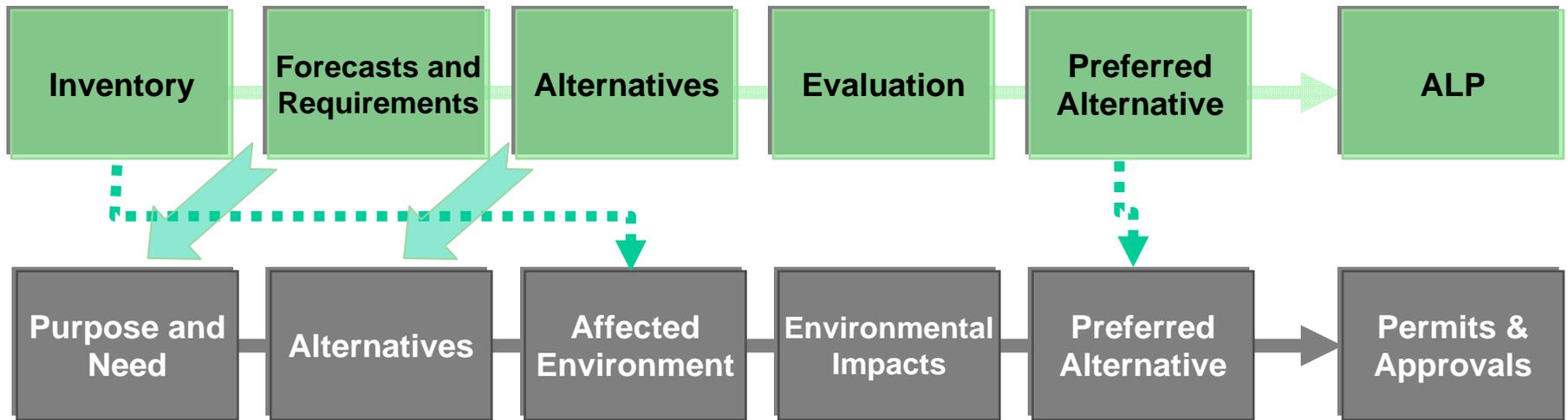
MITIGATION

- Several types
 - Avoid
 - Minimize
 - Rectify
 - Reduce
 - Compensate
 - Modify
- Based on Analysis in Document
- Can be Regulation Driven



HOW PLANNING & NEPA RELATE

Conventional Master Planning Process



NEPA Process



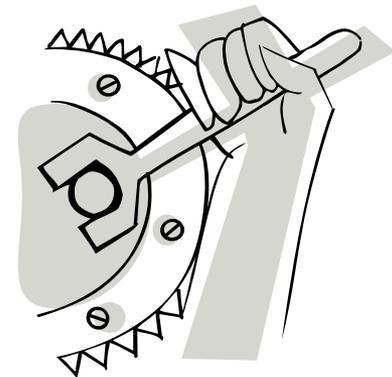
Pre-Planning Steps

- Partnership between the sponsor and the FAA
- Information on scoping
 - Establish goals and objectives
- Level of effort
 - Full master plan
 - Master plan update
 - ALP Narrative or ALP Narrative update
- Purpose oriented planning
 - Is there a specific issue or problem?
- Support of other interested groups
 - Who needs to be involved?



IMPORTANCE OF EARLY PLANNING

- Project processing will be more efficient
- Timeframes will be minimized
 - CATEX- One day or weeks or months
 - EA and EIS – Months to Years
- Issues and impacts will be thoroughly addressed
- More time to address pitfalls
- EA/EIS should be started 3 years Prior to Implementation of Action



Establishing Need- Master Plan

- Develop a Preliminary Need Statement
 - Aviation Problem
 - Why does the airport need to solve the problem?
 - Findings
 - Facility Requirements
 - Abilities of the existing airport
 - Demand Level Triggers
 - Extent of new facilities needed
 - What is the base case?



WHAT IS REQUIRED FROM YOU....

In order to move into the environmental phase:

1. Supporting Justification
2. Concise and Valid Purpose and Need
3. FUNDING
4. And...FAA Approval prior to beginning the Environmental Analysis



Remember...

- Documents must be – clear, concise, supported, defensible, and fully coordinated
- Integrate planning and NEPA at the earliest possible time
- Planning decisions should reflect environmental values
- Do not assume
- Ask questions
- Coordinate Early and Often



NEPA Analysis Compared to Planning

- **Project is ripe for decision making**
- Purpose and Need Statement does not include the solution
- **Both require supporting information/data**
- All reasonable alternatives are to be carried forward
- **NEPA Requires a No Action Alternative**
- Both Develop Alternatives to Address Issue
- **NEPA Requires more in-depth Analysis**
- Under NEPA Mitigation is to be identified
- **Both encourage early coordination**



Got

