TODAY’S PRESENTATION

- Airport planning basics – why does it matter?
- Federal environmental review for airport projects
- Integrating planning and environmental review
In preparing for battle I have always found that plans are useless, but planning is indispensable.

- Dwight D. Eisenhower
PLANNING COMPONENTS

- Master Plan
- Forecast
- Capital Improvement Plan
AIRPORT MASTER PLANS

- A Master Plan identifies the need for modernization, expansion, or, in some cases, construction of a new airport
- The sponsor’s strategy for the development of the airport
- Usually a 20 (or more)-year look ahead
- Master Plan is basis for Airport Layout Plan (ALP)

-- Airport Master Planning Guidance - FAA Advisory Circular 150/5070-6BA
MASTER PLANS

- Graphic representation of future airport development
- Opportunity to address relevant issues
- Realistic schedule for project implementation
- Financial plan
- Framework for continuous planning process
- Opportunity to engage public and stakeholders
FORECASTS OF AVIATION ACTIVITY

- **Purpose:** accurately predict future demand
- **Terminal area forecast (TAF)**
- **Local forecasts** that differ more than 10% (5-year) or 15% (10-year) from the FAA Terminal Area Forecast (TAF) must be approved by FAA
- **Forecast will dictate**
  - Development
  - Financial needs
  - Carrier demands
CAPITAL IMPROVEMENT PLANS

- Outgrowth of Master Plan
- Anticipated development needs for 5 years
- Predicate to qualify for AIP grant funds
- Input to FAA’s ACIP
  - Basis for prioritizing FAA AIP $$
AIRPORT LAYOUT PLANS

- An Airport Layout Plan is a scaled drawing of existing and proposed land and facilities necessary for the operation and development of the airport

- ALPs must be maintained in accordance with FAA requirements

  -- FAA Order 5190.6B, FAA Airport Compliance Manual, Appendix R
A COMPLEX ALP

Read and Understand!
ALPs may be conditionally or unconditionally approved by the FAA

- The distinction between these approvals is important

FAA funding of projects and approval for implementation require unconditional ALP approval
COMPONENTS OF AN ALP

- Cover Sheet
- ALP Drawing
- Data Sheet
- Facilities Layout Plan
- Terminal Area Plan (as needed)
- Airport Airspace Drawing
- Inner Portion of the Approach Surface Drawing

- Airport Land Use Drawing
- Off-Airport Land Use Drawing (as needed)
- Airport Property Map / Exhibit A
- Runway Departure Surface Drawing
- Utility Drawing
- Airport Access Plans
LEGAL SIGNIFICANCE OF ALPs

- Definition of airport property
  - Federally obligated
  - Subject to regulation
- Changes trigger FAA review or approval (in most instances)
- Both a hammer and a shield
NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) OVERVIEW

- Establishes environmental policies and goals for the country
- When the federal government takes an action that may have environmental impacts, it must:
  - Take a hard look at the impacts
  - Provide information about environmental effects to decision-makers and the public
- Intent is to improve decision making
NEPA: THREE FORMS

Categorical Exclusion (CATEX)

Environmental Assessment (EA)

EIS

U.S. Department of Transportation

Federal Aviation Administration

O'Hare Modernization

Final Environmental Impact Statement

Section 4(f) and Section 6(f) Evaluation

General Conformity Determination

DATE: July 2005

Contact the NEPA Officer to review or obtain copies of the NEPA and CATEGORICAL EXCLUSION Federal Aviation Administration (FAA) Airports Division, 800 Independence Avenue, SW, Washington, DC 20591.

U.S. Department of Transportation

NORTHWEST MOUNTAIN REGION - AIRPORTS DIVISION

Environmental Evaluation Form

CATEGORICAL EXCLUSION

CATEX

Categorical Exclusion

1. Project Description
2. Project Location
3. Project Purpose
4. Project Benefits
5. Project Limitations
6. Project Cost
7. Project Duration
8. Project Timeline
9. Project Schedule
10. Project Impact

CATEX Form 2015: Draft Environmental Assessment (EA) for Grove Field Airport Improvements

This environmental assessment (EA) is being prepared to determine the need for an environmental impact statement (EIS) under the National Environmental Policy Act (NEPA). The EA will be used to determine whether an EIS is necessary to comply with NEPA and to determine the level of review required for the project.

The NEPA process is intended to ensure that federal agencies consider the environmental impacts of their actions. The EA will be used to determine whether the proposed project has significant environmental impacts.

The EA will be prepared for the project to determine the potential environmental impacts of the project. This will include an analysis of the existing and proposed conditions, the potential environmental impacts of the project, and the potential alternatives.

The EA will be prepared in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended, and other applicable laws.

The final EA will be submitted to the Federal Aviation Administration (FAA) for review and approval.

35TH ANNUAL AIRPORT LAW WORKSHOP

Page 1 of 3
NEPA PROCESS

1. Sponsor Planning
2. Notice of Intent
3. Scoping
4. Draft EIS/EA
5. Final EIS/EA and Record of Decision
ROLE OF SPONSOR’S LAWYER

- Coordinate with state and local processes
- Watch for other environmental requirements – especially state law
- Contracting with consultant preparing the EA/EIS

- Pre-NEPA strategy
  - Scrutinize purpose and need
  - Protect sponsor’s objectives

- Coordinate environmental review with planning
LESSONS LEARNED

- An EA or EIS is not a good place to be doing fundamental planning
- Alternatives need to be defined (and eliminated) in the planning process (to consider cost, for example)
- Use planning to set limits for the EIS (to identify what you cannot do)
SMOOTH PLANNING/NEPA INTEGRATION

- Not starting the NEPA process with unanswered planning questions
- Overlapping the NEPA and planning process
  - Developing a supportable purpose and need during the planning process
  - Complete alternatives analysis during the planning process
  - Integrating environmental issues in the planning process
INTEGRATION OF PLANNING AND NEPA

- Connection Points in the Planning and NEPA Processes

**Major Planning Components**
- Facility Requirements
- Airport Plans and CIP
- Forecasts
- Alternatives
- Inventory (when environmental included)
- Airport Plans (when environmental included)

**Major NEPA Components**
- Purpose and Need
- Alternatives
- Affected Environment
- Environmental Consequences
HOW THIS WORKS IN REALITY
INTEGRATION OF PLANNING AND NEPA

- Effects of poor planning on NEPA process
  - NEPA document relies on “old” or “incomplete” planning
  - Incomplete justification for a project
  - Incomplete description of project
  - Airport sponsor expectations not met
  - Time and money implications
    - Changing project variables
    - Changes in FAA staffing
INTEGRATION OF PLANNING AND NEPA

- Strategies for better planning and NEPA integration
  - Do not start NEPA process with unanswered planning questions
  - As part of the planning process . . .
    - Develop supportable purpose and need
    - Understand which projects are connected
    - Consider alternatives
    - Consider environmental issues
QUESTIONS?